

CHAPTER 1

INTRODUCTION

Why Comprehensive Planning?

Skagit County began Comprehensive Planning in 1965. The need sprang from the concern that development was occurring in a haphazard way, and the regulation of development was inconsistent. Since there were no overarching plans or visions of development, the communities did not have tools to establish consistent policies.

Following the Skagit County plan in 1965, La Conner established its first Comprehensive Plan in October 1969. The original Comprehensive Plan was only eleven pages, but did attempt to initiate policies to govern code implementation and development. The adopting ordinance specifically stated that “All ordinances or parts of ordinances in conflict with any provision of this ordinance [Comprehensive Plan] are hereby repealed.”

The subsequent plan adopted in 1978 combined zoning codes with the comprehensive plan. This version lost its policy framework and became the development code standards.

It became evident that plans establishing the goals and policies must be separate from the codified development standards. The goals and policies of a community must be amended less frequently and provide long-term continuity. In contrast, development codes can be amended frequently to be responsive to the needs of development, but reflect the goal and policy agenda of the comprehensive plan.

What's the Connection to Growth Management?

In the 1980's, uncontrolled growth had become a major concern of Washington State citizens, which set the stage for the Growth Management Act. In 1990, the Washington State Legislature passed the Growth Management Act (GMA). The GMA established the comprehensive plan as the cornerstone of community planning. It gave comprehensive plans more legal weight, and is the instrument by which jurisdictions became accountable for consistent regulation of development.

New terms entered into the language (i.e. consistency, concurrency) and invigorated old terms with new meaning (i.e. classification, designation, protection and conservation). The GMA also provided an organizing structure beyond each jurisdiction. Local municipal comprehensive plans must be

coordinated with county plans with regard to population growth and development planned allocations.

It also required integration with other planning efforts such as shorelines, transportation and capital facilities. In addition to being internally consistent and consistent with other local planning efforts, the GMA requires that La Conner coordinate with Skagit County and adhere to the County-adopted Countywide Planning Policies (CWPPs) and the original thirteen (now fifteen) GMA planning goals listed in RCW 36.70A.020. These statewide goals, which have been revised over the years, currently state:

- 1) **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2) **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3) **Transportation.** Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
- 4) **Housing.** Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- 5) **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- 6) **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- 7) **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- 8) **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agriculture, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- 9) **Open space and recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat,

increase access to natural resource lands and water, and develop parks and recreation facilities.

10) **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11) **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

12) **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13) **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

14) **Climate change and resiliency.** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW [36.70A.210](#) and chapter [47.80](#) RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

15) **Shorelines of the state.** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW [90.58.020](#) shall be considered an element of the county's or city's comprehensive plan.

Consistency Countywide Planning Policies

In addition to the above GMA planning goals developed by the State, Skagit County developed Countywide Planning Policies (CWPPs) which are written policy statements establishing a Countywide planning framework to ensure consistency between county and city comprehensive plans as required in RCW 36.70A.100.

The Town developed its Plan in conformance with the CWPP. The CWPP with particular relevance to the Town of La Conner include:

Urban Growth: (Note that in this context urban growth area refers to the town limits. With the exception of a small area used for municipal purposes, the town has no urban growth area).

- Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Urban growth areas shall include greenbelt, open space, and encourage the preservation of wildlife habitat areas.
- Urban growth areas shall provide for urban densities of mixed uses and shall direct development of neighborhoods which provide adequate and accessible urban governmental services concurrent with development. The GMA defines urban governmental services as those governmental services historically and typically delivered by cities, and includes storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

Transportation:

- Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic, and environmental impacts and costs.
- Primary arterial access points shall be designed to ensure maximum safety while minimizing traffic flow disruptions.
- The Transportation Element of the Comprehensive Plan shall be designed to; facilitate the flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element of the Comprehensive Plan; be based upon an inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy.
- Level of service (LOS) standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term. New development shall mitigate transportation impacts concurrently with the development and occupancy of the project.
- Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements.

Housing:

- Plan for and accommodate housing affordable to all economic segments of the population; promote a wide variety of residential densities and housing types, and encourage preservation of existing housing stock.
- Allow for an adequate supply of land use options to provide housing for a wide range of incomes, housing types, and densities.
- The Comprehensive Plan should support innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit developments and the transfer of development rights.
- The existing affordable housing stock should be maintained and efforts to rehabilitate older and substandard housing should be encouraged.

- Accessory dwelling units (ADUs) shall be permitted on all residential properties.

Economic development:

- Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- The development of environmentally sensitive industries shall be encouraged.
- A diversified economic base shall be encouraged to minimize the vulnerability of the local economy to economic fluctuations.
- Tourism, recreation, and land preservation shall be promoted provided they do not conflict with the long-term commercial significance of natural resources and critical areas or rural lifestyles.
- Commercial and industrial activities directly related to or dependent on local aquatic resource areas should be encouraged in shoreline areas provided they are shoreline dependent and/or related.
- The Comprehensive Plan shall support and encourage economic development and employment to provide opportunities for prosperity.

Open Space and Recreation:

- Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- Open space corridors within and between urban growth areas shall be identified. These areas shall include lands useful for recreation, fish and wildlife habitat, trails, and connection of critical areas.
- Expansion and enhancement of parks, recreation and scenic areas and viewing points shall be identified, planned for and improved in shore lands, and urban areas.
- Property owners shall be encouraged to site and design new construction to minimize disruption of visual amenities and solar resources of adjacent property owners, public road ways, parks, lakes, waterways and beaches.
- Expansion and enhancement of parks, recreation and scenic areas and viewing points shall be identified, planned for, and improved in shorelands, urban, and rural designated areas.
- A park and recreation system shall be promoted which is integrated with existing and planned land use patterns

Environment:

- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- Natural resource lands, including aquatic resource areas and critical areas shall be classified and designated, and regulations adopted to assure their

long-term conservation. Land uses and developments which are incompatible with critical areas shall be prohibited except when impacts from such uses and developments can be mitigated.

- Protect natural resource lands, aquatic resource areas, and critical areas.
- Usual and accustomed activities on natural resource lands and aquatic resource areas shall be protected from interference when they are conducted in accordance with best management practices and environmental laws.
- In cooperation with appropriate local, state, and Federal agencies, develop and implement flood hazard reduction programs consistent with and supportive of the Corps Feasibility Study.

Skagit County and Cities and Towns shall work together to provide ongoing public education about flooding in a coordinated and consistent program, and shall adopt a flood hazard reduction plan, that works together with the natural and beneficial functions of floodplains.

Citizen participation:

- Encourage citizen participation throughout the planning process. For land use proposals, including those within the marine environment, all applicants shall bear the costs for public notification, by mail, and by posting of signs. Affected neighbors and surrounding shoreline owners shall be notified as prescribed by ordinance.

Historic Preservation:

- Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- Skagit County shall cooperate with local historic preservation groups to ensure coordination of plans and policies by the State Office of Archeology and Historic Preservation.

In July 2024, Skagit County has developed and implemented an extensive public participation effort designed to the cities and towns within the county to become actively involved in their planning efforts. Their stated public participation plan goals are:

- Commit to early and continuous engagement
- Broadly disseminate proposals and information in accessible formats
- Provide equitable opportunities for public participation in all areas of Skagit County
- Provide timely information at key milestones
- Use concise, plain, and easy to understand language
- Consult with local tribes
- Consult with neighboring jurisdictions, and federal and state agencies.
- Provide multilingual engagement opportunities and materials
- Update the project website with current information
- Utilize a variety of outreach mediums including local media, print, web, social media, emails, community meetings, and open houses.

Early in 2024, Skagit County conducted an online public survey to gather feedback. The County identified the following goals for the survey.

1. Identify broad priorities from Skagit County residents;
2. Identify Skagit County's greatest strengths;
3. Identify Skagit County's greatest weaknesses;
4. Identify key topics for the Comprehensive Plan to focus on;
5. Use the survey to advertise the start of the year-long project; and
6. Collect emails from interested residents to build a network for future input.

The County's survey results showed that the highest-ranking values of the respondents were "family-oriented, stewardship of natural resources, and health and safety." The highest-ranking strengths listed were "rural character, Environment, and healthy food access." The highest-ranking weaknesses were identified as "housing supply and affordability, transportation options, and local industry and employment." Respondents to public participation efforts in La Conner are in general agreement with these statements.

The Town of La Conner's Plan must be consistent with the GMA's goals and with the Skagit County Countywide Planning Policies. As the town has worked toward its Comprehensive Plan update, we have built upon the county's public participation goals. But at least as importantly, the Town's Plan must serve the needs of the people who live, work, visit, and play in the Town of La Conner. It must also be internally consistent and externally consistent with the development regulations that implement it.

The legislature has amended the GMA many times to address issues that have arisen through the implementation, and this process continues. In 2002, the legislature established a 7-year cycle for a full "periodic review" of comprehensive plans to ensure that they reflect the most current requirements of GMA. Each "periodic review" considers a 20-year planning period. In 2005 La Conner completed its first "periodic review" covering the years 2005-2025. A subsequent periodic review in 2016 planned for the years 2016 to 2036. The Current update is also a required "periodic review" and reflects the planning period encompassing the years 2025 to 2045.

La Conner Vision Statement

The Town of La Conner is a waterfront village that seeks to preserve its rural flavor, small town livability and historic authenticity while recognizing its status as a culturally artist community and visitor destination. Keeping a balance between preservation and promotion is the key to maintaining a satisfactory quality of life in La Conner. The goals cited below provide direction toward that balance.

Mission Statement:

The mission of Town government is:

1. To deliver the basic services to its people and visitors; public safety, water, sewer, streets, and zoning, in an economical and efficient manner.

2. To promote a business climate that will maximize sales and use tax revenues while controlling expenditures.
3. To advance La Conner as a cultural center, to preserve its heritage, and to support the arts.
4. To maximize public access to, and enjoyment of, the water whenever possible.
5. To prepare for natural disasters and climate change.

Goals:

1. Provide effective stewardship of the environment to protect critical areas, conserve land, air, water, and energy resources, and preserve the Town's historic heritage.
2. Encourage changes that promote livability, pedestrian orientation and high quality design, and limit stress factors such as noise pollution and traffic congestion.
3. Identify the responsibilities of public and private agencies at the local and regional level for providing emergency and social services.
4. Use local resources whenever possible to encourage local involvement in community actions and to enhance community pride.
5. Encourage the local economy by providing a predictable development atmosphere through development regulations.
6. Enhance opportunities for recreational and cultural activities for all ages by encouraging diversity in available choices.
7. Open space and public access to the waterfront are priorities whenever possible.

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, with a special focus to include vulnerable and overburdened populations and communities. To that end, 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)
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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.

CHAPTER 3

LA CONNER PROFILE

Community History and Profile

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, indicating that approximately 77% of the town is located within a floodplain. 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

The arrival of Native American groups in the Pacific Northwest cannot be dated with great precision. However, archaeological investigations at the Manis Mastodon site near Sequim on the Olympic Peninsula indicate man was in the area as early as 12,000 years ago.

Swinomish, Samish, Sauk-Suiattle, and Upper Skagit Indians are the Tribes native to the Skagit River valley and each has reservation lands in the Valley. Swinomish Indian Tribal Community is composed of approximately 900 tribal members with the majority of members residing on the Swinomish Reservation or nearby in Skagit County. Most tribal members reside in the Swinomish Village area located on the southeast corner of the Reservation near the tribal offices. The Swinomish Indian Tribal Community is a federally recognized Indian Tribe that is governed by a Constitution and Bylaws that were originally adopted in 1936 and by the Swinomish Senate, the tribe's governing body, which is comprised of 11 elected members that serve staggered five-year terms.

The Swinomish are a community of Coast Salish peoples descended from groups and bands originating from the Skagit and Samish River valleys, coastal areas surrounding nearby bays and waters, and numerous islands including Fidalgo, Camano, Whidbey and the San Juan Islands. For thousands of years, these Coast Salish tribes maintained a culture centered on abundant salt water resources that included salmon, shellfish, and marine mammals, as well as upland resources such as cedar, camas, berries, and wild game.

They lived in large villages during the winter and in summer encampments that followed the seasonal cycle of resource gathering from the mouths of rivers and streams where salmon was taken, to coastal shorelines where shellfish and herring and other forage fish were taken, to marine waters where finfish and sea

mammals were taken, and to inland forests where wild game and berries were taken.

The Swinomish Tribal Community has a reservation across the Swinomish Channel from La Conner. Members of the community attend schools in La Conner and participate in various recreational opportunities within the town. The Swinomish Tribal Community also has interlocal agreements with Skagit County, the La Conner School District, the La Conner Library, and Fire District 13 regarding assessment, collection, and distribution of taxes on permanent improvement on land owned by the United States and held in trust for the Tribe.

Although the Town of La Conner currently has an official population of 995 people, its infrastructure serves residents outside the Town limits from Pleasant Ridge to Kiket Island (approximately 5,000 people within 30 square miles). The Town is projected to reach a total of 1,191 people by 2045. La Conner town limits cover approximately 255 acres, of which 51 acres is within a National Historic Preservation District. The La Conner Comprehensive Plan provides for increased population densities by encouraging in-fill. No expansion of the Town limits is planned.

Climate and Geography

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.

The Town was established along the Swinomish Channel before it was dredged for navigational purposes and the tidal waters surrounded much of the Town periodically from Sullivan Slough to the Channel. Following the dredging, seawalls and agricultural dikes defined and expanded the Town beyond the rock outcrops. Until recently, this was a stable and predictable defense against natural forces. As weather patterns have shifted in the last ten years, this defense is now

vulnerable. The town has seen an increase of flooding events in recent years, and is developing plans to address this issue.

Increased population density and tourist activity will place greater demands upon existing parks, open spaces and public spaces. Additional land for recreational use may be developed as the property that is currently zoned as Transitional Commercial becomes more accessible.

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CHAPTER 4

ECONOMIC DEVELOPMENT ELEMENT

Introduction

In accordance with RCW 36.70A.070(7), the Town of La Conner has added an Economic Development Element to the Comprehensive Plan. La Conner is a noted tourist attraction, drawing visitors from around the U.S. and Canada. The Town's unique waterfront environment, vibrant arts and cultural community, and historical authenticity are important attributes that make La Conner a destination for visitors throughout the year. The Port of Skagit County has also built a strong marine related industrial base.

GOALS AND POLICIES

GOAL A

Promote a stable and diversified economy offering a wide variety of services and employment opportunities to the citizens of La Conner.

Policies

- 4A-1 Encourage business investments that provide economic and employment opportunities to meet the employment needs of La Conner residents and those residing in nearby areas.
- 4A-2 Accommodate home-based businesses that are consistent with the character of adjoining properties and neighborhoods.
- 4A-3 Promote a collaborative, interdependent local economy.
- 4A-4 Encourage diversity in the range of goods and services to meet local and regional needs, including those of the traveling public.
- 4A-5 Continue to coordinate with and seek economic development assistance from the Economic Development Association of Skagit County (EDASC), Washington State Department of Commerce (COMM), La Conner Chamber of Commerce and other entities in the economic development area.

4A-6 Give special attention and a clear preference to identifying and promoting economic activities that are based on our area's economic traditions, including maritime and water related, agriculture, outdoor recreation and art.

GOAL B

Achieve a balance between commercial and industrial interests to avoid over-concentration in one particular segment of the economy.

Policies

4B-1 Expand and recruit additional commercial services that primarily serve the needs of the residents of the Town and surrounding areas.

4B-2 Encourage light industrial uses within designated zones.

4B-3 Encourage a diversity of uses within the industrial zone, with an emphasis on emerging technology based enterprises, as well as traditional industrial uses that have always been associated with La Conner.

4B-4 Encourage adaptive reuse of existing structures.

4B-5 Identify development impacts and appropriate mitigation measures.

GOAL C

Encourage economic development that conserves natural resources and open space, protects environmental quality, and enhances our community's quality of life.

Policies

4C-1 Buffering by means of landscaping, or by maintaining recreation and open space corridors should be done between incompatible adjacent uses, including commercial and industrial uses.

4C-2 Provide a townwide strategy to address weather and climatic impacts that would adversely impact residents and businesses of the Town.

4C-3 Ensure that business physically located within 200 feet of the shoreline are providing adequate public access in accordance with La Conner's Shoreline Master Program.

4C-4 Develop incentives for new commercial buildings to incorporate open public green space, renewable energy measures, and other climate related measures.

GOAL D

Promote economic activities that increase the number of living wage or family wage jobs in La Conner and help to diversify the economy.

Policies

4D-1 Encourage diverse job options for persons interested in full-time and part-time employment.

4D-2 Encourage diverse entrepreneurial opportunities for persons desiring to own their own business.

4D-3 Facilitate the retention and expansion of existing local business and start-up of new businesses, particularly those providing family-wage job opportunities.

4D-4 Ensure that industrial and commercial zones are sufficient to ensure substantial diversity in local economic activity.

4D-5 Encourage office uses within industrial and commercial zones.

4D-6 Encourage economic development that creates a net positive fiscal impact for the local community through analysis of all direct and indirect costs and benefits to the community, including consideration of public capital investment.

4D-7 Encourage collaboration with the ArtsWA, La Conner Chamber of Commerce, the La Conner Arts Commission, and other local groups to develop marketing techniques to enhance traffic to local businesses, including applying for state designations such as becoming a Creative District.

GOAL E

Support La Conner as a visitor destination by preserving and enhancing the unique qualities of our community.

Policies

4E-1 Preserve and enhance activities that rely on the area's traditional enterprises of maritime, agriculture, outdoor recreation and art.

4E-2 Support efforts to develop, refurbish, and maintain scenic open space.

- 4E-3 Support cultural and heritage resources that are attractive to both local residents and visitors.
- 4E-4 Support community and private efforts to improve visitor services.
- 4E-5 Encourage siting of visitor services at locations that can be served with the necessary public infrastructure and that are compatible with neighboring uses.

GOAL F

Attract a diversified base of light industry consistent with local quality of life and environmental values.

Policies

- 4F-1 Encourage value-added resource based products, particularly with agriculture, fisheries and marine activities.
- 4F-2 Encourage low cost, easily accessible, state-of-the-art telecommunications infrastructure in order to attract and maintain businesses relying on these facilities and to provide these services to residents.
- 4F-3 Encourage business recruitment and development of firms, which will diversify the local economy.
- 4F-4 Maintain sufficient industrial land to accommodate a mix of business, light industry that is consistent with market requirements, and other opportunities.

ECONOMIC TRENDS

Commercial:

This zone includes land used for retail and wholesale trade, offices, hotels, restaurants, service outlets, ~~gas stations~~, and repair facilities. Morris Street and First Street are the Town's high-density commercial areas. The Skagit Port facilities have a medium level of commercial density. Maple Avenue has some existing non-conforming commercial uses in the residential area.

Total Commercial Use: 54 acres (21% of total 255 acre land area).

Heavy Commercial Use: The historic central business district on First Street consists of approximately 3.5 acres along the Swinomish Channel. This area contains mixed use residential as a conditional use, retail sales establishments, restaurants, art galleries, a museum, and a post office. Morris Street consists primarily of retail shops, a grocery store, and restaurants; mixed with residential use; and service businesses.

Neighborhood Commercial Use: Approximately 3.4 acres are used for businesses along Maple Avenue. This does not take into account home-based businesses.

Economic Trends: Sales and Use Receipts in 2024 totaled \$652,828. Sales and Use receipts increased sharply between 2013 and 2015 as the region came out of the economic downturn that impacted the entire country. From 2016 to 2020, Sales and Use experienced decline, and officials were unable to determine if this was a trend, or a correction. In 2020, the county went into lockdown due to COVID-19, which resulted in the lowest Sales and Use receipts in over a decade. However, Sales and Use tax receipts rose by over 43% in 2021, and has not experienced a significant decline since then, although between the years of 2021 and 2024, Sales and Use receipts varied slightly. Similarly, the Hotel Motel revenues experienced a dip in 2020, which is attributed to COVID-19, but has been increasing during the same period. Appendix 4-A includes tables showing historic revenues from both Sales and Use and Hotel Motel.

Market Area: The Town draws some retail business from local residents and small neighboring towns, but the majority of retail income is generated by visitors from larger metropolitan areas, such as Seattle and Vancouver, B.C. La Conner is a noted tourist attraction, drawing visitors from around the U.S. and Canada throughout the year.

Potential Future Port Commercial: La Conner is currently working with the Port of Skagit to develop "port commercial" zoning that will allow the Port of Skagit to engage in more flexible economic activities, including developing live/work buildings, and workforce housing.

Commercial-Transition Sub-Area Plan: La Conner has developed a sub-area plan for the Commercial-Transition zone that abuts South First Street and serves as a transition space between residential and commercial space in La Conner. The sub-area plan is part of the Land Use Element of the Comprehensive Plan. Key elements include avoiding competition with the existing downtown nexus, creating additional community gathering, green, and open space, along with supporting affordable housing and incorporating climate change provisions.

Industrial/Port Industrial:

This category includes land used for light manufacturing, processing, and warehousing, as well as port activities. There is no heavy industry in La Conner.

Total Industrial Land Use: In south La Conner, the industrial environment is that shoreline area bounded on the west by the OHWM of the channel, on the south by the Town's southern boundary, on the north by the south side of Sherman Avenue and on the east to a point 200 feet landward of the OHWM of the Swinomish Channel.

Total Port Industrial Land Use: In the north end of town, from the north side of South Pearle Jensen Way north to the northernmost town boundary, and between the OHWM of the Swinomish Channel (including the OHWM of the north and south basins of the Port of Skagit County) on the west and a line 200 feet landward.

Economic Trends: Over the past 20 years the number of businesses in the industrial sector has changed very little. Development has been slow and limited by the availability of land. Consistent with the adopted Shoreline Management Program the industrial areas are intended to:

- Provide for the reasonable accommodation of fishing and boating related industrial activities focused in areas that are removed from the retail, residential, and historic portions of the Town's shorelands.
- Ensure that development, redevelopment and operations of uses in the industrial environment employ best practices to avoid or mitigate any adverse impacts on the ecological functions and values of the Town's marine shoreline.

The Port Industrial zone was added in 2023 to better provide areas for marine manufacturing and maritime services that require facilities and/or waterfront access available to port properties, with the goal to support a strong maritime economy.

A major loss of industrial employment in the south end of town was experienced in 1992 with the closure of Moore-Clark, a fish food processing plant with approximately 33 employees.

The Skagit County Port facilities currently have 15 businesses within the Port facilities.

Market Area: The market for industrial products is regional and worldwide, and is not dependent on the local population. Access to materials, transportation, markets, and suitable labor are the most important determinants of industrial location. La Conner is located 11 miles from the nearest interstate highway and four miles from a main arterial. The majority of the Industrial Zone lies within the La Conner Shoreline area. The Shoreline Management Act reduces the ability of the Town to attract non-marine industry to the area bordering the waterfront. New rules provided by WAC 173-16 offer prospects for water-enjoyment types of development.

Analysis of Economic Conditions

Overall Economic Conditions

Employment Trends by Industry: The Town has shifted away from a natural resource base (farming, fishing and forest products) economy towards retail, service industries, and light manufacturing.

Unemployment Rate: The 2000 unemployment rate was 1.9% for the Town of La Conner. By 2010 the rate had increased to 2.8% and grew to a high of 6.2% in 2014 during the economic downturn. The following chart shows the percentage unemployment rate as per the American Community Survey associated with that year for La Conner and Skagit County.

Year	La Conner Unemployment Rate - ACS	Skagit County Unemployment Rate - ACS
2016	3.6%	7.2%
2017	3.7%	6.4%
2018	2.0%	5.8%
2019	1.1%	5.5%
2020*	1.1%	5.1%
2021	0.6%	4.8%
2022	0.4%	5.1%
2023	0.7%	4.9%

Regional Employment Conditions: In 1999 Skagit County's unemployment rate fell to a historical low of 6.3% and remained relatively consistent rising to 6.4 by 2010. The economic downturn impacted Skagit County more significantly than the Town of La Conner with the County rate topping out at 9.8% in 2013. The 2016 rate for the County had fallen to 7.2%. Please see above for a comparison between La Conner and Skagit County unemployment. The county's economic base includes agriculture and food processing, marine-related industries such as fishing, fish processing, and boat building and repair, lumber and wood products, oil refining, and tourism. The county's location on Interstate 5 and proximity to the rapidly growing Seattle-Everett area should continue to be attractive to commuters and new development.

Economic Strengths and Weaknesses

Strengths:

1. Increasing hotel/motel receipts.
2. An attraction for visitors from throughout the Northwest, due to La Conner's unique waterfront environment, historical authenticity, and its variety of interesting shops and restaurants.
3. The many museums and galleries provide a rich cultural environment.
4. The smaller size and scale of the existing businesses and absence of Big Box stores and strip malls promotes a small town charm that visitors are expecting from the Town.
5. The Town's lack of traffic congestion makes it an attractive destination for tourists and neighboring towns.
5. The Town has promoted and encourages a pedestrian friendly orientation.
6. The Waterfront/Boardwalk is an important asset for the town.
7. The Town's designation on the National Register of Historic Places adds to its desirability as a tourist destination.
8. A wide range of educational opportunities are available that are both affordable and attuned to the needs of the area.

Weaknesses:

1. Poor usage of the existing parking facilities and on-going controversy regarding quantity and availability of parking while available parking areas are underutilized.
2. Distance from major highway interchanges for shipping and transit inhibits attraction of more industrial businesses.
3. Town revenue dependence on tourism as the economic base for the Town.
4. Employees of La Conner businesses generally live outside of town limits.
5. Lack of infrastructure to host larger groups (corporate retreats) limits the Town's ability to fully realize its potential as a destination.
6. On line shopping is threatening brick and mortar businesses. The Town's reliance on small locally owned specialty shops is particularly vulnerable to this trend.
7. The Town's aging population makes it difficult to accommodate a robust workforce and tends to increase the cost of living for all residents.

Economic Activities Expected to Increase

Commercial: Over the last 20 years La Conner has become a "destination town" known for its unique shops, waterfront ambience, and small town charm. The

Town's close proximity to the Swinomish Indian Reservation and the historic district also draw visitors from around the U.S. and Canada. Sales and Use Tax receipts along with Hotel/Motel tax receipts are expected to continue to increase, or remain the same in line with current trends.

Industrial/Port Industrial: The Port of Skagit County La Conner Marina has developed water-dependent light-industrial businesses in the north industrial area. As mentioned above, the Port has been successful in attracting several marine industries to La Conner, such as Pacific Mariner, TOMCO Marine Group, Maritime Fabrications, and ~~sixteen~~ other related or support industrial and commercial enterprises. While manufacturing has declined as a percentage of the total economy, there has been modest growth of industrial manufacturing capacity in Skagit County.

Public Sector: With the exception of La Conner School District employment, very little change is expected in employment opportunities in this sector over the next 20 years.

Economic Activities in Decline

Industry: The Town experienced a decline in light industry and manufacturing in its south industrial area. One of the largest employers, Moore-Clark, shut down in 1992 resulting in the loss of medium to high wage jobs. This in turn generated a negative multiplier effect on local service industries, and resulted in a net loss of retail sales tax receipts to the Town from products that Moore-Clark formerly sold at retail. The south end industrial area has had difficulty attracting marine related industry. In the north end, the Skagit County Port properties have successfully attracted marine related industries in recent years, which have helped the Town recover from the Moore-Clark losses. The Town is off the main transportation corridor, 11 miles from the nearest freeway. In addition, more convenient and less expensive manufacturing facilities are available in areas closer to Interstate 5.

APPENDIX 4-A**DATA AND ANALYSIS****Active La Conner Business License Date¹**

Type	Number	Description
La Conner General Business	119	Business licenses for business within Town limits. This includes sales, professional businesses, food establishments, industrial activities, and all other mercantile activities excluding renting rooms for rent, within the Commercial and Industrial zones of La Conner.
La Conner Non-Resident	575	All business and individuals located outside of Town limits that engage in sales or services within the Town limits of La Conner.
La Conner Rental	11	Business or individuals that rent out rooms to other for sleeping or short-term rental purposes. This includes inns, hotels, motels, and B&Bs.
La Conner Home Occupation	13	Business or individuals that run a business out of a dwelling unit that they own, or rent but have obtained the owners permission to run the business, in a Residential area of La Conner, or within a dwelling unit that was previously zoned for residential use within the Commercial zone.
Total Active Business Licenses	718	

¹ As of January 16, 2025

Sales and Use Tax Revenues

Sales & Use Tax Revenues		
Year	Revenue	Delta
1995	\$303,660	
1996	\$317,912	4.7%
1997	\$317,977	0.0%
1998	\$352,904	11.0%
1999	\$375,191	6.3%
2000	\$371,959	-0.9%
2001	\$326,839	-12.1%
2002	\$347,563	6.3%
2003	\$357,497	2.9%
2004	\$379,173	6.1%
2005	\$429,177	13.2%
2006	\$445,588	3.8%
2007	\$424,421	-4.8%
2008	\$421,146	-0.8%
2009	\$368,054	-12.6%
2010	\$353,893	-3.8%
2011	\$359,267	1.5%
2012	\$371,322	3.4%
2013	\$411,348	10.8%
2014	\$478,017	16.2%
2015	\$557,170	16.6%
2016	\$480,461	-13.8%
2017	\$460,868	-4.1%
2018	\$496,882	7.8%
2019	\$486,559	-2.1%
2020*	\$439,566	-9.7%
2021	\$630,832	43.5%
2022	\$677,922	7.5%
2023	\$630,453	-7.0%
2024	\$652,828	3.5%

*Indicates the year COVID-19 caused a local and nation-wide shut down.

Hotel & Motel Tax Revenues		
Year	Revenue	Delta
1995	\$47,640	
1996	\$50,111	5.2%
1997	\$95,189	90.0%
1998	\$105,334	10.7%
1999	\$100,571	-4.5%
2000	\$118,016	17.3%
2001	\$102,031	-13.5%
2002	\$96,643	-5.3%
2003	\$93,797	-2.9%
2004	\$116,993	24.7%
2005	\$118,950	1.7%
2006	\$122,054	2.6%
2007	\$128,551	5.3%
2008	\$133,692	4.0%
2009	\$108,284	-19.0%
2010	\$145,758	34.6%
2011	\$144,536	-0.8%
2012	\$122,787	-15.0%
2013	\$136,002	10.8%
2014	\$126,351	-7.1%
2015	\$130,025	2.9%
2016	\$139,215	7.1%
2017	\$150,416	8.0%
2018	\$151,519	0.7%
2019	\$149,561	-1.3%
2020*	\$102,779	-31.3%
2021	\$175,000	70.0%
2022	\$196,404	12.0%
2023	\$195,784	-0.3%
2024	\$200,676	2.0%

*Indicates the year COVID-19 caused a local and nation-wide shut down.

CHAPTER 5

LAND USE ELEMENT

Purpose of the Land Use Element

The Land Use Element is the heart of La Conner's Comprehensive Plan and is developed in accordance with the Growth Management Act, Section 36.70A.070. It is the tool that will guide growth as changes occur within La Conner during the next twenty years. It considers the general distribution and location of land uses, the existing and future intensity of these uses, and the density of these uses.

Accommodating population growth while protecting natural amenities and quality of life is the reason for land use planning. A town must anticipate and plan for a variable influx of jobs and people; therefore, land must be preserved for those future uses. Growth brings greater demands on the community's infrastructure: more schools, more water, bigger wastewater treatment facilities, more extensive transportation facilities, and more land. By correctly and appropriately identifying how and where La Conner, as a community, wants to grow, La Conner has a greater likelihood of moving towards the collective ideals of its citizens.

The Land Use Element addresses land uses within the Town limits and Urban Growth Area (UGA) established by the Town of La Conner. It represents the community's policy plan for growth over the next 20 years. The Land Use Element describes how the goals in the other plan elements will be implemented through land use policies and regulations, and thus, is a key element in implementing the Comprehensive Plan.

The general distribution and location of land uses, appropriate intensity and density of land uses given current development trends, the provision of public services, and stormwater runoff were considered for this element.

Urban Growth Area

The planning area includes the lands to which the Town of La Conner provides urban services or public utility infrastructure. In 1995, the Town of La Conner chose not to have an Urban Growth Area for the purpose of development. The Town did intend to establish two small Urban Growth Areas totaling 16.5 acres. The first area was 2 acres in the northwest corner between the Port of Skagit County and the Swinomish Channel. The second area was a 14.5-acre area extending east along Chilberg Road to Sullivan Slough and south ½ mile, encompassing the area between the slough dike and the dike protecting the farmland and Town to the west. The 14.5-acre parcel was intended as the site for

the Town's Wastewater Treatment Facility, Stormwater Treatment Facility, the Public Works facilities, and a new Fire Hall jointly owned with Skagit County Fire Protection District #13.

When Skagit County adopted a Growth Management Act (GMA) Comprehensive Plan in 1997, the La Conner's intended Urban Growth Areas were not included. In 2003, the Town proposed a 44-acre UGA, and in 2004, the Town applied to amend the County Comprehensive Plan Map to include the La Conner UGA. This decision was continued and combined with the 2005 amendments. The Town reduced the UGA size request to Skagit County from 44 to 14 acres during the 2005 amendment process. That request was approved and current UGA reflects that amendment. The UGA only includes the Wastewater Treatment Facility, Stormwater Treatment Facility and the Fire Station. No development is anticipated in the existing UGA and the land use analysis for the plan does not include analysis of the UGA.

The Town corporate limits and UGA are represented on the maps attached to this plan as Maps 1 (Zoning/Comprehensive Plan), and 2 (Critical Areas).

The Urban Growth Boundary was established with Skagit County to ensure that the Town would be able to provide urban services to all existing and new development. The location of the boundary was based on environmental constraints, concentration of existing development, existing infrastructure and services, and the location of agricultural resource lands. Town sewer and water, drainage facilities, utilities, communication lines, and local roads would be available to develop within the Urban Growth Boundary. No revisions to the Urban Growth Area are proposed for this amendment cycle.

Major Land Use Considerations and Goals

The Town periodically experiences development pressure that calls for efficient planning and explicit land use decisions. The Town residents and officials respect the need to preserve farmlands and have chosen not to project the Town boundaries beyond the current Town limits for Residential, Commercial or Industrial development. Due to this policy, the Town is constrained by the availability of land and financial resources, and quality of development is a concern. Therefore, the allocation of available land among competing uses is a critical factor in the Town's decision-making process. The Town has chosen the following strategies to accommodate this policy:

- A. Densification – The Town single-household dimensional standards allow for a unit density of 8.7 units per acre. This is twice the GMA requirement. However, the Town must continue to ensure that the multi-household dimensional standards are equitable.
- B. Plan for and accommodate for affordable housing availability for all levels of area median income.

C. Allow for innovative development to meet growth needs and demands.

D. Allow for appropriate Essential Facilities to meet community needs.

The goals and policies of the Land Use Element are a combination of essential components of the Vision Statement and RCW requirements. The goals and policies are divided into the following topics:

- Growth Management
- Economic Development
- Neighborhood Conservation
- Environmental Preservation, Conservation and Critical Areas
- Open space, Parks and Recreation
- Shoreline
- Historic and Cultural Preservation
- Community Design
- Healthy Living

GOALS AND POLICIES

The goals and policies set out in this element, and the community goals outlined in the Vision Statement, will guide all local government decisions affecting land use. The Town will ensure that the character of land use optimizes the combined potentials for economic and social benefits. The following goals and policies are intended to provide the enjoyment and protection of natural resources while minimizing threats to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

Growth Management

GOAL A

Manage growth so that the delivery of public facilities and services occurs in a fiscally responsible and timely manner to support existing and new development.

Policies

5A-1 Maps available on the Town's website and available at Town Hall show the area designated as the Urban Growth Boundary for the Town of La Conner.

5A-2 Update as necessary zoning ordinances to conform to the Comprehensive Plan goals and policies for the Land Use Element.

5A-3 Make public facilities and services available to meet the needs of the community and provide for future growth through improvements and expansion.

- 5A-4 Address impacts of new development and redevelopment on public services and facilities and determine those impacts concurrently with any proposals for development.
- 5A-5 Developers should have the primary fiscal responsibility to extend facilities and services to serve new development and redevelopment, and to mitigate impacts created by their development.
- 5A-6 Developers should have the primary fiscal responsibility to provide parks, recreation, and open space to mitigate the impacts created by their development.
- 5A-7 Essential public facilities will not be precluded from being sited in town. The Town will enforce the Comprehensive Plan and regulations to ensure compatibility of any proposed essential public facility with surrounding uses and development. Additionally, the Town will require the evaluation of climate-related hazards to ensure facilities are appropriately sited and designed for long-term safety.

GOAL B

Ensure that public facilities and services necessary to support existing and future development are adequate to serve the community without decreasing current service levels below established minimum standards.

Policies

- 5B-1 Require developers to provide information relating to impacts that the proposed development will have on public facilities and services. The Town will conduct a thorough evaluation of that analysis.
- 5B-2 The Town of La Conner shall not issue any development permits which result in a reduction of the Level of Service (LOS) Standards for public facilities consistent with the provisions identified in the Capital Facilities Element.
- 5B-3 Consider the impacts on personnel, equipment, training and other needs for adequate levels of service for police and fire protection in the community for any development proposal.
- 5B-4 Ensure appropriate identification of public improvements, which are needed to properly serve existing and planned future growth and the means to finance these improvements.

GOAL C

Seek to provide equitable distribution and maximum utilization of Town resources in the delivery of services and protection to the community.

Policies

5C-1 New and existing developments should contribute to the cost of providing general capital facilities and services commensurate with their impacts.

GOAL D

Protect private citizen rights while also protecting the welfare of the community as a whole.

Policies

5D-1 Enforce the Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

5D-2 Protect individual property rights in the course of developing and maintaining Town properties.

5D-3 Ensure that developers receive full disclosure of all applicable rules, regulations and utility guidebooks. Provide ample opportunity for consultation with Town staff, and a time to present the project and any perceived problems in a public forum.

GOAL E

Protect life and property from natural or manmade disasters and ensure public safety.

Policies

5E-1 Develop and implement emergency response plans for natural and manmade disasters.

5E-2 Coordinate planning activities with local, State and Federal agencies

5E-3 Prepare for any adverse effects of climate change such as increased frequency of flooding, extreme heat, smoke, and wildfire.

GOAL F

Encourage citizen involvement in the planning process and ensure coordination among local, State and Federal jurisdictions.

Policies

- 5F-1 Coordinate growth and development planning with applicable jurisdictions to promote and protect interjurisdictional interests.
- 5F-2 Coordinate the review and approval of development proposals with applicable local, State and Federal permitting agencies.
- 5F-3 Conduct an annual forum with the Town Council and Planning Commission to discuss future growth and development in the Town and consistency with the Comprehensive Plan.
- 5F-4 Promote cooperation between the Town and the La Conner School District to provide adequate opportunities for community use of school facilities.
- 5F-5 The Planning Commission should hold public workshops and public hearings with the involvement of the Town Council on important matters pertaining to growth management and development in town.
- 5F-6 Encourage use of community surveys and questionnaires to ascertain the preferences and concerns of all citizens.

GOAL G

Ensure that public facilities are well designed and compatible with the Town's natural and man-made environment.

Policies

- 5G-1 Facilitate and improve access and circulation by vehicles and pedestrians to new and existing facilities wherever possible.
- 5G-2 Locate, design, and construct public utilities and facilities to be compatible with designated land uses and natural systems such as drainage ways and shorelines.
- 5G-3 Siting of proposed public buildings and other facilities should conform to land use policies and regulations. The Town of La Conner should not be exempt from its own requirements.
- 5G-4 Strongly encourage the development of pedestrian corridors along the shoreline connecting activity centers, open spaces, and parks.
- 5G-5 Plan landscapes using native plants to support birds and other fauna of the Pacific Northwest.

Economic Development

GOAL H

Promote a stable and diversified economy offering a wide variety of services and

employment opportunities to the citizens of La Conner.

Policies

- 5H-1 Promote an interdependent local economy.
- 5H-2 Encourage a predictable development atmosphere through the provision of consistent, well-organized plans and regulations.
- 5H-3 Encourage diversity in the range of goods and services to meet local and regional needs, including those of the traveling public.
- 5H-4 Support an economic development program in coordination with the State Department of Commerce.
- 5H-5 Coordinate and seek economic development assistance from the Economic Development Alliance of Skagit County (EDASC), the Department of Commerce, Skagit Council of Governments (SCOG), the Port of Skagit County, and other entities in the economic development area.

GOAL I

The Town should identify and adopt policies and practices that encourage productive, creative, and artistic activities and uses and adjust land use policies to enhance these uses within the Urban Growth Area and surrounding area.

Policies

- 5I-1 Make publicly owned land available for placing works of art and cultural attractions.
- 5I-2 Maintain an outdoor sculpture tour that is periodically changed.

GOAL J

Achieve a balance between commercial and industrial interests to avoid over-concentration in one particular segment of the economy.

Policies

- 5J-1 Expand and recruit additional commercial services which primarily serve the needs of the residents.
- 5J-2 Encourage light industrial uses within designated zones.

5J-3 Encourage land uses and activities located within the industrial zone to contribute to the economic diversity and social health of the community.

5J-4 Encourage a diversity of uses within the industrial zone emphasizing both emerging technology and traditional industrial uses that have always been associated with La Conner.

Neighborhood Conservation

GOAL K

Encourage a balanced and organized combination of open space, commercial, industrial, recreation and public uses served by a convenient and efficient transportation network, while protecting the fabric and character of residential neighborhoods.

Policies

5K-1 Protect residential zones from encroachment by commercial or industrial uses.

5K-2 Maintain stable neighborhoods with sound housing stock and viable commercial and industrial districts.

5K-3 Encourage siting and designing of new construction to minimize disruption of visual amenities and solar resources to adjacent property owners, public roadways, parks, and waterways.

5K-4 Mitigate incompatible adjacent uses, including commercial and industrial uses, with landscape buffers, or recreation and open space corridors.

5K-5 Encourage livability, pedestrian orientation, and retain the historic character of the community, limiting stress factors such as noise pollution and traffic congestion.

5K-6 Promote and integrate native plant species and low impact development techniques in all landscaping and land management practices to enhance biodiversity, support local ecosystems, and ensure environmental sustainability.

Environmental Preservation, Conservation and Critical Areas

GOAL L

Protect and conserve significant landscape features, fish and wildlife habitat, natural systems and critical areas.

Policies

- 5L-1 Recognizing that the Town will have special needs in the future for urban services, the Town shall continue to enforce, amend and adopt land development regulations which ensure the protection of the attributes, functions, and amenities of the natural environment. Of particular concern are the Swinomish Channel, its shorelines, Pioneer Park, sloped areas, established greenbelts, tree canopy, and other critical areas including adjacent agricultural lands.
- 5L-2 Assess the impact of any proposed development upon the stormwater drainage basins and require mitigation of negative impacts.
- 5L-3 Ensure land use compatibility in all permitting and enforcement activities with topography, geology, soil suitability, surface water, frequently flooded areas, wetlands, vegetation and wildlife.
- 5L-4 Protect environmentally sensitive areas, such as wetlands and regulated slopes, to retain open space and natural areas whenever possible.
- 5L-5 Site and design development to avoid impacts to environmentally sensitive areas such as wetlands and regulated slopes.
- 5L-6 Promote Best Management Practices (BMP) and Best Available Science (BAS) to preserve the natural environment and conserve natural resources.
- 5L-7 Participate with County, State, and Federal agencies in formulating and executing the Emergency Management Disaster Preparedness Plan for the area.
- 5L-8 Prevent unnecessary disturbance of native vegetation in new development and encourage retention of trees and other vegetation.
- 5L-9 Pursue the installation of a dike to protect La Conner from Skagit River flooding from the northeast.
- 5L-10 Establish a town-wide strategy to address increasing frequency and intensity of storm-surge events.
- 5L-11 Conduct design consultation meetings periodically with regional experts on weather and climatic changes and trends that may impact Town infrastructure, residences and/or businesses.
- 5L-12 Prioritize soft armoring techniques over hard armoring to preserve natural shoreline functions and resilience.

5L-13 Support the benefits and ecosystem services provided by healthy, connected floodplains and riparian systems, such as water attenuation, pollution filtration, flooding resilience, and drought resistance.

5L-14 Seek cooperation with all entities such as tribal, federal, state and local jurisdictions, countywide planning groups, salmon recovery groups, and watershed councils on issues impacting fish and wildlife habitat.

5L-15 Partner with Watershed Councils and external partners to support and expand public education and outreach efforts on the importance of, and ecosystem services provided by, habitat conservation areas.

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 and climate resiliency 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.

Shoreline

The Shoreline Management Act (RCW 90.58.100) requires that specified elements be considered in the preparation of the Shoreline Master Program including: Economic Development, Public Access, Recreation, Circulation, Shoreline Use, Conservation, Historic/Cultural Resources, and Floodplain Management. The goals and objectives established for these elements provide the

basis for policies and regulations included under the general and specific requirements of the Shoreline Master Program. As such those goals and objectives are incorporated herein by reference. The entire Shoreline Master Program document is included as an appendix to the Comprehensive Plan.

GOAL P

Reserve designated shoreline areas for water-oriented uses.

Encourage uses, densities and development patterns on lands adjacent to shorelines that are compatible with shoreline uses and resource values to fully and effectively accomplish the goals, objectives, and policies of the adopted Shoreline Management Program.

Policies

- 5P-1 Encourage preferred shoreline uses while ensuring no net loss of ecological values and function in the shoreline environment.
- 5P-2 Restrict new development over-water commercial and industrial uses to those which are water-dependent or related and provide public access where appropriate.

GOAL Q

Protect the economic viability and resource values of the shoreline.

Policies

- 5Q-1 Encourage renovation and reuse of under-utilized or obsolete structures.
- 5Q-2 Provide adequate access, utilities and public services to serve existing and future shoreline development.
- 5Q-3 Encourage appropriate innovative development (including open space and recreational uses/facilities) to help sustain the economic viability of the urban shoreline.
- 5Q-4 Work with the Swinomish Tribe and the Recreation and Conservation Office (RCO) to enhance recreational uses of the Swinomish Channel and its shorelines.
- 5Q-5 Develop and redevelop the current shoreline-adjacent infrastructure to adapt to changing physical and environmental conditions that threaten residences and businesses.

GOAL R

Protect and enhance shoreline visual and physical access consistent with the Shoreline Management Act, the Town's adopted Shoreline Management Program and Public Trust Doctrine principles.

Policies

- 5R-1 Restrict over-water commercial and industrial uses to those which are water-dependent or water-related and provide public access where at all feasible.
- 5R-2 Site and design new development and redevelopment to minimize impacts on views of the Swinomish Channel and shoreline.
- 5R-3 Give priority to uses and developments which maximize public visual and physical access to the shoreline.

GOALS

Protect the quality and quantity of water in the Swinomish Channel by minimizing soil disturbance, erosion, sedimentation, and non-point runoff affecting water quality.

Policies

- 5S-1 Encourage restoration of degraded waterfronts to minimize erosion, sedimentation and flooding.
- 5S-2 Require Best Management Practices (BMPs) contained in the Department of Ecology's Puget Sound Stormwater Quality Manual be implemented for all new development and redevelopment.
- 5S-3 Conduct dredging and fill activities to minimize the introduction of suspended solids, leaching contaminants or habitat disturbance into adjacent waterways.

GOAL T

Ensure consistent application of the Floodplain Ordinance, the Town's adopted Shoreline Management Program, Stormwater Drainage Comprehensive Plan, State and Federal policies to shoreline areas and adjacent lands.

Policies

- 5T-1 In 2013 the Town adopted its required Shoreline Management Plan. The vision, goals and policies included in that document are hereby incorporated by reference and the entire Shoreline Master Plan is included as an appendix to this document.

Historic and Cultural Preservation

GOAL U

Preserve and protect historic and cultural resources of significance to the Town and local Tribes'. Support the cultural values, language, and art forms of local Native Americans.

Policies

- 5U-1 Require all applicants for ground-disturbing work within the Town limits to contact the Swinomish Tribal Historic Preservation Office.

GOAL V

Protect and preserve the historic character of La Conner's historic district.

Policies

- 5V-1 Define and document the existing forms, design, styles and other characteristics, which form an integral part of the historic district.
- 5V-2 Reflect historic development patterns with consistent zoning standards.
- 5V-3 Encourage building forms and design consistent with historic design including scale, massing, architectural details and roof style.
- 5V-4 Limit the mass, size and scale of new structures and additions to the historic standards addressing scale, forms and proportions.
- 5V-5 Encourage the use of colors and building materials characteristic of La Conner's historic structures.
- 5V-6 Preserve the historic spatial relationship of buildings to site, natural features, open space, views and surrounding development.
- 5V-7 Identify historic view corridors and adopt development regulations that ensure their protection.
- 5V-8 Preserve the historic district through strict enforcement of the Historic Preservation District ordinance.

GOAL W

Encourage the preservation, restoration, rehabilitation and renovation of historic sites and structures.

Policies

- 5W-1 Encourage the adaptive reuse of existing historic structures through development regulations and financial incentives when a historic use is no longer possible.
- 5W-2 Strongly discourage the demolition or destruction of historic sites and structures.
- 5W-3 Provide incentives for historic buildings outside of the Historic District to be nominated for, and listed on, the state or national historic register, or to be recognized as local historic landmarks.

5W-4 Strongly discourage new construction attempts to reproduce or replicate historic structures within the Historic Preservation District.

Community Design

GOAL X

Encourage the development of spaces that attract residents and promote social and community interaction.

Policies

5X-1 Commercial and multi-family development should provide improved, useable open space areas such as plazas, common areas, and colonnades as a component of the design.

GOAL Y

Create commercial and higher density residential areas, which provide high levels of public amenities.

Policies

5Y-1 Commercial and multi-family development, which do not have appropriate areas for useable open space on site, should contribute to the development of public or private common areas in close proximity.

5Y-2 Locate open space and common areas to preserve existing views and vistas, or other significant site features.

5Y-3 Develop minimum common area standards for both small and large-scale commercial development.

GOAL Z

Encourage architectural styles that reflect the Town's built and natural environment.

Policies

5Z-1 Maintain a small town scale for structures. New structures should not overpower existing structures or visually dominate La Conner's small town streetscapes.

5Z-2 Discourage boxy, single mass building design. Identify appropriate design forms for new structures.

5Z-3 Develop design guidelines for commercial, multi-family and high-density development outside of the historic district.

5Z-4 Keep impervious surfaces to a minimum to achieve open space, greenery, and reduce impact on the drainage system.

GOAL AA

Encourage building and site designs, which define and respect the human scale and enhance the pedestrian experience.

Policies

5AA-1 Scale buildings in relation to the human form, particularly at the sidewalk level.

5AA-2 Encourage mixed use zoning and mixed-use area development, including both horizontal and vertical mixed use. Encourage mixed-use structures and work to identify priority areas for development. Mixing uses within a structure promotes an efficient use of space, fosters community, and enhances the ability to give interesting form and character to a building.

5AA-3 Discourage the location of new off-street parking lots between the street and front façade. Parking should be located alongside or to the rear of buildings.

5AA-4 Use landscaping to screen parking lots from pedestrian ways and building entrances. Additionally, utilize landscaping within parking lots to mitigate heat island and stormwater impacts.

5AA-5 Include entrances, storefronts, plazas or common areas on sides adjacent to public right-of-ways in commercial buildings.

GOAL BB

Preserve existing view corridors, rights of way, open public spaces, and vistas of the Swinomish Channel and Skagit Valley.

Policies

5BB-1 Identify and map important view corridors and vistas and adopt land use policies that protect them.

5BB-2 Incorporate view corridors into regulations controlling building and site design.

5BB-3 Identify and adopt regulations that encourage building and site designs that frame views and vistas.

5BB-4 Encourage trees to be part of the view. Panoramic views are not necessarily void of trees.

5BB-5 Require and use architectural standards by such means as sign ordinances for aesthetic and view protection.

Healthy Living

Goals and policies relating to land use, food access, and the transportation system have been shown to influence the health of local community members.

GOAL CC

Encourage land use arrangements and decisions that encourage safe and convenient opportunities for walking bicycling, and public transportation to access schools, parks, employment, healthy foods, leisure activities and commerce.

Policies

5CC-1 Encourage land use arrangements and decisions that encourage safe and convenient opportunities for walking bicycling, and public transportation to access schools, parks, employment, healthy foods, leisure activities and commerce.

5CC-2 Encourage land use decisions that create equitable access to healthy foods through farmers markets, farm stands, urban agriculture, community gardens, and Community Supported Agriculture (CSAs) programs.

5CC-3 Encourage the use and acceptance of food assistance programs at farmers markets and farm stands.

5CC-4 Promote a land use pattern that encourages people to walk and bicycle. Maximize the proportion of residences within safe walking distance of uses like parks, schools, grocers, retailers, service providers, employment public transportation, and other desirable community features.

APPENDIX 5A

INVENTORY AND ANALYSIS

Physical Description

Topography and Geology

The Town of La Conner is located on the east bank of the Swinomish Channel near the mouth of the Skagit River in the northern region of Puget Sound. The elevation of the Town ranges from 0 feet at sea level to approximately 150 feet at the highest point. The central part of the Town is hilly with steeply sloping bluffs. The surrounding area consists of agricultural floodplains, rock outcroppings, forested uplands, wetlands, and a complex system of river and marine waters.

The Swinomish Channel is a navigable waterway 6.5 miles long connecting Skagit Bay to the south with Padilla Bay to the north. Throughout the entire length a 100-foot wide, 12-foot deep channel is maintained as part of a longer 11-mile long federal navigation project maintained by the U.S. Army Corps of Engineers (COE). The channel is subject to strong tidal currents. Bank erosion is common due to La Conner's position on an outside bend of the Channel and COE dredging activities. Federal, State, and local jurisdictions govern all development within 200 feet landward of the ordinary high water mark. The La Conner Shoreline Management Program, hereby incorporated by reference, regulates development of the Town limits within 200 feet of the Swinomish Channel. The Department of Ecology has designated the area north of the No. 12 navigation light on the Swinomish Channel as a Shoreline of Statewide Significance.

Geological hazardous areas, regulated by the Critical Areas Ordinance, within and surrounding the Town of La Conner have been identified and mapped. The Town maintains a critical areas map indicating the location of identified areas regulated by the Town's adopted Critical Areas Ordinance. Damage to life and property could occur from potentially unstable slopes, liquefaction due to unstable soils, and possible earthquake activity. More information is needed as to where liquefaction could occur, as La Conner has not experienced it in that past. Areas with potentially unstable slopes may require geological surveys and engineering before any development may occur. Regulated slope areas are identified in the Critical Areas Map, attached to the Land Use Element as appendix 5E.

Surface Water

The Swinomish Channel and the rivers and sloughs that drain into it are important industrial and recreational transportation resources, as well as valuable environmental and scenic areas. The quality of water is vital to maintaining a healthy aquatic habitat for marine life and plant systems. Improvements in water quality through drainage treatment systems, and redirection of wastewater treatment plant outfall, will enhance both the environmental and scenic value of these waterways.

In La Conner the quality of surface water, the channel, river and sloughs is generally good; however, future development must consider point source discharges, non-point source discharges, soil erosion, and any development that could damage the viability of the ecological system.

Frequently Flooded Areas

La Conner is located within the Skagit River Floodplain and adjacent to the Swinomish Channel estuarine system, which at very high tides subjects the waterward streets of the Town to flooding. The source of major flooding in the delta area fronting Samish, Padilla, and Skagit Bays, is the Skagit River. Flooding may occur in La Conner when high tides from Skagit Bay and/or overland flood flows from the Skagit River outflank, overtop, or breach levees along the northern, eastern, and southern sides of the Town.

Tide levels and rainfall are important in determining the extent of flooding, as well as determining pumping requirements and the extent of gravity flow in a drainage system. The following Table 5-1 shows the tide levels in the Swinomish Channel based on National Oceanic and Atmospheric Administration (NOAA) Mean Lower Low Water datum and U.S. Army Corps of Engineer surveys.

TABLE 5-1

DATUM PLANE	ELEVATION REFERENCED TO MLLW IN FEET		
	NGVD '29 Datum	NOAA Datum	Tidal Datum
Highest Tide (Estimated)	7.77	13.15	
Mean Higher High Water	4.96	10.34	
Mean High Water	4.05	9.43	
Mean (Half) Tide Level	0.68	6.06	
Mean Sea Level	0.0	5.38	
Mean Low Water	-2.69	2.69	
Mean Lower Low Water	-5.38	0.00	
Lowest Tide (Estimated)	-7.68	-2.30	

Approximately 196.7 acres (77% of the Town) of land surrounding the Town's hills and slopes are in the floodplain.

Three elevation landmark monuments are available for reference in La Conner. Reference Marker 1 is at the southwest corner property of the Washington-Second Street intersection. It is set at the top of the rockery facing Washington Street; Reference Marker 2 is at the rear of the old Chevron Station property on Morris at the northwest corner of the property; and Reference Marker 3 is at the northeast corner of the Post Office loading dock.

The Federal Emergency Management Agency/Department of Homeland Security (FEMA/DHS) has defined areas showing the extent of the 100-year floodplain to establish flood insurance rates and assist communities in efforts to promote sound floodplain management. The base flood elevation for the Town is 8 feet. This is typically 3 to 4 feet above grade. La Conner is a participant in the National Flood Insurance Program (NFIP). The Flood Insurance Rate Map (FIRM) depicting the official floodplain zones for La Conner is available at Town Hall and on line at the FEMA website. The Town enlists a number of mitigation measures to minimize the potential for loss of life and property damage.

In December of 2022, La Conner experienced a major flood event that caused extensive flooding throughout Town. In respond to this, La Conner has created an Emergency Management Commission and completed an analysis of potential sea level rise. That report, *Sea Level Rise and Impact on La Conner*, is attached to this Land Use Element as Appendix 5C.

Wetlands

Wetlands provide an important habitat for wildlife, plants and fisheries as well as help reduce erosion, flooding, and ground and surface water pollution. La Conner has approximately 1.5 acres of potential wetlands located southeast of town on private property in a residential zone. The area is not considered to be a high quality wetland, as it was created many years ago through the cessation of agricultural activity and the construction of the approach to the Rainbow Bridge. A portion of the land was used as a disposition site for dredged spoils from the Swinomish Channel in the early part of the century. The most recent studies done on this wetland indicate that is a Category III wetland. Although this wetland site has a low potential to support habitat, there is evidence that this site provides hydrological functions to the surrounding area. In addition to other Local, State, and Federal guidelines for regulating development in this area, any development would need to show an adequate replacement of these hydrological functions through. Army Corps of Engineer permits will be necessary for property development in this area.

Climate

Temperatures in La Conner are relatively mild with summer daytime highs around 70 degrees and nighttime lows in the 50's. Average winter temperatures range from 49 degrees during the day to 36 degrees at night. Precipitation during winter averages 3.46 inches of rainfall per month and 1.55 inches per month in summer.

Vegetation

Due to increased development of the available land in La Conner, much of its natural vegetation has been lost. However, the Town does support a wide variety of trees, grasses, shrubs and flowers in its landscaped areas as well as a park of old growth deciduous and evergreen trees located at the south end of town (Pioneer Park). The wetland area at the southeast corner of town is dominated by non-native invasive species and supports a limited selection of wetland plants.

Wildlife

Although the Town has no designated wildlife conservation areas within its boundaries, it is home to a variety of wildlife, marine and aquatic plant species. The Swinomish Channel provides migratory habitat for a variety of resident and anadromous fish species. Anadromous fish, including chinook, coho, pink and chum salmon, steelhead, and sea-run cutthroat trout are species of special concern to fisheries management agencies. Dungeness crab, herring and surf smelt may also be found in the channel. The area is home to a variety of aquatic birds, such as seagulls, great blue herons, cormorants, shorebirds, and waterfowl. Endangered species that may occur in the area include the bald eagle and peregrine falcon. River otter and harbor seals may also be found in the Channel. Small mammals, such as squirrels and birds, are common in the Town's developed areas.

Shoreline Master Program

In July 2021 La Conner adopted its most recent Shoreline Master Program (SMP). That document is included as an appendix to the Comprehensive Plan. The document specifically discusses the relationship between the SMP and the Comprehensive Plan and includes goal and objectives that are incorporated by reference as part of this Comprehensive Plan (see Shoreline Goals above).

Shoreline management is most effective when accomplished in the context of comprehensive planning. The Growth Management Act (GMA) defines SMP policies as a part of the local comprehensive plan. RCW 36.70A.480 (1) incorporates the goals and policies of the SMA into the GMA as follows:

“For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals. The goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city adopted under chapter 90.58 RCW, including use regulations, shall be considered a part of the county or city's development regulations.”

Cities that plan under the GMA are required under RCW 36.70A to ensure that there is a mutual and internal consistency between the comprehensive plan elements and implementing development regulations including the SMP. RCW

365-195-500 requirements include consistency between the SMP and the future land use plan, specifically demonstrating that there is consistency regarding:

- (1) *“Ability of physical aspects of the plan to coexist on the available land.”*
- (2) *“Ability of the plan to provide adequate public facilities when the impacts of development occur (concurrency).”*

In addition, the GMA also calls for coordination and consistency of comprehensive plans among local jurisdictions under RCW 36.70A.100:

“The comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues.”

Land Use Classifications

Residential

La Conner's residential zone includes single-household dwellings; accessory dwelling units; manufactured homes; and multi-household units, such as apartments and condominiums. Density is between 2 and 12 units per acre (medium density) in this zone.

Total Residential Land Use: The Town has recently completed a Residential Land Use Capacity Analysis that addresses future options for in-fill development and affordable housing. That analysis, *La Conner Land Capacity Analysis – Residential Zone Full Review* is attached as Appendix 5B

Commercial

The percentage of area devoted to Commercial uses in Skagit County ranges from 4% to 14% outside La Conner. Nationally the average increased 7% between 1955 and 1992 primarily due to the rise of parking requirements (an entire parking lot is considered a commercial use, and many uses require as much area in the way of parking as the actual use requires). Another factor in the increase in commercial land is the transition in the national economy from a manufacturing based economy to a service-based economy.

In the Town of La Conner, approximately 24% of the developed area, 63 acres, is used for commercial uses. Commercial uses include retail, office, personal services, business services, lodging, health services, parking, grocery and food stores, government (Department of Fish and Wildlife located in Commercial zone) marinas and restaurants. This is almost twice as much as the average U.S. small city.

Based on the ratio method of determining land demand, between 8 and 18 acres of commercial land would be needed by the year 2035 to maintain the existing

ratio of commercial land to people. However, La Conner has an unusually high ratio of commercial land to total land area, and therefore to population, so use of this method exclusively would lead to a high estimate. There are several factors, which indicate that additional commercial land beyond what is currently available may be needed if the Town were to maintain its high ratio of commercial land to total land area and population:

- *Parking Requirements.* The Town currently has requirements in the Commercial zone, which require at least half of the required spaces to be on site. This is different from the past where at one time all required parking could be off-site, and more recently where there was no parking requirement in the Commercial zone at all. For uses in the commercial zone, an average of approximately 162 square feet of parking is required for each 200 feet of usable floor area. The parking requirements will nearly double the need for commercial land. The perceived need for additional parking whether real or only perceived continues to be an issue of discussion for Town residents and appointed and elected officials.
- *Available Land.* Approximately 2% (5 acres) of commercial land is vacant and available. Of this, nearly half of the properties have existing buildings. Existing redevelopable parking lots are not counted in this amount. Assuming that at least 5% to 10% of commercial land should be available to keep land prices from rising too steeply, this would mean that between 2 and 5 additional acres of commercial land are needed at the present.
- *National Trends.* The transition from a manufacturing economy to a service economy, which is occurring nationwide, indicates that there will be demand for additional commercial land.
- *Local Economy.* The strength of the local economy in retail trades indicates that there will likely continue to be demand for land for retail trade, which appears to be primarily due to La Conner's status as a tourist destination. With increased commercial properties there would be additional fire and service uses in Town, based on the economic base analysis and the perception of the community.

Given La Conner's limited land area and the current desire not to expand its Urban Growth Area, adjustments may need to be made to the ratios of commercial land to overall land area and population. This is particularly true given the competition for land with residential uses. La Conner will continue to explore how mixed-use zoning could be used to resolve this competition and supportive walkable and livable communities.

Industrial and Port Industrial Zone

On a national basis, the average share of developed industrial property in small cities is approximately 7% based on a 1992 study of 66 municipalities. The range in cities under 100,000 was from 1% in multiple jurisdictions, to 25% in

Galveston, TX. This average decreased 1% between 1955 and 1992 primarily due to trends in the national economy away from manufacturing towards a service based economy. Between 1955 and 1985, industrial land uses increased to approximately 10.5%. Between 1985 and 1992, industrial land use declined from 10% to 7%. Industrial vacancy rates for buildings over 100,000 square feet were at an all-time high of 6.9% in 1990.

In the Town of La Conner approximately 38 acres are designated for industrial uses. Of these, 36 acres are considered Port Industrial. Industrial uses include construction and trade, storage and warehousing, transportation, light assembly and manufacturing, heavy assembly and manufacturing, and parking. This is twice as much as the average U.S. small city.

Based on the ratio method, between 1 and 6 acres of additional industrial land would be required in the year 2035 to keep the ratio of industrial land to population the same. As in the commercial land analysis, the ratio basis is probably high because the Town has an unusually high ratio of industrial land to total area and population. There are several factors, which may indicate that the same amount or less industrial land than what is currently available may be needed in the future:

- *Specific site characteristics:* One of the most important characteristics required for successful industrial land is easy access to major transportation routes. Both industrial areas in La Conner, to the north and south, have poor access on substandard roads to major transportation routes, except for water-related industries, such as boat building, which are not dependent on land-based transportation routes. In addition, the south-end industrial area is in close proximity to relatively dense residential development, so heavier industries or those that produce smells and noise are not appropriate. These characteristics, in combination with the amount of available industrial land close by (Bayview, Anacortes), will make it more difficult to attract non-water dependent industry.
- *National Economy.* The national economy is in the process of becoming less manufacturing based and more service based. This is due to many global issues, primarily competition from countries where labor is cheaper. However, it should be noted that jobs in the industrial zone appear to have increased from 200 in 1995 (based on existing Comprehensive Plan data) to 258 in 1999, and that the existing manufacturing sector is a basic industry. The 2002 Skagit Profile from Washington State Employment Security indicates that manufacturing jobs continue to increase although the sector share is decreasing.
- *Available Land.* In 2016, there was a 21.7% vacancy rate for industrial lands, which indicated that there wasn't enough demand for industrial land in the Town to keep vacancy rates between 5% and 10%. The La Conner industrial area competes with Bayview and Anacortes UGAs.

In 2013 the Port of Skagit in conjunction with Skagit Council of Governments commissioned an Industrial Lands Study. As of 2024, this is the most recent Industrial Lands Study in Skagit County. A copy of that Study is included as an appendix to this comprehensive plan. The objectives of the study were to:

- Develop a detailed and accurate inventory of industrial land for Skagit County
- Establish a methodology for conducting subsequent inventories
- Develop estimates of demand for industrial land countywide and by urban growth area (UGA), using the draft 2014 employment forecast prepared for the regional transportation plan (The employment forecasts used in this analysis are preliminary and subject to change). In discussions with the SCOG Technical Advisory Committee TAC, it was determined that the draft 2014 forecasts would provide a higher level of accuracy than the previous forecasts.)
- Determine, at a high level, if Skagit County has an adequate supply of industrial land to accommodate forecast growth and economic aspirations

The study found that while overall Skagit County has an adequate supply of industrially designated land, La Conner has a deficit based on the employment forecasts used by the consultant. The findings show a demand of between 5 acres at the lowest estimates and 38 acres at the highest estimates. The report concluded that based on a moderate demand scenario the Town would have a deficit of between 6 and 17 acres. As discussed previously La Conner competes with Anacortes and Bayview industrial areas and each of these have a surplus (between 260 and 325 acres and between 534 and 662 acres respectively). Given the huge surplus of industrial land at the Town's primary competitors resolving La Conner's forecast deficit is not a priority for this Comprehensive Plan update. Additionally, the study uses a different methodology for forecasting demand based on employment forecasts. Using the ratio method the forecast need projected by the study would result in 14% of the developed land being in industrial designation which is twice the national average. Given La Conner's land area constraints, an unusually high ratio of industrial land is not realistic.

In 2022, La Conner designated approximately 36 acres in the north of Town as Port Industrial. The Port of Skagit is the sole land owner in the Port Industrial Zone. The Town worked closely with the Port of Skagit to develop this zoning which is designed to provide areas for marine manufacturing and maritime services that require facilities and/or waterfront access available to port properties, with the goal to support a strong maritime economy.

Public Use

In 1992 the average amount of land dedicated to public use for small cities was 51%. Of this amount, approximately 4-7% was developed for park purposes, 13% for institutional uses (schools, museums etc.), and the remaining 34% to 37% for transportation and utilities. Between 1955 and 1992, these uses increased from

47% to 51%, primarily due to the increase in road widths and curvilinear streets in suburban subdivisions that made up much of the growth of suburbs and small cities.

The Town of La Conner has a total of 34% of developed land in public uses (similar to a large city). Of this, 7% is in institutional facilities, 17% is in parks and open space, and 10% is in streets. La Conner has historically supported the surrounding agricultural area, and functions more as a large city does in terms of providing schools and museums for the surrounding rural population. In addition, the sewage treatment plant is outside of the Town limits, although it is within La Conner's UGA.

No additional lands are identified as being needed in the Capital Facilities Element of Comprehensive Plan. Based on the historical standard of 1 acre of park land for every 1000 people, between 10 and 10.5 acres of park land would be required in 2015. Pioneer Park has 12 acres.

The Town of La Conner acquired Parcel P74265 (also referred to as the Jenson property) in 2022. The parcel is roughly half an acre in size. The final land use of the parcel has not been determined.

Natural Resource Lands

La Conner is surrounded by agricultural land that is used for crop production, produce sales, and single-family residences attached to farms. The quality of this agricultural land was a primary consideration in designating the Town's Urban Growth Area. The County has classified, designated, and protected all farmland according to the U.S. Soil Conservation Service's classification of prime farmland soils. The Town chose not to infringe on adjacent farmlands in the interest of agricultural conservation. It is unlikely that the County would support expansion of the Town into the surrounding agricultural land.

Historic and Archaeological Resources

The first act commemorating La Conner's historic heritage was the establishment of Pioneer Park through a donation from Louisa A. Conner in the early 1930's. In the 1950's, the Town Beautification Committee began a call for landmark preservation. By the early 1970's landmark preservation achieved national recognition and had become a local concern. The Town of La Conner established a Historic Preservation District (HPD) encompassing approximately 51.1 acres in 1972, which was nominated and accepted to the National Register of Historic Places the same year. The Town recognized District includes the area bounded by the Swinomish Channel on the west, Douglas Street on the south, Whatcom Street on the east and Morris Street on the north. The HPD as it appears on the State and National Registry of Historic Places includes the area bounded by the Swinomish Channel on the west, Commercial and the west end of Douglas Street on the south, Second Street Street on the east, and ends between Morris and Center Street on the north. Approximately 1,600 feet of the waterfront is in the Historic Preservation District. Historic Design Review is required as a land use

permit for additions or changes to buildings in the Historic Preservation District. An inventory of La Conner's historically significant structures, which were identified and plotted on a map in 1984, is available for review at Town Hall. The Town also shares a rich heritage with the Swinomish Indian Tribal Community. Having lived side by side for over 120 years, the people of La Conner and the Swinomish Tribe share a common interest in the preservation of cultural values, historic landmarks, and natural resources. In 2023, the La Conner Planning Department and the Swinomish Tribe Planning Department began holding annual meetings to improve coordination between the two jurisdictions.

Critical Areas

The location and size of these areas are an important consideration in planning for future development; therefore, each critical area is mapped. Specific Critical Areas regulations are addressed in the Uniform Development Code, §15.65 Environmentally Sensitive and Critical Areas. The Town maintains a map showing identified critical areas. The map is available at Town Hall and on the Town's web site and is attached as Map 2.

Public Facilities and Services

Public Utilities are addressed in the Utilities Element.

Medical and Emergency Facilities

A variety of medical, dental, and pharmaceutical services are available to serve the community. First Response Emergency Medical service is provided by the Volunteer Fire Department. Two hospitals are within 11 miles of Town, at Anacortes and Mount Vernon.

Police and Fire Protection

In 2001, La Conner disbanded the Town's Police Department and contracted with the Skagit County Sheriff's Department for community policing services. The Sheriff's Department has an office located adjacent to Town Hall and provides service to the Town and surrounding area.

Fire protection for the La Conner area is provided by a mutual aid agreement between the La Conner Volunteer Fire Department and all other fire departments in the County. There is also a cost sharing agreement between Fire District 13 and the Town of La Conner. As development has progressed, and based on an analysis of the impact of growth in the near future, the Town will have to increase response capacity for fire and emergency medical demands. Accordingly, the Town and Fire District #13 have jointly built a new five-bay fire hall near the wastewater treatment plant with provisions for sleeping quarters.

The number and close proximity of older buildings along First Street, combined with severe access limitations along the Swinomish Channel, create a potentially hazardous situation in the event of fire or earthquake. La Conner has an interlocal agreement with the Skagit County Permit Center for compliance with

the Uniform Building Codes, and access to the County Fire Marshall for Fire Code inspections.

Emergency Management Disaster Preparedness

The Town of La Conner is covered under the umbrella of the Skagit County Comprehensive Emergency Management Plan (most recent version adopted in 2013) and the Emergency Management Council. The plan provides guidelines for coping with, and mitigating the effects of, a natural or manmade disaster or emergency to preserve lives and property.

In 2023, La Conner established an Emergency Planning Commission to better address and prepare for emergencies. La Conner is in the process of developing our own Comprehensive Emergency Management Plan, which is expected to be completed by the end of 2025. La Conner will ensure consistency between the La Conner Comprehensive Emergency Management Plan and the Skagit County Hazard Mitigation Plan.

Public Education Facilities

The Town has an elementary school housing kindergarten through fifth grade, a middle school housing grades six through eight, and a high school housing grades nine through twelve. In the 2022-2023 school year, the student-teacher ratio was 24.2 to 1 for the entire district. This ratio has remained relatively consistent for the last 7 years. Sports facilities are available in the elementary school and the high school.

Library

The La Conner Regional Library is located on Morris Street and provides services to residents of La Conner, the School District, and the surrounding area. This rural partial-County Library District was established on September 28, 1993. On November 2, 1993, residents of La Conner voted to be annexed into the new library district. In 2021, a new 5,525 square foot library was constructed on Morris Street in order to improve the La Conner Rural Partial Library District's ability to serve the community.

Other Services

Public restrooms are located on First Street and on Morris Street.

Museums

A number of museums are located within La Conner including: Skagit County Historical Museum on South Fourth Street, the Pacific Northwest Quilt & Fiber Arts Museum on South Second, and the La Conner Volunteer Firefighters Museum and Museum of Northwest Art on First Street.

Transportation Facilities

The location and quality of all transportation facilities are detailed in the Transportation Element.

Parking continues to be perceived as an issue in the commercial zones and adjacent residential neighborhoods.

Vacant/Underdeveloped Lands

For a full accounting of vacant and underdeveloped lands within the Residential Zone, please see Appendix 5B.

The following summary of the Acreage in Type of Land Use includes all the uses described above, as well as the critical areas discussed in the Physical Description section. This acreage corresponds to the land use Zoning Map.

TABLE 5-2
ACREAGE IN TYPE OF LAND USE
(TOTAL - 264 ACRES)

Land Use	Acreage	Percent of Total
Residential	107.7	40%
Commercial/Transitional Commercial	62.3	24%
Industrial/Port Industrial	38	14%
Public Use	55.2	21%
Historic Preservation District Overlay (not counted in total)	51.5	19%
Totals	~264	~100%

Vacant Land Breakout	Acreage	% of Total Land	% of All Vacant Land
Vacant Industrial	5	2.0%	21.7%
Vacant Commercial	5	2.0%	21.7%
Total Vacant	23		

Future Needs and Alternatives

Growth and development in La Conner is limited by its designated urban growth boundary and physical constraints peculiar to the land. The Town is entirely surrounded by natural open space corridors; agricultural lands to the north and east, the Swinomish Channel to the west, and Pioneer Park to the south. The Swinomish Channel runs along the entire western side of the Town, dividing the Town of La Conner and the Swinomish Indian Tribal Community. Pioneer Park, a naturally vegetated recreational area, is located along the most southerly portion of Town. It is a wooded rock outcrop with a combination of fir, cedar, and pine trees. A hilly, rocky area with steep slopes covers the central area of town bounded by First Street on the west, Caledonia Street to the south, Whatcom Street to the east and Morris Street to the north.

Plans for growth and development in La Conner were developed based on the following analysis:

- A. Population and demographics: Corresponding to the residential land use inventory.
- B. Economic conditions: Corresponding to the commercial, industrial, and resource lands inventory.
- C. Amenities: Corresponding to the historic resources, recreational lands, open spaces, and part of the public facilities inventory.
- D. Physical conditions: Corresponding to the physical description and the critical areas inventory.
- E. Infrastructure: Corresponding to part of the public facilities inventory. Examines overall land use compatibility, and coordinates land usage with the other elements of the Comprehensive Plan (Housing, Transportation, Capital Facilities, and Utilities).

Population and Demographics

Population Changes

The analysis of population projections for the next 20 years are based on the 2023 Skagit County Population, Housing and Employment Growth Allocations as directed by the Washington State Department of Commerce. The full methodology of the 2023 Skagit County Population, Housing and Employment Growth Allocations is included here as Appendix 5D. La Conner has been projected to experience 1% population growth between 2022 – 2045, resulting in a projected population increase of 211 people, resulting in a 2045 population target of 1,191 people. La Conner's population has increased slowly but steadily over the past 50 years as shown in Table 5-3 below.

TABLE 5-3
HISTORICAL POPULATION GROWTH
(US Census and OFM Official Count)

Year	Population	Change
1890	398	
1900	564	166
1920	516	-48
1940	624	108
1950	594	-30
1960	638	44
1970	639	1
1980	660	21
1990	686	26

2000	761	75
2010	870	109
2022	980	110
Population Trends 2000-2017		
2000	761	-39
2001	765	4
2002	775	10
2003	760	-15
2004	785	25
2005	795	10
2006	839	44
2007	901	62
2008	886	-15
2009	870	-16
2010	870	0
2011	885	15
2012	895	10
2013	890	-5
2014	895	5
2015	895	0
2016	905	10
2017	925	20
2022	980	55

No analysis of the components of population change (births, deaths and migration) has been done for the Town. It is so small and influenced so heavily by nearby employment centers that the proportional share of County population is probably as good or a better indicator of population growth. The County's estimate is provided by the Office of Financial Management and summarized by Employment Security, which has taken into consideration many indicators including natural increase, migration and economic factors.

Residential Land Capacity Analysis

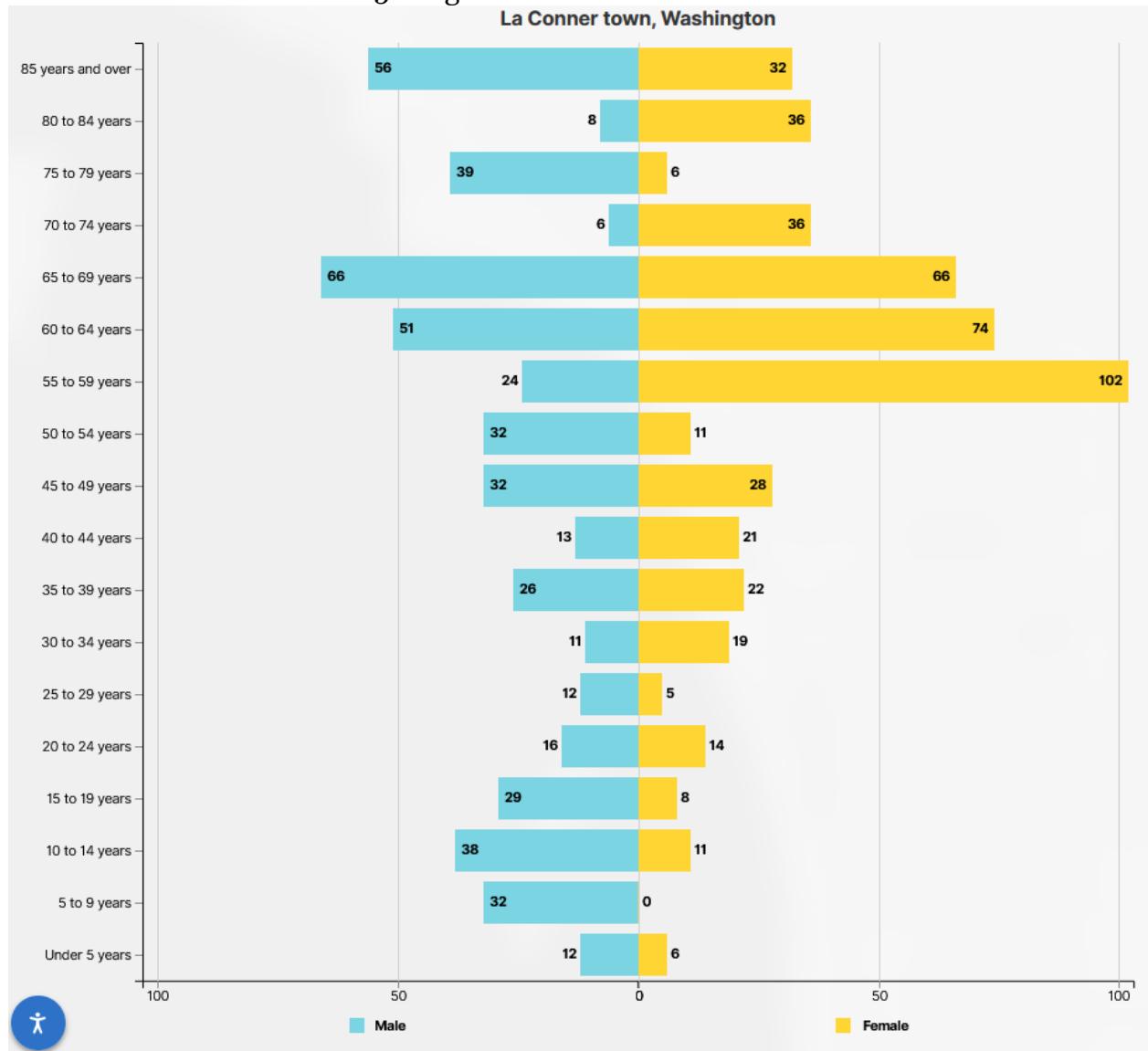
Please see Appendix 5B for a Land Capacity Analysis of the Residential Zones in La Conner.

Demographics

Development Patterns: La Conner is situated on approximately 255 acres (.4 square miles) with a population density of 3.6 persons per acre in 2017. In 1993 the density was 2.8 persons per acre, and in 2035 it is estimated at 4.7 persons per acre. Settlement has occurred uniformly around the center of town with industrial areas to the north and south. New residential development could occur through infilling (building on vacant lots), or through rehabilitation of older structures which could allow for multi-household growth.

Age Distribution of Population¹: The following table shows the age and sex distribution for La Conner in 2022:

Table 5-8 Age and Sex Distributions²



The median age in La Conner was 59.5 in 2022. This is 20 years older than the median age in Washington State, which was 38.6 in 2022. In addition, over a third of La Conner's population is over the age of 65. This indicates that La Conner continues to have an older average population than the rest of the State. A large retired population contributes income dollars, but is not looking for employment opportunities.

¹ 2010 Census

² American Community Survey 5-Year Estimates 2017-2022

Home Ownership: In 1990, Home ownership outnumbered renters; 70% owners versus 30% renters. By the 2000 Census, the percentages shifted significantly to 55% owners and the 45% renters. By the 2010 Census the shift had increased to 54% renters versus 46% owners. However, the 2016 data shows a shift back toward home ownership with 55% owners and 45% renters. This trend continued in the 2022 data, showing a home ownership percentage of 61% and a renter percentage of 39%. For a full discussion of Home Ownership and Housing Burden, please see the Housing Element.

Household Size: In 2022, the average household size in La Conner was 2.04. This is a slight decrease from 2016, when the average size was 2.06. La Conner has consistently seen small changes in the average household size from year to year in the last decade, with the average household size ranging from 1.78 to 2.06. The fluctuations and unpredictability in the household size component of land capacity analysis underscores the fact that capacity analysis is more art than science. As discussed previously, household size is just one of several factors that impacts build out capacity. The margins that exist for determining if La Conner has enough housing for the future or not are so tight that small fluctuations of any of the variables can influence whether an adequate number of units will be available to serve the community over the planning period. Future updates will need to consider alternative approaches to how to accommodate future population.

Education: Of the Town's population over the age of 25 in 2022, 96.1% had a high school diploma or higher. 38.2% of the Town's population over the age of 25 in 2022 had a Bachelor's degree or higher. This is a slightly higher education level than that attained by Skagit County's population as a whole. The statistics for Skagit County show that 96.6% completed high school and 30.4% had a Bachelor's degree or higher. This indicates La Conner has been successful in attracting and keeping a well-educated populace who not only contribute to the economic welfare of the community but also the cultural climate.

Income: Median income – According to the 2010 American Community Survey, the median income for La Conner was \$35,682. By 2022, according to the 2022 American Community Survey 5-year estimates, the median income for La Conner was \$72,981. This is a significant increase, and reflects increases seen by communities in the United States. This is an indication of the buying power of the average resident and is important in determining the type of housing, retail businesses, recreational opportunities, capital improvements, and feasible transit alternatives that would be appropriate for the community.

Land Use Element Appendix B: La Conner Land Capacity Analysis – Residential Zone

Prepared using methodology and guidance from “Guidance for Updating your Housing Element (Book 2)” as published by the Washington State Department of Commerce.

La Conner’s small size allows staff to assess residential land capacity parcel by parcel. Beginning with parcels in the Residential Zone, each parcel will be assessed and classified as one of five development types. The development types are as follows:

1. Vacant – parcels of land that contain no structures
2. Partially-used – parcels occupied by a use or structure, but which include enough land to be further subdivided without change to existing structure or rezoning.
3. Underdeveloped – Parcels that are likely to redevelop to a more intensive land use.
4. Pipeline – parcels that are currently engaged in the permitting process and are anticipated to be developed in the near future.
5. Developed – parcels that have been developed for a primary use and do not meet criteria for the categories above. These parcels have no capacity for development under current zoning regulations.

A special note about parcels classified as “underdeveloped”: Commerce suggests that every single-household home placed in a “multihousehold zone” should be classified as “underdeveloped”. However, La Conner does not separate single and multi-household zoning. All housing types are allowed in the one residential zone in La Conner. Given the parameters that Commerce has set for classification, it is fair to assume that residential parcels that have residential structures within the Historical Preservation District are not likely to be redeveloped, as the process for a demolition permit for structures within the HPD is extensive. For that reason, most residential parcels containing single household structure within the HPD district will be considered “developed” even if the parcel could support a multihousehold development.

This, in conjunction with the SCOG’s net new housing estimate, will be used to determine if La Conner’s current land use regulations would be sufficient to support the housing estimate, or if changes will be needed.

La Conner has one residential zone that allows for single-household homes, duplexes, townhomes, apartments, manufactured homes, ADUs, adult family homes, rooming and boarding houses, transitional housing, and permanent supportive housing by building permit, and allows for multi-single-household detached residences; multiple multi-household dwellings, and retirement apartments, and bed and breakfasts by administrate conditional use permit.

Please see Appendix A for parcel-by-parcel data of La Conner’s residential zone.

Data

The follow capacity analysis is based on the La Conner Municipal Code as of February 2024.

In analyzing the Land Use Capacity of La Conner, the defining question is as follows: Under current regulations, could La Conner develop enough housing to meet the projections given by Skagit County? This, on a broad level, means that 124 new using units *could* be developed in La Conner under current regulations over the next 20 years. It does not mean that this *must* occur, it means that the adequate capacity for housing growth is there. As the Town is not a housing developer, we may need to look into

other ways of incentivizing development to encourage new housing unit development. The ongoing changes to development code, such as the edits to Planned Unit Residential Development, and the addition of Tiny Homes into La Conner Code, are designed to help this goal as well.

It also means that the Town must consider the income brackets that require access to housing. Skagit County's projections for La Conner include 39 units built for those individuals who make 0 – 30% of the area medium income (AMI). Of these 39, 14 units are projected for Permanent Supportive Housing (PSH) and 25 are projected for non-Permanent Supportive Housing (Non-PSH). This is detailed in the chart below.

Exhibit 7. Net New PSH, Non-PSH and Emergency Housing Needs,

2020-2045

UGA	0-30% Detail		Emergency Housing Needs (Temporary)*
	Non- PSH	PSH	
Anacortes	592	333	48
Burlington	572	321	46
Mount Vernon	1,041	585	85
Sedro-Woolley	532	299	43
Concrete	21	12	2
Hamilton	-	-	-
La Conner	25	14	2
Lyman	-	-	-
Bayview Ridge	-	-	-
Swinomish	24	13	2
UGAs Subtotal	2,807	1,578	228
Rural	57	32	57
Total Skagit County	2,864	1,610	285

Currently, La Conner has no PSH or Non-PSH units. We will need to think carefully about how these units should be provided for within Town policy moving forward.

Beyond the 39 units allocated for those individuals who make 0-30% of the AMI, La Conner has also been directed to plan for 25 units for individuals making 30-50% of the AMI, 18 units for those making 50-80% of the AMI, 10 units for those making 80-100% of the AMI, 8 units for those making 100-120% of the AMI, and 24 units for those making more than 120% of the AMI. Of these units needed, it seems that the free market is most likely to provide the 24 units needed for those making 120%+ of the AMI. This is detailed in the following chart:

Exhibit 6. Net New Housing Needed by AMI, 2020-2045

UGA	Net New Housing Need (2020 - 2045)						
	Total	0-30%	30-50%	50-80%	80-100%	100-120%	120%+
Anacortes City	2,927	919	589	420	225	200	574
Unincorporated	16	5	3	2	1	1	3
Anacortes UGA	2,943	924	592	422	226	201	577
Burlington City	2,294	720	462	329	176	156	450
Unincorporated	549	172	111	79	42	37	108
Burlington UGA	2,843	893	572	408	218	194	558
Concrete Town	88	28	18	13	7	6	17
Unincorporated	19	6	4	3	1	1	4
Concrete UGA	107	34	22	15	8	7	21
Hamilton Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Hamilton UGA	0	0	0	0	0	0	0
La Conner Town	124	39	25	18	10	8	24
Unincorporated	0	0	0	0	0	0	0
La Conner UGA	124	39	25	18	10	8	24
Lyman Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Lyman UGA	0	0	0	0	0	0	0
Mount Vernon City	4,892	1,536	985	702	376	334	960
Unincorporated	289	91	58	41	22	20	57
Mount Vernon UGA	5,181	1,627	1,043	743	398	353	1,016
Sedro-Woolley City	2,360	741	475	339	181	161	463
Unincorporated	287	90	58	41	22	20	56
Sedro-Woolley UGA	2,647	831	533	380	203	180	519
Bayview Ridge UGA	0	0	0	0	0	0	0
Swinomish UGA	117	37	24	17	9	8	23
Rural	3,490	89	57	501	268	238	2,337
County Total	17,452	4,474	2,868	2,504	1,340	1,190	5,076

Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee, 2023; Community Attributes, 2023.

Note: The 0-30% AMI category includes permanent supportive housing and non-permanent supportive housing.

It will be important to keep these numbers in mind as the analysis proceeds.

Vacant Parcels

Let's start with the areas in the residential zone that are most likely to be developed, the vacant areas. Currently, there are 18 vacant parcels in the Residential Zone of La Conner. They are highlighted in the photo below.

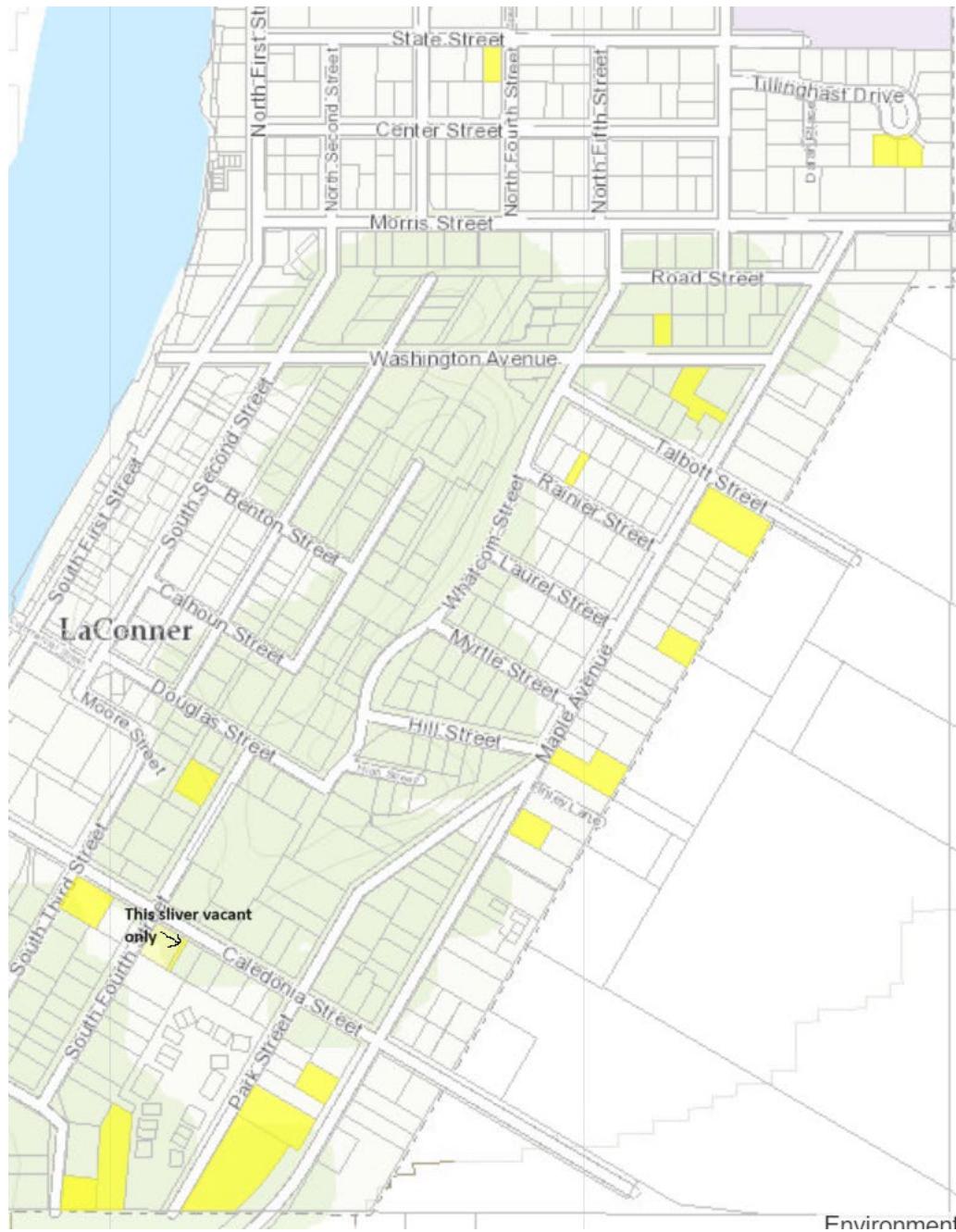


Figure 3: Map highlighting vacant land within the residential zone of La Conner.

If every one of these parcels were to be developed to its full residential capacity under the current regulations, it would result in an additional 53 housing units. Land in La Conner has historically not been developed to the highest possible extent. Based on the 2012 Commerce UGA guidebook, vacant properties can be assumed to be developed to 15% of their total capacity, in this case roughly 8 units. Some of these vacant lands would be difficult and costly to develop, with steep slopes, or wetlands.

However, developers in the past have proven to engage in the required mitigation that is needed for critical areas, with recent developers choosing to build near steep slopes and wetlands in order to build housing. It would be reasonable to assume that the existence of critical areas would not deter development. That being said, the mitigation required for critical areas often leads to higher homes prices, pricing out those under 120% AMI. A recent development near critical areas in La Conner has an average price of just under one million dollars.¹ Some of this vacant land is underneath the minimum lot size for a residential area, and is considered a non-conforming lot under current regulations. However, minimum lot size does not apply to the construction of Tiny Homes, nor are they subject to maximum density requirements. Tiny Homes could be placed on these parcels. La Conner has been seeing increasing interest in tiny home development. Tiny homes tend to be more affordable, and offer housing opportunities for low-income bands. La Conner is a very small jurisdiction, and as a result is using the default assumptions provided by Department of Commerce.

Finally, it is worth noting that of the vacant parcels currently in La Conner, La Conner owns three, with the other 15 having private ownership. La Conner is open to using the parcels under its ownership to support affordable or emergency housing, in which case the land would be developed fully under the code for low-income bands and or permanent supportive housing. Transitional housing and permanent supportive housing are both permitted by right in La Conner's residential zone. The below chart indicated the housing types that could be or are typically built in vacant lots in La Conner, and categorizes them based on the market rate and assumed affordability levels, based on the Housing Element Guidance from the Department of Commerce.

Vacant Land Capacity				
Capacity	Full Capacity	Likely Capacity based on Commerce Guidebook	Tiny Home likely Capacity (Lots under minimum requirement)	PSH Capacity (Town-owned lots that could support PSH)
Number of units	53 Units	8 Units	5 Units	12 Units
Lowest Potential AMI served by units		120% AMI	Low-Income (0-80%) and potentially PSH	Low income (0-80%) and potentially PSH.

Partially-Used Parcels

Currently, there are 41 parcels within the residential zone of La Conner that are considered "partially-used". The Washington State Department of Commerce defined this condition as "parcels occupied by a use or structure, but which include enough land to be further subdivided without change to existing structure or rezoning."

¹ Based on a 2024 Zillow Search

Below is a map with the partially used parcels in La Conner highlighted.

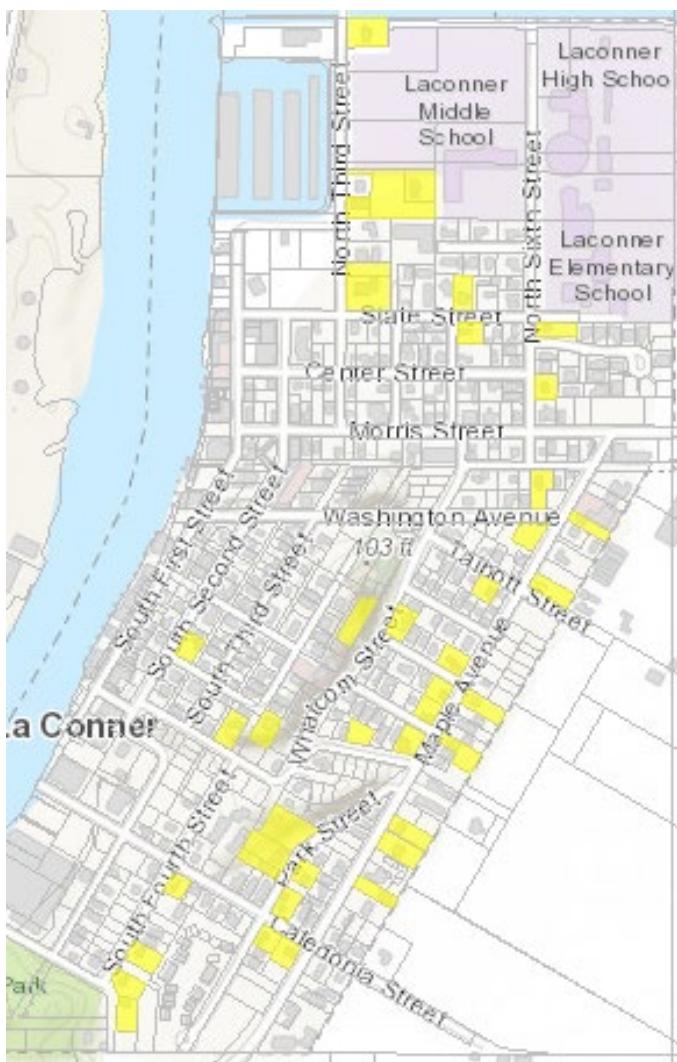


Figure 2: Map of La Conner with partially-used parcels highlighted in the residential zone.

It is important to note that because of La Conner's land use regulations regarding square footage required for multi-household housing vs. square footage required for single-household housing, a parcel that is considered "partially-used" could often support a greater number of housing units if the existing structure is demolished and the entire parcel redeveloped as a whole, rather than maintaining the existing structure and splitting the parcel, which often only results in enough square-footage for another single-household unit. For example, parcel P74263 at 941 S. 4th St is 13,503.60 ft², and could be split into two parcels without change to the existing residence, for an additional parcel and single-household (SH) unit. However, if the existing structure is demolished, the parcel could support a multi-household (MH) unit of three units, one more unit than if the parcel is split.

The existence of ADU's adds a wrinkle to this – if the parcel was split, but the new SH unit decided to add an ADU to their lot, it would increase number of available housing units. Often, this increase matches what would be available if the lot was not split and redeveloped as MH units. This is the case for many partially-used parcels around La Conner: the lot could be split for an additional parcel and SH unit, could

be redeveloped to the more intensive use of MH units, or could be split for a SH unit, but the SH unit could add an ADU. If both SH units on the split lot added an ADU, then sometimes it would result in more housing units than if the lot was not split and instead redeveloped into MH units.

As the definition given by the Department of Commerce indicated that partially-used should mean the capacity to develop with no change to the existing structure, the numbers provided here that assume the existing home is not demolished, nor will add an ADU. However, it is assumed that each SH lot created by the split *would* have the capacity to add an ADU.

Several parcels can be split for multiple SH parcels, with one partially-used parcel in town, P74315 on Whatcom St able to potentially support four other SH parcels.

If each partially-used parcel was split to its highest capacity under current code, and each created SH parcel also choose to develop an ADU on the newly created parcel in addition to the SH unit, the total number of new housing units created would be 110 housing units. If there were no ADU created in conjunction with the SH on the newly created parcels, there would be 55 housing units created. This is without any change to the existing structures on the lots. This is the total amount of housing units if the land was developed to full capacity. However, land in La Conner is often not developed to the full capacity. Commerce suggests using an assumption that 25% of capacity will be developed for partially-used and underdeveloped parcels, and assuming that 10% of potential ADUs will be developed. In addition, because La Conner does not have separate zones for single-household and multi-household development, historical data can be used to see the average past rate at which single-household homes were developed compared to multi-household homes. This will help predict the lowest potential incomes served by the potential future developments. Over the last 5 years, (2019-2024) La Conner has seen single-household homes been built at roughly a 4:3 ratio with multi-household developments. Of the multi-household developments, there is roughly a 2:1 ratio of multi-household units (quadruplexes and less) that serve a moderate-income AMI (80% - 120% AMI) vs low-income AMI (0-80% AMI). The development potential of the partially-use parcels based on these assumptions is outlined in the table below.

Partially-Used Land Capacity						
Capacity	Full Capacity with development and ADUs	Likely Capacity based on Commerce Guidebook	Likely SH Capacity Created	Likely overall MH capacity	Likely overall moderate-income MH capacity	Likely overall low-income MH capacity (rounded)
Number of units	110 Units	20 Units	12 Units	8 Units	6 units	3 units
Lowest Potential AMI served by units			120% AMI	Moderate income to low-income (0-120% AMI)	Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH

Underdeveloped Parcels

Currently, there are 42 parcels in the residential zone of La Conner that are considered “Underdeveloped.” These parcels are privately owned. The Department of Commerce defines underdeveloped parcels as “parcels that are likely to be redeveloped to a more intensive land use.”

Below is a map with the underdeveloped parcels in La Conner highlighted

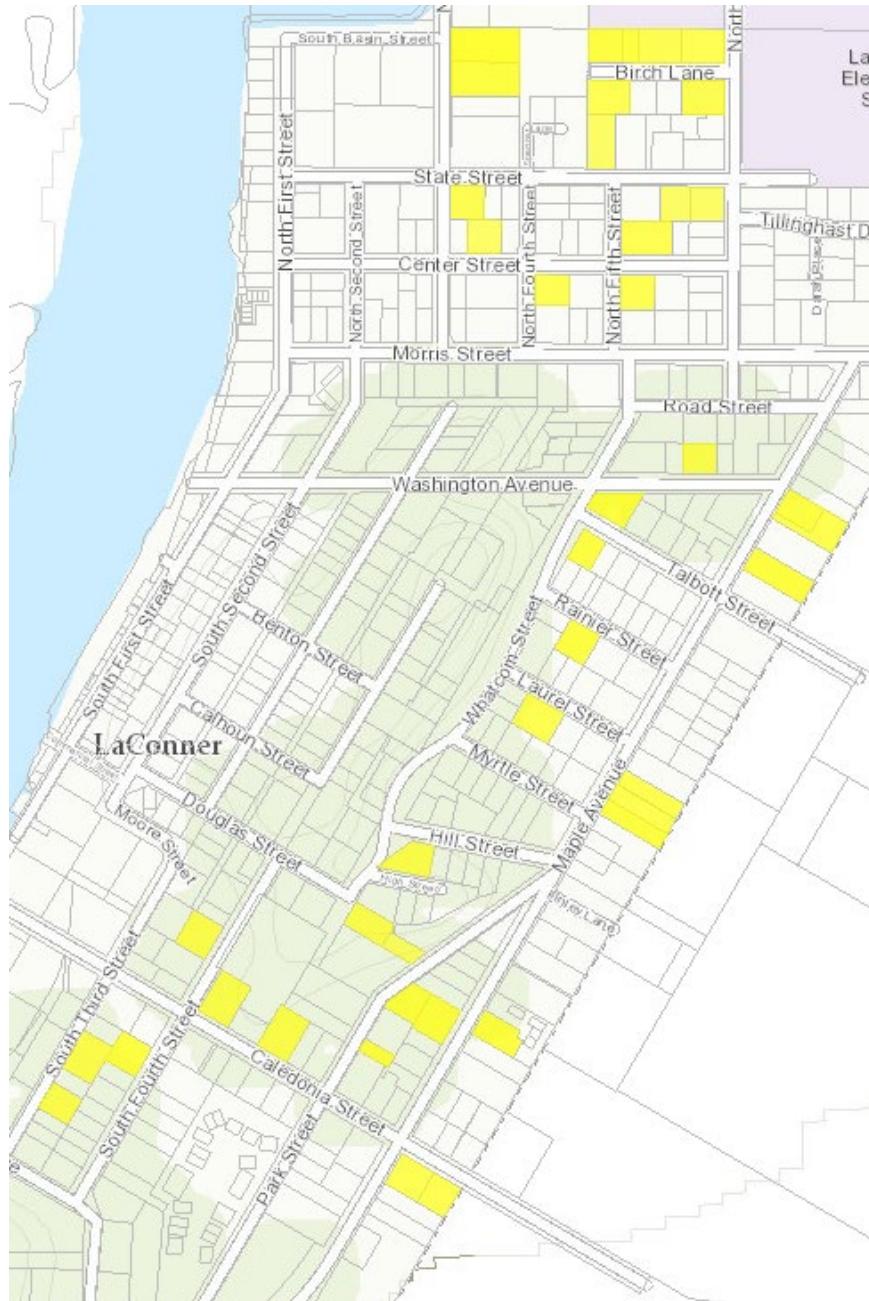


Figure 4: Map of La Conner with underdeveloped parcels highlighted in the residential zone

Commerce suggests that every single-household home placed in a “multihousehold zone” should be classified as “underdeveloped”. However, La Conner does not separate single and multi-household zoning. All housing types are allowed in the one residential zone in La Conner. Given the parameters that

Commerce has set for classification, it is fair to assume that residential parcels that have residential structures within the Historical Preservation District are not likely to be redeveloped, as the process for a demolition permit for structures within the HPD is extensive. For that reason, most residential parcels containing single household structure within the HPD district will be considered “developed” even if the parcel could support a multihousehold development. Other single household parcels around La Conner would not face the same challenges, and so will be classified as “Underdeveloped” if the parcel could support a multihousehold development. In addition, the Town is unlikely to redevelop the land containing the parking lot south of Town Hall, and so those parcels are not included in this analysis.

There are several ways that an underdeveloped parcel could be redeveloped into a more intensive use.

Path 1: The existing home could be demolished, and multihousehold units could be put into place. If this occurred to the fullest extent on all existing underdeveloped parcels, it would result in the creation of 69 new dwelling units. This is taking into account the housing units lost to demolition. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 18 MH structures, with 12 built for moderate income and 6 built for low-income/PSH.

Path 2: If the existing structures on all underdeveloped parcels are demolished, and the lots split for single household lots with single household homes built, it would result in the creation of 100 new dwelling units, for a net gain of 57 dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 15 SH structures, and would serve high-income AMIs (120% AMI).

Path 3: If the existing structures on each lot are demolished, and the lot split for a single household lot sizes, and each single household home added as ADU, 200 new dwelling units would be created, for a net gain of 158 dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 15 SH structures, and would serve high-income AMIs (120% AMI), and 10 ADUs, which would serve low to moderate incomes, but likely not serve as PSH.

Path 4: The existing structures remain, and the lot remains the same, but each single household home adds an ADU. This would add 37 new dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 4 ADUs, which would serve low to moderate incomes, but likely not serve as PSH.

The following charts outline the paths and the lowest potential AMI served by the units created.

Underdeveloped Land Capacity Path 1				
Capacity	Full Capacity with MH development	Likely MH Capacity based on Commerce Guidebook	Likely overall moderate-income MH capacity	Likely overall low-income MH capacity (rounded)
Number of units	69 Units	18 Units	12 units	6 units

Lowest Potential AMI served by units			Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH
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Underdeveloped Land Capacity Path 2		
Capacity	Full Capacity with SH development	Likely SH Capacity based on Commerce Guidebook
Number of units	57 Units	15 Units
Lowest Potential AMI served by units		High income (120% AMI)

Underdeveloped Land Capacity Path 3				
Capacity	Full Capacity with SH and ADU development	Likely Capacity based on Commerce Guidebook	SH likely Capacity	ADU likely Capacity
Number of units	158 Units	25 Units	15 Units	10 Units
Lowest Potential AMI served by units			120% AMI	Low to Moderate (0-100% AMI) but likely not PSH

Underdeveloped Land Capacity Path 4		
Capacity	Full Capacity with ADU development	Likely Capacity based on Commerce Guidebook
Number of units	37 Units	4 Units
Lowest Potential AMI served by units		Low to Moderate (0-100% AMI) but likely not PSH

It is likely that owners of private parcels, should they choose to redevelop the land to a more intensive use, would choose a variety of paths. While the above charts assume either all MH or SH development, it will likely be a mix of SH and MH units that are developed within Underdeveloped Land in La Conner. Past development history in La Conner can provide a basis for understating what future development may occur. Using the ratios established above, the below chart shows the likely development based on the past five years.

Underdeveloped Land Capacity – Likely Path
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Capacity	Likely number of Lots based on Commerce Guidebook	Likely capacity for SH development (rounded)	Likely MH Capacity Created (rounded)	Likely overall moderate-income MH capacity (rounded)	Likely overall low-income MH capacity (rounded)	Likely ADU capacity
Number of lots or units	25 lots	14 Units	11 Units	7 Units	4 units	1 unit
Lowest Potential AMI served by units		120% AMI		Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH	Low to Moderate (0-100% AMI) but likely not PSH

Data Analysis

The following chart compares La Conner's allocations with the most likely development capacities based on the percentages provided by the Department of Commerce and La Conner's historical development data.

	La Conner Allocation from GMA	Units that typically serve these needs	Capacity created	Surplus or deficit
0-30% and PSH	39	Low-Income MH and PSH (development with more than 4 units) and case by case ADUs	37	Deficit of 45 units
30%-50%	25			
50%-80%	18			
80%-100%	10	Moderate MH (quadplex and less) and ADUs	14	Deficit of 4 units
100%-120%	8			
120%+	24	SH Units	35	Surplus of 11 units

The above allocation chart indicated deficits in Low-Income MH and PSH units, and Moderate MH units. La Conner only has one residential zone; adjusting residential capacities by zone is not possible. It is clear from the above analysis that there are barriers to unit production for multi-household developments as the units are not being developed at an adequate rate. In looking at La Conner's policies, barriers exist for multi-family development. First, La Conner requires an administrative conditional use permit for multi-household developments. This adds fees, processing time, and complexity to permitting multi-household units, including duplexes, townhomes, and other forms of middle housing. La Conner will remove this barrier to development by removing this administrative conditional use requirement for multi-family housing. In addition, La Conner will allow multi-single household and multi-multiphase units per lot under an administrative conditional use permit. Previously, this type of flexibility in

development was only allowed within Planned Unit Residential Developments, which require a class IV permit and public hearing before the Hearing Examiner. In contrast, administrative conditional use permits are a class II permits, and do not require a public hearing. Removing these barriers to developing will allow for greater developer flexibility.

Second, La Conner has different dimensional lot standards for SH development vs. MH development. Currently, MH developments require 8,000 square feet for the first two units, and an additional 3,000 square feet for each additional unit. In contrast, SH development only requires 4,000 square feet of space. However, SH are allowed to place additional dwelling units in the form of ADUs, resulting in the same number of dwelling units as some MH developments. This results in development that is likely to favor SH homes, which La Conner currently has a surplus of. By revising the MH development standards to be more equitable with SH standards, and require only 4,000 square feet for the first two units and 2,000 square feet for each additional unit, La Conner removes a barrier for multi-household housing and can essentially double the capacity for Low-Income MH and Moderate MH.

In addition, while La Conner has not yet seen development or permits that incorporate tiny homes, La Conner has seen an increasing number of inquiries around this development and so it would reasonable to assume that tiny homes developments could occur in La Conner in the near future. Because there is no minimum lot size or maximum density associated with tiny homes in La Conner, it is difficult to predict how many units may be built. One developer is in the early stages of currently proposing 30 tiny and affordable homes in La Conner. While the fate of this particular development is unclear as it must conform to the form-based guidelines of the Historic Preservation District, development of tiny homes could greatly expand La Conner's capacity for low-income housing. Development of tiny homes will be limited by impervious surface requirements and infrastructure capacities. La Conner's infrastructure is adequate to serve potential development as outlined in Chapter 8 of the Comprehensive Plan, Utilities. Major development may need to provide additional water capacity, in particular fire flow. In an effort to offset some of the cost associated with infrastructure development, La Conner has adopted reduced impact fees for all housing designed to serve low-income AMI bands.

La Conner is revising its ADU standards to allow two ADUs per lot. La Conner ADUs have historically been used by residents to support family members who fall into low-income AMI categories, and provide them with housing. It is difficult to assess how many ADUs will be built for this purpose, but over the last five years, three ADUs have been created to support individuals with low AMI. It would not be unreasonable to assume that rate of development moving forward would stay the same or increase, especially with the added provision of 2 ADUs per lot.

The below chart indicates the revised capacity after the above regulations are implemented:

	La Conner Allocation from GMA	Units that typically serve these needs	Capacity likely created	Surplus or deficit	Revised likely capacity created	Adjusted surplus or deficit
0-30% and PSH	39	Low-Income MH and PSH (development with more than 4 units) and	37	Deficit of 45 units	86 – 119 units, depending on Tiny Home and ADU development	Surplus of 4 to 37, depending on Tiny Home and ADU development
30%-50%	25					
50%-80%	18					

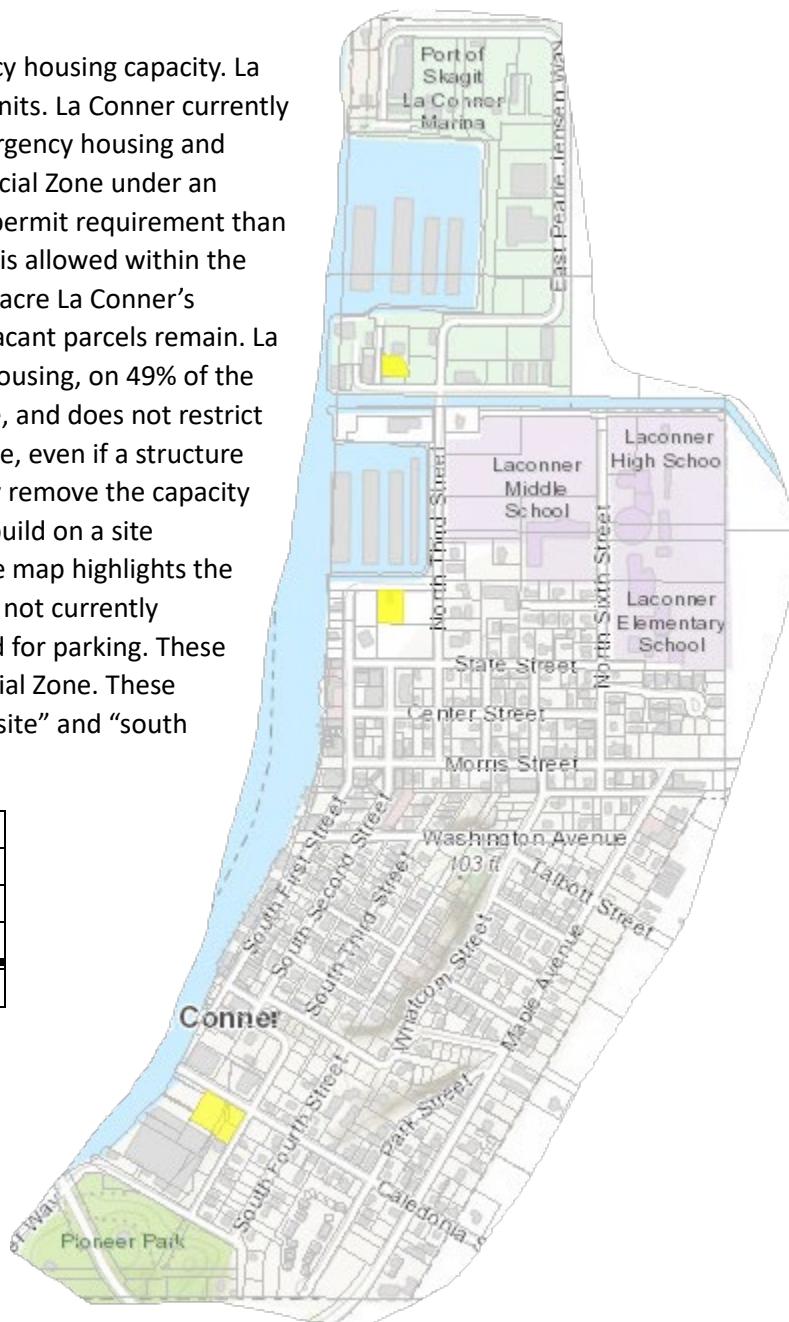
		case by case ADUs				
80%-100%	10	Moderate MH (quadplex and less) and ADUs	14	Deficit of 4 units	28	Surplus of 10 units
100%- 120%	8					
120%+	24	SH Units	35	Surplus of 11 units	No change	Surplus of 11 units

Emergency Housing

La Conner has also been directed to plan for emergency housing capacity. La Conner's emergency housing allocation by SCOG is 2 units. La Conner currently has no emergency housing or emergency shelter. Emergency housing and emergency shelter is currently allowed in the Commercial Zone under an administrative conditional use permit. This is a lesser permit requirement than full time residential use in this district. Residential use is allowed within the Commercial Zone at a density of 18 dwelling units per acre La Conner's Commercial Zone is largely built out, although some vacant parcels remain. La Conner allows residential uses, including emergency housing, on 49% of the ground level of structures within the Commercial Zone, and does not restrict residential uses on floors above ground level. Therefore, even if a structure is already placed on a parcel, it doesn't necessarily remove the capacity for emergency housing. However, it is often easier to build on a site unencumbered by previous use. With that in mind, the map highlights the parcels in La Conner that allow emergency shelter, are not currently encumbered by a structure, and are not currently used for parking. These sites are distributed throughout La Conner's Commercial Zone. These parcels will be referred to as the "north site", "middle site" and "south site" in the below charts.

Site	Land Size	Capacity
North Site	0.31 Acres	5 units
Middle Site	0.55 Acres	10 units
South Site	~ 1 Acre	18 units
Total	1.86 Acres	33 units
La Conner Emergency Housing Capacity	La Conner Emergency Housing Allocation	Difference
33 Units	2 Units	+31 Units

La Conner has the capacity to accommodate the allocation as projected by SCOG.



Appendix B

Parcel-by-parcel analysis of La Conner's residential zone. The assessment starts with the northern most property in the residential zone, and then moves south through the residential zone.

Address	Parcel	Size (sq ft)	Current Use	Classification	Notes
540 N. 3 rd St	P74222	24,829.20	SH	Partially used	Would require utility improvements to access back half of property
418 N. 3 rd St	P74221	10,890.00	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
420 N. 3 rd St	P126948	45,635.00	SH w/DADU	Partially used	Require driveway extension if lot is split, could develop MH without if not split
422 N. 3 rd St					
416 N. 3 rd St	P74218	19,640.00`	SH	Partially used	Already been subdivided, lot would require access improvements
414 N. 3 rd St	P74220	10,890.00	SH	Partially used	Could fit another parcel and SH, but barely
328 N. 3 rd St	P74192	20,037.60	SH	Underdeveloped	MH would re'q SH demo
403 State St	P74197	46,229.30	MH (16)	Developed	Harbor Villa Senior Apts
503 Birch Lane	P74199	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
Unaddressed	P74205	4,791.0	General purpose building	Underdeveloped	Could fit SH if building was reno/demo'd – owned by same owner as 503 Birch Lane
513 Birch Lane	P74200	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
525 Birch Lane	P74209	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
316 N. 3 rd St	P74193	20,037.60	SH	Underdeveloped	Could fit MH(6) if all structures are demo'd
312 N. 3 rd St	P74195	12,196.80	Shed	Partially-used	Same owner as 316 N. 3 rd St – could MH(3)
310 N. 3 rd St	P74194	30,056.40	SH – 2 BnB units	Partially-used	Could split lot horizontal, fit MH(2) w/improvements
401 State St	P107159	~7,500.0	Condo	Developed	½ of condo situation w/ 401 ½ State
401 ½ State St	P107158		Condo	Developed	½ of condo situation w/ 401 State
405 State St	P74196	7,405.20	SH	Developed	
413 State St	P107835	~21,000	Condo	Developed	Part of 413 State Street condos
402 Spencer Lane	P107831		Condo		MH(5)
403 Spencer Lane	P107832		Condo		
404 Spencer Lane	P107833		Condo		
405 Spencer Lane	P107834		Condo		
504 Birch Lane	P74201	13,503.60	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
506 Birch Lane	P74204	6,534.00	SH	Developed	
508 Birch Lane	P74210	7,405.20	SH	Developed	
518 Birch Lane	P74202	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
415 State St	P74203	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
503 State St	P74198	14,374.80	SH	Partially-used	Would require driveway extension if split – could fit MH(4) if structures are demo'd
507 State St	P74214	5,864.00	SH	Developed	
509 State St	P74208	~9,979.50	MH(2)	Developed	509 and 511 State St
310 N. 6 th St	P119281	5,009.40	SH	Developed	
309 N. 6 th St	P74211	5,227.20	SH	Developed	
519 State St	P74212	10,890.00	SH w/ ADU	Developed	519 and 521 State St
208 N. 2 nd St	P74127	20,021.00	Retirement Home MH(7)	Developed	203 Center St 206 N. 2 nd St 210 N. 2 nd St 210 State St 212 N. 2 nd St 214 N. 2 nd St
212 State St	P74128	10,018.80	SH	Pipeline	Will be split into 2 lots (will be DEVELOPED)
211 Center St	P74129	4,791.60	SH	Developed	
213 Center St	P11973	5,009.40	SH	Developed	

216 N. 3 rd St	P74145	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
316 State St	P74148	5,000.00	SH	Developed	Used to have mobile home – appears to be removed
UN-A State St	P133450	4,999.00	Vacant	Vacant	Same owner as 316 State St, could fit SH
303 Center St	P74146	4,791.60	SH	Developed	
307 Center St	P74147	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
313 Center St	P74149	4,791.60	SH	Developed	Currently renovating garage
216 N. 4 th St	P74150	5,000.00	SH	Developed	
416 State St	P74153	4,791.60	SH	Developed	
218 N. 4 th St	P120702	5,000.00	SH	Developed	
205 N. 5 th St	P102680	5,009.40	SH	Developed	
403 Center St	P74151	7,405.20	SH	Developed	ADU? Check this -Rights property
409 Center St	P102244	5,009.40	SH	Developed	
415 Center St	P74155	7,405.20	SH	Developed	
214 N. 5 th St	P74174	11,325.60	SH	Partially-used	Could fit parcel and SH, or MH(3)
514 State St	P74176	8,712.00	SH	Underdeveloped	Detached garage could be ADU/MH(2)
214 N. 6 th St	P74177	10,018.80	SH	Underdeveloped	Garage could be ADU
202 N. 5 th St	P74173	14,810.40	SH	Underdeveloped	Could fit MH(4) if structures were demo'd
517 Center St	P99302	4,791.60	SH	Developed	Has shed on property
205 N. 6 th St	P108986	5,009.40	SH	Developed	
201 N. 6 th St	P74178	4,791.60	SH	Developed	
112 N. 4 th St	P74156	8,973.36	SH/ADU	Underdeveloped	Could MH(2) is SH is demo'd
113 N. 5 th St	P74160	10,018.80	SH w/ADU	Developed	Total number of DU a wash
114 N. 5 th St	P74166	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
514 Center St	P74168	10,018.80	SH w/ADU	Developed	Total number of DU a wash, also 512 Center
522 Center St	P74171	4,791.60	SH	Developed	
115 N. 6 th St	P101149	5,009.40	SH w/ADU?	Developed	Might have ADU
114 N. 6 th St	P74234	12,196.80	SH	Partially-used	Could be split, but lots would be irregular. Could MH(3) if SH is demo'd
205 Dalan Place	P122307	6,930.00	SH	Developed	
206 Dalan Place	P122306	7,110.00	SH	Developed	
202 N. 6 th St	P122310	6,000.00	SH	Developed	
602 Tillinghast Dr	P122311	5,317.00	SH	Developed	
604 Tillinghast Dr	P122309	7,326.00	SH	Developed	
203 Dalan Place	P122308	6,979.00	SH	Developed	
216 N. 6 th St	P74232	12,196.80	SH	Partially-used	Could support additional SH or MH(3) if SH is demo'd
603 Tillinghast Dr	P122290	5,797.00	SH	Developed	
605 Tillinghast Dr	P122291	6,386.00	SH	Developed	
607 Tillinghast Dr	P122292	6,500.00	SH	Developed	
609 Tillinghast Dr	P122293	6,500.00	SH	Developed	
611 Tillinghast Dr	P122294	6,633.00	SH	Developed	
613 Tillinghast Dr	P122295	7,462.00	SH	Developed	
615 Tillinghast Dr	P122296	6,406.00	SH	Developed	
618 Tillinghast Dr	P122297	6,408.00	SH	Developed	
616 Tillinghast Dr	P122298	6,453.00	SH	Developed	
614 Tillinghast Dr	P122299	6,352.00	SH	Developed	
612 Tillinghast Dr	P122300	5,759.00	Vacant	Vacant	Could fit SH
610 Tillinghast Dr	P122301	5,996.00	Vacant	Vacant	Could fit SH
608 Tillinghast Dr	P122302	7,290.00	SH	Developed	
606 Tillinghast Dr	P122303	6,021.00	SH	Developed	
202 Dalan Place	P122304	5,918.00	SH	Developed	
204 Dalan Place	P122305	6,672.00	SH	Developed	
HPD					
116 Maple Ave	P74386	3,920.40	SH	Developed	Below minimum lot size

528 Road St	P120876	4,356.00	SH	Developed	
526 Road St	P74387	14,810.40	SH	Partially-used	Could fit parcel + SH or MH(4) IF SH was demo'd but HPD
522 Road St	P74388	4,356.00	SH	Developed	
516 Road St	P74389	8,712.00	SH	Developed	Has two addresses? Also contains P74390 with single-wide
514 Road St					
513 Road St	P74390	No Land	Single-Wide	Developed	Within P74389
113 Whatcom St	P74391	12,632.40	SH	Developed	Has a lot of sheds/garage
UNA WA Ave	P127902	8,838.00	Vacant	Vacant	Used for employee parking (Market) Could have 2 DU
UNA	P73935	717.00	Vacant	Vacant	
UNA	P135921	4,027.00	Vacant	Vacant	Greg Ellis Development
UNA	P135920	4,114.00	Vacant	Vacant	Greg Ellis Development
UNA	P135922	3,271.00	Vacant	Vacant	Greg Ellis Development
UNA	P135919	4,015.00	Vacant	Vacant	Greg Ellis Development
333 WA Ave	P73933	4,147.00	SH	Developed	Greg Ellis Development
UNA	P135918	4,005.00	Vacant	Vacant	Greg Ellis Development
UNA	P73934	6,969.00	Vacant	Vacant	Could fit SH
UNA	P74005	21,780.00	Vacant	Vacant	Could fit 5 parcels + SH OR MH(6)
105 S. 3 rd St	P108647	7,274.52	SH	Developed	
107 S. 3 rd St	P106474	3,615.48	SH	Developed	Under min lot size
109 S. 3 rd St	P107577	3,615.48	SH	Developed	Under min lot size
111 S. 3 rd St	P74006	6,969.60	SH	Developed	
UNA	P108646	218.00	Vacant ROW	ROW	Street ROW
106 S. 3 rd St	P74008	8,276.40	SH	Developed	Would be underdeveloped but HPD
108 S. 3 rd St	P74007	7,840.80	SH	Developed	
110 S. 3 rd St	P111733	8,232.84	SH	Developed	Would be underdeveloped but HPD
UNA S. 2 nd /WA	P74097	3,200.00	Vacant	Vacant	TOLC Owned
510 S. 2 nd St	P74095	5,227.20	SH	Developed	
UNA S. 2 nd St	P74093	1,750.00	Misc. Shed	Developed	Under min lot size
UNA S. 2 nd St	P74092	1,750.00	Vacant	Developed	Under min lot size, same owner as P74093
518 S. 2 nd St	P74090	5,227.20	SH	Developed	Same owner as P74093/P74092
522 S. 2 nd St	P74089	3,500.00	SH	Developed	Under min lot size
526 S. 2 nd St	P74087	1,750.00	SH	Developed	Boat House on the Hill
602 S. 2 nd St	P74086	4,400.00	SH	Developed	
608 S. 2 nd St	P108057	4,356.00	SH	Developed	
161 S. 2 nd St	P74081	6,534.00	SH	Developed	
UNA 2 nd St	P74078	1,750.00	Parking	Developed	With P74081
622 S. 2 nd St	P74076	6,454.60	Garden Club	Developed	TOLC owned – Garden Club PUBLIC ZONE
704 S. 2 nd St	P74073	7,405.20	SH	Developed	
UNA S. 2 nd St	P74070	3,920.40	Vacant	Vacant	Steep slopes, under min lot size
109 Commercial	P74066	4,050.00	SH	Developed	Old store/ apt in back. One more apt?
709 S. 2 nd St	P74044	5,227.20	SH	Developed	
UNA 2 nd St	P74045	5,227.20	Vacant	Vacant	Owned by P74044. Could fit SH
211 Douglas St	P74040	3,484.80	SH	Developed	Under min lot size
UNA S. 3 rd St	P127373	4,486.68	Vacant	Vacant	Owned by P74040
212 Calhoun St	P74041	9,900.00	SH	Developed	Could fit MH(2) but HPD
613 S. 2 nd St	P74039	10,890.00	SH	Partially-used	Could fit parcel + SH
611 S. 2 nd St	P74038	2,613.60	SH	Developed	
601 S. 2 nd St	P74037	11,442.10	Rel. Building	Religious Building	Religious Building
213 Calhoun St	P74032	7,405.20	SH	Developed	Currently being renovated
614 S. 3 rd St	P74033	3,484.80	SH	Developed	
612 S. 3 rd St	P74034	3,484.80	SH	Developed	
608 S. 3 rd St	P74035	3,484.80	SH	Developed	
602 S. 3 rd St	P74036	6,947.50	Rel. Building	Religious Building	Religious Building
203 Benton St	P74031	8,100.00	SH	Developed	Could MH(2) but HPD

517 S. 2 nd St	P74029	5,400.00	SH	Developed	
513 S. 2 nd St	P74028	4,500.00	SH	Developed	
509 S. 2 nd St	P74027	4,791.60	SH	Developed	
207 S. 2 nd St	P74026	3,920.40	SH	Developed	
503 S. 2 nd St	P74025	8,276.40	SH	Developed	Could fit MH(2) but HPD
213 Benton St	P74011	5,227.20	SH	Developed	
532 S. 3 rd St	P74012	5,400.00	SH	Developed	
526 S. 3 rd St	P74013	7,405.20	SH w/ADU	Developed	
522 S. 3 rd St	P74014	3,484.80	SH	Developed	Under min lot size
520 S. 3 rd St	P74020	3,920.40	SH?	Developed	Skagit County Use Code is MH?
UNA S. 3 rd St	P74021	3,484.80	Shed	Vacant?	Owned by P74022, under min lot size
514 S. 3 rd St	P74022	3,484.80	SH	Developed	Under min lot size
512 S. 3 rd St	P74023	3,484.80	SH	Developed	Under min lot size
504 S. 3 rd St	P74024	5,662.80	SH	Developed	
715 S. 3 rd St	P73984	7,405.20	SH	Developed	
705 S. 3 rd St	P73982	7,405.20	SH	Developed	
701 S. 3 rd St	P73981	3,920.40	SH	Developed	Under min lot size
708 S. 4 th St	P73978	14,400.00	SH w/ADU	Partially-used	Could split with no changes, maybe st ext.
702 Calhoun St	P73979	4,000.00	SH	Developed	
619 S. 3 rd St	P73994	3,484.80	SH	Developed	Under min lot size
617 S. 3 rd St	P73993	3,484.80	SH w/ADU	Developed	SC code has ADU, no TOLC property files, under min lot size
613 S. 3 rd St	P73992	3,484.80	SH	Developed	Under min lot size
609 S. 3 rd St	P73991	3,600.00	SH	Developed	Under min lot size
607 S. 3 rd St	P105952	3,200.00	SH	Developed	Under min lot size
603 S. 3 rd St	P73989	7,200.00	SH	Developed	
620 S. 4 th St	P73986	3,484.80	SH	Developed	Under min lot size
616 S. 4 th St	P103693	4,235.00	SH	Developed	
612 S. 4 th St	P73987	6,558.00	SH w/ADU	Developed	
608 S. 4 th St	P101279	7,187.40	SH	Developed	
602 S. 4 th St	P73988	3,484.80	SH	Developed	Under min lot size
410 Douglas St	P73964	7,345.70	Rel. Building	Developed	Religious Building
	P73963	10,000.00			
705 Whatcom St	P74320	9,583.20	SH	Developed	Could MH(2) but HPD
UNA Douglas St	P73961	8,712.00	Vacant	Vacant	Owned by Catholic Church, could MH(2)
413 Douglas St	P125194	9,780.00	Offices	Developed	Owned by Catholic Church, could MH(2)
612 Whatcom St	P125295	9,714.00	SH	Developed	Could MH(2) but HPD
703 S. 4 th St	P73960	14,168.00	SH	Partially-used	Could split for SH, or MH(4) if SH demo'd
UNA Whatcom St	P135490	4,356.00	Vacant	Vacant	Could SH, costly to develop
619 S. 4 th St	P73958	4,356.00	MH(4)	Developed	Under min lot size
615 S. 4 th St	P73955	6,534.00	SH	Developed	
607 S. 4 th St	P73956	6,534.00	SH	Developed	
UNA Whatcom St	P73953	8,712.00	Vacant	Vacant	Could MH(2) or 2 SH, costly to develop
UNA Whatcom St	P133943	4,356.00	Vacant	Vacant	Could SH, costly to develop
601 S. 4 th St	P73954	14,736.00	SH	Developed	Could MH(4) but HPD, Olsen's Retreat
531 S. 4 th St	P73952	6,534.00	SH	Developed	
543 S. 4 th St	P73945	7,176.00	SH	Developed	
UNA Whatcom St	P73946	4,356.00	Vacant	Vacant	Could SH
412 Whatcom St	P73947	18,730.00	SH	Partially-used	Could split for MH(3) or MH(5) if no SH
412 Whatcom St	P73944	3,049.20	Shed	Developed	Under min lot size
527 S. 4 th St	P73951	4,400.00	SH	Developed	
521 S. 4 th St	P73950	6,534.00	SH	Developed	
UNA S. 4 th St	P73949	2,178.00	Vacant	Vacant	Under min lot size, owned by P73950
503 S. 3 rd St	P74004	13,939.20	INN	Developed	BnB could be MH(3)
511 S. 3 rd St	P118828	5,227.20	SH	Developed	
515 S. 3 rd St	P73999	6,300.00	SH	Developed	

517 S. 3 rd St	P74000	5,417.38	SH	Developed	
525 S. 3 rd St	P74001	4,742.86	SH	Developed	
303 Benton St	P74002	14,374.80	SH	Developed	Could split if shed was demo'd, MH(4) but HPD)
530 S. 4 th St	P73995	10,800.00	SH	Developed	Could MH(2) but HPD
518 S. 4 th St	P73996	7,405.20	SH	Developed	
516 S. 4 th St	P73997	3,484.80	SH	Developed	Under min lot size
512 S. 4 th St	P73998	10,018.80	SH	Developed	Could MH(2) but HPD so no demo
328 WA Ave	P73942	4,791.60	SH	Developed	
302 Whatcom St	P73936	4,356.00	SH	Developed	
END OF HPD					
123 Whatcom St	P74381	12,632.40	SH	Developed	Could MH(3) but HPD
517 WA AVE	P74382	4,356.00	Vacant	Vacant	
523 WA AVE	P74383	8,712.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
525 WA AVE	P74384	4,356.00	General Purpose	Developed	CHECK THIS ONE – DU USE?
126 Maple Ave	P74385	6,534.00	SH	Developed	
199 Maple Ave	P74404	10,000.00	Offices + parking	Partially-used	Partly in the Commercial Zone, could be split for SH or MH(2)
201 Maple Ave	P74402	9,600.00	SH	Underdeveloped	Could be MH(2)
203 Maple Ave	P119485	10,300.00	SH	Underdeveloped	Double wide, could be MH(2)
215 Maple Ave	P74401	20,037.60	SH	Underdeveloped	Could be split, could be MH(6)
221 Maple Ave	P74400	14,810.40	Duplex and apt	Underdeveloped	Could have one more DU
219 Maple Ave					
217 Maple Ave					
227 Maple Ave	P74399	14,810.40	SH	Partially-used	Could MH(4) or split for SH
214 Maple Ave	P74380	13,405.00	Restaurant	Partially-used	Could MH(3) or split for SH
UNA Maple/WA	P132200	12,078.00	Vacant	Vacant	Could MH(3)
518 WA AVE	P74378	5,210.00	SH	Developed	
516 WA AVE	P74377	3,049.20	SH	Developed	Under min lot size
505 Talbott St	P74369	11,325.60	SH	Underdeveloped	Could be MH(3)
511 Talbott St	P74370	7,405.20	SH w/ADU?	Developed	1984 permit for "MIL Suite" and 1990 for BnB
515 Talbott St	P74371	7,405.20	SH	Developed	
516 Talbott St	P121949	5,000.00	SH	Developed	
519 Talbott St	P74372	4,777.50	SH	Developed	
224 Maple Ave	P74373	5,100.00	SH	Developed	
301 Maple Ave	P74407	24,028.00	Vacant	Vacant	Could MH(7) "Hedlin Ballfield"
315 Maple Ave	P136016	7,000.00	SH	Developed	
319 Maple Ave	P74406	5,000.00	SH	Developed	
339 Maple Ave	P136015	7,000.00	SH	Developed	
327 Maple Ave	P112748	4,000.00	SH	Developed	
335 Maple Ave	P114063	5,000.00	SH	Developed	
401 Maple Ave	P74409	5,000.00	SH	Developed	
403 Maple Ave	P136014	7,000.00	SH	Developed	
405 Maple Ave	P106624	4,000.00	SH	Developed	
407 Maple Ave	P135504	7,000.00	SH	Developed	
409 Maple Ave	P135503	5,000.00	SH	Developed	
413 Maple Ave	P74408	7,500.00	SH	Developed	
UNA Maple Ave	P74412	7,500.00	Vacant	Vacant	Could SH, owned by P74408
304 Maple Ave	P74364	4,791.60	SH	Developed	
520 Talbott St	P122118	10,018.80	Garage/Shed	Partially-used	Could split for SH/parcel, could MH(2)
516 Talbott St	P74365	6,098.40	SH	Developed	
512 Talbott St	P74366	6,534.00	SH	Developed	
508 Talbott St	P74367	4,791.60	Double wide	Developed	Counts as a SH
504 Talbott St	P74368	10,018.80	SH	Underdeveloped	Could MH(2) if SH demo'd
501 Rainier St	P74356	7,405.20	SH	Developed	

507 Rainier St	P74357	4,791.60	SH	Developed	
UNA Rainier St	P74358	2,613.60	Vacant	Vacant	Under min lot size, owned P74357
513 Rainier St	P74359	7,405.20	SH	Developed	
517 Rainier St	P74360	4,791.60	SH	Developed	
523 Rainier St	P74361	4,791.60	SH	Developed	
525 Rainier St	P74362	4,791.60	SH	Developed	
314 Maple Ave	P74363	4,791.60	SH w/ADU	Developed	
406 Maple Ave	P74350	10,018.80	MH(2) Duplex	Developed	
404 Maple Ave					
524 Rainier St	P74351	10,018.80	MH(2) Duplex	Developed	
520 Rainier St					
514 Rainier St	P74353	10,018.80	SH	Underdeveloped	Could MH(2), split if DGAR was demo'd
502 Rainier St	P124165	5,227.20	SH	Developed	
415 Whatcom St	P74344	14,810.40	SH	Partially-used	Couldn't be uniformly split, could be MH(4) if SH is demo'd
509 Laurel St	P119417	5,009.40	SH	Developed	
511 Laurel St	P74346	4,791.60	Double wide	Developed	
517 Laurel St	P105964	7,500.00	SH	Developed	
523 Laurel St	P74348	12,500.00	SH	Partially-used	Could split, MH(3) if SH is demo'd
501 Maple Ave	P74413	14,810.40	SH	Partially-used	Could split if shed's demolished, MH(4)
595 Maple Ave	P106203	10,236.60	SH	Underdeveloped	Could MH(2) if SH is demo'd
509 Maple Ave	P74411	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P74410	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P126083	15,000.00	MH(2)	Partially-used	Duplex demo'd, unclear what replaced, wrong address, should have parcel number P74417. Could MH(2) no demo, could MH(4) with demo. Address should be 517 Maple Ave Unit A, 517 Maple Ave Unit B.
523 Maple Ave	P74417	5,000.00	SH	Developed	Should have parcel number P126083
605 Maple Ave	P74416	4,791.60	SH	Developed	
UNA Maple Ave	P112529	14,984.64	Vacant	Vacant	Could MH(4)
702 Finley Ln	P111807	~29,300.00	Condo	Developed	7 Condos. Could be MH(9) – not likely to be redeveloped. Condo situation.
703 Finley Ln	P111804		Condo		
704 Finley Ln	P111808		Condo		
705 Finley Ln	P111805		Condo		
706 Finley Ln	P111809		Condo		
707 Finley Ln	P111806		Condo		
708 Finley Ln	P111810		Condo		
506 Maple Ave	P74340	10,018.80	Double wide	Partially-used	Could MH(2), could split for SH
520 Laurel St	P74341	7,405.20	SH	Developed	
510 Laurel St	P74342	12,196.80	SH	Underdeveloped	Could MH(3) if SH was demo'd
503 Whatcom St	P74343	4,791.60	SH	Developed	
505 Whatcom St	P108859	4,835.16	SH	Developed	
509 Myrtle St	P74332	5,227.20	SH	Developed	
511 Myrtle St	P74334	5,227.20	Single wide	Developed	
513 Myrtle St	P74335	7,840.80	SH w/ADU	Developed	
523 Myrtle St	P74337	7,840.80	SH	Developed	Has an accessory building but is NOT ADU
525 Myrtle St	P74338	5,227.20	SH	Developed	
516 Maple Ave	P74339	10,018.00	SH	Partially-used	Could split
528 Myrtle St	P74331	13,043.00	Office/Medical	Partially-used	NON-RES Use, could split. MH(3)
526 Myrtle St A	P105119	7,623.00	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
526 Myrtle St B					
524 Myrtle St C	P105121	7,971.48	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
524 Myrtle St D					
518 Myrtle St	P74328	5,662.80	SH	Developed	
516 Myrtle St	P110371	5,009.40	SH	Developed	

506 Myrtle St	P74326	4,791.60	SH	Developed	
504 Myrtle St	P107878	7,492.32	SH	Developed	
609 Whatcom St	P125256	3,000.00	Garage	Developed	Under min lot size
613 Whatcom St	P125257	5,312.50	Vacant	Vacant	Could SH
611 Whatcom St	P125258	4,620.00	SH	Developed	
514 Myrtle St	P74327	8,712.00	SH	Partially-used	Could split for SH
330 Park St A 330 Park St B 330 Park St C 530 Hill St A 530 Hill St B 530 Hill St C	P135466	26,012.00	Triplex Triplex	Pipeline	Will be 2 Triplex's, for MH(6) total
525 High St	P135465	5,452.00	SH	Pipeline	In development SNDH
519 High St	P135464	4,791.60	SH	Pipeline	In development SNDH
515 High St	P135463	4,791.60	SH	Pipeline	In development SNDH
511 High St	P135462	4,791.60	SH	Pipeline	In development SNDH
701 Whatcom St	P74322	10,018.80	SH	Underdeveloped	Could be MH(2), unlikely to redevelop
510 High St	P74323	9,072.00	SH	Pipeline	In development SNDH, could've MH(2)
506 High St	P74321	4,374.00	SH	Pipeline	In development SNDH
502 High St	P135467	4,938.00	SH	Pipeline	In development SNDH
801 Whatcom St	P74319	10,018.00	SH	Underdeveloped	Could be MH(2) if SH is demo'd
UNA Park St	P74316	5,662.80	Shed/General	Underdeveloped	Could hold SH
807 Whatcom St	P74315	29,620.80	SH	Partially-used	Could split, difficult development, total capacity MH(9)
750 Park St	P74314	20,0473.20	SH w/ADU	Partially-used	Could split, if demo'd could MH(6)
752 Park St	P112837	9,888.12	SH	Partially-used	Could split, needs access, could MH(2) if SH was demo'd
760 Park St	P74289	8,712.00	Double wide w/ADU	Developed	
423 Caledonia St	P101132	6,795.36	SH	Developed	
421 Caledonia St	P74285	13,503.60	SH	Underdeveloped	Could unevenly split, needs access, could evenly split if shed was demo'd
415 Caledonia St	P74284	6,969.00	SH	Developed	
829 S. 4 th St	P74282	13,503.60	SH	Underdeveloped	Could MH(3) if SH is demo'd
812 Whatcom St, 108 812 Whatcom St, 100 812 Whatcom St, 101 812 Whatcom St, 102 812 Whatcom St, 103 812 Whatcom St, 104 812 Whatcom St, 105 812 Whatcom St, 106 812 Whatcom St, 107 812 Whatcom St, 109	P81376 P81367 P81369 P81370 P81371 P81372 P81373 P81374 P81375 P81377	~63,300.00	Condo Condo Condo Condo Condo Condo Condo Condo Condo Condo	Developed	Unlikely to redevelop – could have MH(20) technically – if all condos had ADU's then that would work.
UNA S. 4 th St	P73969	9,160.20	Vacant	Vacant	Steep slopes, possible wet site, TOLC owns
818 S. 4 th St	P73968	3,484.80	SH	Developed	Under min lot size
824 S. 4 th St	P73967	10,890.00	SH	Underdeveloped	Could be MH(2) or an ADU for same #DUs

830 S. 4 th St	P73977	6,098.40	SH w/ADU	Developed	ADU used as BnB
UNA S. 4 th St	P74394	4,791.60	Unclear	Developed	ADU part? Owned by P73977, wrong in iMap
301 Caledonia St	P74395	5,227.20	SH	Developed	
311 Caledonia St	P74396	4,791.60	Double wide	Developed	
314 Caledonia St	P20894	8,238.00	SH	Developed	Could MH(2)
UNA Cal St	P20898	12,398.00	Vacant	Vacant	Habitat Owned – MH(3)
911 S. 3 rd St	P20897	6,000.00	SH	Developed	
922 S. 4 th St	P20895	10,000.00	SH	Underdeveloped	Could MH(2)
917 S. 3 rd St	P20901	12,000.00	SH	Underdeveloped	Could unevenly split, MH(3) if SH demo'd
924 S. 4 th St	P20900	5,000.00	SH	Developed	
926 S. 4 th St	P20902	6,800.00	SH	Developed	
928 S. 4 th St	P126591	5,000.00	SH	Developed	
930 S. 4 th St	P20904	5,200.00	Double wide	Developed	
934 S. 4 th St	P20907	4,000.00	Double wide	Developed	
938 S. 4 th St	P20910	5,000.00	SH	Developed	
321 Sherman Ave	P74243	7,300.00	SH	Developed	
303 Sherman Ave	P74242	7,840.80	SH	Developed	
937 S. 3 rd St	P20909	4,000.00	SH	Developed	
933 S. 3 rd St	P20908	4,000.00	SH	Developed	
927 S. 3 rd St	P20906	9,000.00	SH	Underdeveloped	Could MH(2) or an ADU for same #DUs
923 S. 3 rd St	P107788	5,000.00	SH	Developed	
404 Caledonia St	P74273	9,147.60	SH	Partially-used	Could MH(2) or split
UNA Cal St	P74274	871.20	Vacant	Vacant	Under min lot size
410 Caledonia St	P74281	5,227.20	SH	Developed	
416 Caledonia St	P74280	6,969.60	SH	Developed	
422 Caledonia St	P74279	7,840.80	SH	Developed	
430 Caledonia St	P74278	6,534.00	SH	Developed	
432 Caledonia St	P74277	4,791.60	Single-wide	Developed	
921 S. 4 th St	P74272	15,246.00	MH(3)	Developed	Could MH(4), unlikely to be redeveloped
UNIDENTIFIED	PARCEL	BETWEEN	P74272 AND	P102299	CHECK THIS
923 S. 4 th St	P102299	7,579.44	SH	Developed	
925 S. 4 th St	P103774	7,623.00	SH	Developed	
929 S. 4 th St	P74267	15,246.00	Triple wide	Partially-used	Could split, total capacity MH(4)
UNIDEFTIFYED	PARCEL	BETWEEN	P74267 AND	P74263	
941 S. 4 th St	P74263	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
1105 S. 4 th St	P74262	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
"X" 4 th St	P134174	7,840.80	Vacant	Vacant	Could SH – no numbered address
UNA 4 th St	P74265	23,086.80	Vacant	Vacant	Jenson Property. Could MH(7)
CHANNEL COVE	P129848	Unknown	Vacant Land	Vacant Land	Land around buildings in channel cove
910 Park St	P128682	~1,901.80	SH	Developed	Channel Cove SRF
912 Park St	P128681	~1,666.30	SH	Pipeline	Channel Cove SRF 2023
914 Park St	P128680	~1,544.90	SH	Pipeline	Channel Cove SRF 2023
916 Park St B	P128671	1,142.00	MH(2)	Pipeline	Channel Cove SRF 2023
916 Park St A	P128672	1,140.00			
918 Park St	P128684	1,560.00	SH	Pipeline	Channel Cove SRF 2023
920 Park St A	P128678	1,696.00	MH(3)	Developed	Channel Cove Triplex
920 Park St B					
920 Park St C					
924 Park St B	P128669 P133550	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
924 Park St A	P128670 P133549	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
930 Park St H	P128668	~5,000.00	MH(5)	Developed	Channel Cove
930 Park St I					
930 Park St J					

930 Park St K 930 Park St L					
936 Park St P 936 Park St Q 936 Park St R	P128677	1,696.00	MH(3)	Developed	Channel Cove Triplex
938 Park St	P128675 P131489	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
940 Park St	P128676 P131490	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
944 Park St	P128683 P136689	2,000.00	SH	Developed	Channel Cove
950 Park St	P128685 P133591	1,600.00	SH	Developed	Channel Cove
948 Park St	P128674 P133551	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
946 Park St	P128673 P133592	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
932 Park St M 932 Park St N 932 Park St O	P128679	~2,773.60	MH(3)	Developed	Channel Cove Triplex
922 Park St D 922 Park St E 922 Park St F 922 Park St G	P128667	3,332.00	MH(4)	Developed	Channel Cove
UNA Park St	P74290	42,177.00	Vacant	Vacant	Could MH(13). Wetlands.
UNA Park St	P50599	20,037.60	Vacant	Vacant	Could MH(6). May have some trailers.
UNIDENTIFIED	PARCEL	BETWEEN	P50599 AND	P90531	CHECK THIS
UNA Park St	P90531	7,840.80	Vacant	Vacant	Could SH
903 Park St	P122512	4,965.84	SH	Developed	
901 Park St	P74293	5,000.00	SH	Developed	
612 Caledonia St	P74291	12,000.00	Double wide	Partially-used	Could split. Total capacity MH(3)
602 Caledonia St	P74294	10,018.80	SH	Partially-used	Could split if shed is demo'd for SH.
931 Maple Ave	P20891	~44,000.00	MH(8)	Pipeline	Apartments being redone
923 Maple Ave	P20893	7,700.00	SH – NON RES	Pipeline	Will be redeveloped to counseling center
913 Maple Ave	P74429	10,018.80	MH(2)	Developed	
911 Maple Ave	P74430	10,000.00	SH w/ADU	Developed	Same #DUs as if split
905 Maple Ave	P74432	20,000.00	SH	Underdeveloped	Could MH(6). There's a lot line in the middle of this parcel for some reason. CHECK.
751 Maple Ave	P74426	6,098.40	SH	Developed	
713 Caledonia St	P109201	5,009.40	Triple wide	Developed	
715 Caledonia St	P109582	6,316.20	SH	Developed	
747 Maple Ave	P74427	6,250.00	SH	Pipeline	Harvey Development
706 Harvey Lane	P136762	6,250.00	SH	Pipeline	Harvey Development
712 Harvey Lane	P136763	7,500.00	SH	Pipeline	Harvey Development
745 Maple Ave A 745 Maple Ave B 745 Maple Ave C 745 Maple Ave D	P74423	20,037.60	MH(4)	Developed	Fourplex, could have been MH(6). Unlikely to be redeveloped
741 Maple Ave	P74428	11,761.20	SH	Partially-used	Could be split, or MH(3)
733 Maple Ave	P74422	10,796.00	SH	Undeveloped	Could be MH(2) if SH is demo'd
UNA Maple Ave	P135781	17,602.60	Condo Land	Developed	Land of Maple Ave Condos
725 Maple Ave	P135723	Condo	Condo	Developed	
727 Maple Ave	P135724	Condo	Condo	Developed	
729 Maple Ave	P135725	Condo	Condo	Developed	
731 Maple Ave	P135726	Condo	Condo	Developed	
721 Maple Ave	P74425	18,800.00	Dental Office	Partially-used	Could split for SH, total capacity MH(5)

713 Maple Ave	P74419	14,374.80	SH	Partially-used	Could split for MH(2), total capacity MH(4). Unlikely to be redeveloped due to extensive site improvements and landscaping
711 Maple Ave	P74420	7,800.00	SH	Developed	
709 Maple Ave	P135215	7,800.00	Vacant	Vacant	Could SH
712 Maple Ave	P74309	5,662.80	MH(3)	Developed	
714 Maple Ave	P74308	3,920.40	SH	Developed	Under min lot size
720 Maple Ave	P74306	5,227.20	SH	Developed	
UNA Maple Ave	P105339	6,403.32	Vacant	Pipeline	Pipeline for SH, but applicant has not followed up
730 Maple Ave	P74307	7,405.20	SH	Developed	
738 Maple Ave	P74310	10,890.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
739 Park St	P74305	8,276.40	SH	Underdeveloped	Could MH(2) if SH is demo'd
749 Park St	P74304	10,890.00	SH	Partially-used	Could split for SH
742 Maple Ave	P118172	5,009.40	SH	Developed	
746 Maple Ave	P74312	6,969.60	SH	Developed	
748 Maple Ave	P123060	5,000.00	Single wide	Developed	
750 Maple Ave	P123061	5,049.00	SH	Developed	
605 Caledonia St	P123059	7,108.00	SH	Developed	
601 Caledonia St	P74301	12,196.80	SH	Partially-used	Could split for SH, total capacity MH(3)
UNA Park St	P74303	3,920.40	Shed	Underdeveloped	Owned by P74301, under min lot size

SH: 25, 48, 32, 43, 40, 29, 22, 31, 18, 13 = 301

Condos: 7, 7, 10, 4 = 28

MH: 25, 4, 3, 10, 6, 13, 24, 3 = 88

ADU: 2, 4, 4, 1, 2, 2, 1, 1 = 17

Single wide/double wide/triple wide: 1, 1, 3, 1, 5, 2, 1 = 14

Sea Level Rise and Impact on La Conner

Introduction:

Over the years, the need to plan for sea level rise has increased. In 2022, the National Oceanic and Atmospheric Administration (NOAA) released their 2022 Sea Level Rise Technical Report and accompanying Application Guide in order to provide local municipalities updated sea level rise data and offer suggestions on ways that local planning can help mitigate the effects of the sea level rise. As a “hydro-friendly” town located on the Swinomish Channel, this guide will be helpful as La Conner looks to the next 20, 50, and 100 years in La Conner.

As La Conner develops the best planning practices for managing the effects of the rising sea level locally, it is important to understand how the regional sea level projections are linked to the coast-wide and global projections. This may help compensate for the potential variability of sea level rise and help design more accurate local methods for mitigate the effect of sea level rise in La Conner.

Luckily, NASA and NOAA have developed regional and local projections designed to help coastal communities plan for the change in sea level. This is important because the more place-specific information La Conner can use, the better La Conner can plan mitigation effects for the community.

This update was a progress by a joint task force that included the National Aeronautics and Space Administration, the National Oceanic Atmospheric Administration, Environmental Protection Agency, U.S. Geological Survey, and U.S. Army Corps of Engineers, along with partners in academia. If requested, more detail around the collection and normalization of the data can be provided. An important note: the data has been normalized for a 2000 baseline, so any increases are based on the 2000 coastline. A two-foot rise in sea level is a two-foot rise since 2000.

Sea Level Rise (SLR) in La Conner

When planning for SLR, there are two main challenges: the sea rise itself, and the accompanying increase in flooding, or Extreme Water Levels (EWLs). Although the increase

in both intensity and frequency of EWLs may be more memorable to the affected community, it is important to remember that the number one factor in EWLs is the continued SLR, so the best way to reduce harm from EWLs is to plan extensively for SLR. High tide flooding (HTF) is expected to rise in the coming years, with projections suggesting a doubling of its current rate by 2030.

On the following pages, data on SLR and EWLs specific to La Conner is presented and discussed, along with several approaches to planning and mitigation, followed by potential approaches designed to integrate the data into long-term planning for La Conner. The Technical Report outlines five different scenarios of SLR; Low, Low-Intermediate, Intermediate, Intermediate-High, and High, over both near term (to 2050) and long term (to 2150) time spans.

In the short term the five projections do not vary much, it is only in the long-term planning scenarios that the uncertainty of the projections begins to grow, leading to divergence. The single driving rate of SLR is the continued warming of the ocean, which is largely dependent on human behavior. As it is difficult to estimate the rate of ocean warming in the future (as it largely depends on mitigation measures developed by the current human population) it is much more difficult to calculate the related sea level rise after 2050.

In developing this report, the Intermediate-High projection is used. In order to determine the best projection to use, two questions were asked:

1. What level of **risk-tolerance** is most appropriate for La Conner?
2. What **scenario** is best suited for La Conner to avoid **widespread inundation** in a **50-year adaptation plan?**

The two questions are related to one another, and the answer to the first question is informed by the second. In order to find the answers to these questions, [NOAA's Sea Level Rise Scenario tool](#) was utilized, which allows a user to view data projections by year. In this case, Port Townsend is the closest physical gauge to La Conner, so the tool developed projections for La Conner based on the Port Townsend gauge. In 2070 (roughly 50 years away) **widespread inundation** occurs at a rise of 2 feet. This most closely matches the **intermediate-high** projection scenario, which calculates 1.87ft of rise in 2070. In order to

avoid widespread inundation, La Conner should plan mitigation effects for an intermediate-high scenario; therefore, the answer to question two is an **intermediate-high scenario**, and the answer to question one is an **intermediate to low risk tolerance**. Note that the planned for scenario and the associated risk tolerance are reciprocals of each other. Figure 1 and Figure 2, below, offer a visual representation of what sea level rise of one or two feet could look like for La Conner in the year 2070. Green indicates low-lying areas.

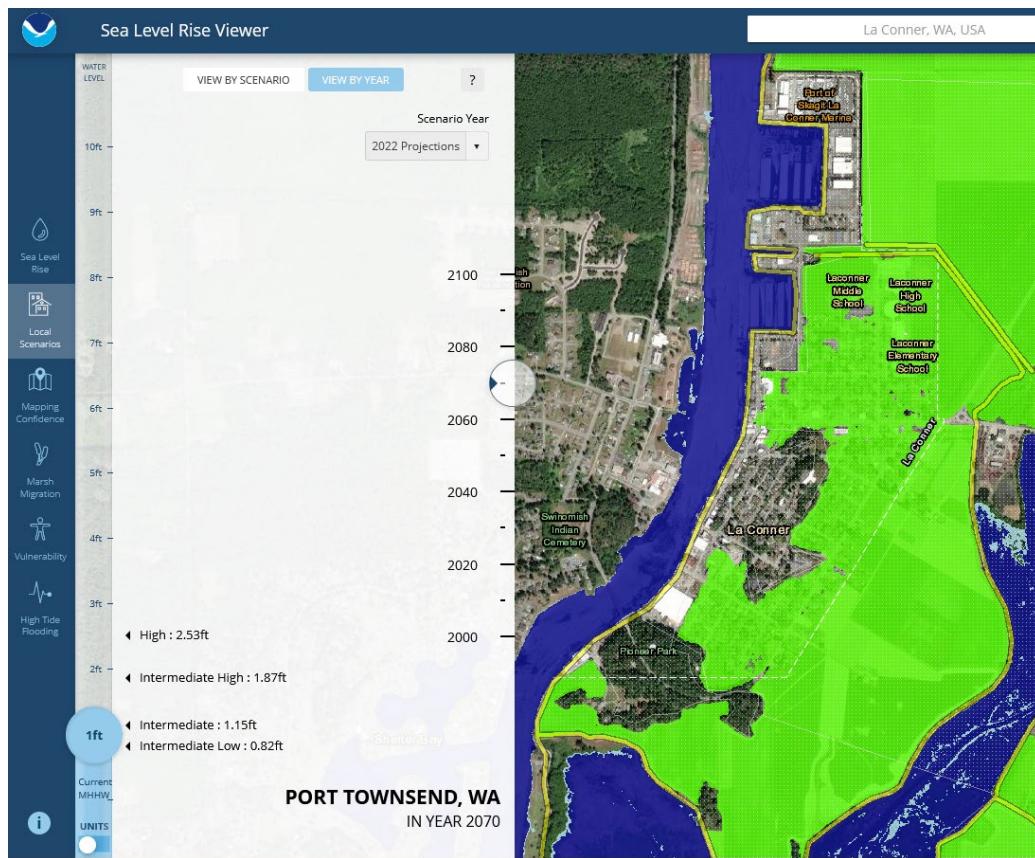


Figure 1: Visual of a projected sea level rise of 1ft in La Conner in the year 2070. Green indicates low-lying areas.

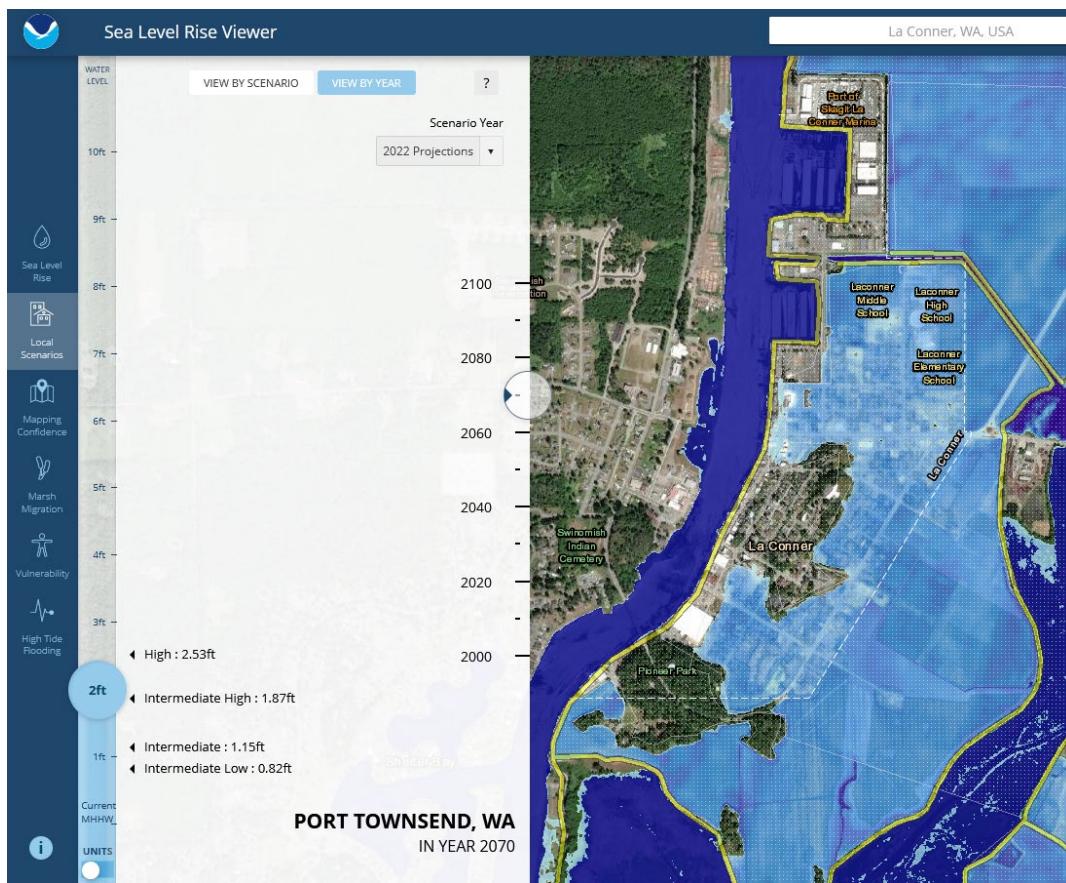


Figure 2: Visual of a projected sea level rise of 2ft in the year 2070 in La Conner. Wide spread inundation occurs at this sea rise level, which most closely matches the Intermediate-High scenario.

The below tables show the four tidal gauges closest to La Conner and the expected SLR in the Intermediate-High and Intermediate scenarios at 2050 and 2100.

Place	Year	Scenario	Rise (ft)	Decade	Scenario	Rise (ft)
Seattle	2050	Intermediate-High	0.95	2100	Intermediate-High	4.39
Port Townsend	2050	Intermediate-High	0.84	2100	Intermediate-High	4.16
Cherry Point	2050	Intermediate-High	0.51	2100	Intermediate-High	3.47
Friday Harbor	2050	Intermediate-High	0.74	2100	Intermediate-High	3.96
Average			0.76			4.00

Place	Year	Scenario	Rise (ft)	Decade	Scenario	Rise (ft)
Seattle	2050	Intermediate	0.74	2100	Intermediate	2.92
Port Townsend	2050	Intermediate	0.63	2100	Intermediate	2.69
Cherry Point	2050	Intermediate	0.3	2100	Intermediate	2.05
Friday Harbor	2050	Intermediate	0.53	2100	Intermediate	2.49
Average			0.55			2.53

Here is a general graph outlining the SLR for the Northwest Coast, from 2020 to 2150.

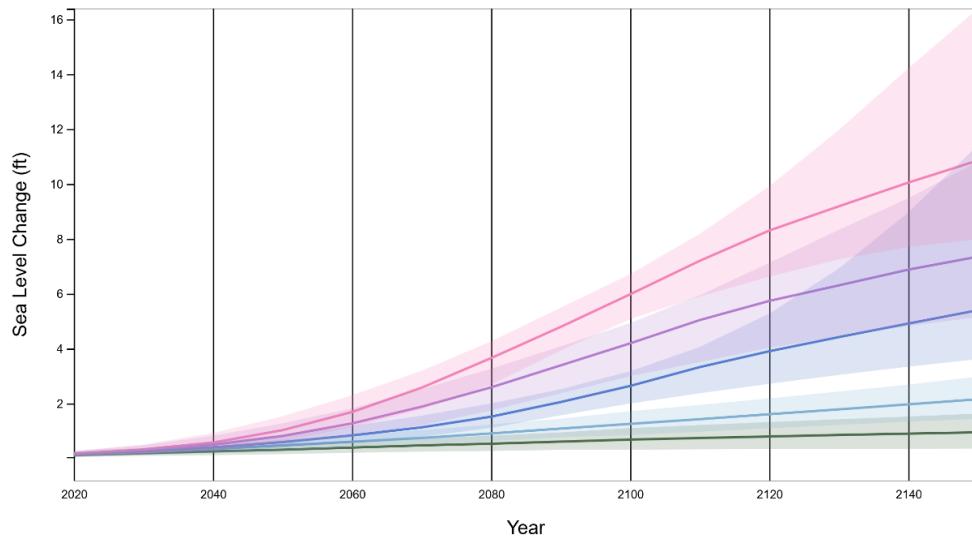


Figure 3: SLR for the Northwest Coast projected to 2150 in five different scenarios. From bottom: Low, Intermediate-Low, Intermediate, Intermediate-High, and High. Confidence intervals are shown in shading on the graph

Regional estimates provided by NOAA can be helpful in planning for near-term effects and SLR. Regional estimates come from tide gauge observations like the ones above and other sets of observations in the region. The graph below illustrates how the regional observed SLR is extrapolated to the projected SLR to 2050. Again, because of robust statistical processes applied by NOAA and other authors of the report, there is a low level of uncertainty in these projections. Below is a graph of the Northwest regional SLR scenarios up to 2050.

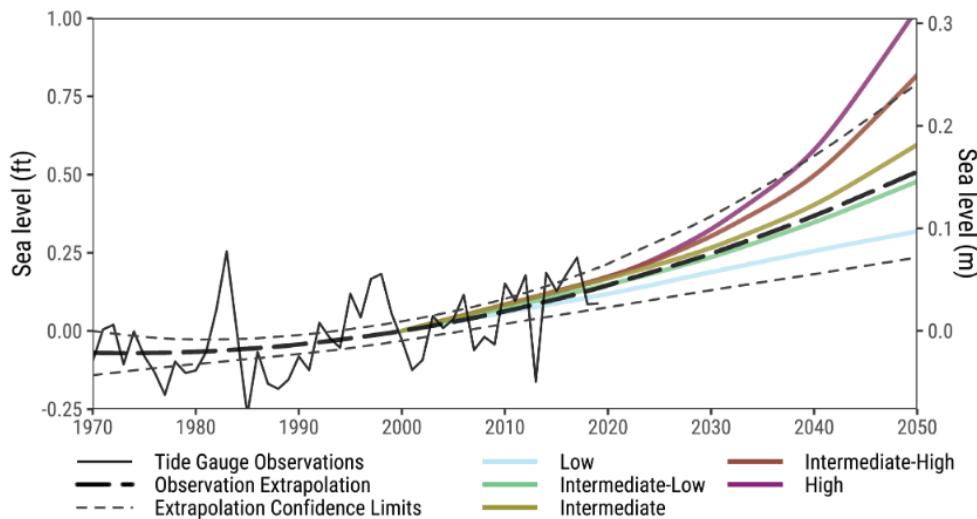


Figure 4: Regional SLR scenarios and the observation-based extrapolation for the Northwest Region (Washington and Northern Oregon). Variability due to cyclical ocean dynamics is overlaid for context and was removed prior to generating the observation-based extrapolation.

It is true that the median observation-based extrapolation of sea level rise (the likely range) for the near-term (2050) Northwest coastline is bounded by the Intermediate-Low to Intermediate scenarios, so some may say planning for an Intermediate-High scenario is overly cautious. However, given that most scenario divergence occurs after 2050, given that uncertainty increases after 2050, and given that a substantial amount of land in La Conner is low-lying (highlighted green in figure 1) using the intermediate-high scenario provides reasonable confidence that mitigation measures will provide a long and lasting impact. Even at projected levels of global emissions causing a 5.4°F increase in global air temperature in 2100, there is a less than 1% chance that the Intermediate-High SLR scenario will be exceeded. This is a reduction from the 5% chance that an Intermediate SLR scenario will be exceeded, and a reduction from the 82% probability that the Intermediate-Low scenario will be exceeded.

Please note that, in general, greater warming and higher human emissions are needed to arrive at the Intermediate, Intermediate-High, and High scenario.

If certain structures or town locations are later shown or determined to have a low-tolerance (high-risk) to SLR, there are specific strategies outlined in the Application Guide designed for risk-intolerant locations which could be applied.

Please note that the projected sea level rise in North West Washington is the lowest for the entire US coastline. This means that the mitigation methods used in other communities will

likely be effective in La Conner, as other communities will be planning for a higher increase in SLR. However, La Conner is about 50% low lying areas, so it may be more vulnerable to SLR than its direct neighbors in the Northwest, and it may be more vulnerable to the expected increase in EWL and HTF.

In order to best prepare for EWLs and HTF, it is necessary to find La Conner specific EWLs and HTF projections.

Extreme Water Levels (EWL) and Flood Regime Shift:

Over the next 30 years, SLR will create a regime shift in coastal flooding, causing more damaging flooding more often. NOAA's flood characterizations are broad, and based in damage done to property or infrastructure rather than water level alone. Extreme Water Levels, in comparison, represent the water level alone, with no regard to damage. NOAA characterizes minor flooding as flooding with little to no long-term impacts, moderate flooding as flooding with some longer-term impacts and short-term impacts on small areas of property or infrastructure, and major flooding as flooding with long-term impacts on a considerable amount of property and infrastructure. By 2050, La Conner can expect to see an increase of about 10 times more moderate flooding. More specifically, in 2050 La Conner can expect to see about 4 moderate flooding events per year. For reference, today La Conner sees around 3 events of minor flooding per year. The December 2022 flood would be considered in a major flood under this maxim. Major flooding will jump from about a 4% yearly chance to a 20% yearly chance by 2050. In 2060 and the following years, La Conner could expect to see a "December flood" about once every two years, and possibly more frequently.

Before continuing to discuss flooding in La Conner, it is important to emphasize that the 1% annual chance water levels, sometimes referred to as a 100-year flood, in this analysis are not the same as those found in the Federal Emergency Management Agency's (FEMA's) regulatory products such as the Flood Insurance Rate Maps. More detail can be provided on the relationship between the EWL analysis and FEMA's regulatory floodplain if needed (Section 3.1).

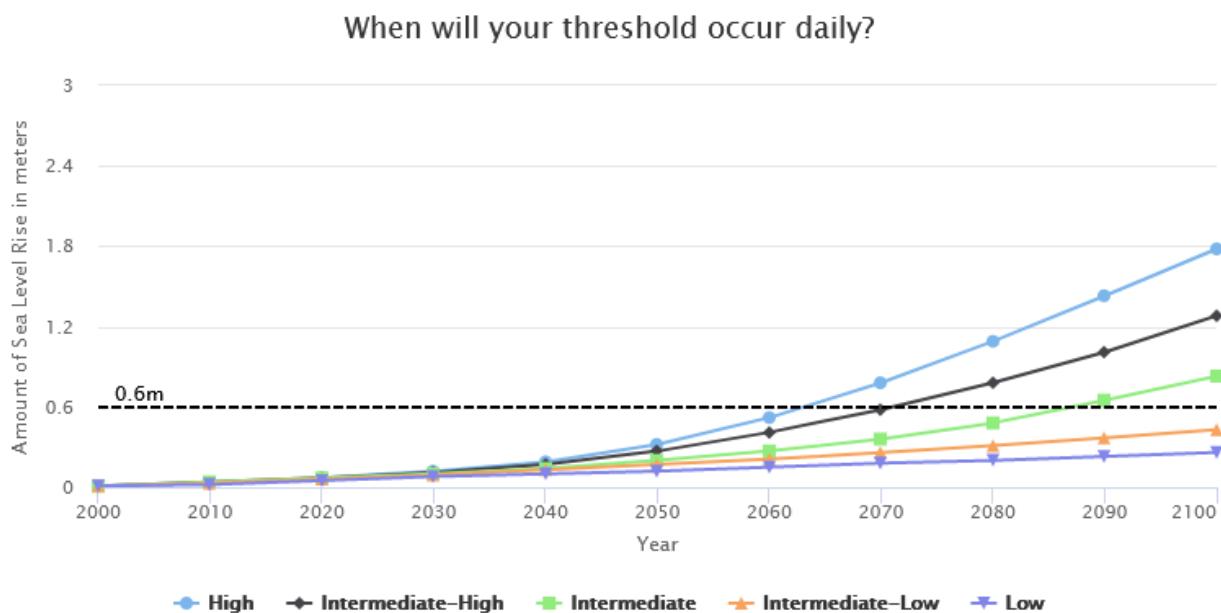
Among the tools associated with the updated technical report, NOAA developed a Local Quick Flood Assessment tool for communities using the 2022 projections. In order to use this tool, one must specify the height and frequency level at which flooding becomes a concern for the community. For the following projections, a height level of 0.6m above the current average daily tides was chosen. 0.6m comes from the regionalized 1-degree grid Minor Flood level as indicated in the 1-degree grid developed for regional projections. The below chart lists the four closest tide gauges to La Conner and the associated heights at which minor, moderate, and major flooding occurs. As can be seen, the minor flooding levels for all four gauges are roughly 0.6 meters. In addition, 0.6 meters is ~1.9 ft, which is the level previously established in this report for widespread inundation.

EWL Grid No.	NOAA ID	Location	Latitude	Longitude	Tide Range (m)	Flood Index u (m, MHHW)	u Trend (mm/yr)	Epoch of u	Minor Flood (m, MHHW)	Moderate Flood (m)	Major Flood (m)
49239	9444900	Port Townsend, WA	48.11	-122.76	2.597	0.538	1.7	1983–2001	0.604	0.878	1.274
48880	9447130	Seattle, WA	47.60	-122.34	3.462	0.541	2.1	1983–2001	0.639	0.904	1.309
49239	9449424	Cherry Point, WA	48.86	-122.76	2.788	0.585	0.4	1983–2001	0.612	0.884	1.282
49238	9449880	Friday Harbor, WA	48.55	-123.01	2.364	0.554	1.2	1983–2001	0.595	0.871	1.265

Figure 5: Four closest tide gauges to La Conner and the associated information provided by NOAA, including the height at which minor, moderate, and major flooding occurs in 2022.

In deciding the frequency level at which flooding would become a problem for the community, the previously established intermediate to low risk tolerance was used to establish that 12 days of 0.6m flooding (once a month) a year would cause a problem for the community. This is because the tool itself suggests 24 days of flooding (two days a month) as a threshold when calculating for an intermediate risk tolerance. As La Conner is working with an intermediate to low risk tolerance, a lower threshold was chosen. At any point, this analysis can be redone using any height or frequency thresholds as needed. Currently, a 0.6m flood has about a 50% chance of occurring in any given year. Put another way, this means that La Conner experiences a 0.6m flood on average once every 2 years.

The following graph shows when La Conner can expect to reach a water level of 0.6m daily depending on the projected scenario. Intermediate-High, the scenario used for La Conner in this report, is shown in black triangles on a line. As can be seen, this graph shows that La Conner might reach a 0.6m water level daily in 2070, which matches the previous projections for SLR.



This also helps La Conner estimate when and how La Conner can expect its 100-year water level to change. Currently, La Conner's 100-year level, or flooding that has a **1% chance of occurring each year**, is flooding at or exceeding **0.98 m above MHHW**. If La Conner experiences a SLR of 0.38 m, or about 1.2 ft, this level of flooding will have **a 50% chance of occurring each year**, and La Conner could expect to see flooding at this level every 2 years. So, when should La Conner expect to see this increase in flooding? The below graph outlines the years that 0.38m of SLR will occur in the five (low, intermediate-low, intermediate, intermediate-high, and high) potential scenarios. The scenario that La Conner is planning for, Intermediate-High, shows this increase happening in **2060**.

When will 0.38m of SLR occur?

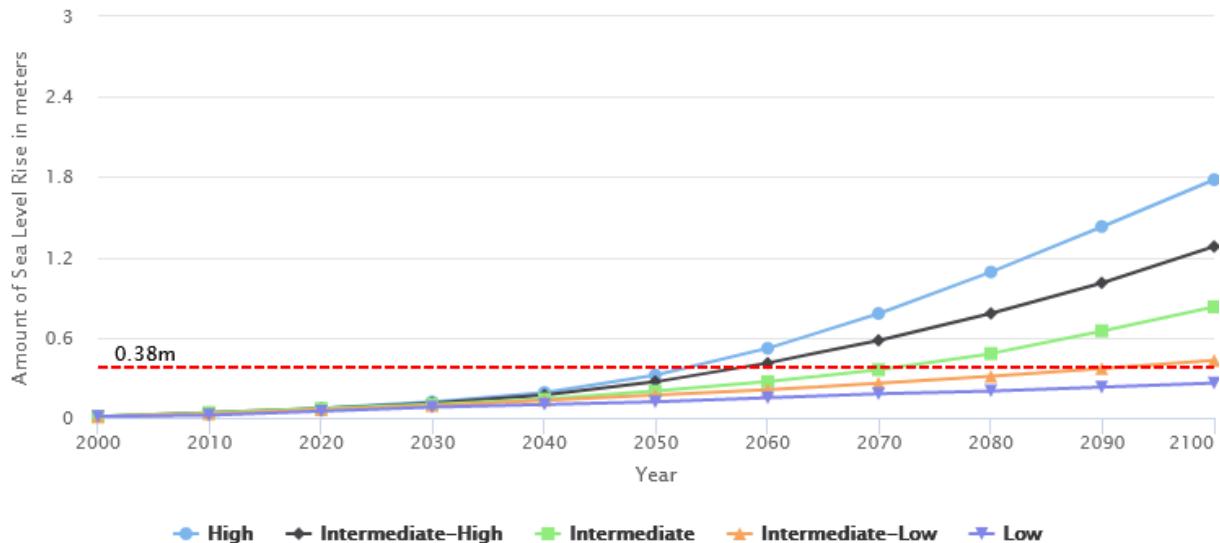


Figure 6: this graph outlines the potential years in each scenario when 0.38m of SLR will occur, which in the Intermediate-High scenario will be in roughly 2060.

In 2060, La Conner can expect to see today's 100-year flood every 2 years instead. Of course, this flood regime shift will affect all flooding in La Conner, not just the major flooding events. Currently, it is fairly rare for La Conner to experience High Tide Flooding, with a flooding event of 0.6m occurring roughly every two years, with a 50% chance of occurring in any given year. By 2030, it is projected that La Conner will see around 12 days of 0.6m flooding, roughly one flood per month. The next decades will see that number jump sharply upward. **By 2060, La Conner can expect to see 163 days per year of 0.6m flooding under an Intermediate-High scenario. By 2070, it's 293 days.**

As La Conner plans for this flooding increase, it will be important to work closely with Public Works to assess La Conner's storm drain and stormwater management systems. NOAA does provide tools for this assessment, which La Conner will use in connection with local experience and expertise.

How Should La Conner Move Forward?

Given that mitigation measures will clearly be required in order for La Conner to persist as the thriving community it is, how should La Conner plan for this SLR and increase of EWLS in a consistent and effective way? Luckily, La Conner is not alone in answering this

question. NOAA, along with other governmental agencies, have developed outlines of different approaches that could be used in La Conner to plan for SLR.

Risk-Tolerance Planning:

As the name indicates, this approach relies on establishing acceptable risk in a community and then working within that framework to develop mitigation scenarios that would align with the chosen level of risk avoidance. Establishing acceptable risk includes understanding how critical the location or asset is to the community, the cost of damage, sociocultural value, how easily it can be adapted to accommodate SLR (adaptive capacity), and its life expectancy. This approach was used in the Sea Level Rise section of the report to determine that La Conner as a whole is not very risk-tolerant. As La Conner moves forward in SLR mitigation planning, La Conner can use risk tolerance planning to develop unique mitigation plans for specific risk-adverse projects or properties. NOAA recommends that risk tolerance for specific places and structures be developed with local community stakeholders to understand place-based significance as well as local socioeconomic and cultural values.

Using a risk tolerance approach does run the risk of over-investment and over-design. It is essential to consider future technology advancements, energy-climate policies, and social priorities along with how these may shift in the next 50 years.

Scenario-Based Planning:

Scenario-Based planning involves using a team to examine a range of “future scenarios” that include both human and environmental changes (land use changes, SLR, precipitation changes, demographic changes, etc.). Multiple mitigation/adaptation strategies are evaluated under the range of future scenarios to determine which strategies is most effective under the majority of scenarios. This often results in a community picking an action or mitigation that is *somewhat effective* under *multiple* scenarios, as opposed to an action or mitigation that is *best* under *one* scenario.

The following is a visual conceptualization of scenario planning.

99	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Management Strategy 1				
Management Strategy 2				
Management Strategy 3				

Figure 7: Conceptualization of scenario planning. The colors designate how well a management strategy meets a desired outcome (red = does not meet outcome, yellow = moderately meets the desired outcome, green = meets the desired outcome). In this conceptualization, Management Strategy 2 would likely be the best investment (indicated by the dashed outline) because while it is not the best (green) under all scenarios, it supports the desired outcome to some level under all future conditions explored.

Although scenario planning often requires more time and effort than risk tolerance planning because of the necessity of developing multiple different scenarios and management strategies, it may be a good choice for La Conner because of the ample opportunities for stakeholder integration. As the Town is currently undergoing a review of its Public Engagement Program with an eye towards increasing engagement, developing stakeholder integration opportunities alongside future planning would not be out of place. Using scenario-based planning may be better suited for near-term planning horizons when there is less uncertainty and a narrower range of potential scenarios, which would allow more detailed evaluations of other stressors in the scenarios.

Scenario planning is often used to evaluate adaption strategies designed to prevent or reduce coastal erosion against multiple SLR scenarios and storm events. For example, La Conner could use scenario planning to evaluate how difference mitigation strategies such as seawalls, rock revetments, shoreline planting, or other strategies would perform against its expected SLR.

Adaptation Pathways Approach:

An adaptation pathway approach maps out a sequence of adaptation strategies in response to SLR. This approach allows municipalities to plan for a variety of potential scenarios but only invest in the mitigation strategies when necessary. An adaptation pathway is built around a specific goal or goals (such as protecting a specific structure or maintaining a LOS standard) and examines futures and possible mitigation strategies to achieve that goal or

goals. Adaptation pathways are built around “tipping points” which trigger the implementation of a particular adaptation strategy. These tipping points could be tied to any threshold chosen by the Town. Often, the various adaptation strategies are ordered so that more cost-effective strategies are implemented first, and more significant/expensive mitigation methods are triggered later in the process, so the municipality has more time to prepare for the implementation of expensive capital projects. When there is little adaptive capacity for this flexible implementation schedule, an adaptation pathway may be less appropriate. Adaption pathways are often very complex and wide reaching due to their capacity for analysis of mitigation strategies. A simple chart to visual adaption pathways is below.

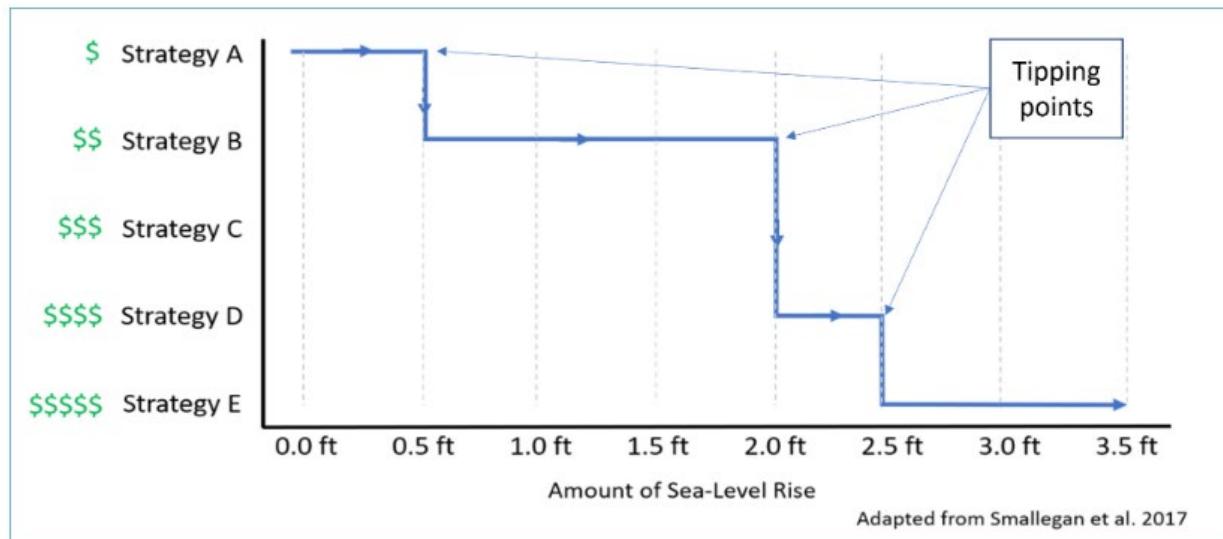


Figure 8: Diagram of an adaptation pathway planning approach. In this diagram, tipping points are associated with SLR, but they could be anything. The strategies are ordered based on expense. Strategies B and C have been skipped in this example as they will have already been rendered ineffective by the amount of SLR.

Adaptation pathways also provide frequent opportunities to engage community residents and other stakeholders by involving them in the determination and evaluation of mitigation strategies. For example, the community could participate in identifying tipping points (when mitigation strategies should be implemented) and in defining success and failure for a particular strategy (e.g. success could be defined as a seawall holding, failure

could be defined as Town storm infrastructure being overwhelmed). Involving the community in such a way would increase shared understanding of how and why some efforts are undertaken and not others. It would also provide a basis for clear communication when, in the future, additional actions are decided on. Adaptation pathways can be prepared for one, or many areas of town. In some cases, it may make sense to create an adaptation pathway as an additional measure of protection for a particular area of town or for a particular structure. The more an adaptation pathway covers in terms of scenarios and mitigation strategies, the more complex it can be. A key aspect of adaptation pathways is that they can be as simple as Figure 8, or as complex as Figure 9 on the next page.

The Town of Falmouth, MA, provides a good example of a more complex and detailed adaptation pathway, which they developed for Surf Drive, one road in Falmouth.

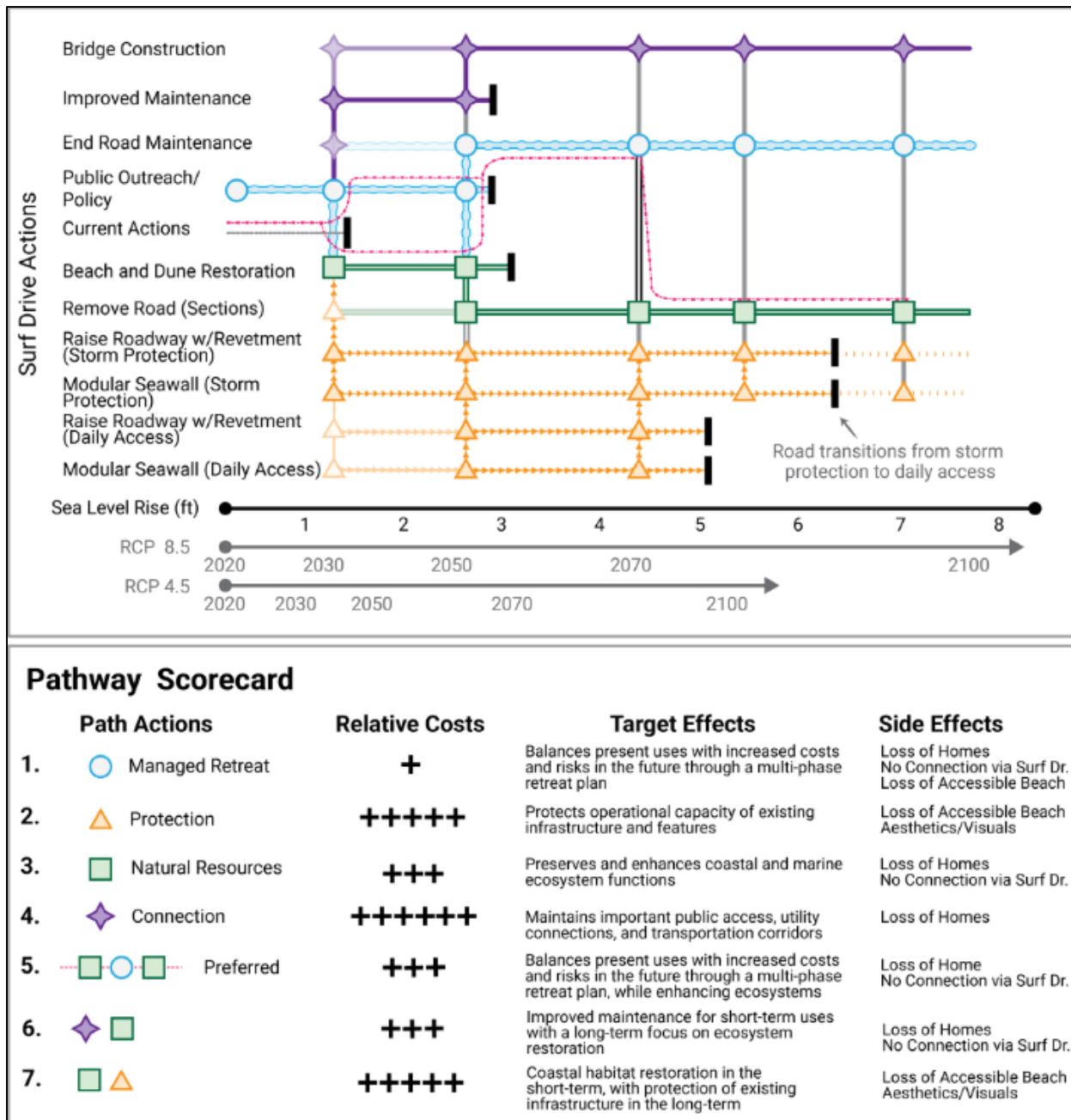


Figure 9: An example of a dynamic adaptation pathway adopted by Falmouth, MA. Actions are developed, categorized, and evaluated for feasibility under different SLR conditions. The preferred action, pathway 5, is a combination of path actions with general themes of Managed Retreat, and Natural Resources. This adaptation pathway is highly specific to Surf Drive in Falmouth, but it is useful to show a complex example of a dynamic adaptation pathway.

Next Steps: Resources for Mitigation Development

As La Conner moves forward in developing its own unique mitigation strategies, some or all of which may follow the strategies outlined in this report, it will be important to work in conjunction with neighbors the Port of Skagit and the Swinomish Indian Tribal Community. Working together will allow each community to better assess the expected changes in the Pacific Ocean, and more specifically the Swinomish Channel. It is also likely that mitigation strategies will require money, time, and political buy in. Working together and sharing resources with neighbors may help defray these costs.

NOAA offers over 170 trainings on their [Office for Coastal Management: Digital Coast](#) website, many of which are self-paced. As La Conner develops unique mitigation strategies for SLR and EWLS, these trainings will provide additional resources for development. NOAA also offers nine examples of SLR planning from municipalities across the United States. These example cases will also be helpful in developing La Conner specific mitigation strategies.

The Design Charrette Report developed in 2017 in conjunction with the Skagit Climate Science Consortium may be beneficial as a starting point in the development of mitigation strategies. Additional helpful materials may come from future conversations with other partners as well, such as academic institutions, climate resilience firms, or other specialty consultants.

Resources consulted:

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<https://oceanservice.noaa.gov/hazards/sealevelrise/noaa-nos-techrpt02-global-regional-SLR-scenarios-US-application-guide.pdf>

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Skagit County Population, Housing and Employment Growth Allocations Methodology

December 12, 2023

Prepared by:



Prepared for:





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INTERIM FINDINGS

Population Growth Allocation

Forecasted countywide population between 2022 and 2045 is based on the Office of Financial Management's (OFM) Medium population projection for the county. This forecast provides a balanced outlook, is consistent with the approach used for the 2015-2036 projections, and the OFM has expressed confidence in the forecast and methodology. This countywide projected population growth is allocated across UGAs using a growth rate derived from historical trends between 2012 and 2022. (**Exhibit 1**)

Exhibit 1. Population Growth Allocation, 2022-2045

UGA	2022	2025	2045	2022-2045 Population Growth	
	Population	Population	Population Targets	Amount	Pct Total Growth
Anacortes City	17,882	18,686	22,843	4,961	17%
Unincorporated	101	105	127	26	0%
Anacortes UGA	17,983	18,792	22,971	4,988	17%
Burlington City	9,823	10,429	13,711	3,888	13%
Unincorporated	2,288	2,433	3,219	931	3%
Burlington UGA	12,111	12,863	16,930	4,819	16%
Concrete Town	810	835	960	149	1%
Unincorporated	139	144	171	32	0%
Concrete UGA	949	979	1,130	181	1%
Hamilton Town	297	297	297	0	0%
Unincorporated	5	5	5	0	0%
Hamilton UGA	302	302	302	0	0%
La Conner Town	980	1,015	1,191	211	1%
Unincorporated	0	0	0	0	0%
La Conner UGA	980	1,015	1,191	211	1%
Lyman Town	425	425	425	0	0%
Unincorporated	0	0	0	0	0%
Lyman UGA	425	425	425	0	0%
Mount Vernon City	35,512	36,877	43,804	8,292	28%
Unincorporated	2,167	2,248	2,656	489	2%
Mount Vernon UGA	37,679	39,125	46,460	8,781	30%
Sedro-Woolley City	12,596	13,236	16,596	4,000	14%
Unincorporated	1,500	1,578	1,986	486	2%
Sedro-Woolley UGA	14,096	14,813	18,582	4,486	15%
Bayview Ridge UGA	1,694	1,694	1,694	0	0%
Swinomish UGA	2,565	2,600	2,764	199	1%
Rural	42,465	43,420	48,381	5,916	20%
County Total	131,250	136,028	160,830	29,580	100%

Sources: Office of Financial Management, 2023; Community Attributes, 2023.

Housing Growth Allocation

Future housing unit growth is derived from forecasted population growth and the Housing All Planning Tool (HAPT) developed by the Washington State Department of Commerce. The HAPT model provides two methods for allocating future housing unit needs. Method A distributes calculated countywide growth in housing units or **net new units needed** by UGA based on the allocation of future population growth and distributes housing need by income band based on the countywide distribution by income band. Method B distributes **total future housing units** needed by UGA based on the allocation of future population growth and distributes total future housing units by income band based on the countywide distribution. With Method B, net new housing units are calculated by UGA by subtracting existing housing units by income band from total future housing units by income band.

The Washington State Department of Commerce does not provide a recommendation on one approach for allocating net new housing need. The Skagit County Growth Management Technical Advisory Committee (GMATAC) members selected Method A with the following modifications as the preferred approach for Skagit County.

- Reduce housing unit allocation within the 0-50% AMI band in the Rural geography or outside of UGAs by 90%. Member feedback indicates that housing unit types are limited in rural areas. While some Accessory Dwelling Unit (ADU) development can be expected there are limitations to multifamily housing development. Additionally, land costs may be prohibitive for housing within the 0-50% AMI bracket.
- Rebalance the housing unit allocations to ensure that the total by UGA remains consistent with the HAPT Method A output by reallocating the calculated need from the greater than 120% AMI bracket from each UGA to the rural geography.

Exhibit 2 presents the draft net new housing unit needs by AMI.

Exhibit 2. Net New Housing Needed by AMI, 2020-2045

UGA	Net New Housing Need (2020 - 2045)						
	Total	0-30%	30-50%	50-80%	80-100%	100-120%	120%+
Anacortes City	2,927	919	589	420	225	200	574
Unincorporated	16	5	3	2	1	1	3
Anacortes UGA	2,943	924	592	422	226	201	577
Burlington City	2,294	720	462	329	176	156	450
Unincorporated	549	172	111	79	42	37	108
Burlington UGA	2,843	893	572	408	218	194	558
Concrete Town	88	28	18	13	7	6	17
Unincorporated	19	6	4	3	1	1	4
Concrete UGA	107	34	22	15	8	7	21
Hamilton Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Hamilton UGA	0	0	0	0	0	0	0
La Conner Town	124	39	25	18	10	8	24
Unincorporated	0	0	0	0	0	0	0
La Conner UGA	124	39	25	18	10	8	24
Lyman Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Lyman UGA	0	0	0	0	0	0	0
Mount Vernon City	4,892	1,536	985	702	376	334	960
Unincorporated	289	91	58	41	22	20	57
Mount Vernon UGA	5,181	1,627	1,043	743	398	353	1,016
Sedro-Woolley City	2,360	741	475	339	181	161	463
Unincorporated	287	90	58	41	22	20	56
Sedro-Woolley UGA	2,647	831	533	380	203	180	519
Bayview Ridge UGA	0	0	0	0	0	0	0
Swinomish UGA	117	37	24	17	9	8	23
Rural	3,490	89	57	501	268	238	2,337
County Total	17,452	4,474	2,868	2,504	1,340	1,190	5,076

Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee, 2023; Community Attributes, 2023.

Employment Growth Allocation

Countywide projections of total employment by sector between 2022 and 2045 are estimated using covered employment estimates from the Bureau of Labor Statistics (BLS) in combination with Nonemployer Statistics (NES) data from the U.S. Census Bureau. Projections use the industry projections for the Northwest Region from the Washington State Employment Security Department (ESD). The resultant allocation is captured in **Exhibit 3** below. The preferred UGA allocation method distributes employment growth based on a growth rate derived

from historical trends in the distribution of employment among UGAs and rural areas.

Exhibit 3. Employment Growth Allocation by UGA, 2022-2045

UGA	2022 Employment	2045 Employment Targets	2022-2045 Emp Growth	Pct Total Growth	CAGR
Anacortes UGA	9,503	12,648	3,145	15%	1.3%
Burlington UGA	11,640	17,410	5,770	28%	1.8%
Concrete UGA	391	506	115	1%	1.1%
Hamilton UGA	466	489	23	0%	0.2%
La Conner UGA	1,020	1,905	885	4%	2.8%
Lyman UGA	56	76	20	0%	1.3%
Mount Vernon UGA	18,781	23,559	4,778	23%	1.0%
Sedro-Woolley UGA	4,640	7,040	2,399	12%	1.8%
Bayview Ridge UGA	2,962	4,901	1,938	9%	2.2%
Swinomish UGA	1,140	1,579	439	2%	1.4%
Rural	8,972	9,987	1,015	5%	0.5%
County Total	59,573	80,099	20,526	100%	1.3%

Sources: Employment Security Department, 2023; Bureau of Labor Statistics, 2023; U.S. Census Bureau, 2023; Community Attributes, 2023.

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INTRODUCTION

Background and Purpose

Per RCW 36.70A.070 and 36.70A.115, each county fully planning under the Growth Management Act (GMA) must determine growth projections in consultation with its cities. These projections are then adopted, and the county and city must use the projections in their comprehensive planning process. Comprehensive plan updates for Skagit County and the cities and towns within the county are due in 2025. To provide the required population, housing and employment projections through 2045, the Skagit Council of Governments (SCOG) contracted with Community Attributes, Inc. (CAI) to prepare updated projections of countywide population, housing units, and employment through 2045. CAI will additionally develop projections and allocation through 2050 by Traffic Analysis Zone (TAZ) to support SCOG's metropolitan-regional transportation plan and regional travel demand model.

The report documents the methodology for population, housing unit and employment growth in Skagit County and its urban growth areas (UGAs). Findings and methods in this report will be updated based on feedback from SCOG and the Growth Management Act Technical Advisory Committee (GMATAC). The final report will present the final recommendation for projected population, housing unit and employment allocations from the GMATAC as well as the 2050 TAZ growth allocations.

Methods

Allocations of future population, housing units and employment leverage data published by state and federal agencies, as well as data provided by the Skagit Council of Governments. Population data and projections are sourced from the Washington State Office of Financial Management. Housing unit allocations leverage the Washington State Department of Commerce Housing All Planning Tool (HAPT). Employment allocations and projections use data from the Bureau of Labor Statistics, U.S. Census Bureau Nonemployer Statistics, and Washington State Employment Security Department.

Organization of this Report

The remainder of this report is organized as follows:

- **Population Projections & Allocation** briefly describes the projection methods considered, followed by a detailed review of the preferred projection and allocation methodology.

- **Housing Projections & Allocation** summarizes the projection methods available through the HAPT, followed by a detailed review of the preferred housing unit approach.
- **Employment Projections & Allocation** reviews the projection methods considered, followed by a detailed review of the preferred employment allocation methodology.

POPULATION PROJECTIONS & ALLOCATION

The Washington State Office of Financial Management develops population forecasts for every county in Washington, including a reasonable range in compliance with RCW 43.62.035. The medium forecast provided by OFM represents the most likely projection for each county. In compliance with RCW 36.70A.110, Skagit County and its cities and towns must adopt population growth projections based on the OFM projection. To support the land capacity and comprehensive planning activities throughout the county, the countywide projection is allocated across the county's ten UGAs, which include both the incorporated or city boundary and the unincorporated portion of each UGA. Additionally, the Skagit Countywide Planning Policies (CPP) have adopted an 80/20 urban to rural split.

“Cities and towns and their urban growth areas, and non-municipal urban growth areas designated pursuant to CPP 1.1, shall include areas and densities sufficient to accommodate as a target 80% of the county’s 20-year population projection.”

The population projection and allocation all comply with the requirement for the population projection to fall within the OFM range as well as the 80/20 urban to rural population split policy.

Countywide Forecast

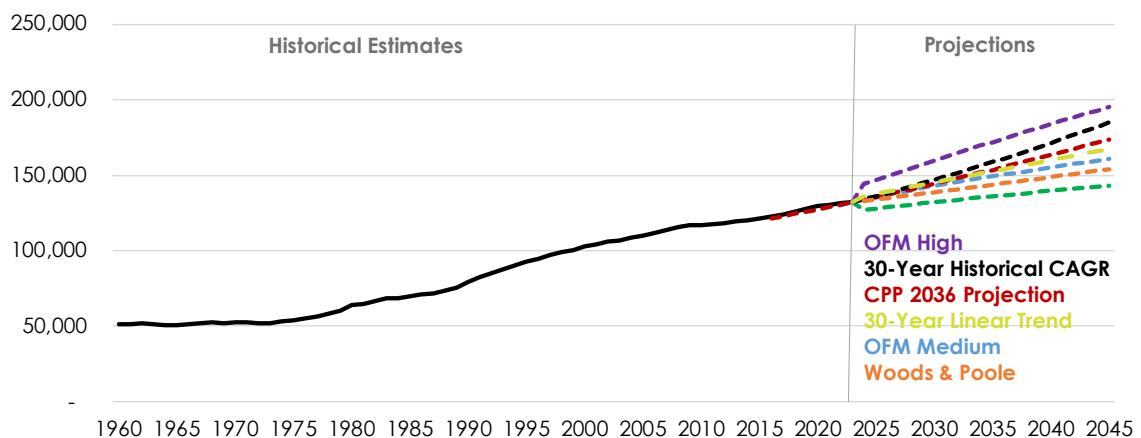
The first step for the population allocation is an in-depth analysis of historic countywide population growth as well as the range of available projections for Skagit County. Projections reviewed include:

- **OFM’s High, Medium, and Low** population projections. Of which, the Medium forecast is considered the most likely population projection. The OFM forecasts reflect uncertainty regarding growth based on the range of historic migration patterns and current factors affecting the economic base and attractiveness of the county.
- **30-Year Historical CAGR** forecasts population growth based on historical patterns, by applying the observed 30-year compound annual growth rate of 1.5% from 2023 to 2045.

- **CPP 2036 Projection** provides a comparison forecast to the previously adopted CPP 20-year forecast. The CPP 2036 projection is carried forward by assuming the same compound annual growth rate of 1.3% between 2015 and 2036 continues to 2045.
- **30-Year Linear Trend** presents a linear forecast generated based on the past 30 years of historic population data.
- **Woods & Poole** shows estimates derived from independent consulting firm estimates of population growth for Skagit County. Population projections follow a traditional cohort-component analysis based on calculated fertility and mortality in each county and migration patterns which are based on employment opportunities and historic population growth.

These forecast scenarios are charted with historical population growth in **Exhibit 4**.

Exhibit 4. Countywide Historic Population and Forecast Scenarios, 1960-2045



Sources: *Office of Financial Management, 2023; Countywide Planning Policies, 2021; Woods & Poole, 2023; Community Attributes, 2023.*

These population forecast scenarios spanned a range of outcomes bookended by OFM's high and low growth scenarios as the most aggressive and conservative forecasts, respectively. The previous population allocations developed for 2015 to 2036 were based on the OFM Medium forecast. For consistency with the previous approach, alignment with historic growth trends, as well as OFM's higher confidence in their Medium projection, the GMATAC recommends the OFM Medium forecast as the countywide population projection for 2022 through 2045.

Allocation Scenarios

Upon selecting a countywide population forecast, the final step is allocating projected growth across the ten UGAs and rural areas. Three methods explore different approaches to population allocations. Each of these methods use the OFM Medium population projection and apply the 80/20 urban to rural split policy. Additional options for the allocation methodology include:

- Assume no future growth in the Bayview Ridge UGA, consistent with the 2015 to 2036 population allocation.
- Assume no negative or decline in growth within each UGA or rural areas. If negative growth is produced, growth is assumed to be zero and the remaining population growth is reallocated across UGAs to match total projected countywide growth.

The three methodology options include:

1. **Scenario 1** assumes that either the total population allocation or the allocation of future growth between each UGA and the rural area will remain the same as the historic distribution of total population or population growth by UGA. Options for the distribution assumption include five-, ten- and twenty-year historic average distributions.
2. **Scenario 2** forecasts the future distribution of population by UGA based on a historic compound annual growth rate (CAGR) by geography. This method applies a historic CAGR to each geography to forecast the future distribution of population controlled to the total countywide forecast. Similar to Scenario 1 options for the historic CAGR applied include five-, ten- and twenty-year average growth rates.
3. **Scenario 3** produces a linear forecast of annual population by UGA, used to create an annual distribution of population by UGA.

Population Allocation Recommendation

Scenario 2, using a ten-year compound annual growth rate captures the dynamics of population growth in the county over time compared to the static assumption presented by Scenario 1 and reflects more realistic future growth compared to the linear forecast in Scenario 3. Using a ten-year compound annual growth rate to capture these dynamic trends describes longer-term trends compared to the five-year growth rate but also allows recent trends to take more weight compared to a twenty-year average growth rate.

Exhibit 5 presents the preferred scenario recommended by the GMATAC members. The preferred scenario:

- Uses the Scenario 2 methodology based on a ten-year average growth rate by UGA.
- Allows growth in the Bayview Ridge UGA, if the methodology produces estimates of population growth within the UGA.
- As a policy recommendation assumes no negative growth within any UGA.

Exhibit 5. Population Growth Allocation, 2022-2045

UGA	2022	2025	2045	2022-2045 Population Growth	
	Population	Population	Population Targets	Amount	Pct Total Growth
Anacortes City	17,882	18,686	22,843	4,961	17%
Unincorporated	101	105	127	26	0%
Anacortes UGA	17,983	18,792	22,971	4,988	17%
Burlington City	9,823	10,429	13,711	3,888	13%
Unincorporated	2,288	2,433	3,219	931	3%
Burlington UGA	12,111	12,863	16,930	4,819	16%
Concrete Town	810	835	960	149	1%
Unincorporated	139	144	171	32	0%
Concrete UGA	949	979	1,130	181	1%
Hamilton Town	297	297	297	0	0%
Unincorporated	5	5	5	0	0%
Hamilton UGA	302	302	302	0	0%
La Conner Town	980	1,015	1,191	211	1%
Unincorporated	0	0	0	0	0%
La Conner UGA	980	1,015	1,191	211	1%
Lyman Town	425	425	425	0	0%
Unincorporated	0	0	0	0	0%
Lyman UGA	425	425	425	0	0%
Mount Vernon City	35,512	36,877	43,804	8,292	28%
Unincorporated	2,167	2,248	2,656	489	2%
Mount Vernon UGA	37,679	39,125	46,460	8,781	30%
Sedro-Woolley City	12,596	13,236	16,596	4,000	14%
Unincorporated	1,500	1,578	1,986	486	2%
Sedro-Woolley UGA	14,096	14,813	18,582	4,486	15%
Bayview Ridge UGA	1,694	1,694	1,694	0	0%
Swinomish UGA	2,565	2,600	2,764	199	1%
Rural	42,465	43,420	48,381	5,916	20%
County Total	131,250	136,028	160,830	29,580	100%

Sources: *Office of Financial Management, 2023; Community Attributes, 2023.*

HOUSING PROJECTIONS & ALLOCATION

The introduction of House Bill 1220 in 2021 requires local governments to plan for housing affordable to all income levels. Additionally, the bill requires the Washington State Department of Commerce to provide projected housing needs to local governments by income bracket. In response, the Washington State Department of Commerce developed the Housing All Planning Tool and the March 2023 *Planning for Housing in Washington*.

The HAPT, consistent with OFM countywide population projections, forecasts total housing need and housing growth using the selected population projections combined with data on:

- Assumed group quarter population
- Average household size
- Assumed vacancy
- 2020 estimated housing units excluding recreational and migrant housing

The HAPT has three parameters that can be adjusted by the county and cities: total population growth, percentage distribution of growth by jurisdiction, and income band allocation method. There are two methods for allocating housing units across income bands. These methods are detailed in the following section.

The recommended countywide population projection is the first input in the HAPT. The second input is the percentage distribution of growth by jurisdiction is derived from the recommended population projection, which allocates the total housing units or net new housing units by UGA and the rural areas.

Allocation Scenarios

The HAPT provides two options for the allocation of housing unit need by income band.

1. **HAPT Method A** allocates the same percentage share of each UGA's net new housing growth target by income band for all jurisdictions. This percentage share is based on the countywide percentage share of housing need by income band. Housing need in this method is distributed regardless of the existing supply of housing within each income category. This method focuses only on new housing need.
2. **HAPT Method B** allocates housing need so that by 2045 each jurisdiction will have the same share of total housing supply at

each income band. Unlike Method A, this approach accounts for differences in baseline (2020) housing supply by income band.

Jurisdictions with an undersupply in a given income bracket take on a greater proportion of total housing need for that category. Jurisdictions with an oversupply of housing in an income category will show negative housing need.

Recommended Projection Method

The two methods available in the HAPT reflect different approaches to housing unit growth and the choice of approach presents a policy choice as well as a methodological choice. The Department of Commerce recommends that, if there is no strong preference for one method over the other, jurisdictions should use Method A.

The Skagit County Growth Management Technical Advisory Committee (GMATAC) members selected Method A with the following modifications as the preferred approach for Skagit County.

- Reduce housing unit allocation within the 0-50% AMI band in the Rural geography or outside of UGAs by 90%. Member feedback indicates that housing unit types are limited in rural areas. While some Accessory Dwelling Unit (ADU) development can be expected there are limitations to multifamily housing development. Additionally, land costs may be prohibitive for housing within the 0-50% AMI bracket.
- Rebalance the housing unit allocations to ensure that the total by UGA remains consistent with the HAPT Method A output by reallocating the calculated need from the greater than 120% AMI bracket from each UGA to the rural geography.

The resulting recommended allocations of net new housing need are presented in **Exhibit 6**.

Exhibit 6. Net New Housing Needed by AMI, 2020-2045

UGA	Net New Housing Need (2020 - 2045)						
	Total	0-30%	30-50%	50-80%	80-100%	100-120%	120%+
Anacortes City	2,927	919	589	420	225	200	574
Unincorporated	16	5	3	2	1	1	3
Anacortes UGA	2,943	924	592	422	226	201	577
Burlington City	2,294	720	462	329	176	156	450
Unincorporated	549	172	111	79	42	37	108
Burlington UGA	2,843	893	572	408	218	194	558
Concrete Town	88	28	18	13	7	6	17
Unincorporated	19	6	4	3	1	1	4
Concrete UGA	107	34	22	15	8	7	21
Hamilton Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Hamilton UGA	0	0	0	0	0	0	0
La Conner Town	124	39	25	18	10	8	24
Unincorporated	0	0	0	0	0	0	0
La Conner UGA	124	39	25	18	10	8	24
Lyman Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Lyman UGA	0	0	0	0	0	0	0
Mount Vernon City	4,892	1,536	985	702	376	334	960
Unincorporated	289	91	58	41	22	20	57
Mount Vernon UGA	5,181	1,627	1,043	743	398	353	1,016
Sedro-Woolley City	2,360	741	475	339	181	161	463
Unincorporated	287	90	58	41	22	20	56
Sedro-Woolley UGA	2,647	831	533	380	203	180	519
Bayview Ridge UGA	0	0	0	0	0	0	0
Swinomish UGA	117	37	24	17	9	8	23
Rural	3,490	89	57	501	268	238	2,337
County Total	17,452	4,474	2,868	2,504	1,340	1,190	5,076

Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee, 2023; Community Attributes, 2023.

Note: The 0-30% AMI category includes permanent supportive housing and non-permanent supportive housing.

House Bill 1220 also updated RCW 36.70A.070(2) to require local governments conduct an inventory and analysis of existing and projected needs for emergency shelters, emergency housing and permanent supportive housing. The HAPT tool provides a breakout of permanent supportive housing (PSH) units and non-permanent supportive housing (Non-PSH) units, rolled together in the 0-30% AMI income category for both Method A and Method B. The HAPT also

separately provides projections for emergency housing beds for both Method A and Method B.

Exhibit 7 presents the breakout of PSH and Non-PSH net new housing need between 2020 and 2045 as well as Emergency Housing Needs. All three housing types are based on HAPT Method A. PSH and Non-PSH net new housing needs are adjusted per the GMATAC member recommendation. Emergency Housing Needs are not adjusted and are based on the HAPT Method A alone.

Exhibit 7. Net New PSH, Non-PSH and Emergency Housing Needs, 2020-2045

UGA	0-30% Detail		Emergency Housing Needs (Temporary)*
	Non- PSH	PSH	
Anacortes	592	333	48
Burlington	572	321	46
Mount Vernon	1,041	585	85
Sedro-Woolley	532	299	43
Concrete	21	12	2
Hamilton	-	-	-
La Conner	25	14	2
Lyman	-	-	-
Bayview Ridge	-	-	-
Swinomish	24	13	2
UGAs Subtotal	2,807	1,578	228
Rural	57	32	57
Total Skagit County	2,864	1,610	285

Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee, 2023; Community Attributes, 2023.

*Note: * Emergency Housing Needs are expressed as beds rather than housing units like Non-PSH and PSH housing need. Additionally, Emergency Housing Needs are not adjusted based on the GMATAC member recommendation and reflects the results of the HAPT Method A alone.*

EMPLOYMENT PROJECTIONS & ALLOCATION

Employment projections, like population and housing projections, are used by Skagit County and its cities and towns to plan for sufficient densities of employment land to accommodate future growth. Also similar to population projections, analysis includes evaluating a variety of countywide projections and developing a selection of methods to allocate countywide employment to the ten UGAs and rural areas.

Countywide Forecast

Analysis of the countywide forecasts included analysis of historic employment in combination with a variety of forecast scenarios. Data analysis included reviewing a variety of data sources, including:

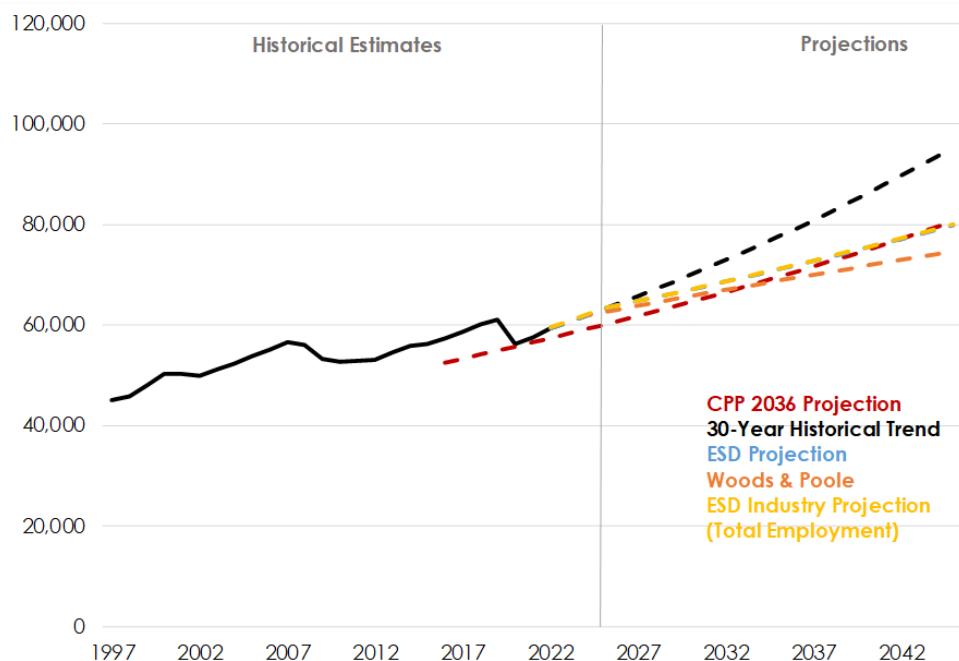
- Covered employment as published by the Bureau of Labor Statistics (BLS), which captures employees covered by state or federal unemployment insurance. According to the BLS this captures 95% of U.S. jobs.
- Current employment survey (CES), which produces monthly estimates of nonfarm employment, based on a survey of businesses and government agencies. The Washington State Employment Security Department (ESD) replaces CES survey data with estimates of covered employment from the quarterly census of employment and wages (QCEW) quarterly.
- Self-employment including data on businesses with no paid employees produced by the U.S. Census Bureau Nonemployer Statistics (NES).

Projection approaches analyzed include:

- **30-Year Historical CAGR** which forecasts employment growth based on historical patterns, by applying the observed 30-year compound annual growth rate of 1.6% from 2023 to 2045.
- **CPP 2036 Projection** provides a comparison forecast to the previously adopted CPP 20-year forecast. The CPP 2036 projection is carried forward by assuming the same compound annual growth rate of 1.5% between 2015 and 2036 continues to 2045.
- **ESD Projection** forecasts employment growth based on forecasted regional employment growth as reported by the Washington State Employment Security Department. This method applies a compound annual growth rate of 2.13% for 2022 through 2025 and a rate of 1.18% for all subsequent years. ESD develops industry projections by Workforce Development Area (WDA). Skagit County is located within the Northwest WDA, which also includes Whatcom, San Juan, and Island counties.
- **Woods & Poole** shows employment estimates derived from independent consulting firm estimates of employment growth for Skagit County.
- **ESD Industry Projection** forecasts employment based on ESD's forecasted regional industry employment growth rates. These forecasts of industry employment are aggregated to calculate countywide employment.

A chart with each of these countywide forecast methods is provided in **Exhibit 8**. The trajectory of future employment growth varies across each forecast method, with the historical trend showing the most aggressive growth in employment, while estimates from Woods & Poole forecast the most conservative future employment. Discussions with the GMATAC aligned on the ESD Industry projection as the most appropriate forecast for countywide employment.

Exhibit 8. Countywide Historic Employment and Forecast Scenarios, 1997-2045



Sources: Employment Security Department, 2023; Bureau of Labor Statistics, 2023; U.S. Census Bureau, 2023; Countywide Planning Policies, 2021; Woods & Poole, 2023; Community Attributes, 2023.

SCOG and the GMATAC feedback indicates a desire to understand both future growth in covered employment as well as self-employment in order to plan thoroughly for future employment needs. Additionally, the preferred projection approach is the ESD Industry Projection, which is consistent with the 2015 to 2036 projection methodology as well as state employment projections for the region.

Employment is forecasted at the county level for eight industry sectors:

1. Resources (agriculture, mining, forestry, etc.) (NAICS 11, and 21)
2. Warehousing, Transportation, Construction and Utilities (WTCU) (NAICS 22, 23, 42, 48 and 49)

3. Manufacturing (NAICS 31 through 33)
4. Retail (NAICS 44, 45, and 72)
5. Finance, Insurance, Real Estate, and Services (FIREs) (NAICS 51 through 56, 71 and 81)
6. Education (NAICS 61)
7. Health (NAICS 62)
8. Government (NAICS 92)

Recommended countywide forecasts are developed for both covered employment and total employment by industry. These forecasts are derived by applying compound annual growth rates calculated from regional employment data from the Washington State Employment Security Department (ESD). ESD provides projections of future employment by industry for the Northwest region for 2025 and 2030. The 2020-2025 CAGR is applied to employment by sector in Skagit County through 2025. The 2025-2030 CAGR is then applied to forecast employment by sector through 2045.

These CAGRs are applied to both covered employment by industry and to total employment. Total countywide employment is estimated by summing total NES self-employment and total BLS QCEW covered employment estimates. Industry estimates are calculated based on estimated total employment and distributed by industry based on QCEW's distribution of employment, excluding government jobs. Industries are then collapsed into the above eight sectors. Forecasting both covered and total employment by sector is necessary to understand forecasted self-employment by UGA.

Allocation Scenarios

Four methods are analyzed to allocate the preferred countywide employment projection both for covered and total employment by sector to the county's ten UGAs and rural areas. Similar to the population allocation methods, the employment methods may assume no negative or decline in growth within each UGA or rural areas. If negative growth is produced, growth is assumed to be zero and the remaining population growth is reallocated across UGAs to match total projected countywide growth.

The four allocation methods include:

1. **Scenario 1** allocates employment by UGA based on the current (2022) distribution of sector employment within each UGA.
2. **Scenario 2** forecasts future distribution of sector employment by UGA based on the compound annual growth rate of the change in

distribution of sector employment by UGA between 2002 and 2020.

3. **Scenario 3** allocates UGA employment growth by sector based on proximity to the I-5 corridor. In this method, 11% of growth is allocated to Anacortes, 80% is allocated to UGAs along the I-5 corridor, 5% is allocated to other small cities, and 4% to rural areas. These growth weights are carried over from the 2015 employment projection analysis which also incorporated a corridor-based methodology. The sector distribution within each UGA is based on the median distribution of growth by sector within each UGA between 2018 and 2020.
4. **Scenario 4**, in contrast to Scenario 2, this approach calculates a new CAGR for each UGA based on the 2012 to 2022 change in employment. This CAGR is applied to each UGA to forecast employment growth. A distribution by sector is applied based on the average distribution of employment from 2012 to 2022. The resultant estimates are then re-apportioned as percentages of growth and applied to the preferred countywide employment projections by sector.

Recommended Projection Method

The preferred employment allocation method, confirmed by members of the GMATAC is Scenario 2. Like the allocation approach used for population growth, this method relies on historic trends to inform future forecasts of growth by UGA. **Exhibit 9** presents the total employment allocations by UGA and rural areas.

Exhibit 9. Draft Employment Growth Allocation by UGA, 2022-2045¹

UGA	2022 Employment	2045 Employment Targets	2022-2045 Emp Growth	Pct Total Growth	CAGR
Anacortes UGA	9,503	12,648	3,145	15%	1.3%
Burlington UGA	11,640	17,410	5,770	28%	1.8%
Concrete UGA	391	506	115	1%	1.1%
Hamilton UGA	466	489	23	0%	0.2%
La Conner UGA	1,020	1,905	885	4%	2.8%
Lyman UGA	56	76	20	0%	1.3%
Mount Vernon UGA	18,781	23,559	4,778	23%	1.0%
Sedro-Woolley UGA	4,640	7,040	2,399	12%	1.8%
Bayview Ridge UGA	2,962	4,901	1,938	9%	2.2%
Swinomish UGA	1,140	1,579	439	2%	1.4%
Rural	8,972	9,987	1,015	5%	0.5%
County Total	59,573	80,099	20,526	100%	1.3%

Sources: Employment Security Department, 2023; Bureau of Labor Statistics, 2023; U.S. Census Bureau, 2023; Community Attributes, 2023.

¹ The 2015-2036 employment allocations for the City of Sedro-Woolley were manually adjusted to include 2,855 jobs to account for the additional jobs anticipated to be generated by the North Cascades Gateway Center Development as documented in the Planned Action Environmental Impact Statement. This manual adjustment to the employment allocation is not applied to the employment allocation above. However, Sedro-Woolley may address this through the reconciliation and land capacity process, if needed.

Town of La Conner Moore Clark Subarea Plan



25 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).



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	1884	County seat moved to Mount Vernon
1855	Swinomish Reservation established	1888	La Conner incorporated again
1863	Michael Sullivan and Samuel Calhoun dikes	1937	Artist colony in Fish Town
1867	Alonzo Lowe/Thomas Hayes Swinomish Trading Post	1984	Museum of Northwest Art (MoNA) established
1869	John Conner store and post office		
1874	Flood destroys 3 miles of dike		
1883	La Conner incorporated		

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.

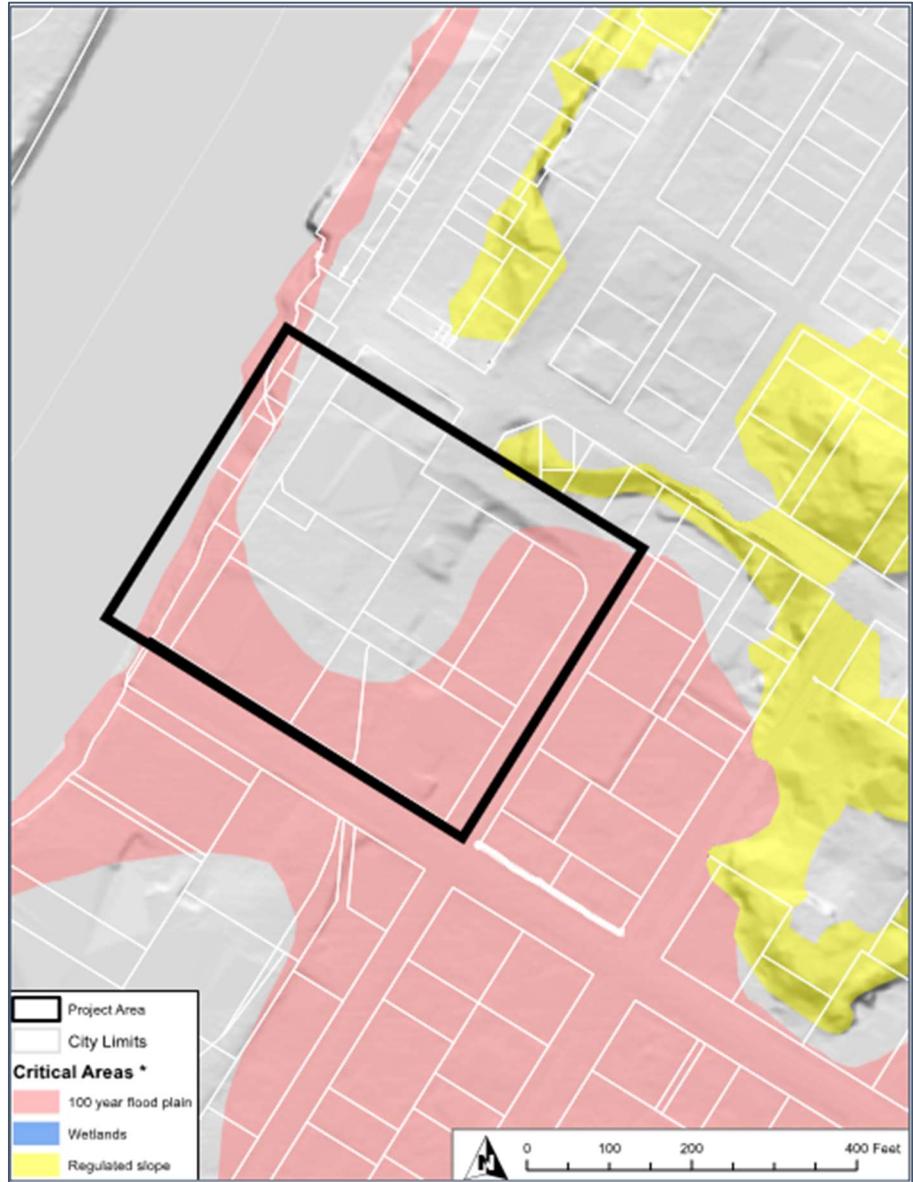
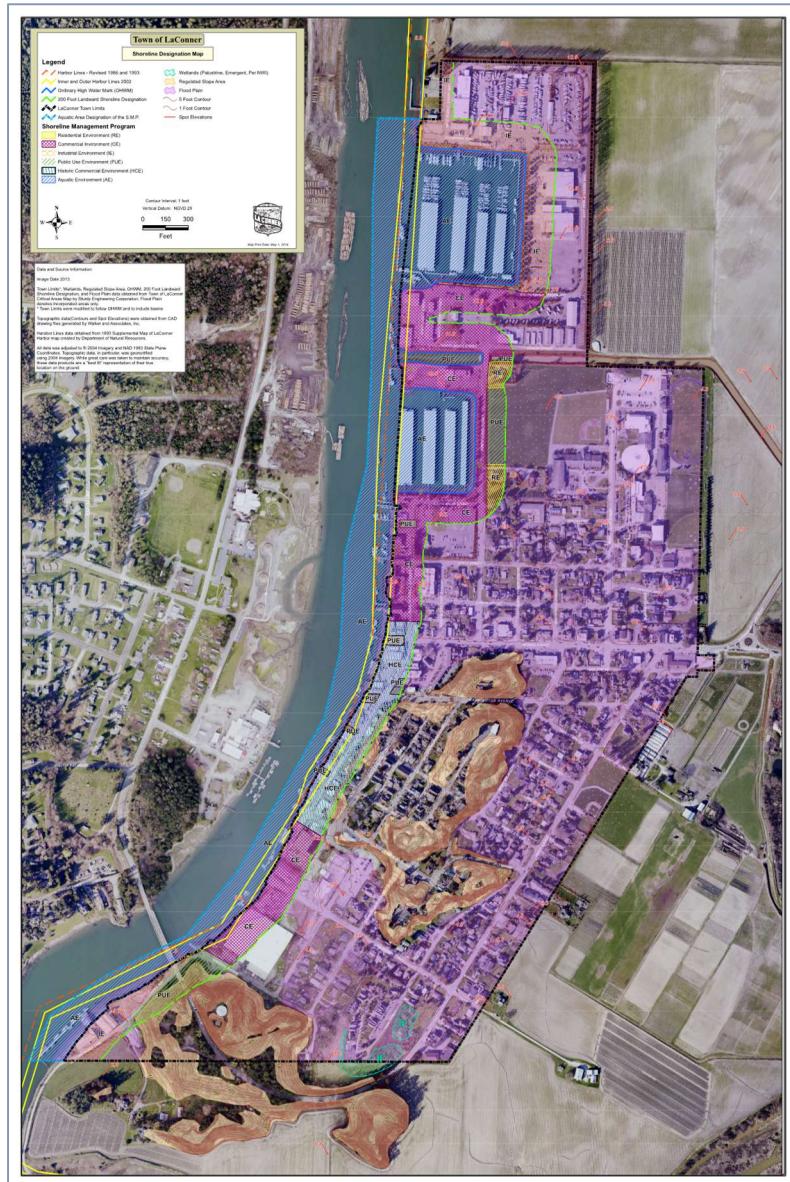
Floodplain

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.

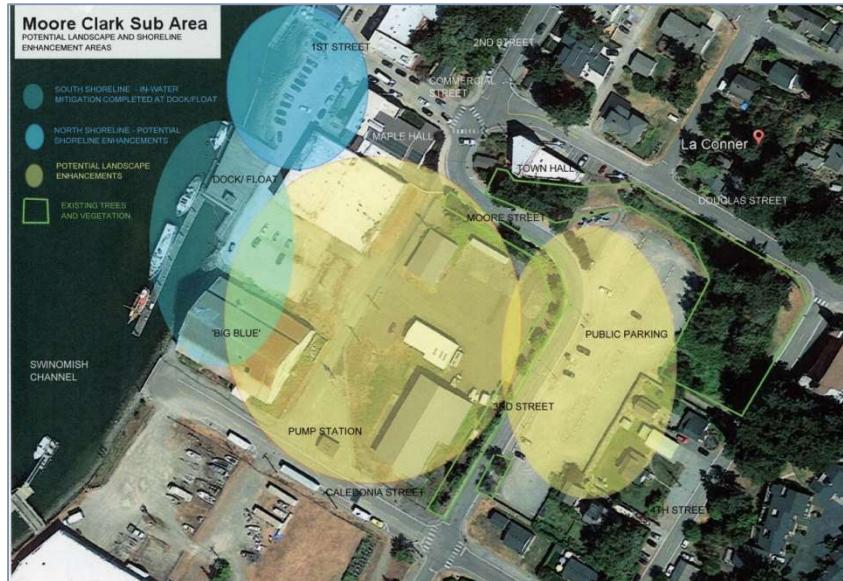
Shoreline

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.

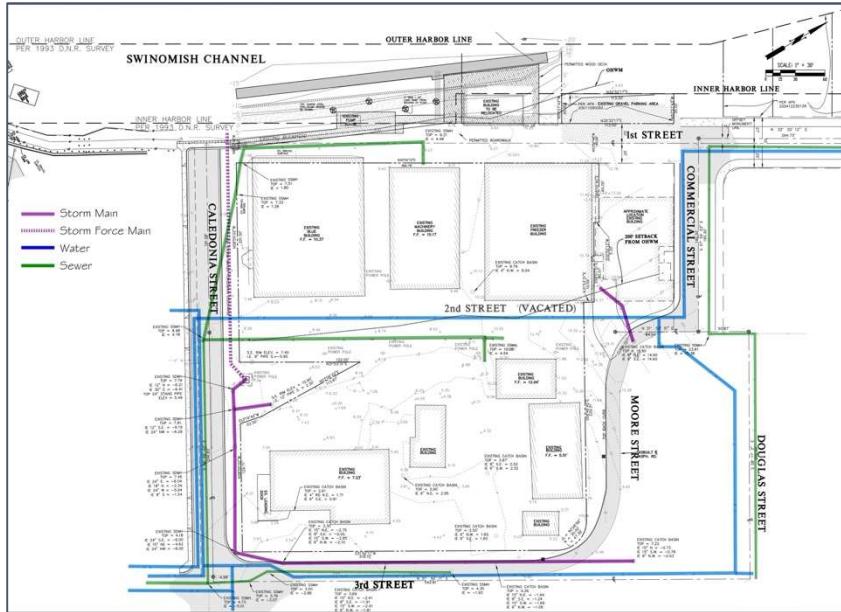


Top left - principal storm drainage areas in Moore Clark and waterfront.

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.

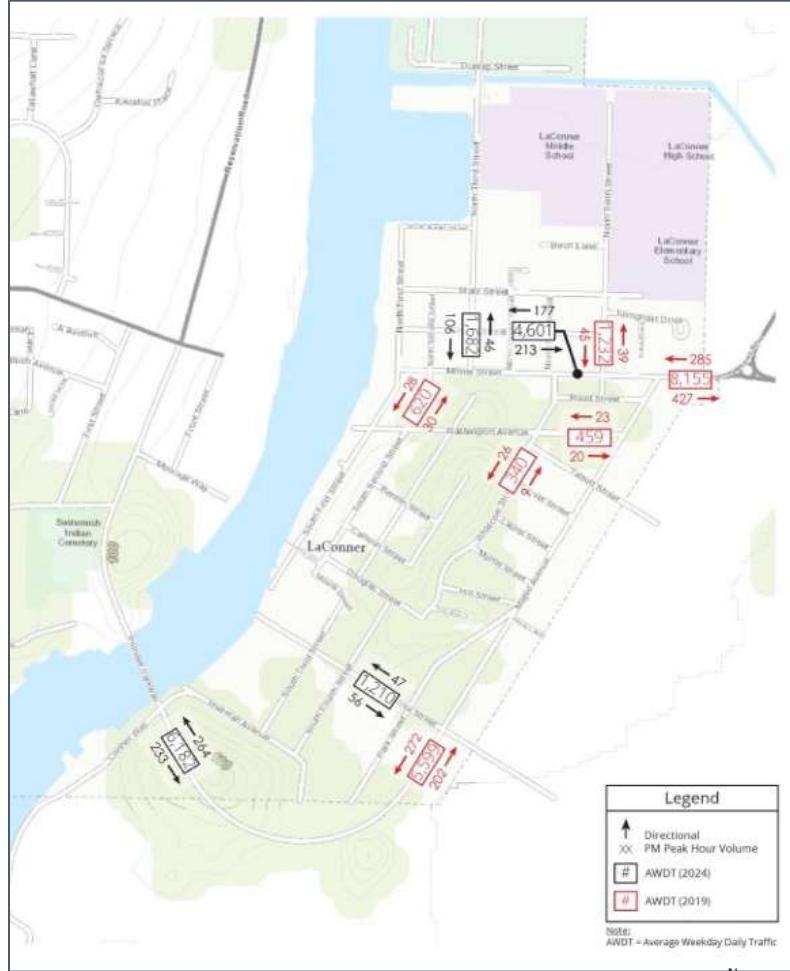


Sewer mains located in First Street, Commercial Street, Douglas Street right of way service the downtown district and upper hilltop neighborhoods. Sewer stub lines located in a portion of the south end of First Street and the vacated portion of Second Street flow to Caledonia, and then south along Third 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



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.

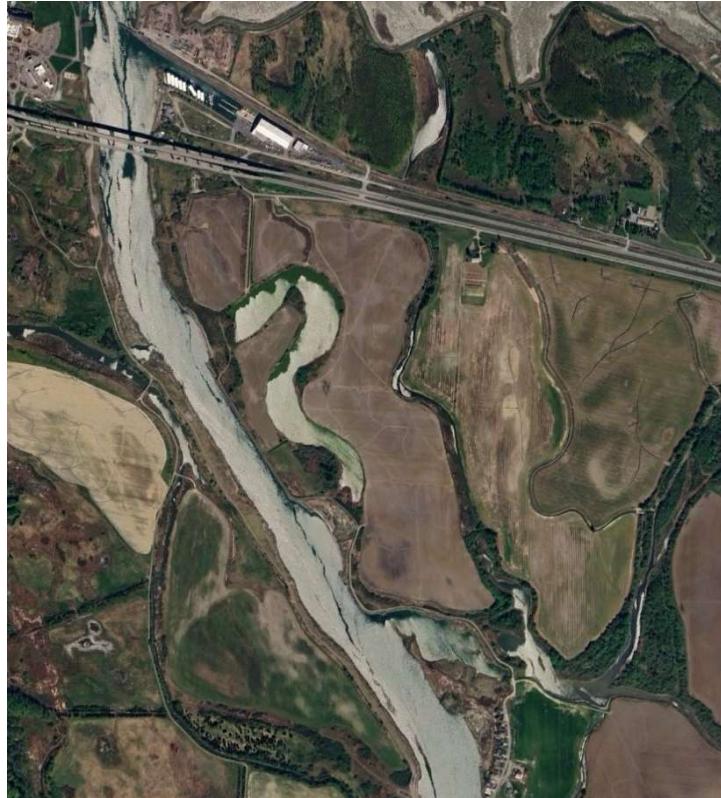


In 2009, *Triton America* dba *Triton Aerospace* acquired all the intellectual and hardware assets of *Adam's Aircraft*, an aircraft computerized paperless design, development, and manufacturing company that successfully built and certified a twin-engine, 6-seat pressurized all-carbon composite FAR 23 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.

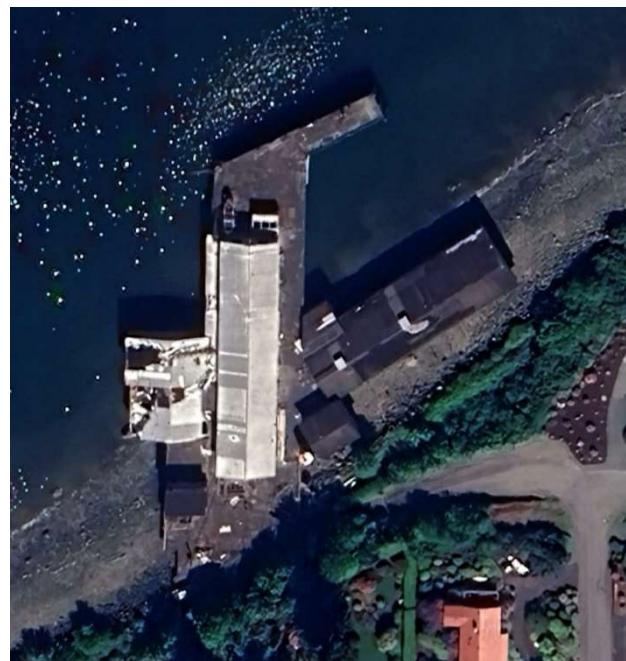
Triton America LLC offices are operated from two residences located at 5704 and 5708 Kingsway in Skyline neighborhood in



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.

Triton purchased the section of the pier located on privately-owned tidelands after the previous owner went bankrupt. Washington State Department of Natural Resources (DNR) owns the portion of the pier on state-owned aquatic lands. After portions of the pier fell into the water, DNR labeled the pier one of the "Filthy Four" derelict structures in the state and will use state funds to remove it. The structures on Triton's portion of the pier are vacant and deteriorating.

- **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.

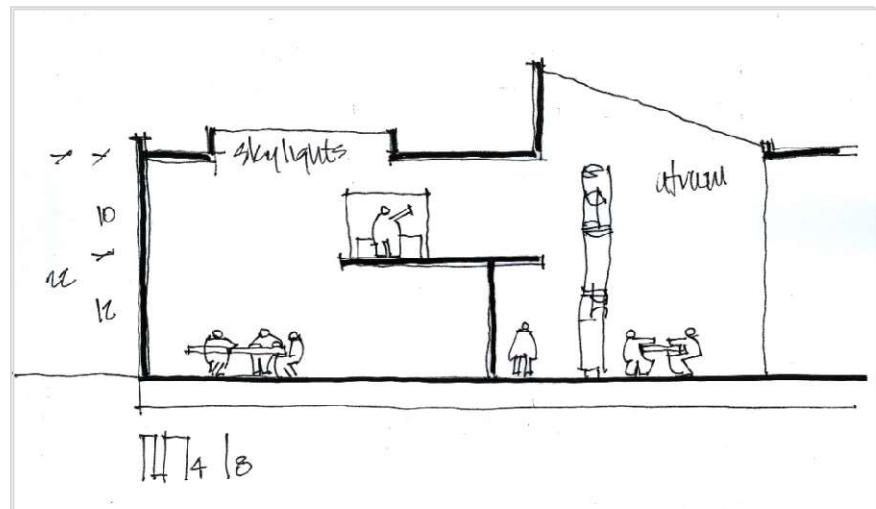
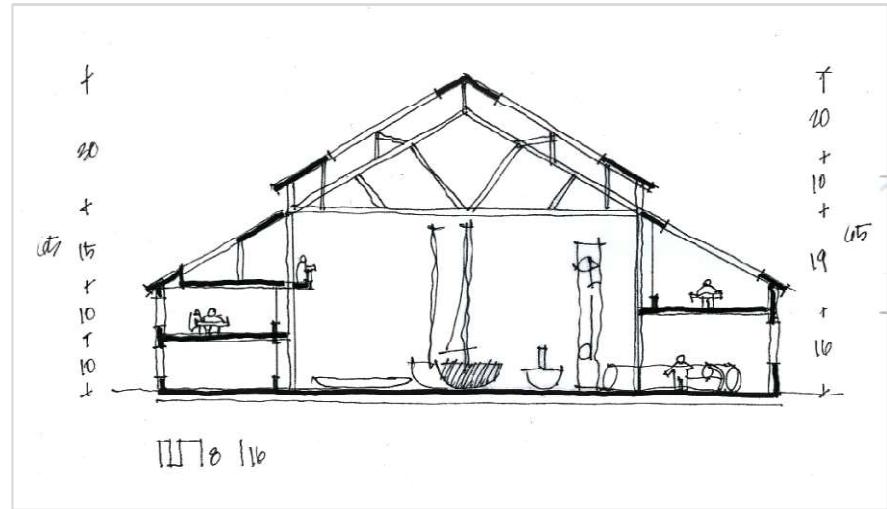
The NEA grant requests were well received but ultimately turned down because the town did not control the Moore Clark property.



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:

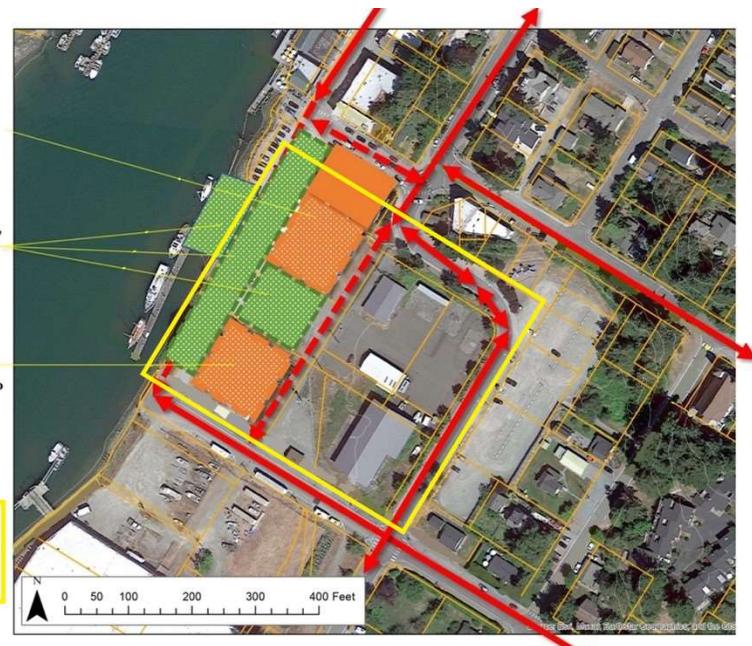
- **Waterfront landing** - activities will be expanded on the wharf and pier including music and other performances, kayak and canoe races and other Channel events, and special event cruises from Seattle and Bellingham for programs in Maple Hall, a proposed potential Maple Hall Addition, and the reconstruction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



2



17





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:

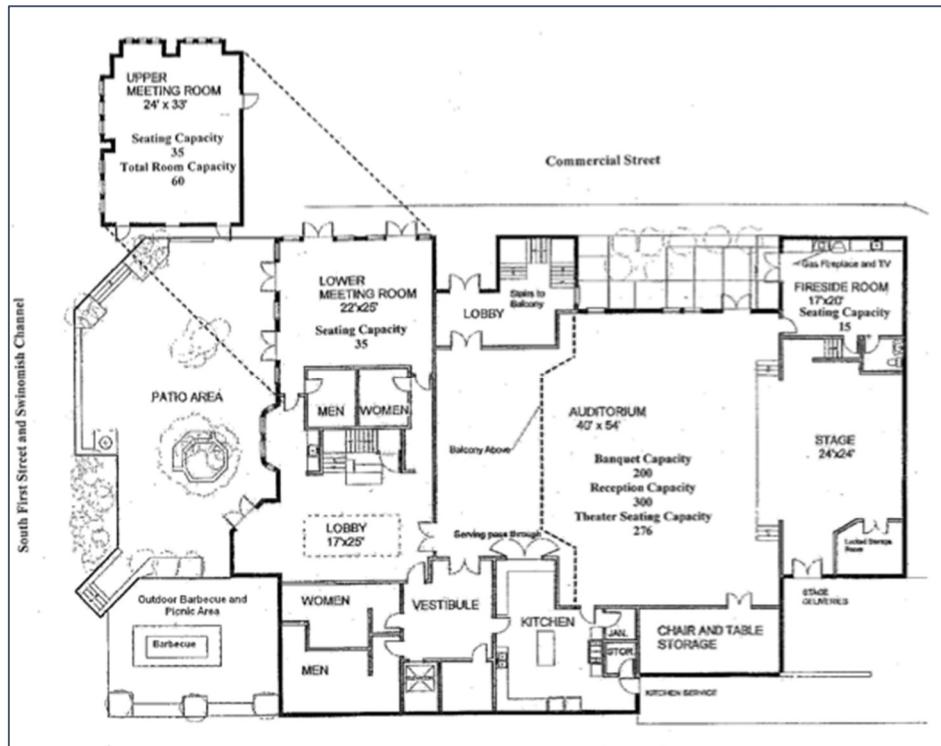
- **Maple Hall Improvements** – including lighting and sound systems, changing rooms, stage props and scenery, and seating risers to support music, drama, lectures, and other performances in the main auditorium. Reconfiguring the outdoor entry to provide a gathering area, terrace, and seating areas to 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.

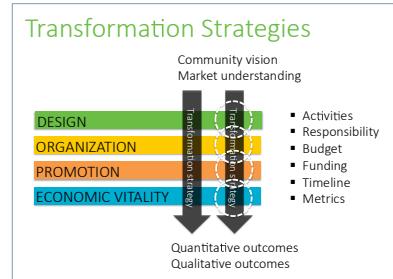


Creative districts are defined areas where there's a high concentration of cultural attractions and programs. Each district has its own experiences, from art walks and live music to museums and galleries, all generally within a walkable distance. The Washington State Arts Commission has designated 18 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

TOWN OF LA CONNER CRITICAL AREAS MAP

LEGEND:

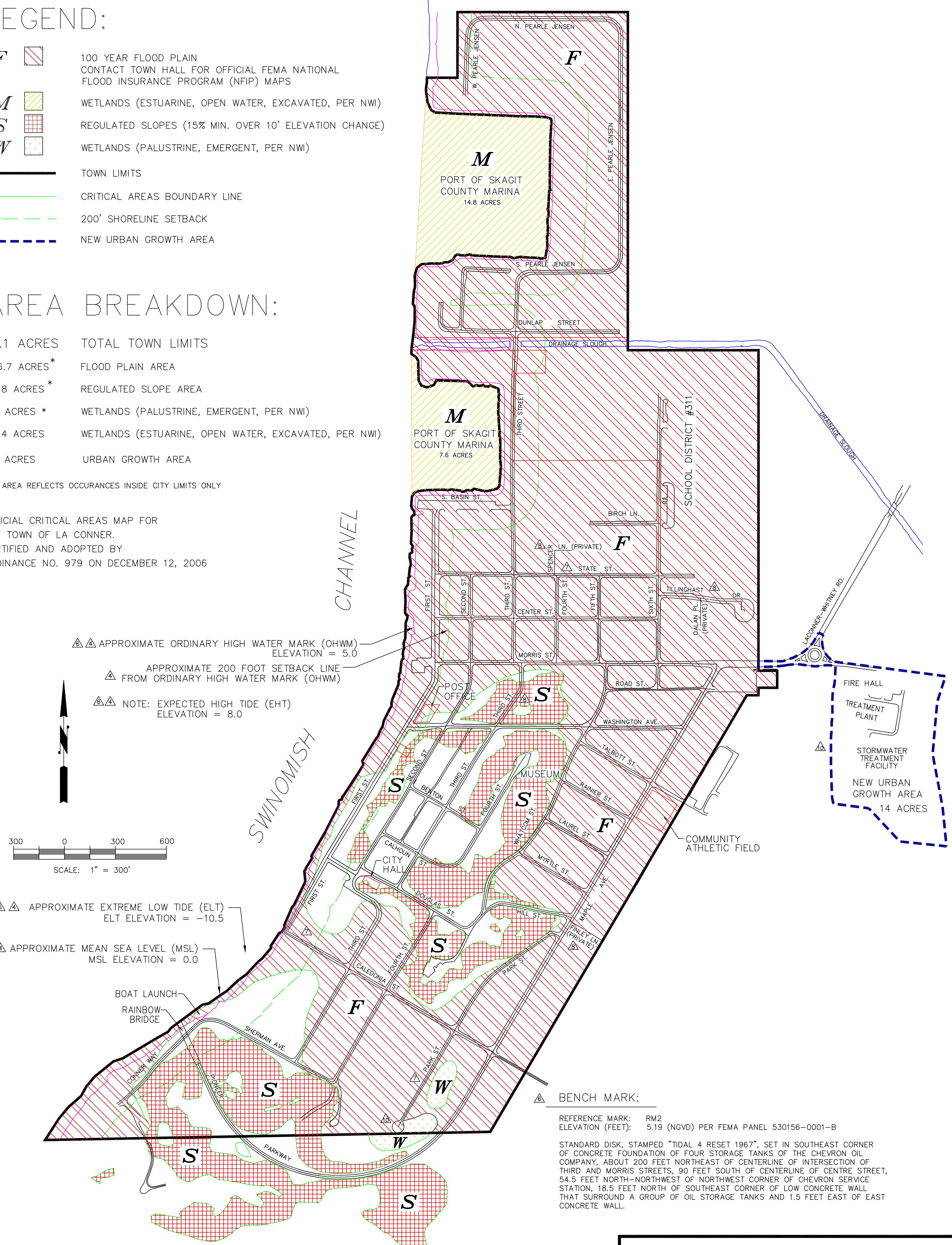
△ F	100 YEAR FLOOD PLAIN CONTACT TOWN HALL FOR OFFICIAL FEMA NATIONAL FLOOD INSURANCE PROGRAM (NFIP) MAPS
M	WETLANDS (ESTUARINE, OPEN WATER, EXCAVATED, PER NWI)
S	REGULATED SLOPES (15% MIN. OVER 10' ELEVATION CHANGE)
W	WETLANDS (PALUSTRINE, EMERGENT, PER NWI)
—	TOWN LIMITS
—	CRITICAL AREAS BOUNDARY LINE
—	200' SHORELINE SETBACK
—	NEW URBAN GROWTH AREA

AREA BREAKDOWN:

255.1 ACRES	TOTAL TOWN LIMITS
196.7 ACRES*	FLOOD PLAIN AREA
26.8 ACRES *	REGULATED SLOPE AREA
△ 1.1 ACRES *	WETLANDS (PALUSTRINE, EMERGENT, PER NWI)
22.4 ACRES	WETLANDS (ESTUARINE, OPEN WATER, EXCAVATED, PER NWI)
△ 14 ACRES	URBAN GROWTH AREA

* AREA REFLECTS OCCURANCES INSIDE CITY LIMITS ONLY

△ OFFICIAL CRITICAL AREAS MAP FOR
THE TOWN OF LA CONNER.
CERTIFIED AND ADOPTED BY
ORDINANCE NO. 979 ON DECEMBER 12, 2006



△	12-4-07	REV URB GR AREA, ADD NOTE TO 100 YR FL PLAIN LEGEND; REV WETLAND PER ARMY CORPS OF ENGINEERS NATIONWIDE PERMIT 26, #96-4-01681, ISSUED 9/9/1996	GS	GS
△	11-2-05	GENERAL REVISIONS	GS	GS
△	10-24-05	ADDITION OF S. THIRD ST., SPENCER & FINLEY LNS., TILLINGHAST DR., DALAN PL. EXTENSION OF STATE ST.	GS	GS
△	9-26-05	REMOVAL OF S. 2ND & N. 4TH STREETS, EXTENSION OF PARK & 1ST STREETS	GS	GS
△	8-19-05	ADDITION OF BENCHMARK INFORMATION, CHANGES TO MSL, ELT, OHWM, EHT	GS	GS
△	3-3-04	NEW URBAN GROWTH AREA, REVS TO AREA BREAKDOWN	GS	GS
△	10-30-95	ADD OHWM LINE, OHWM SETBACK LINE, MLLW LINE, ELT LINE AND EHT NOTE	SB	GS
△	5-23-94	REV. GROWTH MANAGEMENT LIMITS AND PUBLIC USE AREAS	JA	GS
△	7-2-93	REV. TOWN LIMITS TO INCLUDE LOT PREVIOUSLY OMITTED	JA	GS
NO.	DATE	DESCRIPTION	BY	APVD.

STURDY ENGINEERING
CORPORATION

Phone: (206) 299-2511 * FAX: (206) 299-2698
7168 San Juan Hill Lane Anacortes, WA 98221

TOWN OF LA CONNER
CRITICAL AREAS MAP

PROJECT
0108-04
SHEET
1 OF 1

CHAPTER 6

HOUSING ELEMENT

Introduction

The Housing Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) and in accordance with County-Wide Planning Policies.

The Housing Element is meant to ensure the vitality and character of established residential neighborhoods. It includes:

- 6C-1** An inventory and analysis of existing and projected housing needs that identify the number of housing units necessary to manage projected growth.
- 6C-1** A statement of goals, policies, mandatory provisions for the preservation, improvement, and development of housing.
- 6C-1** Identification of sufficient land for housing, including, but not limited to, government-assisted housing; housing for low-income households, manufactured housing; multi-household housing; and group home and foster care facilities.
- 6C-1** Adequate provisions for existing and projected needs of all economic segments of the community.

There is necessary significant overlap between the Land Use Element and the Housing Element. Much of the capacity and demographic information necessary for analysis is included in the Land Use Element. That information is not duplicated here and the reader is directed to the Land Use Element for detailed discussion of capacity and demographics.

The Town faces new challenges and opportunities as it works toward providing housing options for present and future generations. Our community has low and moderate wage workers. Since a community benefits from its workers, it has a responsibility to ensure they have a desirable place to live. There is a growing concern over rising housing costs and affordable housing.

Many households face financial burdens in meeting their basic shelter needs. The cost of land is often the largest single variable in the price of a house. Since land is in finite supply within the Town boundaries, the amount of land available for new housing has been decreasing as new homes are built. Using available land more efficiently is one of the best ways to make housing more affordable.

By working to plan for and accommodate the availability of affordable housing for all economic segments of the population, as specified in RCW 36.70A.070(2)(d), the community can address a fundamental human and community need. Addressing community housing needs requires a regional approach that involves all levels of government (Federal/State/local) and private sector partnerships.

Although La Conner will plan for housing affordability, the town itself is not a housing developer. La Conner will ensure that dimensional standards and zoning are fully capable of accommodating future growth as delineated in this chapter, but it will be up to individual property owners and developers to create and build housing. In order to encourage the development of affordable housing for all economic segments of the populations, La Conner will develop incentives for developers that commit to building affordable housing. In addition, La Conner will continue to pursue partnerships with entities that facilitate affordable housing and housing solutions, such as Skagit Home Trust and Habitat for Humanity. La Conner will strive to provide ample opportunity and space for affordable housing.

Development of this chapter was guided in particular by the following GMA Planning Goal: “Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” In addition, the GMA has directed jurisdictions to identify racially disparate impacts, displacement, and exclusion in housing policies and regulations and begin to undo those impacts, identify areas at higher risk for displacement, and establish anti-displacement policies. The following goals and policies are meant to provide guidance for future planning in La Conner.

The Goals of the Housing Element address the following areas:

- A. Preservation and Improvement
- B. Development and Design Standards
- C. Housing Affordability
- D. Alternative Housing Options
- E. Identify and Undo Racially Disparate Impacts

GOALS AND POLICIES

GOAL A

Strive to preserve, improve and enhance the existing housing stock, including historic structures and sites within the Historic District.

Policies

- 6A-1 Continue to enforce UDC (Uniform Development Codes) and design standards that have been developed to preserve the historic look and feel that are consistent with the historic integrity of the past.
- 6A-2 Encourage restoration and provide incentives to restore.
- 6A-3 Protect existing “view corridors”.
- 6A-4 Encourage adaptive reuse of appropriate structures as one method to introduce housing into non-residential areas.
- 6A-5 Use available tax and other financial incentives to encourage the rehabilitation of historic properties.
- 6A-6 Do not reduce the size of the residential zone.
- 6A-7 Protect residential zones from encroachment by Commercial and Industrial uses.
- 6A-8 Review zoning and subdivision standards to meet housing needs (i.e. cottage housing, tiny homes, performance standards in lieu of prescriptive standards).
- 6A-9 Review existing Historic Design Review design standards and guidance to ensure that all guidelines are clear and objective standards.

GOAL B

Implement development and design standards in a manner consistent with the Vision Statement and densification strategies while protecting individual property rights and the community interest as a whole.

Policies

- 6-B1 Allow a range of housing choices in new development, including, but not limited to, multi-household housing, live/work spaces, manufactured homes, accessory dwelling units, cottage-style housing, tiny homes, and single-household residences.
- 6-B2 Encourage residential uses in the Commercial Zone to locate on the second floor or in separate buildings behind the commercial uses. Residential uses should not supersede Commercial use on street level in the Commercial Zone.
- 6-B3 Meet allocated GMA population growth through increased unit densities.

- 6-B4 Encourage efficient review and approval processes in granting permits in order to provide more effective use of time, labor and materials in building, thus expediting the construction process and saving on total development costs.
- 6-B5 Allow the dividing of existing residential and commercial structures in order to provide additional living units.
- 6-B6 Require development on or near the shoreline to provide public access.
- 6-B7 Encourage pedestrian access and walkways throughout all housing areas.
- 6-B8 Develop pedestrian linkages across town through boardwalks and greenbelt trails that link street-end parks
- 6-B9 Review all external design guidelines, including landscaping, to ensure that all available guidance and standards are clear and objective.

GOAL C

Encourage public and private creation of affordable housing opportunities to meet the needs identified for all economic segments of the community

Policies

- 6C-1 Plan for and accommodate cost effective development of affordable housing that is compatible with surrounding and adjacent neighborhoods.
- 6C-2 Encourage Planned Unit Residential Developments (PURDs) for both large and small tracts of land in residential zones to promote more economical and efficient use of the land.
- 6C-3 Consider needs related to government assisted housing, group homes and foster care facilities.
- 6C-4 Plan for and accommodate the development of affordable housing which is compatible with the density, character and scale of existing residential areas.
- 6C-5 Allow manufactured homes throughout residential zones and encourage integration into the general neighborhood environment rather than concentrate in one area.
- 6C-6 Work with State agencies and local non-profits to provide opportunities for self-help housing development. Ensure affordable housing availability for local working families and seniors.

6C-7 Work with State and County agencies and resources to develop and provide opportunities for emergency shelters, transitional housing, emergency housing, and permanent supportive housing.

GOAL D

Encourage a regulatory environment where innovative and creative housing and habitat options can be considered. Encourage alternative means to accomplishing Housing Element goals

Policies

6D-1 Support innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, community-based land trusts, and planned unit developments.

6D-2 Encourage alternative homeowner arrangements and partnerships such as community land trusts; non-profit housing providers; housing cooperatives; and partnerships with other government agencies, non-profit agencies, citizen groups, self-help groups, and other such groups.

6D-3 Encourage open public forums where creative housing solutions can be explored and considered.

6D-4 Remain open to yet unknown or untried creative housing solutions.

6D-5 Incentivize green building practices by implementing clear development code language that provides fee waivers and streamlined permitting for projects incorporating sustainable building techniques.

GOAL E

Identify racially disparate impacts, displacement, and exclusion in housing policies and regulations and begin to undo those impacts, identify areas at higher risk for displacement, and establish anti-displacement policies.

Policies

6E-1 Identify and undo housing policies and regulations that result in racially disparate impacts, exclusion, and displacement.

6E-2 Work with State and local partners to ensure accurate data is available to identify displacement risk.

6E-3 Review La Conner municipal code annually for exclusionary policies and

regulations.

- 6E-4 Review existing design standards for clear, objective, and concise guidelines.
- 6E-5 Review existing dimensional standards for equity between single-household developments vs. multi-household developments.

APPENDIX 6A

INVENTORY AND ANALYSIS

Data presented here comes from the 2020 Census and the 2017-2022 American Community Survey (ACS). Also incorporated are data collected by the La Conner Planning Department. Data from the 2020 Census does not always align exactly with data provided by the 2017-2022 ACS. In order to avoid confusion, the data source will accompany provided data. The Skagit County of Governments provided the population projections used in this and preceding chapters.

Characteristics of Existing Housing Stock

Home Ownership

Information from the American Community Survey and US Census data estimate that in 2020, there were 382 single-family units, 170 multi-family, 34 mobile homes, and 0 special (boats) units for a total of 556 dwellings. In 2015, there were 294 single-family units, 138 multi-family, 22 manufactured homes, and 0 special units (i.e. boats) for a total of 454 dwellings. The increase of dwelling units from 2015 to 2020 is not unexpected; during the same period the population of La Conner increased from ~748 to ~995.

The American Community Survey data for 2022 (the most current year that there is data from) indicates; 27% of the housing units were built before 1939 and 53% of the housing units were built after 1980. Home ownership outnumbered renters; 70% owners versus 30% renters in 1990. By the 2000 Census, the percentages shifted significantly to 55% owners and the 45% renters. By the 2010 Census the shift had increased to 54% renters versus 46% owners. However, the 2016 data shows a shift back toward home ownership with 55% owners and 45% renters. This trend continued in the 2022 data, showing a home ownership percentage of 61% and a renter percentage of 39%.

The median home value in La Conner was \$168,800 in 2000. By 2010 the median home value had more than doubled to \$362,500—a similar trend of housing costs doubling every ten years as was experienced since 1990. By 2016 the median home value had fallen to \$263,300. It is likely that this is a reflection of the economic downturn experienced beginning in 2009. However, in 2022, the median home value surged up to \$434,700. This is a large increase, but it is in line with State and National trends.

Household Size

In 2022, the average household size in La Conner was 2.04. This is a slight decrease from 2016, when the average size was 2.06. La Conner has consistently seen small changes in the average household size from year to year in the last decade, with the average household size ranging from 1.78 to 2.06. The median household size for Skagit County in 2022 was 2.55 people.

It is anticipated that the average household size trend will continue to remain consistent with state and national trends, with small fluctuations each year.

Vacancy Rates

In 1990 the U.S. Census reported that 29 units or 9% of the total housing stock was vacant. In 1993, 25 units or 6.8% of the total housing stock was vacant. In the 2000 U.S. Census, the vacancy number was 62 units or 14%. Based on the ACS from 2017-2022, the vacancy number was estimated at 50 units, or 9.2%. In Skagit County, the vacancy rate was estimated at 11%.

TABLE 6-1
HOUSING OCCUPANCY IN TOWN OF LA CONNER

Year	Population	Dwelling Units	Owner Occupied	Renter Occupied	Avg. Family Size	Average Value
1970	639	242	75.2%	24.8%	2.8	\$13,000
1980	660	319	68.6%	31.4%	2.2	\$52,300
1990	690	320 ¹	63.1%	27.8%	2.2	\$92,823
1993	713	365	Not available		2.1	\$150,000
1995	737	350	Not available			\$174,600
2000 ²	761	372	55%	45%	2.25	\$168,800
2005	795	503 ³	-	-	-	See Note ⁴
2010 ⁵		521	46.5%	53.5%	2.7	\$362,500
2016 ⁶		455	55%	45%	2.52	\$263,300
2022 ⁷		539	61%	39%	2.04	\$424,700

Type of Dwelling Units

¹ Vacancy Rate in 1990 was 9% (29 units); in 1993 it was 6.8% (25 units). Source: 1970, 1980, 1990 U.S. Census and 1993 Town of La Conner count for Census adjustment.

² 2000 Census Data

³ 2005 Housing inventory by La Conner Planning Department

⁴ EDASC 2005 Demographics of house sales in La Conner indicate an average sale price of \$304,811, not average assessed values.

⁵ 2010 Census Data

⁶ American Community Survey 5-Year Estimates 2012-2016

⁷ American Community Survey 5-Year Estimates 2017-2022

In 2024, the Town conducted a Land Use Capacity Analysis of the Residential Zone of La Conner. The full parcel by parcel analysis is compiled in Table 6-5.

Based on the updated data prepared by the Planning Department approximately 360 single-household units exist in the Residential Zone of La Conner. This number counts single-family homes, ADUs, and condos. There are approximately 88 multi-household units in the Residential Zone of La Conner. La Conner also has 21 dwelling units in the Commercial Zone. Since 2005 the Port of Skagit has implemented a new policy designed to phase out liveaboards. There are currently no live-aboard vessels reported in the ACS data. The special types of housing in La Conner are listed below:

Government Subsidized Housing

There is a 16-unit privately owned, federally subsidized (Farmers Home Administration) facility. Harbor Villa Apartments provides housing for low income, disabled and/or senior citizens from the Town and the County. Housing for special needs groups under private or government funding is permitted by Town ordinance.

Another low-income residential facility is Channel Cove. It is a 26-unit PURD operated by the Home Trust of Skagit. Units range from single-household to 5-unit structures. Six of the dwelling units were completed in 2023. The Town will continue to work with the Home Trust of Skagit to maximize other housing opportunities in La Conner.

Manufactured Homes

No manufactured home parks exist in La Conner. The recently completed update of housing units completed by the planning department indicates that 14 units are dispersed throughout the Town's residential zone.

Historically Significant Housing

The Historic Preservation District was established in 1972. The Town has one building on the Washington State Register, the Civic Garden Club. The portion of the existing Historic Preservation District, which includes both sides of First Street and the west side of Second Street from Commercial to 100 feet north of Morris Street, is on the National Register. Several homes outside the historic district are over 50 years old. Many of the dated buildings in La Conner have been rehabilitated for commercial, public, and/or residential use.

As many as 27% of the buildings in town were constructed prior to 1940 and much of the waterfront was constructed at the turn of the 19th to 20th centuries.

Housing Affordability

Monthly Cost of Owner Occupied Housing:

- Median Monthly Cost Of Owner Occupied Housing with Mortgages
 - 1989 - \$663 or 21.8% of household income (70 households)
 - 2000 - \$1,158 or 32.8% of household income (109 households)

- 2010 – 1,738 or 49% of household income (129 households)
- 2016 - \$1,622 or 38% of household income (100 households)
- 2022 - \$2,189 or 23% of household income (162 households)

- Median Monthly Cost Of Owner Occupied Housing without Mortgages
 - 1989 – \$187 or 12.5% of household income (66 households)
 - 2000 - \$356 or 10% of household income (31 households)
 - 2010 – \$455 or 13% of household income (82 households)
 - 2016 - \$485 or 11% of household income (110 households)
 - 2022 - \$713 or 11% of household income (136 households)

Value of Owner-Occupied Housing

The average value of owner-occupied homes in La Conner:

- 1990 - \$92,823
- 2000 - \$168,800
- 2010 - \$362,500
- 2016 - \$263,300
- 2022 - \$424,700

Monthly Gross Rent

- 1990 - \$231 to \$415
- 2000 - \$300 to \$1,499
- 2010 \$594 (Median Rent)
- 2016 \$1185 (Median Rent)
- 2022 \$1,327 (Median Rent)

Criteria for Affordable Housing

Providing affordable housing is a priority for La Conner. Over the last 30 years the trend has been for more renters to be paying over 35% of their income for rent. In 1990, 38% of the renters in La Conner were paying more than 30% of their incomes for rent. In 2000, 46.6% of renters were paying over 35% of their household income to rent. In 2010 48.9% were paying over 35% of their household income for rent. In 2016 53% were paying over 35% of their household income for rent. In 2022 57% were paying over 35% of their household income for rent.

In 1989, the mortgaged vs. non-mortgaged homes was relatively equal, 70 and 66 respectively. In 2000, the owner occupied housing pool was similar in size (140 vs. 136), but there was a dramatic shift to mortgaged homes; 109 mortgaged vs. 31 without a mortgage. By 2010 that shift had reduced (129 vs. 82) and by 2016 it had shifted to more non-mortgaged homes than mortgaged (110 vs 100). In 2022, it had shifted back to mortgaged homes, with 162 mortgaged homes compared with 136 non-mortgaged homes.

Housing and Urban Development (HUD) defines households which pay more than 30% of income for all housing costs as being cost burdened. HUD uses the following income bands for household classification:

- Extremely Low Income (<30% of AMI)
- Very Low Income (30% - 50% of AMI)
- Low Income (50% - 80% of AMI)
- Moderate Income (80% - 100% of AMI)
- Above Median Income (>100% of AMI)

In La Conner 32% of households had incomes less than 50% of the county median of \$28,389 in 1990. The 2000 Census indicates a median household income for La Conner of \$42,344, and for Skagit County of \$42,381. Approximately 33% of households had incomes less than \$25,000. The 2010 Census indicates a median household income for La Conner of \$35,682 and for Skagit County the median income was \$63,486. Approximately 39% of La Conner households had an income of less than \$25,000. The trend seems to be slowly improving with the 2016 estimates showing La Conner with a median income of \$42,589 and Skagit County with a median income of \$66,865. This trend continued to improve in 2022, as the median income for La Conner was \$72,981 and the Skagit County median income was \$82,029. While the trend seems to be improving, between 40%-50% of La Conner households earned less than 80% of the Skagit County AMI in 2022, and are considered low income. At least 23% of household in La Conner earned less than 50% of the Skagit County AMI in 2022, and would be considered very or extremely low income. Based on this data, it is clear that La Conner should continue to expand accommodation for low-income housing.

Future Needs and Alternatives

This information was used to compare existing housing stock with anticipated future population and to determine future housing needs. It includes the following:

- A. Population and Demographics—Refer to the Land Use Chapter 5 for discussion of population demographics and capacity analysis.
- B. Projected Housing Needs by Type and Cost
- C. Needed Public Facilities and Services
- D. Land Availability
- E. Private Sector Housing Supply and Affordability

Analysis of Population and Demographics

Development Patterns

La Conner is uniformly settled in a grid pattern. Because of boundary constraints, agricultural lands to the east and north and the Swinomish Channel to the west, urban sprawl is not a problem. The north and south industrial zones are located away from most residential development, with the exception of the

industrial property between Caledonia and Sherman Streets. However, some residential development is interspersed with commercial development on First and Morris Streets. This is seen as a positive impact in that this type of development also provides additional housing units to meet forecasted needs. A well-defined historic district is located in the heart of town and encompasses a large part of the Residential Zone. The overall development pattern allows for efficient public services, adequate traffic circulation, and pedestrian access.

Age Distribution of Population: As shown in Chapter 5 Land Use, the population distribution of the Town is shifting toward an older age bracket. In 1990, the median age of people in La Conner was 39.8, a few years older than that of Skagit County, which was 35.6. The 2000 Census showed the median age to have increased to 45.5 in La Conner and 37.2 for Skagit County. By 2010 the shift was more dramatic with La Conner having a median age of 52.8 while Skagit County had shifted to 40.1. The ageing of the La Conner population has continued with the most recent numbers from 2016 showing a median age of 60 for La Conner versus 41.3 for Skagit County. In 2022, the ageing of the La Conner population has somewhat stabilized, with a median age of 59.5 years. This is the first time the median age of La Conner has decreased in over 40 years. The median age of Skagit County in 2022 was 42.1. The difference in median age between La Conner and Skagit County has remained roughly consistent since 2010.

The most notable changes from 2010 to 2022 are the differences in the 25–34-year-old bracket, and the increases in both the 44-65 bracket and the 65+ bracket. The 25-to-34-year age group had a significant decline from 2010 to 2022, dropping roughly 40 individuals. Over the same time period, the population over 45 years of age increased by over 100. This shows a clear trend that La Conner is attracting and retaining an older population, and an out-migration trend in the 25-to-34-year age group. This has significant implications for the Town. An aging population would require special consideration in planning for housing, transit, and social services. A large retired population would contribute “retirement” fund dollars, but would not likely require employment opportunities.

POPULATION CHANGES

	1970	1980	1990	2000	2010	2022
5-14	152	59	82	90	81	99
25-34	64	138	77	72	75	47
35-44	*	*	130	102	88	82
45-64	*	*	155	224	222	354
65+	*	*	107	163	233	351

Household Size: Household size decreased from 2.83 in 1970 to 2.18 in 1980, but remained constant for 1990 and 2000 at 2.24 and 2.25 respectively. The trend appears to have reversed somewhat with the 2010 and 2016 household sizes being 2.7 persons per household and 2.52 persons per household respectively.

In 2022, the average household size in La Conner was 2.04. This is a slight decrease from 2016, when the average size was 2.06. La Conner has consistently seen small changes in the average household size from year to year in the last decade, with the average household size ranging from 1.78 to 2.06. The median household size for Skagit County in 2022 was 2.55 people.

Income Range of Households: Prior to 1990, the La Conner median household income lagged behind the County median income. As of 1989, the median household income in La Conner was \$25,054. Skagit County's median income was \$28,389. In the 2000 Census, the median household income for the County and La Conner were essentially equal, \$42,381 and \$42,344. By 2010 and 2016 La Conner's household income was significantly less than that of Skagit County (La Conner 2010 \$35,682 & 2016 \$42,589; Skagit County 2010 \$63,468 & 2016 \$66,865). This trend has continued in 2022, with the median income for La Conner estimated at \$72,981 and the median income for Skagit County estimated at \$82,029.

In 1993, 6.5% of the Town's population was considered to be at poverty level or below. In the 2000 and 2010 Census, that figure rose to 8.8% and 14.8% respectively. The 2016 5-year estimates indicate that the figure has dropped to 8.6%. In 2022, the estimated percentage of La Conner citizens below the poverty level had further dropped to 7.9%. It is important to note that households or individuals that are above the poverty level can still be considered cost-burdened for housing costs. Population income levels are important in determining the type of housing needed for projected populations as well as unit and lot sizes.

Analysis of Projected Housing Needs by Type and Cost

In 2023, La Conner received projections of estimated population increase and new housing needs from 2020-2045 from the Skagit Council of Governments (SCOG). SCOG projected a population increase of 1% in La Conner from 2020 - 2045, growing roughly 211 people from 980 in 2022 to 1,191 in 2045. The following chart displays the projection for net new housing need as allocated by SCOG to La Conner.

La Conner's Projected Net New Housing Needed by AMI, 2020-2024⁸

0-30%	30-50%	50-80%	80-100%	100-120%	120%+	Total
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⁸ Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee 2023; Community Attributes, 2023.

PSH	Non-PSH						
14	25	25	18	10	8	24	124

It is important to note that these are only projections of need. They provide good guidelines for development of future policies and regulations, but also may change over time.

Using data collected statewide, the Department of Commerce provided county-wide housing projections. SCOG then allocated the projected increase in needed housing to the jurisdictions within Skagit County, including La Conner. By 2024, La Conner has been projected to need 124 new housing units in order to accommodate the projected population increase. Specifically, La Conner has been projected to need 25 units for individuals making 30-50% of the AMI, 18 units for those making 50-80% of the AMI, 10 units for those making 80-100% of the AMI, 8 units for those making 100-120% of the AMI, and 24 units for those making more than 120% of the AMI. La Conner has also been projected to need 39 housing units for those making 30% or less of the AMI. Of these 39 units that La Conner is projected to need, SCOG projects that 14 of them will need to be permanent supportive housing units, while 25 will need to be non-permanent supportive housing units.

New Household Formations

The above projections are what La Conner must plan for and accommodate over the next 20 years in order to remain in compliance with the Growth Management Act and be eligible for state grants and other financial opportunities. While La Conner will ensure that the projections are *able to be* reached, it has no power to force local property owners and developers to build housing units, and therefore has no mechanism to ensure that the projections *are* reached. The Town is not a housing developer, and it is not required to build housing units itself if the free market does not provide them. Development in La Conner is currently characterized by developers acquiring previously unused building lots for single-household development. La Conner has recently seen an uptick in interest in building multi-household lots, with two triplexes being permitted over the last year. Based on current development trends, it is likely that dwelling units for those making 80%+ of the AMI will be provided by the free market. However, the free market does not appear to be providing adequate housing for those making less than 80% of the AMI. As La Conner needs to plan for and accommodate 82 dwelling units for those making less than 80% of the AMI, it will take creative thinking and good partnerships to ensure that housing is available for all income levels.

Vacancy Rate

A vacancy rate for owner households in 2022 (2022 American Community Survey) was 2.9%, and for rental units it was 4.0%.

Analysis of Needed Public Facilities and Services

New residential units will need the same services and utilities provided by the Town to existing residents. Current levels of services and utilities are expected to be adequate for the next 20 years at the current projected build-out capacity.

Analysis of Private Sector Housing Supply, Affordability and Land Availability

An estimate of the Town's ability to meet its housing needs is based on an analysis of the land available for residential land uses under the current zoning and development ordinances. This is discussed in more detail in the Land Use Element.

Available Lot Development

From Table 6-5, there are a significant number of lots that may serve to meet future housing needs. How and when these lots become available is speculative. These lots are classified by the Washington State Department of Commerce as vacant, partially-used, or underdeveloped.

Of the potential lots available, 18 lots are vacant. These lots would not require demolition of existing structures. Many of the lots identified may require platting or a lot line adjustment to develop. However, developers within La Conner have been willing to engage in these lot line adjustments or platting.

La Conner only has one residential zone, which allows for all types of housing. Please see Appendix B for a full residential land use capacity analysis, including housing need by AMI.

Development of the existing lots will be largely dependent on the best use as determined by the owner of the lot.

New Housing

The Town has the total capacity to add anywhere from 145-321 housing units over the next 20 years, depending upon market factors, lot availability, and owner choice (i.e. short platting, lot line adjustments, or demolitions). However, it is highly unlikely that land will be developed to the highest capacity. The difference in development capacity occurs because there are multiple development pathways that an individual owner could choose to pursue. This is discussed in more detail in the Land Use Element and the attached Land Use capacity analysis.

Affordable Housing

The Town has chosen to densify and establish an Urban Growth Area to absorb population growth and commercial/industrial development. Currently, the Urban Growth Area outside of La Conner borders contains both the Firehall and the Wastewater Treatment Plant. The Town has chosen to focus increasing density within Town limits rather than develop housing options within the outside UGA.

This choice has led to challenges to preserve the character of the Town while optimizing the use of developable land.

Economic groups have been categorized in the following bins:

- Extremely Low Income (<30% of AMI)
- Very Low Income (30% - 50% of AMI)
- Low Income (50% - 80% of AMI)
- Moderate Income (80% - 100% of AMI)
- Above Median Income (>100% of AMI)

If housing costs exceed 30% of the monthly income, the household is considered to be cost-burdened.

2000 Data: The median monthly mortgage for owner occupied housing units in 2000 was \$1,158. For renters, the median rent was \$781. Median family income was \$52,083.

The 2000 census identified 20 families (92 people) in La Conner living at or below the poverty level. This was 12% of the Town's population in 2000, and 9% of families.

2010 Data: The median monthly mortgage for owner occupied housing units in 2010 was \$1,738. For renters, the median rent was \$594. Median family income was \$35,682.

The 2010 census indicated that roughly 35% of home owners with a mortgage and 53% of renters paid more than 35% of their income for housing.

2016 Data: The median monthly mortgage for owner occupied housing units in 2016 was \$1,622. For renters, the median rent was \$1,185. Median family income was \$35,682.

The 2016 American Community Survey data indicated that roughly 49% of home owners with a mortgage and 48% of renters paid more than 35% of their income for housing.

2022 Data: The median monthly housing cost for owner occupied housing units with a mortgage in 2022 was \$2,189. For renters, the median monthly housing cost was \$1,327.

The 2022 American Community Survey data indicated that roughly 35% of home owners with a mortgage and 57% of renters paid more than 35% of their income for housing.

La Conner has become a desirable location for middle- and upper-income families. It is anticipated that very low-income families will be crowded out, as the demand for housing in La Conner increases and the cost of housing rises. A non-profit organization, Skagit Housing Solutions, worked with the Skagit

County Housing Authority to establish a Planned Unit Residential Development (PURD). That facility, known as Channel Cove, is currently managed by the Home Trust of Skagit, and has 26 residential units for low-income families. These units were originally intended as self-help housing projects. Although no new development in the Channel Cove PURD is currently planned, the Town expects to work with Home Trust of Skagit to ensure the current dwelling units are adequately maintained and to explore future housing options in La Conner.

Habitat for Humanity has completed homes in La Conner and continues to express a desire to build if they are able to find acceptable lots at affordable prices. In 2023, Habitat for Humanity purchased a 0.28 acre lot on Caledonia Street. The Town expects that this lot will be developed for affordable housing in the next few years. The existence of the flood plain and historic district in the Town add challenges to providing affordable housing.

Existing Housing Stock

From the 2022 American Community Survey data, 21% of the housing stock was built before 1939 and 70% was constructed prior to 1990. 17% has been constructed since 2000.

Existing housing will account for the majority of the housing opportunities in town for the foreseeable future. Height limits and small lot sizes will limit multi-household development opportunities; however, La Conner hopes to mitigate this limitation through recent updates to the development code which are designed to remove barriers to multi-household housing. Accessory dwelling units may become a more significant portion of the housing options in Town in the near future. This is likely to be the source of more affordable housing under current development standards.

The current residential zone inventory is shown in Table 6-5.

Racially Disparate Impacts

Recent state law, codified in RCW 36.70A.070(e) requires jurisdictions planning under the GMA to identify local policies, regulations, rules, or other systems that result in racially disparate impacts. The Department of Commerce defines “racially disparate impact” as when policies, practices, rules, or other systems result in a disproportionate impact one or more racial groups. La Conner is a small community and is not included in the 1-year estimate from the American Community Survey, which can pose challenges accessing recent reliable sociodemographic data. The Department of Commerce has published additional guidance for planning jurisdictions facing this issue.⁹ This guidance includes placing a degree of emphasis on qualitative information¹⁰ and reviewing the

⁹ Washington State Department of Commerce (April 2023). Guidance to Address Racially Disparate Impacts. Washington State: Local Government Division, Growth Management Services.

¹⁰ Qualitative information includes non-numeric data and characteristics, including observation and experiences.

sociodemographic profile of Skagit County to consider how and why the demographic profile of La Conner differs.

The Department of Commerce has provided a toolkit for jurisdictions to assess data related to racially disparate impacts.¹¹

Data from the 2020 Census reveals the following data regarding race, compared with Skagit County:

Race	Population	Percentage	Skagit County Percentage	Difference?
White	796	71%	74%	+3%
American Indian and Alaska Native	48	5%	2%	-3%
Black or African American	1	0%	1%	+1%
Asian	16	2%	2%	0%
Hispanic/Other	32	13%	19%	+6%
More than one race	72	7%	11%	+4%

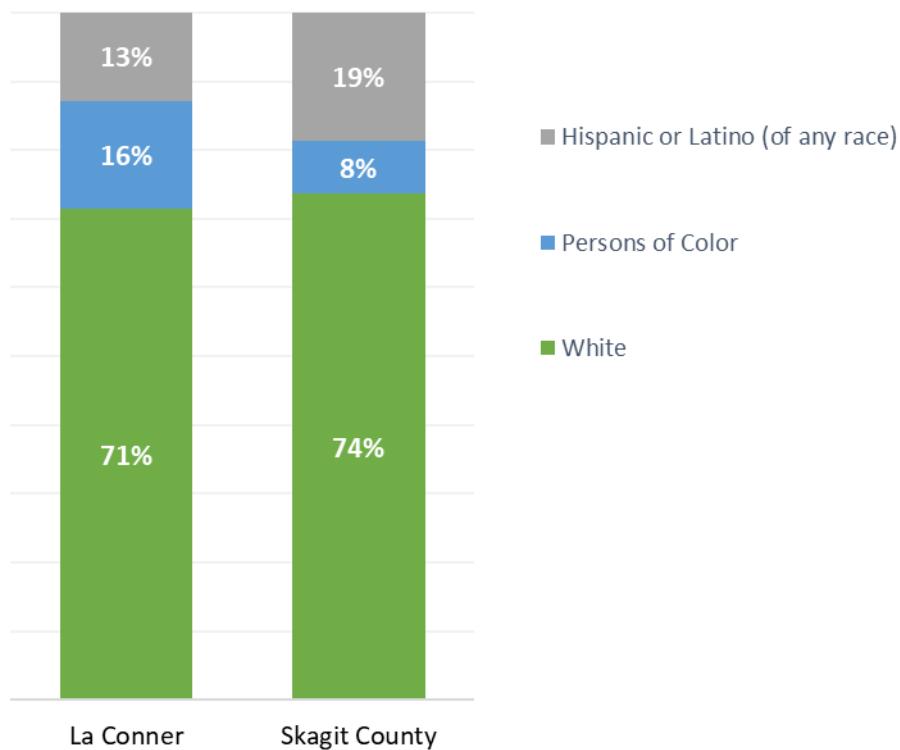
When the above data is analyzed with a chi-square goodness of fit test, statically significant differences can be found in the racial makeup of La Conner as compared to Skagit County. There is a substantially higher percentage of American Indian and Alaksa native population in La Conner than Skagit County as a whole and a lower percentage of Hispanic/other races. The other differences were less impactful statically but include a lower portion of Black and Asian residents. The substantially higher percentage of American Indian and Alaksa native population is likely due to our proximity to the Swinomish tribe. In addition, roughly 30% of the students enrolled in the La Conner School District identify as American Indian/Alaskan Native.¹² In ad

This data can be visualized in the following chart. This is a less detailed, alternative chart suggested due to the potential for margins of error with more detailed estimates.

¹¹ Washington State Department of Commerce. 2023. Racially Disparate Impact Data Toolkit. Washington State: Local Government Division, Growth Management Services. Available https://www.ezview.wa.gov/site/alias_1976/37870/rdi_data_toolkit.aspx

¹² La Conner School District. 2023. La Conner School District State Report Card. Accessed 6.18.2025 from <https://www.lcsd.wednet.edu/page/school-report-card>.

Chart 2a. Racial composition of La Conner and Skagit County, 2020



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

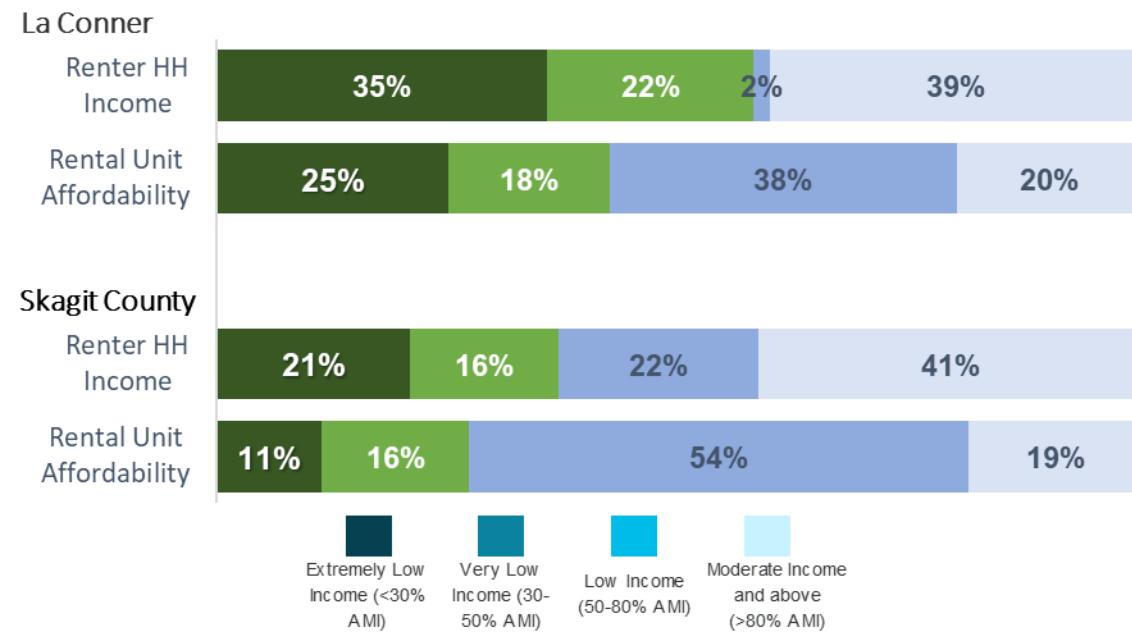
The data indicate that the Hispanic population in La Conner is small in a statistically significant way. This could imply that there have been racially disparate impacts that result in Hispanic populations not moving to La Conner.

Once a racially disparate impact has been identified, jurisdictions have been directed to explore what circumstances, including policies and regulations, may have contributed to that impact.

La Conner housing data, comparisons with Skagit County, and qualitative experiences will all help shape an understanding of how this impact has occurred. There will likely not be one clear cut reason, but rather a combination of many factors.

Hispanic households in Skagit County have a significantly lower home-ownership rate than the Skagit County average (48% vs 70%), meaning that they are more likely to rent. La Conner has less rental unit affordability than Skagit County. Please see the below chart:

La Conner and Skagit County renter household income compared to rental unit affordability, 2019

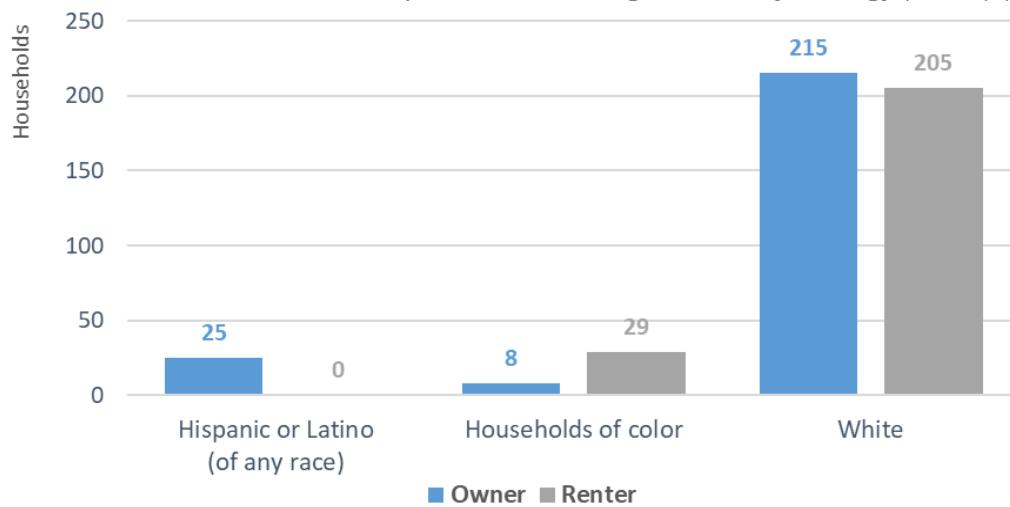


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8)

The difference in rental cost could indicate one reason that there is a smaller proportion of Hispanic households in La Conner, however, in La Conner, Hispanic community members are almost always homeowners. Please see the below chart:

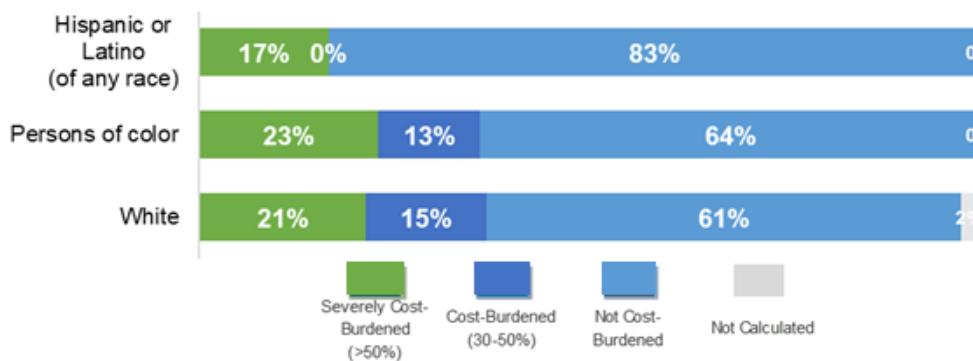
Chart 16a. La Conner total number of owner and renter households by race and ethnicity, 2019

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)



And interestingly, the percentage of Hispanic or Latino households experiencing cost burden is less than those of other races.

La Conner percent of all households experiencing housing cost burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

While some Hispanic households are experiencing cost burden, it does not appear to be at a disproportionate level that would explain the difference of population between La Conner and Skagit County.

Jobs and employment often impact people's choices on where to live. Information from the US Census Bureau¹³ shows a difference in the number of people who work in La Conner versus the number of workers in La Conner who also have residential locations in La Conner. Please see the below charts:

Job Counts by Worker Ethnicity		
2022		
	Count	Share
<u>Total All Jobs</u>	957	100.0%
<u>Not Hispanic or Latino</u>	854	89.2%
<u>Hispanic or Latino</u>	103	10.8%

[Reset Table](#)

This table shows job count by ethnicity for those who work in La Conner. This chart does not take into account where the home residencies of the workers are.

¹³ U.S. Census Bureau, "OnTheMap," <https://onthemap.ces.census.gov>, accessed on 6.18.2025.

Job Counts by Worker Ethnicity		
2022		
	Count	Share
<u>Total All Jobs</u>	385	100.0%
<u>Not Hispanic or Latino</u>	354	91.9%
<u>Hispanic or Latino</u>	31	8.1%

[Reset Table](#)

This table shows the number of workers by ethnicity that live in La Conner. As can be seen by a comparison of both charts, there is a significant commuter population of both non-Hispanic or Latine workers and Hispanic or Latino workers.

La Conner also sees differences in industry between La Conner and Skagit Valley: Here are the La Conner Job Counts by NAICS Industry Sector¹⁴

	2022	
	Count	Share
<u>Total All Jobs</u>	957	100.0%
<u>Agriculture, Forestry, Fishing and Hunting</u>	0	0.0%
<u>Mining, Quarrying, and Oil and Gas Extraction</u>	0	0.0%
<u>Utilities</u>	0	0.0%
<u>Construction</u>	19	2.0%
<u>Manufacturing</u>	119	12.4%
<u>Wholesale Trade</u>	10	1.0%
<u>Retail Trade</u>	174	18.2%
<u>Transportation and Warehousing</u>	0	0.0%
<u>Information</u>	47	4.9%
<u>Finance and Insurance</u>	6	0.6%
<u>Real Estate and Rental and Leasing</u>	1	0.1%
<u>Professional, Scientific, and Technical Services</u>	3	0.3%
<u>Management of Companies and Enterprises</u>	2	0.2%
<u>Administration & Support, Waste Management and Remediation</u>	0	0.0%
<u>Educational Services</u>	144	15.0%
<u>Health Care and Social Assistance</u>	81	8.5%
<u>Arts, Entertainment, and Recreation</u>	28	2.9%
<u>Accommodation and Food Services</u>	261	27.3%
<u>Other Services (excluding Public Administration)</u>	7	0.7%
<u>Public Administration</u>	55	5.7%

¹⁴ U.S. Census Bureau, "OnTheMap," <https://onthemap.ces.census.gov>, accessed on 6.18.2025.

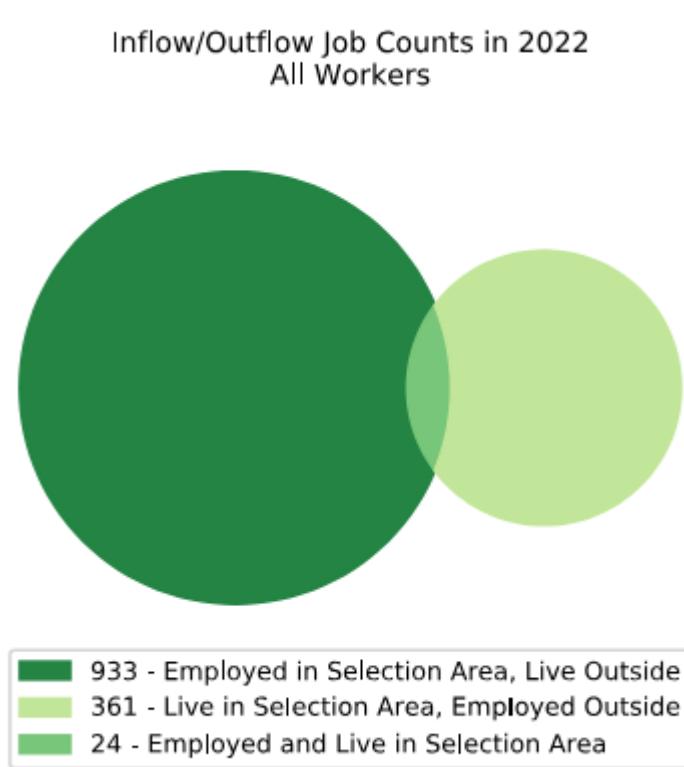
Here are the Skagit County Job Counts by NAICS Industry Sector¹⁵

	2022	Count	Share
<u>Total All Jobs</u>		48,566	100.0%
<u>Agriculture, Forestry, Fishing and Hunting</u>	2,256	4.6%	
<u>Mining, Quarrying, and Oil and Gas Extraction</u>	43	0.1%	
<u>Utilities</u>	250	0.5%	
<u>Construction</u>	4,106	8.5%	
<u>Manufacturing</u>	5,831	12.0%	
<u>Wholesale Trade</u>	1,173	2.4%	
<u>Retail Trade</u>	5,998	12.4%	
<u>Transportation and Warehousing</u>	1,677	3.5%	
<u>Information</u>	308	0.6%	
<u>Finance and Insurance</u>	1,297	2.7%	
<u>Real Estate and Rental and Leasing</u>	446	0.9%	
<u>Professional, Scientific, and Technical Services</u>	1,813	3.7%	
<u>Management of Companies and Enterprises</u>	96	0.2%	
<u>Administration & Support, Waste Management and Remediation</u>	1,454	3.0%	
<u>Educational Services</u>	4,819	9.9%	
<u>Health Care and Social Assistance</u>	7,661	15.8%	
<u>Arts, Entertainment, and Recreation</u>	1,313	2.7%	
<u>Accommodation and Food Services</u>	3,859	7.9%	
<u>Other Services (excluding Public Administration)</u>	1,557	3.2%	
<u>Public Administration</u>	2,609	5.4%	

As can be seen in the above data, Skagit County has employment opportunities in more sectors than La Conner. While there is not data available that states the race or ethnicity of employes by sector, it is not unreasonable to presume that inclusion of a variety of employment sectors provides increased opportunities for employment. New residents, including Hispanic residents, may be more inclined to live in other areas around Skagit that offer a higher variety of employment sectors.

Workers both commute into and out of La Conner. Please see the below Venn diagram that displays this data:

¹⁵ U.S. Census Bureau, "OnTheMap," <https://onthemap.ces.census.gov>, accessed on 6.18.2025

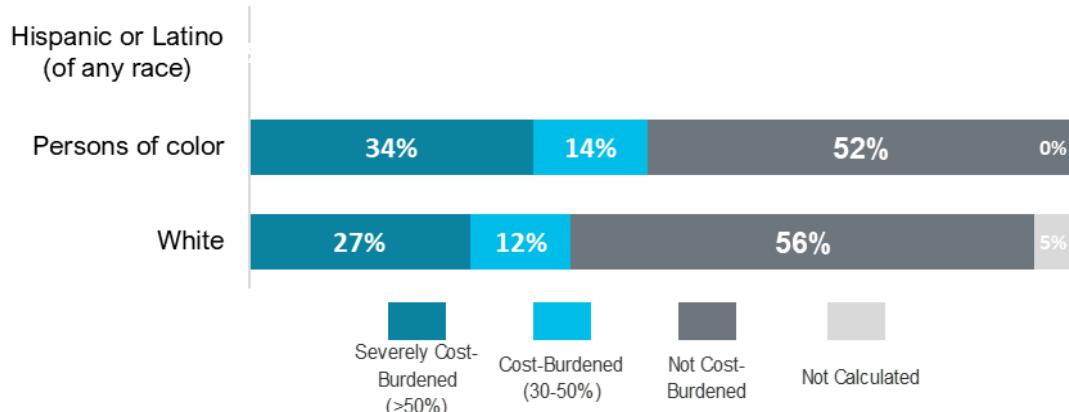


This Venn diagram shows that only 24 people are both employed and live in La Conner. La Conner lacks public transportation, which may impact a worker's ability to commute. Staff have made multiple efforts to increase the level of public transit within La Conner in order to enable commuters, but it has not come to fruition. Commuting data by ethnicity is not available for La Conner, so it is hard to say if this is a contributing factor to the racially disparate impacts seen in the La Conner population data.

As established above, all of the Hispanic households in La Conner are home owners. However, in Skagit County, there is a roughly 50-50 split between Hispanic renter vs. home owner households. Is there a reason that La Conner appears to lack Hispanic renter households?

In La Conner, 57% of renters are cost burdened, and renters are more likely than home owners to be cost-burdened. Renters in La Conner are also more likely to be cost-burdened than in Skagit County overall, where only ~43% of renters are cost burned. In addition, households of color are more likely to both rent and to experience cost burden. Please see the below graph.

Chart 9a. La Conner percent renter households experiencing housing cost burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

It is difficult to determine a direct impact between the cost of rentals in La Conner and the lack of Hispanic renter households, but it could contribute to the racially disparate impact. One reason could be that the current housing stock of La Conner does not match the needs or preferences of these renters.

The above data exploration does not point to one policy or regulation that directly causes the impact, but rather indicates that it could be the result of several different factors. These factors include rental cost, lack of public transportation, and the need to commute to work. Another factor that could potentially contribute to this impact is community viewpoint and cultural acceptance. Multiple studies¹⁶¹⁷ have indicated that experiencing racism, including microaggressions, has a negative impact on mental health. While La Conner has not done a comprehensive study regarding these experiences or community viewpoint, there is some anecdotal evidence¹⁸ that some community members may be affected by these factors. La Conner will need more data and information in order to develop a full understanding how factors such as cost, employment, type of home-ownership, and transportation contribute to the racially disparate impact seen. However, our review of La Conner's Comprehensive Plan and development regulations has not found any language that could be deemed to contribute to racially or ethnically disparate impacts.

The following chart outlines a policy evaluation of relevant La Conner housing goals:

Goal/Policy Element	Evaluation	Revised Element
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¹⁶ Owen, J., Tao, K.W. and Drinane, J.M. (2018). Microaggressions: Clinical Impact and Psychological Harm. In Microaggression Theory (eds G.C. Torino, D.P. Rivera, C.M. Capodilupo, K.L. Nadal and D.W. Sue). <https://doi.org/10.1002/9781119466642.ch5>

¹⁷ Huynh, V.W. Ethnic Microaggressions and the Depressive and Somatic Symptoms of Latino and Asian American Adolescents. *J Youth Adolescence* **41**, 831–846 (2012). <https://doi.org/10.1007/s10964-012-9756-9>

¹⁸ Staff has first hand experience with racially-based complaints.

Strive to preserve, improve and enhance the existing housing stock, including historic structures and sites within the Historic District.	S – Supportive. Persevering existing housing stock allows people to stay in their homes and prevents displacement. Including the Historic District within this goal expands the reach and allows more residents of La Conner to be positively affected. However, this also keeps the cost of housing high.	N/A
Implement development and design standards in a manner consistent with the Vision Statement and densification strategies while protecting individual property rights and the community interest as a whole.	C – Challenging. While promoting densification may allow more units to be built in a small space, therefore lowering the overall unit cost of renting, promoting affordability to avoid displacement and impact, the concept of the “community interest as a whole” is vague and could be weaponized against BIPOC communities due to basis.	Add an additional policy ensuring that the development and design standards are clear and objective, preventing targeted application.
Encourage public and private creation of affordable housing opportunities to meet the needs identified for all economic segments of the community	A – Approaching. Encouraging affordable housing helps meet identified housing needs within the community, but creation of new housing units does not address the existing racially disparate impacts. This policy may help with displacement by creating new affordable housing opportunities, thereby increasing the housing options for vulnerable communities.	N/A
Encourage a regulatory environment where innovative and creative housing and habitat options can be considered. Encourage alternative means to accomplishing Housing Element goals	S – Supportive. Remaining open to creative housing solutions allows a wide variety of regulatory options for developing affordable housing as well as supportive the existing housing stock, both of which benefit vulnerable communities.	N/A
Municipal Code requirement that multi-household units obtain an Administrative Conditional Use permit	C – Challenging. Applying increased permit regulations for multi-household units makes them less likely to be	Remove this regulatory requirement; allow multi-unit developments to be

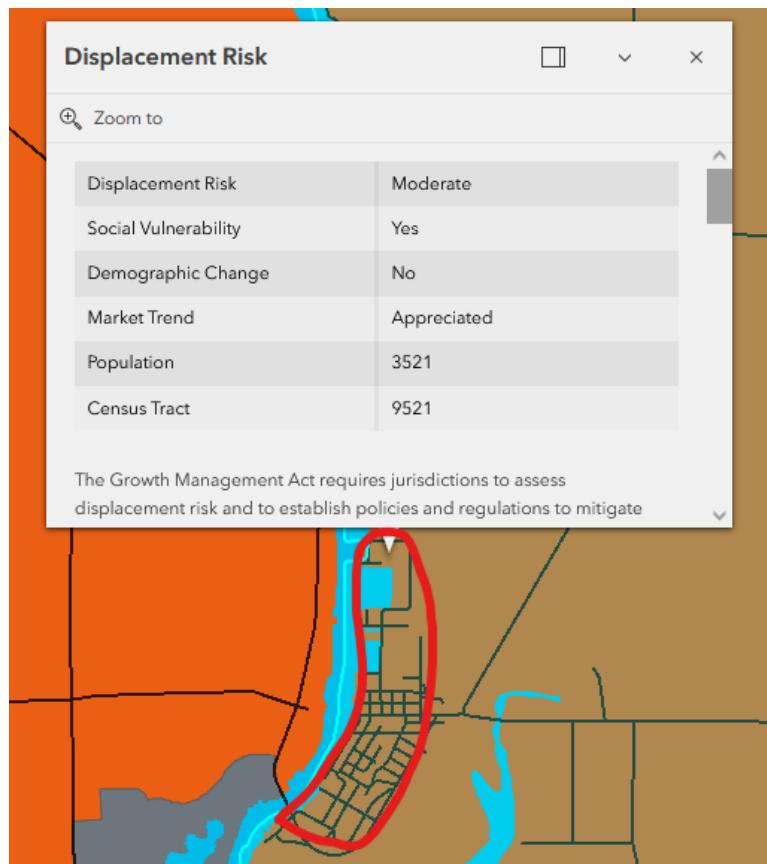
	<p>built. As multi-household units are likely to be rented as apartments, this discourages the housing types likely to be rented.</p>	<p>permitted under the same process as single-unit or single-household developments.</p>
Municipal Code dimensional standard that requires double the amount of land for a duplex as it does for a house with an ADU.	<p>C – Challenging. This inequitable development standard results in high density benefits for existing single-household homes to the detriment of multi-household units.</p>	<p>Revise dimensional standards to make them equitable between potential single-household developments and multi-household developments. In this case, 4,000 square feet will be required for the first two units in a multi-household development, which results in the same density being available for single-household units and multi-household units.</p>

Displacement Risk

All of La Conner is at roughly the same risk for displacement, however, areas in the flood zone will be more prone to disasters. Please see the exhibit below, taken from Washington Department of Commerce DRAFT displacement map.

Exhibit A: La Conner Displacement Risk, La Conner outlined in red¹⁹

¹⁹ Bates, L. K. (2013). Gentrification and Displacement Study: implementing an equitable inclusive development strategy in the context of gentrification. Commissioned by the City of Portland, Bureau of Planning and Sustainability.



As can be seen above, all of La Conner has a general moderate displacement risk. This risk assessment is based on three factors: social vulnerability, evidence of demographic change, and market conditions. While La Conner has not seen evidence of demographic change, it is considered socially vulnerable under this framework due to the share of renters within the community and the average income. In addition, La Conner's housing market has appreciated, meaning there is a potential risk of economic displacement. Because the above information is based on a broad census tract, closer examination is needed to determine if there are additional areas in La Conner at a higher risk for displacement. Recent challenges to the community from flooding have illuminated displacement risk for those in the floodplain due to damage from flooding. In order to combat the risk of displacement from natural disaster, La Conner has developed an Emergency Management Commission to better craft a community focused disaster preparation and response team.

Table 6-5 Residential Zone Inventory

Address	Parcel	Size (sq ft)	Current Use	Classification	Notes
540 N. 3 rd St	P74222	24,829.20	SH	Partially used	Would require utility improvements to access back half of property
418 N. 3 rd St	P74221	10,890.00	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
420 N. 3 rd St	P126948	45,635.00	SH w/DADU	Partially used	Require driveway extension if lot is split, could develop MH without if not split
422 N. 3 rd St					
416 N. 3 rd St	P74218	19,640.00	SH	Partially used	Already been subdivided, lot would require access improvements
414 N. 3 rd St	P74220	10,890.00	SH	Partially used	Could fit another parcel and SH, but barely
328 N. 3 rd St	P74192	20,037.60	SH	Underdeveloped	MH would re'q SH demo
403 State St	P74197	46,229.30	MH (16)	Developed	Harbor Villa Senior Apts
503 Birch Lane	P74199	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
Unaddressed	P74205	4,791.0	General purpose building	Underdeveloped	Could fit SH if building was reno/demo'd – owned by same owner as 503 Birch Lane
513 Birch Lane	P74200	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
525 Birch Lane	P74209	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
316 N. 3 rd St	P74193	20,037.60	SH	Underdeveloped	Could fit MH(6) if all structures are demo'd
312 N. 3 rd St	P74195	12,196.80	Shed	Partially-used	Same owner as 316 N. 3 rd St – could MH(3)
310 N. 3 rd St	P74194	30,056.40	SH – 2 BnB units	Partially-used	Could split lot horizontal, fit MH(2) w/improvements
401 State St	P107159	~7,500.0	Condo	Developed	½ of condo situation w/ 401 ½ State
401 ½ State St	P107158		Condo	Developed	½ of condo situation w/ 401 State
405 State St	P74196	7,405.20	SH	Developed	
413 State St	P107835	~21,000	Condo	Developed	Part of 413 State Street condos MH(5)
402 Spencer Lane	P107831		Condo		
403 Spencer Lane	P107832		Condo		
404 Spencer Lane	P107833		Condo		
405 Spencer Lane	P107834		Condo		
504 Birch Lane	P74201	13,503.60	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
506 Birch Lane	P74204	6,534.00	SH	Developed	
508 Birch Lane	P74210	7,405.20	SH	Developed	
518 Birch Lane	P74202	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
415 State St	P74203	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
503 State St	P74198	14,374.80	SH	Partially-used	Would require driveway extension if split – could fit MH(4) if structures are demo'd
507 State St	P74214	5,864.00	SH	Developed	
509 State St	P74208	~9,979.50	MH(2)	Developed	509 and 511 State St
310 N. 6 th St	P119281	5,009.40	SH	Developed	
309 N. 6 th St	P74211	5,227.20	SH	Developed	
519 State St	P74212	10,890.00	SH w/ ADU	Developed	519 and 521 State St
208 N. 2 nd St	P74127	20,021.00	Retirement Home MH(7)	Developed	203 Center St 206 N. 2 nd St 210 N. 2 nd St 210 State St 212 N. 2 nd St 214 N. 2 nd St
212 State St	P74128	10,018.80	SH	Pipeline	Will be split into 2 lots (will be DEVELOPED)
211 Center St	P74129	4,791.60	SH	Developed	
213 Center St	P11973	5,009.40	SH	Developed	
216 N. 3 rd St	P74145	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
316 State St	P74148	5,000.00	SH	Developed	Used to have mobile home – appears to be removed
UN-A State St	P133450	4,999.00	Vacant	Vacant	Same owner as 316 State St, could fit SH

303 Center St	P74146	4,791.60	SH	Developed	
307 Center St	P74147	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
313 Center St	P74149	4,791.60	SH	Developed	Currently renovating garage
216 N. 4 th St	P74150	5,000.00	SH	Developed	
416 State St	P74153	4,791.60	SH	Developed	
218 N. 4 th St	P120702	5,000.00	SH	Developed	
205 N. 5 th St	P102680	5,009.40	SH	Developed	
403 Center St	P74151	7,405.20	SH	Developed	ADU? Check this -Rights property
409 Center St	P102244	5,009.40	SH	Developed	
415 Center St	P74155	7,405.20	SH	Developed	
214 N. 5 th St	P74174	11,325.60	SH	Partially-used	Could fit parcel and SH, or MH(3)
514 State St	P74176	8,712.00	SH	Underdeveloped	Detached garage could be ADU/MH(2)
214 N. 6 th St	P74177	10,018.80	SH	Underdeveloped	Garage could be ADU
202 N. 5 th St	P74173	14,810.40	SH	Underdeveloped	Could fit MH(4) if structures were demo'd
517 Center St	P99302	4,791.60	SH	Developed	Has shed on property
205 N. 6 th St	P108986	5,009.40	SH	Developed	
201 N. 6 th St	P74178	4,791.60	SH	Developed	
112 N. 4 th St	P74156	8,973.36	SH/ADU	Underdeveloped	Could MH(2) is SH is demo'd
113 N. 5 th St	P74160	10,018.80	SH w/ADU	Developed	Total number of DU a wash
114 N. 5 th St	P74166	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
514 Center St	P74168	10,018.80	SH w/ADU	Developed	Total number of DU a wash, also 512 Center
522 Center St	P74171	4,791.60	SH	Developed	
115 N. 6 th St	P101149	5,009.40	SH w/ADU?	Developed	Might have ADU
114 N. 6 th St	P74234	12,196.80	SH	Partially-used	Could be split, but lots would be irregular. Could MH(3) if SH is demo'd
205 Dalan Place	P122307	6,930.00	SH	Developed	
206 Dalan Place	P122306	7,110.00	SH	Developed	
202 N. 6 th St	P122310	6,000.00	SH	Developed	
602 Tillinghast Dr	P122311	5,317.00	SH	Developed	
604 Tillinghast Dr	P122309	7,326.00	SH	Developed	
203 Dalan Place	P122308	6,979.00	SH	Developed	
216 N. 6 th St	P74232	12,196.80	SH	Partially-used	Could support additional SH or MH(3) if SH is demo'd
603 Tillinghast Dr	P122290	5,797.00	SH	Developed	
605 Tillinghast Dr	P122291	6,386.00	SH	Developed	
607 Tillinghast Dr	P122292	6,500.00	SH	Developed	
609 Tillinghast Dr	P122293	6,500.00	SH	Developed	
611 Tillinghast Dr	P122294	6,633.00	SH	Developed	
613 Tillinghast Dr	P122295	7,462.00	SH	Developed	
615 Tillinghast Dr	P122296	6,406.00	SH	Developed	
618 Tillinghast Dr	P122297	6,408.00	SH	Developed	
616 Tillinghast Dr	P122298	6,453.00	SH	Developed	
614 Tillinghast Dr	P122299	6,352.00	SH	Developed	
612 Tillinghast Dr	P122300	5,759.00	Vacant	Vacant	Could fit SH
610 Tillinghast Dr	P122301	5,996.00	Vacant	Vacant	Could fit SH
608 Tillinghast Dr	P122302	7,290.00	SH	Developed	
606 Tillinghast Dr	P122303	6,021.00	SH	Developed	
202 Dalan Place	P122304	5,918.00	SH	Developed	
204 Dalan Place	P122305	6,672.00	SH	Developed	
HPD					
116 Maple Ave	P74386	3,920.40	SH	Developed	Below minimum lot size
528 Road St	P120876	4,356.00	SH	Developed	
526 Road St	P74387	14,810.40	SH	Partially-used	Could fit parcel + SH or MH(4) IF SH was demo'd but HPD
522 Road St	P74388	4,356.00	SH	Developed	

516 Road St	P74389	8,712.00	SH	Developed	Has two addresses? Also contains P74390 with single-wide
513 Road St	P74390	No Land	Single-Wide	Developed	Within P74389
113 Whatcom St	P74391	12,632.40	SH	Developed	Has a lot of sheds/garage
UNA WA Ave	P127902	8,838.00	Vacant	Vacant	Used for employee parking (Market) Could have 2 DU
UNA	P73935	717.00	Vacant	Vacant	
UNA	P135921	4,027.00	Vacant	Vacant	Greg Ellis Development
UNA	P135920	4,114.00	Vacant	Vacant	Greg Ellis Development
UNA	P135922	3,271.00	Vacant	Vacant	Greg Ellis Development
UNA	P135919	4,015.00	Vacant	Vacant	Greg Ellis Development
333 WA Ave	P73933	4,147.00	SH	Developed	Greg Ellis Development
UNA	P135918	4,005.00	Vacant	Vacant	Greg Ellis Development
UNA	P73934	6,969.00	Vacant	Vacant	Could fit SH
UNA	P74005	21,780.00	Vacant	Vacant	Could fit 5 parcels + SH OR MH(6)
105 S. 3 rd St	P108647	7,274.52	SH	Developed	
107 S. 3 rd St	P106474	3,615.48	SH	Developed	Under min lot size
109 S. 3 rd St	P107577	3,615.48	SH	Developed	Under min lot size
111 S. 3 rd St	P74006	6,969.60	SH	Developed	
UNA	P108646	218.00	Vacant ROW	ROW	Street ROW
106 S. 3 rd St	P74008	8,276.40	SH	Developed	Would be underdeveloped but HPD
108 S. 3 rd St	P74007	7,840.80	SH	Developed	
110 S. 3 rd St	P111733	8,232.84	SH	Developed	Would be underdeveloped but HPD
UNA S. 2 nd /WA	P74097	3,200.00	Vacant	Vacant	TOLC Owned
510 S. 2 nd St	P74095	5,227.20	SH	Developed	
UNA S. 2 nd St	P74093	1,750.00	Misc. Shed	Developed	Under min lot size
UNA S. 2 nd St	P74092	1,750.00	Vacant	Developed	Under min lot size, same owner as P74093
518 S. 2 nd St	P74090	5,227.20	SH	Developed	Same owner as P74093/P74092
522 S. 2 nd St	P74089	3,500.00	SH	Developed	Under min lot size
526 S. 2 nd St	P74087	1,750.00	SH	Developed	Boat House on the Hill
602 S. 2 nd St	P74086	4,400.00	SH	Developed	
608 S. 2 nd St	P108057	4,356.00	SH	Developed	
161 S. 2 nd St	P74081	6,534.00	SH	Developed	
UNA 2 nd St	P74078	1,750.00	Parking	Developed	With P74081
622 S. 2 nd St	P74076	6,454.60	Garden Club	Developed	TOLC owned – Garden Club PUBLIC ZONE
704 S. 2 nd St	P74073	7,405.20	SH	Developed	
UNA S. 2 nd St	P74070	3,920.40	Vacant	Vacant	Steep slopes, under min lot size
109 Commercial	P74066	4,050.00	SH	Developed	Old store/ apt in back. One more apt?
709 S. 2 nd St	P74044	5,227.20	SH	Developed	
UNA 2 nd St	P74045	5,227.20	Vacant	Vacant	Owned by P74044. Could fit SH
211 Douglas St	P74040	3,484.80	SH	Developed	Under min lot size
UNA S. 3 rd St	P127373	4,486.68	Vacant	Vacant	Owned by P74040
212 Calhoun St	P74041	9,900.00	SH	Developed	Could fit MH(2) but HPD
613 S. 2 nd St	P74039	10,890.00	SH	Partially-used	Could fit parcel + SH
611 S. 2 nd St	P74038	2,613.60	SH	Developed	
601 S. 2 nd St	P74037	11,442.10	Rel. Building	Religious Building	Religious Building
213 Calhoun St	P74032	7,405.20	SH	Developed	Currently being renovated
614 S. 3 rd St	P74033	3,484.80	SH	Developed	
612 S. 3 rd St	P74034	3,484.80	SH	Developed	
608 S. 3 rd St	P74035	3,484.80	SH	Developed	
602 S. 3 rd St	P74036	6,947.50	Rel. Building	Religious Building	Religious Building
203 Benton St	P74031	8,100.00	SH	Developed	Could MH(2) but HPD
517 S. 2 nd St	P74029	5,400.00	SH	Developed	
513 S. 2 nd St	P74028	4,500.00	SH	Developed	
509 S. 2 nd St	P74027	4,791.60	SH	Developed	
207 S. 2 nd St	P74026	3,920.40	SH	Developed	

503 S. 2 nd St	P74025	8,276.40	SH	Developed	Could fit MH(2) but HPD
213 Benton St	P74011	5,227.20	SH	Developed	
532 S. 3 rd St	P74012	5,400.00	SH	Developed	
526 S. 3 rd St	P74013	7,405.20	SH w/ADU	Developed	
522 S. 3 rd St	P74014	3,484.80	SH	Developed	Under min lot size
520 S. 3 rd St	P74020	3,920.40	SH?	Developed	Skagit County Use Code is MH?
UNA S. 3 rd St	P74021	3,484.80	Shed	Vacant?	Owned by P74022, under min lot size
514 S. 3 rd St	P74022	3,484.80	SH	Developed	Under min lot size
512 S. 3 rd St	P74023	3,484.80	SH	Developed	Under min lot size
504 S. 3 rd St	P74024	5,662.80	SH	Developed	
715 S. 3 rd St	P73984	7,405.20	SH	Developed	
705 S. 3 rd St	P73982	7,405.20	SH	Developed	
701 S. 3 rd St	P73981	3,920.40	SH	Developed	Under min lot size
708 S. 4 th St	P73978	14,400.00	SH w/ADU	Partially-used	Could split with no changes, maybe st ext.
702 Calhoun St	P73979	4,000.00	SH	Developed	
619 S. 3 rd St	P73994	3,484.80	SH	Developed	Under min lot size
617 S. 3 rd St	P73993	3,484.80	SH w/ADU	Developed	SC code has ADU, no TOLC property files, under min lot size
613 S. 3 rd St	P73992	3,484.80	SH	Developed	Under min lot size
609 S. 3 rd St	P73991	3,600.00	SH	Developed	Under min lot size
607 S. 3 rd St	P105952	3,200.00	SH	Developed	Under min lot size
603 S. 3 rd St	P73989	7,200.00	SH	Developed	
620 S. 4 th St	P73986	3,484.80	SH	Developed	Under min lot size
616 S. 4 th St	P103693	4,235.00	SH	Developed	
612 S. 4 th St	P73987	6,558.00	SH w/ADU	Developed	
608 S. 4 th St	P101279	7,187.40	SH	Developed	
602 S. 4 th St	P73988	3,484.80	SH	Developed	Under min lot size
410 Douglas St	P73964 P73963	7,345.70 10,000.00	Rel. Building	Developed	Religious Building
705 Whatcom St	P74320	9,583.20	SH	Developed	Could MH(2) but HPD
UNA Douglas St	P73961	8,712.00	Vacant	Vacant	Owned by Catholic Church, could MH(2)
413 Douglas St	P125194	9,780.00	Offices	Developed	Owned by Catholic Church, could MH(2)
612 Whatcom St	P125295	9,714.00	SH	Developed	Could MH(2) but HPD
703 S. 4 th St	P73960	14,168.00	SH	Partially-used	Could split for SH, or MH(4) if SH demo'd
UNA Whatcom St	P135490	4,356.00	Vacant	Vacant	Could SH, costly to develop
619 S. 4 th St	P73958	4,356.00	MH(4)	Developed	Under min lot size
615 S. 4 th St	P73955	6,534.00	SH	Developed	
607 S. 4 th St	P73956	6,534.00	SH	Developed	
UNA Whatcom St	P73953	8,712.00	Vacant	Vacant	Could MH(2) or 2 SH, costly to develop
UNA Whatcom St	P133943	4,356.00	Vacant	Vacant	Could SH, costly to develop
601 S. 4 th St	P73954	14,736.00	SH	Developed	Could MH(4) but HPD, Olsen's Retreat
531 S. 4 th St	P73952	6,534.00	SH	Developed	
543 S. 4 th St	P73945	7,176.00	SH	Developed	
UNA Whatcom St	P73946	4,356.00	Vacant	Vacant	Could SH
412 Whatcom St	P73947	18,730.00	SH	Partially-used	Could split for MH(3) or MH(5) if no SH
412 Whatcom St	P73944	3,049.20	Shed	Developed	Under min lot size
527 S. 4 th St	P73951	4,400.00	SH	Developed	
521 S. 4 th St	P73950	6,534.00	SH	Developed	
UNA S. 4 th St	P73949	2,178.00	Vacant	Vacant	Under min lot size, owned by P73950
503 S. 3 rd St	P74004	13,939.20	INN	Developed	BnB could be MH(3)
511 S. 3 rd St	P118828	5,227.20	SH	Developed	
515 S. 3 rd St	P73999	6,300.00	SH	Developed	
517 S. 3 rd St	P74000	5,417.38	SH	Developed	
525 S. 3 rd St	P74001	4,742.86	SH	Developed	
303 Benton St	P74002	14,374.80	SH	Developed	Could split if shed was demo'd, MH(4) but HPD)

530 S. 4 th St	P73995	10,800.00	SH	Developed	Could MH(2) but HPD
518 S. 4 th St	P73996	7,405.20	SH	Developed	
516 S. 4 th St	P73997	3,484.80	SH	Developed	Under min lot size
512 S. 4 th St	P73998	10,018.80	SH	Developed	Could MH(2) but HPD so no demo
328 WA Ave	P73942	4,791.60	SH	Developed	
302 Whatcom St	P73936	4,356.00	SH	Developed	
END OF HPD					
123 Whatcom St	P74381	12,632.40	SH	Developed	Could MH(3) but HPD
517 WA AVE	P74382	4,356.00	Vacant	Vacant	
523 WA AVE	P74383	8,712.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
525 WA AVE	P74384	4,356.00	General Purpose	Developed	CHECK THIS ONE – DU USE?
126 Maple Ave	P74385	6,534.00	SH	Developed	
199 Maple Ave	P74404	10,000.00	Offices + parking	Partially-used	Partly in the Commercial Zone, could be split for SH or MH(2)
201 Maple Ave	P74402	9,600.00	SH	Underdeveloped	Could be MH(2)
203 Maple Ave	P119485	10,300.00	SH	Underdeveloped	Double wide, could be MH(2)
215 Maple Ave	P74401	20,037.60	SH	Underdeveloped	Could be split, could be MH(6)
221 Maple Ave	P74400	14,810.40	Duplex and apt	Underdeveloped	Could have one more DU
219 Maple Ave					
217 Maple Ave					
227 Maple Ave	P74399	14,810.40	SH	Partially-used	Could MH(4) or split for SH
214 Maple Ave	P74380	13,405.00	Restaurant	Partially-used	Could MH(3) or split for SH
UNA Maple/WA	P132200	12,078.00	Vacant	Vacant	Could MH(3)
518 WA AVE	P74378	5,210.00	SH	Developed	
516 WA AVE	P74377	3,049.20	SH	Developed	Under min lot size
505 Talbott St	P74369	11,325.60	SH	Underdeveloped	Could be MH(3)
511 Talbott St	P74370	7,405.20	SH w/ADU?	Developed	1984 permit for "MIL Suite" and 1990 for BnB
515 Talbott St	P74371	7,405.20	SH	Developed	
516 Talbott St	P121949	5,000.00	SH	Developed	
519 Talbott St	P74372	4,777.50	SH	Developed	
224 Maple Ave	P74373	5,100.00	SH	Developed	
301 Maple Ave	P74407	24,028.00	Vacant	Vacant	Could MH(7) "Hedlin Ballfield"
315 Maple Ave	P136016	7,000.00	SH	Developed	
319 Maple Ave	P74406	5,000.00	SH	Developed	
339 Maple Ave	P136015	7,000.00	SH	Developed	
327 Maple Ave	P112748	4,000.00	SH	Developed	
335 Maple Ave	P114063	5,000.00	SH	Developed	
401 Maple Ave	P74409	5,000.00	SH	Developed	
403 Maple Ave	P136014	7,000.00	SH	Developed	
405 Maple Ave	P106624	4,000.00	SH	Developed	
407 Maple Ave	P135504	7,000.00	SH	Developed	
409 Maple Ave	P135503	5,000.00	SH	Developed	
413 Maple Ave	P74408	7,500.00	SH	Developed	
UNA Maple Ave	P74412	7,500.00	Vacant	Vacant	Could SH, owned by P74408
304 Maple Ave	P74364	4,791.60	SH	Developed	
520 Talbott St	P122118	10,018.80	Garage/Shed	Partially-used	Could split for SH/parcel, could MH(2)
516 Talbott St	P74365	6,098.40	SH	Developed	
512 Talbott St	P74366	6,534.00	SH	Developed	
508 Talbott St	P74367	4,791.60	Double wide	Developed	Counts as a SH
504 Talbott St	P74368	10,018.80	SH	Underdeveloped	Could MH(2) if SH demo'd
501 Rainier St	P74356	7,405.20	SH	Developed	
507 Rainier St	P74357	4,791.60	SH	Developed	
UNA Rainier St	P74358	2,613.60	Vacant	Vacant	Under min lot size, owned P74357
513 Rainier St	P74359	7,405.20	SH	Developed	
517 Rainier St	P74360	4,791.60	SH	Developed	

523 Rainier St	P74361	4,791.60	SH	Developed	
525 Rainier St	P74362	4,791.60	SH	Developed	
314 Maple Ave	P74363	4,791.60	SH w/ADU	Developed	
406 Maple Ave	P74350	10,018.80	MH(2) Duplex	Developed	
404 Maple Ave					
524 Rainier St	P74351	10,018.80	MH(2) Duplex	Developed	
520 Rainier St					
514 Rainier St	P74353	10,018.80	SH	Underdeveloped	Could MH(2), split if DGAR was demo'd
502 Rainier St	P124165	5,227.20	SH	Developed	
415 Whatcom St	P74344	14,810.40	SH	Partially-used	Couldn't be uniformly split, could be MH(4) if SH is demo'd
509 Laurel St	P119417	5,009.40	SH	Developed	
511 Laurel St	P74346	4,791.60	Double wide	Developed	
517 Laurel St	P105964	7,500.00	SH	Developed	
523 Laurel St	P74348	12,500.00	SH	Partially-used	Could split, MH(3) if SH is demo'd
501 Maple Ave	P74413	14,810.40	SH	Partially-used	Could split if shed's demolished, MH(4)
595 Maple Ave	P106203	10,236.60	SH	Underdeveloped	Could MH(2) if SH is demo'd
509 Maple Ave	P74411	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P74410	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P126083	15,000.00	MH(2)	Partially-used	Duplex demo'd, unclear what replaced, wrong address, should have parcel number P74417. Could MH(2) no demo, could MH(4) with demo. Address should be 517 Maple Ave Unit A, 517 Maple Ave Unit B.
523 Maple Ave	P74417	5,000.00	SH	Developed	Should have parcel number P126083
605 Maple Ave	P74416	4,791.60	SH	Developed	
UNA Maple Ave	P112529	14,984.64	Vacant	Vacant	Could MH(4)
702 Finley Ln	P111807	~29,300.00	Condo	Developed	7 Condos. Could be MH(9) – not likely to be redeveloped. Condo situation.
703 Finley Ln	P111804		Condo		
704 Finley Ln	P111808		Condo		
705 Finley Ln	P111805		Condo		
706 Finley Ln	P111809		Condo		
707 Finley Ln	P111806		Condo		
708 Finley Ln	P111810		Condo		
506 Maple Ave	P74340	10,018.80	Double wide	Partially-used	Could MH(2), could split for SH
520 Laurel St	P74341	7,405.20	SH	Developed	
510 Laurel St	P74342	12,196.80	SH	Underdeveloped	Could MH(3) if SH was demo'd
503 Whatcom St	P74343	4,791.60	SH	Developed	
505 Whatcom St	P108859	4,835.16	SH	Developed	
509 Myrtle St	P74332	5,227.20	SH	Developed	
511 Myrtle St	P74334	5,227.20	Single wide	Developed	
513 Myrtle St	P74335	7,840.80	SH w/ADU	Developed	
523 Myrtle St	P74337	7,840.80	SH	Developed	Has an accessory building but is NOT ADU
525 Myrtle St	P74338	5,227.20	SH	Developed	
516 Maple Ave	P74339	10,018.00	SH	Partially-used	Could split
528 Myrtle St	P74331	13,043.00	Office/Medical	Partially-used	NON-RES Use, could split. MH(3)
526 Myrtle St A	P105119	7,623.00	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
526 Myrtle St B					
524 Myrtle St C	P105121	7,971.48	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
524 Myrtle St D					
518 Myrtle St	P74328	5,662.80	SH	Developed	
516 Myrtle St	P110371	5,009.40	SH	Developed	
506 Myrtle St	P74326	4,791.60	SH	Developed	
504 Myrtle St	P107878	7,492.32	SH	Developed	
609 Whatcom St	P125256	3,000.00	Garage	Developed	Under min lot size
613 Whatcom St	P125257	5,312.50	Vacant	Vacant	Could SH

611 Whatcom St	P125258	4,620.00	SH	Developed	
514 Myrtle St	P74327	8,712.00	SH	Partially-used	Could split for SH
330 Park St A 330 Park St B 330 Park St C 530 Hill St A 530 Hill St B 530 Hill St C	P135466	26,012.00	Triplex Triplex	Pipeline	Will be 2 Triplex's, for MH(6) total
525 High St	P135465	5,452.00	SH	Pipeline	In development SNDH
519 High St	P135464	4,791.60	SH	Pipeline	In development SNDH
515 High St	P135463	4,791.60	SH	Pipeline	In development SNDH
511 High St	P135462	4,791.60	SH	Pipeline	In development SNDH
701 Whatcom St	P74322	10,018.80	SH	Underdeveloped	Could be MH(2), unlikely to redevelop
510 High St	P74323	9,072.00	SH	Pipeline	In development SNDH, could've MH(2)
506 High St	P74321	4,374.00	SH	Pipeline	In development SNDH
502 High St	P135467	4,938.00	SH	Pipeline	In development SNDH
801 Whatcom St	P74319	10,018.00	SH	Underdeveloped	Could be MH(2) if SH is demo'd
UNA Park St	P74316	5,662.80	Shed/General	Underdeveloped	Could hold SH
807 Whatcom St	P74315	29,620.80	SH	Partially-used	Could split, difficult development, total capacity MH(9)
750 Park St	P74314	20,0473.20	SH w/ADU	Partially-used	Could split, if demo'd could MH(6)
752 Park St	P112837	9,888.12	SH	Partially-used	Could split, needs access, could MH(2) if SH was demo'd
760 Park St	P74289	8,712.00	Double wide w/ADU	Developed	
423 Caledonia St	P101132	6,795.36	SH	Developed	
421 Caledonia St	P74285	13,503.60	SH	Underdeveloped	Could unevenly split, needs access, could evenly split if shed was demo'd
415 Caledonia St	P74284	6,969.00	SH	Developed	
829 S. 4 th St	P74282	13,503.60	SH	Underdeveloped	Could MH(3) if SH is demo'd
812 Whatcom St, 108 812 Whatcom St, 100 812 Whatcom St, 101 812 Whatcom St, 102 812 Whatcom St, 103 812 Whatcom St, 104 812 Whatcom St, 105 812 Whatcom St, 106 812 Whatcom St, 107 812 Whatcom St, 109	P81376 P81367 P81369 P81370 P81371 P81372 P81373 P81374 P81375 P81377	~63,300.00	Condo Condo Condo Condo Condo Condo Condo Condo Condo Condo	Developed	Unlikely to redevelop – could have MH(20) technically – if all condos had ADU's then that would work.
UNA S. 4 th St	P73969	9,160.20	Vacant	Vacant	Steep slopes, possible wet site, TOLC owns
818 S. 4 th St	P73968	3,484.80	SH	Developed	Under min lot size
824 S. 4 th St	P73967	10,890.00	SH	Underdeveloped	Could be MH(2) or an ADU for same #DUs
830 S. 4 th St	P73977	6,098.40	SH w/ADU	Developed	ADU used as BnB
UNA S. 4 th St	P74394	4,791.60	Unclear	Developed	ADU part? Owned by P73977, wrong in iMap
301 Caledonia St	P74395	5,227.20	SH	Developed	

311 Caledonia St	P74396	4,791.60	Double wide	Developed	
314 Caledonia St	P20894	8,238.00	SH	Developed	Could MH(2)
UNA Cal St	P20898	12,398.00	Vacant	Vacant	Habitat Owned – MH(3)
911 S. 3 rd St	P20897	6,000.00	SH	Developed	
922 S. 4 th St	P20895	10,000.00	SH	Underdeveloped	Could MH(2)
917 S. 3 rd St	P20901	12,000.00	SH	Underdeveloped	Could unevenly split, MH(3) if SH demo'd
924 S. 4 th St	P20900	5,000.00	SH	Developed	
926 S. 4 th St	P20902	6,800.00	SH	Developed	
928 S. 4 th St	P126591	5,000.00	SH	Developed	
930 S. 4 th St	P20904	5,200.00	Double wide	Developed	
934 S. 4 th St	P20907	4,000.00	Double wide	Developed	
938 S. 4 th St	P20910	5,000.00	SH	Developed	
321 Sherman Ave	P74243	7,300.00	SH	Developed	
303 Sherman Ave	P74242	7,840.80	SH	Developed	
937 S. 3 rd St	P20909	4,000.00	SH	Developed	
933 S. 3 rd St	P20908	4,000.00	SH	Developed	
927 S. 3 rd St	P20906	9,000.00	SH	Underdeveloped	Could MH(2) or an ADU for same #DUs
923 S. 3 rd St	P107788	5,000.00	SH	Developed	
404 Caledonia St	P74273	9,147.60	SH	Partially-used	Could MH(2) or split
UNA Cal St	P74274	871.20	Vacant	Vacant	Under min lot size
410 Caledonia St	P74281	5,227.20	SH	Developed	
416 Caledonia St	P74280	6,969.60	SH	Developed	
422 Caledonia St	P74279	7,840.80	SH	Developed	
430 Caledonia St	P74278	6,534.00	SH	Developed	
432 Caledonia St	P74277	4,791.60	Single-wide	Developed	
921 S. 4 th St	P74272	15,246.00	MH(3)	Developed	Could MH(4), unlikely to be redeveloped
UNIDENTIFIED	PARCEL	BETWEEN	P74272 AND	P102299	CHECK THIS
923 S. 4 th St	P102299	7,579.44	SH	Developed	
925 S. 4 th St	P103774	7,623.00	SH	Developed	
929 S. 4 th St	P74267	15,246.00	Triple wide	Partially-used	Could split, total capacity MH(4)
UNIDENTIFIED	PARCEL	BETWEEN	P74267 AND	P74263	
941 S. 4 th St	P74263	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
1105 S. 4 th St	P74262	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
"X" 4 th St	P134174	7,840.80	Vacant	Vacant	Could SH – no numbered address
UNA 4 th St	P74265	23,086.80	Vacant	Vacant	Jenson Property. Could MH(7)
CHANNEL COVE	P129848	Unknown	Vacant Land	Vacant Land	Land around buildings in channel cove
910 Park St	P128682	~1,901.80	SH	Developed	Channel Cove SRF
912 Park St	P128681	~1,666.30	SH	Pipeline	Channel Cove SRF 2023
914 Park St	P128680	~1,544.90	SH	Pipeline	Channel Cove SRF 2023
916 Park St B	P128671	1,142.00	MH(2)	Pipeline	Channel Cove SRF 2023
916 Park St A	P128672	1,140.00			
918 Park St	P128684	1,560.00	SH	Pipeline	Channel Cove SRF 2023
920 Park St A	P128678	1,696.00	MH(3)	Developed	Channel Cove Triplex
920 Park St B	P128669 P133550	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
924 Park St A	P128670 P133549	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
930 Park St H 930 Park St I 930 Park St J 930 Park St K 930 Park St L	P128668	~5,000.00	MH(5)	Developed	Channel Cove
936 Park St P 936 Park St Q	P128677	1,696.00	MH(3)	Developed	Channel Cove Triplex

936 Park St R					
938 Park St	P128675 P131489	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
940 Park St	P128676 P131490	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
944 Park St	P128683 P136689	2,000.00	SH	Developed	Channel Cove
950 Park St	P128685 P133591	1,600.00	SH	Developed	Channel Cove
948 Park St	P128674 P133551	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
946 Park St	P128673 P133592	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
932 Park St M 932 Park St N 932 Park St O	P128679	~2,773.60	MH(3)	Developed	Channel Cove Triplex
922 Park St D 922 Park St E 922 Park St F 922 Park St G	P128667	3,332.00	MH(4)	Developed	Channel Cove
UNA Park St	P74290	42,177.00	Vacant	Vacant	Could MH(13). Wetlands.
UNA Park St	P50599	20,037.60	Vacant	Vacant	Could MH(6). May have some trailers.
UNIDENTIFIED	PARCEL	BETWEEN	P50599 AND	P90531	CHECK THIS
UNA Park St	P90531	7,840.80	Vacant	Vacant	Could SH
903 Park St	P122512	4,965.84	SH	Developed	
901 Park St	P74293	5,000.00	SH	Developed	
612 Caledonia St	P74291	12,000.00	Double wide	Partially-used	Could split. Total capacity MH(3)
602 Caledonia St	P74294	10,018.80	SH	Partially-used	Could split if shed is demo'd for SH.
931 Maple Ave	P20891	~44,000.00	MH(8)	Pipeline	Apartments being redone
923 Maple Ave	P20893	7,700.00	SH – NON RES	Pipeline	Will be redeveloped to counseling center
913 Maple Ave	P74429	10,018.80	MH(2)	Developed	
911 Maple Ave	P74430	10,000.00	SH w/ADU	Developed	Same #DUs as if split
905 Maple Ave	P74432	20,000.00	SH	Underdeveloped	Could MH(6). There's a lot line in the middle of this parcel for some reason. CHECK.
751 Maple Ave	P74426	6,098.40	SH	Developed	
713 Caledonia St	P109201	5,009.40	Triple wide	Developed	
715 Caledonia St	P109582	6,316.20	SH	Developed	
747 Maple Ave	P74427	6,250.00	SH	Pipeline	Harvey Development
706 Harvey Lane	P136762	6,250.00	SH	Pipeline	Harvey Development
712 Harvey Lane	P136763	7,500.00	SH	Pipeline	Harvey Development
745 Maple Ave A 745 Maple Ave B 745 Maple Ave C 745 Maple Ave D	P74423	20,037.60	MH(4)	Developed	Fourplex, could have been MH(6). Unlikely to be redeveloped
741 Maple Ave	P74428	11,761.20	SH	Partially-used	Could be split, or MH(3)
733 Maple Ave	P74422	10,796.00	SH	Undeveloped	Could be MH(2) if SH is demo'd
UNA Maple Ave	P135781	17,602.60	Condo Land	Developed	Land of Maple Ave Condos
725 Maple Ave	P135723	Condo	Condo	Developed	
727 Maple Ave	P135724	Condo	Condo	Developed	
729 Maple Ave	P135725	Condo	Condo	Developed	
731 Maple Ave	P135726	Condo	Condo	Developed	
721 Maple Ave	P74425	18,800.00	Dental Office	Partially-used	Could split for SH, total capacity MH(5)
713 Maple Ave	P74419	14,374.80	SH	Partially-used	Could split for MH(2), total capacity MH(4). Unlikely to be redeveloped due to extensive site improvements and landscaping

711 Maple Ave	P74420	7,800.00	SH	Developed	
709 Maple Ave	P135215	7,800.00	Vacant	Vacant	Could SH
712 Maple Ave	P74309	5,662.80	MH(3)	Developed	
714 Maple Ave	P74308	3,920.40	SH	Developed	Under min lot size
720 Maple Ave	P74306	5,227.20	SH	Developed	
UNA Maple Ave	P105339	6,403.32	Vacant	Pipeline	Pipeline for SH, but applicant has not followed up
730 Maple Ave	P74307	7,405.20	SH	Developed	
738 Maple Ave	P74310	10,890.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
739 Park St	P74305	8,276.40	SH	Underdeveloped	Could MH(2) if SH is demo'd
749 Park St	P74304	10,890.00	SH	Partially-used	Could split for SH
742 Maple Ave	P118172	5,009.40	SH	Developed	
746 Maple Ave	P74312	6,969.60	SH	Developed	
748 Maple Ave	P123060	5,000.00	Single wide	Developed	
750 Maple Ave	P123061	5,049.00	SH	Developed	
605 Caledonia St	P123059	7,108.00	SH	Developed	
601 Caledonia St	P74301	12,196.80	SH	Partially-used	Could split for SH, total capacity MH(3)
UNA Park St	P74303	3,920.40	Shed	Underdeveloped	Owned by P74301, under min lot size

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Housing Element Appendix A: La Conner Land Capacity Analysis – Residential Zone

Prepared using methodology and guidance from “Guidance for Updating your Housing Element (Book 2)” as published by the Washington State Department of Commerce.

La Conner’s small size allows staff to assess residential land capacity parcel by parcel. Beginning with parcels in the Residential Zone, each parcel will be assessed and classified as one of five development types. The development types are as follows:

1. Vacant – parcels of land that contain no structures
2. Partially-used – parcels occupied by a use or structure, but which include enough land to be further subdivided without change to existing structure or rezoning.
3. Underdeveloped – Parcels that are likely to redevelop to a more intensive land use.
4. Pipeline – parcels that are currently engaged in the permitting process and are anticipated to be developed in the near future.
5. Developed – parcels that have been developed for a primary use and do not meet criteria for the categories above. These parcels have no capacity for development under current zoning regulations.

A special note about parcels classified as “underdeveloped”: Commerce suggests that every single-household home placed in a “multihousehold zone” should be classified as “underdeveloped”. However, La Conner does not separate single and multi-household zoning. All housing types are allowed in the one residential zone in La Conner. Given the parameters that Commerce has set for classification, it is fair to assume that residential parcels that have residential structures within the Historical Preservation District are not likely to be redeveloped, as the process for a demolition permit for structures within the HPD is extensive. For that reason, most residential parcels containing single household structure within the HPD district will be considered “developed” even if the parcel could support a multihousehold development.

This, in conjunction with the SCOG’s net new housing estimate, will be used to determine if La Conner’s current land use regulations would be sufficient to support the housing estimate, or if changes will be needed.

La Conner has one residential zone that allows for single-household homes, duplexes, townhomes, apartments, manufactured homes, ADUs, adult family homes, rooming and boarding houses, transitional housing, and permanent supportive housing by building permit, and allows for multi-single-household detached residences; multiple multi-household dwellings, and retirement apartments, and bed and breakfasts by administrate conditional use permit.

Please see Appendix A for parcel-by-parcel data of La Conner’s residential zone.

Data

The follow capacity analysis is based on the La Conner Municipal Code as of February 2024.

In analyzing the Land Use Capacity of La Conner, the defining question is as follows: Under current regulations, could La Conner develop enough housing to meet the projections given by Skagit County? This, on a broad level, means that 124 new using units *could* be developed in La Conner under current regulations over the next 20 years. It does not mean that this *must* occur, it means that the adequate capacity for housing growth is there. As the Town is not a housing developer, we may need to look into

other ways of incentivizing development to encourage new housing unit development. The ongoing changes to development code, such as the edits to Planned Unit Residential Development, and the addition of Tiny Homes into La Conner Code, are designed to help this goal as well.

It also means that the Town must consider the income brackets that require access to housing. Skagit County's projections for La Conner include 39 units built for those individuals who make 0 – 30% of the area medium income (AMI). Of these 39, 14 units are projected for Permanent Supportive Housing (PSH) and 25 are projected for non-Permanent Supportive Housing (Non-PSH). This is detailed in the chart below.

Exhibit 7. Net New PSH, Non-PSH and Emergency Housing Needs,

2020-2045

UGA	0-30% Detail		Emergency Housing Needs (Temporary)*
	Non- PSH	PSH	
Anacortes	592	333	48
Burlington	572	321	46
Mount Vernon	1,041	585	85
Sedro-Woolley	532	299	43
Concrete	21	12	2
Hamilton	-	-	-
La Conner	25	14	2
Lyman	-	-	-
Bayview Ridge	-	-	-
Swinomish	24	13	2
UGAs Subtotal	2,807	1,578	228
Rural	57	32	57
Total Skagit County	2,864	1,610	285

Currently, La Conner has no PSH or Non-PSH units. We will need to think carefully about how these units should be provided for within Town policy moving forward.

Beyond the 39 units allocated for those individuals who make 0-30% of the AMI, La Conner has also been directed to plan for 25 units for individuals making 30-50% of the AMI, 18 units for those making 50-80% of the AMI, 10 units for those making 80-100% of the AMI, 8 units for those making 100-120% of the AMI, and 24 units for those making more than 120% of the AMI. Of these units needed, it seems that the free market is most likely to provide the 24 units needed for those making 120%+ of the AMI. This is detailed in the following chart:

Exhibit 6. Net New Housing Needed by AMI, 2020-2045

UGA	Net New Housing Need (2020 - 2045)						
	Total	0-30%	30-50%	50-80%	80-100%	100-120%	120%+
Anacortes City	2,927	919	589	420	225	200	574
Unincorporated	16	5	3	2	1	1	3
Anacortes UGA	2,943	924	592	422	226	201	577
Burlington City	2,294	720	462	329	176	156	450
Unincorporated	549	172	111	79	42	37	108
Burlington UGA	2,843	893	572	408	218	194	558
Concrete Town	88	28	18	13	7	6	17
Unincorporated	19	6	4	3	1	1	4
Concrete UGA	107	34	22	15	8	7	21
Hamilton Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Hamilton UGA	0	0	0	0	0	0	0
La Conner Town	124	39	25	18	10	8	24
Unincorporated	0	0	0	0	0	0	0
La Conner UGA	124	39	25	18	10	8	24
Lyman Town	0	0	0	0	0	0	0
Unincorporated	0	0	0	0	0	0	0
Lyman UGA	0	0	0	0	0	0	0
Mount Vernon City	4,892	1,536	985	702	376	334	960
Unincorporated	289	91	58	41	22	20	57
Mount Vernon UGA	5,181	1,627	1,043	743	398	353	1,016
Sedro-Woolley City	2,360	741	475	339	181	161	463
Unincorporated	287	90	58	41	22	20	56
Sedro-Woolley UGA	2,647	831	533	380	203	180	519
Bayview Ridge UGA	0	0	0	0	0	0	0
Swinomish UGA	117	37	24	17	9	8	23
Rural	3,490	89	57	501	268	238	2,337
County Total	17,452	4,474	2,868	2,504	1,340	1,190	5,076

Sources: Department of Commerce, 2023; Office of Financial Management, 2023; SCOG GMATAC Committee, 2023; Community Attributes, 2023.

Note: The 0-30% AMI category includes permanent supportive housing and non-permanent supportive housing.

It will be important to keep these numbers in mind as the analysis proceeds.

Vacant Parcels

Let's start with the areas in the residential zone that are most likely to be developed, the vacant areas. Currently, there are 18 vacant parcels in the Residential Zone of La Conner. They are highlighted in the photo below.

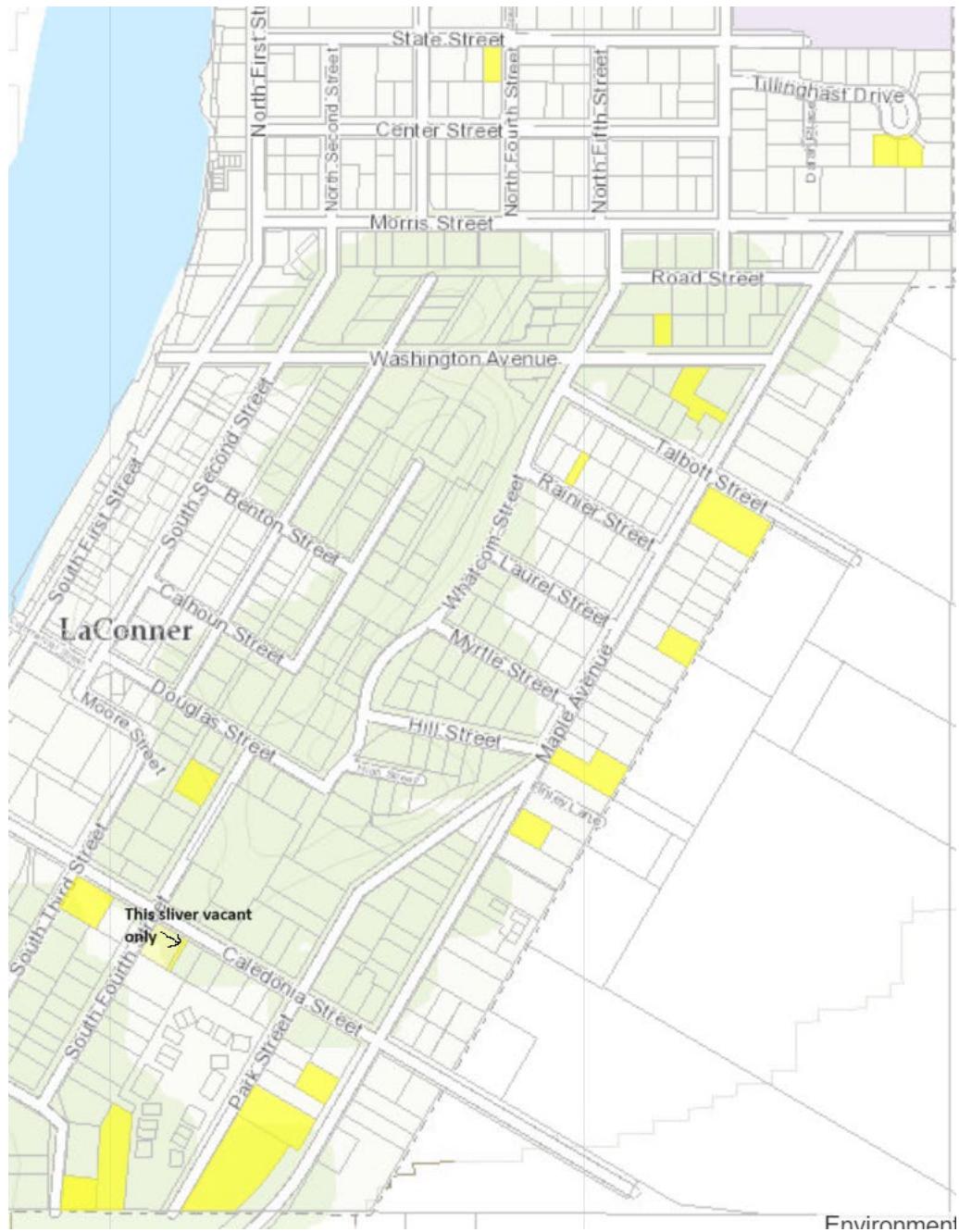


Figure 3: Map highlighting vacant land within the residential zone of La Conner.

If every one of these parcels were to be developed to its full residential capacity under the current regulations, it would result in an additional 53 housing units. Land in La Conner has historically not been developed to the highest possible extent. Based on the 2012 Commerce UGA guidebook, vacant properties can be assumed to be developed to 15% of their total capacity, in this case roughly 8 units. Some of these vacant lands would be difficult and costly to develop, with steep slopes, or wetlands.

However, developers in the past have proven to engage in the required mitigation that is needed for critical areas, with recent developers choosing to build near steep slopes and wetlands in order to build housing. It would be reasonable to assume that the existence of critical areas would not deter development. That being said, the mitigation required for critical areas often leads to higher homes prices, pricing out those under 120% AMI. A recent development near critical areas in La Conner has an average price of just under one million dollars.¹ Some of this vacant land is underneath the minimum lot size for a residential area, and is considered a non-conforming lot under current regulations. However, minimum lot size does not apply to the construction of Tiny Homes, nor are they subject to maximum density requirements. Tiny Homes could be placed on these parcels. La Conner has been seeing increasing interest in tiny home development. Tiny homes tend to be more affordable, and offer housing opportunities for low-income bands. La Conner is a very small jurisdiction, and as a result is using the default assumptions provided by Department of Commerce.

Finally, it is worth noting that of the vacant parcels currently in La Conner, La Conner owns three, with the other 15 having private ownership. La Conner is open to using the parcels under its ownership to support affordable or emergency housing, in which case the land would be developed fully under the code for low-income bands and or permanent supportive housing. Transitional housing and permanent supportive housing are both permitted by right in La Conner's residential zone. The below chart indicated the housing types that could be or are typically built in vacant lots in La Conner, and categorizes them based on the market rate and assumed affordability levels, based on the Housing Element Guidance from the Department of Commerce.

Vacant Land Capacity				
Capacity	Full Capacity	Likely Capacity based on Commerce Guidebook	Tiny Home likely Capacity (Lots under minimum requirement)	PSH Capacity (Town-owned lots that could support PSH)
Number of units	53 Units	8 Units	5 Units	12 Units
Lowest Potential AMI served by units		120% AMI	Low-Income (0-80%) and potentially PSH	Low income (0-80%) and potentially PSH.

Partially-Used Parcels

Currently, there are 41 parcels within the residential zone of La Conner that are considered "partially-used". The Washington State Department of Commerce defined this condition as "parcels occupied by a use or structure, but which include enough land to be further subdivided without change to existing structure or rezoning."

¹ Based on a 2024 Zillow Search

Below is a map with the partially used parcels in La Conner highlighted.

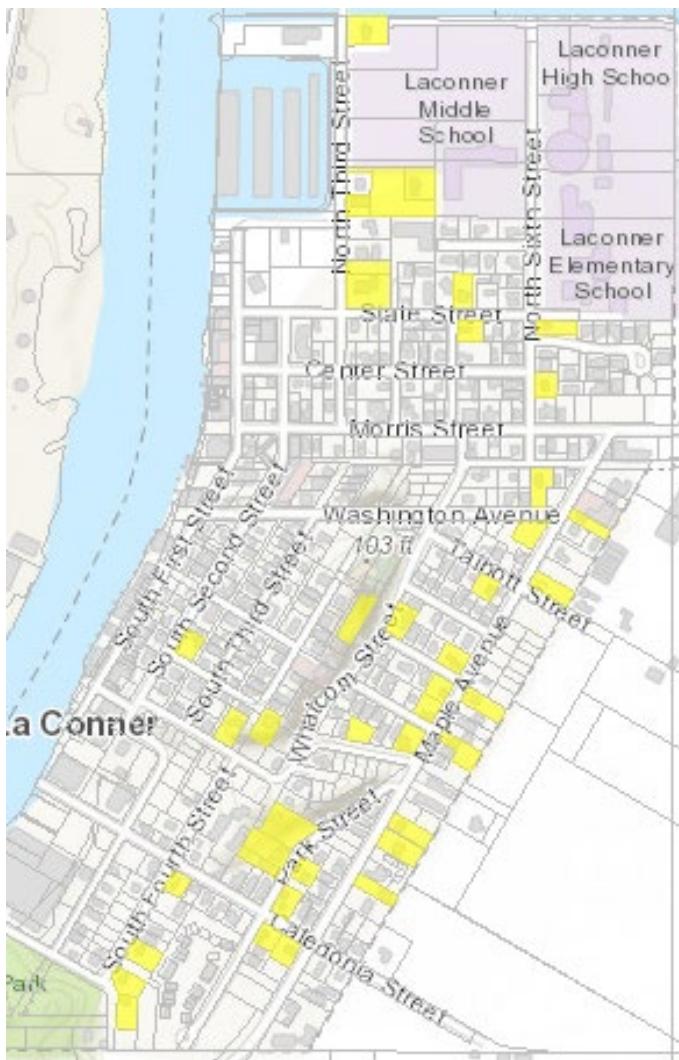


Figure 2: Map of La Conner with partially-used parcels highlighted in the residential zone.

It is important to note that because of La Conner's land use regulations regarding square footage required for multi-household housing vs. square footage required for single-household housing, a parcel that is considered "partially-used" could often support a greater number of housing units if the existing structure is demolished and the entire parcel redeveloped as a whole, rather than maintaining the existing structure and splitting the parcel, which often only results in enough square-footage for another single-household unit. For example, parcel P74263 at 941 S. 4th St is 13,503.60 ft², and could be split into two parcels without change to the existing residence, for an additional parcel and single-household (SH) unit. However, if the existing structure is demolished, the parcel could support a multi-household (MH) unit of three units, one more unit than if the parcel is split.

The existence of ADU's adds a wrinkle to this – if the parcel was split, but the new SH unit decided to add an ADU to their lot, it would increase number of available housing units. Often, this increase matches what would be available if the lot was not split and redeveloped as MH units. This is the case for many partially-used parcels around La Conner: the lot could be split for an additional parcel and SH unit, could

be redeveloped to the more intensive use of MH units, or could be split for a SH unit, but the SH unit could add an ADU. If both SH units on the split lot added an ADU, then sometimes it would result in more housing units than if the lot was not split and instead redeveloped into MH units.

As the definition given by the Department of Commerce indicated that partially-used should mean the capacity to develop with no change to the existing structure, the numbers provided here that assume the existing home is not demolished, nor will add an ADU. However, it is assumed that each SH lot created by the split *would* have the capacity to add an ADU.

Several parcels can be split for multiple SH parcels, with one partially-used parcel in town, P74315 on Whatcom St able to potentially support four other SH parcels.

If each partially-used parcel was split to its highest capacity under current code, and each created SH parcel also choose to develop an ADU on the newly created parcel in addition to the SH unit, the total number of new housing units created would be 110 housing units. If there were no ADU created in conjunction with the SH on the newly created parcels, there would be 55 housing units created. This is without any change to the existing structures on the lots. This is the total amount of housing units if the land was developed to full capacity. However, land in La Conner is often not developed to the full capacity. Commerce suggests using an assumption that 25% of capacity will be developed for partially-used and underdeveloped parcels, and assuming that 10% of potential ADUs will be developed. In addition, because La Conner does not have separate zones for single-household and multi-household development, historical data can be used to see the average past rate at which single-household homes were developed compared to multi-household homes. This will help predict the lowest potential incomes served by the potential future developments. Over the last 5 years, (2019-2024) La Conner has seen single-household homes been built at roughly a 4:3 ratio with multi-household developments. Of the multi-household developments, there is roughly a 2:1 ratio of multi-household units (quadruplexes and less) that serve a moderate-income AMI (80% - 120% AMI) vs low-income AMI (0-80% AMI). The development potential of the partially-use parcels based on these assumptions is outlined in the table below.

Partially-Used Land Capacity						
Capacity	Full Capacity with development and ADUs	Likely Capacity based on Commerce Guidebook	Likely SH Capacity Created	Likely overall MH capacity	Likely overall moderate-income MH capacity	Likely overall low-income MH capacity (rounded)
Number of units	110 Units	20 Units	12 Units	8 Units	6 units	3 units
Lowest Potential AMI served by units			120% AMI	Moderate income to low-income (0-120% AMI)	Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH

Underdeveloped Parcels

Currently, there are 42 parcels in the residential zone of La Conner that are considered “Underdeveloped.” These parcels are privately owned. The Department of Commerce defines underdeveloped parcels as “parcels that are likely to be redeveloped to a more intensive land use.”

Below is a map with the underdeveloped parcels in La Conner highlighted

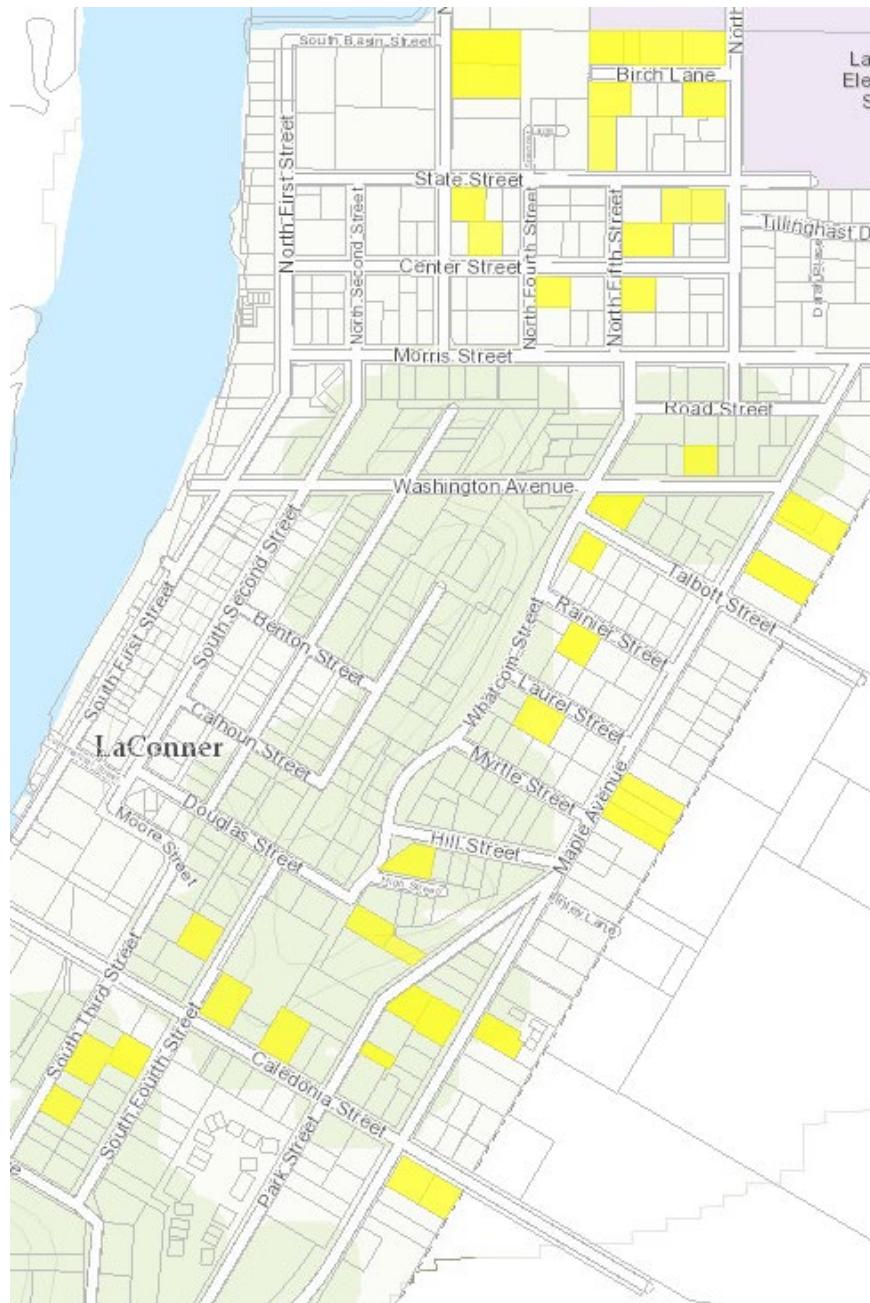


Figure 4: Map of La Conner with underdeveloped parcels highlighted in the residential zone

Commerce suggests that every single-household home placed in a “multihousehold zone” should be classified as “underdeveloped”. However, La Conner does not separate single and multi-household zoning. All housing types are allowed in the one residential zone in La Conner. Given the parameters that

Commerce has set for classification, it is fair to assume that residential parcels that have residential structures within the Historical Preservation District are not likely to be redeveloped, as the process for a demolition permit for structures within the HPD is extensive. For that reason, most residential parcels containing single household structure within the HPD district will be considered “developed” even if the parcel could support a multihousehold development. Other single household parcels around La Conner would not face the same challenges, and so will be classified as “Underdeveloped” if the parcel could support a multihousehold development. In addition, the Town is unlikely to redevelop the land containing the parking lot south of Town Hall, and so those parcels are not included in this analysis.

There are several ways that an underdeveloped parcel could be redeveloped into a more intensive use.

Path 1: The existing home could be demolished, and multihousehold units could be put into place. If this occurred to the fullest extent on all existing underdeveloped parcels, it would result in the creation of 69 new dwelling units. This is taking into account the housing units lost to demolition. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 18 MH structures, with 12 built for moderate income and 6 built for low-income/PSH.

Path 2: If the existing structures on all underdeveloped parcels are demolished, and the lots split for single household lots with single household homes built, it would result in the creation of 100 new dwelling units, for a net gain of 57 dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 15 SH structures, and would serve high-income AMIs (120% AMI).

Path 3: If the existing structures on each lot are demolished, and the lot split for a single household lot sizes, and each single household home added as ADU, 200 new dwelling units would be created, for a net gain of 158 dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 15 SH structures, and would serve high-income AMIs (120% AMI), and 10 ADUs, which would serve low to moderate incomes, but likely not serve as PSH.

Path 4: The existing structures remain, and the lot remains the same, but each single household home adds an ADU. This would add 37 new dwelling units. Utilizing the Commerce guidance and the previous ratios calculated based on La Conner development over the last five years, this pathway would likely result in 4 ADUs, which would serve low to moderate incomes, but likely not serve as PSH.

The following charts outline the paths and the lowest potential AMI served by the units created.

Underdeveloped Land Capacity Path 1				
Capacity	Full Capacity with MH development	Likely MH Capacity based on Commerce Guidebook	Likely overall moderate-income MH capacity	Likely overall low-income MH capacity (rounded)
Number of units	69 Units	18 Units	12 units	6 units

Lowest Potential AMI served by units			Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH
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Underdeveloped Land Capacity Path 2		
Capacity	Full Capacity with SH development	Likely SH Capacity based on Commerce Guidebook
Number of units	57 Units	15 Units
Lowest Potential AMI served by units		High income (120% AMI)

Underdeveloped Land Capacity Path 3				
Capacity	Full Capacity with SH and ADU development	Likely Capacity based on Commerce Guidebook	SH likely Capacity	ADU likely Capacity
Number of units	158 Units	25 Units	15 Units	10 Units
Lowest Potential AMI served by units			120% AMI	Low to Moderate (0-100% AMI) but likely not PSH

Underdeveloped Land Capacity Path 4		
Capacity	Full Capacity with ADU development	Likely Capacity based on Commerce Guidebook
Number of units	37 Units	4 Units
Lowest Potential AMI served by units		Low to Moderate (0-100% AMI) but likely not PSH

It is likely that owners of private parcels, should they choose to redevelop the land to a more intensive use, would choose a variety of paths. While the above charts assume either all MH or SH development, it will likely be a mix of SH and MH units that are developed within Underdeveloped Land in La Conner. Past development history in La Conner can provide a basis for understating what future development may occur. Using the ratios established above, the below chart shows the likely development based on the past five years.

Underdeveloped Land Capacity – Likely Path
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Capacity	Likely number of Lots based on Commerce Guidebook	Likely capacity for SH development (rounded)	Likely MH Capacity Created (rounded)	Likely overall moderate-income MH capacity (rounded)	Likely overall low-income MH capacity (rounded)	Likely ADU capacity
Number of lots or units	25 lots	14 Units	11 Units	7 Units	4 units	1 unit
Lowest Potential AMI served by units		120% AMI		Moderate income (>80%-120 AMI)	Low-income (0-80% AMI) and PSH	Low to Moderate (0-100% AMI) but likely not PSH

Data Analysis

The following chart compares La Conner's allocations with the most likely development capacities based on the percentages provided by the Department of Commerce and La Conner's historical development data.

	La Conner Allocation from GMA	Units that typically serve these needs	Capacity created	Surplus or deficit
0-30% and PSH	39	Low-Income MH and PSH (development with more than 4 units) and case by case ADUs	37	Deficit of 45 units
30%-50%	25			
50%-80%	18			
80%-100%	10	Moderate MH (quadplex and less) and ADUs	14	Deficit of 4 units
100%-120%	8			
120%+	24	SH Units	35	Surplus of 11 units

The above allocation chart indicated deficits in Low-Income MH and PSH units, and Moderate MH units. La Conner only has one residential zone; adjusting residential capacities by zone is not possible. It is clear from the above analysis that there are barriers to unit production for multi-household developments as the units are not being developed at an adequate rate. In looking at La Conner's policies, barriers exist for multi-family development. First, La Conner requires an administrative conditional use permit for multi-household developments. This adds fees, processing time, and complexity to permitting multi-household units, including duplexes, townhomes, and other forms of middle housing. La Conner will remove this barrier to development by removing this administrative conditional use requirement for multi-family housing. In addition, La Conner will allow multi-single household and multi-multiphase units per lot under an administrative conditional use permit. Previously, this type of flexibility in

development was only allowed within Planned Unit Residential Developments, which require a class IV permit and public hearing before the Hearing Examiner. In contrast, administrative conditional use permits are a class II permits, and do not require a public hearing. Removing these barriers to developing will allow for greater developer flexibility.

Second, La Conner has different dimensional lot standards for SH development vs. MH development. Currently, MH developments require 8,000 square feet for the first two units, and an additional 3,000 square feet for each additional unit. In contrast, SH development only requires 4,000 square feet of space. However, SH are allowed to place additional dwelling units in the form of ADUs, resulting in the same number of dwelling units as some MH developments. This results in development that is likely to favor SH homes, which La Conner currently has a surplus of. By revising the MH development standards to be more equitable with SH standards, and require only 4,000 square feet for the first two units and 2,000 square feet for each additional unit, La Conner removes a barrier for multi-household housing and can essentially double the capacity for Low-Income MH and Moderate MH.

In addition, while La Conner has not yet seen development or permits that incorporate tiny homes, La Conner has seen an increasing number of inquiries around this development and so it would reasonable to assume that tiny homes developments could occur in La Conner in the near future. Because there is no minimum lot size or maximum density associated with tiny homes in La Conner, it is difficult to predict how many units may be built. One developer is in the early stages of currently proposing 30 tiny and affordable homes in La Conner. While the fate of this particular development is unclear as it must conform to the form-based guidelines of the Historic Preservation District, development of tiny homes could greatly expand La Conner's capacity for low-income housing. Development of tiny homes will be limited by impervious surface requirements and infrastructure capacities. La Conner's infrastructure is adequate to serve potential development as outlined in Chapter 8 of the Comprehensive Plan, Utilities. Major development may need to provide additional water capacity, in particular fire flow. In an effort to offset some of the cost associated with infrastructure development, La Conner has adopted reduced impact fees for all housing designed to serve low-income AMI bands.

La Conner is revising its ADU standards to allow two ADUs per lot. La Conner ADUs have historically been used by residents to support family members who fall into low-income AMI categories, and provide them with housing. It is difficult to assess how many ADUs will be built for this purpose, but over the last five years, three ADUs have been created to support individuals with low AMI. It would not be unreasonable to assume that rate of development moving forward would stay the same or increase, especially with the added provision of 2 ADUs per lot.

The below chart indicates the revised capacity after the above regulations are implemented:

	La Conner Allocation from GMA	Units that typically serve these needs	Capacity likely created	Surplus or deficit	Revised likely capacity created	Adjusted surplus or deficit
0-30% and PSH	39	Low-Income MH and PSH (development with more than 4 units) and	37	Deficit of 45 units	86 – 119 units, depending on Tiny Home and ADU development	Surplus of 4 to 37, depending on Tiny Home and ADU development
30%-50%	25					
50%-80%	18					

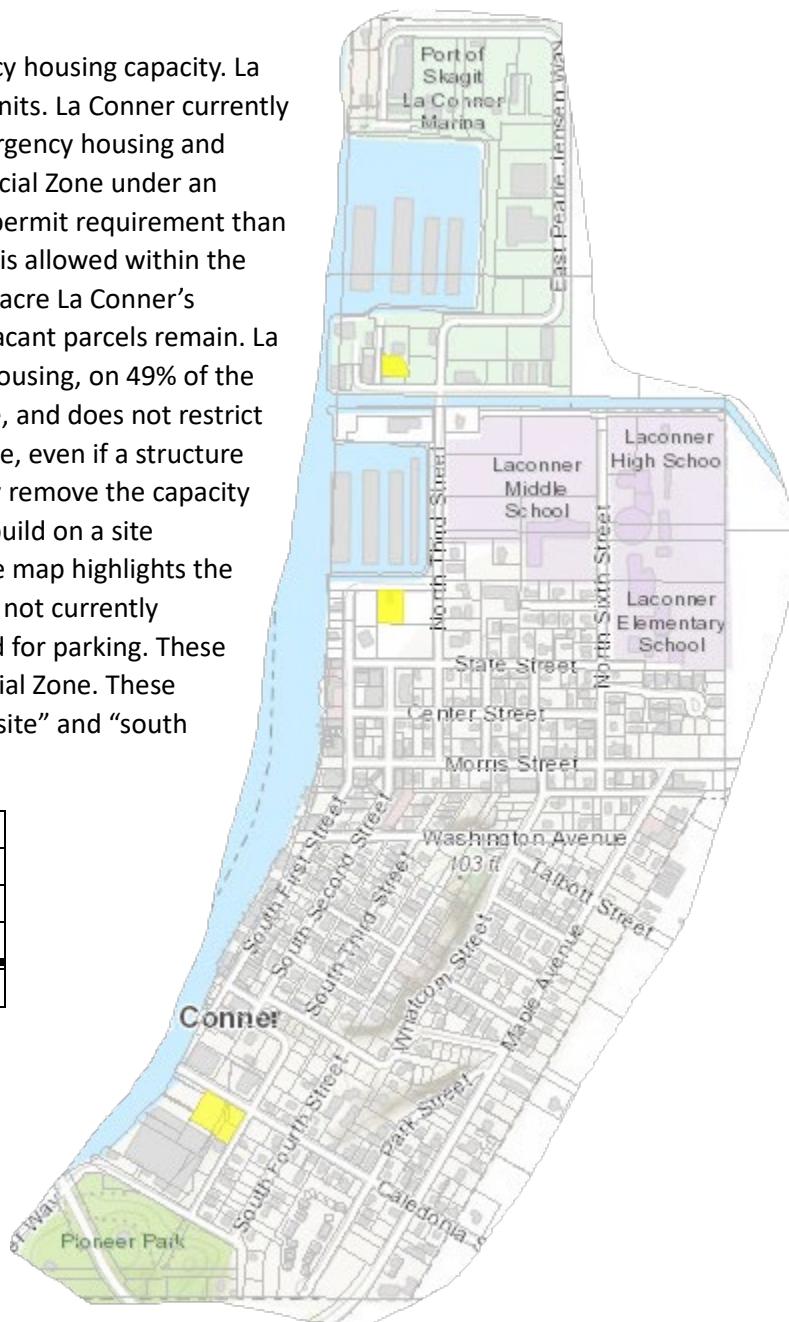
		case by case ADUs				
80%-100%	10	Moderate MH (quadplex and less) and ADUs	14	Deficit of 4 units	28	Surplus of 10 units
100%- 120%	8					
120%+	24	SH Units	35	Surplus of 11 units	No change	Surplus of 11 units

Emergency Housing

La Conner has also been directed to plan for emergency housing capacity. La Conner's emergency housing allocation by SCOG is 2 units. La Conner currently has no emergency housing or emergency shelter. Emergency housing and emergency shelter is currently allowed in the Commercial Zone under an administrative conditional use permit. This is a lesser permit requirement than full time residential use in this district. Residential use is allowed within the Commercial Zone at a density of 18 dwelling units per acre La Conner's Commercial Zone is largely built out, although some vacant parcels remain. La Conner allows residential uses, including emergency housing, on 49% of the ground level of structures within the Commercial Zone, and does not restrict residential uses on floors above ground level. Therefore, even if a structure is already placed on a parcel, it doesn't not necessarily remove the capacity for emergency housing. However, it is often easier to build on a site unencumbered by previous use. With that in mind, the map highlights the parcels in La Conner that allow emergency shelter, are not currently encumbered by a structure, and are not currently used for parking. These sites are distributed throughout La Conner's Commercial Zone. These parcels will be referred to as the "north site", "middle site" and "south site" in the below charts.

Site	Land Size	Capacity
North Site	0.31 Acres	5 units
Middle Site	0.55 Acres	10 units
South Site	~ 1 Acre	18 units
Total	1.86 Acres	33 units
La Conner Emergency Housing Capacity	La Conner Emergency Housing Allocation	Difference
33 Units	2 Units	+31 Units

La Conner has the capacity to accommodate the allocation as projected by SCOG.



Appendix B

Parcel-by-parcel analysis of La Conner's residential zone. The assessment starts with the northern most property in the residential zone, and then moves south through the residential zone.

Address	Parcel	Size (sq ft)	Current Use	Classification	Notes
540 N. 3 rd St	P74222	24,829.20	SH	Partially used	Would require utility improvements to access back half of property
418 N. 3 rd St	P74221	10,890.00	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
420 N. 3 rd St	P126948	45,635.00	SH w/DADU	Partially used	Require driveway extension if lot is split, could develop MH without if not split
422 N. 3 rd St					
416 N. 3 rd St	P74218	19,640.00	SH	Partially used	Already been subdivided, lot would require access improvements
414 N. 3 rd St	P74220	10,890.00	SH	Partially used	Could fit another parcel and SH, but barely
328 N. 3 rd St	P74192	20,037.60	SH	Underdeveloped	MH would re'q SH demo
403 State St	P74197	46,229.30	MH (16)	Developed	Harbor Villa Senior Apts
503 Birch Lane	P74199	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
Unaddressed	P74205	4,791.0	General purpose building	Underdeveloped	Could fit SH if building was reno/demo'd – owned by same owner as 503 Birch Lane
513 Birch Lane	P74200	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
525 Birch Lane	P74209	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
316 N. 3 rd St	P74193	20,037.60	SH	Underdeveloped	Could fit MH(6) if all structures are demo'd
312 N. 3 rd St	P74195	12,196.80	Shed	Partially-used	Same owner as 316 N. 3 rd St – could MH(3)
310 N. 3 rd St	P74194	30,056.40	SH – 2 BnB units	Partially-used	Could split lot horizontal, fit MH(2) w/improvements
401 State St	P107159	~7,500.0	Condo	Developed	½ of condo situation w/ 401 ½ State
401 ½ State St	P107158		Condo	Developed	½ of condo situation w/ 401 State
405 State St	P74196	7,405.20	SH	Developed	
413 State St	P107835	~21,000	Condo	Developed	Part of 413 State Street condos
402 Spencer Lane	P107831		Condo		MH(5)
403 Spencer Lane	P107832		Condo		
404 Spencer Lane	P107833		Condo		
405 Spencer Lane	P107834		Condo		
504 Birch Lane	P74201	13,503.60	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
506 Birch Lane	P74204	6,534.00	SH	Developed	
508 Birch Lane	P74210	7,405.20	SH	Developed	
518 Birch Lane	P74202	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
415 State St	P74203	12,632.40	SH	Underdeveloped	Could fit MH(3) if SH is demo'd
503 State St	P74198	14,374.80	SH	Partially-used	Would require driveway extension if split – could fit MH(4) if structures are demo'd
507 State St	P74214	5,864.00	SH	Developed	
509 State St	P74208	~9,979.50	MH(2)	Developed	509 and 511 State St
310 N. 6 th St	P119281	5,009.40	SH	Developed	
309 N. 6 th St	P74211	5,227.20	SH	Developed	
519 State St	P74212	10,890.00	SH w/ ADU	Developed	519 and 521 State St
208 N. 2 nd St	P74127	20,021.00	Retirement Home MH(7)	Developed	203 Center St 206 N. 2 nd St 210 N. 2 nd St 210 State St 212 N. 2 nd St 214 N. 2 nd St
212 State St	P74128	10,018.80	SH	Pipeline	Will be split into 2 lots (will be DEVELOPED)
211 Center St	P74129	4,791.60	SH	Developed	
213 Center St	P11973	5,009.40	SH	Developed	

216 N. 3 rd St	P74145	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
316 State St	P74148	5,000.00	SH	Developed	Used to have mobile home – appears to be removed
UN-A State St	P133450	4,999.00	Vacant	Vacant	Same owner as 316 State St, could fit SH
303 Center St	P74146	4,791.60	SH	Developed	
307 Center St	P74147	10,018.80	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
313 Center St	P74149	4,791.60	SH	Developed	Currently renovating garage
216 N. 4 th St	P74150	5,000.00	SH	Developed	
416 State St	P74153	4,791.60	SH	Developed	
218 N. 4 th St	P120702	5,000.00	SH	Developed	
205 N. 5 th St	P102680	5,009.40	SH	Developed	
403 Center St	P74151	7,405.20	SH	Developed	ADU? Check this -Rights property
409 Center St	P102244	5,009.40	SH	Developed	
415 Center St	P74155	7,405.20	SH	Developed	
214 N. 5 th St	P74174	11,325.60	SH	Partially-used	Could fit parcel and SH, or MH(3)
514 State St	P74176	8,712.00	SH	Underdeveloped	Detached garage could be ADU/MH(2)
214 N. 6 th St	P74177	10,018.80	SH	Underdeveloped	Garage could be ADU
202 N. 5 th St	P74173	14,810.40	SH	Underdeveloped	Could fit MH(4) if structures were demo'd
517 Center St	P99302	4,791.60	SH	Developed	Has shed on property
205 N. 6 th St	P108986	5,009.40	SH	Developed	
201 N. 6 th St	P74178	4,791.60	SH	Developed	
112 N. 4 th St	P74156	8,973.36	SH/ADU	Underdeveloped	Could MH(2) is SH is demo'd
113 N. 5 th St	P74160	10,018.80	SH w/ADU	Developed	Total number of DU a wash
114 N. 5 th St	P74166	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
514 Center St	P74168	10,018.80	SH w/ADU	Developed	Total number of DU a wash, also 512 Center
522 Center St	P74171	4,791.60	SH	Developed	
115 N. 6 th St	P101149	5,009.40	SH w/ADU?	Developed	Might have ADU
114 N. 6 th St	P74234	12,196.80	SH	Partially-used	Could be split, but lots would be irregular. Could MH(3) if SH is demo'd
205 Dalan Place	P122307	6,930.00	SH	Developed	
206 Dalan Place	P122306	7,110.00	SH	Developed	
202 N. 6 th St	P122310	6,000.00	SH	Developed	
602 Tillinghast Dr	P122311	5,317.00	SH	Developed	
604 Tillinghast Dr	P122309	7,326.00	SH	Developed	
203 Dalan Place	P122308	6,979.00	SH	Developed	
216 N. 6 th St	P74232	12,196.80	SH	Partially-used	Could support additional SH or MH(3) if SH is demo'd
603 Tillinghast Dr	P122290	5,797.00	SH	Developed	
605 Tillinghast Dr	P122291	6,386.00	SH	Developed	
607 Tillinghast Dr	P122292	6,500.00	SH	Developed	
609 Tillinghast Dr	P122293	6,500.00	SH	Developed	
611 Tillinghast Dr	P122294	6,633.00	SH	Developed	
613 Tillinghast Dr	P122295	7,462.00	SH	Developed	
615 Tillinghast Dr	P122296	6,406.00	SH	Developed	
618 Tillinghast Dr	P122297	6,408.00	SH	Developed	
616 Tillinghast Dr	P122298	6,453.00	SH	Developed	
614 Tillinghast Dr	P122299	6,352.00	SH	Developed	
612 Tillinghast Dr	P122300	5,759.00	Vacant	Vacant	Could fit SH
610 Tillinghast Dr	P122301	5,996.00	Vacant	Vacant	Could fit SH
608 Tillinghast Dr	P122302	7,290.00	SH	Developed	
606 Tillinghast Dr	P122303	6,021.00	SH	Developed	
202 Dalan Place	P122304	5,918.00	SH	Developed	
204 Dalan Place	P122305	6,672.00	SH	Developed	
HPD					
116 Maple Ave	P74386	3,920.40	SH	Developed	Below minimum lot size

528 Road St	P120876	4,356.00	SH	Developed	
526 Road St	P74387	14,810.40	SH	Partially-used	Could fit parcel + SH or MH(4) IF SH was demo'd but HPD
522 Road St	P74388	4,356.00	SH	Developed	
516 Road St	P74389	8,712.00	SH	Developed	Has two addresses? Also contains P74390 with single-wide
514 Road St					
513 Road St	P74390	No Land	Single-Wide	Developed	Within P74389
113 Whatcom St	P74391	12,632.40	SH	Developed	Has a lot of sheds/garage
UNA WA Ave	P127902	8,838.00	Vacant	Vacant	Used for employee parking (Market) Could have 2 DU
UNA	P73935	717.00	Vacant	Vacant	
UNA	P135921	4,027.00	Vacant	Vacant	Greg Ellis Development
UNA	P135920	4,114.00	Vacant	Vacant	Greg Ellis Development
UNA	P135922	3,271.00	Vacant	Vacant	Greg Ellis Development
UNA	P135919	4,015.00	Vacant	Vacant	Greg Ellis Development
333 WA Ave	P73933	4,147.00	SH	Developed	Greg Ellis Development
UNA	P135918	4,005.00	Vacant	Vacant	Greg Ellis Development
UNA	P73934	6,969.00	Vacant	Vacant	Could fit SH
UNA	P74005	21,780.00	Vacant	Vacant	Could fit 5 parcels + SH OR MH(6)
105 S. 3 rd St	P108647	7,274.52	SH	Developed	
107 S. 3 rd St	P106474	3,615.48	SH	Developed	Under min lot size
109 S. 3 rd St	P107577	3,615.48	SH	Developed	Under min lot size
111 S. 3 rd St	P74006	6,969.60	SH	Developed	
UNA	P108646	218.00	Vacant ROW	ROW	Street ROW
106 S. 3 rd St	P74008	8,276.40	SH	Developed	Would be underdeveloped but HPD
108 S. 3 rd St	P74007	7,840.80	SH	Developed	
110 S. 3 rd St	P111733	8,232.84	SH	Developed	Would be underdeveloped but HPD
UNA S. 2 nd /WA	P74097	3,200.00	Vacant	Vacant	TOLC Owned
510 S. 2 nd St	P74095	5,227.20	SH	Developed	
UNA S. 2 nd St	P74093	1,750.00	Misc. Shed	Developed	Under min lot size
UNA S. 2 nd St	P74092	1,750.00	Vacant	Developed	Under min lot size, same owner as P74093
518 S. 2 nd St	P74090	5,227.20	SH	Developed	Same owner as P74093/P74092
522 S. 2 nd St	P74089	3,500.00	SH	Developed	Under min lot size
526 S. 2 nd St	P74087	1,750.00	SH	Developed	Boat House on the Hill
602 S. 2 nd St	P74086	4,400.00	SH	Developed	
608 S. 2 nd St	P108057	4,356.00	SH	Developed	
161 S. 2 nd St	P74081	6,534.00	SH	Developed	
UNA 2 nd St	P74078	1,750.00	Parking	Developed	With P74081
622 S. 2 nd St	P74076	6,454.60	Garden Club	Developed	TOLC owned – Garden Club PUBLIC ZONE
704 S. 2 nd St	P74073	7,405.20	SH	Developed	
UNA S. 2 nd St	P74070	3,920.40	Vacant	Vacant	Steep slopes, under min lot size
109 Commercial	P74066	4,050.00	SH	Developed	Old store/ apt in back. One more apt?
709 S. 2 nd St	P74044	5,227.20	SH	Developed	
UNA 2 nd St	P74045	5,227.20	Vacant	Vacant	Owned by P74044. Could fit SH
211 Douglas St	P74040	3,484.80	SH	Developed	Under min lot size
UNA S. 3 rd St	P127373	4,486.68	Vacant	Vacant	Owned by P74040
212 Calhoun St	P74041	9,900.00	SH	Developed	Could fit MH(2) but HPD
613 S. 2 nd St	P74039	10,890.00	SH	Partially-used	Could fit parcel + SH
611 S. 2 nd St	P74038	2,613.60	SH	Developed	
601 S. 2 nd St	P74037	11,442.10	Rel. Building	Religious Building	Religious Building
213 Calhoun St	P74032	7,405.20	SH	Developed	Currently being renovated
614 S. 3 rd St	P74033	3,484.80	SH	Developed	
612 S. 3 rd St	P74034	3,484.80	SH	Developed	
608 S. 3 rd St	P74035	3,484.80	SH	Developed	
602 S. 3 rd St	P74036	6,947.50	Rel. Building	Religious Building	Religious Building
203 Benton St	P74031	8,100.00	SH	Developed	Could MH(2) but HPD

517 S. 2 nd St	P74029	5,400.00	SH	Developed	
513 S. 2 nd St	P74028	4,500.00	SH	Developed	
509 S. 2 nd St	P74027	4,791.60	SH	Developed	
207 S. 2 nd St	P74026	3,920.40	SH	Developed	
503 S. 2 nd St	P74025	8,276.40	SH	Developed	Could fit MH(2) but HPD
213 Benton St	P74011	5,227.20	SH	Developed	
532 S. 3 rd St	P74012	5,400.00	SH	Developed	
526 S. 3 rd St	P74013	7,405.20	SH w/ADU	Developed	
522 S. 3 rd St	P74014	3,484.80	SH	Developed	Under min lot size
520 S. 3 rd St	P74020	3,920.40	SH?	Developed	Skagit County Use Code is MH?
UNA S. 3 rd St	P74021	3,484.80	Shed	Vacant?	Owned by P74022, under min lot size
514 S. 3 rd St	P74022	3,484.80	SH	Developed	Under min lot size
512 S. 3 rd St	P74023	3,484.80	SH	Developed	Under min lot size
504 S. 3 rd St	P74024	5,662.80	SH	Developed	
715 S. 3 rd St	P73984	7,405.20	SH	Developed	
705 S. 3 rd St	P73982	7,405.20	SH	Developed	
701 S. 3 rd St	P73981	3,920.40	SH	Developed	Under min lot size
708 S. 4 th St	P73978	14,400.00	SH w/ADU	Partially-used	Could split with no changes, maybe st ext.
702 Calhoun St	P73979	4,000.00	SH	Developed	
619 S. 3 rd St	P73994	3,484.80	SH	Developed	Under min lot size
617 S. 3 rd St	P73993	3,484.80	SH w/ADU	Developed	SC code has ADU, no TOLC property files, under min lot size
613 S. 3 rd St	P73992	3,484.80	SH	Developed	Under min lot size
609 S. 3 rd St	P73991	3,600.00	SH	Developed	Under min lot size
607 S. 3 rd St	P105952	3,200.00	SH	Developed	Under min lot size
603 S. 3 rd St	P73989	7,200.00	SH	Developed	
620 S. 4 th St	P73986	3,484.80	SH	Developed	Under min lot size
616 S. 4 th St	P103693	4,235.00	SH	Developed	
612 S. 4 th St	P73987	6,558.00	SH w/ADU	Developed	
608 S. 4 th St	P101279	7,187.40	SH	Developed	
602 S. 4 th St	P73988	3,484.80	SH	Developed	Under min lot size
410 Douglas St	P73964	7,345.70	Rel. Building	Developed	Religious Building
	P73963	10,000.00			
705 Whatcom St	P74320	9,583.20	SH	Developed	Could MH(2) but HPD
UNA Douglas St	P73961	8,712.00	Vacant	Vacant	Owned by Catholic Church, could MH(2)
413 Douglas St	P125194	9,780.00	Offices	Developed	Owned by Catholic Church, could MH(2)
612 Whatcom St	P125295	9,714.00	SH	Developed	Could MH(2) but HPD
703 S. 4 th St	P73960	14,168.00	SH	Partially-used	Could split for SH, or MH(4) if SH demo'd
UNA Whatcom St	P135490	4,356.00	Vacant	Vacant	Could SH, costly to develop
619 S. 4 th St	P73958	4,356.00	MH(4)	Developed	Under min lot size
615 S. 4 th St	P73955	6,534.00	SH	Developed	
607 S. 4 th St	P73956	6,534.00	SH	Developed	
UNA Whatcom St	P73953	8,712.00	Vacant	Vacant	Could MH(2) or 2 SH, costly to develop
UNA Whatcom St	P133943	4,356.00	Vacant	Vacant	Could SH, costly to develop
601 S. 4 th St	P73954	14,736.00	SH	Developed	Could MH(4) but HPD, Olsen's Retreat
531 S. 4 th St	P73952	6,534.00	SH	Developed	
543 S. 4 th St	P73945	7,176.00	SH	Developed	
UNA Whatcom St	P73946	4,356.00	Vacant	Vacant	Could SH
412 Whatcom St	P73947	18,730.00	SH	Partially-used	Could split for MH(3) or MH(5) if no SH
412 Whatcom St	P73944	3,049.20	Shed	Developed	Under min lot size
527 S. 4 th St	P73951	4,400.00	SH	Developed	
521 S. 4 th St	P73950	6,534.00	SH	Developed	
UNA S. 4 th St	P73949	2,178.00	Vacant	Vacant	Under min lot size, owned by P73950
503 S. 3 rd St	P74004	13,939.20	INN	Developed	BnB could be MH(3)
511 S. 3 rd St	P118828	5,227.20	SH	Developed	
515 S. 3 rd St	P73999	6,300.00	SH	Developed	

517 S. 3 rd St	P74000	5,417.38	SH	Developed	
525 S. 3 rd St	P74001	4,742.86	SH	Developed	
303 Benton St	P74002	14,374.80	SH	Developed	Could split if shed was demo'd, MH(4) but HPD)
530 S. 4 th St	P73995	10,800.00	SH	Developed	Could MH(2) but HPD
518 S. 4 th St	P73996	7,405.20	SH	Developed	
516 S. 4 th St	P73997	3,484.80	SH	Developed	Under min lot size
512 S. 4 th St	P73998	10,018.80	SH	Developed	Could MH(2) but HPD so no demo
328 WA Ave	P73942	4,791.60	SH	Developed	
302 Whatcom St	P73936	4,356.00	SH	Developed	
END OF HPD					
123 Whatcom St	P74381	12,632.40	SH	Developed	Could MH(3) but HPD
517 WA AVE	P74382	4,356.00	Vacant	Vacant	
523 WA AVE	P74383	8,712.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
525 WA AVE	P74384	4,356.00	General Purpose	Developed	CHECK THIS ONE – DU USE?
126 Maple Ave	P74385	6,534.00	SH	Developed	
199 Maple Ave	P74404	10,000.00	Offices + parking	Partially-used	Partly in the Commercial Zone, could be split for SH or MH(2)
201 Maple Ave	P74402	9,600.00	SH	Underdeveloped	Could be MH(2)
203 Maple Ave	P119485	10,300.00	SH	Underdeveloped	Double wide, could be MH(2)
215 Maple Ave	P74401	20,037.60	SH	Underdeveloped	Could be split, could be MH(6)
221 Maple Ave	P74400	14,810.40	Duplex and apt	Underdeveloped	Could have one more DU
219 Maple Ave					
217 Maple Ave					
227 Maple Ave	P74399	14,810.40	SH	Partially-used	Could MH(4) or split for SH
214 Maple Ave	P74380	13,405.00	Restaurant	Partially-used	Could MH(3) or split for SH
UNA Maple/WA	P132200	12,078.00	Vacant	Vacant	Could MH(3)
518 WA AVE	P74378	5,210.00	SH	Developed	
516 WA AVE	P74377	3,049.20	SH	Developed	Under min lot size
505 Talbott St	P74369	11,325.60	SH	Underdeveloped	Could be MH(3)
511 Talbott St	P74370	7,405.20	SH w/ADU?	Developed	1984 permit for "MIL Suite" and 1990 for BnB
515 Talbott St	P74371	7,405.20	SH	Developed	
516 Talbott St	P121949	5,000.00	SH	Developed	
519 Talbott St	P74372	4,777.50	SH	Developed	
224 Maple Ave	P74373	5,100.00	SH	Developed	
301 Maple Ave	P74407	24,028.00	Vacant	Vacant	Could MH(7) "Hedlin Ballfield"
315 Maple Ave	P136016	7,000.00	SH	Developed	
319 Maple Ave	P74406	5,000.00	SH	Developed	
339 Maple Ave	P136015	7,000.00	SH	Developed	
327 Maple Ave	P112748	4,000.00	SH	Developed	
335 Maple Ave	P114063	5,000.00	SH	Developed	
401 Maple Ave	P74409	5,000.00	SH	Developed	
403 Maple Ave	P136014	7,000.00	SH	Developed	
405 Maple Ave	P106624	4,000.00	SH	Developed	
407 Maple Ave	P135504	7,000.00	SH	Developed	
409 Maple Ave	P135503	5,000.00	SH	Developed	
413 Maple Ave	P74408	7,500.00	SH	Developed	
UNA Maple Ave	P74412	7,500.00	Vacant	Vacant	Could SH, owned by P74408
304 Maple Ave	P74364	4,791.60	SH	Developed	
520 Talbott St	P122118	10,018.80	Garage/Shed	Partially-used	Could split for SH/parcel, could MH(2)
516 Talbott St	P74365	6,098.40	SH	Developed	
512 Talbott St	P74366	6,534.00	SH	Developed	
508 Talbott St	P74367	4,791.60	Double wide	Developed	Counts as a SH
504 Talbott St	P74368	10,018.80	SH	Underdeveloped	Could MH(2) if SH demo'd
501 Rainier St	P74356	7,405.20	SH	Developed	

507 Rainier St	P74357	4,791.60	SH	Developed	
UNA Rainier St	P74358	2,613.60	Vacant	Vacant	Under min lot size, owned P74357
513 Rainier St	P74359	7,405.20	SH	Developed	
517 Rainier St	P74360	4,791.60	SH	Developed	
523 Rainier St	P74361	4,791.60	SH	Developed	
525 Rainier St	P74362	4,791.60	SH	Developed	
314 Maple Ave	P74363	4,791.60	SH w/ADU	Developed	
406 Maple Ave	P74350	10,018.80	MH(2) Duplex	Developed	
404 Maple Ave					
524 Rainier St	P74351	10,018.80	MH(2) Duplex	Developed	
520 Rainier St					
514 Rainier St	P74353	10,018.80	SH	Underdeveloped	Could MH(2), split if DGAR was demo'd
502 Rainier St	P124165	5,227.20	SH	Developed	
415 Whatcom St	P74344	14,810.40	SH	Partially-used	Couldn't be uniformly split, could be MH(4) if SH is demo'd
509 Laurel St	P119417	5,009.40	SH	Developed	
511 Laurel St	P74346	4,791.60	Double wide	Developed	
517 Laurel St	P105964	7,500.00	SH	Developed	
523 Laurel St	P74348	12,500.00	SH	Partially-used	Could split, MH(3) if SH is demo'd
501 Maple Ave	P74413	14,810.40	SH	Partially-used	Could split if shed's demolished, MH(4)
595 Maple Ave	P106203	10,236.60	SH	Underdeveloped	Could MH(2) if SH is demo'd
509 Maple Ave	P74411	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P74410	10,018.80	SH	Underdeveloped	Could MH(2) if SH is demo'd
515 Maple Ave	P126083	15,000.00	MH(2)	Partially-used	Duplex demo'd, unclear what replaced, wrong address, should have parcel number P74417. Could MH(2) no demo, could MH(4) with demo. Address should be 517 Maple Ave Unit A, 517 Maple Ave Unit B.
523 Maple Ave	P74417	5,000.00	SH	Developed	Should have parcel number P126083
605 Maple Ave	P74416	4,791.60	SH	Developed	
UNA Maple Ave	P112529	14,984.64	Vacant	Vacant	Could MH(4)
702 Finley Ln	P111807	~29,300.00	Condo	Developed	7 Condos. Could be MH(9) – not likely to be redeveloped. Condo situation.
703 Finley Ln	P111804		Condo		
704 Finley Ln	P111808		Condo		
705 Finley Ln	P111805		Condo		
706 Finley Ln	P111809		Condo		
707 Finley Ln	P111806		Condo		
708 Finley Ln	P111810		Condo		
506 Maple Ave	P74340	10,018.80	Double wide	Partially-used	Could MH(2), could split for SH
520 Laurel St	P74341	7,405.20	SH	Developed	
510 Laurel St	P74342	12,196.80	SH	Underdeveloped	Could MH(3) if SH was demo'd
503 Whatcom St	P74343	4,791.60	SH	Developed	
505 Whatcom St	P108859	4,835.16	SH	Developed	
509 Myrtle St	P74332	5,227.20	SH	Developed	
511 Myrtle St	P74334	5,227.20	Single wide	Developed	
513 Myrtle St	P74335	7,840.80	SH w/ADU	Developed	
523 Myrtle St	P74337	7,840.80	SH	Developed	Has an accessory building but is NOT ADU
525 Myrtle St	P74338	5,227.20	SH	Developed	
516 Maple Ave	P74339	10,018.00	SH	Partially-used	Could split
528 Myrtle St	P74331	13,043.00	Office/Medical	Partially-used	NON-RES Use, could split. MH(3)
526 Myrtle St A	P105119	7,623.00	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
526 Myrtle St B					
524 Myrtle St C	P105121	7,971.48	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
524 Myrtle St D					
518 Myrtle St	P74328	5,662.80	SH	Developed	
516 Myrtle St	P110371	5,009.40	SH	Developed	

506 Myrtle St	P74326	4,791.60	SH	Developed	
504 Myrtle St	P107878	7,492.32	SH	Developed	
609 Whatcom St	P125256	3,000.00	Garage	Developed	Under min lot size
613 Whatcom St	P125257	5,312.50	Vacant	Vacant	Could SH
611 Whatcom St	P125258	4,620.00	SH	Developed	
514 Myrtle St	P74327	8,712.00	SH	Partially-used	Could split for SH
330 Park St A 330 Park St B 330 Park St C 530 Hill St A 530 Hill St B 530 Hill St C	P135466	26,012.00	Triplex Triplex	Pipeline	Will be 2 Triplex's, for MH(6) total
525 High St	P135465	5,452.00	SH	Pipeline	In development SNDH
519 High St	P135464	4,791.60	SH	Pipeline	In development SNDH
515 High St	P135463	4,791.60	SH	Pipeline	In development SNDH
511 High St	P135462	4,791.60	SH	Pipeline	In development SNDH
701 Whatcom St	P74322	10,018.80	SH	Underdeveloped	Could be MH(2), unlikely to redevelop
510 High St	P74323	9,072.00	SH	Pipeline	In development SNDH, could've MH(2)
506 High St	P74321	4,374.00	SH	Pipeline	In development SNDH
502 High St	P135467	4,938.00	SH	Pipeline	In development SNDH
801 Whatcom St	P74319	10,018.00	SH	Underdeveloped	Could be MH(2) if SH is demo'd
UNA Park St	P74316	5,662.80	Shed/General	Underdeveloped	Could hold SH
807 Whatcom St	P74315	29,620.80	SH	Partially-used	Could split, difficult development, total capacity MH(9)
750 Park St	P74314	20,0473.20	SH w/ADU	Partially-used	Could split, if demo'd could MH(6)
752 Park St	P112837	9,888.12	SH	Partially-used	Could split, needs access, could MH(2) if SH was demo'd
760 Park St	P74289	8,712.00	Double wide w/ADU	Developed	
423 Caledonia St	P101132	6,795.36	SH	Developed	
421 Caledonia St	P74285	13,503.60	SH	Underdeveloped	Could unevenly split, needs access, could evenly split if shed was demo'd
415 Caledonia St	P74284	6,969.00	SH	Developed	
829 S. 4 th St	P74282	13,503.60	SH	Underdeveloped	Could MH(3) if SH is demo'd
812 Whatcom St, 108 812 Whatcom St, 100 812 Whatcom St, 101 812 Whatcom St, 102 812 Whatcom St, 103 812 Whatcom St, 104 812 Whatcom St, 105 812 Whatcom St, 106 812 Whatcom St, 107 812 Whatcom St, 109	P81376 P81367 P81369 P81370 P81371 P81372 P81373 P81374 P81375 P81377	~63,300.00	Condo Condo Condo Condo Condo Condo Condo Condo Condo Condo	Developed	Unlikely to redevelop – could have MH(20) technically – if all condos had ADU's then that would work.
UNA S. 4 th St	P73969	9,160.20	Vacant	Vacant	Steep slopes, possible wet site, TOLC owns
818 S. 4 th St	P73968	3,484.80	SH	Developed	Under min lot size
824 S. 4 th St	P73967	10,890.00	SH	Underdeveloped	Could be MH(2) or an ADU for same #DUs

830 S. 4 th St	P73977	6,098.40	SH w/ADU	Developed	ADU used as BnB
UNA S. 4 th St	P74394	4,791.60	Unclear	Developed	ADU part? Owned by P73977, wrong in iMap
301 Caledonia St	P74395	5,227.20	SH	Developed	
311 Caledonia St	P74396	4,791.60	Double wide	Developed	
314 Caledonia St	P20894	8,238.00	SH	Developed	Could MH(2)
UNA Cal St	P20898	12,398.00	Vacant	Vacant	Habitat Owned – MH(3)
911 S. 3 rd St	P20897	6,000.00	SH	Developed	
922 S. 4 th St	P20895	10,000.00	SH	Underdeveloped	Could MH(2)
917 S. 3 rd St	P20901	12,000.00	SH	Underdeveloped	Could unevenly split, MH(3) if SH demo'd
924 S. 4 th St	P20900	5,000.00	SH	Developed	
926 S. 4 th St	P20902	6,800.00	SH	Developed	
928 S. 4 th St	P126591	5,000.00	SH	Developed	
930 S. 4 th St	P20904	5,200.00	Double wide	Developed	
934 S. 4 th St	P20907	4,000.00	Double wide	Developed	
938 S. 4 th St	P20910	5,000.00	SH	Developed	
321 Sherman Ave	P74243	7,300.00	SH	Developed	
303 Sherman Ave	P74242	7,840.80	SH	Developed	
937 S. 3 rd St	P20909	4,000.00	SH	Developed	
933 S. 3 rd St	P20908	4,000.00	SH	Developed	
927 S. 3 rd St	P20906	9,000.00	SH	Underdeveloped	Could MH(2) or an ADU for same #DUs
923 S. 3 rd St	P107788	5,000.00	SH	Developed	
404 Caledonia St	P74273	9,147.60	SH	Partially-used	Could MH(2) or split
UNA Cal St	P74274	871.20	Vacant	Vacant	Under min lot size
410 Caledonia St	P74281	5,227.20	SH	Developed	
416 Caledonia St	P74280	6,969.60	SH	Developed	
422 Caledonia St	P74279	7,840.80	SH	Developed	
430 Caledonia St	P74278	6,534.00	SH	Developed	
432 Caledonia St	P74277	4,791.60	Single-wide	Developed	
921 S. 4 th St	P74272	15,246.00	MH(3)	Developed	Could MH(4), unlikely to be redeveloped
UNIDENTIFIED	PARCEL	BETWEEN	P74272 AND	P102299	CHECK THIS
923 S. 4 th St	P102299	7,579.44	SH	Developed	
925 S. 4 th St	P103774	7,623.00	SH	Developed	
929 S. 4 th St	P74267	15,246.00	Triple wide	Partially-used	Could split, total capacity MH(4)
UNIDEFTIFYED	PARCEL	BETWEEN	P74267 AND	P74263	
941 S. 4 th St	P74263	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
1105 S. 4 th St	P74262	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
"X" 4 th St	P134174	7,840.80	Vacant	Vacant	Could SH – no numbered address
UNA 4 th St	P74265	23,086.80	Vacant	Vacant	Jenson Property. Could MH(7)
CHANNEL COVE	P129848	Unknown	Vacant Land	Vacant Land	Land around buildings in channel cove
910 Park St	P128682	~1,901.80	SH	Developed	Channel Cove SRF
912 Park St	P128681	~1,666.30	SH	Pipeline	Channel Cove SRF 2023
914 Park St	P128680	~1,544.90	SH	Pipeline	Channel Cove SRF 2023
916 Park St B	P128671	1,142.00	MH(2)	Pipeline	Channel Cove SRF 2023
916 Park St A	P128672	1,140.00			
918 Park St	P128684	1,560.00	SH	Pipeline	Channel Cove SRF 2023
920 Park St A	P128678	1,696.00	MH(3)	Developed	Channel Cove Triplex
920 Park St B					
920 Park St C					
924 Park St B	P128669 P133550	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
924 Park St A	P128670 P133549	1,460.00	SH	Developed	½ of the Townhouse at 924 Park
930 Park St H	P128668	~5,000.00	MH(5)	Developed	Channel Cove
930 Park St I					
930 Park St J					

930 Park St K 930 Park St L					
936 Park St P 936 Park St Q 936 Park St R	P128677	1,696.00	MH(3)	Developed	Channel Cove Triplex
938 Park St	P128675 P131489	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
940 Park St	P128676 P131490	1,370.00	SH	Developed	½ of Townhouse at 938/940 Park
944 Park St	P128683 P136689	2,000.00	SH	Developed	Channel Cove
950 Park St	P128685 P133591	1,600.00	SH	Developed	Channel Cove
948 Park St	P128674 P133551	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
946 Park St	P128673 P133592	1,140.00	SH	Developed	½ of Townhouse at 948/946 Park
932 Park St M 932 Park St N 932 Park St O	P128679	~2,773.60	MH(3)	Developed	Channel Cove Triplex
922 Park St D 922 Park St E 922 Park St F 922 Park St G	P128667	3,332.00	MH(4)	Developed	Channel Cove
UNA Park St	P74290	42,177.00	Vacant	Vacant	Could MH(13). Wetlands.
UNA Park St	P50599	20,037.60	Vacant	Vacant	Could MH(6). May have some trailers.
UNIDENTIFIED	PARCEL	BETWEEN	P50599 AND	P90531	CHECK THIS
UNA Park St	P90531	7,840.80	Vacant	Vacant	Could SH
903 Park St	P122512	4,965.84	SH	Developed	
901 Park St	P74293	5,000.00	SH	Developed	
612 Caledonia St	P74291	12,000.00	Double wide	Partially-used	Could split. Total capacity MH(3)
602 Caledonia St	P74294	10,018.80	SH	Partially-used	Could split if shed is demo'd for SH.
931 Maple Ave	P20891	~44,000.00	MH(8)	Pipeline	Apartments being redone
923 Maple Ave	P20893	7,700.00	SH – NON RES	Pipeline	Will be redeveloped to counseling center
913 Maple Ave	P74429	10,018.80	MH(2)	Developed	
911 Maple Ave	P74430	10,000.00	SH w/ADU	Developed	Same #DUs as if split
905 Maple Ave	P74432	20,000.00	SH	Underdeveloped	Could MH(6). There's a lot line in the middle of this parcel for some reason. CHECK.
751 Maple Ave	P74426	6,098.40	SH	Developed	
713 Caledonia St	P109201	5,009.40	Triple wide	Developed	
715 Caledonia St	P109582	6,316.20	SH	Developed	
747 Maple Ave	P74427	6,250.00	SH	Pipeline	Harvey Development
706 Harvey Lane	P136762	6,250.00	SH	Pipeline	Harvey Development
712 Harvey Lane	P136763	7,500.00	SH	Pipeline	Harvey Development
745 Maple Ave A 745 Maple Ave B 745 Maple Ave C 745 Maple Ave D	P74423	20,037.60	MH(4)	Developed	Fourplex, could have been MH(6). Unlikely to be redeveloped
741 Maple Ave	P74428	11,761.20	SH	Partially-used	Could be split, or MH(3)
733 Maple Ave	P74422	10,796.00	SH	Undeveloped	Could be MH(2) if SH is demo'd
UNA Maple Ave	P135781	17,602.60	Condo Land	Developed	Land of Maple Ave Condos
725 Maple Ave	P135723	Condo	Condo	Developed	
727 Maple Ave	P135724	Condo	Condo	Developed	
729 Maple Ave	P135725	Condo	Condo	Developed	
731 Maple Ave	P135726	Condo	Condo	Developed	
721 Maple Ave	P74425	18,800.00	Dental Office	Partially-used	Could split for SH, total capacity MH(5)

713 Maple Ave	P74419	14,374.80	SH	Partially-used	Could split for MH(2), total capacity MH(4). Unlikely to be redeveloped due to extensive site improvements and landscaping
711 Maple Ave	P74420	7,800.00	SH	Developed	
709 Maple Ave	P135215	7,800.00	Vacant	Vacant	Could SH
712 Maple Ave	P74309	5,662.80	MH(3)	Developed	
714 Maple Ave	P74308	3,920.40	SH	Developed	Under min lot size
720 Maple Ave	P74306	5,227.20	SH	Developed	
UNA Maple Ave	P105339	6,403.32	Vacant	Pipeline	Pipeline for SH, but applicant has not followed up
730 Maple Ave	P74307	7,405.20	SH	Developed	
738 Maple Ave	P74310	10,890.00	SH	Underdeveloped	Could MH(2) if SH is demo'd
739 Park St	P74305	8,276.40	SH	Underdeveloped	Could MH(2) if SH is demo'd
749 Park St	P74304	10,890.00	SH	Partially-used	Could split for SH
742 Maple Ave	P118172	5,009.40	SH	Developed	
746 Maple Ave	P74312	6,969.60	SH	Developed	
748 Maple Ave	P123060	5,000.00	Single wide	Developed	
750 Maple Ave	P123061	5,049.00	SH	Developed	
605 Caledonia St	P123059	7,108.00	SH	Developed	
601 Caledonia St	P74301	12,196.80	SH	Partially-used	Could split for SH, total capacity MH(3)
UNA Park St	P74303	3,920.40	Shed	Underdeveloped	Owned by P74301, under min lot size

SH: 25, 48, 32, 43, 40, 29, 22, 31, 18, 13 = 301

Condos: 7, 7, 10, 4 = 28

MH: 25, 4, 3, 10, 6, 13, 24, 3 = 88

ADU: 2, 4, 4, 1, 2, 2, 1, 1 = 17

Single wide/double wide/triple wide: 1, 1, 3, 1, 5, 2, 1 = 14

CHAPTER 7

TRANSPORTATION ELEMENT

INTRODUCTION

Purpose of the Transportation Element

This element addresses the motorized and non-motorized transportation needs of the Town of La Conner for the planning horizon 2024 through 2039. This element specifically considers the location and condition of existing traffic circulation and parking, as well as the cause, scope, and nature of transportation problems, projected transportation needs, and plans for addressing all transportation needs while maintaining established level of service standards.

The Transportation Element aims to ensure that the city's town's transportation system supports land uses envisioned by the Comprehensive Plan. As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the Town's goals and policies. This element also seeks to advise a financing plan for inclusion in the Capital Facilities Element of this plan, to show how planned transportation improvements will be funded.

Concurrency

The levels of service (LOS) currently in place will be maintained to meet future needs through upkeep of the existing streets and roadways, and expansion of transportation services where such needs are indicated. The Uniform Development Code (Chapters 15.85 and 15.86) provides for street infrastructure development and standards to be concurrent with adjacent property development. La Conner participates in a Regional Transportation Organization through the Skagit Council of Governments (SCOG). Levels of Service for public transit are set forth in the comprehensive plan prepared by Skagit Transit. That plan also includes an inventory of public transit assets, and a forecast of future public transit needs.

The purpose of concurrency is to ensure that the public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimums. In order to do this, the Town and Skagit County must maintain concurrency management systems that monitors the impacts of growth and

development on the transportation system, with aims to ensure that LOS standards are met within required time frames.

Major Transportation Considerations

Transportation concerns in La Conner differ from the concern that may be found in larger cities. Safety is the primary concern, specifically, the speed of vehicles travelling through the Town. In addition, the Town faces challenges with traffic flow and parking during peak tourist seasons, but a more stable and manageable traffic pattern during 10-11 months of the year. It has been determined that it would not be practical to design a system that would accommodate every peak weekend or time of year but to establish, like most cities, the average conditions to be addressed. A Safe Routes to Schools system from the Swinomish Village through La Conner to the school remains an incomplete goal for the transportation system. In addition to safety, the Town desires a well-designed transportation system that allows for efficient movement both motorized and non-motorized.

La Conner is a popular tourist destination. A transportation system that safely and conveniently enables tourists to enjoy the community is a priority.

Improving mobility throughout La Conner is the overall focus of the transportation element.

Parking

In recent years, it is becoming increasingly apparent that parking (or the lack thereof) is becoming an area of increasing concern, particularly (but not exclusively) in the areas zoned for commercial uses. Informal surveys of parking availability during the tourist season (April 1 through October 30), particularly on South First Street, indicate that available public parking is virtually full during business hours. Surveys also note that many of the on-street parking spaces are occupied by business owners or their employees.

The following chart documents the amount of available parking:

FIGURE 7.1**DOWNTOWN PARKING SURVEY; First Street**

		Public, On-street, Unrestricted	Public, Time Restricted	Public, off-street	Private, off-street	ADA	Prohibited	Pay-to-park	E.V.	TOTALS
South First Street										
west side	33	4	22	45	5		20	2		
east side	36	4		16	4	2				
Totals	69	8	22	61	9	2	20	2	193	
North First Street										
west side	13	2		30	3	1				
east side	15			5						
Totals	28	2		35	3	1			69	
TOTAL PARKING										262

The available parking on this chart does not include parking areas owned by the Port of Skagit County, or the parking lot located on Third Street to the south of Town Hall.

South First Street and its surrounding area may be regarded as La Conner's Central Business District. The restaurants, retail shops, art galleries, hotels, apartments, and waterfront access constitute the core of the town's commerce and tourism attractions. Easy access to this area is essential to the community.

In the past, several suggestions have been made in an effort to increase parking availability, and therefore access, to the Central Business District. Those ideas have included:

1. Add time restrictions on parking to discourage employee and business owner parking.
2. Add parking enforcement.
3. Add paid parking, both on-street and off-street.
4. Provide better advertising for existing parking.
5. Transform South First Street to one-way driving.
 - This could add parking opportunities by creating angle parking.
 - This would also increase traffic on other streets, notably South Second Street.
6. Close South First Street to all traffic between 10:00 a.m. and 7:00 p.m., and provide a shuttle. This raises the question of who pays for the shuttle, and who staffs the shuttle?

Each of these suggestions creates the potential for impacts that would need to be addressed. In addition, many of these suggestions would require the expenditure of funds that have not been budgeted.

Businesses located on North First Street and Morris Street appear to have more off-street parking available to them. Parking impacts will be reviewed again after the South First Street one-way change has been in effect.

South First Street

After extensive review, discussion, and public comment, the Town Council voted to convert South First Street to one-way traffic, with parallel parking on both sides of the street. This change recognizes that the narrow lanes on this street created a safety hazard, especially when emergency vehicles need access.

Traffic on South Second Street will be monitored to determine whether the traffic change on South First Street will have a significant impact there. The conversion of South First Street to a one-way traffic pattern, and the resulting changes in parking on that street, constitutes the town's best effort at a Transportation Demand Management strategy. To date, response to the change in the traffic pattern has been positive.

Non-motorized Transportation

Increasing the use of non-motorized transportation may benefit the town by helping to reduce the need for motor vehicles in some instances. As housing densities increase, for example, the ability to reduce the number of on-site parking spaces may be helpful.

Most streets in the town's Commercial zones lack sufficient width to accommodate bicycle lanes. In residential areas, the possibility exists to safely add bicycle lanes.

Particularly on Maple Avenue, there may be an opportunity to connect existing bicycle lanes from La Conner-Whitney Road to the Rainbow Bridge, thus promoting greater access to both Swinomish tribal lands and to public parks in La Conner.

Electric Vehicles

As the use of electric vehicles increases, so will the need to accommodate their use. The town currently has charging stations for two electric vehicles on South First Street. The feasibility of placing additional charging stations should be considered.

Public Transit

Skagit Transit offers one route (615) from Skagit Station in Mount Vernon through La Conner, and a second route from the March Point park-and-ride on the outskirts of Anacortes, to La Conner. Scheduled routes to both locations are limited in their potential for bringing workers to or from the town.

The use of a smaller shuttle bus through the town's downtown corridor would be a big help in promoting tourism, and could help to reduce overall traffic downtown. The town has contacted Skagit Transit to discuss the feasibility of adding such a shuttle.

Coordination of Transportation Facilities

The Town is accessed via a system of county and state highways, which are maintained by those entities. The Town does not possess the resources, nor is it fiscally responsible for addressing all the traffic circulation system needs that may be identified through regional transportation planning. However, the Town has adequate funds and resources to maintain its existing transportation corridors.

The GMA also requires regional consistency between the Countywide Planning Policies (CWPP) regarding transportation and this transportation plan. Chapter 1 of the Comprehensive Plan discusses the overall Comprehensive Plan consistency with the CWPPs including transportation.

Financing

A Six-year Transportation Infrastructure Plan (TIP) for construction and maintenance improvements to the streets in La Conner is adopted annually by resolution. The Transportation Element looks further out and establishes a 20-year project list and financing plan. Local funding is provided in part from Local Option Sales Tax, Real Estate Excise Tax, and User Fees. State and Federal grants are also sought to assist with transportation infrastructure maintenance. The Town has not opted to implement a transportation impact fee at this time. However, as the state legislature increases its oversight of parking issues, the Town may consider adding a traffic impact fee to address future residential and commercial parking needs.

Six Year Financing Plan

The level of service (LOS) standards adopted in this element are consistent with the level of service standards or plans of similar jurisdictions.

The Town, after careful analysis, has prepared a priority list of capital improvements for the Six-Year Financing Plan (this is also known as the TIP). The TIP is incorporated by reference and included as an appendix to the Comprehensive plan. The TIP is the result of an iterative process that balances the goals of all comprehensive plan elements. In addition, the objectives and policies in the Transportation Element have been modified to reflect their financial feasibility. The timing and funding for transportation improvements are restricted by the concurrency requirement and the binding nature of level of service standards.

The Town is required to create a six-year financing plan for transportation (TIP). The Town is also required to provide services concurrently with new development. In addition, existing and new transportation facilities must meet the adopted level of service standards. Therefore, as new development occurs, expenditures on maintenance of existing facilities must be adequate to continue provision of the adopted levels of service. The operating costs of transportation facilities become important factors in ensuring that a moratorium on new development is not imposed. The funding mechanisms and funding sources that will be used for transportation improvements are included in the TIP for projects in the short term. Long term financing is discussed in the following section.

Primarily the Town relies on grant funding to complete its capital projects. The timing of grant funds can be unpredictable. Project timelines may be pushed forward or back depending on grant availability. In the event that grant funding is not available or insufficient to complete a project, it will be reevaluated.

Expenditure and revenue projections are set forth in the town's annual Transportation Improvement Program.

Tax Revenues

The Town currently directs revenues from two primary tax funds toward transportation improvements and programs. These are General Fund Appropriations and Motor Vehicle Fuel Taxes (MVFT).

Grants

The Town has had tremendous success ~~over the last 10 plus in recent~~ years securing grants for transportation projects. Grant funding has accounted for much of the transportation budget over the last decade and is anticipated to continue to provide the needed revenues to fill the gap between projected expenses and revenues.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models.

The Surface Transportation Block Grant Program (STBG) (previously known as STP) and STBG set-aside (previously known as TAP) is one of the most flexible federal grant programs. These funding sources can be used for highway and bridge projects, transit capital projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-Town or intra-Town bus terminals and bus facilities. These funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Finally, the funds also can be used for transportation control measures.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through three grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Sidewalk Program (SP) - provides funding for sidewalk projects that improve safety and connectivity.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than \$2 billion assessed valuation.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation,

improves non-motorized user safety, reduces vehicular travel, and has community support

Bonds

Bonds do not result in additional revenues, but allow the Town to fund and construct projects earlier than they would be able to under their current revenue options. The interest on these bonds results in increased costs.

Although the Town has not issued bonds in the recent past and does not anticipate issuing new bonds in the near future, it remains an option available for accelerating funding on some of the capital improvement projects included in this Transportation Element over the life of the plan. However, use of bonds would add to the total cost of the improvements due to accrued interest.

Traffic Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a traffic impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. The Town currently does not have a TIF program. If there is a change in future development plans that require capacity improvements, or if future state mandates require changes in parking regulations, the Town could pursue such a traffic impact fee. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

Developer Commitments

The Town can also implement its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA). The Town can require developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the Town's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities, parking lots, and sidewalks. Design and development standards should reflect the Town's desire for developments to construct frontage improvements to mitigate impacts of additional development traffic.

The Town evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues.

Per GMA, the Town requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the

facilities operate below the Town's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the Town, another agency, or another developer to fund and/or construct the needed improvements.

Transportation Benefit District

Some jurisdictions provide for the formation of a Transportation Benefit District (TBD) as an option for helping fund transportation projects and programs (<http://mrscc.org/Home/Explore-Topics/Finance/Special-Topics/Transportation-Benefit-Districts.aspx>). Over 100 cities in Washington State have TBD's.

TBD funding needs to be used to fund specific projects related to street pavement preservation projects located throughout the Town. In addition, the TBD revenues can be used to fund several specific sidewalk and roadway shoulder improvement projects.

POLICIES

The Transportation Policies have been grouped to reflect the identified major transportation considerations.

Safety

- S-1. As a high priority, maintain, preserve, and operate the town's transportation system in a safe and functional state.
- S-2. Provide for safe and expeditious vehicular and pedestrian traffic movement through the town. Place emphasis on the most heavily accessed areas, i.e. Morris Street, South First Street, and Maple Avenue.
- S-3. Give a high priority to and budget for safety and mobility projects. Specifically focus on Morris/Maple intersection; Maple Street.
- S-4. Provide adequate shoulders, sidewalks, and street lighting. Specifically focus on Maple.
- S-5. Work to improve opportunities for, and increase the number of, pedestrian crossings. Specifically focus on Maple.
- S-6. In our concern for safety for all travelers; while making planning and budget decisions the Town will utilize the following prioritization for different travel modes. This prioritization is meant to give first consideration to those who are most vulnerable.

- A. Pedestrian
- B. Bicycle

- C. Motorcycle
- D. Other Motorized vehicles.

- S-7. Using the prioritization list above provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the prioritization list above.
- S-8. Keep an emphasis on the enforcement of motorized and non- motorized safety laws.
- S-9. Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.
- S-10. Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.
- S-11. Encourage and plan for safe and efficient pedestrian movement between and to and from neighborhoods gathering spaces, public facilities, and parks.
- S-12. Work to develop safe routes to schools for pedestrians and bicycles.
- S-13. Fill in gaps in the bicycle and pedestrian network whenever possible.
- S-14. Evaluate the need for additional vehicular access to the high school.

Design

- D-1. Focus on designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and people with disabilities.
- D-2. Plan transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.
- D-3. Encourage through-streets in new development wherever possible.
- D-4. Maintain all existing streets and sidewalks in good repair at all times.
- D-5. Extend the boardwalk and encourage waterfront upgrades.

D-6. Identify and resolve property ownership in areas where Town streets encroach on private property, or where private property encroaches on public ways.

D-7. Encourage the use of public parking lots by providing directional signage.

D-8. Offer incentives for business owners and employees that would encourage the use of existing parking lots in town.

D-9. Ensure that businesses unable to provide the number of parking spaces required by ordinance comply with the provisions in the La Conner Municipal Code.

D-10. Require adequate off-street parking for all zones.

D-11. Provide adequate parking space in high demand areas by:

- Developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
- Creating an action plan to implement a comprehensive parking plan over time,
- Identifying minimum and maximum parking standards,
- Encourage shared parking agreements between uses that have different hours of operation.

D-12. Survey parking space availability and occupancy to establish a baseline and determine needs for additional space and location.

D-13. Parking in the First Street Historic Neighborhood will be consistent with the intent of the district to maintain the compact fabric and consistent rhythm created by the incremental construction of small to medium size buildings on the originally platted small lots. This can be accomplished by removing the requirement for off street parking for buildings in this neighborhood, and by assessing parking fees to fund alternative parking arrangements.

D-14. Maintain established truck routes with appropriate signage.

D-15. Encourage joint use of transportation corridors for utility purposes.

D-16. Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

- D-17. Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.
- D-18. Reserve undeveloped town right-of-way for future use and do not vacate town right-of-way unless overwhelmingly beneficial to the town. Create an overall plan for the development of undeveloped rights-of-way, especially on First and Second Streets.
- D-19. Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- D-20. Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- D-21. Be flexible with development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way streets, and/or low-speed design streets to meet those standards where full compliance with standards is not feasible or desirable.
- D-22. When feasible, design and operate transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.
- D-23. Support transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.
- D-24. Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- D-25. Budget for, and provide, the construction and repair of sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.

Multi-Modal

- MM-1. Encourage multi-modal transportation routes that would most efficiently link residential, commercial and industrial areas of the Town.

- MM-2. Invest in transportation systems that offer greater options, mobility, and access in support of the town's growth strategy.
- MM-3. Ensure pedestrian and bicycle paths are safe and easily accessed.
- MM-4. Develop a plan for sidewalk network and connectivity.
- MM-5. Encourage access for low-impact transportation, such as bicycles and wheelchairs, through the provision of pedestrian walkways throughout town and along the shoreline.
- MM-6. Promote healthy lifestyles by implementing the pedestrian and bicycle components of the Transportation Plan.
- MM-7. Identify and designate planned improvements for pedestrian and bicycle facilities as appropriate throughout the Town and at the Port of Skagit County Marina.
- MM-8. Provide trails and pathways to connect residential areas with government and business areas.
- MM-9. Along with trails, pathways, and boardwalk access, increase the opportunities for free or low-cost, non-competitive, outdoor recreational and fitness activities.

CAPACITY FOR VARIOUS ROADWAY CLASSIFICATIONS AND MODIFICATIONS

Functional Classification	Left-Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)	On-Street Parking (vph)
Principal Arterial	+450	+540	-90	-180	-45
Minor Arterial	+400	+480	-40	-80	-40
Local Collector	-	-	-	-	-

Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways.

Appendix 7A

Data and Analysis

Traffic Circulation within the Town

The traffic circulation system within La Conner can generally be described as a grid system. The Town is accessed via a county highway which passed through town, leads across the county-owned Rainbow Bridge leading through the Swinomish Village and towards streets on the Swinomish reservation. The major entrance into the downtown commercial area on First Street is via Morris Street. Routes leading to the industrial areas branch off Morris to Third Street on the north and via Maple Avenue and Caledonia Street to the south. Access to county roads and state highways is via Chilberg Road to the east and La Conner-Whitney Road to the north, connecting to State Highway 20 and nine miles east to Interstate 5. Trucks in route to the south industrial area circumvent the Town via Maple Avenue and Caledonia Street. The Port of Skagit County Marina, north of town, can be reached via Morris and Third Streets. The Port of Skagit County has expressed an interest in creating an additional point of access to their property by creating a new roadway adjacent to the drainage slough that crosses La Conner-Whitney Road.

Influence of Regional Traffic

During the peak tourist season and special events, such as the Skagit Valley Tulip Festival, traffic flow is heavy, constant and slow due to congestion at the access and egress points. Historic traffic data shows peak seasonal volumes can increase traffic volumes by 35% compared non-peak periods. There is also inadequate use of available parking areas outside the immediate First Street area.

Mass Transit

Tour buses serve the tourist industry, and county van service provides transportation to elderly tenants of the Harbor Villa apartment complex and the La Conner Retirement Inn. In 1993, La Conner was included in the Skagit Public Transit Benefit Area. Skagit Transit provides one fixed-route serving La Conner, Route 615. This route has 3-hour headways on weekdays and 2-hour headways on Saturdays connecting La Conner to Anacortes and Mount Vernon.

Most people in La Conner use automobiles to travel to work, therefore, mass transit is most important to those who cannot drive, for example: for the elderly, low-income individuals, people with disabilities, or youth who do not have

alternative means of transportation. The greatest need is for mobility between the town and other urban areas, such as Mount Vernon.

Pedestrian Walkways/Bicycle Lanes

Pedestrian access to all points in La Conner is convenient but inadequate. Sidewalks do not exist in all areas of town. Some public rights-of-way are sufficient to provide safe walking paths but many are graveled and not conducive to walking or biking.

Sidewalks line the main thoroughfares and one side of some secondary streets. Some streets have no sidewalks at all and are not ADA compatible. Some walking paths have been described for touristic purposes but they are not designed to meet the needs of residents nor are they marked. A boardwalk along the shoreline on First Street is used by visitors and residents alike.

Bike lanes enter the town from the traffic circle and end in a few blocks to become sharrows and then disappear entirely. Bicycle parking is available throughout the commercial areas.

Bicycle facilities (lanes and sharrows) are provided on Morris Street from La Conner-Whitney Road to First Street. Bicycles are restricted from riding on downtown sidewalks and the boardwalk. Wheelchair access to walkways and streets is difficult and dangerous in some areas. In the downtown area most curbs have been cut and ramped for wheelchair access.

Curbs, Sidewalks, Landscaping, and Lighting

The La Conner Public Works Department is responsible for maintaining the Town's streets as well as landscaped Town property. Puget Sound Energy maintains electrical utility poles and lights. These features contribute to the safety and quality of the Town's residential, commercial and industrial areas. A few areas in La Conner do not have developed streets, sidewalks or lights. These amenities would be in place concurrent with new development as it occurs.

Past Transportation Problems

Flooded streets and right-of-ways due to stormwater runoff still persist. Traffic congestion during the tourist season is ongoing. Most streets have been repaved over the last five years, but need continuous upkeep as well as sidewalks and adequate drainage. Safety in the vicinity of crosswalks leading to the schools has been a concern, as are all street crossings, where pedestrian right-of-ways may not be observed. Improved crossings at intersections near the schools are being implemented.

Level of Service

In this element, Level of Service thresholds consist of the following descriptions. LOS thresholds for different intersection control are summarized in the table that follows:

- A. Free-flow traffic conditions, with minimal delay to stopped vehicles at intersections. Volume-to-capacity (V/C) ratio of 0.60 or less or intersection delays of less than 10 seconds on average.
- B. Generally stable traffic flow conditions. V/C ratio of 0.70 or less or intersection delays of 10-15 seconds on average.
- C. Occasional backups may develop, but delay to vehicles is short-term and still tolerable. V/C ratio of 0.80 or less or intersection delays of 15-25 seconds on average.
- D. During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand. V/C ratio of 0.90 or less or intersection delays of 25-35 seconds on average.
- E. Intersections operate at or near capacity, with long queues developing on all approaches and long delays. V/C ratio of 1.00 or less or intersection delays of 35-50 seconds on average.
- F. Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times. V/C ratio of greater than 1.00 or intersection delays greater than 50 seconds on average.

Level of Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized/Roundabout Intersections
A	Little/No Delay	≤ 10	≤ 10
B	Short Delays	>10 and ≤ 15	>10 and ≤ 20
C	Average Delays	>15 and ≤ 25	>20 and ≤ 35
D	Long Delays	>25 and ≤ 35	>35 and ≤ 55
E	Very Long Delays	>35 and ≤ 50	>55 and ≤ 80
F	Extreme Delays ¹	>50	>80

The minimum Level of Service Standard for the Town is LOS D for all intersections containing principal arterials and LOS C for all other intersections. All Town streets and County roads in the La Conner area are operating below their daily and peak-hour volume capacities. The following tables summarize the existing roadway and intersection levels of service.

¹ When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

Road	Segment	Existing Volume		Capacity (vphpl ²)	Max v/c	LOS
		NB/EB	SB/WB			
Morris Street	w/o La Conner-Whitney Rd	380	370	900	0.42	A
Maple Avenue	s/o Morris St	200	250	780	0.32	A
Morris Street	e/o 1 st St	60	60	720	0.08	A
1 st Street	s/o Morris St	50	60	720	0.08	A
N 6 th Street	n/o Morris St	110	80	720	0.15	A
Caledonia Street	e/o S 3 rd St	50	30	400	0.13	A

Intersection	Intersection Control	Direction	LOS Standard	Existing LOS
1 st Street @ Morris Street	All-Way Stop Control	Intersection Average	C	A, 7 seconds
2 nd Street @ Morris Street	Minor-Leg Stop Control	Northbound	C	A, 9 seconds
		Southbound	C	A, 10 seconds
Whatcom Street @ Morris Street	Minor-Leg Stop Control	Northbound	C	B, 10 seconds
		Southbound	C	B, 11 seconds
6 th Ave @ Morris Street	All-Way Stop Control	Intersection Average	C	A, 9 seconds
Morris Street @ Maple Avenue	Minor-Leg Stop Control	Eastbound	D	B, 13 seconds
		Northbound	D	A, 9 seconds
1 st Street @ Washington Street	Minor-Leg Stop Control	Eastbound	C	A, 10 seconds
		Westbound	C	A, 9 seconds
2 nd Street @ Washington Street	Minor-Leg Stop Control	Eastbound	C	A, 9 seconds
		Westbound	C	A, 9 seconds
2 nd Street @ Douglas Street	All-Way Stop Control	Intersection Average	C	A, 7 seconds
Maple Avenue @ Hill Street	Minor-Leg Stop Control	Eastbound	D	B, 12 seconds
3 rd Street @ Caledonia Street	All-Way Stop Control	Intersection Average	C	A, 7 seconds

Under normal conditions most streets and intersections in La Conner operate at a level of service (LOS) of B or better. Occasional backups may develop, but delays are short-term and still tolerable. There are no existing level of service deficiencies in the Town during the regular weekday.

Application of Concurrency

Because La Conner is a small town with relatively few development permit applications, a single development may have a significant impact on the town as a whole. The Town reviews each permit for concurrency at the time of application, and transportation issues, such as ingress, egress, and parking availability are assessed.

² Vehicles per hour per lane

Future Needs and Alternatives

Traffic counts near the Town have not shown significant growth. However, in order to provide a conservative analysis for potential future roadway volumes, a 1.5% annual growth rate was applied to existing non-peak season weekday volumes. This annual growth rate is in line with population and employment growth estimates for La Conner in the Skagit 2040 Regional Transportation Plan (Exhibit 3-7).

Additionally, a seasonal sensitivity analysis was performed to estimate future operations of the roadway network during peak weekday tourist season in April. Future volumes were increased by an additional 35% based on comparisons of peak vs. non-peak traffic volumes. The tables that follow summarize the future 2030 LOS for roadways and intersections.

Road	Segment	2030 Volume		Capacity (vphpl ³)	Max v/c	LOS
		NB/EB	SB/WB			
Morris Street	w/o La Conner-Whitney Rd	440	440	900	0.49	A
Maple Avenue	s/o Morris St	230	300	780	0.38	A
Morris Street	e/o 1 st St	70	70	720	0.10	A
1 st Street	s/o Morris St	60	70	720	0.10	A
N 6 th Street	n/o Morris St	140	100	720	0.19	A
Caledonia Street	e/o S 3 rd St	50	30	400	0.13	A

Road	Segment	2030 Volume (+35%)		Capacity (vphpl ⁴)	Max v/c	LOS
		NB/EB	SB/WB			
Morris Street	w/o La Conner-Whitney Rd	590	590	900	0.66	B
Maple Avenue	s/o Morris St	310	410	780	0.53	A
Morris Street	e/o 1 st St	90	90	720	0.13	A
1 st Street	s/o Morris St	80	90	720	0.13	A
N 6 th Street	n/o Morris St	190	140	720	0.26	A
Caledonia Street	e/o S 3 rd St	70	40	400	0.18	A

³ Vehicles per hour per lane

⁴ Vehicles per hour per lane

Intersection	Intersection Control	Direction	LOS Standard	Existing LOS	2030 LOS	2030 LOS (+35%)
1 st Street @ Morris Street	All-Way Stop Control	Intersection Average	C	A, 7 sec	A, 7 sec	A, 8 sec
2 nd Street @ Morris Street	Minor-Leg Stop Control	Northbound	C	A, 9 sec	A, 9 sec	A, 10 sec
		Southbound	C	A, 10 sec	B, 10 sec	B, 11 sec
Whatcom Street @ Morris Street	Minor-Leg Stop Control	Northbound	C	B, 10 sec	B, 11 sec	B, 12 sec
		Southbound	C	B, 11 sec	B, 12 sec	B, 13 sec
6 th Ave @ Morris Street	All-Way Stop Control	Intersection Average	C	A, 9 sec	B, 10 sec	B, 12 sec
Morris Street @ Maple Avenue	Minor-Leg Stop Control	Eastbound	D	B, 13 sec	C, 16 sec	D, 31 sec
		Northbound	D	A, 9 sec	A, 9 sec	A, 10 sec
1 st Street @ Washington Street	Minor-Leg Stop Control	Eastbound	C	A, 10 sec	A, 10 sec	B, 10 sec
		Westbound	C	A, 9 sec	A, 9 sec	A, 9 sec
2 nd Street @ Washington Street	Minor-Leg Stop Control	Eastbound	C	A, 9 sec	A, 9 sec	A, 10 sec
		Westbound	C	A, 9 sec	A, 10 sec	A, 10 sec
2 nd Street @ Douglas Street	All-Way Stop Control	Intersection Average	C	A, 7 sec	A, 7 sec	A, 8 sec
Maple Avenue @ Hill Street	Minor-Leg Stop Control	Eastbound	D	B, 12 sec	B, 14 sec	C, 17 sec
3 rd Street @ Caledonia Street	All-Way Stop Control	Intersection Average	C	A, 7 sec	A, 7 sec	A, 8 sec

The level of service analysis shows that all intersections will operate better than their LOS standard in the 2030 non-peak conditions. After including a 35% increase in intersection volume to the weekday non-peak 2030 forecast, one intersection is expected to operate at its LOS standard—Morris Street at Maple Avenue. Two potential improvements to the Morris Street at Maple Avenue intersection were analyzed to improve operations even though it would operate at an acceptable LOS D in the future conditions during peak tourist season.

The first improvement analyzed was an all-way stop-controlled intersection that maintained free-flow movements (i.e. no stop control) for westbound through movements and restricting northbound left turns. Northbound left turns would divert to Road Street south of the Morris Street at Maple Avenue intersection and continue north on N 6th Street. This configuration would allow the intersection to operate at LOS C in the 2030 peak-season conditions.

The second improvement analyzed was a single lane roundabout. No turn restrictions were assumed in this scenario. The single-lane roundabout is expected to operate at LOS A in the 2030 peak-season conditions. Operations for the intersection improvements are summarized in the following table.

Intersection	Approach	2030 Peak-Season LOS		
		Existing Configuration	All-Way Stop Control	Single-Lane Roundabout
Morris Avenue @ Maple Street	Intersection Avg	C, 22 seconds	C, 18 seconds	A, 8 seconds
	Eastbound	D, 31 seconds	C, 21 seconds	A, 9 seconds
	Northbound	A, 10 seconds	B, 15 seconds	A, 8 seconds
	Westbound-Left	A, 0 seconds	C, 18 seconds	A, 7 seconds
	Westbound-Thru	A, 0 seconds	A, 0 seconds	

Analysis of Needed Safety Improvements

Reported collisions in the Town were reviewed from 2014 through available 2019 data (approximately June 2019). Overall, there were very few collision patterns in the Town. The most common collision occurrence was collisions involving parked cars on 1st Street. It is anticipated that such occurrences will be reduced with South First Street as a one-way street.

Some streets and sidewalks impair wheelchair access and pedestrian safety. Wheelchair access on sidewalks could be improved by replacing and adding ramps and sidewalks. Most curbs in the downtown area are now in compliance with American Disabilities Act (ADA) wheelchair access requirements. Parking configurations could be improved to prevent backing into oncoming traffic in some areas.

Analysis of Projected Transportation Needs

Most existing streets and sidewalks require annual maintenance to retain their viability for vehicular and pedestrian traffic.

The Town's roads and intersections can accommodate this growth, but the primary impact is the commercial and tourist traffic superimposed over the local demands. Intersections and roadways are projected to meet the needs of future peak-season volumes. However, safety and operations should be continuously monitored.

Future Transit Needs

The Town of La Conner also needs to work closely with the Skagit Council on Aging (SCOA) and the Skagit County Commissioners to ensure that Skagit Transit service for seniors in La Conner is maintained, enhanced, and increased over the next few years. Improving transit headways to hourly or better should be a primary goal for community groups in the Town to ensure all populations have accessibility to destinations and services. As the population of La Conner ages, there will be more demand for the specialized transportation service. In addition, the town has initiated a discussion with Skagit Transit regarding the

feasibility of initiating a transit service for tourists along North and South First Streets.

Future Pedestrian/Bicycle Lane Needs

Because of the limited paved right-of-way on Maple Avenue, there is no room to install a bicycle lane that would connect the feeder roads into town with Pioneer Park and points west. However, the Town has expressed desire to implement traffic calming techniques along Maple Avenue to increase pedestrian/bicycle safety. Speed data collected in 2019 on Maple Avenue south of Caledonia Street showed an average vehicle speed of 29 mph and an 85th-percentile speed of 32 mph. Both of these speeds are higher than the 25-mph posted speed limit. Improvements could involve speed humps, speed feedback signs, or other pavement markings.

In addition to improvements to Maple Avenue, the Town has also expressed interest in pedestrian improvements along Morris Street. Specifically, the Town should prioritize constructing pedestrian bulb-outs at all intersections along the Morris Street corridor in order to reduce the distance pedestrians are required to walk while crossing vehicle travel lanes.



CHAPTER 8

UTILITIES ELEMENT

Introduction

The Utilities Element describes, "the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines". The goals and policies in this element deal primarily with the utility services provided by the Town of La Conner; sewer, water, and drainage. Private providers of natural gas, electricity, cable TV, telephone, and trash pick-up are also discussed. The planning horizon ends in 2045.

Reference documents:

- Skagit County Coordinated Water System Plan dated July 2000. This sets the capacities for each water purveyor in Skagit County through the year 2050. It sets the standards for cross-connection, backflow prevention, and fire flow.
- Town of La Conner Comprehensive Water System Plan dated 2009. This includes maps showing the locations and sizes of water lines, hydrants, pumps and the storage tank. It contains the rudiments of a water conservation plan and provides capital planning and cash flow analysis. In 2022, La Conner contracted with David Evans and Associates to the firm to complete 2023 Comprehensive Water System Plan with a 20-year planning period from 2024-2044. The update is anticipated to be approved by the Washington State Department of Health. The update is ongoing.
- Town of La Conner Wastewater Treatment Comprehensive Plan dated August, 1996. This document provides information on the existing wastewater treatment facility at that time and includes management procedures along with criteria for plant expansion. As-built drawings are available at the treatment plant.
- National Pollutant Discharge Elimination System permit no. WA-002244-6, issued February 1, 2023(it is due for renewal February 1, 2028). This document sets the water quality standard for treatment plant effluent, the loading on the plant, and the monitoring/reporting requirements. It contains criteria for Significant Industrial Users (SIU) that are external to the system.
- Contract for Wastewater Treatment and Disposal between the Town of La Conner and the Swinomish Indian Tribal Community, dated December 28, 1997. This Document contains all of the agreements under which the Town

serves the Swinomish Indian Reservation as a bulk customer. It runs until December 31, 2096.

- Town of La Conner Comprehensive Stormwater Management Plan, 2017.

This chapter is based on RCW 36.70A.020(12): “ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.” This statute is also reflected in the following Countywide Planning Policies:

- Development shall be allowed only when and where all public facilities are adequate, and only when and where such development can be adequately served by regional public services without reducing levels of service elsewhere (CWPP12.6)
- Public facilities and services needed to support development shall be available concurrent with the impacts of development (CWPP 12.7)

The Town of La Conner is committed to implementing the following goals and policies:

GOALS AND POLICIES

GOAL A

Establish objective procedures for assessing the readiness of the Town's utility systems to meet the impacts of a proposed development without degrading existing levels of service.

Policies

8A-1 Considering the requirements set forth in the Comprehensive Water, Sewer, and Drainage Plans, the Directors of Planning, Wastewater Treatment Plant, and Public Works will recommend to the Town Council, for their adoption, appropriate levels of service for each utility. These levels of service should differentiate between residential, commercial, industrial and agricultural users.

8A-2 Assess the capacities of each utility annually and initiate utility plan revisions when projected demand approaches 85% of capacity.

8A-3 Document the demand placed on a given utility by a proposed development in a manner prescribed by the Town.

8A-4 The Finance Director and the Town Administrator should annually review general facility charges and hook-up fees to ensure that these charges/fees achieve cost recovery.

GOAL B

Integrate capital facility plans with projected capacity needs out to the year 2045.

Policies

8B-1 Conduct planning for utilities on a regional basis; detail planning and coordination with Skagit County, other governmental agencies and providers, and private providers.

8B-2 Review for revision the comprehensive utility plans of the various providers in the La Conner service area to define potential impacts on Town utilities and estimate capacity needs for the current planning horizon.

8B-3 Work directly with franchise holders to encourage planning and investment to meet capacity needs for the Town and the surrounding area.

8B-4 Maintain consistency between Comprehensive Plan land use and comprehensive utility/capital facility plans.

GOAL C

Promote joint use of transportation right-of-ways and utility corridors with private utility providers.

Policies

8C-1 Develop agreements with private utility providers and public agencies as required facilitating joint use of utility corridors and public right-of-ways.¹

8C-2 Review applications and permit processes to ensure that all utilities affected by a proposal are reviewed in a single process.

8C-3 Locate utilities within public right-of-way whenever possible.

8C-4 Establish appropriate easements and agreements on private property as part of the permitting process.

8C-5 Place antennas on existing towers, buildings, or other structures, where possible.

¹ These agreements will set forth standards for locating utilities in public rights of way, and they will, to the maximum extent feasible, locate utility lines so as not to adversely affect future expansion or upgrades of the right of way.

GOAL D

Locate utility facilities in an environmentally sensitive manner.

Policies

8D-1 Ensure utility providers avoid placing facilities in areas defined as environmentally sensitive or critical areas unless there are no feasible alternatives and only after a site assessment and mitigation plan has been approved under the provisions of the critical areas ordinance.

8D-2 Ensure utility providers use construction and design standards that are environmentally sensitive, safe, cost-effective, and consistent with best management practices.

GOAL E

Install underground utilities where possible.

Policies

8E-1 Encourage utility providers to install utility lines underground.

8E-2 Use “local improvement districts” as a means to finance the undergrounding of utilities, if undergrounding of the existing overhead utilities is desired and is technically feasible.

8E-3 Include provisions to install emergency shut-offs for underground utilities in the event of disasters.

GOAL F

Encourage conservation of water and energy.

Policies

8F-1 Conduct a public education program to promote conservation of water and energy in conjunction with the required annual consumer confidence report.

8F-2 Maintain an aggressive water leak detection program, utilizing outside technical assistance where necessary.

8F-3 Consider pricing structures that encourage conservation and usage reduction.

8F-4 Support electric and natural gas utility providers that conduct energy conservation programs for customers.

8F-5 Be a leader by example to the public by making every effort to reduce water and energy consumption in government facilities.

8F-6 Adopt development codes that are receptive to new ideas and technologies for reducing water and energy consumption.

8F-7 Adopt water conservation goals in accordance with Washington State's 2007 Water Use Efficiency Rule.

Water

GOAL G

Deliver a safe and reliable supply of potable water to all customers within the service area.

Policies

8G-1 Maintain a close working relationship with the Anacortes Public Works Department in order to ensure high water quality and adequate supply.

8G-2 Inspect the Town's water tank on a regular basis for structural integrity and cleanliness.

8G-3 Maintain a system for users to report problems with the water system and to document action taken.

GOAL H

Reduce unaccounted-for water to less than American Water Works Association (AWWA) standards.

Policies

8H-1 Conduct a public relations program to remind customers to report inordinately high water bills and obvious leaks.

8H-2 Conduct monthly reconciliation between water purchased and water billed.

8H-3 Obtain professional assistance, when deemed necessary, to trace and repair water system leaks.

GOAL I

Plan for capital improvements that will ensure that the urban level of service standards for water, as outlined in the

Skagit County Coordinated Water System Plan, are met.

Policies

- 8I-1** Implement the list of capital improvements shown in the Water Comprehensive Plan.
- 8I-2** Update the Capital Facilities Plan per the 6-year plan cycle to include those items listed in the Water Comprehensive Plan.
- 8I-3** Assess the funding necessary to meet the capital improvements and conduct a trade-off analysis of borrowing vs. rate-based financing annually.
- 8I-4** Work with entities within the service area but outside the corporate limits, such as the Skagit Beach Homeowners' Association, to improve fire flow in that area.
- 8I-5** Assess rate parity among categories of water users in conjunction with updating of the Comprehensive Water System Plan.

GOAL J

Ensure that fire flow capacities are met throughout the town.

Policies

- 8J-1** Complete the list of fire flow improvements outlined in the Water Comprehensive Plan.
- 8J-2** Establish a program for periodic testing of fire hydrants.
- 8J-3** Coordinate with Public Works to ensure that out-of-date fire hydrants are replaced when funds are available, and that adaptors for all fire hydrants are available.

GOAL K

Investigate the feasibility of an alternate source of potable water.

Policies

- 8K-1** Investigate with Skagit County Public Utility District the costs and legalities involved in installing an intertie from the Fire Station east along Chilberg Road to Hulbert Road.
- 8K-2** Coordinate with other purveyors of water and participate in wheeling of water when necessary.

Sewer

GOAL L

Update the wastewater treatment plant with the latest technology and equipment.

Policies

8L-1 Implement the list of improvements scheduled in the Wastewater Comprehensive Plan.

8L-2 Plan for financing capital improvements to the year 2045.

8L-3 Participate in Association of Washington Cities (AWC), Washington Cities Insurance Authority (WCIA), and American Water Works Association (AWWA) programs to stay abreast of new industry standards and new technologies in wastewater treatment, as well as litigation affecting wastewater services.

GOAL M

Eliminate inflow and infiltration (I&I) as much as possible.

Policies

8M-1 Evaluate water usage vs wastewater treatment for in-town usages to estimate I&I.

8M-2 Analyze current video inspections and conduct new video inspections of sewer mains and major collectors to determine the appropriate I & I program approach.

8M-3 Budget sufficient resources for replacement or repair of leaking collection system components.

GOAL N

Implement the provisions of the National Pollution Discharge Elimination System (NPDES) for controlling the effluent volume and strengths from external industrial users.

Stormwater Drainage

GOAL O

Implement the provisions of the 2017 Stormwater Management Plan.

Policies

8O-1 Update regularly the engineering and financial planning required to achieve the improvements identified within the 2017 plan that are applicable during the 2045 planning horizon.

8O-2 Seek financial assistance through Skagit County and through the Public Works Trust Fund.

8O-3 Incorporate provisions of the 2017 Stormwater Management Plan as necessary in the annual update of the Capital Facilities Plan.

GOAL P

Seek non-structural solutions to drainage problems.

Policies

8P-1 Encourage new development to reduce impervious surfaces to a minimum.

8P-2 Recognizing the limitations on those properties within the 100-year floodplain, encourage all property owners to install on-site retention systems where feasible.

8P-3 Do not allow adverse impacts of new development storm water runoff to neighboring properties.

GOAL Q

Eliminate the discharge of untreated stormwater not exempted from the Stormwater Management sections of the Uniform Development Code (UDC) into the Swinomish Channel.

Policies

8Q-2 Require oil separators on discharges that cannot be connected to the Phase I system.

8Q-3 Enlarge and improve the biofiltration system installed at the Sullivan Slough site in order to accommodate all of the flows from the Town.

8Q-4 Monitor and enforce stormwater treatment standards and system maintenance for independent systems (i.e. Port of Skagit County and La Conner School District).

8Q-5 Pursue grants and low-interest funding through Federal, State and county programs for salmon recovery, clean water act, and county sales tax rebates.

Private Utilities

GOAL R

Coordinate with all private utility providers to ensure that service capacities will accommodate growth to the year 2045 and that these capacities will be in place at time of occupancy.

Policies

8R-1 Involve private utility providers in the updates of the Comprehensive Plan by requesting their comments before adoption by the Town Council.

8R-2 Participate in regional planning programs sponsored by the major utility providers and by Skagit County.

8R-3 Invite utility providers to participate in pre-construction meetings.

8R-4 Keep utility providers up to date on the Town's Capital Facilities Plan and describe the impacts that will be felt by these utilities.

8R-5 Ensure, through a checklist, that all utility services are on site and available for use prior to approving the certificate of authorization.

GOAL S

Work with private utility providers to deliver economical and environmentally sensitive services to the people and businesses of La Conner.

Policies

8S-1 Grant franchises that reflect the market rate for use of town right-of-ways or public properties.

APPENDIX 8A

INVENTORY AND ANALYSIS

Water

Overview: The La Conner water system is connected to the City of Anacortes' transmission main in a vault located immediately west of the intersection of La Conner-Whitney Road and Young Road (approximately four miles north of town). The City of Anacortes has historically been the sole purveyor of water to the Town, commencing in the 1920's. The Town of La Conner has no ground water used for public water supplies. Under the Skagit County Coordinated Water System Plan, the City of Anacortes is a senior water rights holder for Skagit River water withdrawal. The Town's most recent contract amendment with Anacortes was signed in 2017 and provides for annual updates of water allocation, fixed, variable, debt service and capital charges. The Town has regularly participated in the system review and cost allocation sponsored by the City of Anacortes, normally every three years. The Anacortes water is fluoridated. However, the Town of La Conner's water is chlorinated, not fluoridated.

The La Conner water system extends from the Farmhouse Inn at SR 20, along La Conner-Whitney Rd. to La Conner, and provides water to the Skagit Beach community as well as wholesale water to Shelter Bay community. Our system has 20.9 miles of piping ranging from 1½-inches to 16 inches in diameter. We have a 1.5-million-gallon reservoir which provides fire protection, pressure balancing and up to 3 days of water supply under normal conditions in the event of a disruption of water from Anacortes.

Service area: The Skagit County Coordinated Water System Plan designated the Town of La Conner as water purveyor for the Town proper, Shelter Bay (bulk customer), and the rural area between the Swinomish Channel and La Conner-Whitney Road, north to the Farmhouse Inn and the Shell convenience store at Highway 20. This includes:

- The Skagit Beach plats, but does not include the Telegraph Slough area. On the east side of La Conner-Whitney Road the service area includes the West one half of Sections 8, 17, and 20 in Township 35 N, Range 3 E, W.M.
- The McGlynn Island area south of town is not in the service area. Of the total 621 customers, 501 are in town and 119 are in the rural area, four of which are agricultural users with seasonal hydrant permits.
- The Shelter Bay Community, Inc. is counted as one customer; however they currently have approximately 900 hookups. Shelter Bay's population currently ranges from 1,800 to 2,000. They have an additional 56 lots to develop.

Contractual agreements: The contract with the City of Anacortes is amended with new fixed and variable rates on April 1 of each year. The current contract includes fixed operating costs of \$10,057.10 per month and Capital Costs/Regional System of \$12,588.87 per month.. The contract may be terminated with one-year notice. The contract with the Shelter Bay Community provides for annual rate setting, meter calibration, and also requires one-year notice to terminate. There is no contract with the Skagit Beach Homeowners' Association.

Capacities: The Town has a 20 year agreement with the City of Anacortes (2017-2036) for potable water supply of up to 162.0 million gallons per year. The Town has a Wholesale Agreement with the Shelter Bay Community for up to 75 million gallons per year. The Town storage tank is located on the north side of Pioneer Park and has a capacity of 1.5 million gallons and is adequate to provide the required 2 days of emergency supply. The reservoir provides fire-suppression and pressure balancing for the Town only. It was overhauled in 2001. The distribution lines are primarily trancite (asbestos cement), with ductile iron and C-900 being installed as replacements are needed. The high pressure transmission mains consist of one 8 inch and one 14 inch line coming from the Anacortes transmission vault at Young Road. The Skagit County Coordinated Water System Plan assigned the La Conner system ID no. 433500 under the State Department of Health, with unlimited Equivalent Residential Units (ERU's).

In 2018 the Town experienced significant breakages in the transmission mains in the section of pipes between Young Road and McClean/Downey Road. As a result, immediate repairs were necessary. The Town secured a loan to allow for the replacement of 7600 linear feet of the two transmission lines (14" and 8") with a 16" water main between Young Road and Mclean/Downey Road. This is the first phase of a planned three phase approach to replace the entire length of the distribution line. Construction on this project is complete as of 2024.

Debt: In August of 2018 the Town financed a one million dollar loan for Phase One of the water line replacement project. The loan is for 20 years with payoff scheduled for June of 2038.

Service Meter Record Annual Data Summary – Note: this data is outdated. Will be updated when staff regains access to the server drive.

Location	Item Days/Year	Year Average 2014	Year Average 2015	Year Average 2016	3- Year Average 2014-2016
Residential Town	% of Total	12.4%	10.5%	11.2%	11.3%
	# of Accounts	324	324	328	325
	Total Use (CF/year)	1,956,631	2,005,339	1,918,494	1,960,155
	Average Day Use (gpd)	40,098	41,096	39,209	40,170
	Average Use (gpd/conn)	124	127	120	123
	Estimated ERU's	304	311	297	304
Commercial Town	% of Total	14.0%	11.2%	11.0%	12.0%
	# of Accounts	154	154	154	154
	Total Use (CF/year)	2,216,692	2,145,561	1,897,984	2,086,746
	Average Day Use (gpd)	45,427	43,969	38,789	42,764
	Average Use (gpd/conn)	295	286	252	278
	Estimated ERU's	344	333	294	324
Irrigation Town	% of Total	0.5%	0.4%	0.4%	0.4%
	# of Accounts	12	12	12	12
	Total Use (CF/year)	71,770	76,529	68,710	72,336
	Average Day Use (gpd)	1,471	1,568	1,404	1,482
	Average Use (gpd/conn)	123	131	117	124
	Estimated ERU's	11	12	11	11
Public Town	% of Total	2.8%	8.9%	1.6%	4.6%
	# of Accounts	23	22	24	23
	Total Use (CF/year)	448,078	1,697,724	279,417	808,406
	Average Day Use (gpd)	9,183	34,792	5,710	16,567
	Average Use (gpd/conn)	399	1,581	238	720
	Estimated ERU's	70	264	43	126
Residential County	% of Total	8.6%	7.7%	8.4%	8.2%
	# of Accounts	118	118	119	118
	Total Use (CF/year)	1,355,622	1,481,233	1,442,081	1,426,312
	Average Day Use (gpd)	27,781	30,355	29,472	29,230
	Average Use (gpd/conn)	235	257	248	247
	Estimated ERU's	210	230	223	221
Commercial County	% of Total	6.9%	6.3%	6.9%	6.7%
	# of Accounts	9	9	9	9
	Total Use (CF/year)	108,7650	120,6546	119,3646	116,2614
	Average Day Use (gpd)	22,289	24,726	24,395	23,826
	Average Use (gpd/conn)	2477	2747	2711	2647
	Estimated ERU's	169	187	185	180
Residential - Multi Town	% of Total	2.8%	2.5%	2.8%	2.7%
	# of Accounts	41	40	40	40
	Total Use (CF/year)	438,362	474,004	482,398	464,921
	Average Day Use (gpd)	8983	9714	9859	9528
	Average Use (gpd/conn)	219	243	246	236
	Estimated ERU's	68	74	75	72
Wholesale – Shelter Bay County	% of Total	44.9%	40.2%	46.1%	43.6%
	# of Accounts	1	1	1	1
	Total Use (CF/year)	709,2479	770,3120	793,2420	757,6006
	Average Day Use (gpd)	145,347	157,861	162,116	155,256
	Average Use (gpd/conn)	145,347	157,861	162,116	155,256
	Estimated ERU's	1101	1196	1228	1176
Agriculture County	% of Total	7.1%	12.4%	11.5%	10.5%
	# of Accounts	7	8	8	8
	Total Use (CF/year)	112,8036	238,0490	198,0475	182,9667
	Average Day Use (gpd)	23,117	48,784	40,475	37,496
	Average Use (gpd/conn)	3302	6098	5059	4891
	Estimated ERU's	175	370	307	284
TOTALS	% of Total	100.0%	100.0%	100.0%	100.0%
	# of Accounts	689	688	695	691
	Total Use (CF/year)	157,95320	191,70546	171,95625	173,87164
	Average Day Use (gal)	323,696	392,865	351,430	356,318
	Estimated ERU's	2452	2976	2662	2699

CF = Cubic Feet, gpd = gallons per day ERU =132 ADD-gpd

Sewer

Overview: The La Conner wastewater treatment plant is a regional plant. The plant is owned and operated by the Town of La Conner, but the Town is obligated under a contract with the Swinomish Indian Tribal Community that confers certain rights to the Tribe. It may serve a future role in development near the Town, i.e. areas such as Pleasant Ridge and Landing Road. The Town will continue coordination with the Skagit County Planning Department with regard to these areas.

The plant sits on a 9.5-acre tract east of the Town limits on land leased long-term from the Port of Skagit County. Co-location of the treatment plant with the fire plus the installation of a biofiltration swale for stormwater treatment, limit the amount of space available for future growth of the treatment plant.

History: Prior to 1976 the residents and businesses of La Conner utilized septic systems and, in some cases, discharged raw sewage into the Swinomish Channel. Using a federal grant for the treatment plant and a bond issue for the collector and interceptor systems, the town built a plant with a capacity of 225,600 gallons per day, with BOD at 574 pounds per day, and TSS at 470 pounds per day. The Indian Health Service contributed \$20,490 for the right to deliver wastewater from the Swinomish Village. In 1984, the Town and the Tribe signed an agreement, which documented the Tribe's allocation at 38,352 gpd and prescribed a "fair share formula" for pricing along with a procedure for arbitrating disputes. In 1993, the Town and the Tribe signed an agreement to expand the plant, and by December 1995, the Tribe had paid \$300,000 to purchase an additional 31,700 gpd, making their total 70,052 gpd. Skagit County Sewer District #1 contributed \$144,500 of the Tribe's share in order to hook-up the Shorewood, Snee-Oosh, Sunnyslope and Reef Point Lane plats. In May 1996 a Memorandum of Understanding between the Town and the Tribe awarded the Tribe an additional 32,300 gpd at no cost, making the Tribe's allocation 102,352 gpd. On December 28, 1997, the Town and the Tribe signed an agreement that superseded the 1993 agreement. This agreement provided for a major expansion of the treatment plant capacity and revised allocations as shown below:

Capacities:

	Plant*	Town	Tribe
Capacity gpd MMADF	520,000	345,000	175,000
Capacity gpd AADF	409,800	272,000	137,800
BOD pounds/day at MMADF	1,300	860	440
TSS pounds/day at MMADF	1,100	730	370

* The MMADF, BOD and TSS limits were approved by the Department of Ecology in its NPDES dated February 1, 2023. It is due to be renewed February 1, 2028.

Service area: In 1976, the service area was defined as the corporate limits of the Town of La Conner plus the Swinomish Village. Prior to that time the Shelter Bay developer was granted permission to build his own treatment facility, which has never been part of the regional system. Under the 1997 agreement with the Tribe, the Town is obligated to provide wastewater treatment services for the entire Swinomish Indian Reservation. In January 2005, however, the Town supported the Tribe's application for a grant to build a separate wastewater treatment plant near the northern boundary of the reservation. Any service area expansion to the north or east of Town will be subject to the planning criteria and development regulations adopted by Skagit County. Any allocation or sale of excess capacity in these areas will be subject to a first right of refusal by the Swinomish Tribe, as set forth in the 1997 agreement.

Usage Data (metered flow to wastewater treatment): Note: this data is outdated. Will be updated when staff regains access to the server drive.

	2007	2010	2015	2016	2017
Total flow (gal.)	93,900,146	107,770,259	127,450,846	129,301,549	116,921,254
Average gpd	257,261	295,261	349,180	354,251	320,332
Tribe (gal)	27,066,837	28,409,371	22,257,146	31,199,651	27,546,783
Town (gal)	66,833,309	79,360,888	105,193,700	106,101,898	89,374,471
Outside waste (gal)	3,672,025	6,425,258	7,342,619	8,262,833	7,791,817
BOD load (lbs)	243,552	190,545	348,642	274,982	224,275
O&M cost	\$397,196	\$431,517	\$563,789	\$314,431	\$355,337

Customer Classifications (Billed Sewer Usage): (2017 data) Note: this data is outdated. Will be updated when staff regains access to the server drive.

Classification	Number	Volume (cf)	% of Total
Residential	365	2,042,550	24.9%
Commercial	129	1,687,289	20.6%
Schools	7	61,109	0.7%
Town Facilities	10	110,878	1.4%
Port	14	343,200	4.2%
Tribe	1 (420)	3,964,085	48.2%
Total		8,209,111	

Inflow and Infiltration² (I&I): Using the two tables above, the amount of unbilled wastewater can be estimated. It can be assumed that the majority of this wastewater is likely from “inflow and infiltration”.

The above Customer Classification table for 2017 shows that total billed volume at the treatment plant was 8,209,111 cubic feet. The Tribe's volume was 3,964,085 cubic feet, therefore the volume from Town was 4,245,026 cubic feet.

² **Inflow** is wastewater from other than sanitary sewer sources, such as roof drains hooked into the sewer lines. **Infiltration** is ground water from cracks in the interceptors, collectors, or sewer mains.

By multiplying the Town billed water usage by 7.48 (gallons per cubic foot), the amount of wastewater generated from known Town sources is 31,752,794 gallons.

The Usage Data chart shows that in 2017 the total wastewater flow from the Town was 89,374,471 gallons. The metered water usage from the Town minus the waste flow attributed to the Town should indicate an I&I estimate for the Town. The difference is 57,621,677 gallons. This equals 64% of Town flow.

I&I has been an issue for the Town and continues to be a growing issue. Excessive I&I has several negative results; the ratio for cost sharing with the Tribe is affected; energy and treatment resources are used unnecessarily, and O&M costs are higher. This problem should be reviewed and analyzed further by Town administration and sewer plant management to identify the sources of the unbilled wastewater.

Debt: None

Composting: In 1996, after touring a number of municipal wastewater treatment plants, the Town began investing in a composting program as an alternative to commercial sludge disposal and land application. The demand for septage processing has increased over the years, and the Town has found this to be an excellent source of revenue, while eliminating the sludge disposal problem. Combined with this program is the sale of compost punch cards for individuals who wish to dispose of green waste and obtain finished compost product. The Town also sells compost product directly to soils retailers and commercial landscapers. This enterprise is separate from the 1997 agreement with the Swinomish Tribe.

Stormwater Drainage

History: Cedar box drains were used in the past to provide a rudimentary drainage system in certain portions of the Town. These systems have now failed. Community surveys have indicated that the highest priority for the citizens is to solve the drainage problems. In 1991 the Town obtained an FCAAP grant for a study to determine the best way to approach stormwater management. Public hearings were held, and the Town Council decided on a 25-year flood event as the basis for planning. Sturdy Engineers, Inc. was retained to do the study, and they produced a three phase plan that would provide in Phase I drainage for Morris Street and the north end. Phase II would provide drainage in the areas east of the hill and along Maple Avenue. Phase III would provide drainage to the south end and eliminate the pump station that currently pumps stormwater into the Swinomish Channel.

Current Status: Phase I was implemented with the Morris Street improvement project in 2003 and was completed with lateral extensions north of Center Street in summer 2005. This involved the construction of a large subterranean pump station at Sixth and Morris to collect all of the stormwater on Morris and Center Streets, and convey it approximately 0.7 mile east to settling and infiltration

ponds located south of the Public Works compound at Sullivan Slough. Stormwater from the north end of town no longer discharges into the Swinomish Channel. Another component of Phase I of this system consists of two ponds. One pond serves as a settling pond for incoming stormwater, and the second pond is an infiltration/evaporation pond. Phase II entails constructing a 4.8 acre wetland and outfall to Sullivan Slough.

Capacities:

Sixth & Morris pump vault 3,500 gallons per hour/pump

This storm water pump station has 2 pumps that pump at 3,500 GPM each. Normal operating capacity is 3,500 GPM with one pump, but has the capacity of 7,000 GPM with both pumps running.

Second and Caledonia pump station Capacity varies

The Caledonia Pump Station has four pumps. Two of these are High Flow pumps with one pump capacity of 2,400 GPM and the other pump capacity at 1,600 GPM. The total High Flow total capacity is 4,000 GPM. The other two Water Quality pumps have a capacity of 900 GPM each, for 1,800 GPM total. The total capacity with all four pumps is 5,800 GPM.

Future Needs:

1. Funding to complete projects identified in the 2017 plan within the planning horizon.
2. Coordination with the Port of Skagit County to better control parking lot and maintenance yard run off.
3. Improved public relations programs to keep the ratepayers abreast of progress and enhance their support of the fees required to finance these improvements in the future.

Debt: In 2018 the Town made its final payment on its Public Works Trust Fund loan.

Private Utility Providers

Natural Gas: Cascade Natural Gas in 2024 is the natural gas service provider in the Town of La Conner. The company has adequate infrastructure to meet the needs of the Town over the next 20 years, and it does not envision any major expansion of service in the areas around La Conner. In 2003, Cascade Natural Gas extended service across the Swinomish Channel by directional bore drilling beneath the channel following the old Morris Street bridge right-of-way.

Electric Power: Puget Sound Energy in 2024 is the electrical service provider in the Town of La Conner. PSE engineers have upgraded the reliability of the substation at the corner of La Conner-Whitney Road and McLean Rd., as well as improving the stability of the lines along McLean Rd. into Mount Vernon so that power failures in the Town have been greatly reduced. PSE has the capacity to

serve the projected needs of La Conner for the next 20 years. Considerations for Electric Vehicle will be included in the Climate Element.

Telecommunications:

- a. Telephone: Historically people's telephone service has been primarily land lines to their homes. With the advent of cell phones and more recently smart phones more and more people are served with wireless phone service only. A 2017 survey by the Center for Health Statistics indicates that nationwide almost 54% of households are served only by wireless telephone service. This goes up to 57% in the western US and to 70% for people between 23 and 34 years of age.

Individuals have numerous choices when it comes to service providers for wireless telephones and internet.

- b. Fiber Optic: The Port of Skagit in conjunction with other County entities is working to provide fiber optic connections from Anacortes to Concrete.
- c. Cable TV: WAVE Broadband Telecommunications holds a franchise with the Town of La Conner and delivers a wide range of telecommunications services, including wireless support. The company sees no problems in meeting the needs of the people and businesses of La Conner for telecommunications services over the next 20 years.

Trash Disposal: Waste Management, Inc. provides weekly trash pick-up throughout the Town. This firm has indicated no problems, which would detract from their service over the next 20 years.

CHAPTER 9

CAPITAL FACILITIES ELEMENT

Introduction

The Capital Facilities Element sets policy direction for determining capital improvement needs and for evaluating proposed capital facilities projects for the next twenty years. It also establishes funding priorities and a strategy for utilizing various funding alternatives. This element represents the community's policy plan for the financing of public facilities for the next 20 years, and includes a six-year financing plan for capital facilities from 2024-2030.

Level of Service (LOS) Standards

Standards are provided in Appendix 9-A.

Major Capital Facilities Considerations and Goals

The Capital Facilities Element is the mechanism the Town uses to coordinate its physical and fiscal planning. On-going coordination between the Public Works Director, Sewer Plant Manager, Finance Director, and the Planning Director is essential to identification, prioritization, and efficient management of capital facilities needs and improvements. The Town revises the Six-Year Capital Facilities Plan annually. The Capital Facilities Element of the Comprehensive Plan guides the development of the Six-Year Capital Facilities Plan and the goals as outlined in the Vision Statement Chapter 1. The Six-Year Capital Facilities Plan is incorporated into the Capital Facilities Element as Appendix B. La Conner's major green infrastructure includes Pioneer Park, as well as local bioswales, outlined in the Capital Facilities inventory. La Conner's Infrastructure Improvement Manual outlines the placement of these bioswales and other stormwater management techniques depending on the complexity of the proposed development.

The Six-Year Capital Facilities Plan for La Conner School District determines the School Impact fees assessed to new residential development. This plan is revised within a 6-year timeframe and impact fees are adjusted accordingly. In order for La Conner to assess the School Impact Fee, La Conner School District is required to submit an updated School Capital Facilities Plan every six years.

GOALS AND POLICIES

GOAL A

Protect the value and maximize the use of existing facilities.

Policies

- 9A-1 Develop and use cultural and community facilities with other government or community organizations in areas of mutual concern and benefit.
- 9A-2 Encourage capital improvement projects which promote the conservation, preservation or revitalization of commercial, industrial, residential areas, and the environment in La Conner.
- 9A-3 Invest in facilities, which if left unimproved, will cost more in the future or will require higher expenditures for operations and/or maintenance.
- 9A-4 Require public facilities to incorporate energy generation when and where possible
- 9A-5 Eliminate capital investments toward new construction in present and future vulnerable/hazard-prone areas, while investing in retrofitting facilities already existing in these areas to be more resilient.
- 9A-6 Consider future hazardous conditions during the siting and design of capital facilities, including changes to temperature, rainfall, and flooding potential to help ensure these facilities function as intended over their planned lifecycle.

GOAL B

Correct existing deficiencies to replace worn out or obsolete facilities and to accommodate future growth, as indicated in the Six-Year Schedule of Improvements of this element (Appendix 9-B)

Policies:

- 9B-1 Evaluate and prioritize capital projects using the following guidelines. The project must:
 - a. Be identified in the 6-Year Capital Facilities Plan
 - b. Meet one of the following criteria:
 - i. Correct existing deficiencies, replace facilities, or provide facilities needed for future growth to maintain Level of Service standards
 - ii. Remove or mitigate a public hazard
 - iii. Correct any existing condition of a public facility that would create a capacity deficit.

- c. Be financially feasible
- d. Conform to future land uses and needs based on projected growth patterns
- e. Assess impact on the local budget

9B-2 Identify all capital projects greater than \$10,000 in value.

9B-3 Adopt an annual capital budget and a six-year capital improvement plan as part of the budgeting process.

9B-4 Advocate for renewable energy when replacing or upgrading aging infrastructure.

9B-5 Use recycled materials in the renovation of facilities or construction of new infrastructure where possible.

GOAL C

Future development shall bear a fair share of facility improvement costs necessitated by development in order to achieve and maintain adopted Level of Service standards.

Policies:

9C-1 Implement funding mechanisms such as State Environmental Protection Act (SEPA) mitigation, impact fees and utility development fees for future capital improvements.

9C-2 Verify that Level of Service standards and concurrency have been met by a permitted development prior to the issuance of a Certificate of Authorization.

9C-3 Expansion or extension of public facilities and services must be provided by new development through Uniform Development Code concurrency requirements. These facilities shall meet adopted Level of Service standards.

GOAL D

Manage Town fiscal resources to support needed capital improvements for all development.

Policies

9D-1 Secure grants or private funds whenever available.

9D-2 Maintain indebtedness below that which would endanger any Level of Service standards in the town.

9D-3 Meet capital facilities needs in the most cost-effective manner.

9D-4 Apply for grants and loans for capital facilities from state and federal agencies rather than rely solely on commercial sources.

GOAL E

Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted Level of Service standards.

Policies

- 9E-1 Allocate Town sewer and water connection fee revenues primarily for capital improvements related to expansion of those facilities.
- 9E-2 Ensure that fiscal policies are consistent with other Comprehensive Plan elements to direct expenditures for capital improvements.

GOAL F

Ensure consistency between the Capital Facilities Plan, the Comprehensive Plan and the Shoreline Master Program.

Policies

- 9F-1 Comply with the La Conner Shoreline Master Program for the provision or extension of capital facilities in shoreline areas in accordance with shoreline uses.
- 9F-2 Ensure the Capital Facilities Plan meets the goals and policies of the Comprehensive Plan and the La Conner Shoreline Master Program.
- 9F-3 Update the Capital Facilities Plan annually to maintain consistency with other plans.

Town Facilities Inventory & Needs Assessment

Please see the Six-Year Capital Facilities Plan, attached as Appendix B, for the Town Facilities Inventory & Needs Assessment.

Plan Implementation and Monitoring

Implementation

The Six-Year Schedule of Improvements is the mechanism by which the Town can stage the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in the other Comprehensive Plan elements.

Appendix 9-B lists the capital improvement projects by facility type, indicates which projects are needed to correct existing deficiencies, and provides estimates of project costs by year. Projects less than \$10,000 and not related to Level of Service standards are excluded. Top priority is generally given to projects that correct existing deficiencies.

When projects require impact fees to be collected, identification of public facilities on which the money is spent must be provided in accordance with state law.

Monitoring and Evaluation

This is essential to ensuring the effectiveness of the Capital Facilities Plan Element. This element will be reviewed annually and amended to verify that fiscal resources are available to provide public facilities needed to support LOS standards.

The annual review will be the responsibility of the Mayor, Administrator, Financial Director, Public Works Director, and the Planning Director. The review will include an examination of the following considerations in order to determine their continued appropriateness:

- a. Any corrections, updates, and modifications concerning costs, revenue sources, acceptance of facilities following dedication which are consistent with the element; or the date of construction of any facility enumerated in the element.
- b. The Capital Facilities Element's continued consistency with the other elements and its support of the Land Use Element.
- c. The priority assignment of existing public facility deficiencies.
- d. The Town's progress in meeting needs determined to be existing deficiencies.
- e. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority.
- f. The Town's effectiveness in maintaining the adopted LOS standards.

- g. The Town's effectiveness in reviewing the impacts of state agencies that provide public facilities within the Town's jurisdiction.
- h. The effectiveness of impact fees or fees assessed on new development for improvement costs.
- i. Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements.
- j. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment.
- k. Capital improvements needed for the latter part of the planning period, for updating the Six-Year Schedule of Improvements.
- l. Concurrency status, following any annexation or rezone.

APPENDIX 9-A**LEVEL OF SERVICE (LOS) STANDARDS**

The Town will use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

1. Community Parks: 6 acres per 1,000 residents (now have minimum of 12 acres for Pioneer Park).
2. Open Space: 25% of total Town area.
3. Drainage: Stormwater Management System to retain the runoff from a 25-year, 24-hour storm event at peak discharge rates. Development will be regulated to ensure the post-development runoff to the Town system does not exceed the pre-developed discharge volume and/or rate to ensure the level of service of the existing stormwater system is not compromised.
4. Traffic Circulation: Roadway link specific for all streets in the Town. The LOS of grade C is desirable for major access streets during peak traffic times. LOS designations are listed in the Transportation Element.
5. Sanitary Sewer: 85 gallons per capita per day; 300 milligrams per liter strength biochemical oxygen demand (BOD).
6. Potable Water: 170 gallons per capita per day at 55 psi; with a minimum of three days storage reserve.
7. Fire flow: Minimum of 1,000 gallons per minute.

CHAPTER 10

ESSENTIAL PUBLIC FACILITIES ELEMENT

Introduction

The Growth Management Act (GMA) requires all local comprehensive plans include a process for identifying and siting essential public facilities, and prohibits local comprehensive plans or development regulations from precluding the siting of essential public facilities.

Essential Public Facilities are defined in the GMA, as follows:

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes and secure community transition facilities as defined in RCW 71.09.020. (RCW 36.70A.200)

In addition Skagit County and its Cities and Towns have agreed to Countywide Planning Policies that address the availability and provision of essential public facilities and services. Those policies include:

12.2 All communities within a region shall fairly share the burden of regional public facilities.

12.3 A process shall be developed for identifying and siting essential public facilities. The Comprehensive Plan may not preclude the siting of essential public facilities.

An essential public facility may include facilities owned by the government or a private entity. The La Conner Schools, the La Conner Swinomish Library, Town Hall, and Maple Hall are existing essential public facilities located within the Town of La Conner.

Given its location and land constraints, the most likely essential public facilities that the Town would need to accommodate would be those related to housing at risk individuals. The La Conner Uniform Development Code contains an array of definitions relating to essential public facilities. These definitions include: adult family home; convalescent or nursing home; domiciliary care; housing for people with functional disabilities; people with functional disabilities; rest homes; nursing homes and homes for the elderly; retirement homes; retirement apartments; and supportive living arrangements. As a community, the Town recognizes the need to address problems or special needs generated within our community.

Housing for at risk people groups as described above can be placed into the following three categories:

- Secure Community Transition Facility: A residential facility for persons civilly committed and conditionally released to a less restrictive alternative under RCW 71.09. A Secure Transition Facility has supervision and security, and either provides or ensures the provision of sex offender treatment services. These facilities include, but are not limited to, the facilities established pursuant to RCW 71.90.250 and any community based facilities established under RCW 71.09 and operated by DSHS or under contract to DSHS.
- Community Residential Facility: Any dwelling licensed, certified or authorized by State, Federal or local authorities as a residence for children or adults with physical; developmental or mental disabilities; dependent children or elderly individuals in need of supervision, support and/or independent living training; domestic violence shelters, and rape relief shelters. Does not include halfway houses, or secure community transition facilities.
- Community Treatment Facility: Any dwelling or building licensed, certified or authorized by State, Federal or local authorities as a residence and treatment facility for children or adults with mental disabilities, alcoholism or drug abuse problems, needing a supervised living arrangement and rehabilitation services on a short-term or long-term basis. Does not include detoxification centers, halfway houses, crisis residential centers or secure community transition facilities.

A fourth category covers other typical essential public facilities that each community needs to include in order to function in an orderly manner.

- Public Service Facility: Any building or infrastructure essential to government services provided by the Town of La Conner to the public (i.e. schools, police and fire service). This does not include facilities within the public rights-of-way. Specific public service facilities in La Conner are as follows:
 - The La Conner Swinomish Library, which is a regional facility;
 - The La Conner Town Hall, an historic structure which houses essential local government functions; and
 - Maple Hall, an historic structure that serves several public uses such as the Senior Center. It is also a public meeting venue for the Town Council, Planning Commission, and Parks Commission, among others.

GOALS AND POLICIES

GOAL A

To follow the process and siting criteria in Appendix 10-A and not prohibit or exclude the siting of essential public facilities.

Policies

10A-1 The Town recognizes the need to provide essential facilities in proportion to the needs of its citizens.

GOAL B

To ensure that the siting of essential public facilities includes and provides for extensive public processes.

Policies

10B-1 Public notice should be given to the Town and its residents when an essential public facility is being considered for La Conner.

10B-2 Consult with affected agencies and utilities in preparing recommendations and give them an opportunity for review and comment.

10B-3 Convene public meetings when sites are under consideration to:

- Inform the Town's residents of why the facility is needed, why in La Conner, and the timelines for selecting a site and receiving citizen input.
- Inform citizens when specific sites have been selected and receive citizen input.

GOAL C

To ensure that land use and review processes provide adequate information needed to evaluate the siting of the proposed essential facilities.

Policies

10C-1 Establish permitting criteria using parameters established in Appendix 10-A.

GOAL D

To ensure that the siting of essential public facilities is in conformance with the following zoning regulations:

Policies

- 10D-1 Secure Community Transition Facilities may be permitted as a Conditional Use outside the Historic District in Commercial and Industrial Zones only.
- 10D-2 Community Residential Facilities may be permitted as a Conditional Use in Residential and Commercial Zones only.
- 10D-3 Community Treatment Facilities may be permitted as a Conditional Use outside the Historic District in Commercial Zones only.
- 10D-4 Public Service Facilities may be a permitted use in a Public Zone and a Conditional Use in all other zones outside of the public right-of-ways.

APPENDIX 10-A

The following issues will serve as a basis to establish criteria for site selection of essential public facilities:

Specific facility requirements:

- Identify the characteristics of the facility that make it difficult to site.
- Identify security plans and mitigation needed to protect persons and neighbors
- Nature or conditions of the occupants should be defined with particular attention to the extent they pose a hazard
- Size of facility and number of occupants
- Minimum acreage needed
- Accessibility
- Transportation and service needs/requirements
- Supporting public service needs
- Health and safety
- Site design
- Zoning
- Availability of alternate sites

Impacts of the facility:

- Land use compatibility
- Land use and development in adjacent and surrounding areas
- Zoning in surrounding areas
- Present and proposed population density of surrounding areas
- Environmental impacts and opportunities to mitigate
- Effect on agricultural, forest or mineral lands, critical areas, and historic, archaeological and cultural sites
- Effect on the likelihood of associated development
- Effect on public costs, including operating and maintenance
- Existing Comprehensive Plan designations for the surrounding area

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 many 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.</p>
Caledonia Street End	<p>Undeveloped street end with accompanying DNR waterfront lease.</p>

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. Possible location for active artists.</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, with the possibility of adding additional artwork at the bottom of the staircase.</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. Possible location for active artists.</p>	

Gilkey Square (Morris Street End)	<p>Excellent channel views and focal point from Morris Street as visitors enter town. Summer music event site. This area is also the site for the town's Christmas tree.</p> 
Morris and 3 rd Street Stairs	Stairway connects Morris Street with hilltop. Public restrooms available on Morris Street.
Jordan Street	Undeveloped waterfront site with picnic table on North First Street. Future waterfront access is being considered.
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 and public art. Access to camping area at Pioneer Park.
Skateboard Park	Opened in 2011. Located at the end of North Sixth Street.

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, climbing structures, tetherball and blacktop for ball games. Also includes a toddler playground.
Basketball (outdoor)	<ul style="list-style-type: none"> Behind the Elementary School is a court with several hoops. Adjacent to the Braves Hub is an outdoor court (2 hoops).
Baseball Fields	<ul style="list-style-type: none"> One permanent softball field behind the Middle School

	<p>playground with dugouts and a bleacher on one baseline.</p> <ul style="list-style-type: none"> • One regulation baseball field behind the Elementary 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 ¼ 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.
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 gyms also serve as a multi-purpose room (also serving as cafeterias).

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.
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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	▪ Implement a forest Best Management Program to enhance and maintain the Park's tree and plant health.
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	<ul style="list-style-type: none"> ▪ 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 (Port of Skagit County)	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

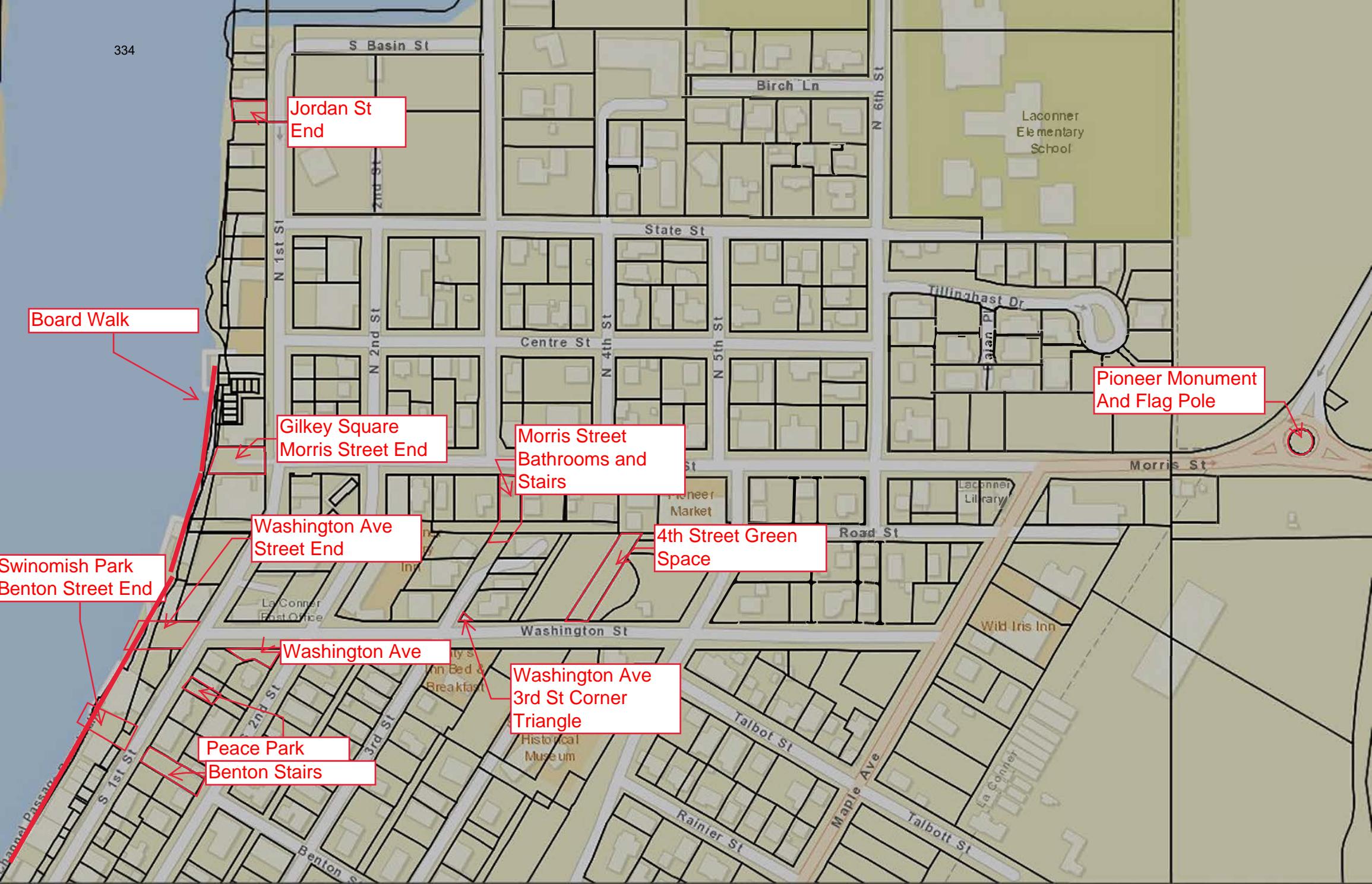
OVERVIEW

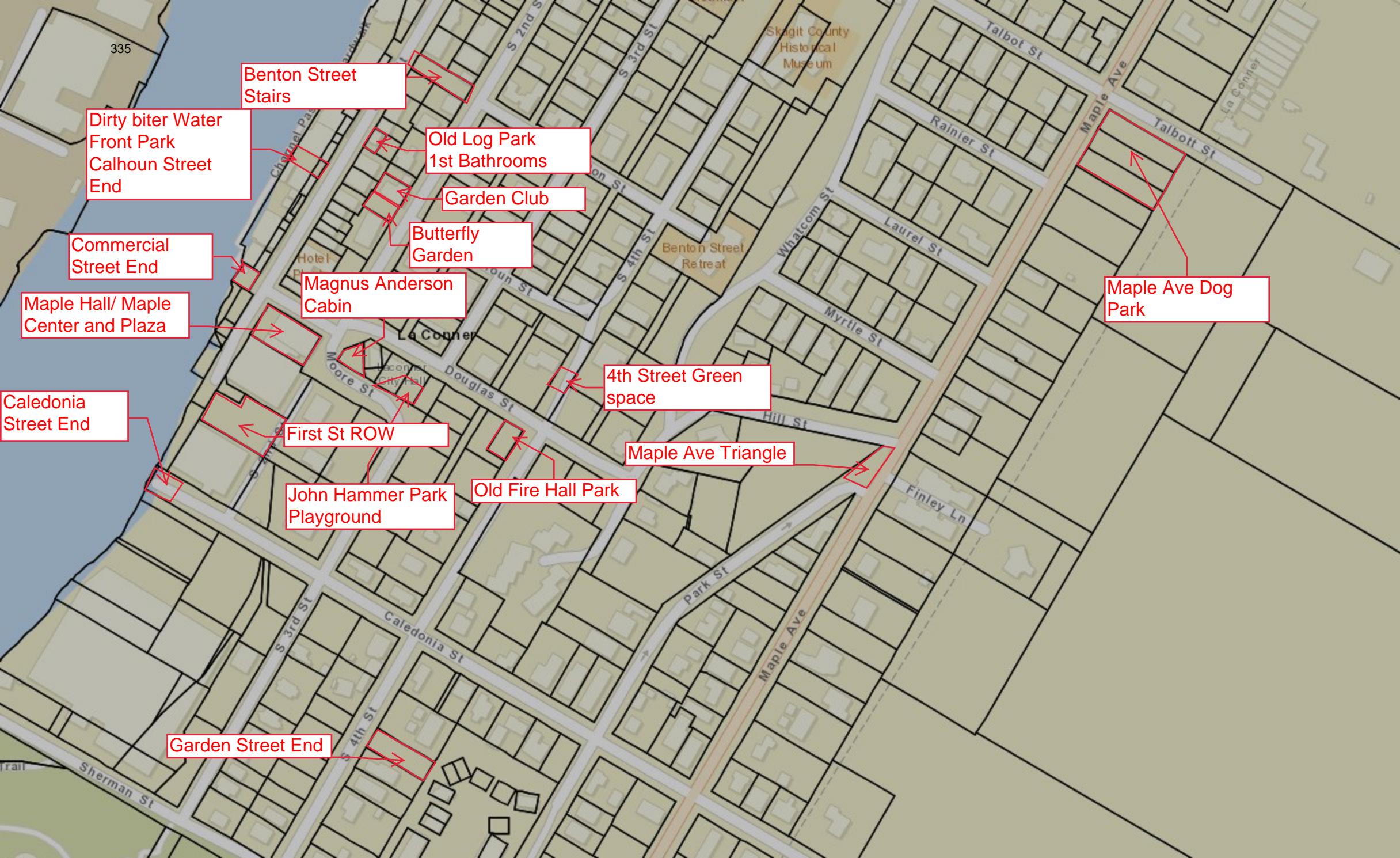
This Park Plan meets the requirements of the Washington State Recreation and Conservation Office (RCO) and the Washington State Growth Management Act (GMA). The Plan has been adopted as an amendment to the La Conner Comprehensive Plan following guidelines within the IAC publication *"Framing a Community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

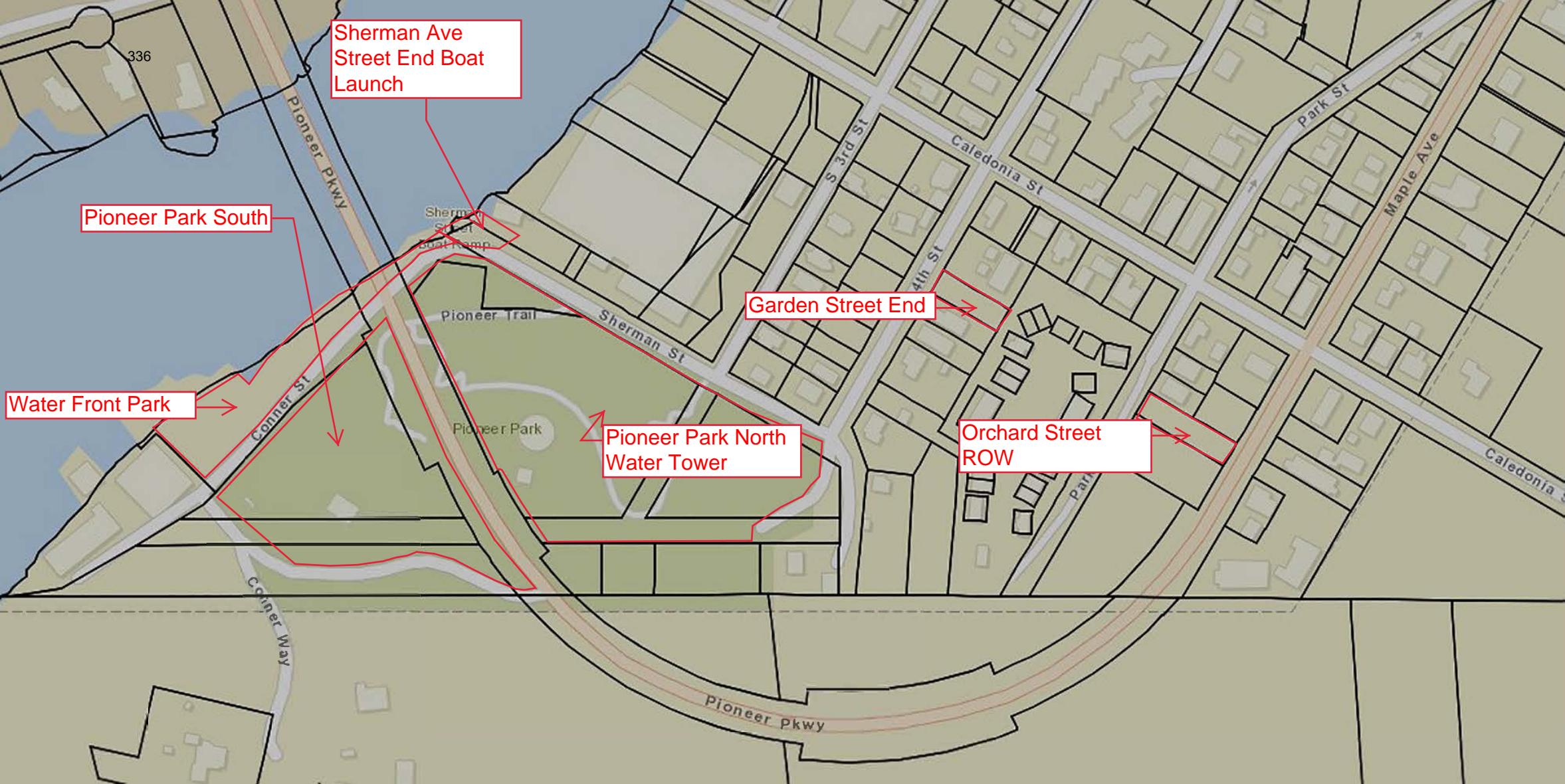
Following is an overview of the process for amending the Plan.

- 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







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:¹

¹ All changes discussed in the below chart are based on the High Emissions scenario, using the CMRW webtool, charted for the year span 2020-2049. Individual citations are included below.

Hazard	Change ²³⁴	Impact
1. Extreme Heat ⁵	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. There is expected to be an increase of roughly 12 days with a minimum humidex above 65 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. An increase in the number of nights with a minimum humidex above 65°F is expected to increase heat-related deaths, illness, and hospitalizations. 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.
2. Riparian Flooding ⁶	By 2050, the return streamflow of a 25-year riparian flooding event will be 15 years instead, meaning that the potential for high riparian flooding will be increased.	La Conner experiences effects from both coastal/tidal and riparian 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 riparian

² Adelsman, H., & Ekrem, J. 2012. Preparing for a changing climate: Washington State's integrated climate response strategy. Department of Ecology, Olympia, WA.

³ Snover, A.K., Mauger, G.S., Whitely 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.

⁴ Mauger, G.S., J.H. Casola, H.A. Morgan, R.L. Strauch, B. Jones, B. Curry, T.M. Busch Isaksen, L. Whitely 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>

⁵ 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>

⁶ Chegwidden, O. S., B. Nijssen, 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.

		flooding will have large negative impacts on La Conner.
3. Tidal/Coastal Flooding	For a full account of how tidal flood events are expected to change, please see the Sea Level Rise report attached as appendix 12A.	For a full account of how tidal flood events are expected to change, please see the Sea Level Rise report attached as appendix 12A.
4. Drought ⁷	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.
5. Wildfire ⁸ . Smoke and air quality impacts.	Both La Conner's and Skagit County risk of wildfire is very low. With there being a less than 1% chance of conditions likely to result in wildfire within the next 30-year period in La Conner, and a roughly 3% of wildfire occurring in Skagit County it is unlikely that a wildfire will occur. However, there is still a 13 day increase in the number of potential "high fire" days. A high fire danger day is a day in which 100-hour fuel moisture is less than the historical 20th percentile.	An increase in high fire danger days indicates greater potential for wildfire danger to damage infrastructure, interrupt businesses, and affect public health and well-being. Smoke from surrounding areas impacts community health and may interrupt outdoor recreation and activities. Smoke can travel from very far away with the right wind conditions, so La Conner should still plan to manage wildfire smoke, even if the risk of fire is low.
6. Extreme Precipitation	La Conner will experience a 9% increase	Increased precipitation will put additional

⁷ 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>

⁸ T. Sheehan, D. Bachelet, K. Ferschweiler. Projected major fire and vegetation changes in the Pacific Northwest of the conterminous United States under selected CMIP5 climate futures. Ecol. Model., 317 (2015), pp. 16-29. <https://doi.org/10.1016/j.ecolmodel.2015.08.023>

	in the magnitude of a 25-year storm event, which means that storms are more likely to damage Town infrastructure and more likely to cause flooding due to the overflow. Currently, developers must plan stormwater systems for 2.6 inches of in a 24-hour period, the current 25-year event.	pressure on the Town's storm water systems to handle overflow. La Conner's infrastructure risks failure and other harmful effects if the magnitude of the storm events increase without accompanying development requirements.
7. Sea Level Rise	Please see appendix 12A	Please see Appendix 12A

La Conner's various assets will be affected differently by these hazards. For a full assessment of the hazard and assets, please see Appendix 12B: Assessment Matrix.

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.
- 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.
- 12A-8 Design and site new and expanded roads and pathways to have the least possible adverse effect on the shoreline, account for sea-level rise projections, not result in a net loss of shoreline ecological functions, or adversely impact existing or planned water-oriented uses, public access, and habitat restoration and enhancement projects.
- 12A-9 Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.
- 12A-10 Direct new development into areas where exposure to climate hazards is low.

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 complementary, 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 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 charging infrastructure that prioritizes on-site installations, maintains pedestrian safety, and preserves the character of historic neighborhoods, while allowing limited right-of-way (ROW) charging where no other feasible options exist.

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.

GOAL G

Incorporate sea-level rise information, along with tsunami hazard mapping, into critical area delineation for siting critical infrastructure, land-use planning, and emergency management.

Policies

12G-1 Develop regulations for elevating or setting back new and substantially improved structures to reduce the risk of damage caused by sea level rise.

12G-2 Consider sea-level rise in coastal and nearshore habitat restoration projects.

12G-3 Identify and implement strategies to increase the resilience of the shoreline environment to sea-level rise and other climate hazards,

while also protecting shoreline ecological functions, allowing water-dependent uses, and providing public access.

GOAL H

Protect community health and well-being from floods and extreme water level events.

Policies

- 12H-1 Require that proposals for shoreline stabilization demonstrate a need, and require the use of soft shore stabilization methods to the extent practicable to protect sites from wave-driven erosion or flooding exacerbated by sea level rise.
- 12H-2 Identify and quantify the ecosystem services benefits of natural systems, and include these natural capital assets in cost-benefit assessments for community and development planning.
- 12H-3 Protect significant historic sites prone to floods or other hazards worsened by climate change.

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.

Developing regional partnerships along with climate-based planning will help La Conner safely and responsibly manage these safety hazards while ensuring La Conner resources are properly managed. La Conner staff takes advantage of regional trainings and informational sessions, and maintaining this practice will be crucial as green technologies are introduced. In addition, collaborating with neighbors will help La Conner achieve its own climate goals, as it will be reducing waste and unnecessary expenditures.

La Conner's Emergency Management Commission took climate hazards into account when generating the La Conner Comprehensive Emergency Management Plan (CEMP). In future review of this plan, climate-based hazards will also be reevaluated to ensure that they are still effectively considered within the CEMP.

Residential and commercial properties are both affected by climate. La Conner's central downtown hub is a historical waterfront community that includes both commercial and residential uses. The historic nature of the district makes it difficult to effectively floodproof the structures, leaving them susceptible to flood damage. As discussed in the Economic Element, La Conner's economy is largely tourism based. If this area of town were to experience an extreme climate-related disaster, it would be challenging to recover. In accordance with Appendix

12A, Sea Level Rise, La Conner will need to develop unique adaption-mitigation pathways based on the community's vision and held values.

Sea Level Rise and Impact on La Conner

Introduction:

Over the years, the need to plan for sea level rise has increased. In 2022, the National Oceanic and Atmospheric Administration (NOAA) released their 2022 Sea Level Rise Technical Report and accompanying Application Guide in order to provide local municipalities updated sea level rise data and offer suggestions on ways that local planning can help mitigate the effects of the sea level rise. As a “hydro-friendly” town located on the Swinomish Channel, this guide will be helpful as La Conner looks to the next 20, 50, and 100 years in La Conner.

As La Conner develops the best planning practices for managing the effects of the rising sea level locally, it is important to understand how the regional sea level projections are linked to the coast-wide and global projections. This may help compensate for the potential variability of sea level rise and help design more accurate local methods for mitigate the effect of sea level rise in La Conner.

Luckily, NASA and NOAA have developed regional and local projections designed to help coastal communities plan for the change in sea level. This is important because the more place-specific information La Conner can use, the better La Conner can plan mitigation effects for the community.

This update was a progress by a joint task force that included the National Aeronautics and Space Administration, the National Oceanic Atmospheric Administration, Environmental Protection Agency, U.S. Geological Survey, and U.S. Army Corps of Engineers, along with partners in academia. If requested, more detail around the collection and normalization of the data can be provided. An important note: the data has been normalized for a 2000 baseline, so any increases are based on the 2000 coastline. A two-foot rise in sea level is a two-foot rise since 2000.

Sea Level Rise (SLR) in La Conner

When planning for SLR, there are two main challenges: the sea rise itself, and the accompanying increase in flooding, or Extreme Water Levels (EWLs). Although the increase

in both intensity and frequency of EWLs may be more memorable to the affected community, it is important to remember that the number one factor in EWLs is the continued SLR, so the best way to reduce harm from EWLs is to plan extensively for SLR. High tide flooding (HTF) is expected to rise in the coming years, with projections suggesting a doubling of its current rate by 2030.

On the following pages, data on SLR and EWLs specific to La Conner is presented and discussed, along with several approaches to planning and mitigation, followed by potential approaches designed to integrate the data into long-term planning for La Conner. The Technical Report outlines five different scenarios of SLR; Low, Low-Intermediate, Intermediate, Intermediate-High, and High, over both near term (to 2050) and long term (to 2150) time spans.

In the short term the five projections do not vary much, it is only in the long-term planning scenarios that the uncertainty of the projections begins to grow, leading to divergence. The single driving rate of SLR is the continued warming of the ocean, which is largely dependent on human behavior. As it is difficult to estimate the rate of ocean warming in the future (as it largely depends on mitigation measures developed by the current human population) it is much more difficult to calculate the related sea level rise after 2050.

In developing this report, the Intermediate-High projection is used. In order to determine the best projection to use, two questions were asked:

1. What level of **risk-tolerance** is most appropriate for La Conner?
2. What **scenario** is best suited for La Conner to avoid **widespread inundation** in a **50-year adaptation plan?**

The two questions are related to one another, and the answer to the first question is informed by the second. In order to find the answers to these questions, [NOAA's Sea Level Rise Scenario tool](#) was utilized, which allows a user to view data projections by year. In this case, Port Townsend is the closest physical gauge to La Conner, so the tool developed projections for La Conner based on the Port Townsend gauge. In 2070 (roughly 50 years away) **widespread inundation** occurs at a rise of 2 feet. This most closely matches the **intermediate-high** projection scenario, which calculates 1.87ft of rise in 2070. In order to

avoid widespread inundation, La Conner should plan mitigation effects for an intermediate-high scenario; therefore, the answer to question two is an **intermediate-high scenario**, and the answer to question one is an **intermediate to low risk tolerance**. Note that the planned for scenario and the associated risk tolerance are reciprocals of each other. Figure 1 and Figure 2, below, offer a visual representation of what sea level rise of one or two feet could look like for La Conner in the year 2070. Green indicates low-lying areas.

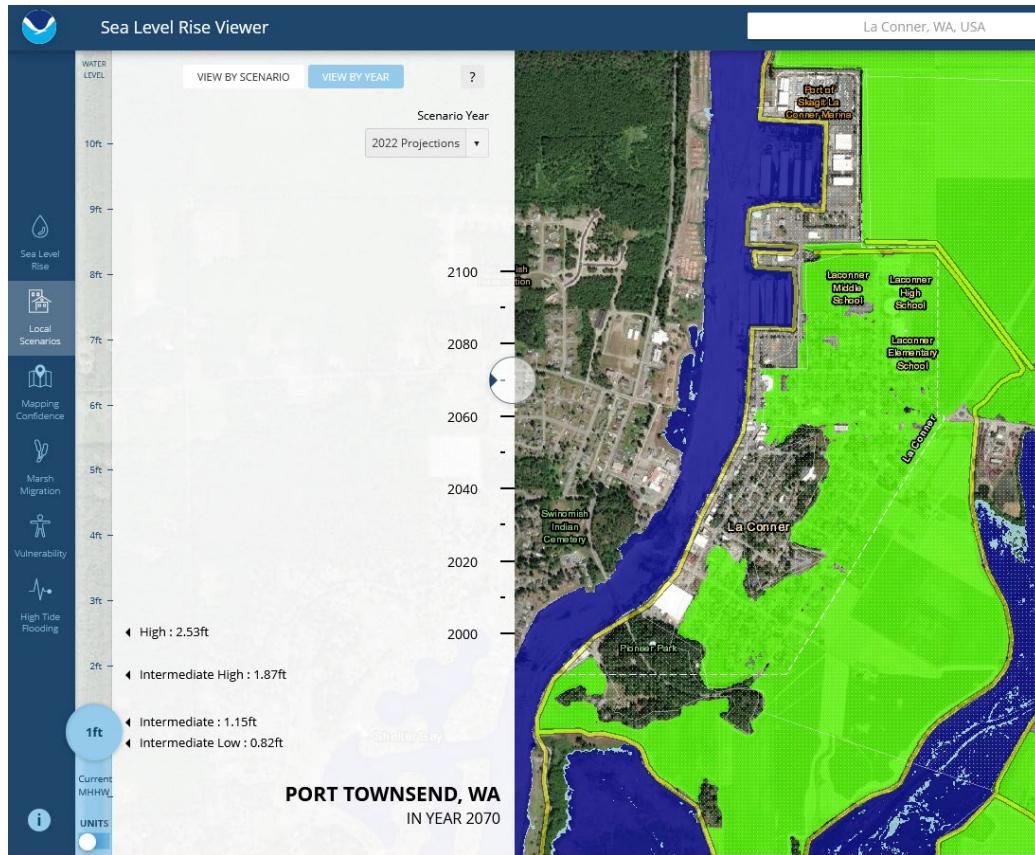


Figure 1: Visual of a projected sea level rise of 1ft in La Conner in the year 2070. Green indicates low-lying areas.

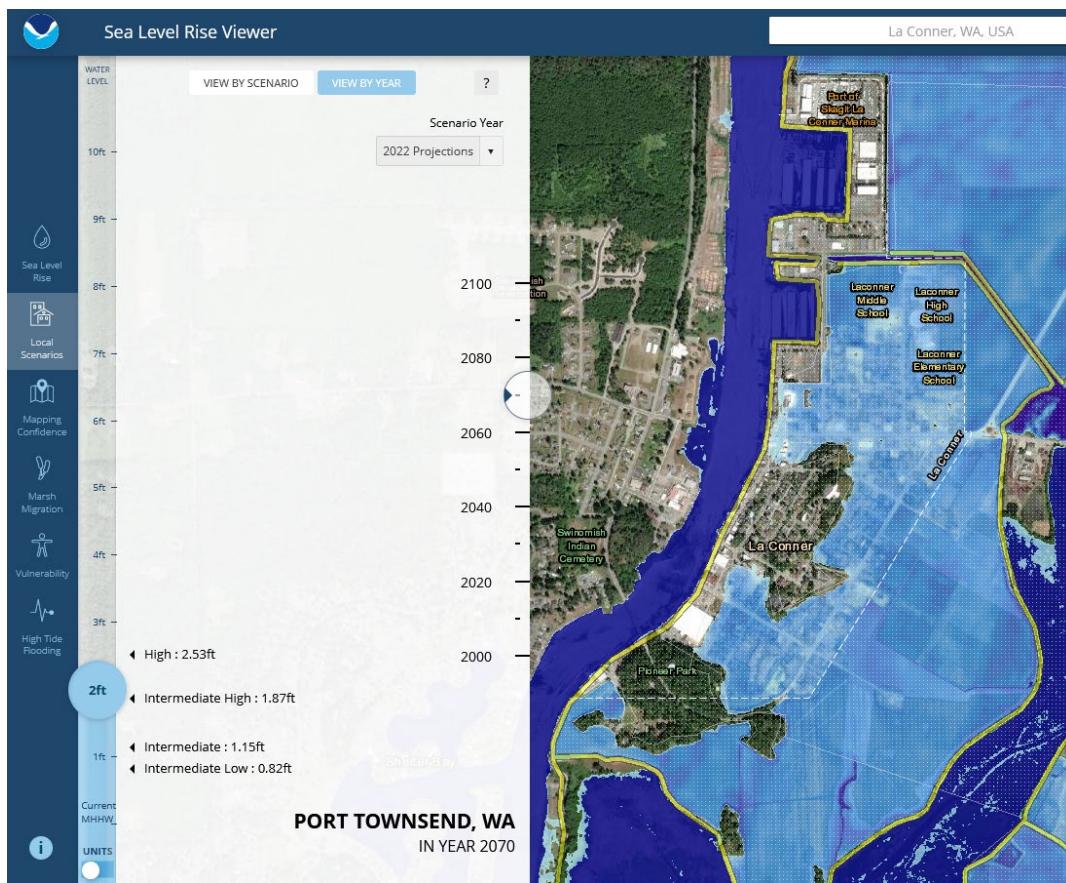


Figure 2: Visual of a projected sea level rise of 2ft in the year 2070 in La Conner. Wide spread inundation occurs at this sea rise level, which most closely matches the Intermediate-High scenario.

The below tables show the four tidal gauges closest to La Conner and the expected SLR in the Intermediate-High and Intermediate scenarios at 2050 and 2100.

Place	Year	Scenario	Rise (ft)	Decade	Scenario	Rise (ft)
Seattle	2050	Intermediate-High	0.95	2100	Intermediate-High	4.39
Port Townsend	2050	Intermediate-High	0.84	2100	Intermediate-High	4.16
Cherry Point	2050	Intermediate-High	0.51	2100	Intermediate-High	3.47
Friday Harbor	2050	Intermediate-High	0.74	2100	Intermediate-High	3.96
Average			0.76			4.00

Place	Year	Scenario	Rise (ft)	Decade	Scenario	Rise (ft)
Seattle	2050	Intermediate	0.74	2100	Intermediate	2.92
Port Townsend	2050	Intermediate	0.63	2100	Intermediate	2.69
Cherry Point	2050	Intermediate	0.3	2100	Intermediate	2.05
Friday Harbor	2050	Intermediate	0.53	2100	Intermediate	2.49
Average			0.55			2.53

Here is a general graph outlining the SLR for the Northwest Coast, from 2020 to 2150.

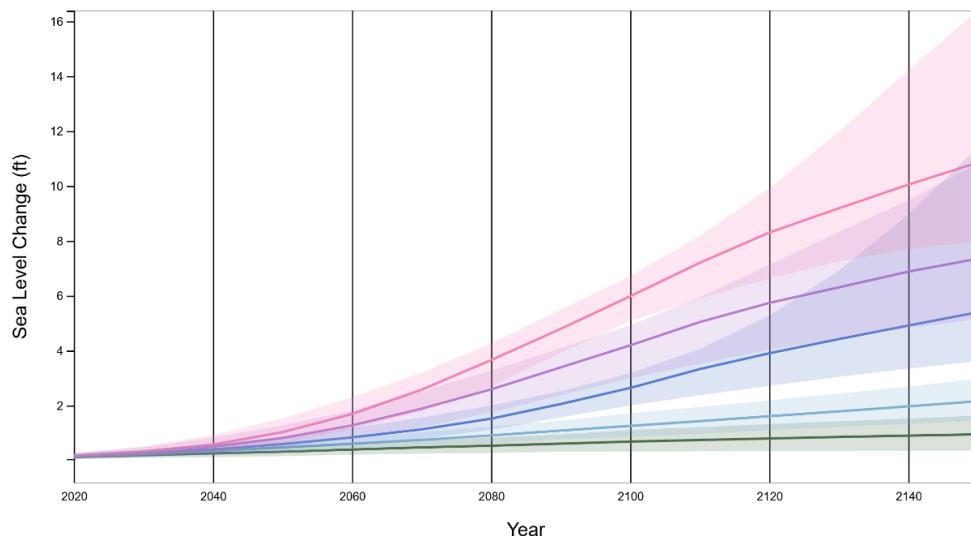


Figure 3: SLR for the Northwest Coast projected to 2150 in five different scenarios. From bottom: Low, Intermediate-Low, Intermediate, Intermediate-High, and High. Confidence intervals are shown in shading on the graph

Regional estimates provided by NOAA can be helpful in planning for near-term effects and SLR. Regional estimates come from tide gauge observations like the ones above and other sets of observations in the region. The graph below illustrates how the regional observed SLR is extrapolated to the projected SLR to 2050. Again, because of robust statistical processes applied by NOAA and other authors of the report, there is a low level of uncertainty in these projections. Below is a graph of the Northwest regional SLR scenarios up to 2050.

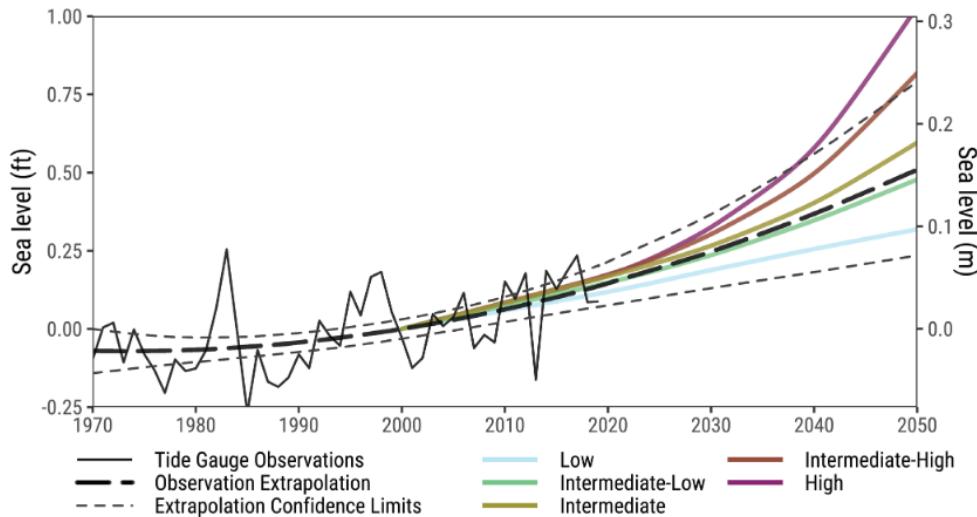


Figure 4: Regional SLR scenarios and the observation-based extrapolation for the Northwest Region (Washington and Northern Oregon). Variability due to cyclical ocean dynamics is overlaid for context and was removed prior to generating the observation-based extrapolation.

It is true that the median observation-based extrapolation of sea level rise (the likely range) for the near-term (2050) Northwest coastline is bounded by the Intermediate-Low to Intermediate scenarios, so some may say planning for an Intermediate-High scenario is overly cautious. However, given that most scenario divergence occurs after 2050, given that uncertainty increases after 2050, and given that a substantial amount of land in La Conner is low-lying (highlighted green in figure 1) using the intermediate-high scenario provides reasonable confidence that mitigation measures will provide a long and lasting impact. Even at projected levels of global emissions causing a 5.4°F increase in global air temperature in 2100, there is a less than 1% chance that the Intermediate-High SLR scenario will be exceeded. This is a reduction from the 5% chance that an Intermediate SLR scenario will be exceeded, and a reduction from the 82% probability that the Intermediate-Low scenario will be exceeded.

Please note that, in general, greater warming and higher human emissions are needed to arrive at the Intermediate, Intermediate-High, and High scenario.

If certain structures or town locations are later shown or determined to have a low-tolerance (high-risk) to SLR, there are specific strategies outlined in the Application Guide designed for risk-intolerant locations which could be applied.

Please note that the projected sea level rise in North West Washington is the lowest for the entire US coastline. This means that the mitigation methods used in other communities will

likely be effective in La Conner, as other communities will be planning for a higher increase in SLR. However, La Conner is about 50% low lying areas, so it may be more vulnerable to SLR than its direct neighbors in the Northwest, and it may be more vulnerable to the expected increase in EWL and HTF.

In order to best prepare for EWLs and HTF, it is necessary to find La Conner specific EWLs and HTF projections.

Extreme Water Levels (EWL) and Flood Regime Shift:

Over the next 30 years, SLR will create a regime shift in coastal flooding, causing more damaging flooding more often. NOAA's flood characterizations are broad, and based in damage done to property or infrastructure rather than water level alone. Extreme Water Levels, in comparison, represent the water level alone, with no regard to damage. NOAA characterizes minor flooding as flooding with little to no long-term impacts, moderate flooding as flooding with some longer-term impacts and short-term impacts on small areas of property or infrastructure, and major flooding as flooding with long-term impacts on a considerable amount of property and infrastructure. By 2050, La Conner can expect to see an increase of about 10 times more moderate flooding. More specifically, in 2050 La Conner can expect to see about 4 moderate flooding events per year. For reference, today La Conner sees around 3 events of minor flooding per year. The December 2022 flood would be considered in a major flood under this maxim. Major flooding will jump from about a 4% yearly chance to a 20% yearly chance by 2050. In 2060 and the following years, La Conner could expect to see a "December flood" about once every two years, and possibly more frequently.

Before continuing to discuss flooding in La Conner, it is important to emphasize that the 1% annual chance water levels, sometimes referred to as a 100-year flood, in this analysis are not the same as those found in the Federal Emergency Management Agency's (FEMA's) regulatory products such as the Flood Insurance Rate Maps. More detail can be provided on the relationship between the EWL analysis and FEMA's regulatory floodplain if needed (Section 3.1).

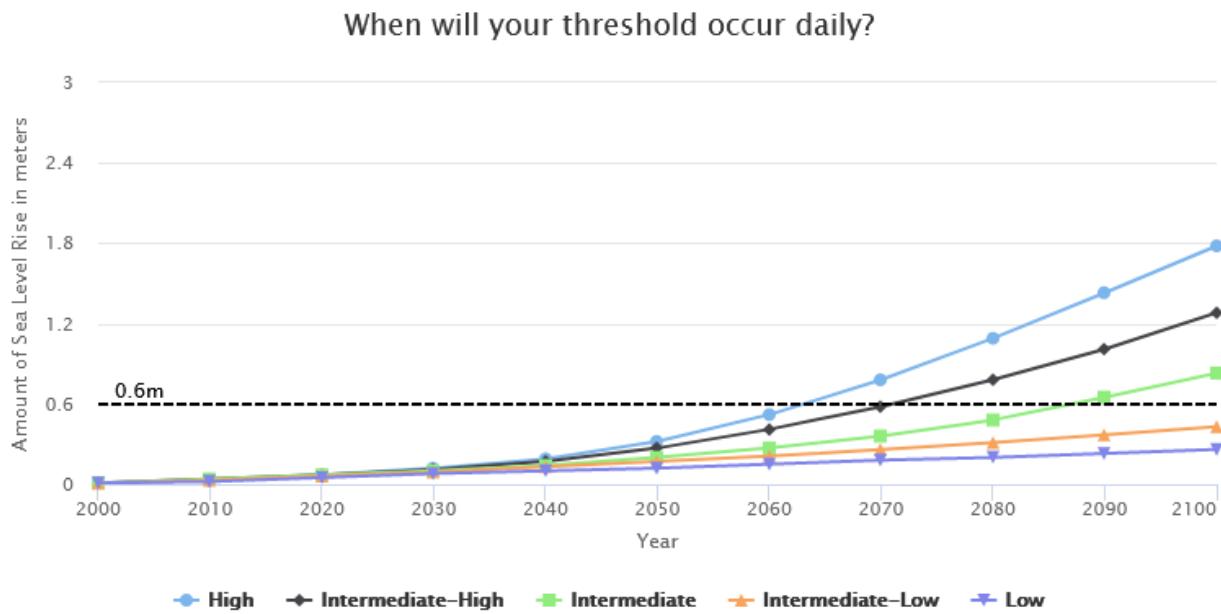
Among the tools associated with the updated technical report, NOAA developed a Local Quick Flood Assessment tool for communities using the 2022 projections. In order to use this tool, one must specify the height and frequency level at which flooding becomes a concern for the community. For the following projections, a height level of 0.6m above the current average daily tides was chosen. 0.6m comes from the regionalized 1-degree grid Minor Flood level as indicated in the 1-degree grid developed for regional projections. The below chart lists the four closest tide gauges to La Conner and the associated heights at which minor, moderate, and major flooding occurs. As can be seen, the minor flooding levels for all four gauges are roughly 0.6 meters. In addition, 0.6 meters is ~1.9 ft, which is the level previously established in this report for widespread inundation.

EWL Grid No.	NOAA ID	Location	Latitude	Longitude	Tide Range (m)	Flood Index u (m, MHHW)	u Trend (mm/yr)	Epoch of u	Minor Flood (m, MHHW)	Moderate Flood (m)	Major Flood (m)
49239	9444900	Port Townsend, WA	48.11	-122.76	2.597	0.538	1.7	1983–2001	0.604	0.878	1.274
48880	9447130	Seattle, WA	47.60	-122.34	3.462	0.541	2.1	1983–2001	0.639	0.904	1.309
49239	9449424	Cherry Point, WA	48.86	-122.76	2.788	0.585	0.4	1983–2001	0.612	0.884	1.282
49238	9449880	Friday Harbor, WA	48.55	-123.01	2.364	0.554	1.2	1983–2001	0.595	0.871	1.265

Figure 5: Four closest tide gauges to La Conner and the associated information provided by NOAA, including the height at which minor, moderate, and major flooding occurs in 2022.

In deciding the frequency level at which flooding would become a problem for the community, the previously established intermediate to low risk tolerance was used to establish that 12 days of 0.6m flooding (once a month) a year would cause a problem for the community. This is because the tool itself suggests 24 days of flooding (two days a month) as a threshold when calculating for an intermediate risk tolerance. As La Conner is working with an intermediate to low risk tolerance, a lower threshold was chosen. At any point, this analysis can be redone using any height or frequency thresholds as needed. Currently, a 0.6m flood has about a 50% chance of occurring in any given year. Put another way, this means that La Conner experiences a 0.6m flood on average once every 2 years.

The following graph shows when La Conner can expect to reach a water level of 0.6m daily depending on the projected scenario. Intermediate-High, the scenario used for La Conner in this report, is shown in black triangles on a line. As can be seen, this graph shows that La Conner might reach a 0.6m water level daily in 2070, which matches the previous projections for SLR.



This also helps La Conner estimate when and how La Conner can expect its 100-year water level to change. Currently, La Conner's 100-year level, or flooding that has a **1% chance of occurring each year**, is flooding at or exceeding **0.98 m above MHHW**. If La Conner experiences a SLR of 0.38 m, or about 1.2 ft, this level of flooding will have **a 50% chance of occurring each year**, and La Conner could expect to see flooding at this level every 2 years. So, when should La Conner expect to see this increase in flooding? The below graph outlines the years that 0.38m of SLR will occur in the five (low, intermediate-low, intermediate, intermediate-high, and high) potential scenarios. The scenario that La Conner is planning for, Intermediate-High, shows this increase happening in **2060**.

When will 0.38m of SLR occur?

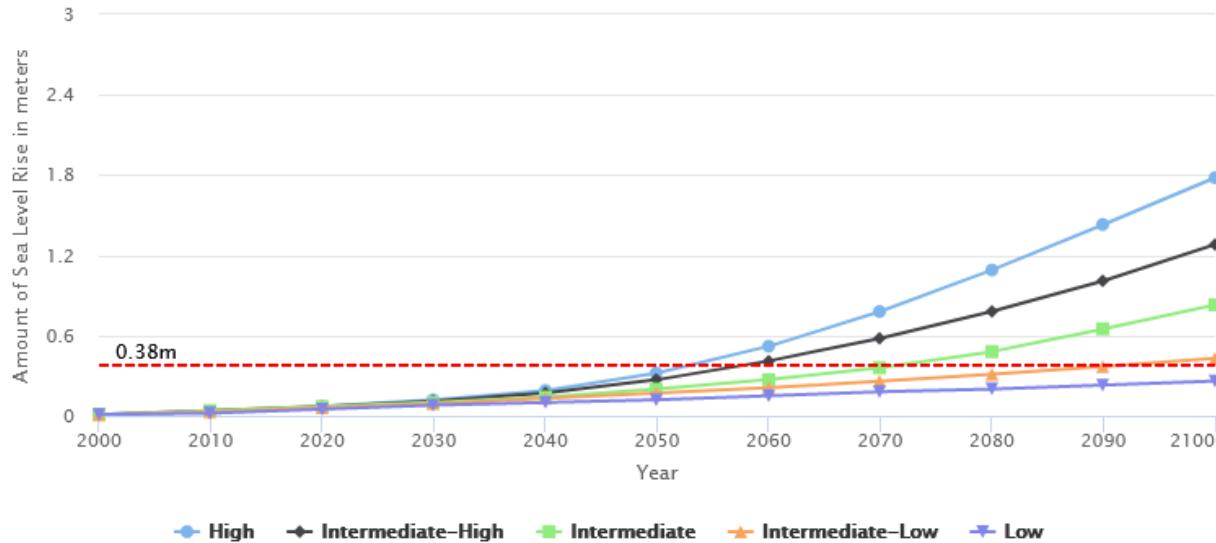


Figure 6: this graph outlines the potential years in each scenario when 0.38m of SLR will occur, which in the Intermediate-High scenario will be in roughly 2060.

In 2060, La Conner can expect to see today's 100-year flood every 2 years instead. Of course, this flood regime shift will affect all flooding in La Conner, not just the major flooding events. Currently, it is fairly rare for La Conner to experience High Tide Flooding, with a flooding event of 0.6m occurring roughly every two years, with a 50% chance of occurring in any given year. By 2030, it is projected that La Conner will see around 12 days of 0.6m flooding, roughly one flood per month. The next decades will see that number jump sharply upward. **By 2060, La Conner can expect to see 163 days per year of 0.6m flooding under an Intermediate-High scenario. By 2070, it's 293 days.**

As La Conner plans for this flooding increase, it will be important to work closely with Public Works to assess La Conner's storm drain and stormwater management systems. NOAA does provide tools for this assessment, which La Conner will use in connection with local experience and expertise.

How Should La Conner Move Forward?

Given that mitigation measures will clearly be required in order for La Conner to persist as the thriving community it is, how should La Conner plan for this SLR and increase of EWLS in a consistent and effective way? Luckily, La Conner is not alone in answering this

question. NOAA, along with other governmental agencies, have developed outlines of different approaches that could be used in La Conner to plan for SLR.

Risk-Tolerance Planning:

As the name indicates, this approach relies on establishing acceptable risk in a community and then working within that framework to develop mitigation scenarios that would align with the chosen level of risk avoidance. Establishing acceptable risk includes understanding how critical the location or asset is to the community, the cost of damage, sociocultural value, how easily it can be adapted to accommodate SLR (adaptive capacity), and its life expectancy. This approach was used in the Sea Level Rise section of the report to determine that La Conner as a whole is not very risk-tolerant. As La Conner moves forward in SLR mitigation planning, La Conner can use risk tolerance planning to develop unique mitigation plans for specific risk-adverse projects or properties. NOAA recommends that risk tolerance for specific places and structures be developed with local community stakeholders to understand place-based significance as well as local socioeconomic and cultural values.

Using a risk tolerance approach does run the risk of over-investment and over-design. It is essential to consider future technology advancements, energy-climate policies, and social priorities along with how these may shift in the next 50 years.

Scenario-Based Planning:

Scenario-Based planning involves using a team to examine a range of “future scenarios” that include both human and environmental changes (land use changes, SLR, precipitation changes, demographic changes, etc.). Multiple mitigation/adaptation strategies are evaluated under the range of future scenarios to determine which strategies is most effective under the majority of scenarios. This often results in a community picking an action or mitigation that is *somewhat effective* under *multiple* scenarios, as opposed to an action or mitigation that is *best* under *one* scenario.

The following is a visual conceptualization of scenario planning.



Figure 7: Conceptualization of scenario planning. The colors designate how well a management strategy meets a desired outcome (red = does not meet outcome, yellow = moderately meets the desired outcome, green = meets the desired outcome). In this conceptualization, Management Strategy 2 would likely be the best investment (indicated by the dashed outline) because while it is not the best (green) under all scenarios, it supports the desired outcome to some level under all future conditions explored.

Although scenario planning often requires more time and effort than risk tolerance planning because of the necessity of developing multiple different scenarios and management strategies, it may be a good choice for La Conner because of the ample opportunities for stakeholder integration. As the Town is currently undergoing a review of its Public Engagement Program with an eye towards increasing engagement, developing stakeholder integration opportunities alongside future planning would not be out of place. Using scenario-based planning may be better suited for near-term planning horizons when there is less uncertainty and a narrower range of potential scenarios, which would allow more detailed evaluations of other stressors in the scenarios.

Scenario planning is often used to evaluate adaption strategies designed to prevent or reduce coastal erosion against multiple SLR scenarios and storm events. For example, La Conner could use scenario planning to evaluate how different mitigation strategies such as seawalls, rock revetments, shoreline planting, or other strategies would perform against its expected SLR.

Adaptation Pathways Approach:

An adaptation pathway approach maps out a sequence of adaptation strategies in response to SLR. This approach allows municipalities to plan for a variety of potential scenarios but only invest in the mitigation strategies when necessary. An adaptation pathway is built around a specific goal or goals (such as protecting a specific structure or maintaining a LOS standard) and examines futures and possible mitigation strategies to achieve that goal or

goals. Adaptation pathways are built around “tipping points” which trigger the implementation of a particular adaptation strategy. These tipping points could be tied to any threshold chosen by the Town. Often, the various adaptation strategies are ordered so that more cost-effective strategies are implemented first, and more significant/expensive mitigation methods are triggered later in the process, so the municipality has more time to prepare for the implementation of expensive capital projects. When there is little adaptive capacity for this flexible implementation schedule, an adaptation pathway may be less appropriate. Adaption pathways are often very complex and wide reaching due to their capacity for analysis of mitigation strategies. A simple chart to visual adaption pathways is below.

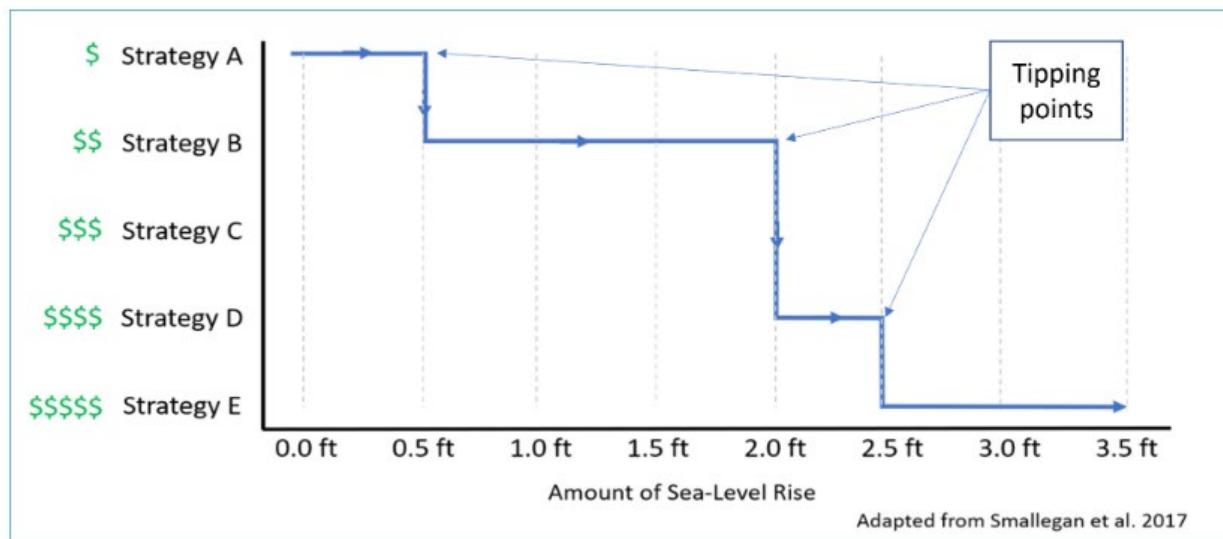


Figure 8: Diagram of an adaptation pathway planning approach. In this diagram, tipping points are associated with SLR, but they could be anything. The strategies are ordered based on expense. Strategies B and C have been skipped in this example as they will have already been rendered ineffective by the amount of SLR.

Adaptation pathways also provide frequent opportunities to engage community residents and other stakeholders by involving them in the determination and evaluation of mitigation strategies. For example, the community could participate in identifying tipping points (when mitigation strategies should be implemented) and in defining success and failure for a particular strategy (e.g. success could be defined as a seawall holding, failure

could be defined as Town storm infrastructure being overwhelmed). Involving the community in such a way would increase shared understanding of how and why some efforts are undertaken and not others. It would also provide a basis for clear communication when, in the future, additional actions are decided on. Adaptation pathways can be prepared for one, or many areas of town. In some cases, it may make sense to create an adaptation pathway as an additional measure of protection for a particular area of town or for a particular structure. The more an adaptation pathway covers in terms of scenarios and mitigation strategies, the more complex it can be. A key aspect of adaptation pathways is that they can be as simple as Figure 8, or as complex as Figure 9 on the next page.

The Town of Falmouth, MA, provides a good example of a more complex and detailed adaptation pathway, which they developed for Surf Drive, one road in Falmouth.

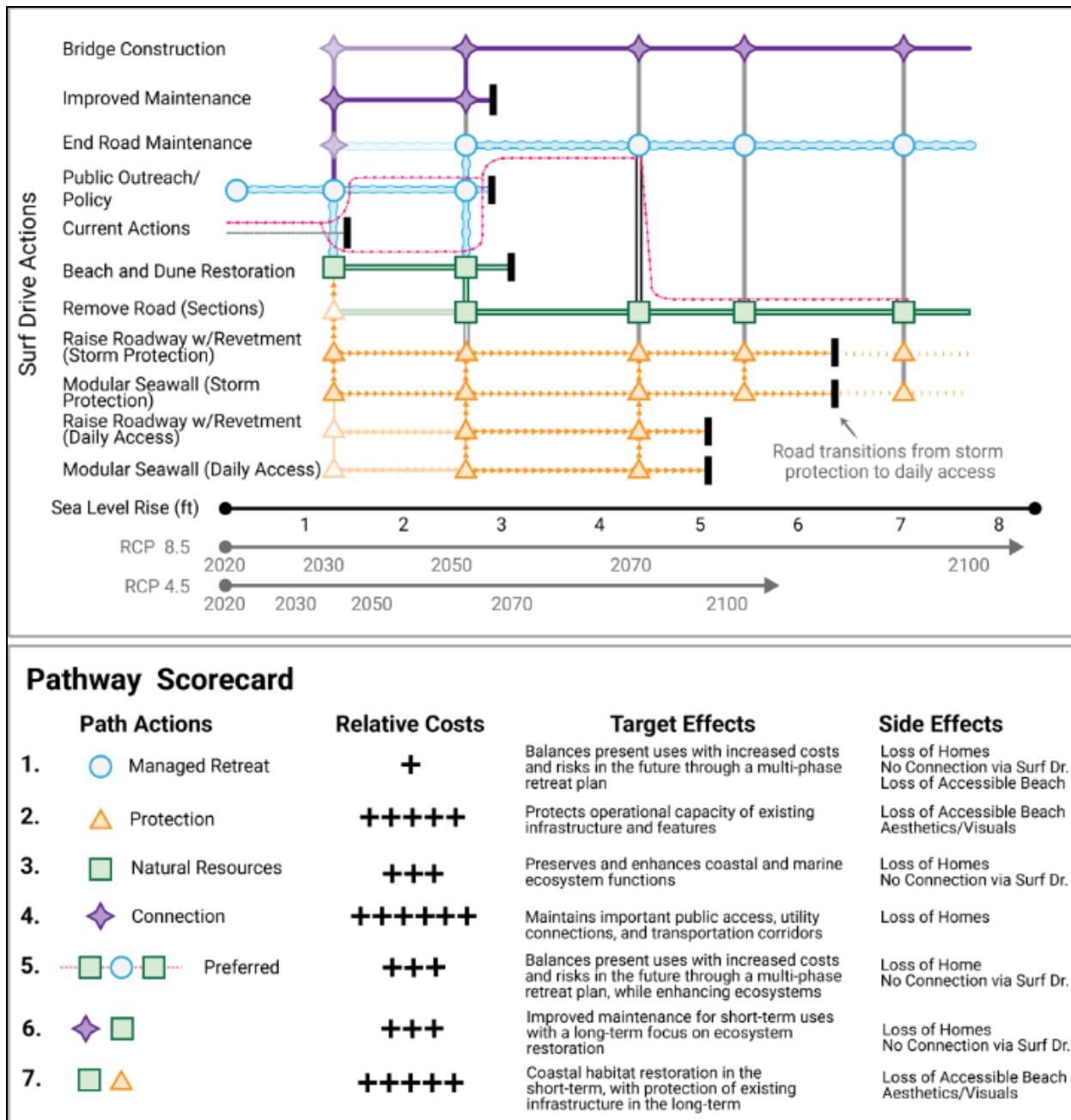


Figure 9: An example of a dynamic adaptation pathway adopted by Falmouth, MA. Actions are developed, categorized, and evaluated for feasibility under different SLR conditions. The preferred action, pathway 5, is a combination of path actions with general themes of Managed Retreat, and Natural Resources. This adaptation pathway is highly specific to Surf Drive in Falmouth, but it is useful to show a complex example of a dynamic adaptation pathway.

Next Steps: Resources for Mitigation Development

As La Conner moves forward in developing its own unique mitigation strategies, some or all of which may follow the strategies outlined in this report, it will be important to work in conjunction with neighbors the Port of Skagit and the Swinomish Indian Tribal Community. Working together will allow each community to better assess the expected changes in the Pacific Ocean, and more specifically the Swinomish Channel. It is also likely that mitigation strategies will require money, time, and political buy in. Working together and sharing resources with neighbors may help defray these costs.

NOAA offers over 170 trainings on their [Office for Coastal Management: Digital Coast](#) website, many of which are self-paced. As La Conner develops unique mitigation strategies for SLR and EWLS, these trainings will provide additional resources for development. NOAA also offers nine examples of SLR planning from municipalities across the United States. These example cases will also be helpful in developing La Conner specific mitigation strategies.

The Design Charrette Report developed in 2017 in conjunction with the Skagit Climate Science Consortium may be beneficial as a starting point in the development of mitigation strategies. Additional helpful materials may come from future conversations with other partners as well, such as academic institutions, climate resilience firms, or other specialty consultants.

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<https://oceanservice.noaa.gov/hazards/sealevelrise/noaa-nos-techrpt01-global-regional-SLR-scenarios-US.pdf>

Sectors	Hazards	Extreme Heat Flooding – Riparian and Coastal, and Extreme Precipitation Overall Probability of Flood Events: High – La Conner already sees flooding, especially when high tidal and low barometric pressure converge. With SLR also occurring and causing more frequent flooding events, it is likely that flooding events will happen fairly often in the future. Extreme water levels are discussed in appendix 12A, Sea Level Rise. La Conner is a small community within a complex floodplain, and susceptible from flooding from a variety of sources.	Drought	Wildfire – Smoke Impacts	Sea Level Rise (SLR) Overall Probability of SLR: Medium. As discussed in appendix 12A, Sea Level Rise, SLR projections are calculated under an intermediate-high projection scenario, which requires a certain level of both human emission and limited regulation. Please see appendix 12A for more information about how the intermediate-high projection was chosen.
Agriculture and Food System: Some local gardens, surrounded on landward sides by NRL-AG	<p>Higher heat will result in fewer opportunities for local gardens, as gardeners facing high heat conditions will have less optimal conditions gardeners, potentially impacting their ability to produce food for themselves. In addition, La Conner is surrounded by agricultural natural resource land, and extreme heat can take a significant toll on agricultural workers.</p> <p>Sensitivity: Low – while Skagit County NRL-AG may be impacted, La Conner does not have these lands within its borders.</p> <p>Adaptive Capacity: Medium – farm land cannot be moved, but local knowledge of heat best practices can be implemented.</p> <p>Vulnerability: Low – La Conner may see indirect impacts, but not direct ones.</p>	<p>Flooding will impact the neighboring jurisdiction of Skagit County which includes natural resource agricultural land. With a system of private dikes that have a potential for failure, riparian flooding could result in the agricultural dikes overtopping and the Town becoming inundated. Coastal flooding could add salt to the soil, negatively impacting the long-term soil fertility.</p> <p>Sensitivity: Low – while Skagit County NRL-AG may be impacted, La Conner does not have these lands within its borders.</p> <p>Adaptive Capacity: Medium – farm land cannot be moved, but local knowledge of flood management can be implemented. Dikes can be redone and fortified to prevent more extensive flooding events.</p> <p>Vulnerability: Low – La Conner may see indirect impacts, but not direct ones.</p>	<p>Increased drought conditions will result in less water for agriculture. While this likely will not have a direct impact on La Conner, the impacts on Skagit County will likely indirectly affect La Conner, and may result in additional impacts on vulnerable populations, including the elderly.</p> <p>Sensitivity: Low – while Skagit County NRL-AG may be impacted, La Conner does not have these lands within its borders.</p> <p>Adaptive Capacity: Medium – farm land cannot be moved, but local knowledge of smoke hazard management among workers can be implemented.</p> <p>Vulnerability: Low – La Conner may see indirect impacts, but not direct ones.</p>	<p>While La Conner and the rest of Skagit County is at a very low risk for wildfire itself, eastern Washington's fire risk is increasing, which could result in additional smoke and air quality problems in La Conner. Labors working in La Conner or Skagit County will need to adjust work hours and productivity during times of low air-quality.</p> <p>Sensitivity: Low – while Skagit County NRL-AG may be impacted, La Conner does not have these lands within its borders.</p> <p>Adaptive Capacity: Medium – farm land cannot be moved, but local knowledge of smoke hazard management among workers can be implemented.</p> <p>Vulnerability: Low – La Conner may see indirect impacts, but not direct ones.</p>	<p>Sea level rise may increase the ground water level and the level of salt in the soil, resulting in changes to the soil fertility in Skagit Valley. SLR contributes to flooding, so the consequence of SLR are far reaching.</p> <p>Sensitivity: Low – while Skagit County NRL-AG may be impacted, La Conner does not have these lands within its borders.</p> <p>Adaptive Capacity: Medium – farm land cannot be moved, but local knowledge of flood management can be implemented. Dikes can be redone and fortified to prevent more extensive flooding events.</p> <p>Vulnerability: Low – La Conner may see indirect impacts, but not direct ones.</p>
Building and Energy: Town Hall, Maple Hall, La Conner School District (LCSD), Garden Club, Public Works Building, La Conner Swinomish Library,	Extreme heat will result in additional energy usage as HVAC systems and air conditioning units are used more often. Some Town assets, such as the Garden Club, do not have an AC or HVAC system, which potentially impacts the usefulness of these buildings in high heat.	Maple Hall, LSCD, the Library, the Fire Department, the WWTP and the Public Works building are all within the 100-year floodplain, making them vulnerable to damage from increased flooding. La Conner can experience flooding from any direction, and the combination of tidal/coastal flooding, riparian flooding, and extreme water events	N/A	Not all town buildings are equipped with systems that purify air and air particles. In the event of poor air quality due to smoke, it may be difficult to use these buildings as refuge from poor air quality. The buildings are not at risk from burning due to wildfire.	<p>Based on the projections contained within the attached Sea Level Rise report, the LCSD can expect widespread inundation by the year 2070, along with a significant portion of Skagit County.</p> <p>Sensitivity: High</p>

<p>Fire Department Hall, Wastewater Treatment Plant (managed through contract)</p>	<p>Sensitivity: Medium – some buildings have AC, while others do not. Adaptive Capacity: High – building systems could be added to existing buildings to increase their resiliency to high heat. Vulnerability: Medium – while La Conner can address this impact, it will require target efforts to upgrade the Capital Facilities within La Conner.</p> <p>Probability: Medium Magnitude: Low – extreme heat would not result in the loss of critical asset, but would affect the way these assets are utilized for the duration of the heat being present.</p> <p>Risk Characterization: Green– accept risk</p>	<p>result in a complex floodplain that is difficult to predict and manage.</p> <p>Sensitivity: High – all of these buildings could be impacted by flooding</p> <p>Adaptive Capacity: Medium – some of these buildings could be raised, but many of them are in the historic district and have other challenges associated with repairs.</p> <p>Vulnerability: High</p> <p>Probability: High</p> <p>Magnitude: High – most Town asset buildings are within the floodplain and almost none of these buildings have redundancies.</p> <p>Risk Characterization: Red – Take Action</p>		<p>Sensitivity: Medium – some buildings will be affected by this while some will not be.</p> <p>Adaptive Capacity: High – there are advanced air filtration systems available, and the Capital Improvements schedule could prioritize these installations.</p> <p>Vulnerability: Low</p>	<p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: High – critical assets with no redundancy would be underwater based on the projected SRL.</p> <p>Risk Characterization: Red – Take Action</p>
<p>Cultural Resources and Practices: La Conner Historic Preservation District (HPD), Gaches Mansion, Pioneer Park, Street-End Parks, Waterfront Park</p>	<p>Many buildings within the HPD do not have HVAC or AC systems, putting residents and commercial owners at a higher risk for heat related injuries. Parks may see less community use as people do not want to be outside in the extreme heat.</p> <p>Sensitivity: Medium – some cultural building can provide AC, many cannot</p> <p>Adaptive Capacity: Medium – Historic preservation guidelines often make it very difficult to renovate buildings within the HPD. There is limited design flexibility.</p> <p>Vulnerability: Medium – while it can be fixed, it is often difficult to do so, and many owners will find it too difficult.</p> <p>Probability: Medium Magnitude: Low – extreme heat would not result in the loss of critical asset, but would affect the way these assets are utilized for the duration of the heat being present.</p> <p>Risk Characterization: Green– accept risk</p>	<p>First and Morris Street are anchors of the HPD, and both streets are fully within the floodplain of La Conner. In addition, many of these buildings are not built to the current FEMA standards due to their status in a historic district, which makes them more vulnerable to flooding. Many of these buildings would be extremely costly to rebuild, making it unlikely that these cultural resources would be preserved in the event of extensive flood damage.</p> <p>Sensitivity: High – the HPD already experiences flooding</p> <p>Adaptive Capacity: Low – the core of the HPD and La Conner's waterfront is the boardwalk, which has low adaptive capacity for flooding and has flooded out before</p> <p>Vulnerability: High</p> <p>Probability: High</p> <p>Magnitude: Medium – the HPD is a critical asset for La Conner, but there are some redundancies contained within the district in architectural examples contained outside the floodplain, and two museums in Town are also outside the floodplain, so those assets will not be affected.</p> <p>Risk Characterization: Red – Take Action</p>	<p>If more severe or frequent droughts occur during the summer, there may be more water conservation efforts undertaken by the community. It is possible that this will result in water restrictions. Droughts may also impact the green spaces in La Conner's town parks, decreasing the recreational opportunities.</p> <p>Sensitivity: Low – La Conner's Pioneer Park is a 12-acre site capable of absorbing impacts to its ecology. Other cultural sites in La Conner will likely be minimal affected by the drought.</p> <p>Adaptive Capacity: High – La Conner has a series of volunteers for park maintenance to help support the natural functions.</p> <p>Vulnerability: Low</p>	<p>Many of La Conner's cultural resources are meant to be viewed outside, such as the many historical parks and displays throughout town. Poor air quality means that fewer people will be out and about, resulting in less use of these resources. In addition, many historical buildings do not have air purification systems, which make the use difficult with smoke present.</p> <p>Sensitivity: Medium – Outside cultural resources, including the La Conner boardwalk, will be affected by negative air quality.</p> <p>Adaptive Capacity: Low – there is no way to massively impact outside air quality on a city-by-city basis. People will have to wear personal protective equipment (PPE) if the external air is significantly impacted.</p> <p>Vulnerability: Medium</p> <p>Probability: Low – specific wind and fire conditions in eastern Washington would have to be present.</p> <p>Magnitude: Low – while this is a critical asset, it would not be lost due to this hazard.</p> <p>Risk Characterization: Green– accept risk</p>	<p>While the majority of La Conner's Historic District is shown to avoid inundation based on the projections, the flooding of the LCSD will have lasting implications for the Town. In addition, SLR increases the frequency and severity of coastal flooding, exacerbating those impacts.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: Medium – SLR would result in loss of certain parts of the HPD, but there are some redundancies contained within the district in architectural examples contained outside the projected SLR, and two museums in Town are also outside the projected SLR, so those assets will not be affected.</p> <p>Risk Characterization: Gold – Take Action</p>

<p>Economic Development: Business Hub contained within the HPD, extensive Port Property</p>	<p>La Conner is primarily a tourist town, which depends on foot traffic. High heat makes foot traffic less likely, which impacts local businesses. In addition, industrial work occurring at the north and south end of town may be impacted as workers adjust to high heat conditions.</p> <p>Sensitivity: High – La Conner depends on primarily foot traffic.</p> <p>Adaptive Capacity: Medium – La Conner could develop programs that cool the city scape in key economic areas, reducing the effects of heat.</p> <p>Vulnerability: High – these programs would likely take a long time to be implemented, and in the meantime, adverse impacts may occur</p>	<p>Almost 100% of the commercial districts in La Conner are within the floodplain. Flooding could prevent people from accessing their workplaces. La Conner is primarily a tourism-based economy. Flooding could prevent customers from reaching local business, impacting economic vitality.</p> <p>Sensitivity: High – La Conner's core Commercial hub is within the floodplain</p> <p>Adaptive Capacity: Medium – while some shops could relocate or raise the shop, many of these shops are also within the HPD, adding additional challenges. In addition, while some shops went online through covid, there is a limited ability to navigate a reduction of walk-in traffic.</p> <p>Vulnerability: High</p> <p>Probability: High</p> <p>Magnitude: Medium – losing access to the Commercial hub would be losing a critical asset and resources, however, there is some redundancy with online operations.</p> <p>Risk Characterization: Red – Take Action</p>	<p>N/A</p>	<p>La Conner is a tourism-based economy, which largely depends on foot traffic. If poor air quality stops foot traffic, La Conner businesses could lose revenue.</p> <p>Sensitivity: Medium – some business will have advanced air filtration systems allowing customer to comfortable shop. Industrial, light industrial, and port industrial work could be impacted due to poor air quality limited work hours.</p> <p>Adaptive Capacity: High – shops without current air filtration could install those system, and business with outside work could adapt to the air conditions by requiring additional PPE</p> <p>Vulnerability: Low</p>	<p>One of the economic hubs of La Conner, Morris Street, may be completed inundated by 2070, resulting in decreased economic output. In addition, coastal flooding during storms or extreme weather events, which can disrupt business operations and damage property.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: Medium – Morris street is a critical asset for the Town's economic development, but there are other important economic areas of Town that are not projected to be affected by SLR as much that could function as redundancies, including First Street and the Port owned properties.</p> <p>Risk Characterization: Gold – Take Action</p>
<p>Ecosystems: Shoreline Systems and low-quality category 3 non-tidal wetlands.</p>	<p>Extreme heat will have a limited direct impact on the shoreline and non-tidal wetlands in La Conner, but may negatively impact the organisms and ecological systems that occur within the La Conner shoreline and non-tidal wetlands.</p> <p>Sensitivity: Low – indirect impacts only</p> <p>Adaptive Capacity: Low – there is almost no regulatory option that would change the impact.</p> <p>Vulnerability: Low.</p>	<p>Flooding and associated flood recovery efforts have the capacity to impact the ecosystems contained within the shoreline of La Conner. Floodway and stormwater management could negatively impact jurisdictions downstream. These impacts must be considered before additional flood control or flood protection is installed.</p> <p>Sensitivity: Medium – La Conner shorelines have experienced flooding before with minimal effects, but the flooding impacts cannot be avoided completely.</p> <p>Adaptive Capacity: Medium – using guidance from Department of Ecology and the Department of Natural Resources, La Conner could likely develop some type of mitigation or capacity for flood events within the shoreline.</p> <p>Vulnerability: Medium</p>	<p>Skagit County is expecting to see less late summer precipitation, resulting in lower streamflow, a reduction in water quality, and a reduction in the growth and productive of some plants.</p> <p>Sensitivity: Low – La Conner does not have any significant streams within its borders, and gets all water from Anacortes.</p> <p>Adaptive Capacity: Medium – La Conner could prioritize drought-resistance plants in its landscaping plans.</p> <p>Vulnerability: Low</p>	<p>Smoke and poor air quality from wildfires also impacts animals, insects, and other organisms that keep our shoreline and ecosystems diverse and healthy. In addition, frequent wildfires have the potential to increase runoff and sediment to streams, which can reduce aquatic habitat quality.</p> <p>Sensitivity: High – La Conner's wildlife will be impacted by smoke effects from the fires.</p> <p>Adaptive Capacity: Low - there is no way to massively impact outside air quality on a city-by-city basis. Cities can invest in plants and ecological systems that help filter and restore air quality, but that is a long-term fix that works slowly.</p> <p>Vulnerability: High</p> <p>Probability: Low – specific fire and wind conditions would have to be present in eastern Washington</p>	<p>SLR is expected to cause changes to coastal ecosystems and can reduce habitats for some aquatic, wildlife, and plant species.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: Low – La Conner's shoreline and ecosystem is a critical asset, but effects on the shoreline and ecosystem should be viewed both in terms of the Town's borders and the overall watershed and ecosystem, which extends beyond La Conner's borders. Action taken to mitigate this</p>

		<p>Probability: High Magnitude: Low – La Conner's shoreline and ecosystem is a critical asset, but effects on the shoreline and ecosystem should be viewed both in terms of the Town's borders and the overall watershed and ecosystem, which extends beyond La Conner's borders.</p> <p>Risk Characterization: Gold – take action</p>		<p>Magnitude: Low - La Conner's shoreline and ecosystem is a critical asset, but effects on the shoreline and ecosystem should be viewed both in terms of the Town's borders and the overall watershed and ecosystem, which extends beyond La Conner's borders. Action taken to mitigate this impact will need to be in collaboration with adjacent jurisdictions.</p> <p>Risk Characterization: Green– accept risk</p>	<p>impact will need to be in collaboration with adjacent jurisdictions.</p> <p>Risk Characterization: Green– accept risk</p> <p>Risk Characterization: Green– accept risk</p>
Emergency Management: La Conner Fire Station, Public Works Flood Management	<p>La Conner first responders will likely have to respond to more heat events such as heat stroke or heat exhaustion as La Conner experiences more hot and humid days.</p> <p>Sensitivity: Medium – La Conner's elderly population means that first responders may see increased demand for services related to extreme heat emergencies.</p> <p>Adaptive Capacity: Medium – while La Conner does sometimes partner with other first responders to provide services, those partnership require time and development to set up.</p> <p>Vulnerability: Medium</p> <p>Probability: Medium Magnitude: Low – while this may result in changes in how the asset is managed, there is no indication that this hazard will result in a critical loss for the asset.</p>	<p>Flooding events will require first responders and the public works crew to navigate recovery efforts. County wide emergency management efforts may be needed for some flood events. When first responders are navigating flood events, they are less likely to be available for other calls.</p> <p>Sensitivity: Medium – First responders are trained to address flooding, but the Fire Hall is in a floodplain. If the Fire Hall floods, it will be more difficult to mobilize an emergency response.</p> <p>Adaptive Capacity: High – the Fire Hall was built to the best-known floodplain standards at the time of design, and the Town could redesign the Hall.</p> <p>Vulnerability: Low</p>	<p>Increasing frequency of summer droughts also increase the need to plan and prepare for water shortages.</p> <p>Sensitivity: Medium – La Conner's fire department may be affected in its ability to fight fires with limited water.</p> <p>Adaptive Capacity: High – La Conner sometimes provide permits for additional irrigation in the summer for local farmers. In order to preserve water for emergency fire-fighting, this program could be halted.</p> <p>Vulnerability: Low – while this may impact La Conner, it is unlikely to cause challenges.</p>	<p>First responders may spend more time responding to respiratory distress calls.</p> <p>Sensitivity: Medium – First responders will likely be impacted by this, but it will depend on people's level of personal responsibility regarding safety in unsafe air conditions.</p> <p>Adaptive Capacity: Low – because this depends on people's personal choices, La Conner could do an informational campaign with the goal of adjusting community behavior, but limited other adaptive planning options are available.</p> <p>Vulnerability: Low</p>	<p>SLR will cause an increase in flooding events, which could increase the need for emergency services to plan, respond to and recover from coastal flooding.</p> <p>Sensitivity: High Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium Magnitude: High – La Conner would lose multiple critical assets and infrastructure if strategic retreat needs to occur, including emergency management assets.</p> <p>Risk Characterization: Red – Take Action</p>
Health and Wellbeing: La Conner Retirement Inn, Balance Point Physical Therapy, Aging and elderly population characteristics	<p>La Conner has an aging population and a high percentage of residents above 65 years of age. This makes La Conner's population uniquely susceptible to being affected by increased in extreme heat. As La Conner can expect to see an increase in both hot days, humid days, and humid nights this may result in a greater demand for health and first responder services. La Conner does not have any hospitals or urgent care services within its borders, but the Retirement Inn should be prepared to see an increase in heat related illnesses as the years pass. In</p>	<p>Flooding may block access points in and out of town for emergency services, thereby creating a higher risk for vulnerable communities such as the elderly.</p> <p>Sensitivity: High – Street Flooding in La Conner is present during high flood events, but has not blocked emergency access during high flood events.</p> <p>Adaptive Capacity: Low – the pump stations currently work at capacity, but the stormwater and draining system is not built for the most extreme flood events.</p> <p>Vulnerability: High</p>	<p>Drought, and the root causes of drought, may negatively impact the mental, emotional, and physical health of a community.</p> <p>Sensitivity: Medium – La Conner is often included in Department of Ecology's drought emergency determinations, but it has not appeared to have a large impact on the community.</p> <p>Adaptive Capacity: High – La Conner residents have a history of support both each other and treasured</p>	<p>Vulnerable populations, including the elderly, are more prone to impacts caused by poor air quality and smoke.</p> <p>Sensitivity: High – these populations will be affected to a higher degree than other populations.</p> <p>Adaptive Capacity: High – there are advanced air filtration systems available for use that could mitigate this risk, as well as PPE that could mitigate this risk. While that is a personal decision, institutions such as the La Conner Retirement Inn could</p>	<p>SLR, along with associated increase in flooding, may block access points in La Conner for emergency services, creating a higher risk for vulnerable communities. In addition, SLR and displacement due to SLR can negatively impact the mental, emotional, and physical health of a community.</p> <p>Sensitivity: High Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p>

	<p>addition, both the Swinomish Library and the LCSD have in the past opened as cooling centers, which provides a valuable use to the community but may disrupt programming from these community centers.</p> <p>Sensitivity: High – La Conner has a large population of vulnerable elderly that may be affected.</p> <p>Adaptive Capacity: Medium – changes to existing cityscapes and building design may be able to help lessen the impacts on health and wellbeing.</p> <p>Vulnerability: Medium</p> <p>Probability: Medium</p> <p>Magnitude: Medium – La Conner has an aging population, which makes it more susceptible to heat stressors. The losses that could occur from extreme heat may be significant.</p> <p>Risk Characterization: Green– accept risk</p>	<p>Probability: High</p> <p>Magnitude: Low – while this may occur, there is not evidence currently that floodwaters will block all emergency access routes or result in difficulties getting to vulnerable populations.</p> <p>Risk Characterization: Gold – Take Action</p>	<p>institutions, as seen by the community response during the covid lockdown and grassroots support for local reporting.</p> <p>Vulnerability: Low</p>	<p>install and promote these systems for a board impact.</p> <p>Vulnerability: Low</p>	<p>Probability: Medium</p> <p>Magnitude: High – multiple neighborhoods around La Conner could suffer displacement and La Conner's community is a critical asset that has no redundancies. Displacement of full neighborhoods would be a massive loss for La Conner.</p> <p>Risk Characterization: Red – Take Action</p>
Transportation: Streets and Sidewalks	<p>Extreme heat puts stress on roadways and other paved surfaces, resulting in deterioration acceleration or other types of surface degradation. This could result in greater transportation infrastructure and repair costs and traffic disruptions. In addition, extreme heat will limit the working hours during which repairs can be accomplished, and negatively impact the working environment for public works, both of which will exacerbate the impacts to transportation systems.</p> <p>Sensitivity: Medium – La Conner has a mix of old and new road systems. Old systems are more likely to experience failure.</p> <p>Adaptive Capacity: Medium – Public Works has control over the 6-year Transportation Improvement Program and could prioritize the most vulnerable assets.</p> <p>Vulnerability: Medium</p> <p>Probability: Medium</p>	<p>Flooding may block streets, resulting in less access for the Town. Longterm damaging of streets and sidewalks may occur depending on the severity of the flooding.</p> <p>Sensitivity: High – Street Flooding in La Conner is somewhat unavailable during high flood events.</p> <p>Adaptive Capacity: Low – the pump stations currently work at capacity, but the stormwater and draining system is not built for the most extreme flood events.</p> <p>Vulnerability: High</p> <p>Probability: High</p> <p>Magnitude: Low – while streets may be flooded for a time and experience associated negative impacts, the floodwater will likely recede from the streets and sidewalks with minimal damage.</p> <p>Risk Characterization: Gold – Take Action</p>	N/A	<p>Poor air quality and wildlife smoke will limit the working hours during which repairs can be accomplished, and negatively impact the working environment for public works, both of which will exacerbate the impacts to transportation systems.</p> <p>Sensitivity: High – outdoor work will be impacted by smoke and poor air quality.</p> <p>Adaptive Capacity: High – PPE and other filtration systems could be implemented in order to cope with the change in air quality.</p> <p>Vulnerability: Low</p>	<p>SLR may block streets, resulting in less access for the Town. Longterm SLR may result in complete disuse of certain streets and areas in Town, depending on the mitigation applied by the Town. If La Conner takes no action, strategic retreat may be necessary.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: High – La Conner would lose multiple critical assets and infrastructure if strategic retreat needs to occur.</p> <p>Risk Characterization: Red – Take Action</p>

	Magnitude: Low Risk Characterization: Green – accept risk				
Waste Management: La Conner WWTP is within the UGA, but outside the Town boarders	<p>La Conner's WWTP is outside of the Town boarders, but supplies compost to those with compost tickets, sold at Town Hall. Extreme heat will limit the ability of the workers to load compost.</p> <p>Sensitivity: Low – workers could implement best management practices to avoid adverse impacts</p> <p>Adaptive Capacity: High – new policies could be put in place to adjust this to cope with increased heat.</p> <p>Vulnerability: Low</p>	<p>La Conner's WWTP is right next to a dike; if this dike overtopped the plant could be damaged by flooding. Floodwaters running though the WWTP may have additional impacts on the ecosystem.</p> <p>Sensitivity: Medium – the WWTP is designed to handle some flooding, but it is located close to a series of private dikes that could overtop.</p> <p>Adaptive Capacity: Medium – the WWTP could potentially be redesigned to a higher flood standard, but La Conner has limited to no control over the management of the private diking system.</p> <p>Vulnerability: Medium</p> <p>Probability: High</p> <p>Magnitude: Medium – losing access or capabilities from the WWTP would be a significant loss for La Conner, as there is no redundancy for these services.</p>	N/A	<p>Poor air quality and wildlife smoke will limit the working hours during which compost can be loaded, and negatively impact the working environment for WWTP workers, both of which will negatively impact the WWTP.</p> <p>Sensitivity: High – outdoor work will be impacted by smoke and poor air quality.</p> <p>Adaptive Capacity: High – PPE and other filtration systems could be implemented in order to cope with the change in air quality.</p> <p>Vulnerability: Low</p>	<p>SLR would cause the WWTP to experience flooding at a more frequent severity, disrupting operations and creating a negative environment for workers.</p> <p>Sensitivity: Medium</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used. Collaboration with Skagit County will be necessary as the WWTP is outside of Town borders.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: Medium – losing access or capabilities from the WWTP would be a significant loss for La Conner, as there is no redundancy for these services.</p> <p>Risk Characterization: Gold – Take Action</p>
Water Resources: La Conner gets all water from Anacortes, but manages Stormwater through public works.	<p>Extreme heat will impact the ability of public works crews to fix water lines. Hot days can pose risks to the health and safety of maintenance and construction crews, limiting working hours.</p> <p>Sensitivity: Low – workers and Town Staff could implement best management practices to avoid adverse impacts</p> <p>Adaptive Capacity: High – new policies could be put in place to adjust this to cope with increased heat.</p> <p>Vulnerability: Low</p>	<p>Flooding is currently managed through pump stations located throughout La Conner. The capacity of these stations is listed in Chapter 8, Utilities. An increase in flood events, whether from riparian or tidal events or extreme precipitation, would create additional pressure on these systems, potentially aging them faster and decreasing the effective lifespan.</p> <p>Sensitivity: Low – most flood events do not impact the Anacortes facility and the pump stations have functioned during past flood events.</p> <p>Adaptive Capacity: Medium – pump stations could be redesigned and reworked for a higher capacity.</p> <p>Vulnerability: Low</p>	N/A – La Conner gets all water from Anacortes. Residents in La Conner many need to prepare for volunteer or mandatory conservation measures.	<p>Poor air quality and wildlife smoke will limit the working hours during which repairs can be accomplished, and negatively impact the working environment for public works, both of which will exacerbate the impacts to water resources. In addition, changes in water quality may result in the need for increase treatment and filtration. However, La Conner gets all water from Anacortes.</p> <p>Sensitivity: High – outdoor work will be impacted by smoke and poor air quality.</p> <p>Adaptive Capacity: High – PPE and other filtration systems could be implemented in order to cope with the change in air quality.</p> <p>Vulnerability: Low</p>	<p>SLR would result in increased flooding for the Town of La Conner. An increase in flood events, whether from riparian or tidal events or extreme precipitation, would create additional pressure on these systems, potentially aging them faster and decreasing the effective lifespan.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: Low – La Conner's water lines may be affected by SLR, but the Town is already engaging in monitoring these water lines and scheduling pressing replacements.</p>

					Risk Characterization: Green – Accept Risk
Zoning and Development: One residential zone for all types of housing, multiple commercial districts.	<p>Extreme heat will affect all of La Conner, but impact certain neighborhoods for difference reasons. Housing within the HPD is less likely to have adequate AC or HVAC systems installed, while housing outside of the HPD has been developed more recently, which results in an immature tree canopy and more impervious surface, which can compound the effects of high heat. As more housing gets built and impervious surface increase, the effects of high heat will be seen more clearly in residential neighborhoods.</p> <p>Sensitivity: Medium – new development will see impacts of extreme heat much more than</p> <p>Adaptive Capacity: Medium – new policy could help curtail impacts on new development by developing additional cooling city scape information, but current new developments would not be subject to those same standards.</p> <p>Vulnerability: Medium</p> <p>Probability: Medium</p> <p>Magnitude: Low – while this may result in changes in how the asset is managed, there is no indication that this hazard will result in a critical loss for the asset.</p> <p>Risk Characterization: Green– accept risk</p>	<p>Roughly 70% of Town is in the floodplain; this area includes both residential and commercial zoning. There is extremely limited land available for use outside of the floodplain. Developing housing within the floodplain has additional costs associated with it, making it much more difficult to develop affordable housing within the floodplain. Houses built prior to the current FEMA guidance are at higher risk for flood damages.</p> <p>Sensitivity: High – Homes in La Conner have flooded in the past, especially older homes in low-lying areas. Housing is more difficult to build within the floodplain.</p> <p>Adaptive Capacity: Low – it is up to individual structure owners to decide how to floodproof their homes beyond the FEMA requirements of Town. Older homes may have been built prior to the FEMA guidelines.</p> <p>Vulnerability: High</p> <p>Probability: High</p> <p>Magnitude (Critical Asset, System Redundancy): High – housing is a critical asset for La Conner, and preserving existing housing is important for the community. While some redundancies in housing existing outside of the floodplain, repeated damaged to home within the floodplain would be a large loss, and could also result in resident displacement.</p>	<p>Droughts may decrease the value of existing public recreation land in La Conner.</p> <p>Sensitivity: Low – La Conner has not seen negative land impacts on parks and other public lands in the past.</p> <p>Adaptive Capacity: Low – La Conner does not have the capacity to manage extensive drought resiliency programs for its public lands.</p> <p>Vulnerability: Low</p>	N/A.	<p>SLR would cause La Conner to both experience widespread inundation and an increase in flooding events. This increase in hazards is expected to result in less land available for both residential and commercial development. If no action is taken, strategic retreat and displacement of residents may occur.</p> <p>Sensitivity: High</p> <p>Adaptive Capacity: Medium – adaptive pathways and scenario planning as outlined in the SLR Report could be used.</p> <p>Vulnerability: High</p> <p>Probability: Medium</p> <p>Magnitude: High – La Conner would lose multiple critical assets and infrastructure if strategic retreat needs to occur.</p> <p>Risk Characterization: Red – Take Action</p>

Interpretation Notes:

Medium Vulnerability Indicator: When asset-hazard pairs have a vulnerability assessment of medium or high, additional information is included about the probability of hazard occurrence and the magnitude of the potential loss and consequences. Magnitude of loss considers how critical the asset is for La Conner and if there is system redundancy if the asset fails.

High Vulnerability Indicator: When asset-hazard pairs have a vulnerability assessment of medium or high, additional information is included about the probability of hazard occurrence and the magnitude of the potential loss and consequences. Magnitude of loss considers how critical the asset is for La Conner and if there is system redundancy if the asset fails.

Composite Risk Rating: Based on the probability of the hazard occurring and the magnitude of loss, each asset-hazard pair has a composite risk rating (green, gold, or red) based on the matrix below. Then, based on this rating, a decision is made to either Take Action (TA) or Accept Risk (AR)

Risk Characterization Matrix