

## Linda Ann Kuller

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**From:** Colin Maycock  
**Sent:** Thursday, November 30, 2017 4:36 PM  
**To:** 'Myrna Fant'  
**Cc:** Erika Shook; Linda Ann Kuller  
**Subject:** RE: Airport Center, 1286 Mt. Baker Road, Eastsound WA

Hello Ms. Fant,

I would like to be clear.

A site specific redesignation request can be submitted to the County without paying the fee. A site specific redesignation submission without a fee will be considered by staff and the Council as part of broader planning actions. This means that there would be no specific time table for it's resolution. Currently, your request would most likely be considered as part of the ongoing Comprehensive Plan update.

A site specific re-designation application that is submitted with a fee will be placed on the next year's docket and considered by Council.

If you have further questions, please contact me.

Respectfully,  
Colin

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**From:** Myrna Fant [mailto:myrnaorcas@gmail.com]  
**Sent:** Thursday, November 30, 2017 3:29 PM  
**To:** Colin Maycock <Colinm@sanjuanco.com>  
**Cc:** Erika Shook <erikas@sanjuanco.com>; Linda Ann Kuller <lindak@sanjuanco.com>  
**Subject:** Re: Airport Center, 1286 Mt. Baker Road, Eastsound WA

Colin:

I'm confused, where is the Site Specific redesignation form or isn't there one? Where is the reference to \$2,500?

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Myrna Fant  
M: +1-360-317-4941

On Nov 30, 2017, at 3:02 PM, Colin Maycock <[Colinm@sanjuanco.com](mailto:Colinm@sanjuanco.com)> wrote:

Hello Ms. Fant,

Thank you for sending the letter along.

I have attached both of the forms needed for proposed amendments to the County's development regulations or comprehensive map.

Please review the information available regarding the regulation and map amendment process at:<http://sanjuanco.com/DocumentCenter/Home/View/10683>

There is no fee associated with proposed amendments to the development code.

A proposed site specific redesignation would change the your parcel's land use designation (zone) and would entail a fee.

Please call or write if you have further questions.

Respectfully,  
Colin

FYI: TPN 271143012000 is also within the Orcas Airport Overlay zone 5. In addition to the Service Light Industrial designation the airport overlay imposes additional development constraints on the parcel.

SJCC 18.40.032 (F) Specific standards for Orcas Island Airport overlay district.

F. Sideline Safety Zone/Airport Development Zone (Zone 5). Zone 5 is the area that is immediately adjacent to the airport and runway area. The standard area begins at the primary surface, extending out 500 feet from the extended runway centerline and connecting at its ends to the inner turning zone (zone 3). For Orcas Island Airport, the southerly boundary extends only as far as the northern boundary of the Mt. Baker Road right-of-way, and extends along that right-of-way line to intersect with the boundary of zone 1. In the northeast, the boundary of zone 5 extends north as described until it meets the center of the marina district waterway. From there it is extended north along the centerline of the marina district waterway and then north to intersect with the boundary of zone 3.

1. New residential development is prohibited except as provided in subsection (F)(2) of this section.

2. Residential Use in the Grasylyvania and Aeroview Subdivisions. Existing and new residential use in the portions of the Grasylyvania and Aeroview subdivisions that are within sideline safety zone (zone 5), solely in the form of aircraft hangar structures which incorporate within them an accessory single-family residential dwelling unit, may be allowed as a conforming use.

3. Aviation-related, industrial, utility, storage, and nonretail commercial uses are preferred uses.

4. Shoreline and marina operations, docking and other such uses of the shorelines environments, where they do not conflict with subsection (F)(5) of this section and Chapter 18.50 SJCC, are allowed.

5. Except as necessary and incidental to airport operations, the following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes,

day care centers, multifamily housing, playfields, public meeting rooms, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.

6. No increase to the height or scale of nonconforming uses of structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.

7. To the extent possible subject to the development and design standards for the land use district in which the project is located, structures for human occupancy shall be located on those portions of the site farthest from the extended runway centerline.

8. The maximum design occupancy for normal use of the site and structures shall not exceed an annual average of 10 people per acre during all hours, or 30 people per acre during hours of operation. The maximum floor area ratio (FAR) for development below is assumed to meet these design objectives. In calculating FAR, the floor area of a permitted accessory residential unit shall not be included:

- a. Retail, service and office uses: 0.15;
- b. Manufacturing and industrial uses: 0.35;
- c. Warehouse and storage uses: 1.00;
- d. Other nonresidential uses: 0.15.

Colin Maycock, AICP  
Planner IV  
San Juan County,  
Department of Community Development  
Direct line: 360-370-7573  
[colinm@sanjuanco.com](mailto:colinm@sanjuanco.com)

NOTICE: All emails, and attachments, sent to and from San Juan County are public records and may be subject to disclosure pursuant to the Public Records Act, Chapter 42.56 RCW.

<2017-11-30\_text amendment application\_form.docx><2017-11-30\_Map\_Amendment\_application.docx>

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**Attachments:** 2017-11-30\_text amendment application\_form.docx; 2017-11-30\_Map\_Amendment\_application.docx

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