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.

GOAL S

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 vison, 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 liquefication 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 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 completely 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 acers 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 acers 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 acer 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

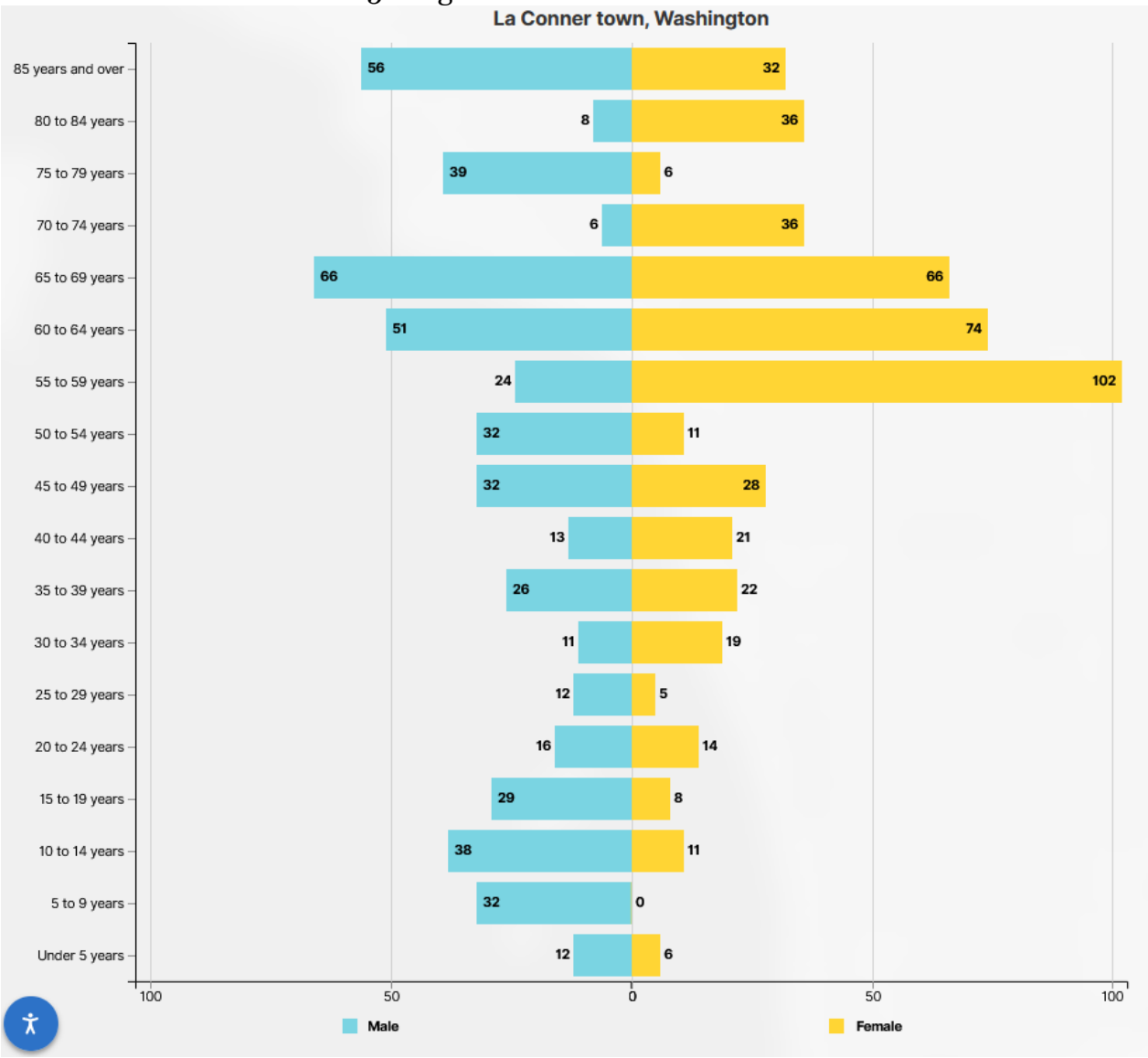
Please see Appendix 5B for a Land Capacity Analysis of the Residential Zones in La Conner.

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 Population[1]: The following table shows the age and sex distribution for La Conner in 2022:

Table 5-8 Age and Sex Distributions[2]



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.

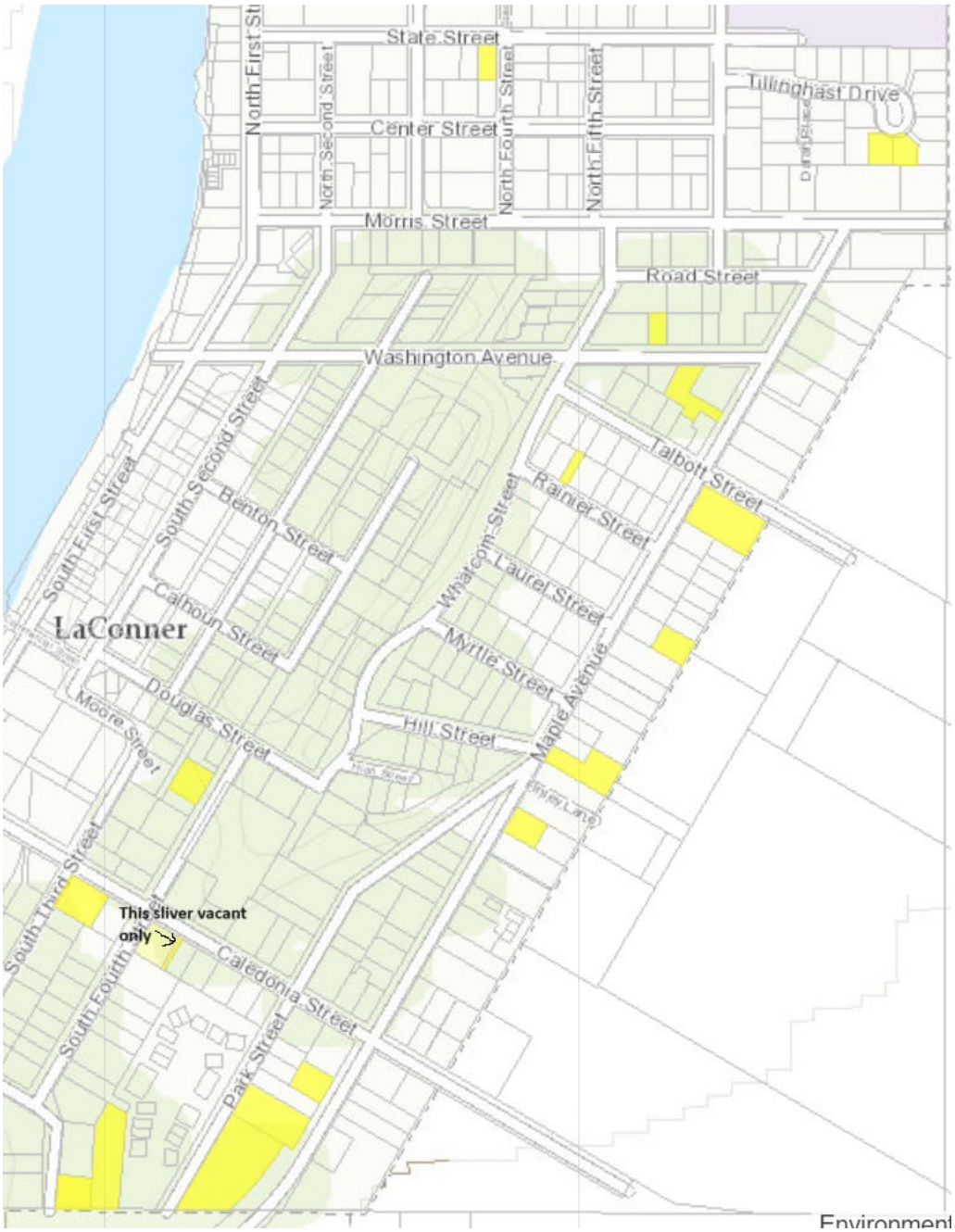


Figure 3: Map highlighting vacant land within the residential zone of La Conner.

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 building 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.

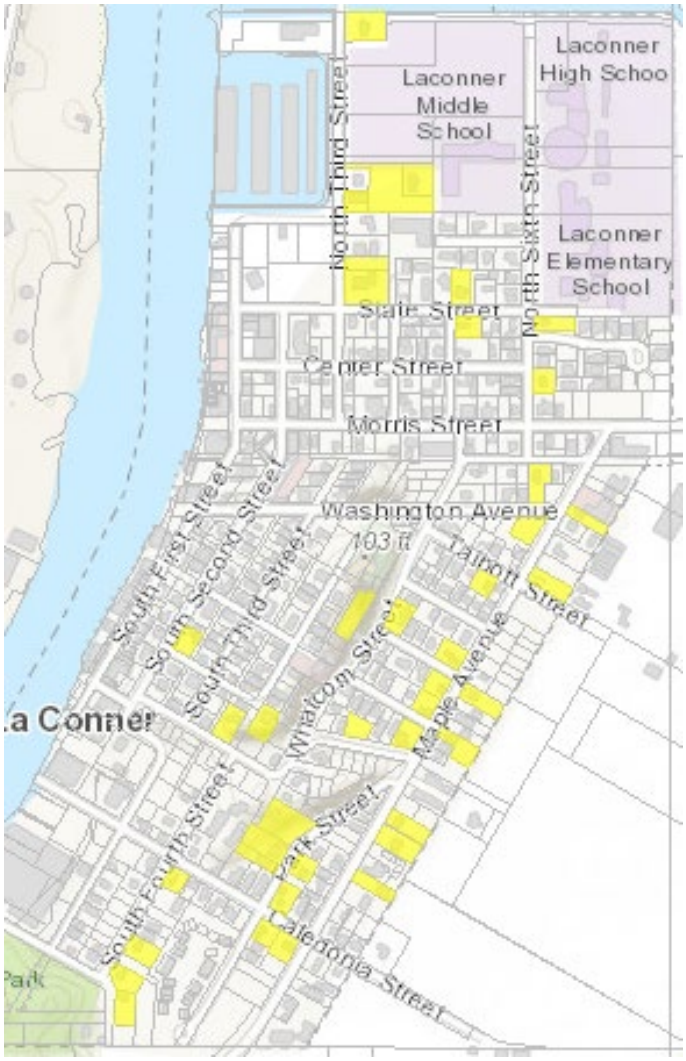


Figure 2: Map of La Conner with partially-used parcels highlighted in the residential zone.

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 ft^2, 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 (quadplexes 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

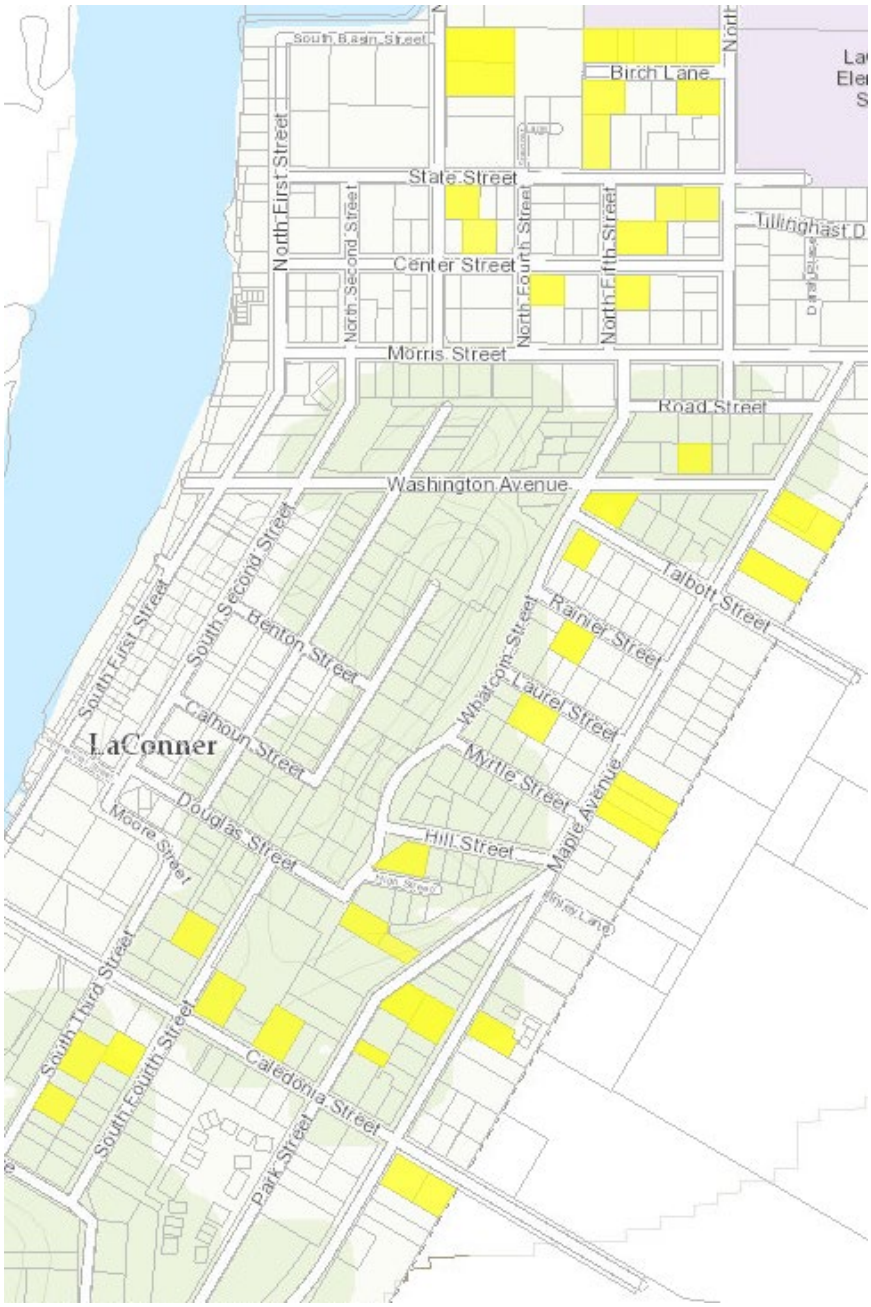


Figure 4: Map of La Conner with underdeveloped parcels highlighted in the residential zone

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

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

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-multihousehold 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.

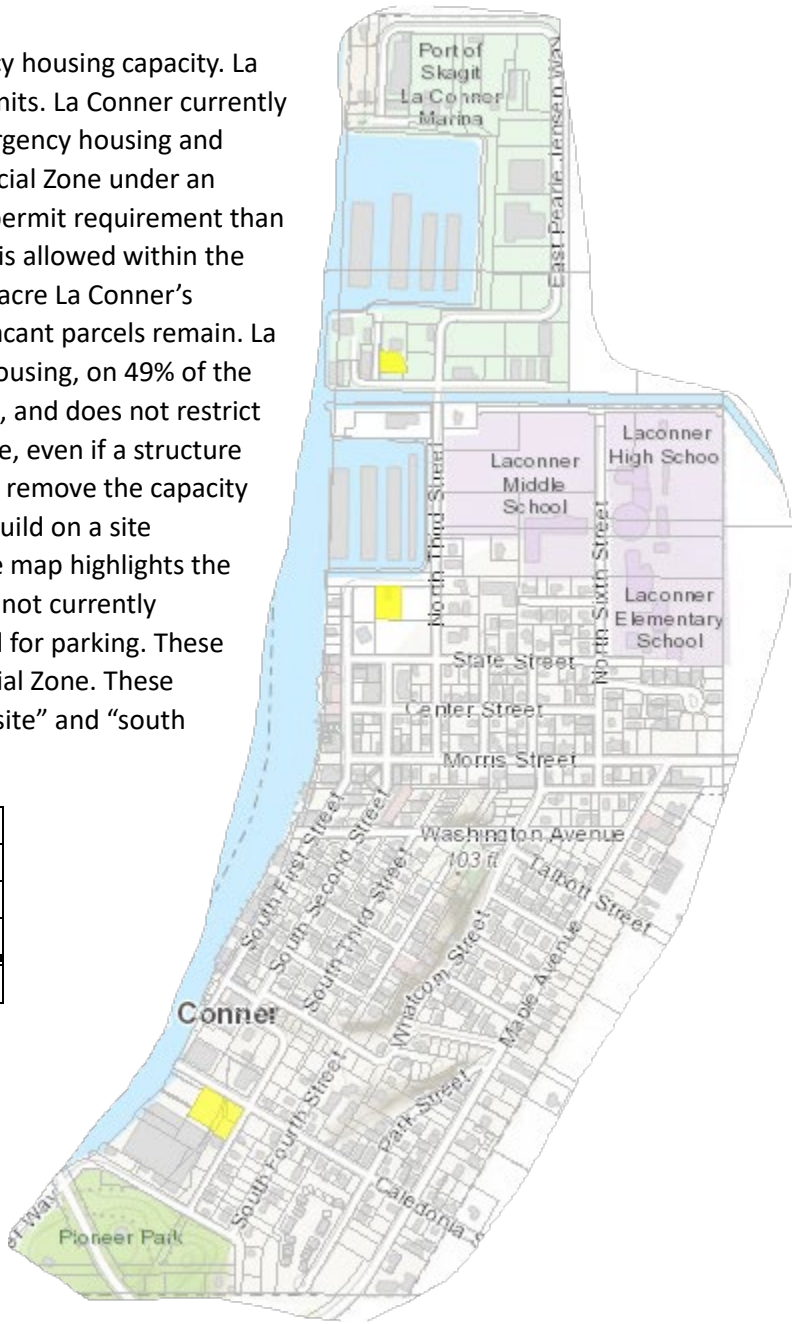
The below chart indicates the revised capacity after the above regulations are implemented:

	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 Continued

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. 3rd St	P74222	24,829.20	SH	Partially used	Would require utility improvements to access back half of property
418 N. 3rd St	P74221	10,890.00	SH	Underdeveloped	Could fit MH(2) if SH is demo'd
420 N. 3rd St 422 N. 3rd St	P126948	45,635.00	SH w/DADU	Partially used	Require driveway extension if lot is split, could develop MH without if not split
416 N. 3rd St	P74218	19,640.00`	SH	Partially used	Already been subdivided, lot would require access improvements
414 N. 3rd St	P74220	10,890.00	SH	Partially used	Could fit another parcel and SH, but barely
328 N. 3rd 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. 3rd St	P74193	20,037.60	SH	Underdeveloped	Could fit MH(6) if all structures are demo'd
312 N. 3rd St	P74195	12,196.80	Shed	Partially-used	Same owner as 316 N.3rd St – could MH(3)
310 N. 3rd St	P74194	30,056.40	SH – 2 BnB units	Partially-used	Could split lot horizontal, fit MH(2) w/improvements
401 State St 401 ½ State St	P107159 P107158	~7,500.0	Condo Condo	Developed Developed	½ of condo situation w/ 401 ½ State ½ of condo situation w/ 401 State
405 State St	P74196	7,405.20	SH	Developed	
413 State St 402 Spencer Lane 403 Spencer Lane 404 Spencer Lane 405 Spencer Lane	P107835 P107831 P107832 P107833 P107834	~21,000	Condo Condo Condo Condo Condo	Developed	Part of 413 State Street condos MH(5)
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. 6th St	P119281	5,009.40	SH	Developed	
309 N. 6th 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. 2nd St	P74127	20,021.00	Retirement Home MH(7)	Developed	203 Center St 206 N. 2nd St 210 N. 2nd St 210 State St 212 N. 2nd St 214 N. 2nd 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. 3rd 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.4th St	P74150	5,000.00	SH	Developed	
416 State St	P74153	4,791.60	SH	Developed	
218 N. 4th St	P120702	5,000.00	SH	Developed	
205 N. 5th 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. 5th 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. 6th St	P74177	10,018.80	SH	Underdeveloped	Garage could be ADU
202 N. 5th 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. 6th St	P108986	5,009.40	SH	Developed	
201 N. 6th St	P74178	4,791.60	SH	Developed	
112 N. 4th St	P74156	8,973.36	SH/ADU	Underdeveloped	Could MH(2) is SH is demo'd
113 N. 5th St	P74160	10,018.80	SH w/ADU	Developed	Total number of DU a wash
114 N. 5th 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. 6th St	P101149	5,009.40	SH w/ADU?	Developed	Might have ADU
114 N. 6th 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. 6th 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. 6th 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 514 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. 3rd St	P108647	7,274.52	SH	Developed	
107 S. 3rd St	P106474	3,615.48	SH	Developed	Under min lot size
109 S. 3rd St	P107577	3,615.48	SH	Developed	Under min lot size
111 S. 3rd St	P74006	6,969.60	SH	Developed	
UNA	P108646	218.00	Vacant ROW	ROW	Street ROW
106 S. 3rd St	P74008	8,276.40	SH	Developed	Would be underdeveloped but HPD
108 S. 3rd St	P74007	7,840.80	SH	Developed	
110 S. 3rd St	P111733	8,232.84	SH	Developed	Would be underdeveloped but HPD
UNA S. 2nd/WA	P74097	3,200.00	Vacant	Vacant	TOLC Owned
510 S. 2nd St	P74095	5,227.20	SH	Developed	
UNA S. 2nd St	P74093	1,750.00	Misc. Shed	Developed	Under min lot size
UNA S. 2nd St	P74092	1,750.00	Vacant	Developed	Under min lot size, same owner as P74093
518 S. 2nd St	P74090	5,227.20	SH	Developed	Same owner as P74093/P74092
522 S. 2nd St	P74089	3,500.00	SH	Developed	Under min lot size
526 S. 2nd St	P74087	1,750.00	SH	Developed	Boat House on the Hill
602 S. 2nd St	P74086	4,400.00	SH	Developed	
608 S. 2nd St	P108057	4,356.00	SH	Developed	
161 S. 2nd St	P74081	6,534.00	SH	Developed	
UNA 2nd St	P74078	1,750.00	Parking	Developed	With P74081
622 S. 2nd St	P74076	6,454.60	Garden Club	Developed	TOLC owned – Garden Club PUBLIC ZONE
704 S. 2nd St	P74073	7,405.20	SH	Developed	
UNA S. 2nd 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. 2nd St	P74044	5,227.20	SH	Developed	
UNA 2nd 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. 3rd 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. 2nd St	P74039	10,890.00	SH	Partially-used	Could fit parcel + SH
611 S. 2nd St	P74038	2,613.60	SH	Developed	
601 S. 2nd 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. 3rd St	P74033	3,484.80	SH	Developed	
612 S. 3rd St	P74034	3,484.80	SH	Developed	
608 S. 3rd St	P74035	3,484.80	SH	Developed	
602 S. 3rd 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. 2nd St	P74029	5,400.00	SH	Developed	
513 S. 2nd St	P74028	4,500.00	SH	Developed	
509 S. 2nd St	P74027	4,791.60	SH	Developed	
207 S. 2nd St	P74026	3,920.40	SH	Developed	
503 S. 2nd St	P74025	8,276.40	SH	Developed	Could fit MH(2) but HPD
213 Benton St	P74011	5,227.20	SH	Developed	
532 S. 3rd St	P74012	5,400.00	SH	Developed	
526 S. 3rd St	P74013	7,405.20	SH w/ADU	Developed	
522 S. 3rd St	P74014	3,484.80	SH	Developed	Under min lot size
520 S. 3rd St	P74020	3,920.40	SH?	Developed	Skagit County Use Code is MH?
UNA S. 3rd St	P74021	3,484.80	Shed	Vacant?	Owned by P74022, under min lot size
514 S. 3rd St	P74022	3,484.80	SH	Developed	Under min lot size
512 S. 3rd St	P74023	3,484.80	SH	Developed	Under min lot size
504 S. 3rd St	P74024	5,662.80	SH	Developed	
715 S. 3rd St	P73984	7,405.20	SH	Developed	
705 S. 3rd St	P73982	7,405.20	SH	Developed	
701 S. 3rd St	P73981	3,920.40	SH	Developed	Under min lot size
708 S. 4th 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. 3rd St	P73994	3,484.80	SH	Developed	Under min lot size
617 S. 3rd St	P73993	3,484.80	SH w/ADU	Developed	SC code has ADU, no TOLC property files, under min lot size
613 S. 3rd St	P73992	3,484.80	SH	Developed	Under min lot size
609 S. 3rd St	P73991	3,600.00	SH	Developed	Under min lot size
607 S. 3rd St	P105952	3,200.00	SH	Developed	Under min lot size
603 S. 3rd St	P73989	7,200.00	SH	Developed	
620 S. 4th St	P73986	3,484.80	SH	Developed	Under min lot size
616 S. 4th St	P103693	4,235.00	SH	Developed	
612 S. 4th St	P73987	6,558.00	SH w/ADU	Developed	
608 S. 4th St	P101279	7,187.40	SH	Developed	
602 S. 4th 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. 4th 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. 4th St	P73958	4,356.00	MH(4)	Developed	Under min lot size
615 S. 4th St	P73955	6,534.00	SH	Developed	
607 S. 4th 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. 4th St	P73954	14,736.00	SH	Developed	Could MH(4) but HPD, Olsen's Retreat
531 S. 4th St	P73952	6,534.00	SH	Developed	
543 S. 4th 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. 4th St	P73951	4,400.00	SH	Developed	
521 S. 4th St	P73950	6,534.00	SH	Developed	
UNA S. 4th St	P73949	2,178.00	Vacant	Vacant	Under min lot size, owned by P73950
503 S. 3rd St	P74004	13,939.20	INN	Developed	BnB could be MH(3)
511 S. 3rd St	P118828	5,227.20	SH	Developed	
515 S. 3rd St	P73999	6,300.00	SH	Developed	

517 S. 3rd St	P74000	5,417.38	SH	Developed	
525 S. 3rd 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. 4th St	P73995	10,800.00	SH	Developed	Could MH(2) but HPD
518 S. 4th St	P73996	7,405.20	SH	Developed	
516 S. 4th St	P73997	3,484.80	SH	Developed	Under min lot size
512 S. 4th 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 219 Maple Ave 217 Maple Ave	P74400	14,810.40	Duplex and apt	Underdeveloped	Could have one more DU
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 404 Maple Ave	P74350	10,018.80	MH(2) Duplex	Developed	
524 Rainier St 520 Rainier St	P74351	10,018.80	MH(2) Duplex	Developed	
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 517 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 703 Finley Ln 704 Finley Ln 705 Finley Ln 706 Finley Ln 707 Finley Ln 708 Finley Ln	P111807 P111804 P111808 P111805 P111809 P111806 P111810	~29,300.00	Condo Condo Condo Condo Condo Condo Condo	Developed	7 Condos. Could be MH(9) – not likely to be redeveloped. Condo situation.
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 526 Myrtle St B	P105119	7,623.00	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
524 Myrtle St C 524 Myrtle St D	P105121	7,971.48	MH(2) Duplex	Developed	Under min lot size for 2 MH units?
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. 4th 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. 4th St	P73969	9,160.20	Vacant	Vacant	Steep slopes, possible wet site, TOLC owns
818 S. 4th St	P73968	3,484.80	SH	Developed	Under min lot size
824 S. 4th St	P73967	10,890.00	SH	Underdeveloped	Could be MH(2) or an ADU for same #DUs

830 S. 4th St	P73977	6,098.40	SH w/ADU	Developed	ADU used as BnB
UNA S. 4th 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. 3rd St	P20897	6,000.00	SH	Developed	
922 S. 4th St	P20895	10,000.00	SH	Underdeveloped	Could MH(2)
917 S. 3rd St	P20901	12,000.00	SH	Underdeveloped	Could unevenly split, MH(3) if SH demo'd
924 S. 4th St	P20900	5,000.00	SH	Developed	
926 S. 4th St	P20902	6,800.00	SH	Developed	
928 S. 4th St	P126591	5,000.00	SH	Developed	
930 S. 4th St	P20904	5,200.00	Double wide	Developed	
934 S. 4th St	P20907	4,000.00	Double wide	Developed	
938 S. 4th 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. 3rd St	P20909	4,000.00	SH	Developed	
933 S. 3rd St	P20908	4,000.00	SH	Developed	
927 S. 3rd St	P20906	9,000.00	SH	Underdeveloped	Could MH(2) or an ADU for same #DUs
923 S. 3rd 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. 4th St	P74272	15,246.00	MH(3)	Developed	Could MH(4), unlikely to be redeveloped
UNIDENTIFYED	PARCEL	BETWEEN	P74272 AND	P102299	CHECK THIS
923 S. 4th St	P102299	7,579.44	SH	Developed	
925 S. 4th St	P103774	7,623.00	SH	Developed	
929 S. 4th St	P74267	15,246.00	Triple wide	Partially-used	Could split, total capacity MH(4)
UNIDEFTIFYED	PARCEL	BETWEEN	P74267 AND	P74263	
941 S. 4th St	P74263	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
1105 S. 4th St	P74262	13,503.60	SH	Partially-used	Could split, total capacity MH(3)
"X" 4th St	P134174	7,840.80	Vacant	Vacant	Could SH – no numbered address
UNA 4th 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 916 Park St A	P128671 P128672	1,142.00 1,140.00	MH(2)	Pipeline	Channel Cove SRF 2023
918 Park St	P128684	1,560.00	SH	Pipeline	Channel Cove SRF 2023
920 Park St A 920 Park St B 920 Park St C	P128678	1,696.00	MH(3)	Developed	Channel Cove Triplex
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 930 Park St I 930 Park St J	P128668	~5,000.00	MH(5)	Developed	Channel Cove

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.
UNIDENTIFYED	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

2/23/2023 Prepared by: Ajah Eills, Assistant Planner, Town of La Conner

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 is 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.

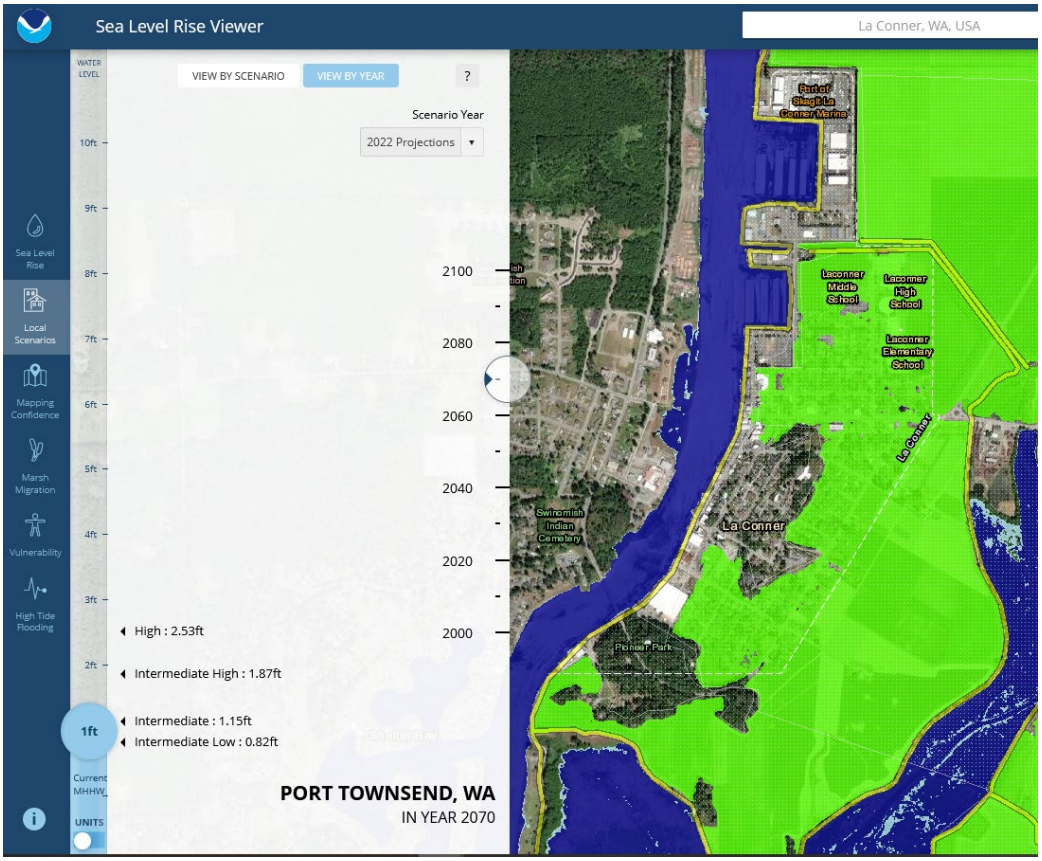


Figure 1: Visual of a projected sea level rise of 1ft in La Conner in the year 2070. Green indicates low-lying areas.

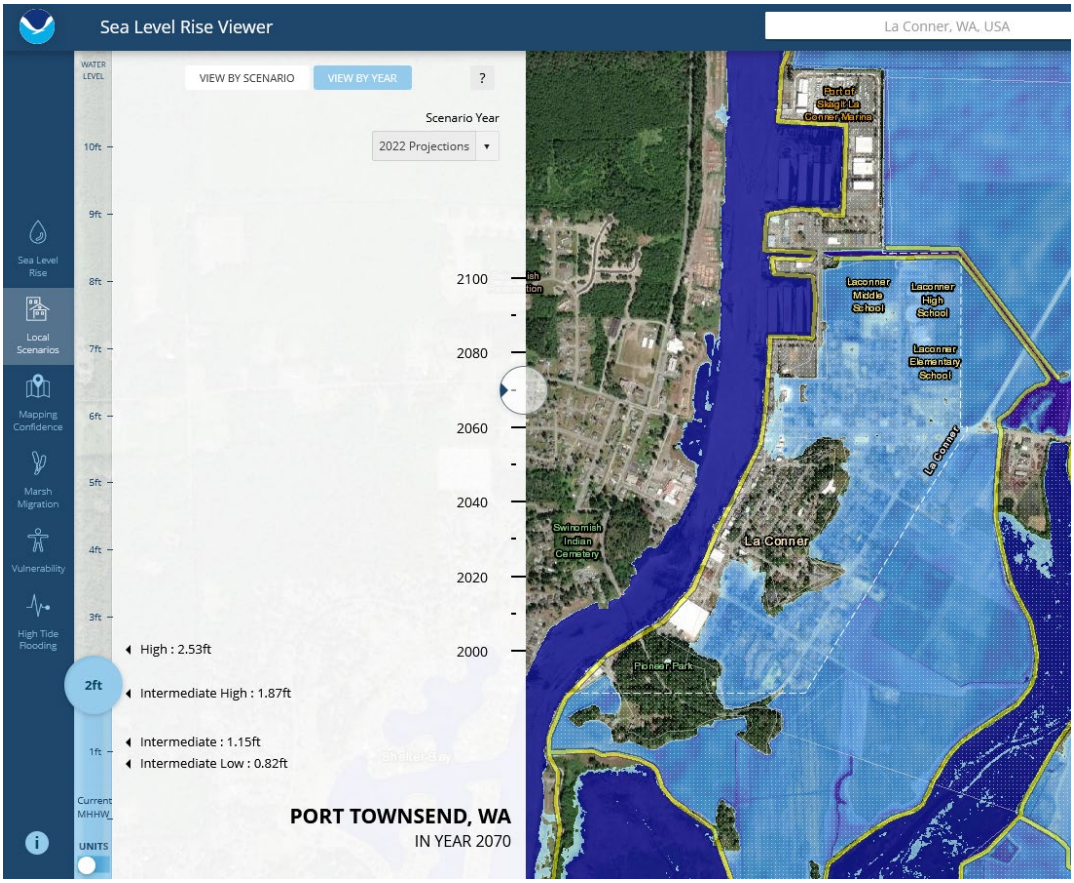


Figure 2: Visual of a projected sea level rise of 2ft in the year 2070 in La Conner. Wide spread inundation occurs at this sea rise level, which most closely matches the Intermediate-High scenario.

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.

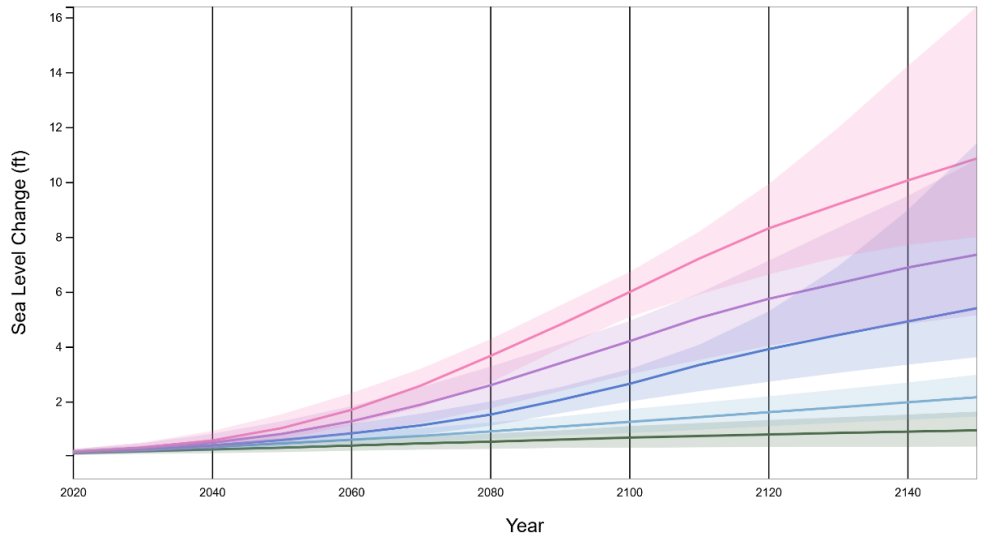


Figure 3: SLR for the Northwest Coast projected to 2150 in five different scenarios. From bottom: Low, Intermediate-Low, Intermediate, Intermediate-High, and High. Confidence intervals are shown in shading on the graph

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.

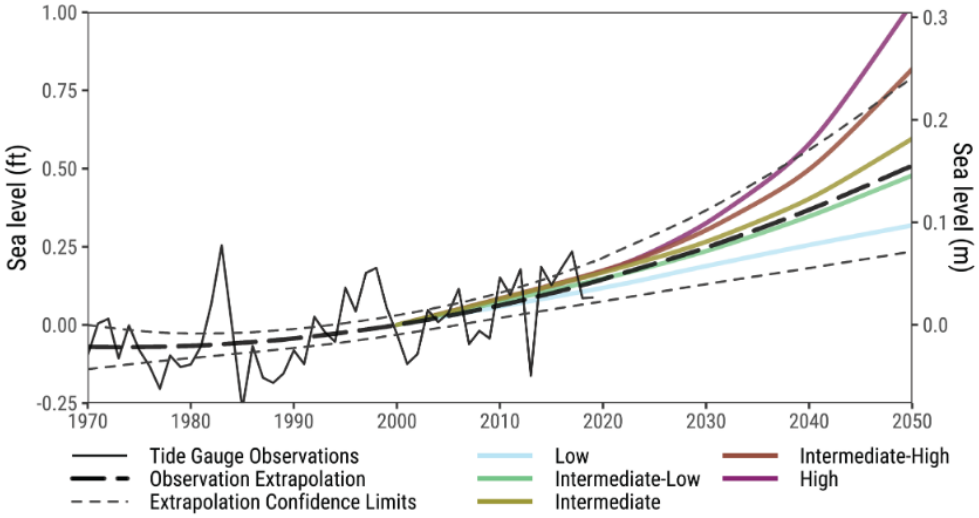


Figure 4: Regional SLR scenarios and the observation-based extrapolation for the Northwest Region (Washington and Northern Oregon). Variability due to cyclical ocean dynamics is overlaid for context and was removed prior to generating the observation-based extrapolation.

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 possible 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*).

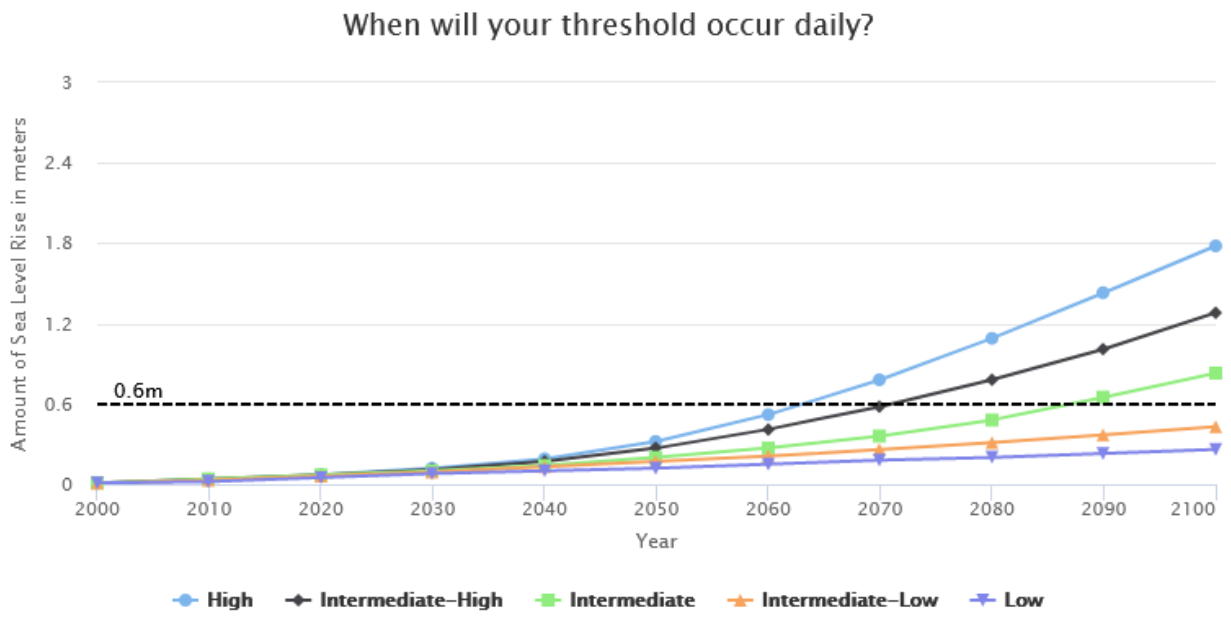
Among the tools associated with the updated technical report, NOAA developed a Local Quick Flood Assessment tool for communities using the 2022 projections. In order to use this tool, one must specify the height and frequency level at which flooding becomes a concern for the community. For the following 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**.

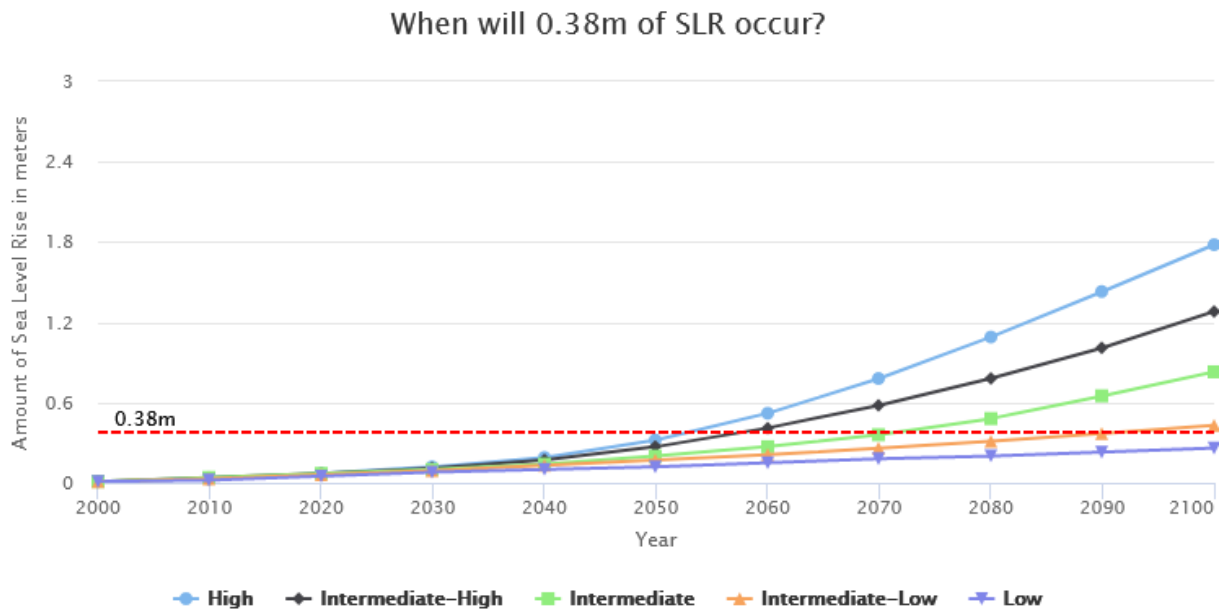


Figure 6: this graph outlines the potential years in each scenario when 0.38m of SLR will occur, which in the Intermediate-High scenario will be in roughly 2060.

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 except 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 relays 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 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.

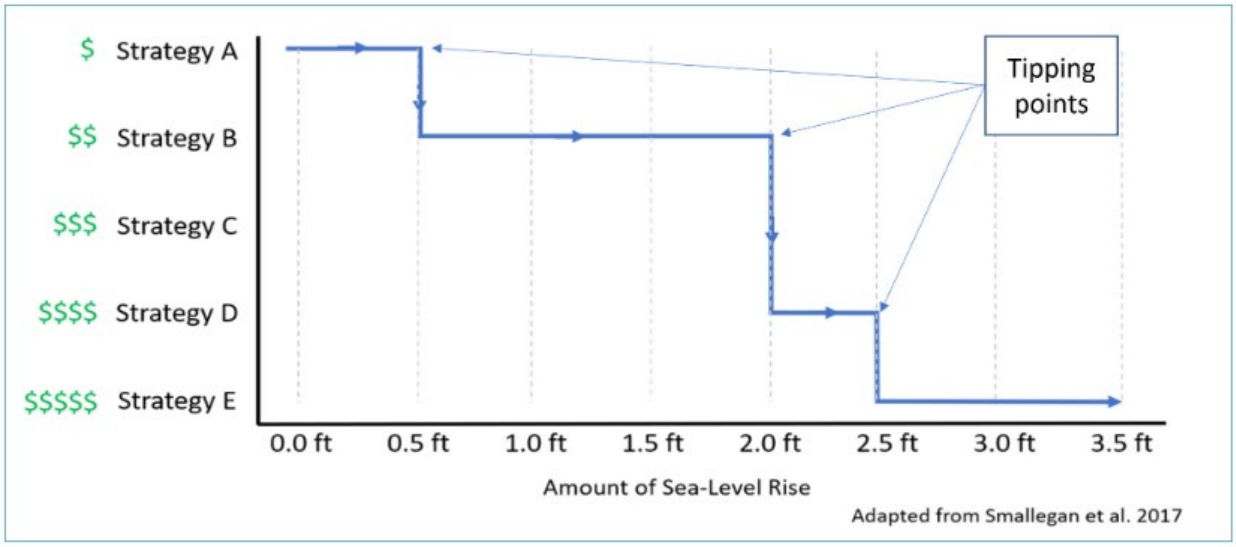
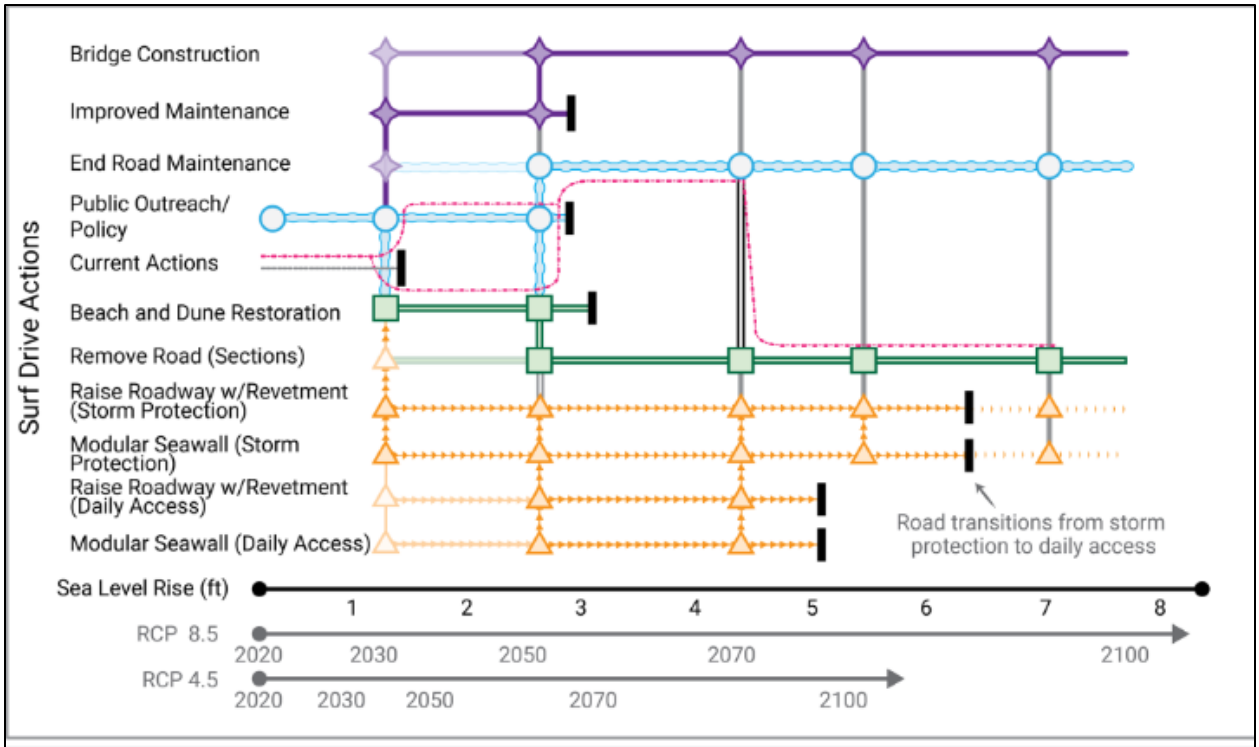


Figure 8: Diagram of an adaptation pathway planning approach. In this diagram, tipping points are associated with SLR, but they could be anything. The strategies are ordered based on expense. Strategies B and C have been skipped in this example as they will have already been rendered ineffective by the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



Pathway Scorecard

	Path Actions	Relative Costs	Target Effects	Side Effects
1.	Managed Retreat	+	Balances present uses with increased costs and risks in the future through a multi-phase retreat plan	Loss of Homes No Connection via Surf Dr. Loss of Accessible Beach
2.	Protection	+++++	Protects operational capacity of existing infrastructure and features	Loss of Accessible Beach Aesthetics/Visuals
3.	Natural Resources	+++	Preserves and enhances coastal and marine ecosystem functions	Loss of Homes No Connection via Surf Dr.
4.	Connection	++++++	Maintains important public access, utility connections, and transportation corridors	Loss of Homes
5.	Preferred	+++	Balances present uses with increased costs and risks in the future through a multi-phase retreat plan, while enhancing ecosystems	Loss of Home No Connection via Surf Dr.
6.		+++	Improved maintenance for short-term uses with a long-term focus on ecosystem restoration	Loss of Homes No Connection via Surf Dr.
7.		+++++	Coastal habitat restoration in the short-term, with protection of existing infrastructure in the long-term	Loss of Accessible Beach Aesthetics/Visuals

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:

Collini, R.C., J. Carter, L. Auermuller, L. Engeman, K. Hintzen, J. Gambill, R.E. Johnson, I. Miller, C. Schafer, and H. Stiller. 2022. Application Guide for the 2022 Sea Level Rise Technical Report. National Oceanic and Atmospheric Administration Office for Coastal Management, Mississippi–Alabama Sea Grant Consortium (MASGP-22-028), and Florida Sea Grant (SGEB 88). https://oceanservice.noaa.gov/hazards/sealevelrise/noaa-nos-techrpt02-global-regional-SLR-scenarios-US-application-guide.pdf

Sweet, W.V., B.D. Hamlington, R.E. Kopp, C.P. Weaver, P.L. Barnard, D. Bekaert, W. Brooks, M. Craghan, G. Dusek, T. Frederikse, G. Garner, A.S. Genz, J.P. Krasting, E. Larour, D. Marcy, J.J. Marra, J. Obeysekera, M. Osler, M. Pendleton, D. Roman, L. Schmied, W. Veatch, K.D. White, and C. Zuzak, 2022: Global and Regional Sea Level Rise Scenarios for the United States: Up-dated Mean Projections and Extreme Water Level Probabilities Along U.S. Coastlines. NOAA Technical Report NOS 01. National Oceanic and Atmospheric Administration, National Ocean Service, Silver Spring, MD, 111 pp. https://oceanservice.noaa.gov/hazards/sealevelrise/noaa-nos-techrpt01-global-regional-SLR-scenarios-US.pdf

Skagit County Population, Housing and Employment Growth Allocations Methodology

December 12, 2023

Prepared by:

CAI
COMMUNITY ATTRIBUTES INC

Prepared for:

SCOG
Skagit Council of Governments

Community Attributes Inc. tells data-rich stories about communities that are important to decision makers.

President and CEO:
Chris Mefford

Project Manager:
Michaela Jellicoe

Analysts:
Madalina Calen
Connor Reed
Carly Bednarski

Community Attributes Inc.
500 Union Street, Suite 200
Seattle, Washington 98101

www.communityattributes.com

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 Population	2025 Population	2045 Population Targets	2022-2045 Population Growth	
				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.

CONTENTS

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

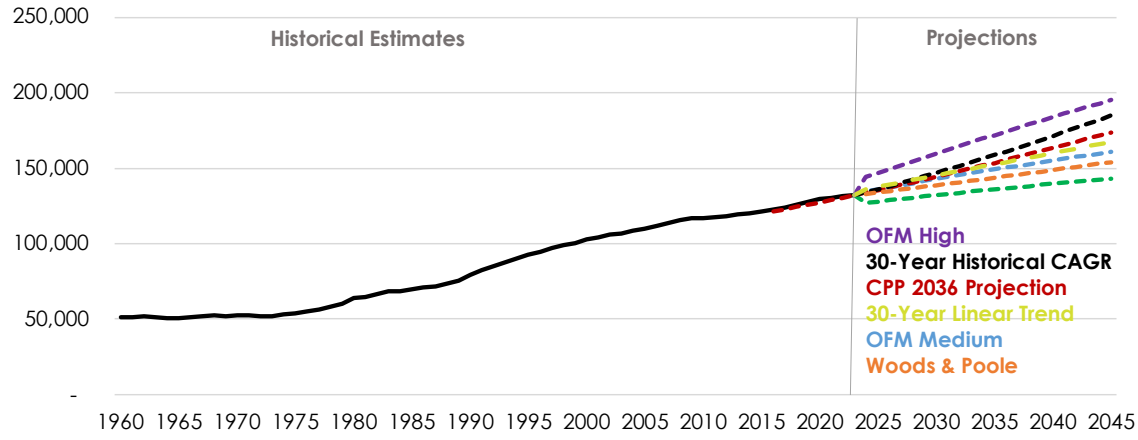
The first step for the population allocation is an in-depth analysis of historic countywide population growth as well as the range of available projections for Skagit County. Projections reviewed include:

- **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 Population	2025 Population	2045 Population Targets	2022-2045 Population Growth	
				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 hew 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:

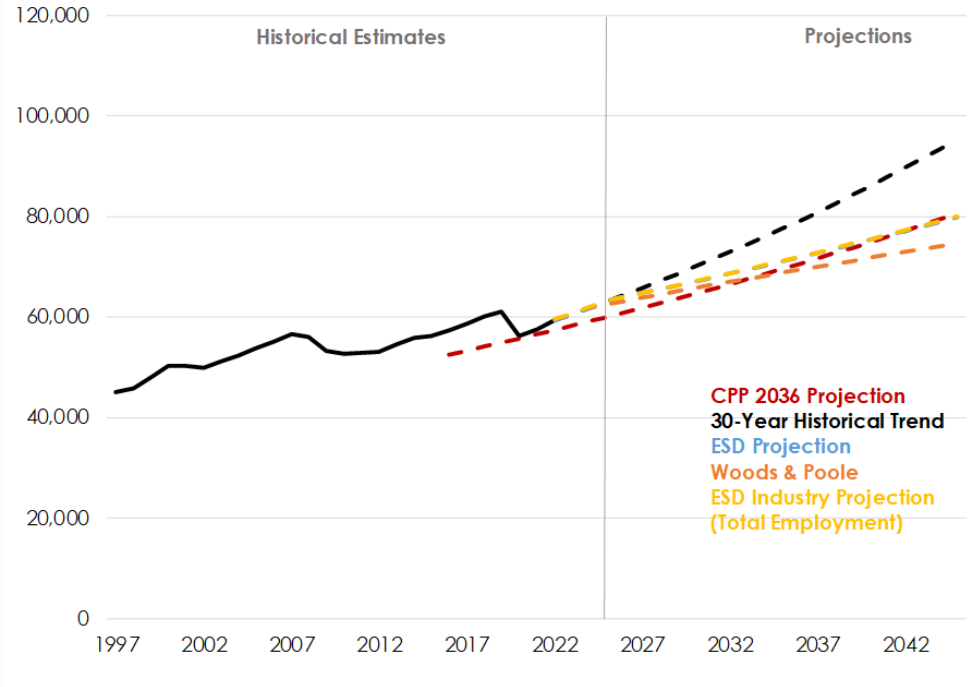
- Covered employment as published by the Bureau of Labor Statistics (BLS), which captures employees covered by state or federal unemployment insurance. According to the BLS this captures 95% of U.S. jobs.
- Current employment survey (CES), which produces monthly estimates of nonfarm employment, based 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, 2022-2045[1]

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.

Contents

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 Sneeoosh 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 Sneeoosh 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.

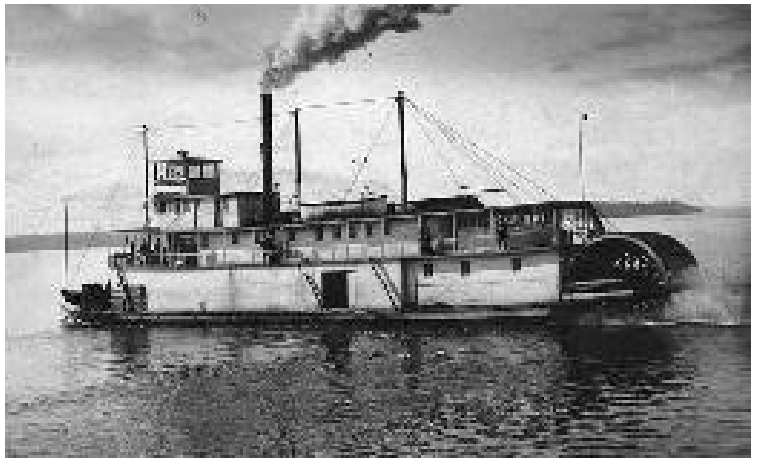
Many an old-timer can remember the excitement of large wooden ships and barges loading heavy sacks of grain by hand, across shaky gang planks. Of course, when the tide was low, maneuvering the steep planks took a strong, agile man. Occasionally the hand truck would spill its load in the slough. Some 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
1855	Swinomish Reservation established
1863	Michael Sullivan and Samuel Calhoun dikes
1867	Alonzo Lowe/Thomas Hayes Swinomish Trading Post
1869	John Conner store and post office
1874	Flood destroys 3 miles of dike
1883	La Conner incorporated
1884	County seat moved to Mount Vernon
1888	La Conner incorporated again
1937	Artist colony in Fish Town
1984	Museum of Northwest Art (MoNA) established

Existing conditions

Property ownership

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

- Triton America LLC - owns 2.7669 acres, 44,332 square feet of buildings, **with an estimated net** worth **of** $3,549,490 including Albers Warehouse built in 1898, Freezer Building built in 1960, the waterfront wharf built in 2008, a residence converted into offices built in 1984, and a storage building built in 1982.
- Dunlap Towing – owns 230 linear feet of waterfront ~~worth~~ **with an estimated value of** $388,100 owned currently used for parking at the south end of First Street on the west boundary with the Moore Clark subarea.
- Town of La Conner – owns 0.4278 acres, 4,600 square feet of building ~~worth~~ **estimated at** $872,293 for a stormwater pump station located north of Caledonia Street within the Moore Clark subarea.
- Town of La Conner – owns 1.1969 acres worth $724,600 for a public parking lot located east of Third Street.
- Town of La Conner – owns 0.2826 acres ~~worth~~ **estimated at** $418,100 of wetlands located west of Fourth Street and adjoining the public parking lot. **This property is not located within the study area.**
- Town of La Conner – owns 0.3167 acres, 2,500 square feet of building, worth **an estimated** $607,000 including Maple Hall built in 1995 located at the south end of First Street adjoining the north boundary of the Moore Clark subarea and a Town Hall built in 1900 and a playground located north of Moore Street on the north boundary of the Moore Clark subarea. **Maple Hall is not located within the study area.**

Owner	Parcel	Acres	Bldgs	Yr built	**Est.** 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.

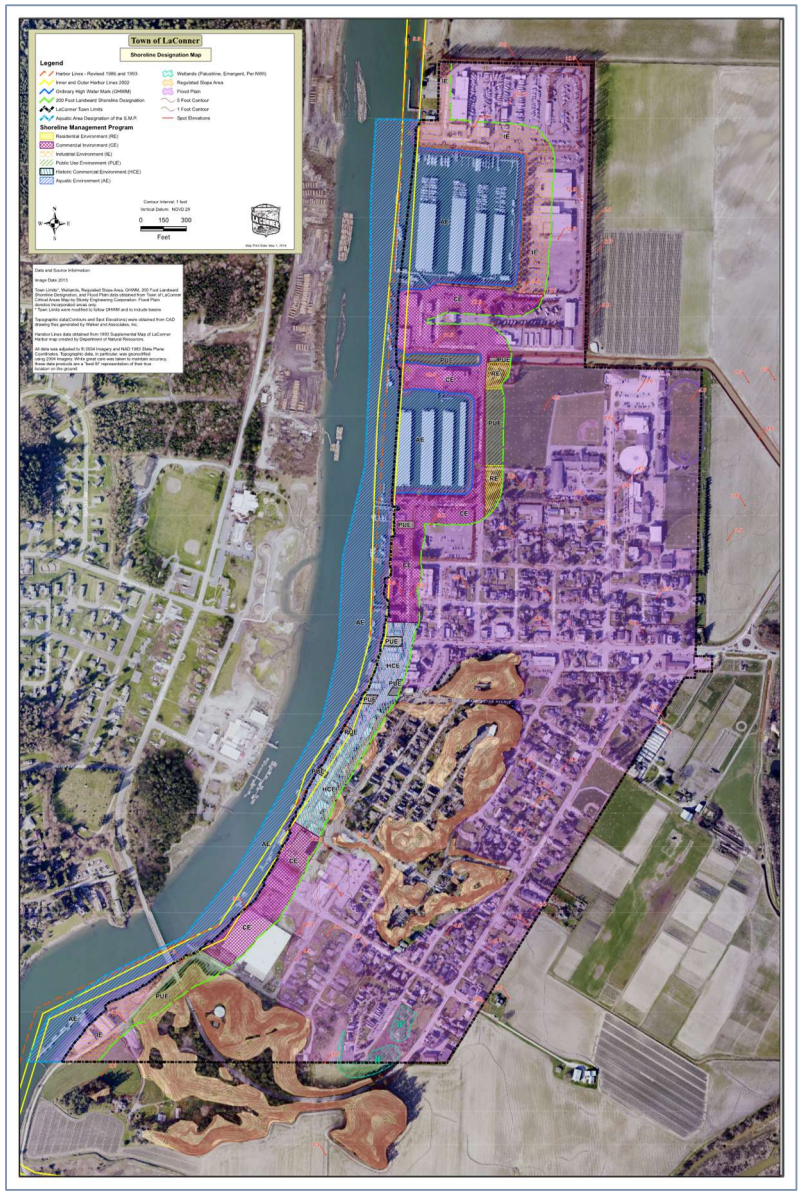
Floodplain

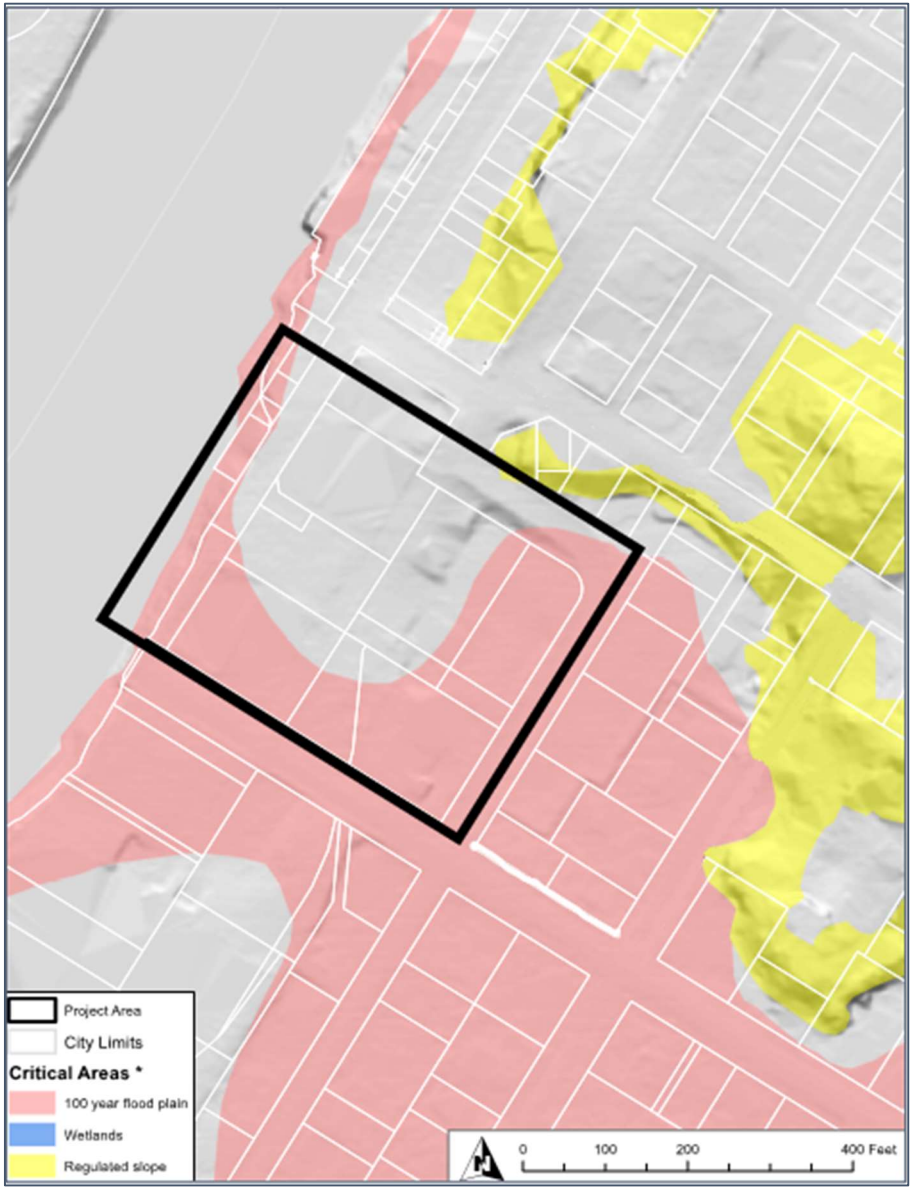
La Conner, except for the higher ground on Second and Third Streets and Pioneer Park, flooded regularly from the North Fork of the Skagit River and Swinomish Channel before early settlers began building dikes.

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.


Town of LaConner
Shoreline Designation Map
Legend
Shoreline Management Program
Residential Environment (RE)
Commercial Environment (CE)
Industrial Environment (IE)
Public Use Environment (PUE)
Historic Commercial Environment (HCE)
Aquatic Environment (AE)
Feet


Project Area
City Limits
Critical Areas *
100 year flood plain
Wetlands
Regulated slope
0
100
200
400 Feet

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

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

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

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

Storm drainage

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

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

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

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

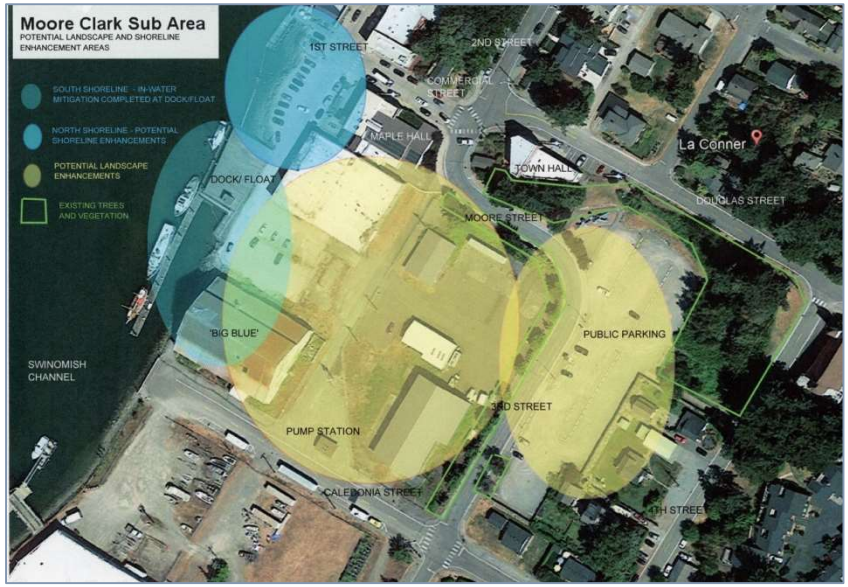
Shoreline

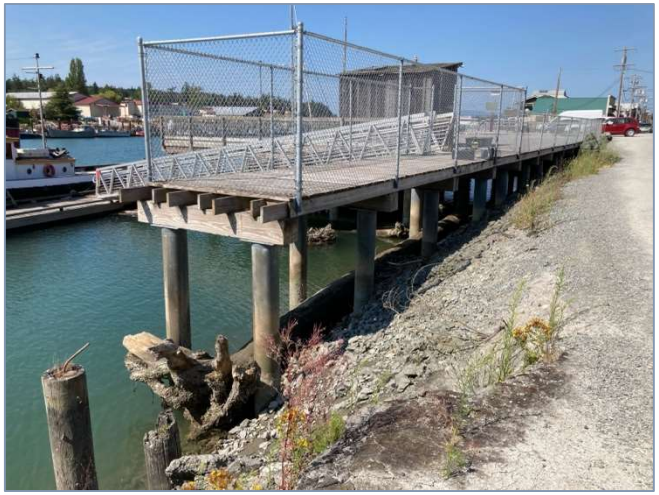
The existing shoreline surface from Commercial Street and the end of Channel Passage, the overwater boardwalk, is littered with gravel, rocks, logs, and other drift debris that does not support fish or water-dependent wildlife habitat.

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

Utilities

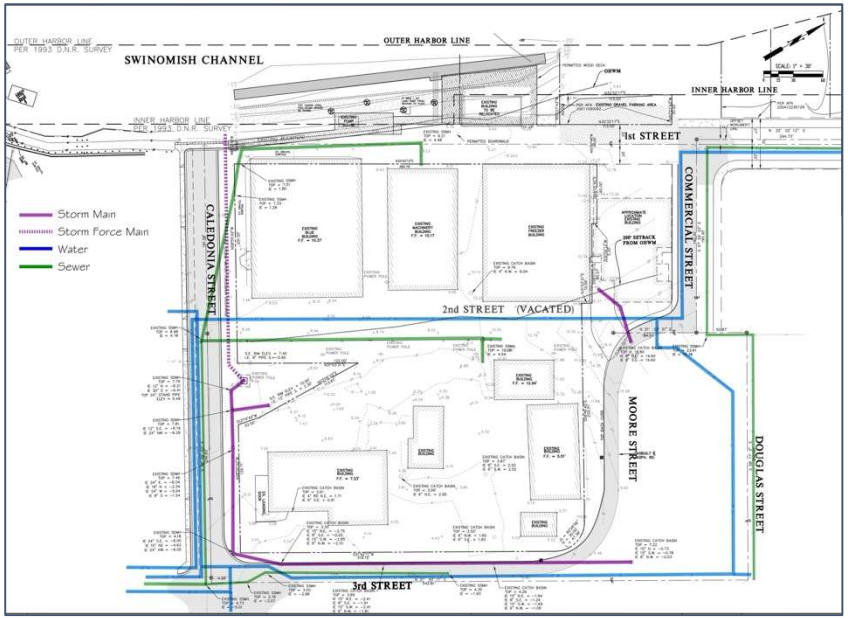
Water supply lines located in First Street, Douglas Street, Third Street, and Caledonia Street rights of way service businesses in the downtown district, industrial uses at the Upper Skagit Tribe's industrial park, and the surrounding residential neighborhoods.





Top left – principal storm drainage areas in Moore Clark and waterfront.
Top right – existing storm drainage routes and collection pipes.
Bottom – photos of existing shoreline in front of Moore Clark including waterfront wharf.

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

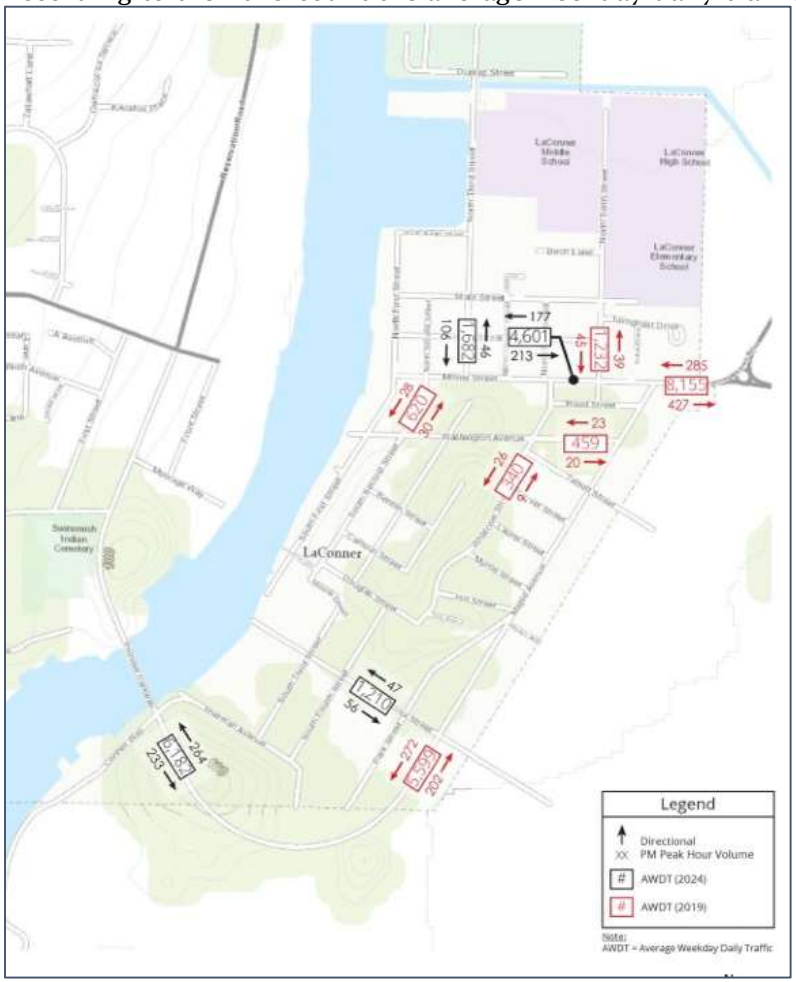


Sewer mains located in First Street, Commercial Street, Douglas Street right of way service the downtown district and upper hilltop neighborhoods. Sewer stub lines located in a portion of the south end of First Street and the vacated portion of Second Street flow to Caledonia, and then south along Third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

Traffic

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

According to the 2019 count the average weekday daily traffic



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

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

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

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

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

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

While some traffic may use Second Street as a couplet access for a repeat on First Street and some traffic may use Douglas to connect back to Maple Avenue, the loop identified above 8remains 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:

<u>Permitted uses:</u>
- 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

<u>Conditional uses:</u>
- Transitional housing
- Residential
- Light industrial, artistic
- Taverns, nightclubs

The Commercial Transition Zone limited building heights to 60 fee 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 replay 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.

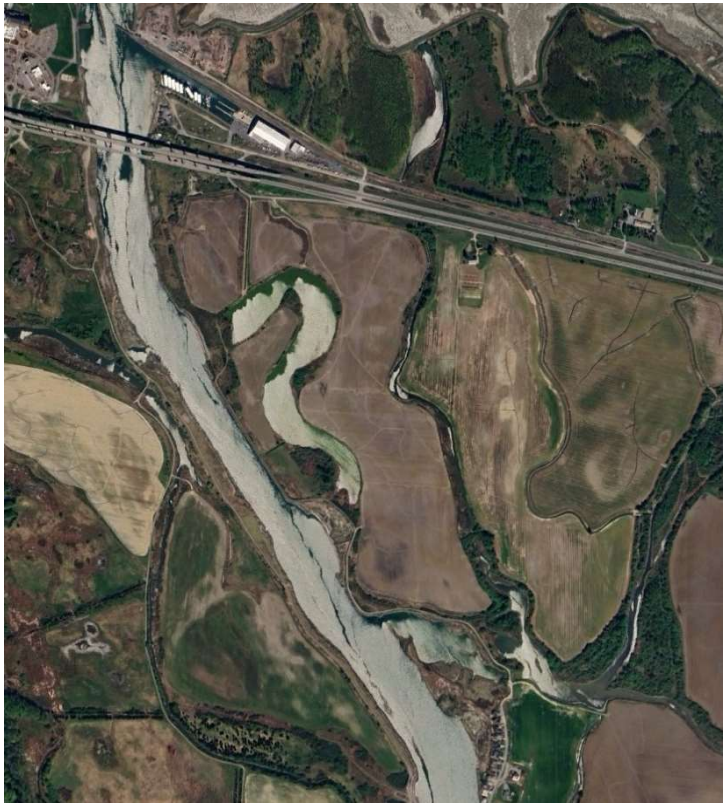
Triton's multi-station layup rooms and design stations have built: 50-meter long high-temperature wind turbine blade tooling for General Electric, Boeing 787 tooling, high-speed water borne target drones for USN as well as tooling for various composite aircraft and yacht manufacturers. Currently, Triton is in serial production of several types of high-speed attack boats for French Navy Special Forces.

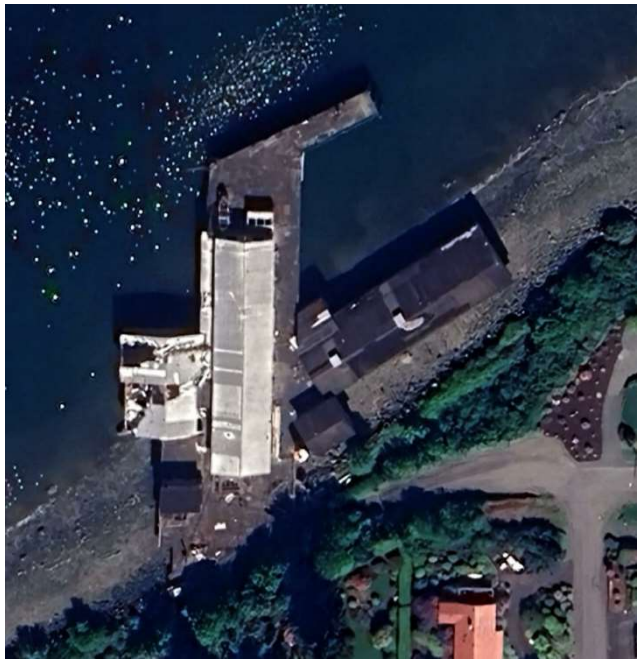
In 2009, *Triton America* dba *Triton Aerospace* acquired all the intellectual and hardware assets of *Adam's Aircraft,* an aircraft computerized paperless design, development, and manufacturing company that successfully built and certified a twin-engine, 6-seat pressurized all-carbon composite FAR 23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

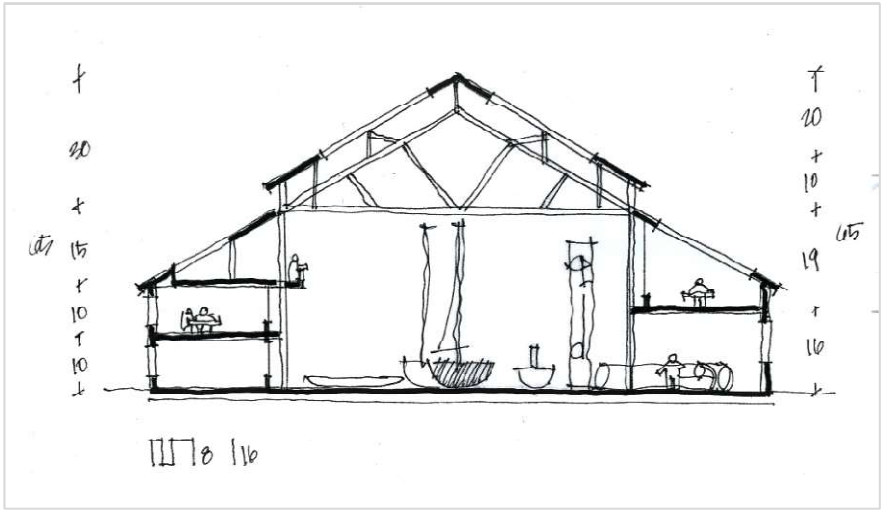
The design concept proposed to reuse the Freezer Building as a Maple Hall Annex that would house workshops, studios, and classrooms and the Albers Warehouse (which was still salvageable) as a kayak, boat, and woodworking incubator. Up to 38 artist live/work housing units with ground floor parking and 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.

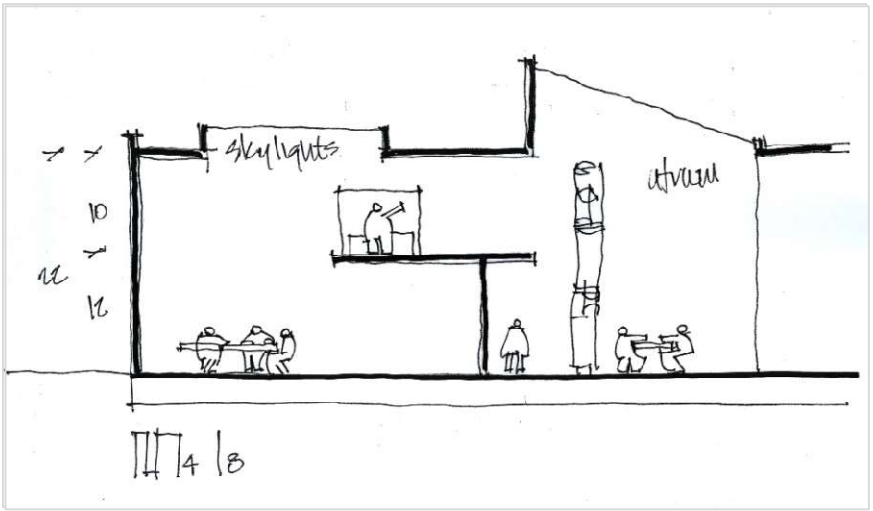
The proposed concept was tested by an online survey that was conducted of resident artists in Oregon, Washington, and Vancouver, British Columbia. 132 responding artists indicated an interest in the project, but not as year-round residents as most felt they could not support themselves in the local economy. 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

	$0	$25-50	$75-100	$125-150	$175-200	$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, an d 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%

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 <u>outdoor</u> 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 students2. 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.

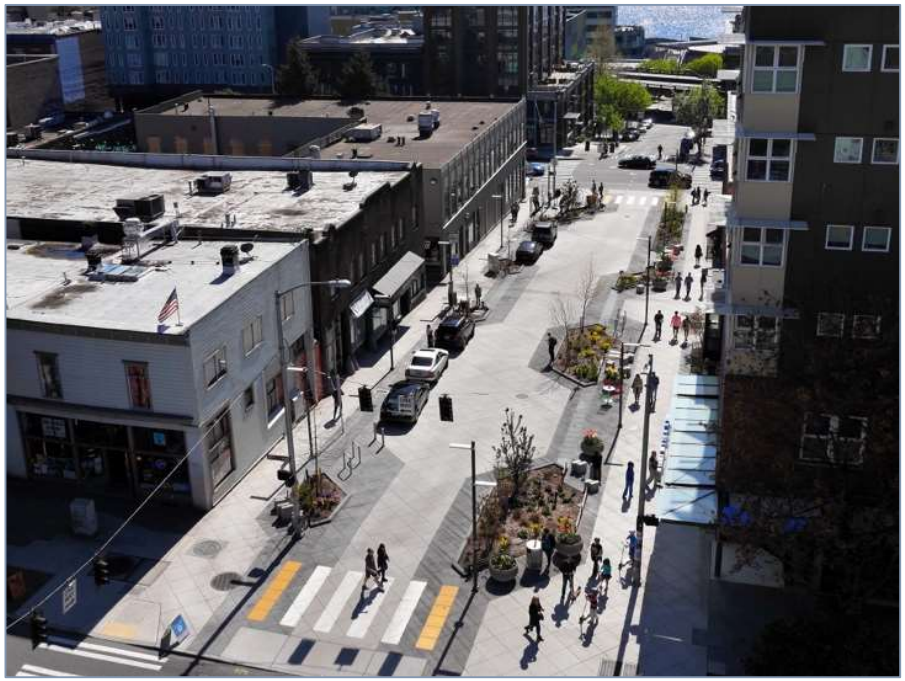
- **First Street and west end public parking lot** – will be closed for special events including music and other

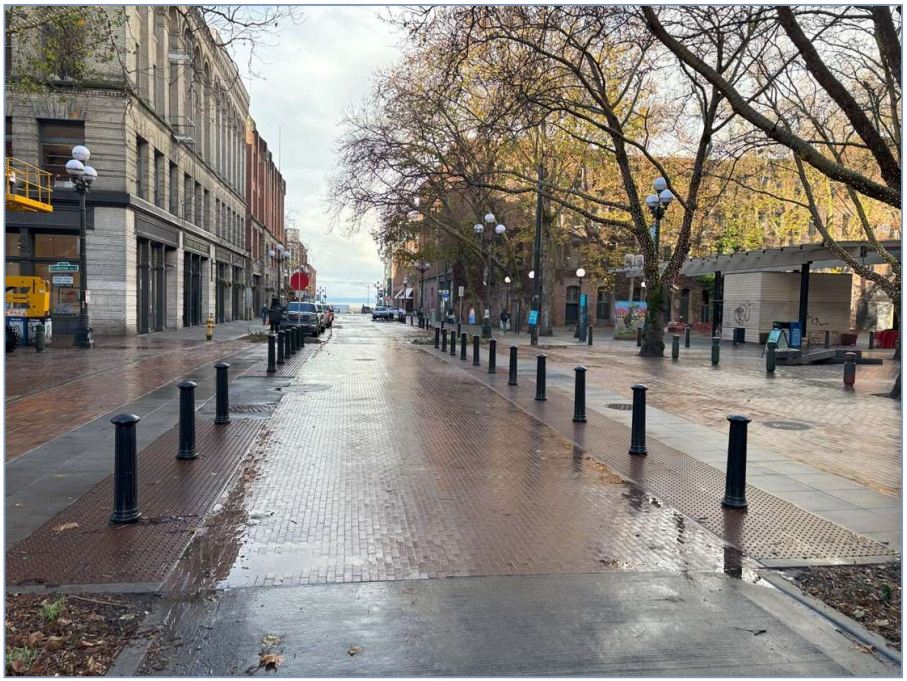

Extend First Street one-way as "woonerf" to be closed during major public events
Redirect Commercial Street two-way traffic to provide flexible access between First, Second, and Third Street grid
Extend Second Street from Caledonia two-way for flexibility when First Street woonerf is closed for events
Study Area
0 50 100 200 300 400 Feet
2


Develop "woonerf" parking/gathering space with one-way access and 45-degree stalls
Add 45-degree parking on east side of street
Add 90-degree parking on north side of street
Add angled parking on both sides of Second Street extension
Add angled parking on west side of Third Street
Study Area
0 50 100 200 300 400 Feet


Special event parking
143
151
36
99
43
63
48
85
22
13
Mavric Marine
Port of Skagit
La Conner Schools
Port of Skagit
Swinomish Yacht Club
Town of La Conner
Local boat shuttle
Charter cruise from Seattle @ Argosy
Shuttle @ Mount Vernon Charter Bus
703 parking spaces in public lots not including on-street parking serving marinas collected by commercial bus or boat shuttle service during special events
Mike/Tom
17


Freezer Building rebuilt as an addition to Maple Hall up to 30 feet
Wharf, First Street, and parking lot convertible for outdoor gathering area activities
Albers Warehouse replaced with event facility up to 60 feet
Study Area
0 50 100 200 300 400 Feet





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

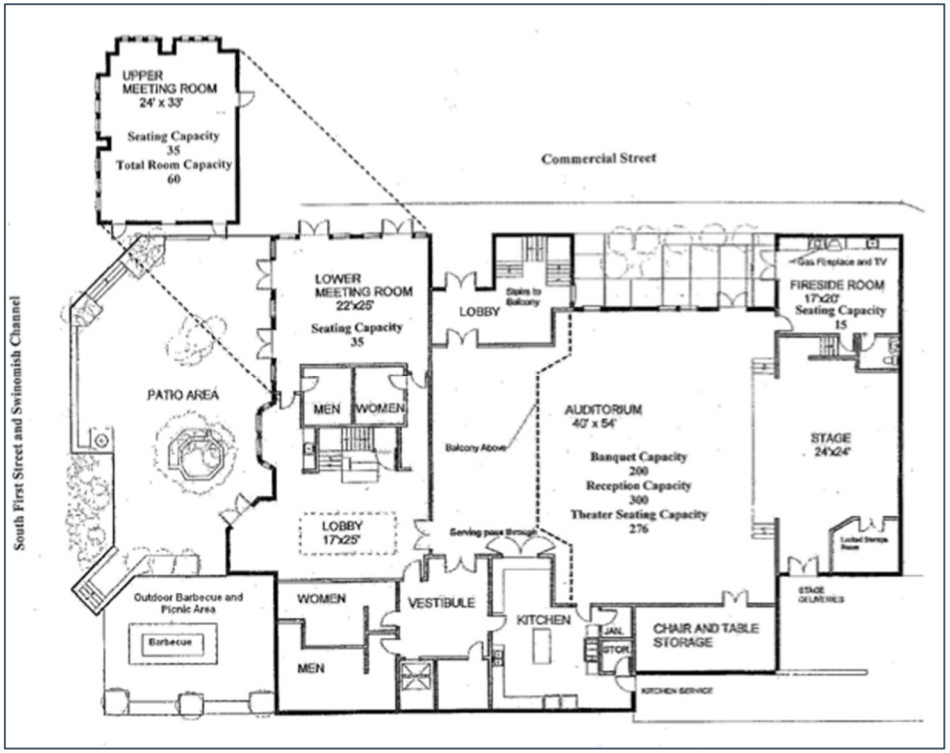
The concept will develop mixed income residential on the balance of the Moore Clark property ~~and for the redevelopment of the town public parking lot~~ with:

- **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.

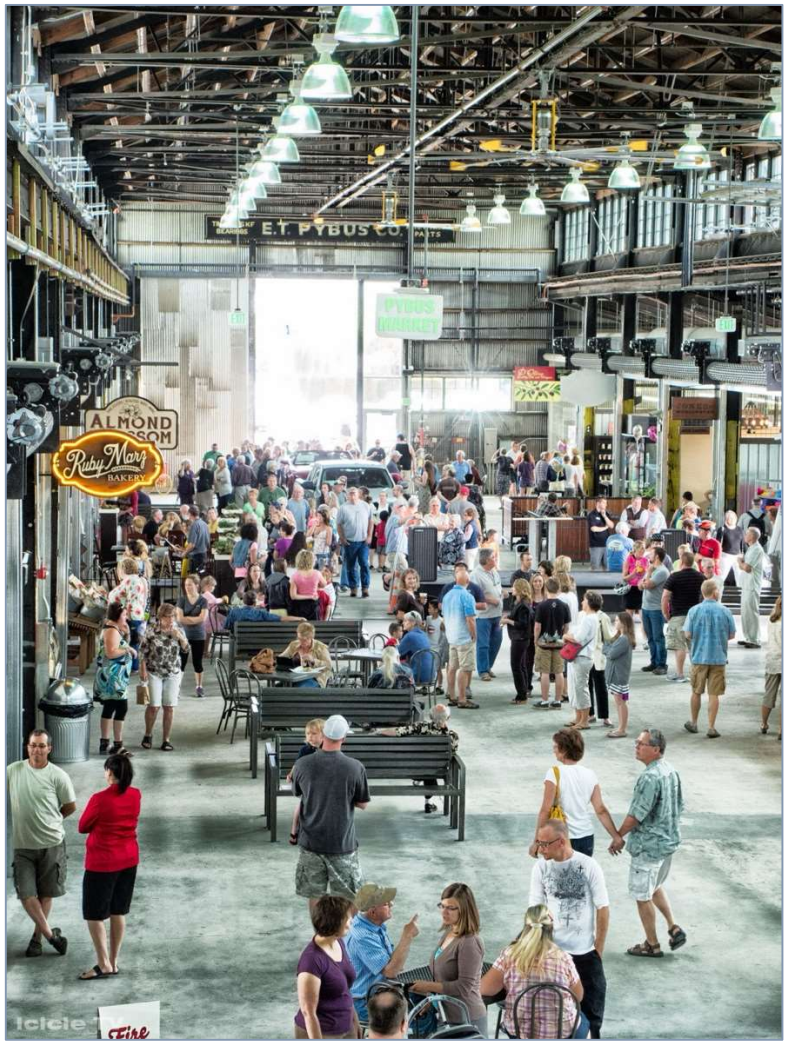
- **Middle housing prototypes** - will be encouraged including duplex, triplex, fourplex, sixplex, townhouse, courtyard, and live/work buildings to provide a transition with single-family neighborhoods east of Third Street and south of Caledonia Street and retain a profile consistent with the 30-foot 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.

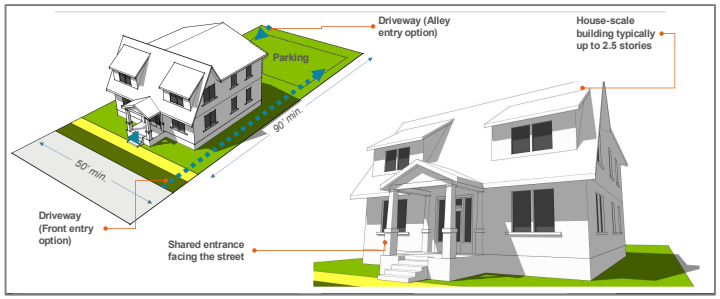
- ~~**Third Street hillclimb** – will construct a stairway or hillclimb with viewing stations from Douglas Street to Moore Street to connect residential neighborhoods on the hill to the Moore Clark interior trail and waterfront activities. The hillclimb could connect with upper story residential housing, including rooftop gardens, to be developed in the north end of the existing town public parking lot.~~

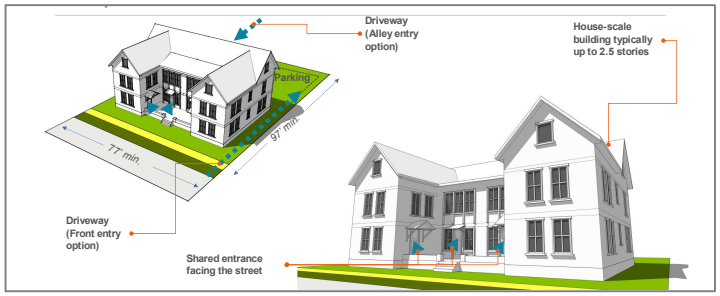
- **Kayak launch** – will be developed from the west end of Caledonia Street to access to the Swinomish Channel for hand-carry craft.

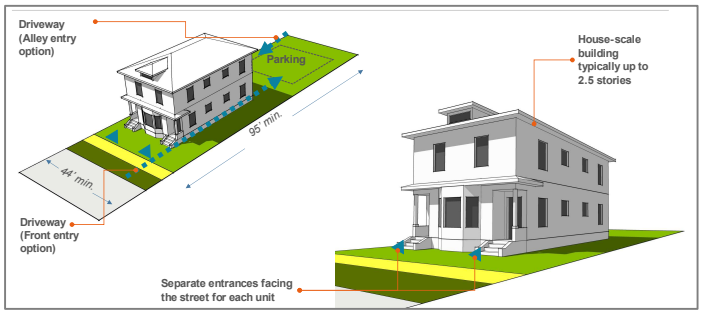
- **Bio-swales and rain gardens** – will be installed along the west side of Third Street, north side of Caledonia Street, and through the relocated public parking lot in the center of Moore Clark to collect and filter stormwater. The rain gardens and green roofs could be supplemented with cisterns and other collection systems to retain stormwater for use for irrigation and other internal site needs.

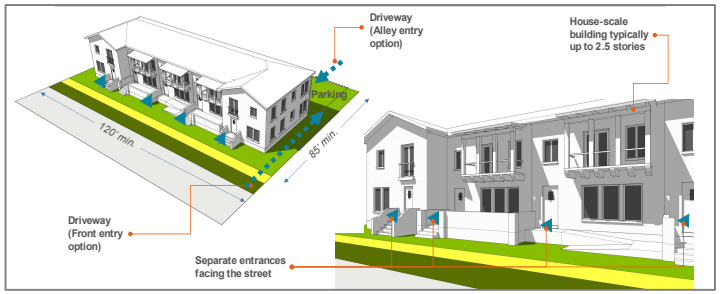
- **Smart and green development** – will install solar panels as well as green roofs and EV charging stations in on-street parking stalls and within the relocated public parking lot.

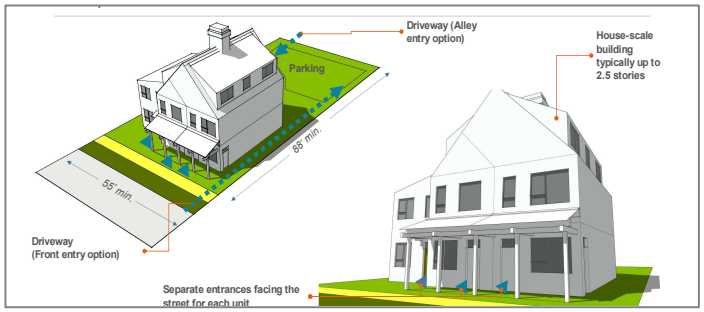

Freezer Building rebuilt with connection to Maple Hall Annex up to 30 feet
Albers Warehouse replaced with event facility up to 60 feet
Live/work townhouses up to 30 feet above flood level with parking behind and under
Study Area
Courtyard building up to 30 feet above flood level with parking behind and under
N
0 50 100 200 300 400 Feet

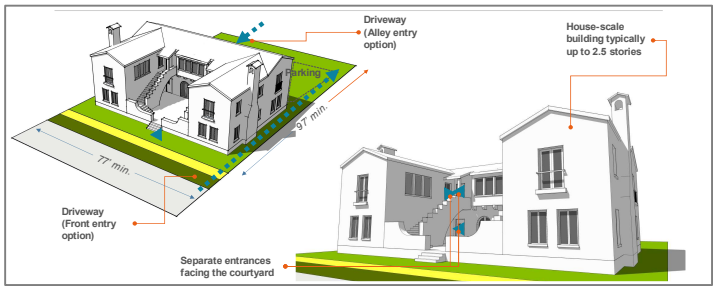

Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
90' min.
50' min.
Driveway (Front entry option)
Shared entrance facing the street

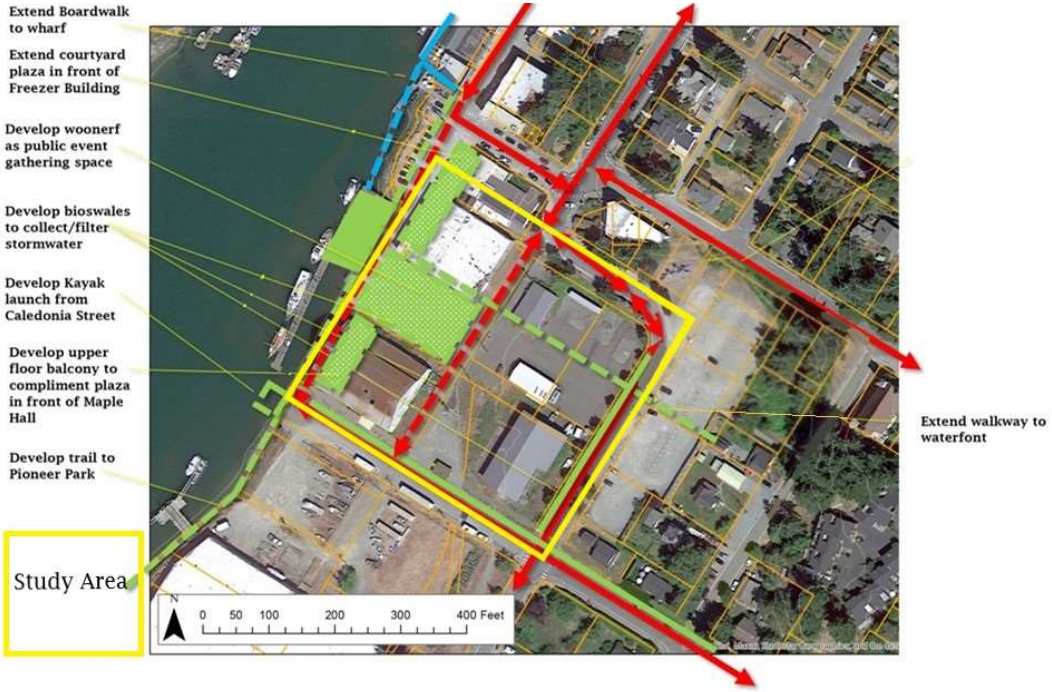

Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
97' min.
77' min.
Driveway (Front entry option)
Shared entrance facing the street


Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
95' min.
44' min.
Driveway (Front entry option)
Separate entrances facing the street for each unit


Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
120' min.
85' min.
Driveway (Front entry option)
Separate entrances facing the street


Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
88' min.
55' min.
Driveway (Front entry option)
Separate entrances facing the street for each unit


Driveway (Alley entry option)
House-scale building typically up to 2.5 stories
Parking
97' min.
77' min.
Driveway (Front entry option)
Separate entrances facing the courtyard



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 thorough 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.

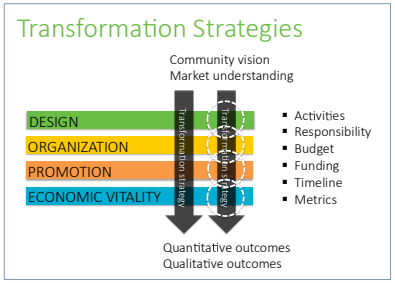
- **Creative District designation** - state-certified by the Washington State Arts Commission, is a vehicle to support artists and creative innovators within the La Conner area while expanding the town's outreach as an art and cultural center.

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 relived 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:

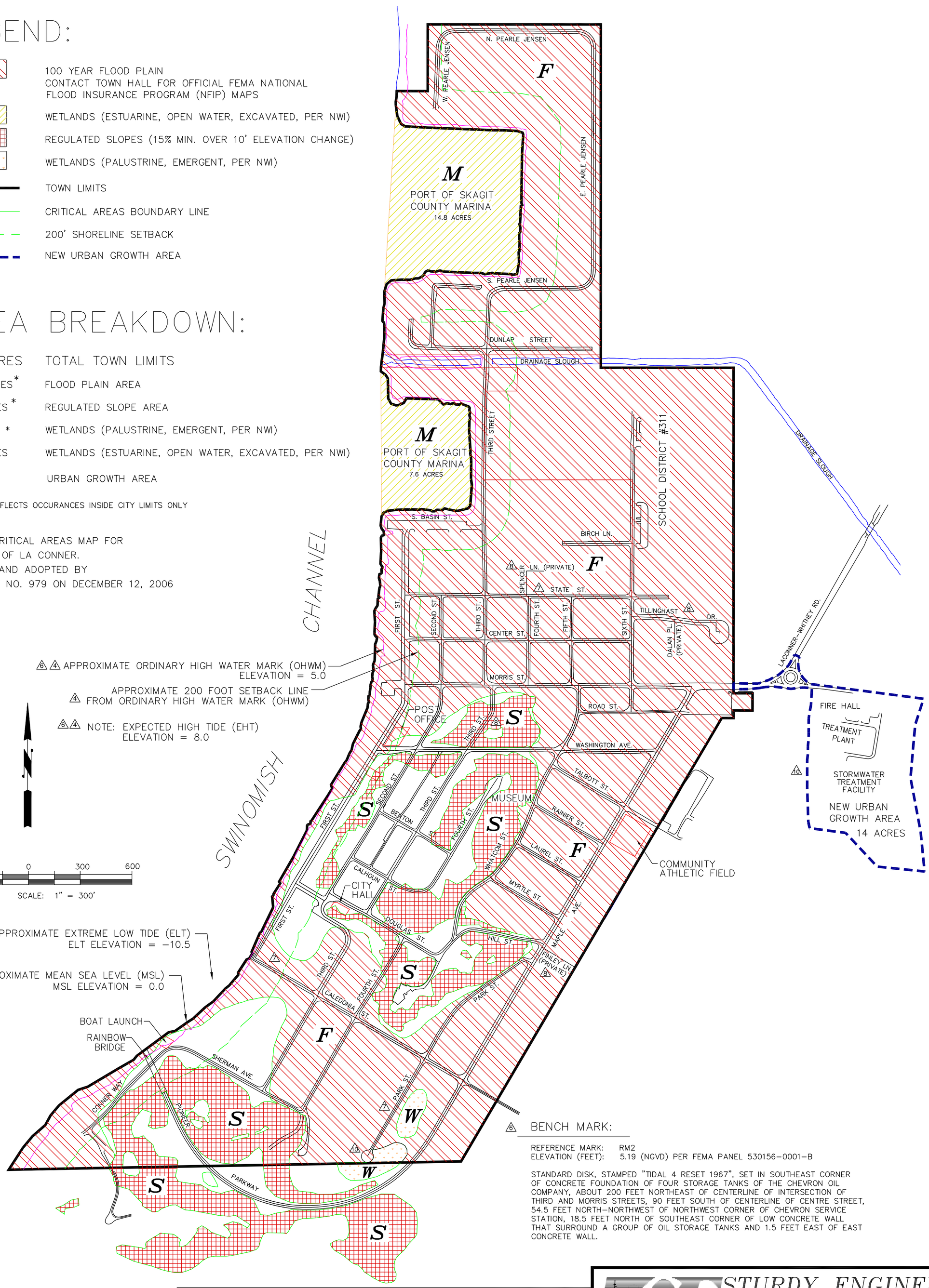
- 10 F — 100 YEAR FLOOD PLAIN. CONTACT TOWN HALL FOR OFFICIAL FEMA NATIONAL FLOOD INSURANCE PROGRAM (NFIP) MAPS
- M — WETLANDS (ESTUARINE, OPEN WATER, EXCAVATED, PER NWI)
- S — REGULATED SLOPES (15% MIN. OVER 10' ELEVATION CHANGE)
- W — WETLANDS (PALUSTRINE, EMERGENT, PER NWI)
- TOWN LIMITS
- CRITICAL 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
10 1.1 ACRES *	WETLANDS (PALUSTRINE, EMERGENT, PER NWI)
22.4 ACRES	WETLANDS (ESTUARINE, OPEN WATER, EXCAVATED, PER NWI)
10 14 ACRES	URBAN GROWTH AREA

* AREA REFLECTS OCCURANCES INSIDE CITY LIMITS ONLY

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



6 4 APPROXIMATE ORDINARY HIGH WATER MARK (OHWM) ELEVATION = 5.0

4 APPROXIMATE 200 FOOT SETBACK LINE FROM ORDINARY HIGH WATER MARK (OHWM)

6 4 NOTE: EXPECTED HIGH TIDE (EHT) ELEVATION = 8.0

300 0 300 600

SCALE: 1" = 300'

6 4 APPROXIMATE EXTREME LOW TIDE (ELT) ELT ELEVATION = −10.5

6 4 APPROXIMATE MEAN SEA LEVEL (MSL) MSL ELEVATION = 0.0

6 BENCH MARK:

REFERENCE MARK: RM2
ELEVATION (FEET): 5.19 (NGVD) PER FEMA PANEL 530156−0001−B

STANDARD DISK, STAMPED "TIDAL 4 RESET 1967", SET IN SOUTHEAST CORNER OF CONCRETE FOUNDATION OF FOUR STORAGE TANKS OF THE CHEVRON OIL COMPANY, ABOUT 200 FEET NORTHEAST OF CENTERLINE OF INTERSECTION OF THIRD AND MORRIS STREETS, 90 FEET SOUTH OF CENTERLINE OF CENTRE STREET, 54.5 FEET NORTH−NORTHWEST OF NORTHWEST CORNER OF CHEVRON SERVICE STATION, 18.5 FEET NORTH OF SOUTHEAST CORNER OF LOW CONCRETE WALL THAT SURROUND A GROUP OF OIL STORAGE TANKS AND 1.5 FEET EAST OF EAST CONCRETE WALL.

NO.	DATE	DESCRIPTION	BY	APVD.
10	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
9	11−2−05	GENERAL REVISIONS	GS	GS
8	10−24−05	ADDITION OF S. THIRD ST., SPENCER & FINLEY LNS., TILLINGHAST DR., DALAN PL. EXTENSION OF STATE ST.	GS	GS
7	9−26−05	REMOVAL OF S. 2ND & N. 4TH STREETS, EXTENSION OF PARK & 1ST STREETS	GS	GS
6	8−19−05	ADDITION OF BENCHMARK INFORMATION, CHANGES TO MSL, ELT, OHWM, EHT	GS	GS
5	3−3−04	NEW URBAN GROWTH AREA, REVS TO AREA BREAKDOWN	GS	GS
4	10−30−95	ADD OHWM LINE, OHWM SETBACK LINE, MLLW LINE, ELT LINE AND EHT NOTE	SB	GS
3	5−23−94	REV. GROWTH MANAGEMENT LIMITS AND PUBLIC USE AREAS	JA	GS
2	7−2−93	REV. TOWN LIMITS TO INCLUDE ANNEXED PROPERTY PER ORDINANCE 634	JA	GS
1	7−2−93	REV. TOWN LIMITS TO INCLUDE LOT PREVIOUSLY OMITTED	JA	GS

STURDY ENGINEERING
CORPORATION
Phone: (206) 299−2511 * FAX: (206) 299−2698
7168 San Juan Hill Lane Anacortes, WA 98221

01080501 6/17/94

TOWN OF LA CONNER
CRITICAL AREAS MAP

PROJECT 0108−04

SHEET 1 OF 1