



SAN JUAN COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT

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MEMO

REPORT DATE: January 31, 2019
TO: San Juan County Planning Commission
FROM: Adam Zack, Planner III *AZ*
VIA: Linda Kuller, AICP, Planning Manager *LK*
FOR: Briefing - February 15, 2019
SUBJECT: Comprehensive Plan Update, 2018 Community Workshops
ATTACHMENT: 2018 Community Workshop Report

Purpose: To brief the Planning Commission on the community feedback received during the 2018 Comprehensive Plan (Plan) update community workshops and online survey. No action is requested.

Background: The Department of Community Development conducted five community workshops and an online survey last fall. Over ninety people participated in the workshops. The online survey generated 171 responses. The attached report explains the methods used for collecting input and summarizes the responses received.

Workshop Details		
Island	Location	Date
Lopez	Lopez Center for Community and the Arts	September 27, 2018
Orcas	San Juan County Fire Hall #2, Eastsound	October 10, 2018
San Juan	San Juan County Fire Hall #3, Friday Harbor	October 17, 2018
Shaw	Shaw Island Community Center	October 26, 2018
Waldron	Waldron School	November 8, 2018

The content of the community workshops and online survey was designed to begin education and conversations about issues that the County Council and Planning Commission identified at the August 6, 2018 County Council and August 17, 2018 Planning Commission meetings. These issues are identified on a Comprehensive Plan issues list. The questions and map exercises were designed to generate high-level input and general feedback. Further public engagement opportunities will build on what was learned from the workshops and online polling.

The community input discussed in the attached report will inform future land use analysis, preparation of various elements of the Plan, and help staff draft preliminary amendments to goals and policies for public review.

More Information: More information on the Plan update including the Comprehensive Plan Issues List can be found at: <https://www.sanjuanco.com/1306/Comprehensive-Plan-Elements>.

To Comment: Send comments about the Plan update to compplancomments@sanjuanco.com.



SAN JUAN COUNTY

COMPREHENSIVE PLAN UPDATE

2018 Community Workshops Report



January 31, 2019
Adam Zack, Planner III

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I. INTRODUCTION

Last fall, the San Juan County Department of Community Development (DCD) held five workshops to gather community feedback about the County's future. This information will be used to inform the next steps in the Comprehensive Plan (Plan) update process. The workshops were part of a continuous public participation process intended to ensure that islanders are engaged in and support the Plan update.

At workshops held on Lopez, Orcas, San Juan, Shaw, and Waldron islands, staff initiated community conversations about topics related to important areas of future concern for the County over the next twenty years. The topics were identified by the County Council and Planning Commission who took into account previous public comments received in 2017 and 2018.

Given the topics, staff created questions and exercises to be used in a community dialogue about options, goals and policies that could influence the future quality of life in the County. The workshop topics initiated discussions about:

- Land use;
- Adequacy of land use designations;
- Barriers to new development;
- Adequacy of hotels, resorts and campgrounds;
- Funding of road frontage and other transportation improvements in Urban Growth Areas;
- Rural character;
- Airport growth;
- Affordable housing;
- Rural residential cluster development;
- Vacation rentals;
- Accessory dwelling units;
- Voluntary well monitoring;
- Desalination;
- Lodging taxes;
- Economic Development;
- Locations for and preferred types of bicycle/pedestrian paths; and
- Important places that need preservation

These events were designed to provide some education about each topic bringing awareness to the conversation. Obtaining more specific, yet preliminary feedback about these topics was intended to help staff evaluate existing Plan goals and policies and draft proposed amendments to them for public comment.

The results of the two workshop components: electronic polling (giving answers to specific questions) and a group map exercise are provided in this report for each island. In addition, the polling results were totaled. For those that could not attend the workshops, an online version of the polling session was conducted from October 31 to November 30, 2018. These results are presented in in Section IV of this report.

Workshop Format

The workshop was comprised of two sections, an electronic polling exercise where participants responded to questions using pushbutton response 'clickers' and map exercises. The map exercises allowed participants to provide geographically specific comments on a County map. Folks were encourage to write comments on the map related to the polling questions if they felt the selection of answers in the exercise did not cover their desired response.

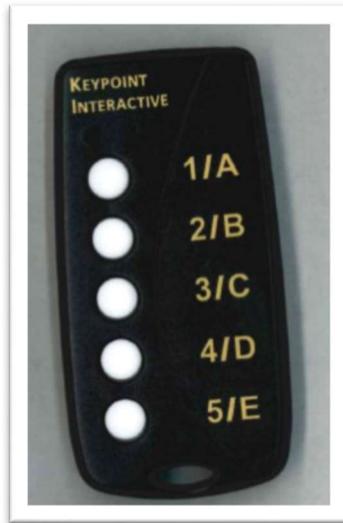


Figure 1 Electronic Polling Clicker

Electronic Polling

This polling session was presented through a PowerPoint presentation. After listening to some facts about the topic, participants answered sixteen multiple-choice questions using electronic pushbutton clickers, shown in Figure 1. The questions and responses can be found in Tables 1 through 16 in section II.B of this report.

Map Exercises

Following electronic polling, small groups of participants worked on four map exercises (a fifth was added for Orcas). Section III, Maps 1 through 21 of this report provide the aggregated responses to these exercises. Tables 17 through 22 show the written comments from the maps. Figure 2 shows a map group on Lopez Island working through the map exercises. The exercises addressed the following:

Exercise One: The groups placed at least four red dots on the map, each represented areas where future commercial development was desired.

Exercise Two: The groups highlighted areas they thought appropriate for separated bike-paths green, areas for wider shoulders yellow, and roads that should be preserved as is pink.

Exercise Three: The groups placed green dots on map places that are important to the Islands' sense of place.

Exercise Four: The groups identified potential locations for affordable housing development.

Exercise Five: Groups on Orcas identified appropriate locations for bulk fuel storage on the maps with yellow dots.

The original maps each group produced have been scanned and are available on the County website. Links to the scanned original maps are provided in Appendix E. Staff recommends review of each of the individual maps in addition to the aggregated information included in this report.



Figure 2 Lopez Map Group 1 works on the map exercise

Online Poll

The electronic polling section of the workshop was made available as an online poll. It received 171 responses. Online poll responses are included in Section IV of this report. The average amount of time taken on the online poll was twelve minutes; significantly shorter than the time the polling section took during the workshops. This is likely the result of the amount of questions and comments participants would share during the in-person workshops.

The online respondents and workshop participants answered the same questions; however, the results are presented independently in this report. The workshop included a dialogue about the poll question topics whereas the online poll provided individual responses to the questions without discussion. The feedback from the workshop polling section and the online polling should be considered separately given the difference in collection and presentation.

II. ELECTRONIC POLLING

II.A. Polling Summary

During the electronic polling, staff used sixteen multiple-choice questions to engage participants in a conversation about Comprehensive Plan topics. This exercise was designed to take approximately 35 minutes but ended up going longer to accommodate discussion of the question topics. The questions were divided into topic groups based on the corresponding Plan element. The Plan elements addressed were:

- Land Use (questions one through five);
- Transportation (questions six through eight);
- Housing (questions nine through twelve);
- Water Resources (questions thirteen and fourteen); and
- Economic Development (questions fifteen and sixteen).

The questions and results are presented in tables one through sixteen in Section II.B. The tables provide the question, answer options, each workshop group's responses, and the total combined responses. Some participants did not respond to each question and a non-response can be interpreted as either disagreeing with the question premise or insufficient information provided before the question. An example of the presentation used during electronic polling with the background information for each question is included in Appendix D.

The electronic polling results should not be regarded as a complete articulation of the community's desired policy changes. Staff acknowledges the imprecision and lack of nuance provided by the multiple-choice format. Throughout the workshop process, participants expressed concern over how the polling results would be used because of this imprecision. The primary intent behind the polling was to provide information on the topics and begin conversations that would be continued in the map exercises. The electronic polling feedback presented below will be considered in conjunction with the map exercise results and online polling to draft initial recommended amendments to the Plan for further public review.

Electronic Polling Key Points of Interest

- Respondents were generally not interested in increasing the amount of land designated for nonresidential development (Table 1);
- The cost of construction and land were reported as the two most significant barriers to new development (Table 3);
- Visitor accommodations, including vacation rentals, are an issue of concern
 - 98% of participants are in favor of limiting vacation rentals in some capacity (Table 4), and

Electronic Polling Key Points of Interest Continued

- There was not a preference for additional hotels, resorts, or campgrounds (Table 5);
- 89% of participants preferred some bicycle and pedestrian improvements (Table 7);
- There is an interest in examining the accessory dwelling unit (ADU) code to allow ADUs for affordable housing (Table 12);
- 74% of respondents said they would participate in a voluntary private well monitoring program (Table 13);
- 75% of respondents were concerned about the use of desalination but a consensus concern was not determined (Table 14); and
- The majority of respondents would like to see reduced advertisement of the islands as a tourist destination (Table 15).

II.B. Polling Results

Table 1. Does more land need to be designated for nonresidential development?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
YES	15	65%	8	33%	9	50%	3	20%	1	8%	36	39%
NO	8	35%	16	67%	9	50%	12	80%	12	92%	57	61%
Total	23		24		18		15		13		93	

Table 2. Which of the following nonresidential uses do we need more of?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Eating/drinking establishments and shops.	10	53%	4	14%	0	0%	3	17%	0	0%	17	17%
Industrial or manufacturing businesses.	3	16%	7	24%	5	28%	1	6%	1	8%	17	17%
Personal and professional services (office spaces).	2	11%	3	10%	4	22%	0	0%	1	8%	10	10%
Camping facilities.	1	5%	4	14%	6	33%	0	0%	1	8%	12	12%
None of the above.	3	16%	11	38%	3	17%	14	78%	10	76%	41	42%
Total	19		29		18		18		13		97	

Table 3. What is the biggest barrier to new development?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Cost and/or difficulty of construction.	8	38%	8	32%	8	47%	4	22%	2	29%	30	34%
Cost of the building permit.	1	5%	0	0%	0	0%	0	0%	0	0%	1	1%
Environmental regulations.	1	5%	5	20%	2	12%	2	11%	0	0%	10	11%
Building and energy code requirements.	3	14%	0	0%	1	6%	2	11%	2	29%	8	9%
Land cost and availability.	8	38%	12	48%	6	35%	10	56%	3	42%	39	44%
Total	21		25		17		18		7		88	

Table 4. Given that vacation rentals provide both positive and negative outcomes, is additional regulation needed?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Maintain existing regulations for vacation rentals.	2	9%	2	12%	2	11%	9	53%	2	16%	17	2%
Require the approval of a homeowners association if responsible for shared road or water system.	5	22%	0	0%	1	5%	2	12%	1	8%	9	10%
Limit the number of vacation rentals by lottery.	11	50%	10	62%	7	41%	4	23%	6	50%	38	45%
Limit the number of permits allowed per owner.	4	18%	4	25%	7	41%	2	12%	3	25%	20	24%
Total	22		16		17		17		12		84	

Table 5. Should the county find more ways to accommodate hotels, resorts and/or campgrounds?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Additional hotels/resorts and campgrounds are not needed	4	17%	13	42%	4	21%	10	56%	3	33%	34	34%
Only hotels/resorts	1	4%	1	3%	0	0%	0	12%	1	11%	3	3%
Only campgrounds	9	39%	12	38%	12	63%	3	23%	4	45%	40	40%
Hotels/resorts and campgrounds	9	39%	5	16%	3	15%	5	12%	1	11%	23	23%
Total	23		31		19		18		9		100	

Table 6. How should the county fund road frontage improvements in urban growth areas (UGA)?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
By property owners as development occurs.	8	36%	11	38%	2	11%	6	35%	3	33%	30	32%
Local Improvement District	4	18%	7	24%	5	29%	5	29%	4	45%	25	27%
Transportation Benefit District	10	45%	11	38%	10	58%	6	38%	2	22%	39	42%
Total	22		29		17		17		9		94	

Table 7. Keeping rural character in mind, which of the following do you prefer?

	Lopez	Lopez Percent	Orcas	Orcas Percent	San Juan	San Juan Percent	Shaw	Shaw Percent	Waldron	Waldron Percent	Total	Percent
A wider shoulder.	1	4%	0	0%	1	5%	0	0%	1	8%	3	4%
Separated multi-use paths.	2	8%	2	20%	6	33%	6	35%	1	8%	17	21%
No bicycle and pedestrian improvements.	0	0%	1	10%	1	5%	5	29%	2	16%	9	11%
Options 1 and 2 where appropriate to the environment and location.	20	87%	7	70%	10	55%	6	35%	8	64%	51	64%
Total	23		10		18		17		12		80	

Table 8. Given two options facing the county, which of the following do you prefer?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Growth of airport runways to allow for larger planes, resulting in fewer trips per day made by larger planes.	6	27%%	0	0%	4	22%	0	0%	0	0%	10	19%
Maintain airport runways to limit the size of planes, resulting in an increase of the overall number of trips.	16	73%%	4	100%	14	78%	0	0%	10	100%	44	81%
Total	22		4		18		0		10		54	

Table 9. Which of the following options do you think is the most significant barrier to affordable housing development?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
High cost of construction.	7	31%	10	37%	3	15%	1	6%	1	11%	22	24%
High cost of undeveloped land.	4	18%	6	22%	3	15%	10	64%	1	11%	24	26%
Limited areas with high enough maximum density.	7	31%	9	33%	6	31%	2	12%	3	33%	27	29%
County Regulations.	1	4%	2	7%	3	15%	1	6%	1	11%	8	9%
Neighborhood opposition to affordable housing development.	3	13%	0	0%	4	21%	2	12%	3	33%	12	13%
Total	22		27		19		16		9		93	

Table 10. Considering the need for affordable housing and the tradeoffs associated with affordable housing density bonuses, what strategy do you prefer?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Maintain current density bonuses in UGA.	6	26%	11	37%	5	23%	4	25%	3	30%	29	30%
Increase density bonuses within the UGA.	14	60%	15	51%	14	66%	10	63%	7	70%	60	60%
Do not incentivize affordable housing with density bonuses.	3	13%	3	10%	2	9%	2	12%	0	0%	10	10%
Total	23		29		21		16		10		99	

Table 11. How should the county change regulations to promote affordable rural residential cluster development?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Do not change rural residential cluster development regulations.	0	0%	3	60%	6	31%	5	36%	7	58%	21	40%
Allow private developers to build affordable rural residential cluster developments.	3	100%	0	0%	8	42%	1	7%	2	16%	14	26%
Allow more than three rural residential cluster developments per year, countywide.	0	0%	0	0%	1	5%	4	29%	0	0%	5	9%
Allow more than one-hundred rural residential cluster development housing units countywide per decade.	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
A combination of 2, 3, and 4.	0	0%	2	40%	4	21%	4	29%	3	25%	13	25%
Total	3		5		19		14		12		53	

Table 12. What do you think is the best way to address ADU regulation?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Do not limit the number of ADUs.	3	13%	2	12%	4	20%	0	0%	3	25%	12	14%
Allow a greater number ADUs provided they are permanently restricted to be affordable housing.	13	59%	9	56%	5	25%	4	25%	3	25%	34	40%
Keep the current restrictions on the number of ADUs but change the requirement that ADUs be placed within 100 feet of and share utilities with the primary residence.	1	4%	3	18%	4	20%	5	31%	2	16%	15	17%
Do not change the ADU code.	3	13%	2	12%	5	25%	7	44%	4	33%	21	24%
None of the above.	2	9%	0	0%	2	10%	0	0%	0	0%	4	5%
Total	22		16		20		16		12		86	

Table 13. Would you participate in a voluntary private well monitoring program?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Yes	17	70%	20	77%	17	77%	11	73%	7	70%	72	74%
No	7	30%	6	23%	5	23%	4	27%	3	30%	25	26%
Total	24		26		22		15		10		97	

Table 14. What concerns do you have about the use of desalination?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
I am not concerned about it.	4	16%	6	17%	7	31%	7	41%	3	25%	27	25%
I am concerned about the impact on the marine environment.	4	16%	9	26%	6	27%	4	24%	5	42%	28	25%
I am concerned that it will allow more growth and development.	9	36%	13	38%	6	27%	2	12%	2	16%	32	29%
I am concerned but none of the above options express my opinion.	8	32%	6	17%	3	13%	4	12%	2	16%	23	21%
Total	25		34		22		17		12		110	

Table 15. How should the county use lodging tax funds?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
Continue to fund tourism advertising and marketing with lodging tax funds.	0	0%	0	0%	3	14%	0	0%	0	0%	3	3%
Reduce lodging tax funding for tourism advertising and use some of the funding to improve tourism related infrastructure.	6	25%	8	34%	3	14%	4	25%	0	0%	21	22%
Stop advertising the islands and use all funding for tourist related infrastructure improvements.	16	66%	18	54%	11	52%	11	69%	1	100%	57	60%
None of the above.	2	8%	7	21%	4	19%	1	6%	0	0%	14	15%
Total	24		33		21		16		1		95	

Table 16. What role should the county take in developing other industries besides tourism?

	Lopez #	Lopez Percent	Orcas #	Orcas Percent	San Juan #	San Juan Percent	Shaw #	Shaw Percent	Waldron #	Waldron Percent	Total #	Percent
The County should continue to focus on the industries it already has – primarily tourism.	2	9%	1	3%	4	21%	4	24%	1	12%	12	13%
The County should have a supporting role for existing agencies and nonprofits by creating new programs to train entrepreneurs and workers.	13	62%	19	68%	7	36%	11	65%	5	63%	55	59%
The County should take the lead on growing more varied industries here, by creating new programs to train entrepreneurs and workers.	6	28%	8	28%	8	42%	2	13%	2	22%	26	28%
Total	21		28		19		17		8		93	

Table corrected on February 7, 2019.

III. Map Exercises

III.A. Map Exercise One: Future Commercial Development

In Map Exercise One, workshop participants were asked to discuss commercial development both on their home island and throughout the County. The maps provided for this exercise identified areas currently designated for nonresidential land use. These areas were marked with maroon coloring on 24' X 36' maps. The land use designations shown as designated for nonresidential uses were:

- Rural General Use;
- Rural Commercial;
- Rural Industrial;
- Hamlet Commercial;
- Village Commercial;
- Hamlet Industrial;
- Village Industrial;
- Activity Centers;
- Limited Areas of More Intense Rural Development (LAMIRD);
- Master Planned Resorts; and
- Urban Growth Areas.

Participants placed red dots on the map to indicate future commercial development. The red dots on Maps 1 through 6 in Sections III.A.1-6 represent workshop respondents' preferred potential locations for future commercial development. The following maps are the aggregated responses from each workshop's map groups. Workshop map groups tended to focus on their home island but some groups placed responses throughout the County. These responses are presented as insets in the aggregated maps. Written comments from the workshop map groups are available in a table following each aggregated map.

Connection to Electronic and Online Polling

Poll questions one and two relate to Map Exercise One. These questions were:

- Does more land need to be designated for nonresidential development? (Section II.B Table 1 and Section IV.B Table 37)
- Which of the following nonresidential uses do we need more of? (Section II.B Table 2 and Section IV.B Table 38)

A majority of polling respondents, both at the workshops (Table 1) and online (Table 37), did not feel that more land needs to be designated for nonresidential development. In the electronic polling section, the most selected response to the second question was 'None of the above'; correlating to the feeling that additional land is not needed for nonresidential development (Section II.B Table 2). Both 'Industrial or manufacturing businesses' and 'None of the above' were the most common responses to question two in the online polling (Section IV.B Table 38).

III.A.1. Lopez Workshop Exercise One: Commercial Development

Map 1. Aggregated Lopez Responses to Map Exercise One

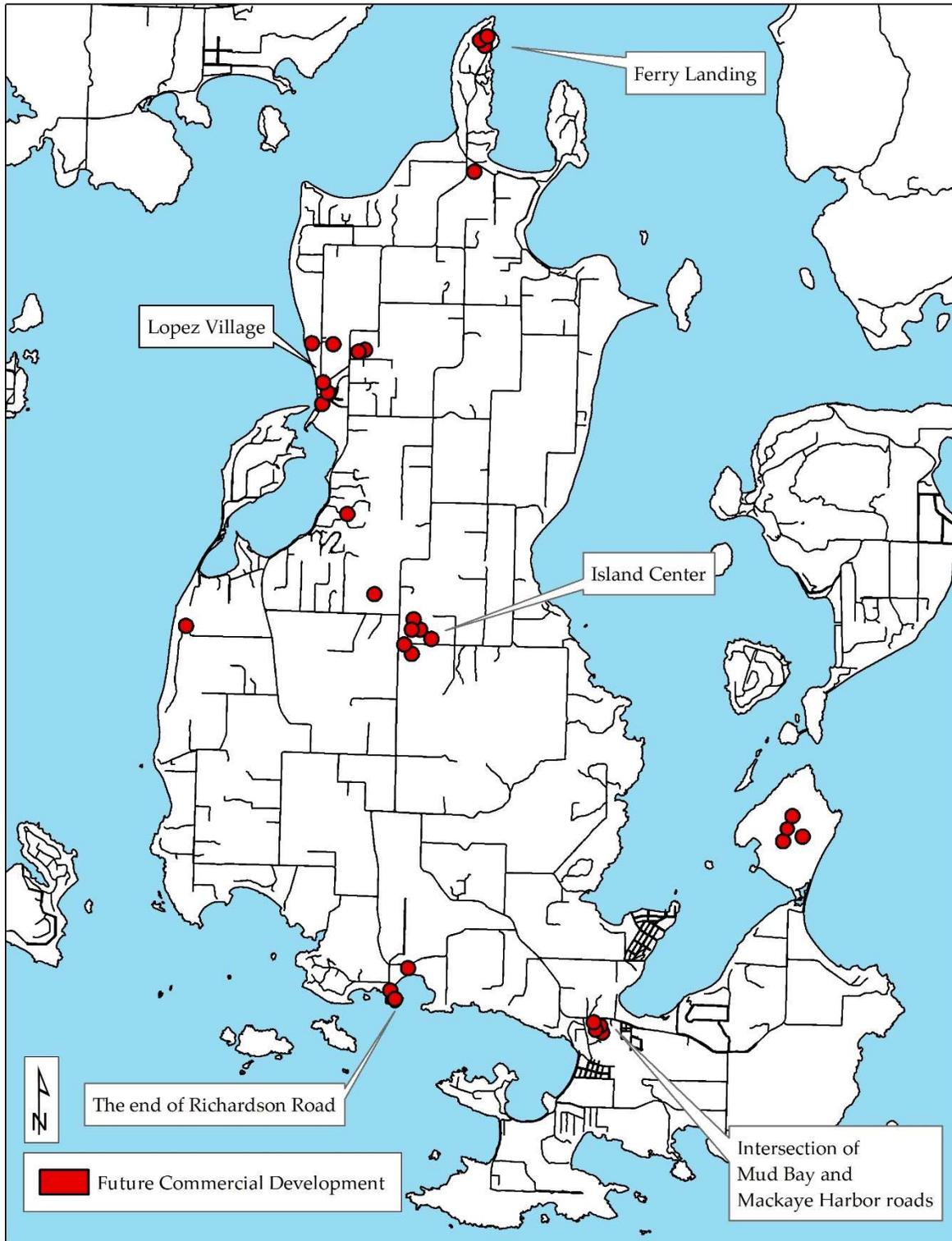


Table 17. Written Comments on Future Commercial Development – Lopez

Lopez	
Map Number	Comment
1	More: -Food Trucks -Farm Restaurants -Farm Stands selling Lopez goods
1	(Near the end of Richardson Road at Jones Bay) We want Richardson back.
1	Food trucks at the ferry
2	Ridge and top of Whiskey Hill, Restaurant Resort, killer view (not consensus)
2	(At ferry landing) Offer shops/food
2	(Near Island Center) General central business area
4	(At the ferry landing, Figure 3) Food Trucks
4	(At Island Center) Same zoning as Lopez Village
4	(At Island Center) Food Truck
5	Allow food establishments or food trucks at “Island Center,” (i.e. around Sunset Bldvs.)
5	Island Center should have the same zoning as the Lopez Village.
5	Food trucks should be allowed in all commercial areas.
5	For Island Center. We do not necessarily need more (nonresidential land) in <u>area</u> but more FLEXIBLE & <u>less</u> RESTRICTIVE in coding for Island Center – like the Village Subarea zoning – so that really only these two “commercially zoned areas” – could be similar & accommodate various business options to allow more FOOD establishments in Island Center i.e. Food Trucks & restaurants/cafes etc. in our only 2 commercially zoned areas.

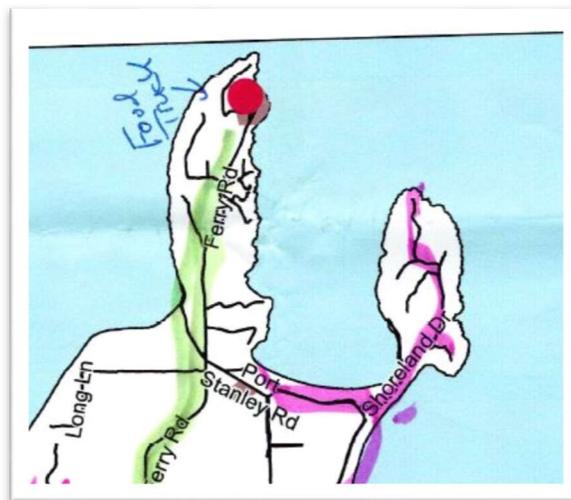


Figure 3 Map Group #4 food truck comment

Discussion of Lopez Map Responses: Future Commercial Development

Respondents identified five major places as preferred for future commercial development. Most of these places are within land use designations where commercial uses are allowed whereas some are new places for potential commercial activity. The five major areas identified are:

- Island Center activity center;
- Lopez Village;
- The intersection of Mud Bay Road and Mackaye Harbor Road;
- The end of Richardson Road at Jones Bay; and
- The ferry landing.

A handful of places other than these five areas were also identified. The four points added to Sperry Peninsula on Map 1 were from a single group's map and their presentation to indicated this was a tongue-in-cheek use of their remaining red dots.

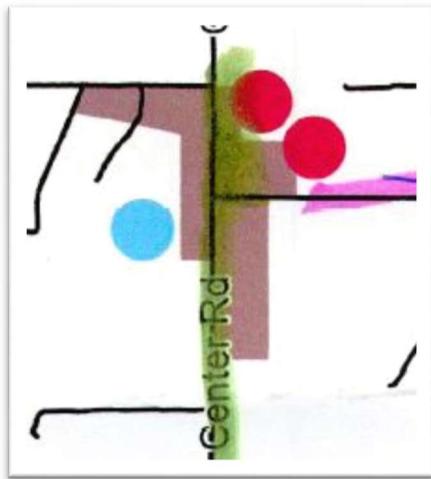


Figure 4 Map Group 4 detail near Island Center

The five areas identified for future commercial development are largely within existing areas designated for expanded nonresidential uses; suggesting two things. It indicates that much of the area where commercial use is already permitted is appropriately located and that future commercial development should be directed there.

Island Center

Island Center (IC), an activity center land use designation near the intersection of School and Center Roads, is one of the areas where some commercial activity is permitted on Lopez. Two out of the twenty-three workshop participants were property owners within the IC activity center and provided comments in support of expanding the types of allowable uses there. Figure 4 shows a clustering of responses near the IC land use designation from Lopez Map Group 4. IC is defined in the Comprehensive Plan in 2.3.B Policy 1.c:

Island Centers are generally characterized by existing general commercial and general industrial uses and may also include some rural commercial and rural industrial uses. These centers may be served by community water systems, but have only rural governmental services. Island Centers differ from other Activity Centers in that they generally do not have a high density residential component included within the center boundaries, and new residential development (except where accessory to commercial or industrial use) should be prohibited. The commercial and industrial uses located in these centers provide goods and services island-wide.¹

¹ (San Juan County 2010)

IC allowable and prohibited uses are found in San Juan County Code (SJCC) 18.30.030². This land use designation allows some limited commercial development. For example, the following uses are allowed by either provisional or conditional use permits:

- Day care;
- Bed and breakfast residence;
- Automotive fuel, service and repair stations;
- Personal wireless facilities; and
- Residential care facilities.

There are many commercial uses currently prohibited in IC activity centers. To name a few:

- Bed and breakfast inn;
- Camping facilities;
- Eating and drinking establishments, including food trucks;
- Hotel/Motel;
- Personal and professional services;
- Nursing homes; and
- Indoor entertainment facilities.

Many of the written comments also suggests that there may be a desire for expanded allowable uses in IC to spur future commercial development, particularly eating and drinking establishments, see Table 17 on page 18. A minor expansion of these uses could be considered without changing the Plan's definition of IC or the other policies for activity centers (Plan section 2.3.B.1-14). Any significant changes to the allowable and prohibited uses in this district would require amending the definition of the designation in the Plan or changing the land use designation for this area.

Lopez Village Urban Growth Area

Lopez Village is one of two unincorporated urban growth areas (UGAs) in San Juan County. The Plan defines unincorporated UGAs at policy 2.3.A(1)(b) as follows:

Unincorporated Urban Growth Areas (UGAs) are:

1) adjacent to incorporated towns, are or can be served by municipal water systems and municipal sewage treatment facilities, and contain or are appropriate for a mixture of uses including general commercial and general industrial and high density residential. All or a portion of these areas may be annexed into a town within the twenty year planning time frame; or

2) are non-municipal urban growth areas i.e., they provide *community sewage treatment facilities* and *community water systems* services at non-rural or urban levels of service,

² (San Juan County Code 2018)

and provide some other services similar to towns but have no incorporated core. UGAs provide a variety of housing types and residential densities, some of which are at urban-level densities, with the remainder conditioned to not preclude future upzoning. The UGAs are pedestrian-oriented with a compact village core.³

Land use controls in the Lopez Village UGA are found in SJCC 18.30.210. SJCC 18.30.210(C)(1) states, “The village commercial (VC) designation provisions of Tables 18.30.030 (SJCC 18.30.030) and 6.1 (SJCC 18.60.050) shall apply to the entire Lopez Village urban growth area⁴”.

Figure 5 shows the Lopez Village UGA, the dark blue area. It has a single land use designation of Village Commercial (VC) within its entirety⁵. Many commercial uses are allowed within the VC designation in Lopez Village as provided in SJCC 18.30.030.

In the future, prohibited and allowed uses within the Lopez Village UGA will be determined by the Lopez Village subarea plan. Adoption of a subarea plan is currently being considered by the County Council. Community opinion on these regulations is being addressed through the subarea planning process, a separate process from the 2036 Comprehensive Plan update.



Figure 5 Lopez Village UGA, single land use designation

³ (San Juan County 2010)

⁴ (San Juan County Code 2018)

⁵ (San Juan County GIS n.d.)

The Intersection Of Mud Bay and Mackaye Harbor Roads

The area at the intersection of Mud Bay and Mackaye Harbor roads is currently designated Rural Residential (RR). This is where the Southend Market and a handful of other nonresidential uses are located. The Plan defines the rural residential land use designation at 2.3.C(c) as follows⁶:

c. Rural Residential

Goal: To protect the predominantly residential character of some rural areas and provide for a variety of residential living opportunities at rural densities.

Policies:

(1) Areas which are characterized by the following criteria may be designated as Rural Residential on the Comprehensive Plan Official Maps:

i. There are existing small acreage platted areas generally with private covenants and restrictions, and some exclusively residential developments are expected to continue to occur; and

ii. Parcels are generally two to five acres in size, and may also include areas with lots less than two acres in size.

(2) Guide the site design of new residential land divisions to retain rural character and minimize the demand for and cost of public facilities and services.

(3) Prohibit cottage enterprises and commercial and industrial uses, other than home occupations and uses of comparable impact on residential use.

(4) Community facilities such as fire stations, club houses and associated recreational amenities should be allowed in Rural Residential areas to serve these residential communities.

The list of allowed and prohibited uses for the RR designation are found in San Juan County Code (SJCC) 18.30.040⁷. Many named commercial uses are not allowed in the RR designation, including eating establishment and retail sales. The RR land use designation for this area may not reflect how the community would like to see it develop in the future. Comments on the map exercise suggest this area may be a candidate for re-designation depending on the *Land Capacity Analysis*.

⁶ (San Juan County 2010)

⁷ (San Juan County Code 2018)

The End of Richardson Road at Jones Bay

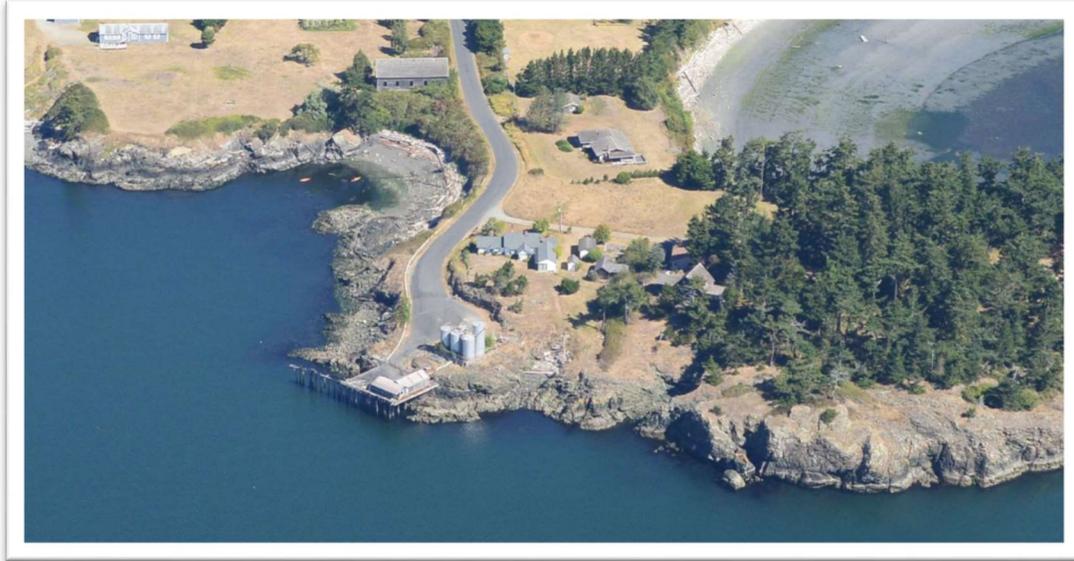


Figure 6 Aerial photo of the end of Richardson Road at Jones Bay⁸

Figure 6 shows the area at the end of Richardson Road at Jones Bay, an area designated Rural Farm Forest (RFF). Most of the peninsula is within the shoreline jurisdiction, with either a shoreline designation of Rural shoreline (R) or Rural Farm Forest. Although some additional commercial activity appears desired in this area, examination of this area's land use and shoreline designations will be accompanied by additional public input, full consideration of shoreline implications (environmental and regulatory), and protection of the area's scenic qualities (see staff analysis for Exercise Three below).

The Ferry Landing

The final area identified for potential commercial development was the Lopez ferry landing. This area is designated Rural General Use (RGU). Allowed and prohibited uses in the RGU land use designation are found in SJCC 18.30.040⁹. Many map comments indicated an interest in food trucks at this location; see Table 17 above. Eating and establishments here are currently allowed by conditional use permit in the RGU designation. Much of this area is publicly owned, by either the State or the San Juan County Land Bank. Future commercial development here would be contingent on securing the necessary authorization from these public entities.

For reference, Comprehensive Plan RGU goals and policies can be found at 2.3.C(10)(a)¹⁰.

⁸ (Washington State Department of Ecology 2016)

⁹ (San Juan County Code 2018)

¹⁰ (San Juan County 2010)

a. Rural General Use

Goal: To provide flexibility for a variety of small-scale, low-impact uses to locate on rural lands.

Policies:

(1) Areas which are characterized by the following criteria may be designated as Rural General Use on the Comprehensive Plan Official Maps:

i. There is an existing mix of residential development, scattered single family residences, small farms, forestry activities, resource-based commercial and industrial uses, cottage enterprises, rural commercial and rural industrial uses;

ii. Parcels are generally five to twenty acres in size; and

iii. Soils are marginal or unsuitable for intensive commercial agriculture or forestry uses.

(2) Allow resource-based industrial and commercial activities, rural commercial, rural industrial, and cottage enterprise uses.

(3) Establish performance standards for the uses contained in Policy (2), above, to minimize adverse environmental and visual impacts. Standards should address access, circulation, building height and bulk, lighting, screening, signage, noise, odor, vibration, spray, smoke, waste disposal, and storm drainage control.

(4) Allowable uses should be compatible with the existing rural character and should not result in more than a minimal and manageable increase in demand on existing rural governmental services and facilities, utilities, community water systems, sewage disposal systems, and County roads.

Additional Areas Identified

Three additional places were identified as potential areas for future commercial development. One was at the intersection of Port Stanley and Ferry Roads, an area designated RGU. The second was near the Marine Center limited area of more intense rural development (LAMIRD), an area currently designated for some commercial development. The third was west of the airport, near where Channel Road turns south, another area designated RGU. All three areas are designated for some commercial uses and include undeveloped land. The land use designation for these areas likely does not need substantial change.

III.A.2. Orcas Workshop Exercise One: Commercial Development

Map 2. Aggregated Orcas Responses to Map Exercise One

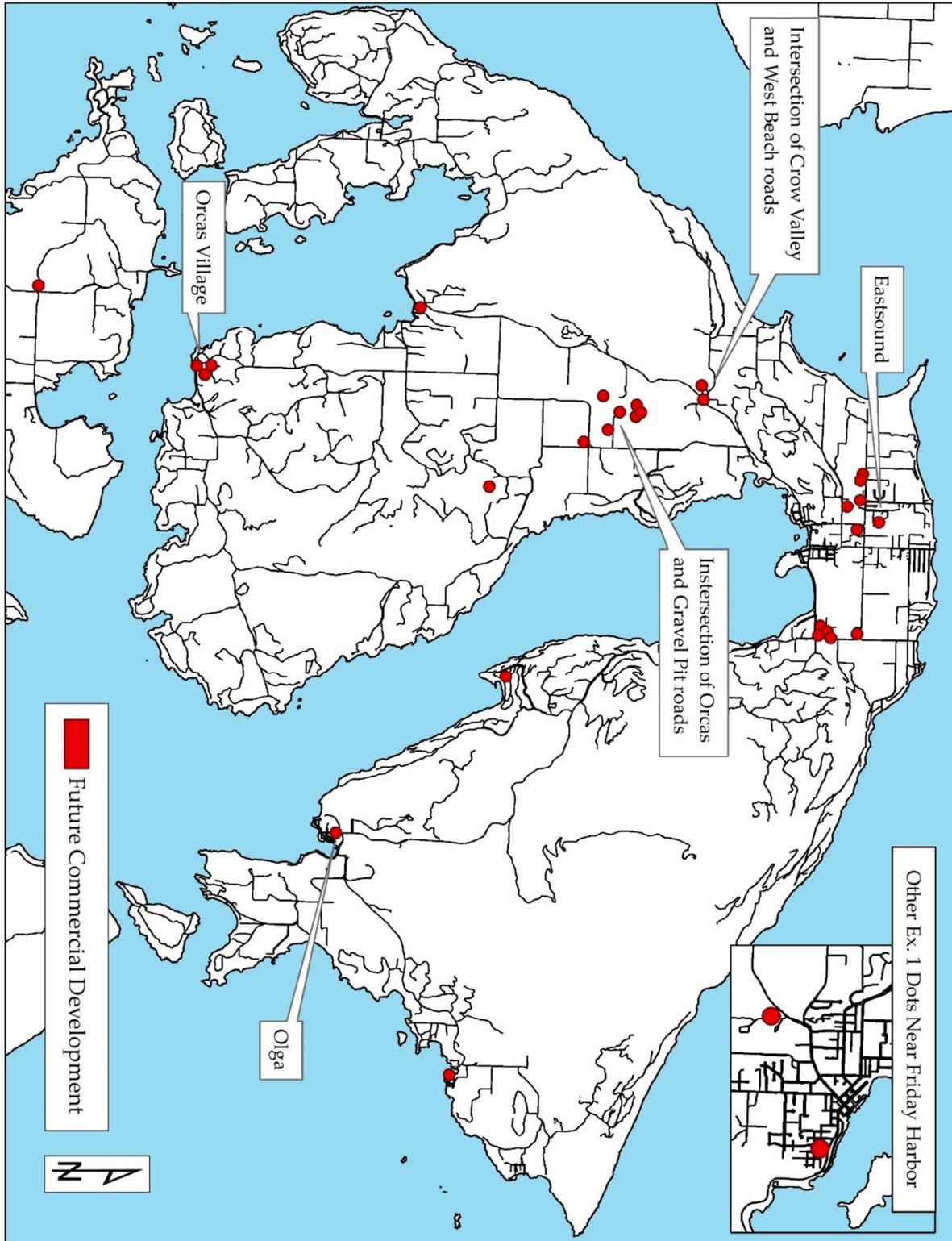


Table 18. Written Comments on Future Commercial Development – Orcas

Orcas	
Map Number	Comment
1	(At intersection of Hawkins and Orcas roads) Near Kennels.
1	(Near Elsie Road) Quarry
1	(Between Crow Valley and Orcas Roads) 10 acre County parcel
1	(Along Mt. Baker Road) Too wide
2	Other Appropriate industrial: -wooden-boat building -farming (agro-tourism) -eco-tourism
2	(At ferry landing) Services: -groceries -coffee -P.O.
2	(At Olga) Services: -groceries -coffee -P.O.
2	(At Doe Bay, see Figure 7) Services: -groceries -coffee -P.O.
3	Do not want any additional. No commercial expansions and heavy densities on <u>hills</u> west of ES (Eastsound) and Buck Mt.! (stormwater runoff/ silt intrusion would become problem in UGA!
3	Not in critical areas

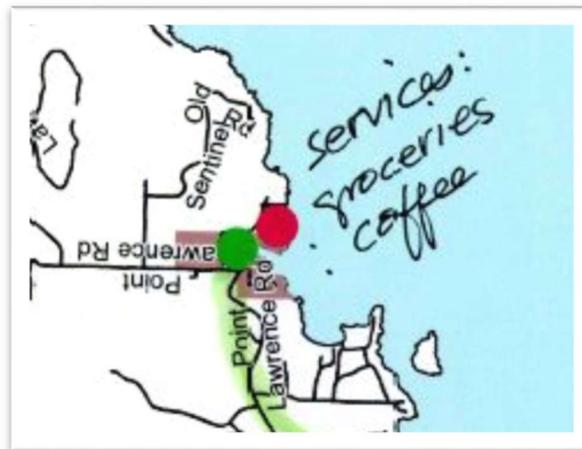


Figure 7 Map Group 2 comments near Doe Bay

Discussion of Orcas Map Responses: Future Commercial Development

Respondents identified five places preferred for future commercial development. Four of these are located in land use designations that accommodate commercial development and one is a new place where potential commercial activity is desired. The five areas are:

- Eastsound;
- Country Corner near the intersection of Crescent Beach Drive and Olga Road;
- Island Center area at the intersection of West Beach and Crow Valley roads;
- The area near the intersection of Gravel Pit and Orcas roads (not designated for commercial development); and
- Orcas Village.

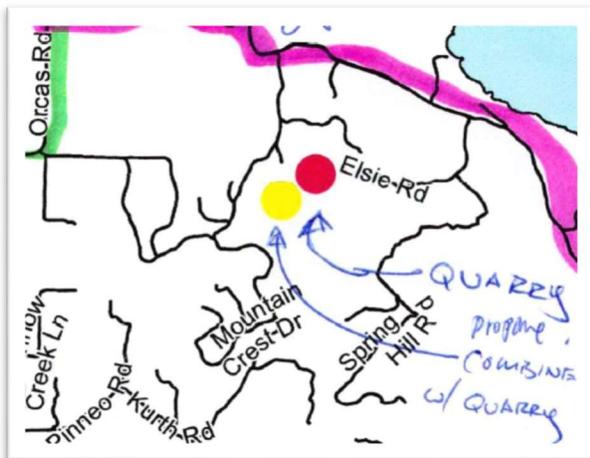


Figure 8 Map Group 1 quarry comment

The grouping of responses on Orcas Island suggests that commercial lands there are appropriately designated. Every response on Orcas with one exception shown in Figure 8 was placed within an area designated for some amount of commercial activity.

Eastsound

Six dots were placed in the western area of the Eastsound subarea around Mt. Baker Road and the Orcas Island Airport. Some responses were placed just outside of the existing urban growth area (UGA). The imprecision of this exercise

means that more detailed public input is needed to determine if there is a desire to expand the Eastsound subarea or UGA west along Mt. Baker Road.

Country Corner

The Country Corner area near the intersection of Crescent Beach Drive and Olga Road is regulated within the Eastsound Subarea Plan. The area is composed of six parcels, approximately 14 acres, designated for commercial uses as shown in SJCC 18.30.460 Table 1. The responses suggest that this is an appropriate location for commercial development. The limited area here may need to be expanded when additional analysis shows additional designated commercial area is required. Additional analysis and refinement of the allowed and prohibited uses here may be more appropriate than a geographic expansion of the designation. Adjusting the allowed uses in Country Corner Commercial is one strategy to focus future commercial development in this area.

Island Center

The area at the intersection of West Beach and Crow Valley roads received two responses. Figure 9 shows one response in this location. This area is designated Island Center (IC) and is the location of Island Hardware & Supply. The area is made up of 11 parcels and is bordered by Agricultural Resource land (AG) to the east and Rural Farm Forest (RFF) to the west.

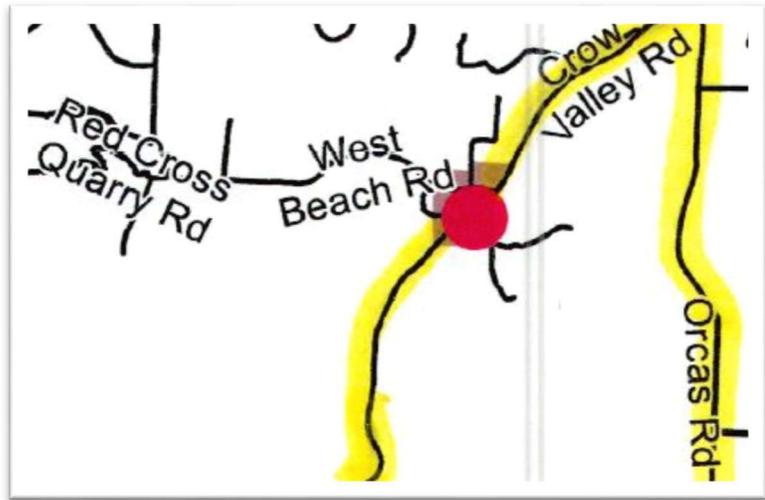


Figure 9 Map Group 5 Island Center response

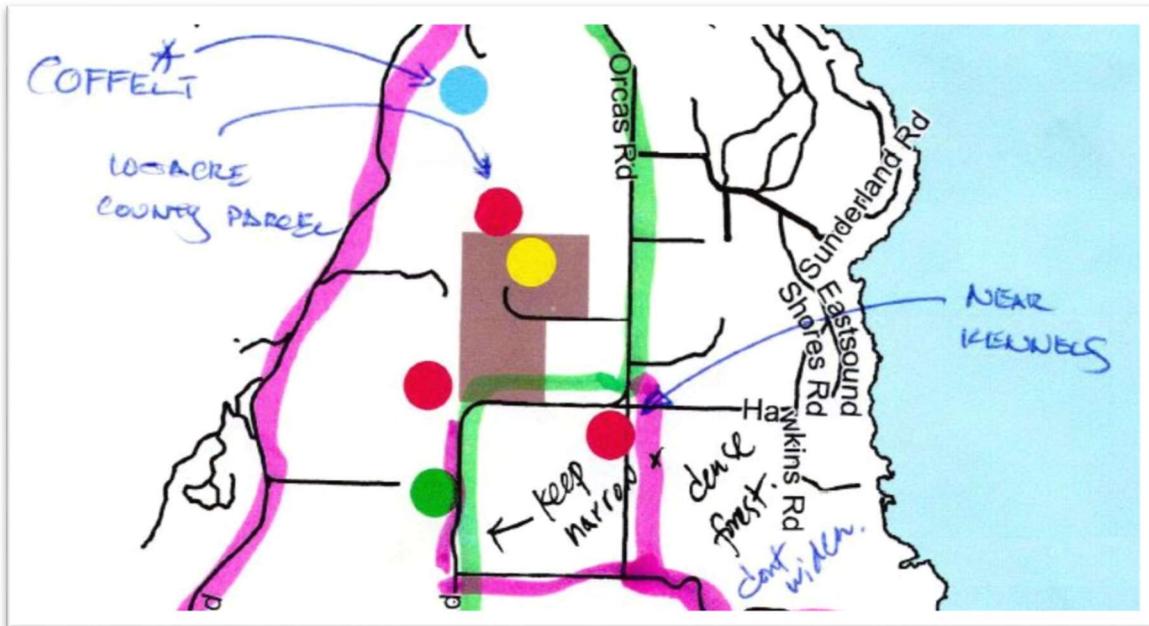


Figure 10 Map Group 1 responses near Gravel Pit Road

Intersection of Gravel Pit and Orcas Roads

Another group of responses was placed at the end of Gravel Pit Road between Crow Valley and Orcas roads. An example of responses in this area from Orcas Map Group 1 is shown in Figure 10 above. This area is five parcels designated Rural Industrial (RI) surrounded by the AG designation. The Orcas transfer station is located in the southeast corner of this area.

The Comprehensive Plan goal for the RI designation is found on page 19 of the Comprehensive Plan Land Use Element:

To provide areas for rural oriented industrial uses which are not generally compatible with activity center land uses, which compliment rural character and development, and which can be served by rural governmental services¹¹.

It may be worthwhile to examine rural industrial goals and policies to adjust for some expanded commercial development within this designation.

Orcas Village

Three responses to Map Exercise One were placed in Orcas Village, near the ferry landing on Orcas. Orcas Village is an activity center with its own subarea plan. The Orcas Village Subarea Plan includes three land use designations: Orcas Village Transportation, Orcas Village Commercial, and Orcas Village Residential. The Orcas Village Subarea Plan land use regulations can be found in SJCC 18.30.380 through SJCC 18.30.440. Amendments to the Orcas Village Subarea Plan should be considered in a process separate from the current Comprehensive Plan update.

Other Responses

A handful of other places outside of these five areas were identified. One dot was placed at each of the following places:

- Westsound (Residential Activity Center);
- Olga (Hamlet Activity Center with its own subarea plan);
- Rosario (Master Planned Resort and Residential Activity Center);
- Doe Bay (Residential Activity Center); and
- Near a quarry, south of Dolphin Bay Road (designated RFF).

Most of these areas are designated Residential Activity Center (AC) or Hamlet Activity Center by the Comprehensive Plan. The goals and policies for Activity Centers can be found in Section 2.3.B of the Comprehensive Plan Land Use Element. Several of these policies relate to commercial development. Policy 2.3.B.1.a states:

Village Activity Centers have only rural governmental services and are not incorporated. They provide a limited variety of residential densities, and are pedestrian-oriented with a compact village core. They provide some intensive uses and services (including community sewage treatment facilities and community water systems), but are not considered capable of or appropriate for urban-level development or expansion at this time, only for infill.

¹¹ (San Juan County 2010)

Policy 2.3.B.1.b states:

Hamlet Activity Centers are residential areas that have some non-rural densities, and have small commercial centers which provide goods and services to surrounding rural and resource land uses. Hamlets are served by community water systems and may have community sewage treatment facilities, but have only rural governmental services.

At policy 2.3.B.3, The Plan further states:

New general commercial, general industrial, and institutional uses should be located in activity centers, as appropriate with the established patterns of development and use, to avoid incompatible land uses and the proliferation of these uses in rural areas.

Finally, policy 2.3.B.8 states:

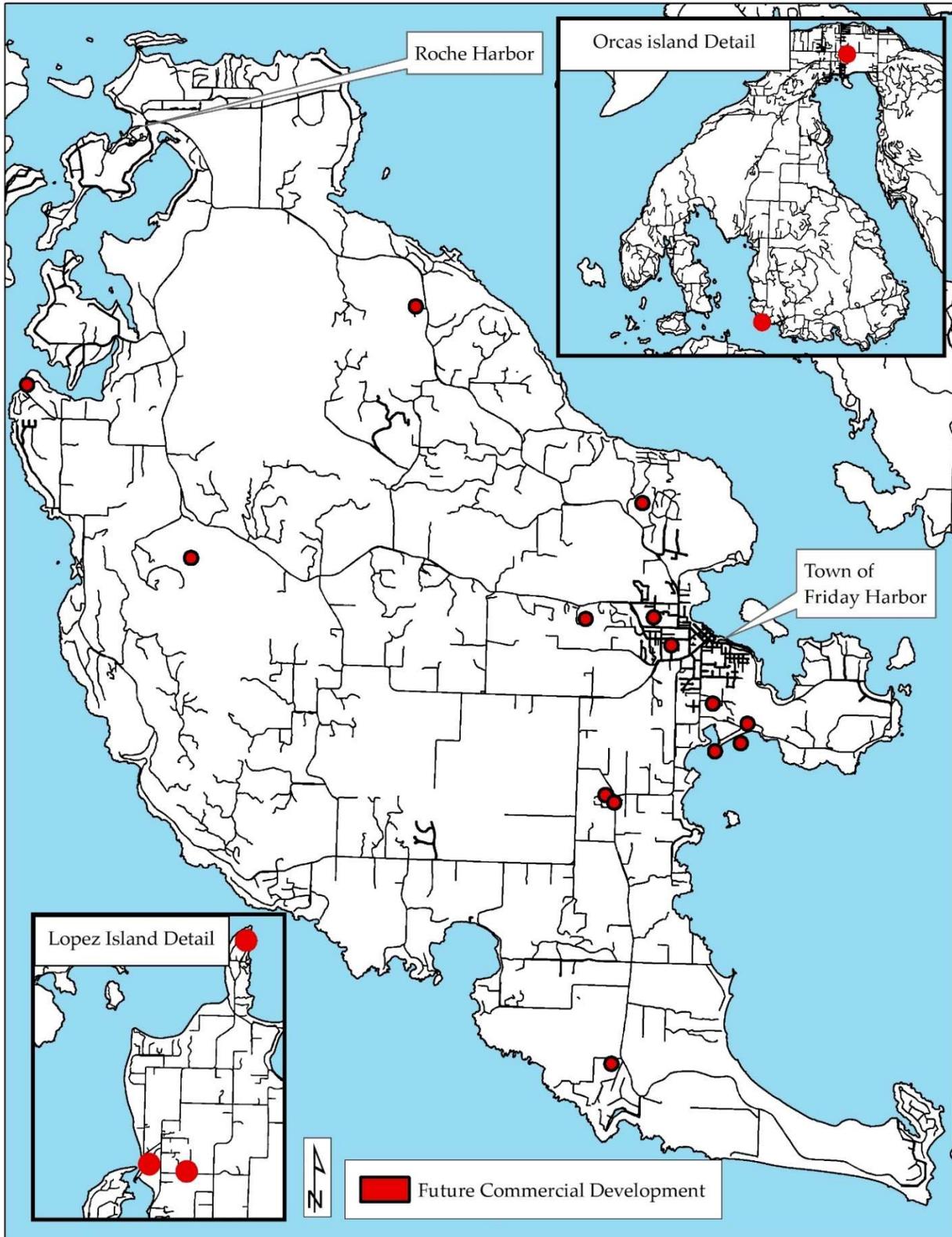
Mixed-uses, high-density residential uses, commercial, industrial, and public uses, should be located within activity centers where adequate facilities, services, utilities and improvements exist or are planned to support the level and type of development identified, as appropriate to the existing levels and patterns of development, and the established range of uses.

These policies seem to adequately state the Plan's intent to direct future commercial development into Hamlet and Residential Activity Centers.

Three additional dots were placed on other islands. On San Juan Island, one dot was placed near Jensen's Marina and another near the airport. One group placed a dot on Shaw Island near the intersection of Neck Point and Hoffman Cove roads.

III.A.3. San Juan Map Exercise One: Commercial Development

Map 3. Aggregated San Juan Workshop Responses to Map Exercise One



Map 4. Aggregated Exercise One Responses near Friday Harbor

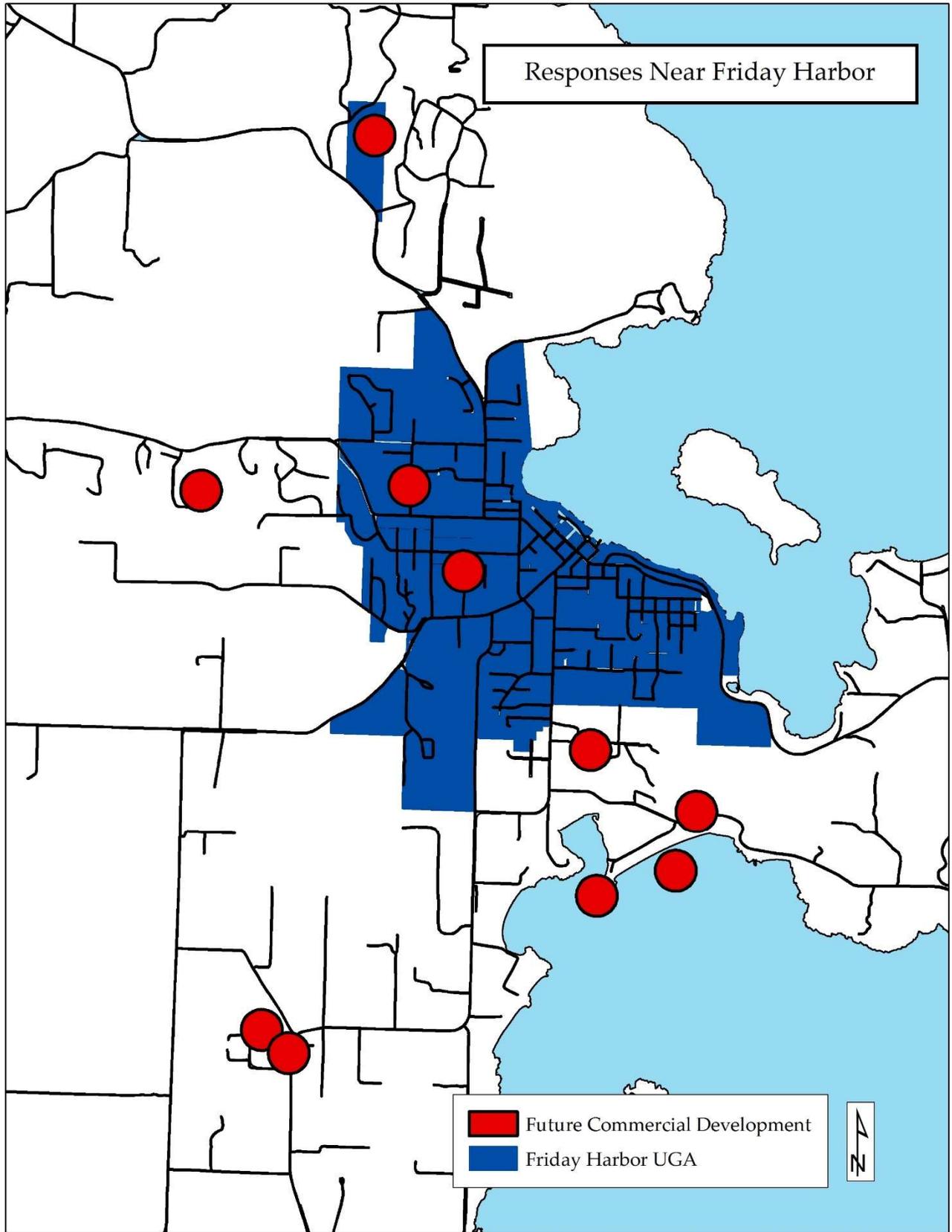


Table 19. Written Comments on Future Commercial Development – San Juan

San Juan	
Map Number	Comment
2	(at the end of Mitchell Bay Road) allow more commercial at Snug Harbor.
2	(At the intersection of Cattle Point and Old Johnson roads) Country farm store
2	(Cattle Point Road) Trailer Park
3	(At the end of Lawson Roads) Quarry
3	(At Gravel Pit, see Figure 11) Concert Venue
3	(At Jackson Beach) Deep water port
3	(near fairgrounds) future commercial use near existing UGA
3	Commercial should be near or in UGA

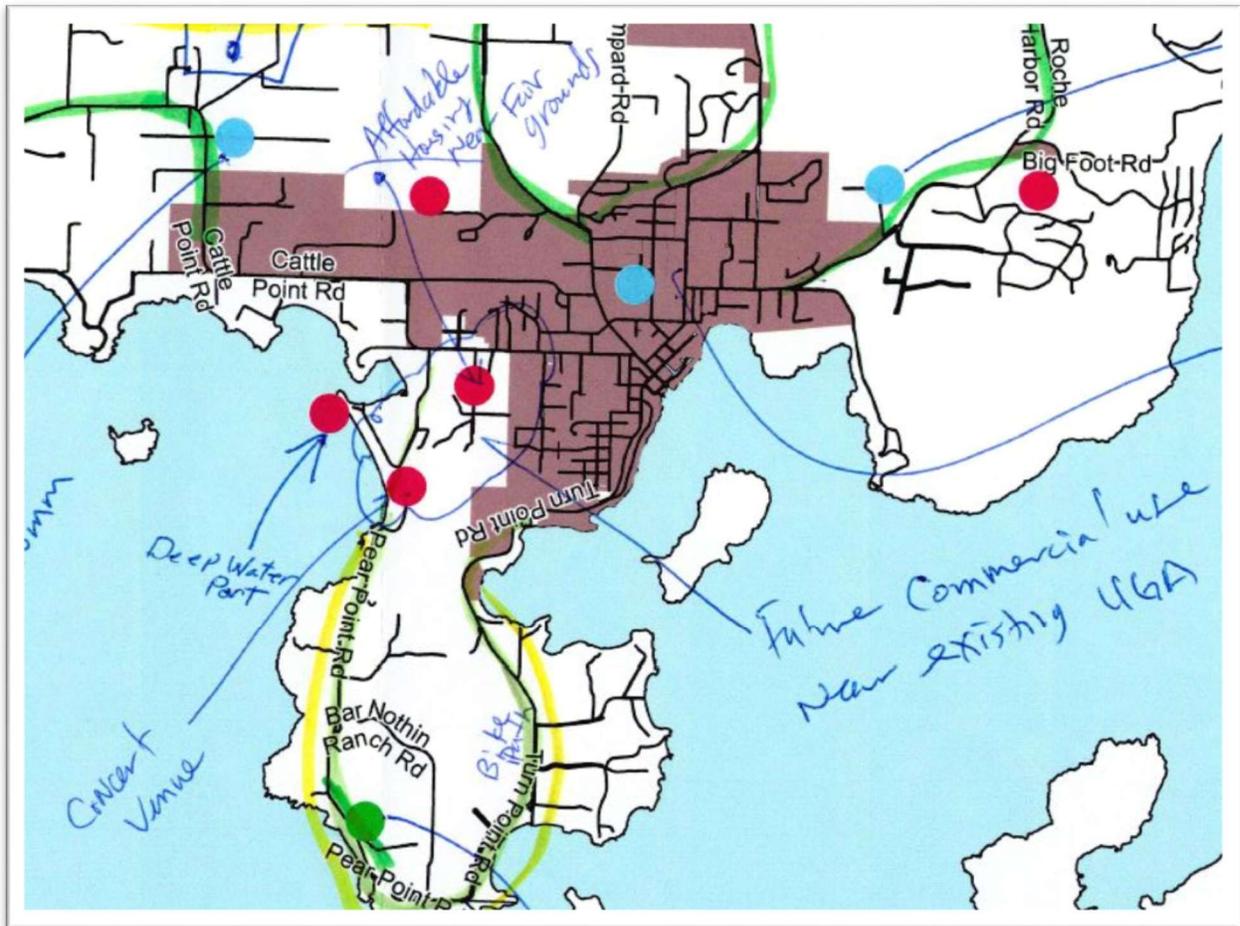


Figure 11 Map Group 3 comments near Pear Point

Discussion of San Juan Workshop Map Responses: Future Commercial Development

Many of the places indicated as desired locations for future nonresidential development on San Juan Island are in or near the Town of Friday Harbor (TOFH) UGA. Map 4 on page 32 identifies these responses and shows the UGA in dark blue. San Juan Map Group 1 indicated a desire for more commercial opportunities at Snug Harbor. Many of the other places indicated outside of the area near the TOFH are more of an indication of existing conditions, according to the written comments. At the San Juan workshop, five points were indicated on Orcas and Lopez islands are discussed in the preceding report sections.

Town of Friday Harbor

Map 4 depicts the responses located near the TOFH, the only incorporated city in the County. The Town determines their own land use controls within the UGA. The County coordinates with TOFH to realize land use goals within the UGA but does not directly control land use regulations within the Town. The Plan addresses the incorporated UGA at policy 2.3.A(1)(a) as follows:

- a. **Towns** are incorporated *Urban Growth Areas* with a full range of urban facilities and services, including *high-density residential*, general commercial, and general industrial uses, schools, and neighborhood and community parks. Towns offer a variety of housing types and are pedestrian oriented with compact development patterns. They have municipal sewage treatment facilities, municipal water systems and provide other *urban governmental services*. Towns are incorporated¹².

The Plan also specifically addresses the TOFH in policy 2.3.A(11) as follows:

11. The Town of Friday Harbor and the County should prepare and maintain an Urban Growth Area Management Agreement in accordance with the San Juan County and Town of Friday Harbor Joint Planning Policy adopted in 1992, as amended¹³.

Three areas were identified near the UGA in the unincorporated area. These are:

- South of the UGA and east of Argyle Avenue, near Jackson Beach;
- Near the intersection of Cattle Point Road and Madden Lane; and
- On Beaverton Valley Road, west of town.

Near Jackson Beach

The area between Argyle Avenue and Jackson beach is mostly designated Rural Residential (RR) and Rural Farm Forest (RFF). Both land use designations allow only limited commercial activity and are largely residential. The Comprehensive Plan goals and policies relating to Map Exercise

¹² (San Juan County 2010, Pg. 10)

¹³ (San Juan County 2010, Pg. 12)

One and RR are discussed in the Lopez Island section of this report. Figure 12 shows this area in detail with the land use designations and workshop responses. The yellow area is RR, the green area is RFF and the red circles are workshop responses.

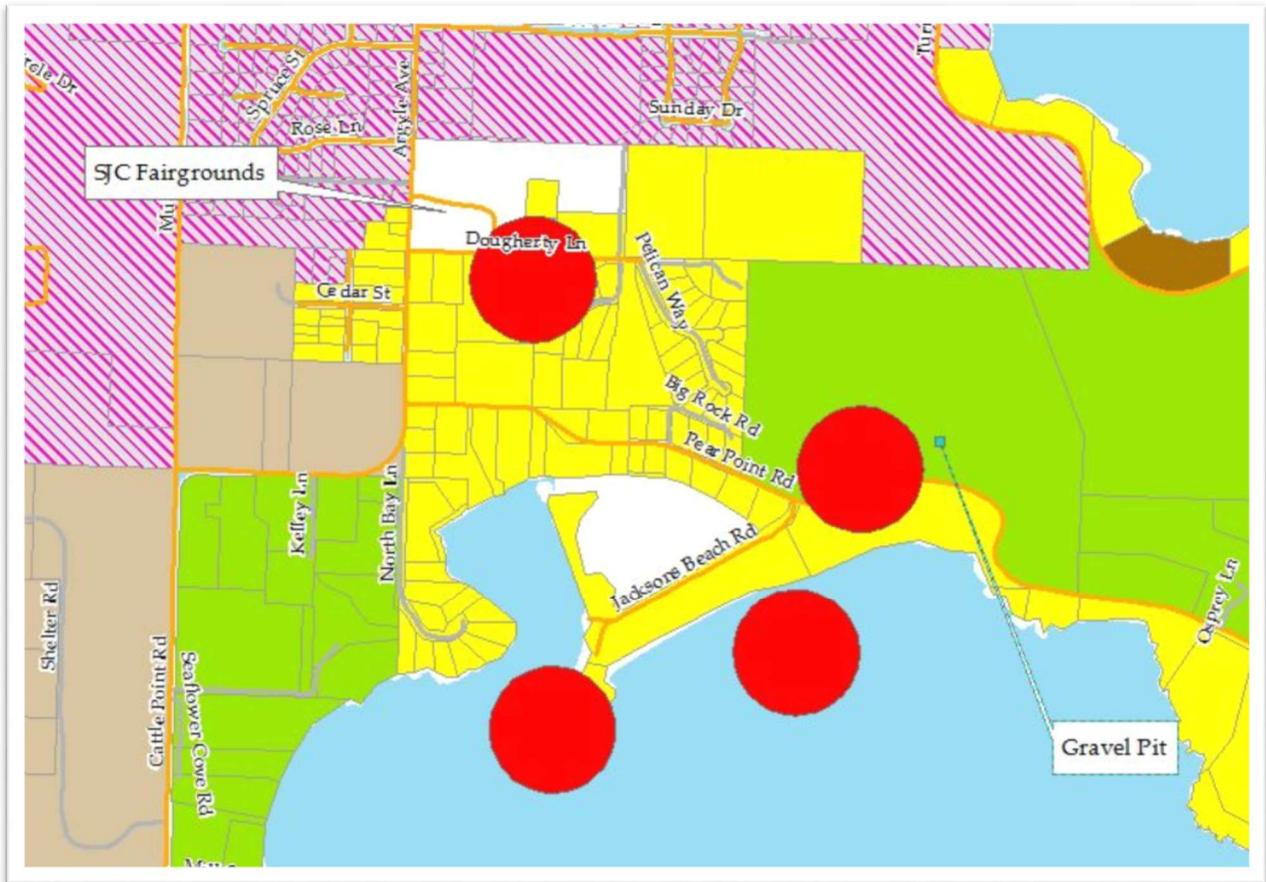


Figure 12 Jackson Beach area detail with land use designations

Goals and policies for the RFF land use designation are found in the Plan at 2.3.C(10)(b):

b. Rural Farm-Forest

Goal: To provide for rural living opportunities which are compatible with small-scale farming and forestry activities.

Policies:

(1) Areas which are characterized by the following criteria may be designated as Rural Farm-Forest lands on the Comprehensive Plan Official Maps:

- i. The predominant land use is farming and forestry mixed with residential development;

- ii. Parcels are generally five or more acres in size; and
- iii. Soils are suitable for small-scale agricultural or forestry uses.

(2) Adopt site development standards for permissible uses that will maintain a predominant portion of the farm and forested areas for farming and forest uses.

(3) Allow cottage enterprise uses and agriculture- and forestry-related commercial and industrial uses, such as processing and limited retailing facilities for farm and forest products, to be located on Rural Farm-Forest lands.

(4) Establish development standards that allow for farm stay accommodations for agritourism enterprises.

(5) Allow the development of farm worker accommodations on Rural Farm-Forest lands subject to standards that ensure the occupancy is seasonal and limited to persons employed by the proprietor in farm labor for a farm production season only, and that ensure compliance with applicable public health and safety requirements.

(6) Establish performance standards for the uses listed in Policies (3), (4) and (5), above, to minimize adverse environmental and visual impacts. Standards should address access, circulation, building height and bulk, lighting, screening, signage, noise, odor, vibration, spray, smoke, waste disposal, and storm drainage¹⁴.

These policies constrain commercial development in the RFF designation to cottage enterprise, agriculture and forestry uses. The allowed and prohibited uses in the RFF designation can be found in San Juan County Code SJCC 18.30.040.

Intersection of Cattle Point Road and Madden Lane

This area is designated RFF. Near the point where Cattle Point Road turns southward is *The Corner Store*, a retail establishment and existing nonconforming use. This area is not far from an area around the Friday Harbor Airport designated Rural General Use (RGU).

Snug Harbor

Snug Harbor is located on the west side of San Juan. It is designated for RR land use and almost entirely within the jurisdiction of the Shoreline Master Program (SMP). The SMP is a component of the Comprehensive Plan but will not be amended during the current update process. For a discussion of future commercial development and RR land use, please see Section III.A.1 on page 17.

¹⁴ (San Juan County 2010, Pg. 18)

Other Areas on San Juan

The other areas on San Juan identified by workshop participants appear to be indications of existing conditions rather than preferred new locations for commercial development; see Figure 13 below.

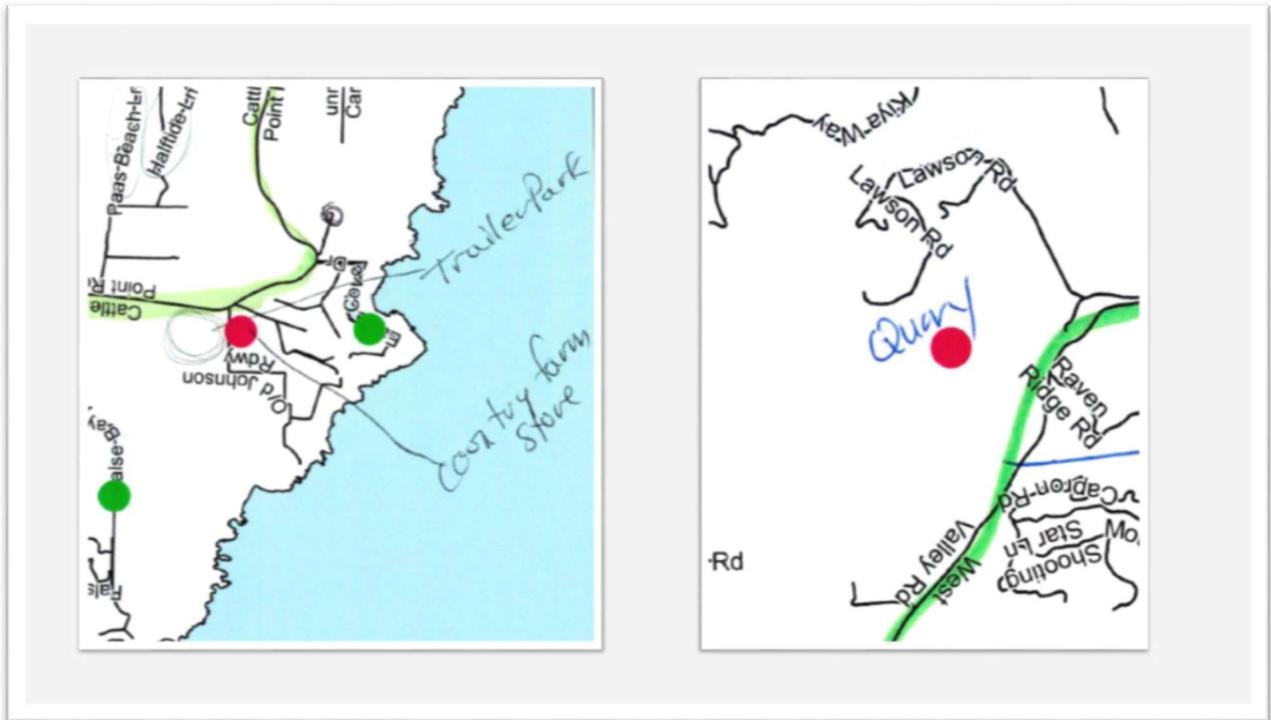


Figure 13 San Juan Map Groups 2 and 3 comments on existing developments

III.A.4. Shaw Workshop Map Exercise One: Commercial Development

Map 5. Aggregated Shaw Workshop Responses to Map Exercise One

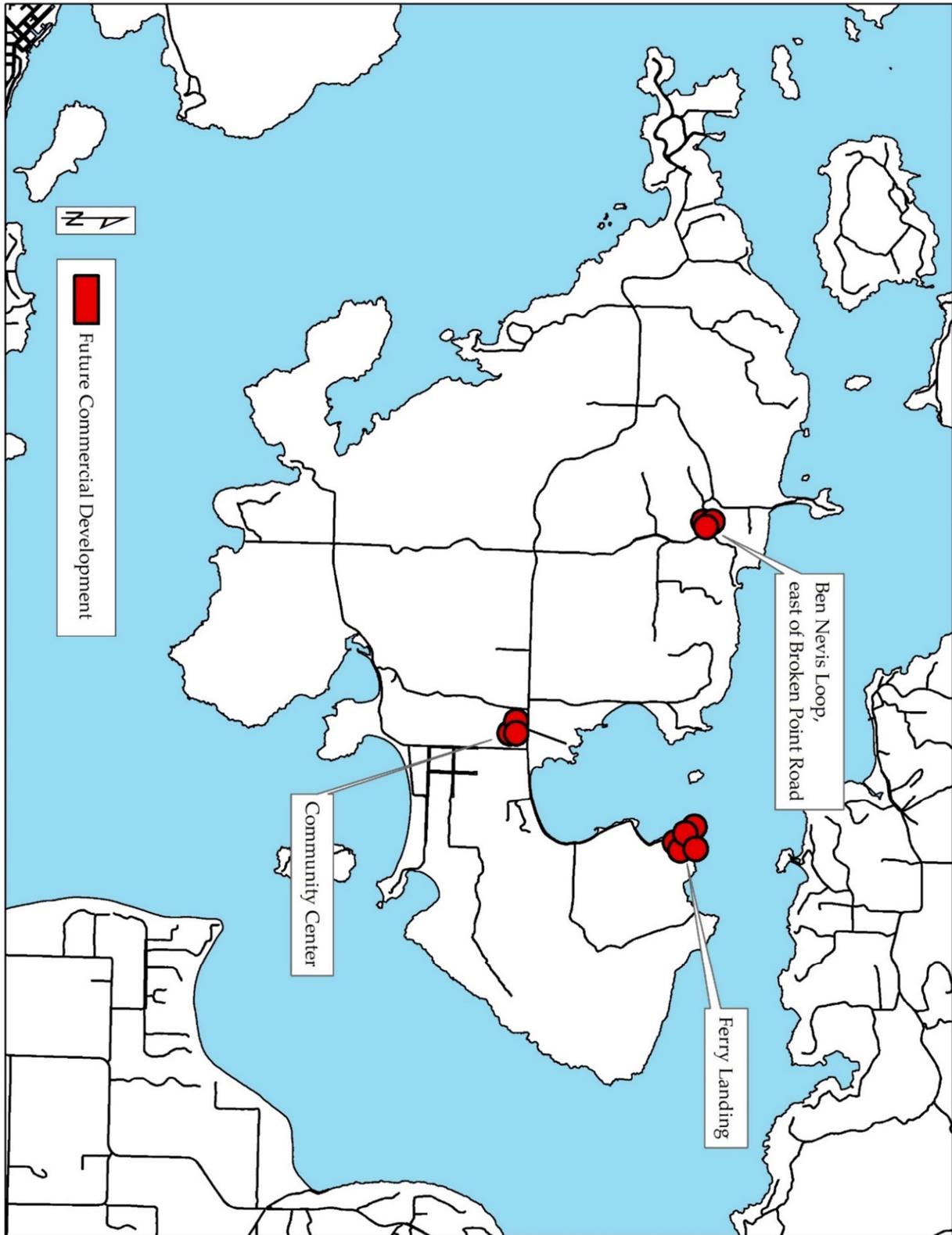


Table 20. Written Comments on Future Commercial Development – Shaw

Shaw	
Map Number	Comment
1	(On Ben Nevis Loop, east of Broken Point Road) Possible professional services.
1	(At ferry dock) Store, PO, marina, public dock
1	(On Blind Bay Road , near community center) Store, PO
3	(On Ben Nevis Loop, east of Broken Point Road, see Figure 14) Worker accommodation, shared work space, p.o., store, gym, physical therapy, commercial kitchen
3	(On Blind Bay Road, near community center) potential store/ p.o.
3	(At ferry dock) public/private marina
3	(at ferry dock) p.o./store/deli/pub, parking, potential shared work space, worker accommodation

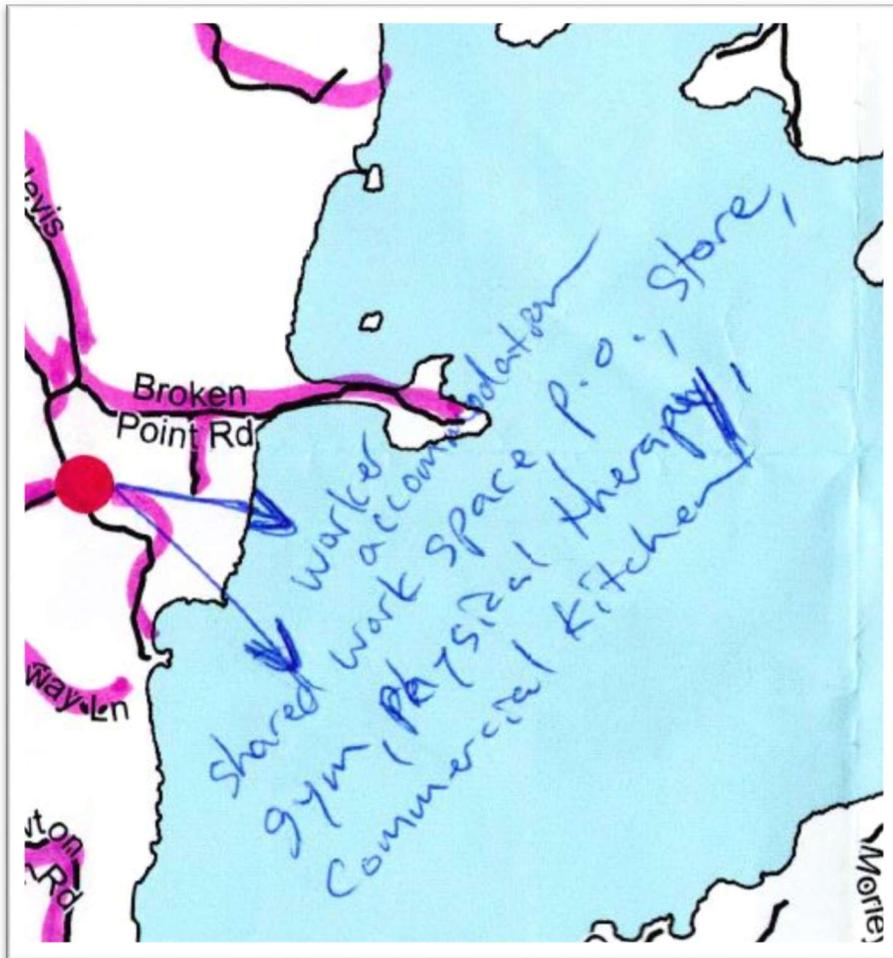


Figure 14 Shaw Map Group 3 comment

Discussion of Shaw Workshop Responses: Future Commercial Development

Map 5 shows three areas on Shaw were identified for potential commercial development. The three places identified are:

- The Shaw ferry landing;
- The intersection of Blind Bay and Squaw Bay roads; and
- Near the intersection of Ben Nevis Loop and Broken Point Road.

There is limited commercial development on Shaw Island and the three places identified are already the location of existing non-residential developments; the a general store, a manufacturing/research facility, and a community center.

Shaw Subarea Plan

Any discussion of future commercial development on Shaw Island must consider the Shaw Subarea Plan. Amendment of the Subarea Plan is not included in the scope of work for the Plan update. Amendments should be considered within a separate project if desired by the community. The Shaw Subarea Plan can be found in SJCC Chapter 16.45.

Ferry Landing

The Shaw ferry landing, shown in Figure 15, is designated RFF land use and the Port, Marina and Marine Transportation (PMT) shoreline designation. It is the location of the Shaw store. Almost all

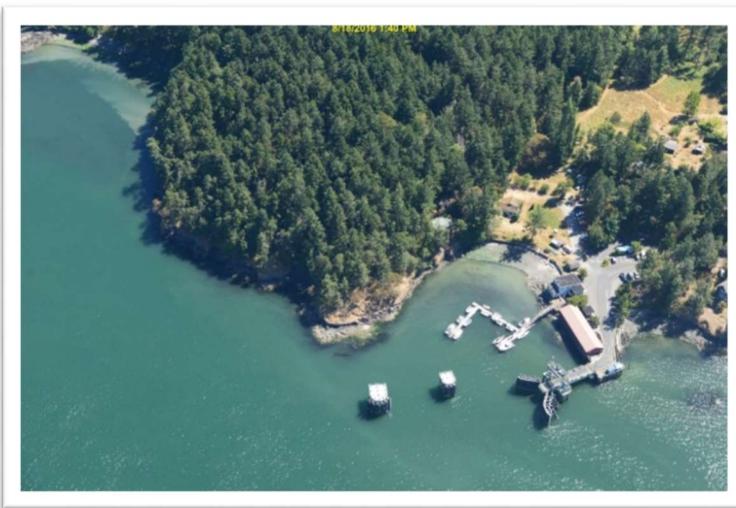


Figure 15 Aerial photograph of the Shaw ferry landing

of the ferry landing is located within the shoreline jurisdiction and is governed by the SMP. The SMP goals, policies and land use regulations are components of the Comprehensive Plan and outside of the scope of the Plan update. Discussion of Comprehensive Plan goals and policies relating to RFF land use designation can be found in the Section III.A.3 San Juan Workshop Map Exercise One on page 35.

Intersection of Blind Bay and Squaw Bay Roads

The Shaw Island Community Center is located at this intersection, which is designated RFF on the Official Comprehensive Plan Map. Two parcels near this intersection have existing non-residential uses: the Shaw Community Center and San Juan County Fire Hall. These uses are nonconforming to the land use regulations of the Shaw Subarea Plan found in SJCC 16.45.180. Figure 16 shows an aerial of this area.

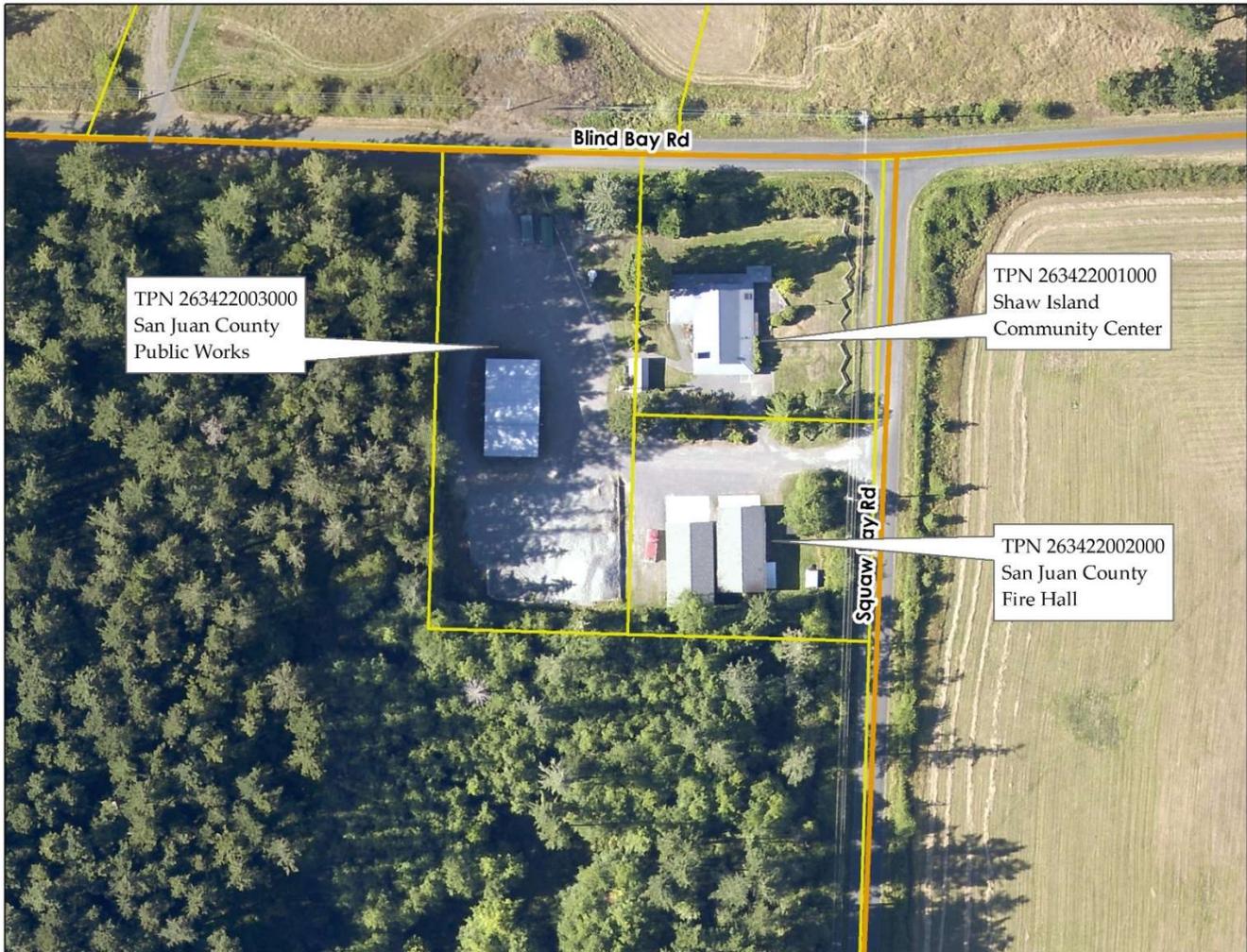


Figure 16 Shaw Community Center and surrounding area

Intersection of Ben Nevis Loop and Broken Point Road

Shaw participants placed three dots near this intersection, which is predominately designated RFF. An existing manufacturing and research facility is just east of this intersection; see Figure 17 below. The rest of the surrounding area is rural and residential in character divided into many lots approximately five-acre in size.

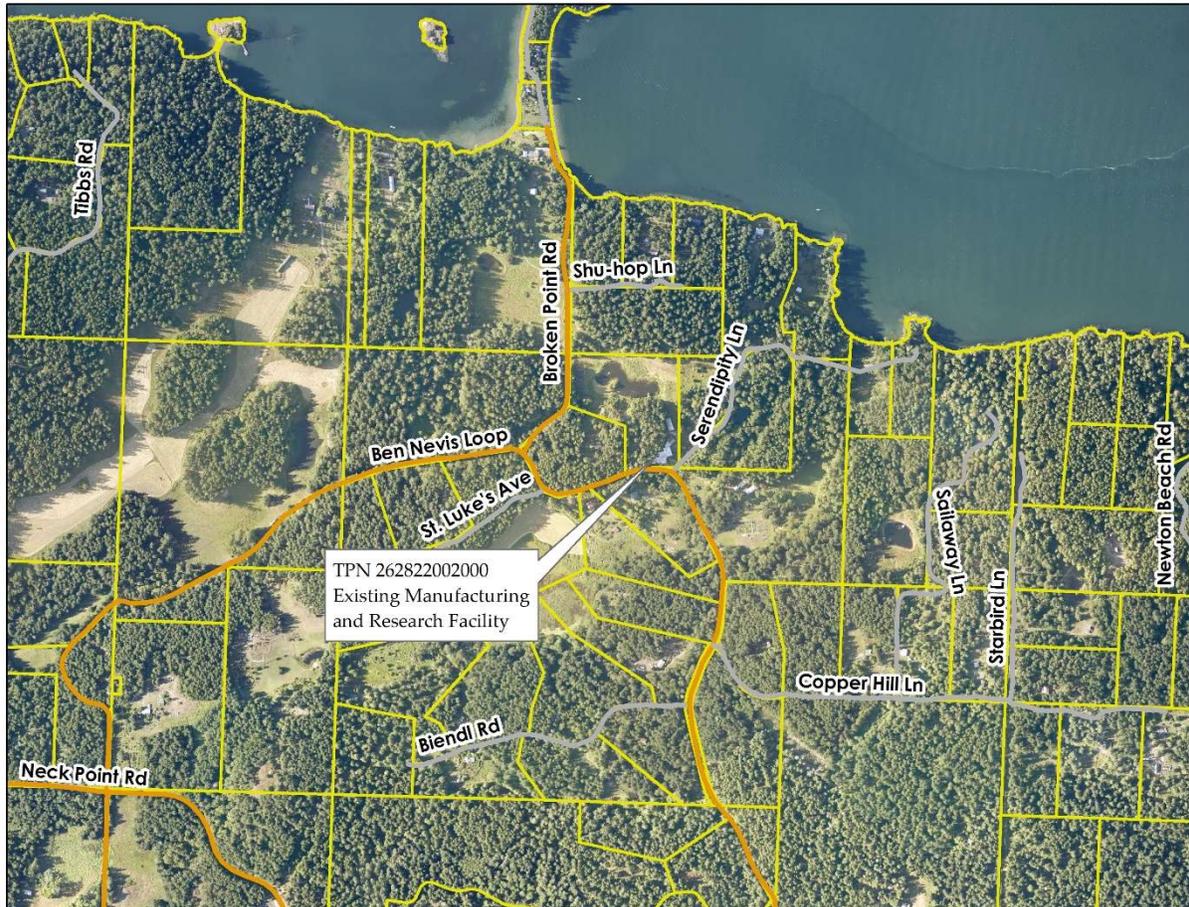


Figure 17 Ben Nevis Loop and Broken Point Road vicinity

III.A.5. Waldron Workshop Exercise One: Commercial Development

Map 6. Aggregated Waldron Workshop Responses to Map Exercise One

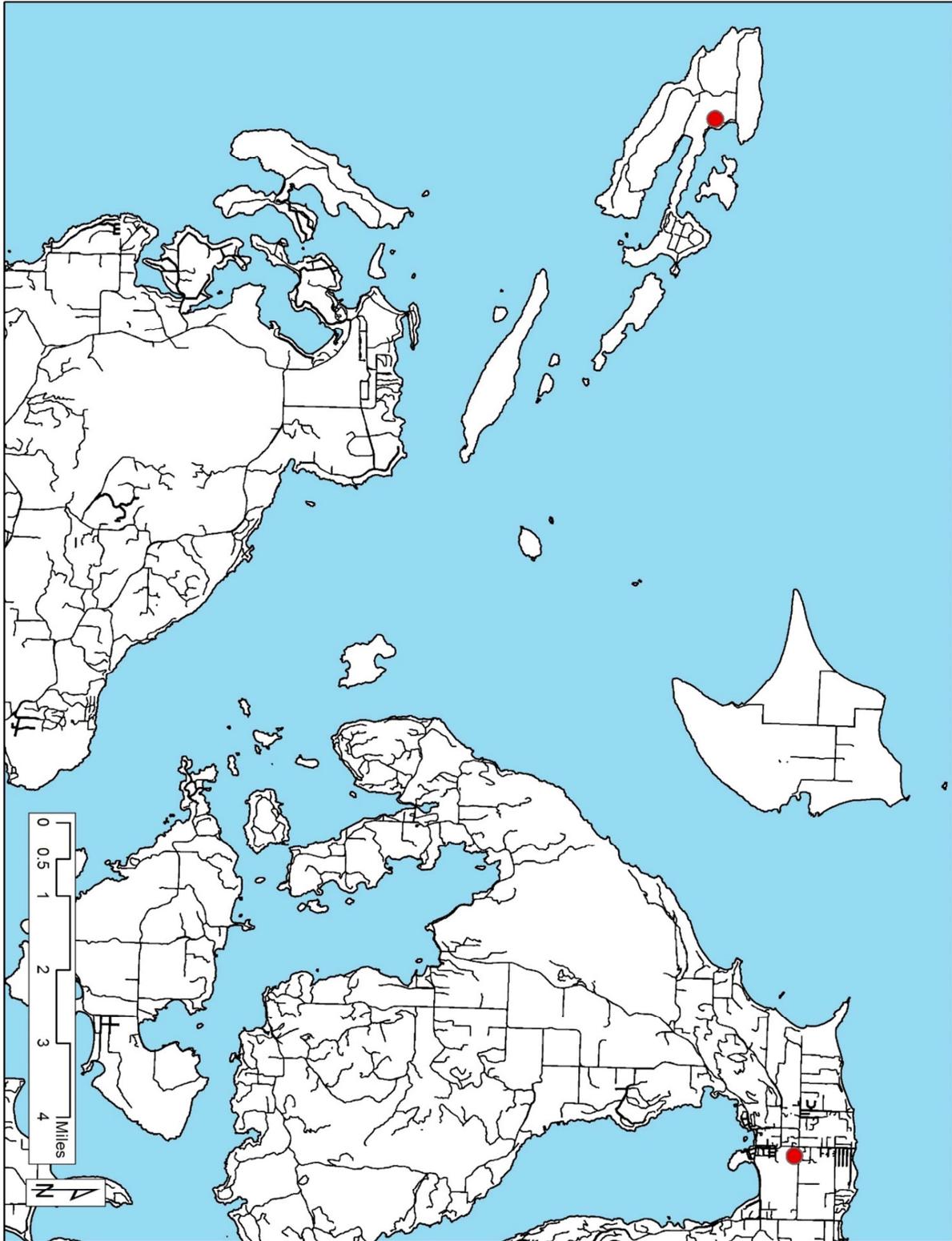


Table 21. Written Comments on Future Commercial Development – Waldron

Waldron	
Map Number	Comment
1	(With arrow to dot placed on Stuart Island, see Figure 18) Open Air Market
1	Prefer no commercial development on Waldron
2	Promote cottage enterprise as lower impact alternative rather than tourism.
2	(Near Deer Harbor) need parking, summer tourism regularly impacts parking for Waldron – would like a compromise.

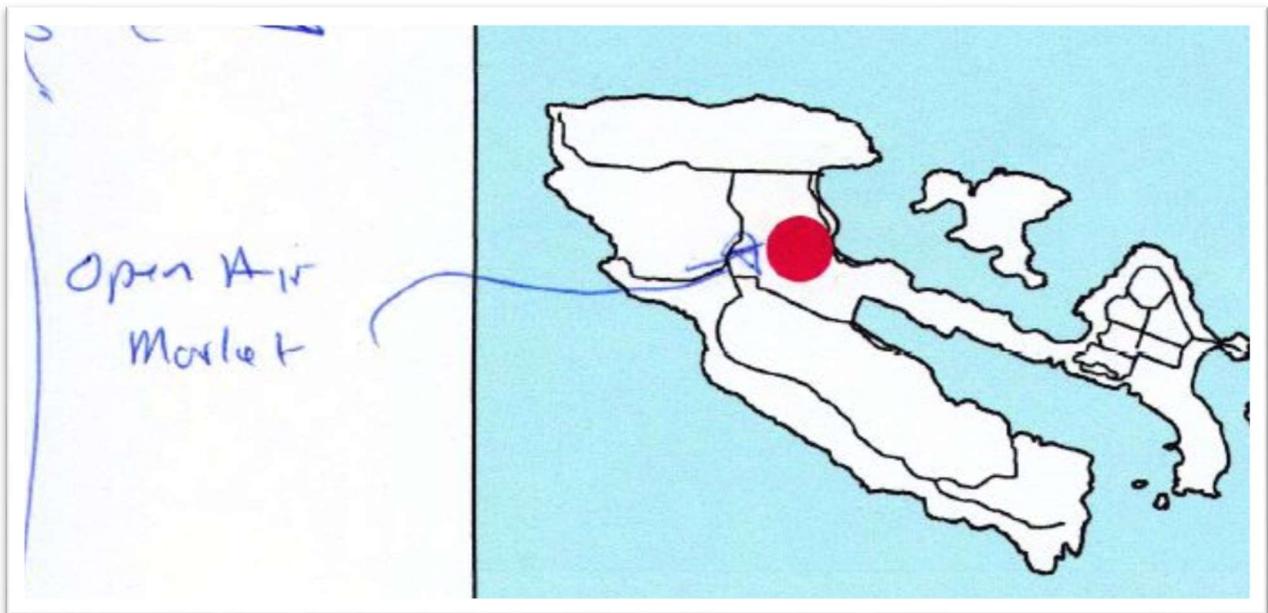


Figure 18 Waldron Map Group 1 comment on Stuart Island

Discussion of Waldron Workshop Responses to Exercise One: Future Commercial Development

Waldron workshop participants identified two places desired for future commercial development: Stuart Island and Eastsound. Discussion of Eastsound and commercial development can be found in Section III.A.2 the Orcas workshop Map Exercise One section, on page 27.

Waldron Subarea Plan

Any discussion of future commercial development on Waldron Island must consider the Waldron Limited Development District Subarea Plan (WLDDS). The Subarea Plan is not included in the scope of work for the Plan update and amendments should be considered within a project separate from this update, if desired. The WLDDS can be found in SJCC Chapter 16.36. The land use table governing allowed and prohibited uses for this subarea are found in SJCC 16.36.060(G).

Stuart Island

One red dot was placed on Stuart Island by Waldron Map Group 1 with the written comment, 'Open air market'. Much of Stuart Island is designated RFF and RR as shown in Figure 19 below. For more information about RFF and RR land use designations, see Section III.A.2-3 of this report.

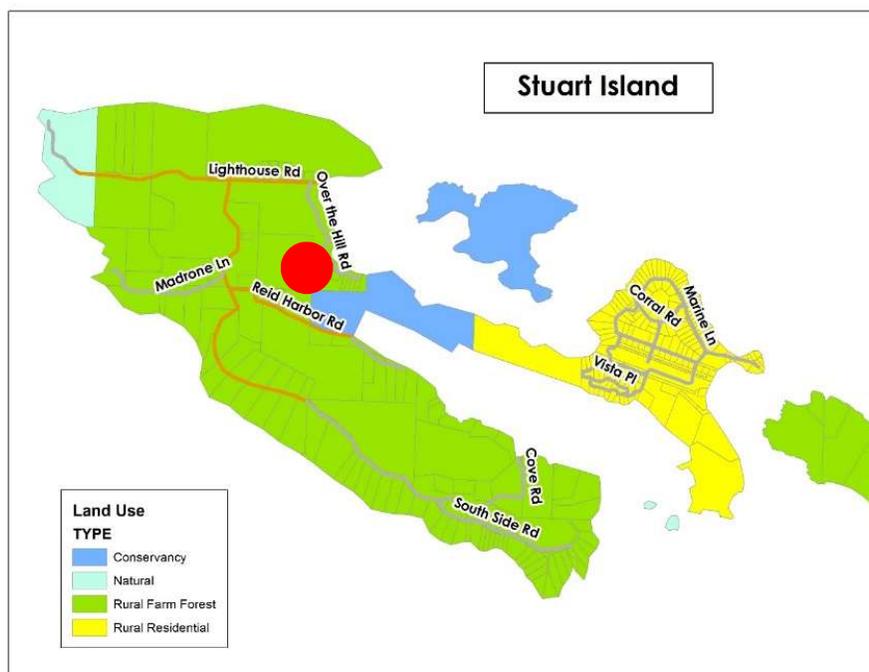


Figure 19 Stuart Island land use designations

III.B. Map Exercise Two: Bicycle and Pedestrian Infrastructure

In Map Exercise Two, workshop participants discussed bicycle and pedestrian infrastructure. Respondents used three different-colored highlighters to place their responses on the map. Map groups could place responses both on their home island and throughout the County.

- A **green highlighter** marked where they would prefer separated, multi-use paths;
- A **yellow highlighter** marked where they would prefer wider shoulders; and
- A **pink highlighter** marked specific roads that should not have bicycle or pedestrian improvements to preserve their rural character.

Maps 7 through 10 show the aggregated responses from each island workshop. Typically, the workshop map groups placed responses on their home island; responses throughout the County are presented in map insets for each aggregated map.

Connection to Electronic and Online Polling

Poll question seven relates to Map Exercise Two. Question seven is:

- Keeping rural character in mind, which of the following do you prefer? (electronic polling: Section II.B Table 7 and online polling: Section IV.B Table 43)
 - Options were wider shoulders, separated paths, a combination of both, and none of the above.

The response 'Options 1 (wider shoulders) and 2 (separated paths) where appropriate to the environment and location' was selected the most in both electronic (64%) and online (51%) polling. This response suggests that there is a demand for this kind of infrastructure but also that siting these projects will require additional, targeted community outreach. Adverse impacts to the visual quality of roads can potentially be avoided by consulting with the community to determine preferred routes where rural character will be less affected.

III.B.1 Lopez Workshop Exercise Two: Bicycle and Pedestrian

Map 7. Aggregated Lopez Responses to Map Exercise Two

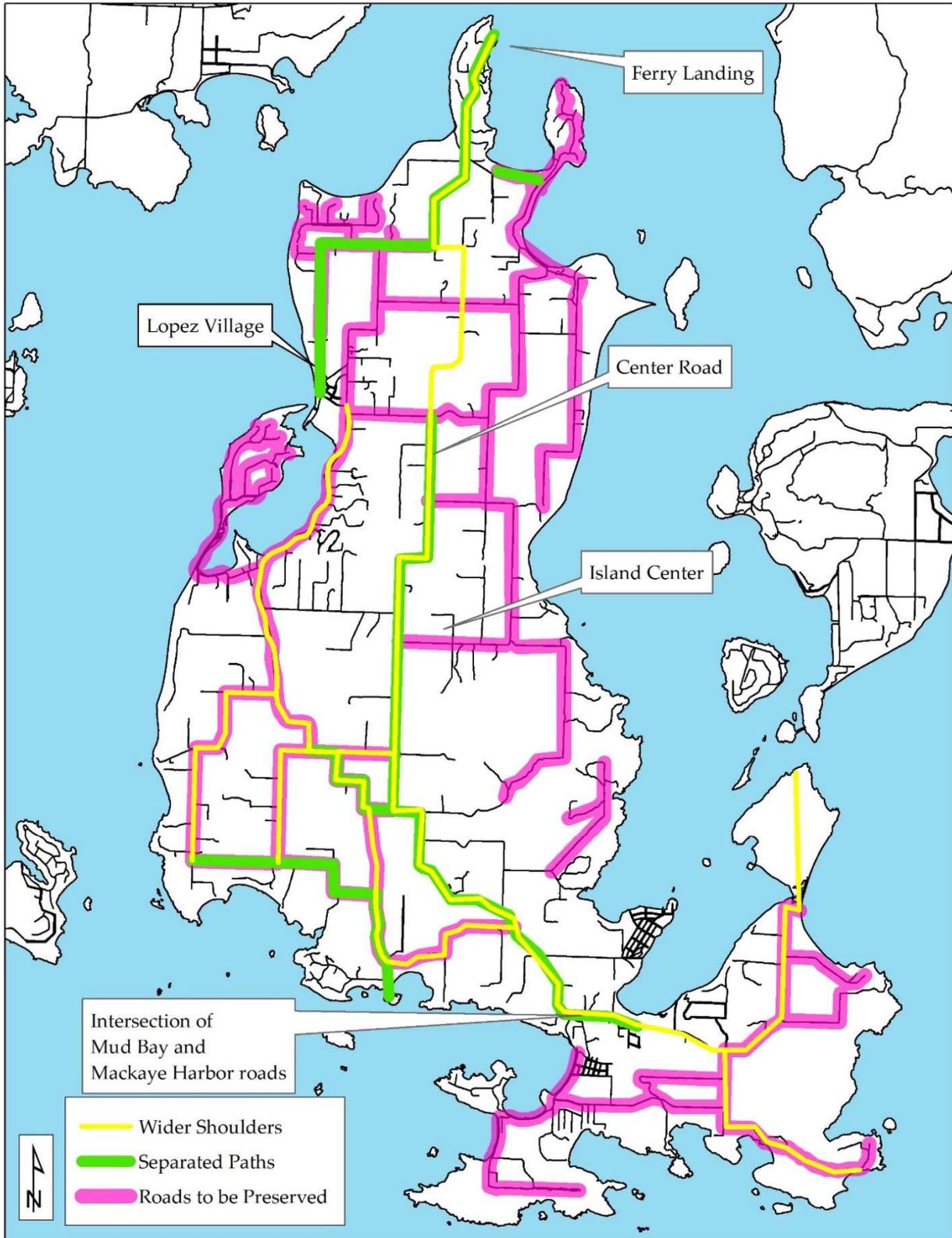


Table 22. Written Comments on Bicycle and Pedestrian Improvements – Lopez

Lopez	
Map Number	Comment
3	No yellow (wider shoulders) No widening of roads.
5	Trails: wider shoulders make sense, but separate trails should be put in where they can be.
5	Mud Bay Road from South End Store to Vista Road is extremely hazardous to bicyclists. There is no other route to take.
5	The curves on Center Road north of the school by Midnight's Farm are hazardous.
5	(From Mud Bay to Center Road, see Figure 20) Hazardous for bikers



Figure 20 Lopez Map Group 5 comment from Mud Bay to Center Road

Discussion of Lopez Map Responses: Bicycle and Pedestrian

There is a distinct response pattern to Map Exercise Two. It suggests a consensus that the primary need for bike and pedestrian infrastructure is a north-south route on Lopez. This route would connect the ferry landing in the north with locations in the southern part of the island near Mud Bay and Mackaye Harbor roads. Additionally, there is a correlation between the responses in map exercises Two and Three: many of the roads marked to be preserved are near places acknowledged for their important sense of place. An example of this correlation is shown in Figure 21.

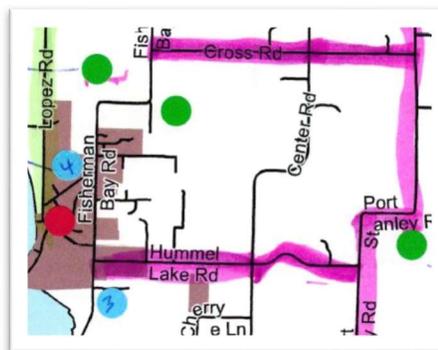


Figure 21 Lopez Map Group 3 responses near Lopez Village



Figure 22 Detail from Lopez Map Group 3

Several possible routes received conflicting responses from different map groups. An example near the intersection of Fisherman Bay and Center roads is shown in Figure 23. Planning for future bicycle and pedestrian infrastructure on Lopez should include further public outreach to determine the community's site-specific preferences.

Center Road

All Lopez groups identified stretches of Center Road as a good location for a north-south route for either a wider shoulder (yellow highlighting) or separated path (green highlighting). An example from Lopez Map Group 3 is shown in Figure 22. Many of the groups also highlighted Mud Bay Road to its intersection with Neck Bay Road as such. No groups marked Center Road to be preserved, see Map 7. Lopez map group responses suggest a route from the ferry landing along Center Road to Mackaye Harbor Road should be the first consideration for future bicycle and pedestrian improvements on Lopez.

There was not the same level of consensus regarding whether there should be wider shoulders or a separated path on Center Road. Workshop groups selected different options on the same route (Map 7). Lopez Map Group 3, for example, showed both a wider shoulder and separated path on the same stretch of Center Road.

In electronic polling, the same ambivalence between a preference for wider shoulders and separated paths was present (Section II.B Table 7, page 9). Workshop participants favored a mix of both approaches where appropriate. Workshop respondents were more interested in fitting bicycle and pedestrian infrastructure to the location rather than using a single development strategy.

Roads To Be Preserved

Most roads on the periphery of Center Road were marked to be preserved for their rural, scenic qualities (pink highlighting). Some groups identified broad swaths of the roads on Lopez to be preserved; other groups were more limited in their response. The response to Exercise Three below shows a link roads were identified for preservation as-is and areas important to sense of place. Many of the responses to the Exercise Three indicated a primary link between views of Lopez’s idyllic pastoral landscape and the Island’s sense of place (Section III.C.1, page 67). The majority of roads marked for preservation for scenic qualities in Map Exercise Two are places identified for their sense of place in Exercise Three. Bike and pedestrian infrastructure projects near these areas should include specific consideration of the scenic quality of roadways and the surrounding landscape. Such considerations will limit undue degradation of Lopez Island’s sense of place.

Conflicting Responses

Some routes were highlighted differently by individual map groups. Some groups felt that certain roads needed to be preserved without wider shoulders or separated paths and other groups marked the same road for such infrastructure. For example, many groups disagreed about the same route on Fisherman Bay Road between Hummel Lake and Davis Bay roads (Figures 23 and 24). The majority of these ambiguous results are concentrated in three places:

- Southeast near Mud Bay and Cape St. Mary;
- Southwest in the area around Center Church; and
- Between the ferry landing and Lopez Village.



Figure 23 Lopez Map Group 5, wider shoulders in SW Lopez (left). Map Group 3, roads to be preserved (right).

In light of Lopez Map Exercise Two responses, planning for future bike and pedestrian improvements on Lopez Island should include a mix of wider shoulders and separated multi-use paths. Additional public outreach to determine the local preference for site-specific projects will help determine the community desired approach. Map responses suggest that a north south route along Center Road is a desired location for future infrastructure improvements. The polling responses (Section II.B) and Map 7 (Section III.C.1) indicate no distinct preference for either wider shoulders or separated paths, but rather a combination. Visual impact and fit within the surrounding landscape could be minimized by utilizing a mix of both improvements. Minimizing visual impacts from these improvements will be important to preserve the sense of place on Lopez Island.

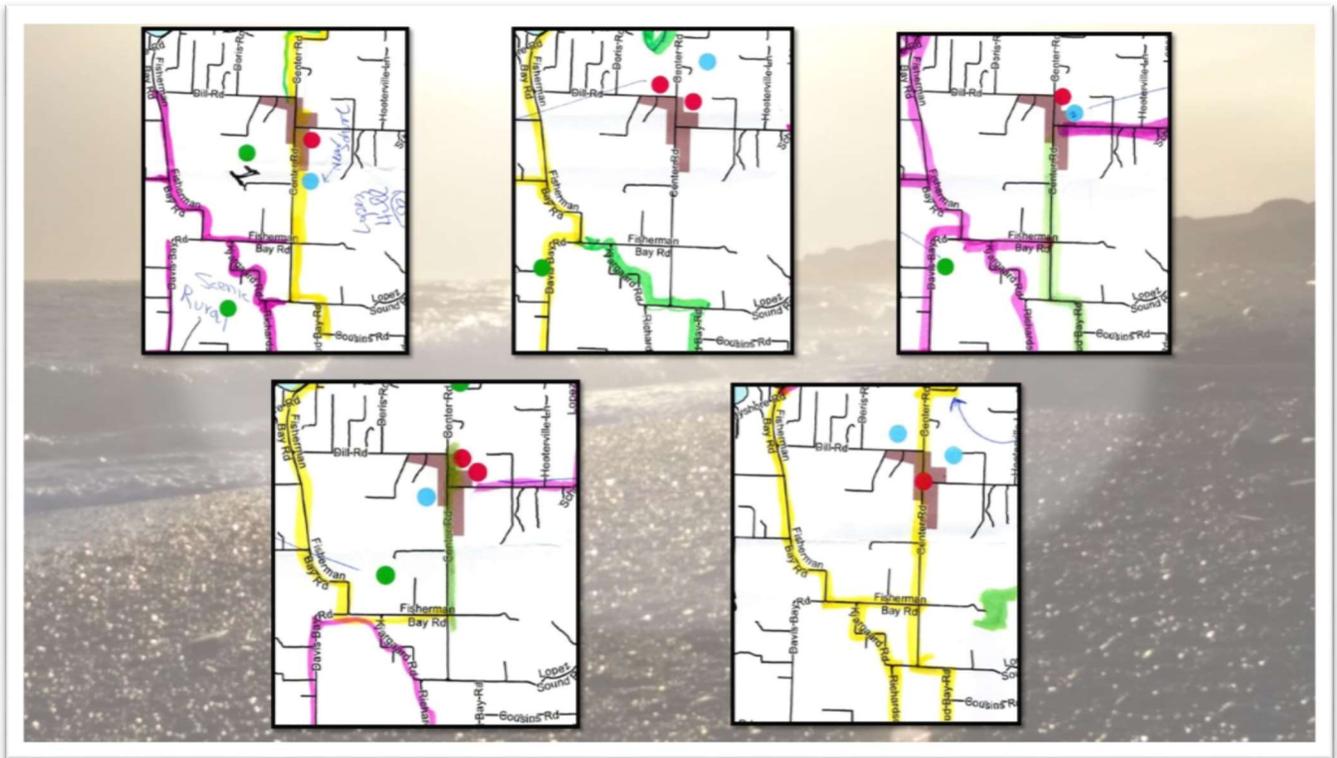


Figure 24 all five Lopez Map Groups' responses regarding the same area in southwest Lopez Island. Yellow highlighting for wider shoulders, green for separated paths, and pink for roads to be preserved for scenic qualities.

III.B.2 Orcas Workshop Map Exercise Two: Bicycle and Pedestrian

Map 8. Aggregated Orcas Workshop Responses to Map Exercise Two

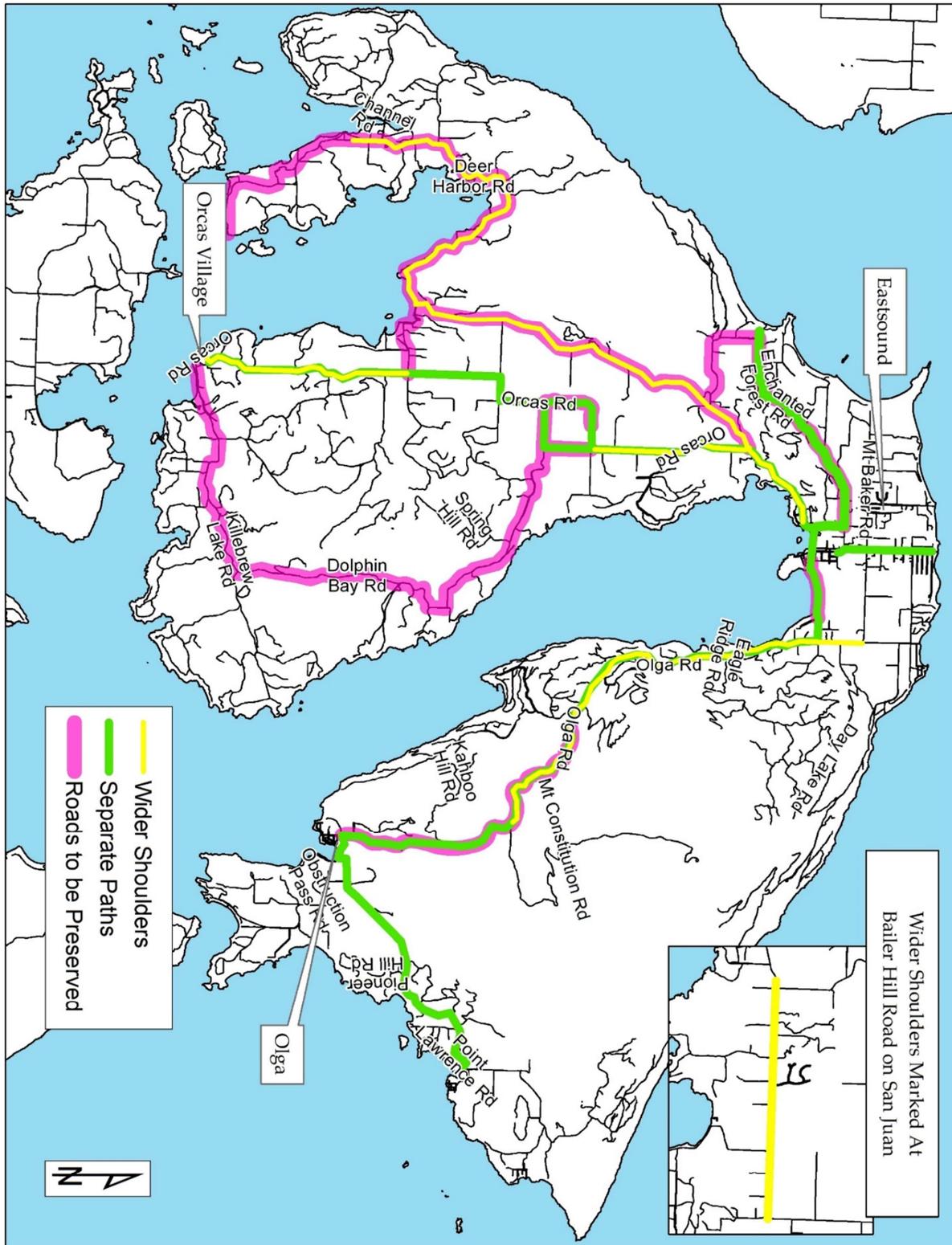


Table 23. Written Comments on Bicycle and Pedestrian Improvements – Orcas

Orcas	
Map Number	Comment
1	(Near Crescent Beach Road in Eastsound) Pedestrian Zone, some agree, some disagree
1	(Along Point Lawrence Road, between Olga and Doe Bay, dotted green line) Maybe?
1	(At Orcas Road, north of Nordstroms Lane) Keep narrow
1	(North of Crescent Beach Road in Eastsound) Expand to wetland.
1	Extra: Paths and Bikeways that don't follow existing roads is something we support.
1	(Near Mt. Baker Road) Too wide
2	(on Deer Harbor Road, near Westsound) Wider Shoulder
3	(Along Orcas Road) Put bike lane under power lines along arterials. <u>Agree</u>
3	Ban cars from Crescent Beach Road!
3	All roads should be safe for cycling the <u>car</u> is out of character with the countryside, not the bicycle! Bicycle paths along the roads <u>enhance</u> the rural character! Bicycle pathways encourage biking and walking pathways separate from the road and car should be everywhere.
3	Most contentious issue: bike accommodation (at first, then a resolution)
3	Various opinions! Lots of heated debate!
3	More ride-share pull-outs on Orcas – Encourage carpooling
3	Bike lanes – takes out too many mature trees/ weakens riparian and forest edges – historic trees must be preferred
3	(At Orcas Road north of Nordstroms Lane) 1 member of group would prefer wider road
3	(At Bailer Hill on San Juan) Need bike shoulder (meant yellow)
4	(Along Orcas Road, separate path indicated) follow the transmission right of way
4	(Between Orcas and Crow Valley roads) Exercise 2 follow electric transmission ROW
4	(Along Crescent Beach Road) Walkable environmental area
4	Delete/relocate Crescent Beach Road
4	(Along Main Street in Eastsound) Walkable street (no car traffic)
4	(Near Olga) Follow Transmission Right of Way where possible
6	We would like bike paths anywhere they can be put but not on shoulder of roads – separate paths.
6	No wider shoulders!
6	(At Crescent Beach Road) Walking Space!
6	Special attention to narrow dangerous road stretches – separate <u>path & road</u>
6	(Along Enchanted Forest Road) Bikes only

Discussion of Orcas Map Responses: Bicycle and Pedestrian

Map 8 on page 52, shows the pattern of response to Exercise Two from Orcas Island, which lacked a clear consensus among the map groups. Many routes indicated as ideal for bike and pedestrian transportation improvements by one group were marked as needing preservation by another. The

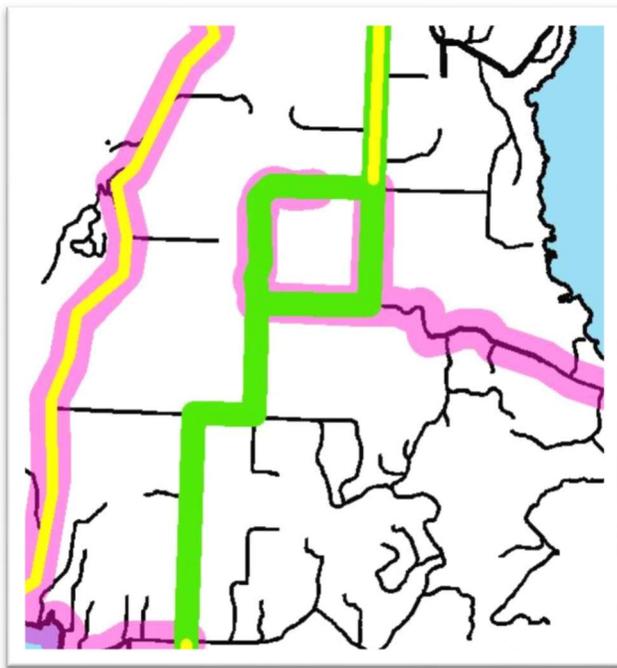


Figure 25 Orcas Road detail from Map 8 above

responses for the area of Orcas Road between Nordstroms Lane and Hawkins Road, shown in Figure 25, illustrate the ambivalence about one area. Some groups felt that Crow Valley Road should have a wider shoulder and others indicated it should remain the same. Along Orcas Road, groups indicated conflicting responses about what approach is best. This uncertain pattern of response to Exercise Two suggests that each project should include public outreach to determine the preferred approach on a per-project basis.

Two separate map groups suggested that separated multi-use paths along Orcas Road should use the existing power transmission line rights-of-way (Figure 28). Orcas Map Group 4 recommended this for the entire length of Orcas Road, from Orcas Village to Eastsound (Figures 26, 27 and 28). Orcas Map Group 3 indicated that this was a point of consensus (Figure 26). The consensus for this item in Map Group 3 is of note because in two separate comments in Table 23 of this section, they pointed out that Exercise Two was contentious within their map group.

Orcas Map Group 3 suggested that separated multi-use paths along Orcas Road should use the existing power transmission line rights-of-way (Figure 28).

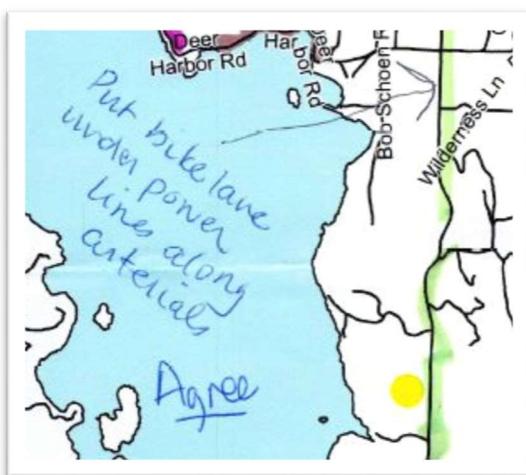


Figure 27 Detail from Map Group 3

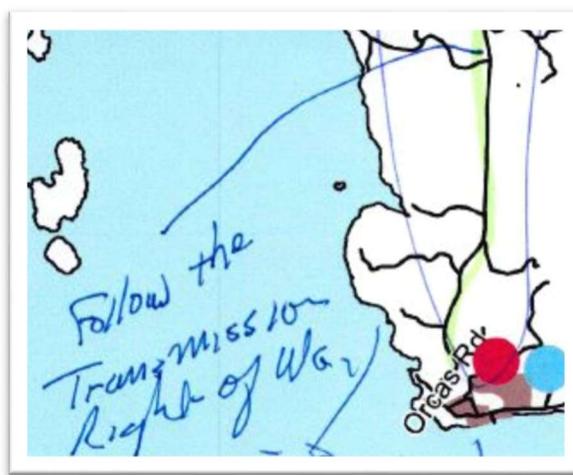


Figure 26 Detail from Map Group 4



Figure 28 Orcas Map Group 4 detail

Another area where some degree of consensus was found is on the stretch of Olga Road between Crescent Beach Drive and Rosario Road. Groups had differing preferences for wider shoulders or separated paths on this stretch but were not opposed to possible improvements along this span of road. Further east of Rosario Road along Olga and Point Lawrence roads, the uncertainty resumes. The indecision was not only within the aggregated responses but also within some individual map groups. In Figure 29, for example, Map Group 1 was unsure about placing a path along Point Lawrence Road between Olga and Doe Bay.

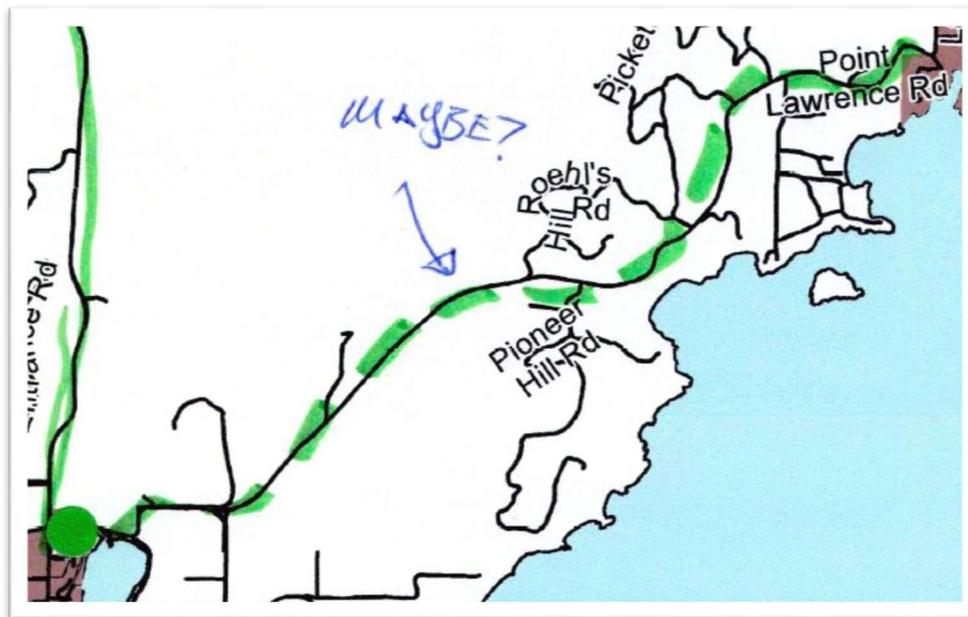


Figure 29 Orcas Map Group 1 map detail

Map Exercise Two proved challenging for several of the map groups. There is no apparent consensus where to put bike and pedestrian infrastructure on Orcas Island. Map group responses showed a lack of preference for wider shoulders or separated multi-use paths. In fact, map groups 3 and 6 did not place any wider shoulders on Orcas. Orcas Map Group 6 even commented that they did not want any wider shoulders (Figure 30). Map Group 3 did place a wider shoulder on Bailer Hill Road on San Juan Island (Figure 31). The lack of consensus suggests that additional public outreach will help determine the community opinion on bicycle and pedestrian infrastructure.



Figure 30 Orcas Map Group 6 detail



Figure 31 Orcas Map Group 3 detail

Table 24. Written Comments on Bicycle and Pedestrian Improvements – San Juan

San Juan	
Map Number	Comment
3	(Along Roche Harbor Road) More bike path
3	(Along West Valley Road, see Figure 32) Bike Paths Everywhere
5	Mud Bay Road from South End Store to Vista Road is extremely hazardous to bicyclists. There is no other route to take.
5	The curves on Center Road north of the school by Midnight’s Farm are hazardous.



Figure 32 San Juan Map Group 3 bike paths comments

Discussion of San Juan Map Results: Bicycle and Pedestrian

Map 9 on page 57 depicts the aggregated San Juan workshop responses to Map Exercise Two and identifies several roads as ideal for bicycle and pedestrian improvements. These roads are:

- Roche Harbor Road;
- West Valley Road; and
- Bailer Hill Road.

Three roads on San Juan Island were marked as potential locations for separated multi-use paths only. These roads are:

- San Juan Valley Road and
- Cattle Point Road.

Three areas were marked with conflicting responses by different groups. The roads with differing responses are:

- Pear Point Road;
- Beaverton Valley Road; and
- West Side Road.

San Juan workshop participants identified a handful of roads on Lopez and Orcas for bicycle and pedestrian improvements. San Juan workshop participants highlighted Center and Port Hardy roads on Lopez Island and Orcas, Crow Valley, and Olga Roads on Orcas Island. These responses are shown in insets on Map 9. Discussion of responses to Map Exercise Two on Orcas and Lopez islands is included in Sections III.B.1 and III.B.2 of this report.

Roche Harbor Road

The entire stretch of Roche Harbor Road from Friday Harbor to Roche Harbor Resort was identified as a good location for either wider shoulders or separated multi-use paths. San Juan Map Groups 1 and 3 highlighted this entire road for separated paths (green highlighting). Map Group 2 highlighted all of Roche Harbor Road for wider shoulders (yellow highlighting). Map Group 4 highlighted Roche Harbor Road to its intersection with West Valley Road for wider shoulders and the remaining stretch to the resort for a separated path (Figure 33).



Figure 33 San Juan Map Group 4 response on Roche Harbor Road

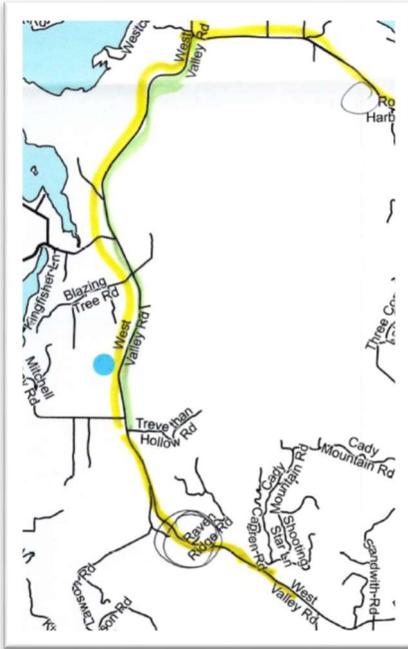


Figure 34 San Juan Map Group #2 West Valley Road

West Valley Road

West Valley Road was identified for separated paths and/or wider shoulders from its intersection with Boyce Road to where it meets Roche Harbor Road. San Juan Map Group 2 highlighted this stretch of West Valley Road for wider shoulders *and* marked some of this road for separated paths (Figure 34). Map Groups 3 and 4 marked this stretch of West Valley Road for separated paths. Map Group 3 included the written comment “bike paths everywhere” (Table 24, page 58). Map Groups 1 and 5 did not comment on West Valley Road.

Bailer Hill Road

Douglas to Bailer Hill roads were other stretches of roads that several San Juan map groups identified for potential bike and pedestrian infrastructure. This route runs along the east and south of San Juan Valley, skirting an area with large, rural parcels. San Juan Map Group 1 identified only Bailer Hill Road for a separated path, with a connection to Cattle Point Road via Little Road. Map Groups 2, 3 and 4 all identified Douglas *and* Bailer Hill roads for separated paths.

Map Group 3 also indicated wider shoulders on the same segment of road. The aggregated responses for this area are shown in Figure 35 below.

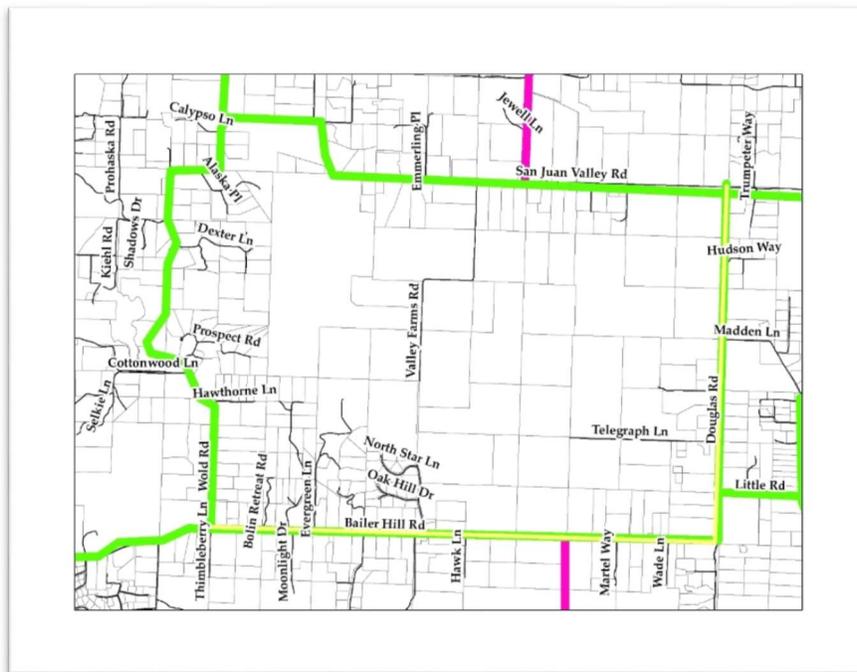


Figure 35 Detail from Map 9, responses near Bailer Hill Road

San Juan Valley Road

San Juan Map Groups 1, 3, and 4 identified San Juan Valley Road as an ideal location for a separated multi-use path. San Juan Valley Road runs from Friday Harbor to Boyce Road, eventually connecting with West Valley Road. This route is one of four primary options for leaving Friday Harbor to get to the west side of the Island.

Cattle Point Road

All four San Juan map groups identified Cattle Point Road for a separated multi-use path. Two of the groups stopped at the entrance to American Camp. A route from Friday Harbor to American Camp is likely an ideal route specifically for a separated path given the consensus among all map groups.

Roads to be Preserved

Only Map Group 4 marked roads on San Juan as needing to be preserved without improvements (pink highlighting). This led to three roads to be marked with conflicting responses by two or more workshop groups. Pear Point, Beaverton Valley and West Side roads were marked with conflicting responses. Map Group 4 also marked False Bay Drive to be preserved, none of the other map groups marked False Bay Drive at all. The four roads marked to be preserved by Map Group 4 are routes known for their scenic quality and near places marked in Exercise Three (Map 13, page 77).

III.B.4 Shaw Workshop Map Exercise Two: Bicycle and Pedestrian

Map 10. Aggregated Shaw Workshop Responses to Map Exercise Two

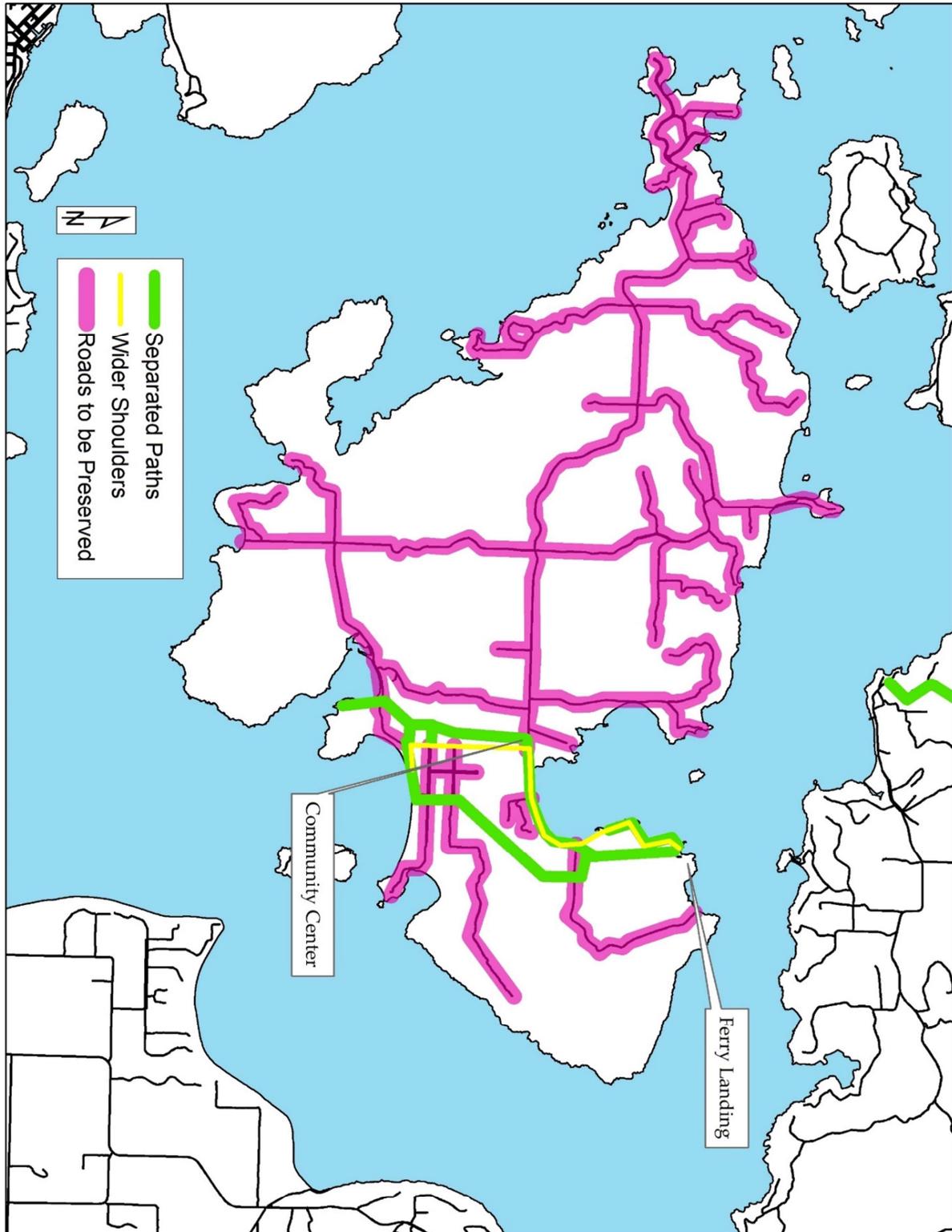


Table 25. Written Comments on Bicycle and Pedestrian Improvements – Shaw

Shaw	
Map Number	Comment
1	(Connecting ferry dock with the County park) Walking trail would be nice
1	(Along Hoffman Cove Road between Neck Point and Hix Bay roads) SUPT Ellis Preserve Walking Trails
1	As Shaw residents, it would be excellent to take a ferry to Orcas <u>without</u> a car, yet have a means to go to Eastsound.
2	(Along Hoffman Cove Road between Neck Point and Hix Bay roads) Interconnected walking trails
2	(Along Blind Bay Road at Cemetery Hill, see Figure 36) Bike Pullout

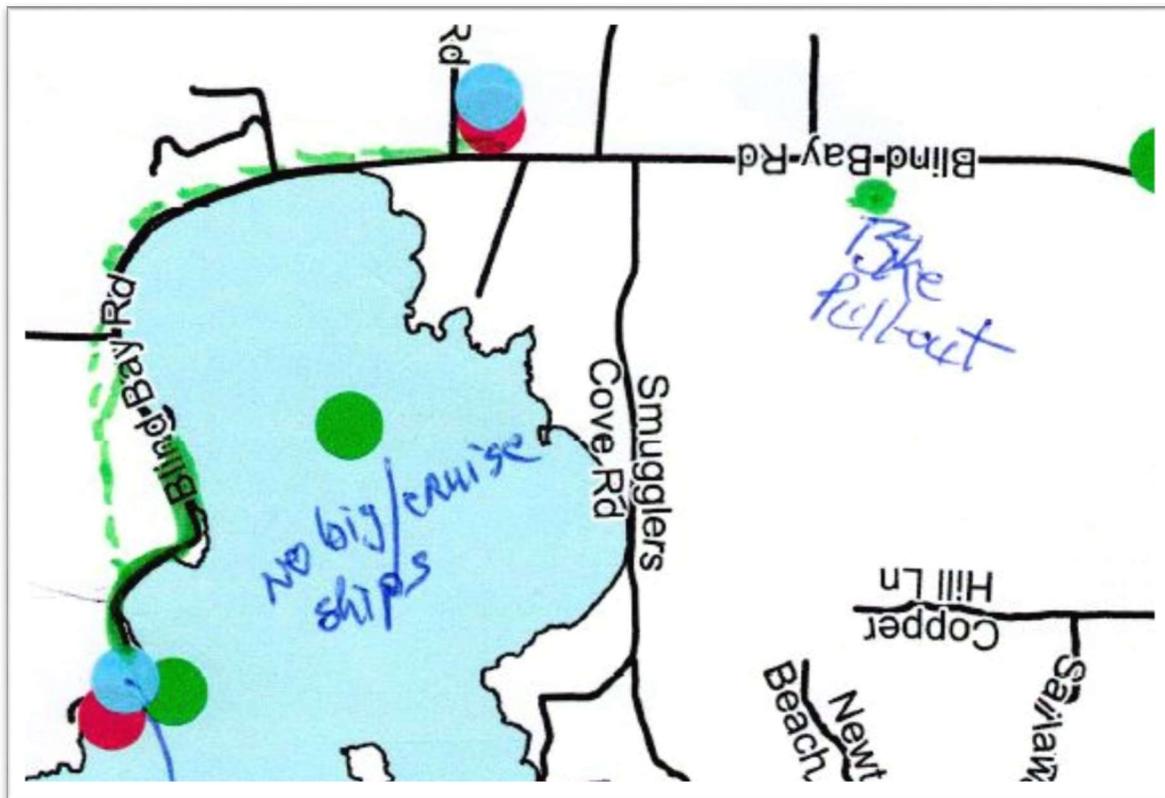


Figure 36 Shaw Map Group 2 bike pullout comment

Discussion of Shaw Workshop Responses to Map Exercise Two: Bicycle and Pedestrian

Shaw workshop participants identified two potential routes for bicycle and pedestrian infrastructure in Map Exercise Two. They were oriented around connecting the Shaw ferry landing with the Shaw Community Center and County Park. The majority of the remaining roads were marked to be preserved as-is. The pattern of response to Map Exercise Two suggests that participants were interested in only minimal infrastructure improvements.

Blind Bay Road to Squaw Bay Road

The area of Blind Bay Road from the ferry landing to its intersection with Squaw Bay Road was marked by two of the three map groups for a separated multi-use path. Map Group 3 identified this route for both a separated path and a wider shoulder in the same area. This stretch of road closely follows the shoreline, has several sharp turns, and stretches without room for both cars and bicycles. It connects the ferry landing and the Shaw Community Center and is a midway point between the ferry landing and the County Park.



Figure 37 Aerial photo of a sharp turn on Blind Bay Road

Map Group 1 did not mark this stretch of Blind Bay Road at all. Map Group 2 only marked the first approximate half-mile of this route for a separated path and marked the rest of this route with a dashed green line. Approximately the first half-mile of Blind Bay Road has the most significant sharp turns in this section of the road, including the turn shown in Figure 37.



Figure 38 Shaw responses to Map Exercise Two

Squaw Bay Road to Shaw County Park

Figure 38 shows the variety of responses Shaw map groups had regarding the area from the Shaw Community Center and County Park. Written comments from Map Group 1 expressed an interest in walking trails only. Map Group 2 did not indicate an interest in adding bicycle and pedestrian infrastructure to this route. Map Group 3 added both wider shoulders and a separated path along Squaw Bay Road.

Roads to be Preserved

Only Map Group 3 marked any roads on Shaw to be preserved. They marked every road except for Blind Bay and Squaw Bay roads, which they marked for wider shoulders and separated multi-use paths. Overall, there is probably not a lot of interest in development of bicycle and pedestrian paths throughout most of Shaw. Additional public outreach would be needed to identify what routes the Shaw community prefers.

Discussion of Waldron Workshop Responses to Map Exercise Two

Waldron workshop participants did not provide responses to Map Exercise Two.

III.C. Map Exercise Three: Sense of Place

In Map Exercise Three, participants discussed sense of place and lands to be preserved as-is without any significant changes. Respondents used green dots place their responses on the map. Map groups could place responses both on their home island and throughout the County. Each map group could place no more than six green dots on their map.

Sense of place refers to spaces with a strong identity, felt by both residents and visitors. Spaces with a strong sense of place would include established neighborhoods, places with unique historical value, scenic areas, or significant forestry and agriculture land. Places like West Side Road on San Juan with its beautiful views, Lopez Village's unique character and scale of development, or the ferry landing at Orcas Village and the distinctive buildings there; each contribute to the Islands' sense of place. The places identified represent places the map groups considered central to the identity of the islands. There appeared to be some variations in how respondents interpreted the question. Some responses were placed in places that are existing preserves and some were placed in environmentally sensitive areas or other places that may not correlate directly to sense of place. For this report, the responses where interpreted generally as places that are important and valued.

Maps 11 through 15 show the aggregated responses from each island workshop. Typically, the workshop map groups placed responses on their home island; responses throughout the County are presented in map insets for each aggregated map.

Connection to Electronic and Online Polling

There was not a poll question specifically asked about sense of place.

III.C.1. Lopez Workshop Map Exercise Three: Sense of Place

Map 11. Aggregated Lopez Workshop Responses to Map Exercise Three

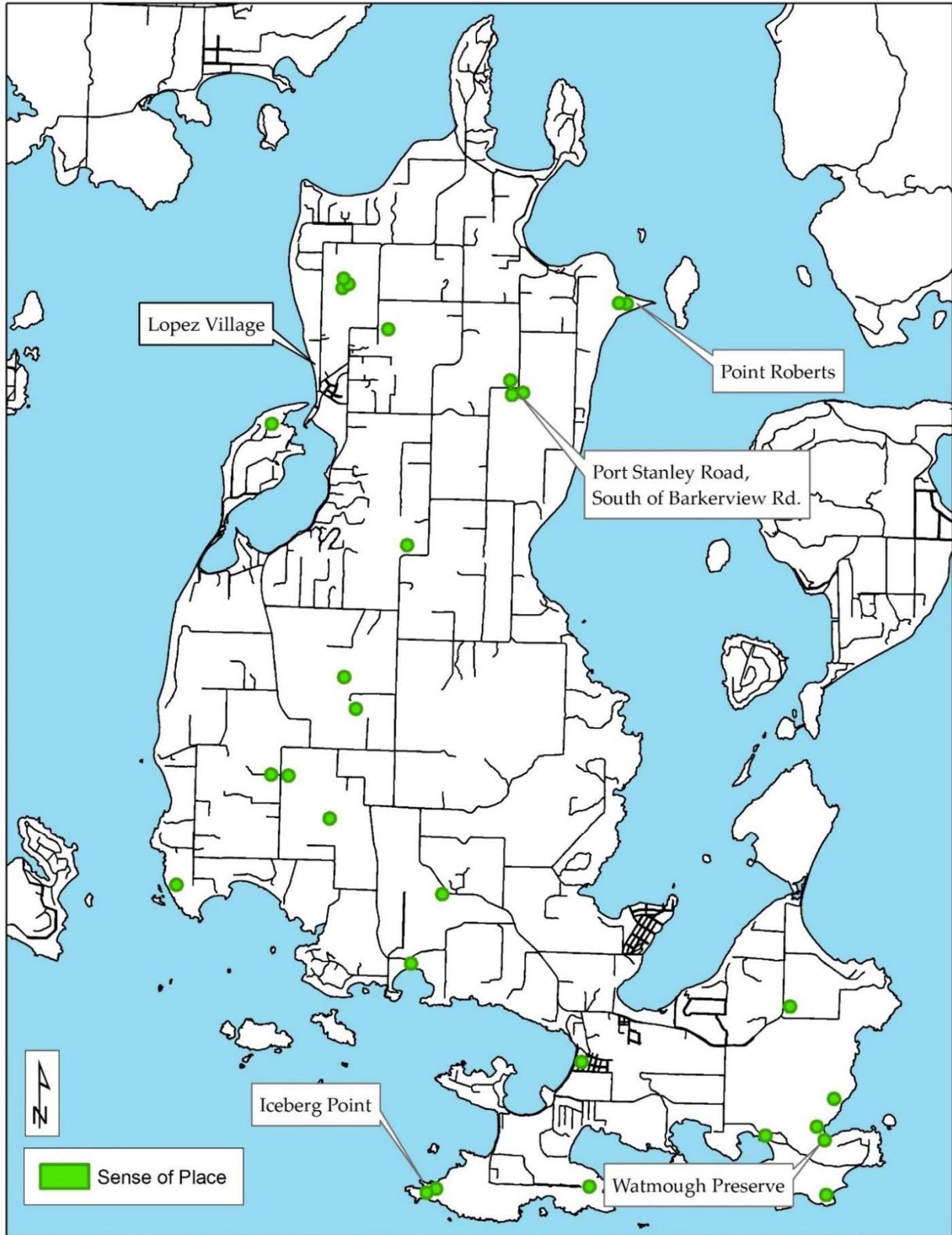


Table 26. Written Comments on Sense of Place – Lopez

Lopez	
Map Number	Comment
1	Agricultural heritage & the character of the community as a working agricultural community.
1	(Preserve) Vineyard and agricultural valley
1	(At Davis Point) Can we preserve this?
1	Rural ag. Scenic and culturally valued.
1	(Near Watmough) Scenic and public hikes etc.
1	(Preserve) Center Church
2	Center Church and Cemetery
3	(North of Lopez Village, between Fisherman Bay Road and Lopez Road) Rural agricultural valley with long views.
3	(Figure 39) Country church, pictorial vista
4	Center Valley Farmland
4	(Between Port Stanley Road and Bakerview Road) Agricultural, Horse Drawn Farm, Sweet Grass Farm
4	Ran out of green dots, Center Church very historical



Figure 39 Lopez Map Group 3 country church comment

Discussion of Lopez Workshop Responses to Map Exercise Three: Sense of Place

Map 11 shows workshop respondents identified many places on Lopez that are central to the Island's sense of place. Several places have a tighter grouping of marks:

- North of Lopez Village between Lopez Road and Fisherman Bay Road;
- Point Roberts;
- On Port Stanley Road, south of Bakerview Road;
- In the valley around the intersection of Fisherman Bay and Davis Bay roads;
- Near Watmough Preserve (Figure 42); and
- At Iceberg Point (Figure 40).

In general, sense of place is often correlated with features of the built environment such as public spaces like the park and water tower in Lopez Village or recognizable buildings like Grace Church on Fisherman Bay Road. However, the majority of the responses from this exercise are not linked with components of the built environment on Lopez. Sense of place on Lopez seems to be linked to idyllic rural views and the island's natural features rather than features of the built environment. Center Church near the north end of Davis Bay Road was the only element of the built environment identified as important to Lopez's sense of place.

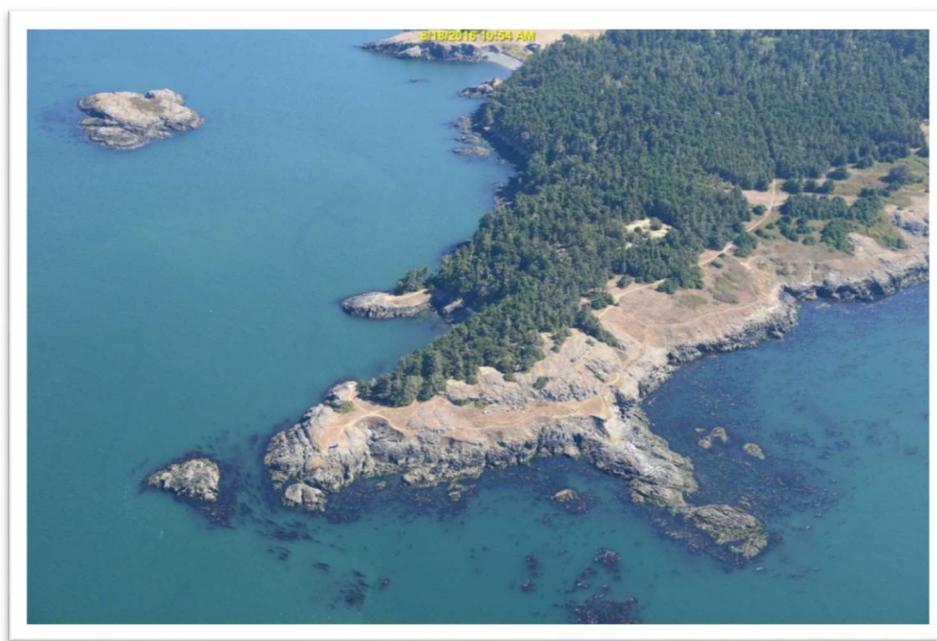


Figure 40 aerial photo of Iceberg Point¹⁵

¹⁵ (Washington State Department of Ecology 2016)

Many of the written comments for this exercise highlight the importance of scenic areas, particularly places with rural open space. An example from Map Group 1 is shown in Figure 41.

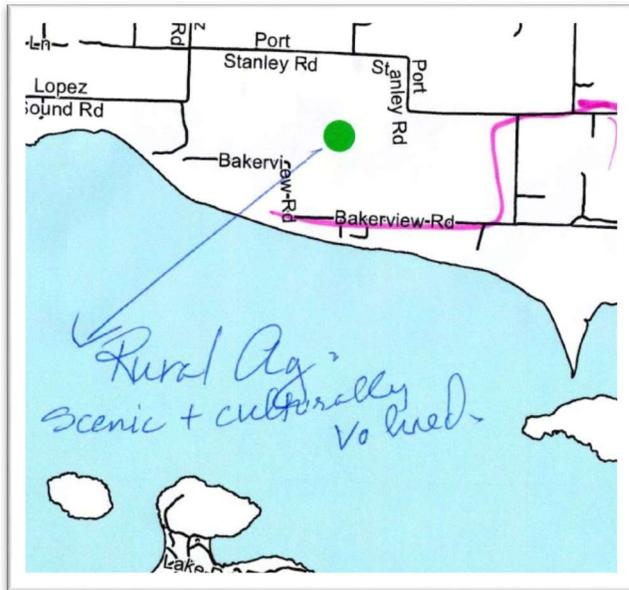
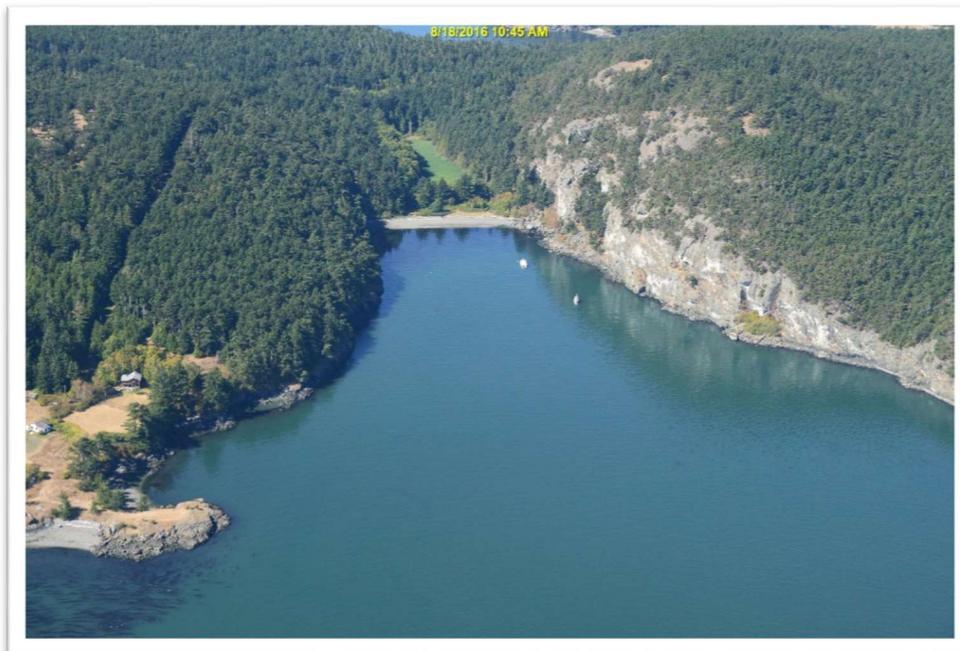


Figure 41 detail from Lopez Map Group 1

Future land use decisions should consider of the impact to the identified vistas to avoid negatively affecting the existing sense of place on Lopez. The groupings in Map 11 indicate that inland views of rural valleys are equally valued with shoreline viewpoints. Preserving view corridors and scenic qualities of rural areas should be a focus of any effort to maintain sense of place on Lopez Island.

Lopez workshop responses suggest that road design is one area that can influence sense of place on Lopez Island. Responses to Map Exercise Two about bicycle and pedestrian improvements (Section III.B.1, page

47) suggest that many roads should be preserved for their scenic qualities around or near areas important for sense of place. Transportation considerations in the future must contemplate scenic qualities in the areas marked in Map Exercise Three and the impact road design may have on the scenery.



The Comprehensive Plan addresses open space and scenic resources in the Land Use Element. Comprehensive Plan B.2.2.I states:

2.2.I Open Space and Scenic Resources

Goal: To protect and conserve open space and scenic resources.

Policy:

1. Protect open space and scenic resources identified in the County Open Space and Conservation Plan through implementation of a variety of conservation techniques including fee acquisition, conservation easements, incentives, overlay districts, purchase, retirement, or transfer of development rights, and education programs.

This policy is general and does not identify specific mechanisms intended to preserve scenic resources. During the Plan update, addressing this policy to address preservation of scenic resources with more specificity would bolster Lopez Island's sense of place.

Road design and construction is addressed in the Plan's Transportation Element with policies 6.5.A.7 through 6.5.A.15. Policies 7 and 8 of this section are directed at the scenic quality of roads, these policies state:

7. Develop and adopt County road standards that meet minimum WSDOT and other applicable agency requirements. The standards should protect rural character, provide for safety, the types and intensities of land uses to be served, volumes of traffic and transportation modes to be accommodated, and planning principles contained in the 1995 Scenic Road Manual. These principles include the design and planning guidelines addressing the protection of rural character and aesthetics.

8. Support road designs that follow the goals and guidelines in the 1995 Scenic Road Manual until they are superseded by Council adopted road standards described in item 7 above. While safety of County roads is a primary concern, the design, construction, and maintenance of roads and right-of way trails should minimize adverse impacts on the scenic character of roadways that is provided by roadside trees, brush and terrain, the routes themselves and vistas from them.

III.C.2. Orcas Workshop Map Exercise Three: Sense of Place

Map 12. Aggregated Orcas Workshop Responses to Map Exercise Three

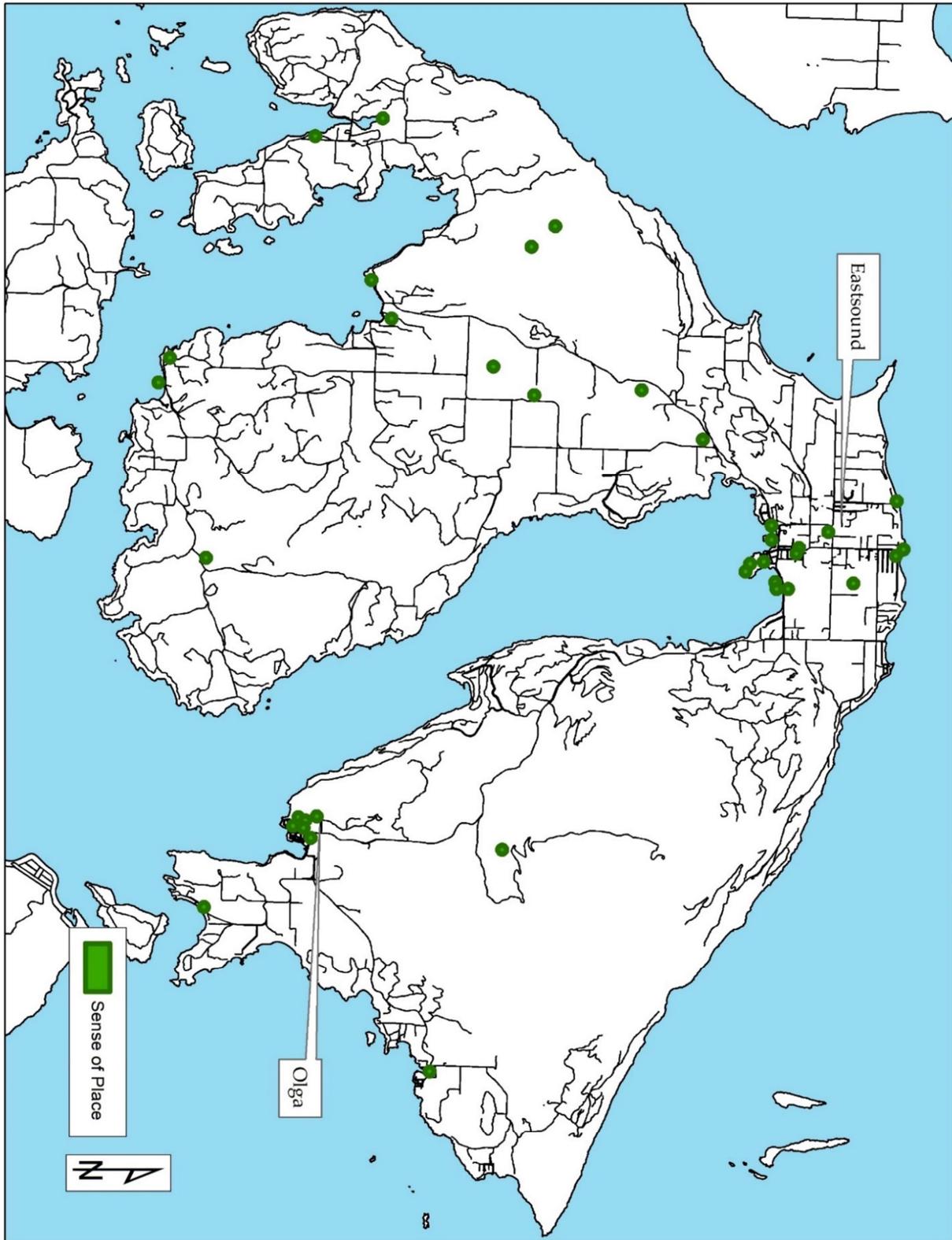


Table 27. Written Comments on Sense of Place – Orcas

Orcas	
Map Number	Comment
1	Cayou Slough
1	(Two miles west of Orcas Village) Killebrew Lake
1	(At Orcas Ferry Landing) Preserve Character of Marina
1	(Near Mt. Baker Road, east of Eastsound) Heritage Site
1	(Near Mt. Baker Road, east of Eastsound) Some don't agree. Keep open space in front of barn. Housing behind?
1	(Near the intersection of Crow Valley and Orcas roads) Fowlers Pond
1	Olga: preserve sense of space while allowing for development
2	(At Crescent Beach Road, east of Eastsound) Crescent Beach, consider removing road
2	(On Main Road, near Eastsound Waterfront Park) Eastsound Waterfront
2	(At Turtleback Mountain) Turtleback <3 <3
2	(At Moran State Park) The whole park <3 <3 <3 <3
3	Not enough dots! More places could have been indicated. Not just 6.
3	(North and south of Eastsound) Protect eelgrass beds
3	Not really enough green dots!
3	UGA – wind tunnel
3	Preserve forests and wtld. Forests on N. Shore in UGA – <u>wind break</u>
3	<u>Shoreline/wetlands</u> (Eastsound Swale) green dots places
4	(On Crow Valley Road, south of West Beach Road) Coffelt
5	Deer Harbor
5	Crow Valley
5	Eastsound Village
5	Madrona Pt.
5	(At Olga) w/ store/restaurant
5	(At Moran State Park) All park

Discussion of Orcas Workshop Responses to Map Exercise Three: Sense of Place

Orcas workshop respondents to Map Exercise Three spread their 36 responses regarding sense of place throughout Orcas Island. Eastsound and Olga received the most responses. Five other areas receiving more than one response include:

- Crow Valley between Crow Valley and Orcas roads;
- Turtleback Mountain Preserve;
- Deer Harbor;
- Westsound; and
- Orcas Village.

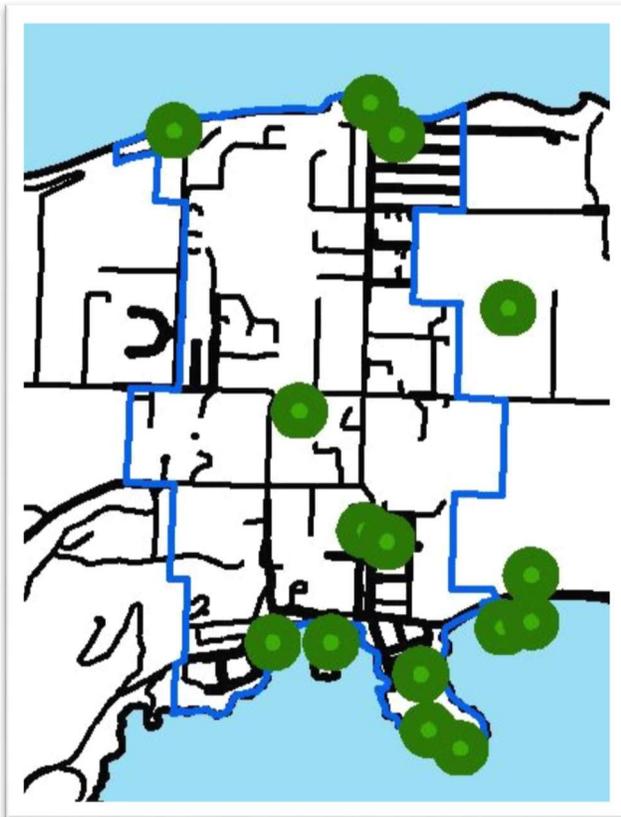


Figure 43 Detail of area near Eastsound UGA from Map 12 above

Moran and Obstruction state parks, Killebrew Lake, and Doe Bay received one response each. The highest concentration of responses were in Eastsound shown in Figure 43.

Eastsound

Fifteen responses were placed near Eastsound. Two of the responses were in the Eastsound commercial core, around North Beach Road and Prune Alley. Two responses were placed at the northern end of North Beach Road and another at the end of Blanchard Road. There is shoreline access at both of these locations. Another response was placed near the intersection of Lover's Lane and Mt. Baker Road. Two green dots were placed along the waterfront at the south of Eastsound. Three responses were placed at both Madrona Point and the Land Bank property along Crescent Beach Road. One place was indicated east of the UGA, north of Mt. Baker Road, and west of Weber Lane, Map Group 1 included the note "heritage site" and "some don't agree" (Table 27, page 73).

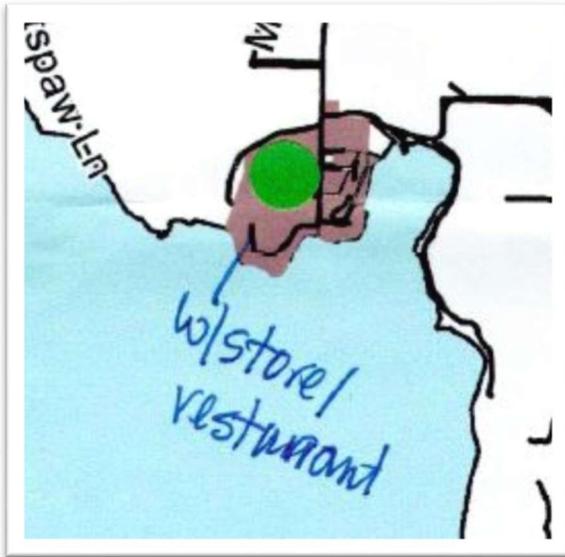


Figure 44 Map Group #5 detail near Olga

Olga

Six other responses were clustered around Olga. Every map group identified Olga as being important to Orcas’ sense of place. Most groups did not provide additional comments to clarify the particular aspect of Olga that is important for the sense of place. Map Group 5 did provide one comment: “w/ store/restaurant”, see detail in Figure 44.

Crow Valley

Four responses were placed between Crow Valley and Orcas roads. Key features of this area are scenic views of the pastureland of Crow Valley. Two groups identified the San Juan County Land Bank’s Coffelt Farm preserve. Map Group 1 placed a response at the Land Bank’s Fowler’s Pond Preserve near the intersection of Crow Valley and Orcas roads (Figure 45). The agrarian vistas in the Crow Valley area should be considered as central components of Orcas’ sense of place.

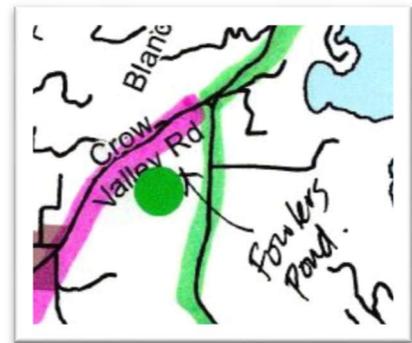


Figure 45 Map Group 1 detail

Turtleback Mountain and Moran State Park

Both Turtleback Mountain Preserve and Moran State Park were identified as spaces with important sense of place to Orcas workshop participants. Some groups did not place a green dot at these locations but indicated their appreciation of these places with comments on their maps, an example from Map Group 2 is shown in Figure 46. Moran State Park is designated Conservancy.

Because San Juan County does not have a parks/open-space specific land use designation, many of the places that would be so designated are designated Conservancy. The San Juan County Comprehensive Plan at policy 2.4.A(1) defines the Conservancy land use designation as:

1. Areas which are characterized by one or both of the following criteria may be designated as Conservancy on the Comprehensive Plan Official Maps:
 - a. areas possessing valuable natural features or resources which will tolerate only minimal disturbance of the existing terrestrial or freshwater environments; or

- b. areas possessing scenic, historical, or recreational qualities of considerable local, regional, state or national significance which would be adversely affected by extensive modification or intensive use.

The Land Bank's Turtleback Mountain Preserve on the western peninsula of Orcas is designated as Forest Resource. The Plan, in policy 2.3.D(5)(b)(1) defines Forest Resource as:

(1) Lands which are characterized by the following criteria may be designated Forest Resource Lands:

- i. are in Forest Land Grades 1-5 on the Department of Natural Resources Private Forest Land Grades map;
- ii. parcels are twenty acres or larger, or of a size meeting the Washington State requirements for timber open space designation;
- iii. are in a tax deferred status of Designated Forest Land or Open Space-Timber, or are state trust lands under forest management; and
- iv. are being managed for the long-term production of forest products with few non-forest related uses present

The Turtleback Mountain preserve may be a candidate for re-designation to Conservancy. This re-designation could be a means to protect further this area's value to Orcas' sense of place. Map Exercise three responses suggest that this place's value to residents is not as resource land for timber harvest, but as a scenic recreational natural area.



Figure 46 Map group 2 comment on Turtleback Preserve

III.C.3. San Juan Workshop Map Exercise Three: Sense of Place

Map 13. Aggregated San Juan Workshop Responses to Exercise Three

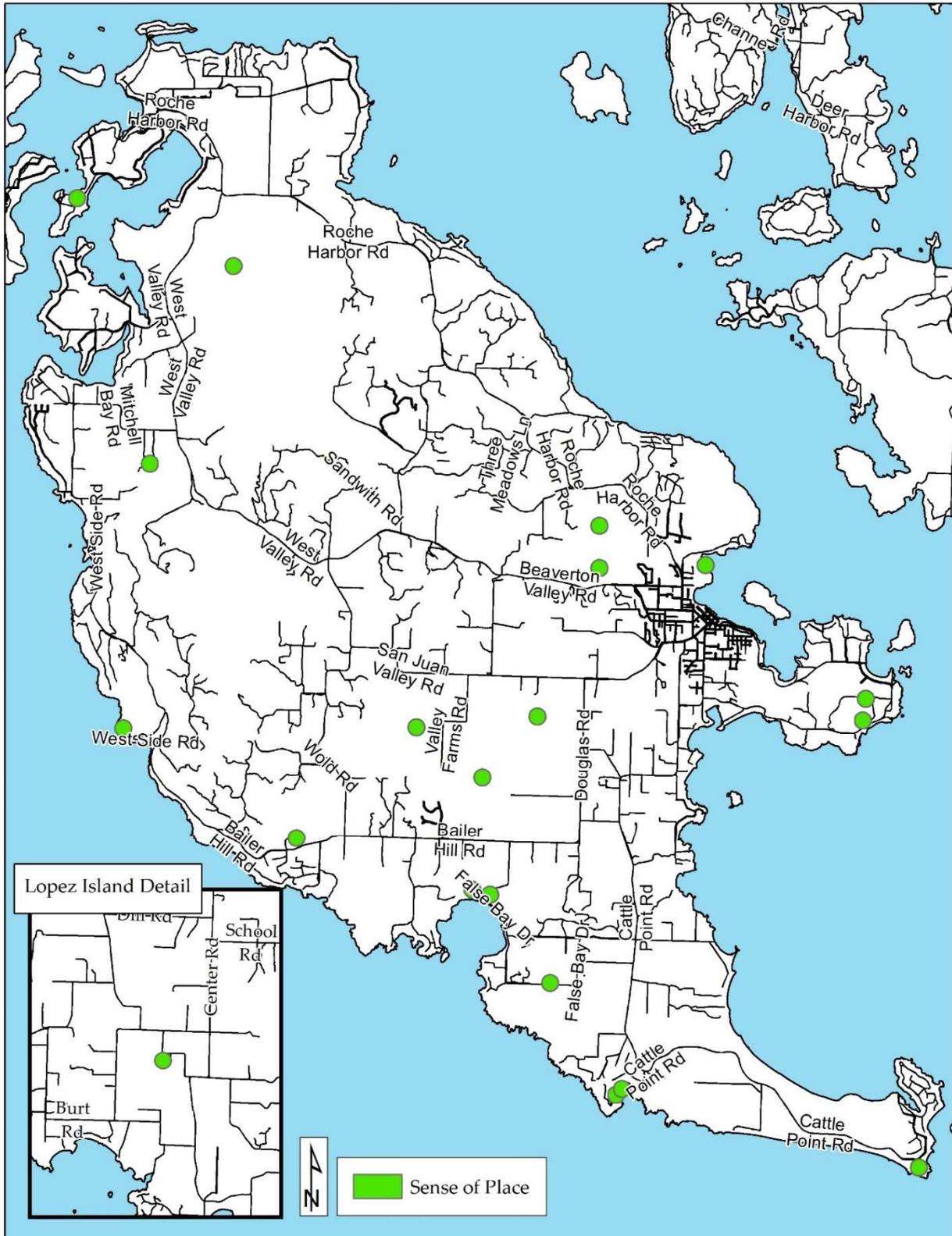


Table 28. Written Comments on Sense of Place – San Juan

San Juan	
Map Number	Comment
1	(Beaverton Valley) Marsh and upland forest
1	(Beaverton Valley) Farm land
1	(south of Roche Harbor, east of English Camp) Large undeveloped forest
1	(between Bailer Hill and San Juan Valley Roads) agricultural land, rural undeveloped character
1	(southwest corner of Lopez Island) rural farm land
3	Preserve rural character with more ARL
3	(at Lime Kiln State Park) Lime Kiln
3	(Along Bailer Hill Road) Hannah Heights
3	San Juan Valley Area
3	Limit Dev. On Pear Point
3	(At Eagle Cove) Beach
4	(at the end of Cattle Point Road, see Figure 47) Lighthouse

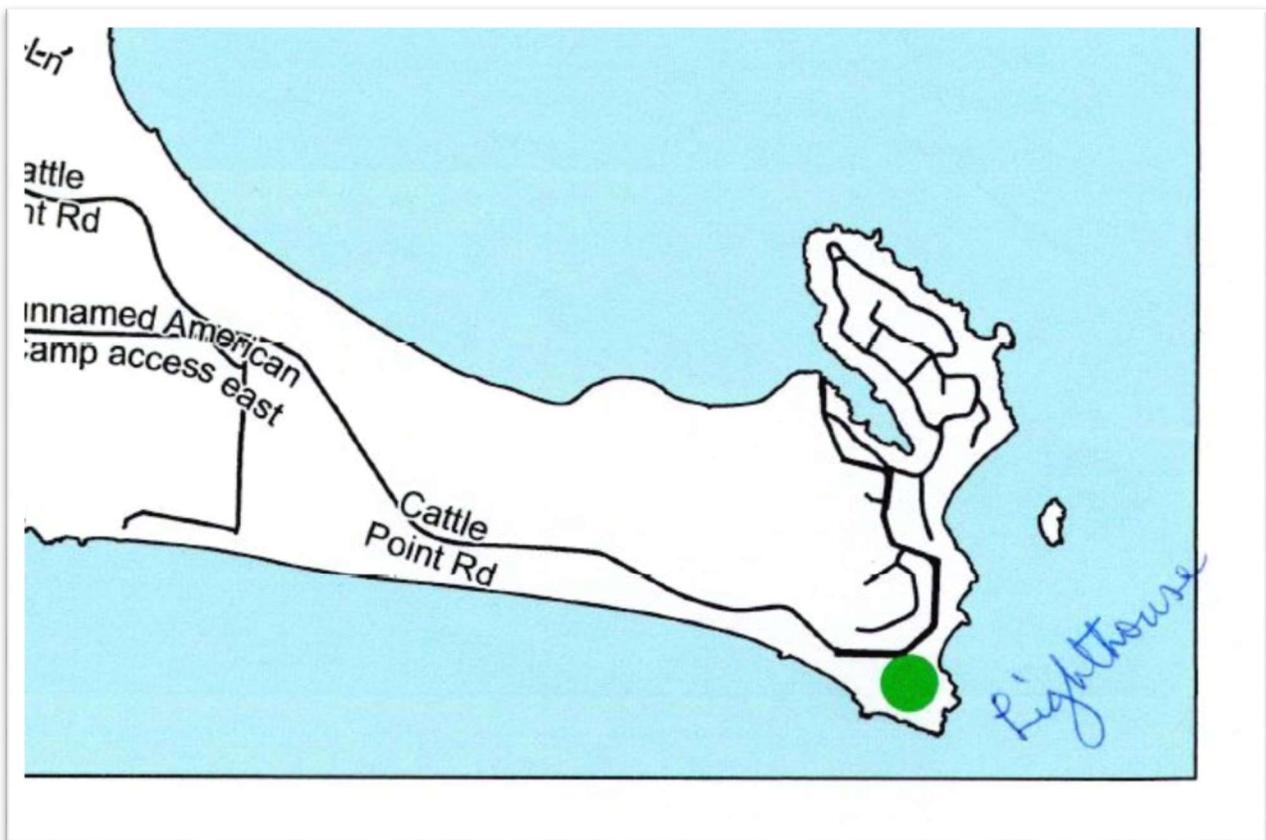


Figure 47 San Juan Map Group 4 lighthouse comment

Discussion of San Juan Workshop Responses to Map Exercise Three: Sense of Place

San Juan workshop responses to Map Exercise Three are shown on Map 13 on page 77. San Juan workshop participants identified five areas on San Juan Island with multiple responses: Beaverton Valley, San Juan Valley, Pear Point, False Bay, and Eagle Cove. Nine other places identified in Map Exercise Three received one response each.

Rural Views and Pastoral Landscapes

Six responses were placed near areas characterized by rural views and pastoral landscapes. The areas around Beaverton Valley and San Juan Valley roads received two and three responses respectively. A single response was placed near the intersection of Mitchell Bay and Fieldstone roads. These areas are characterized by views of rural open space and pastoral landscapes. The importance of agriculture and the related rural views were echoed in the written comments in Table 28 above. One comment shown in Figure 48 was placed near San Juan Valley stated ‘agricultural land, rural undeveloped character’. These responses appear to link the concept of rural character and sense of place.

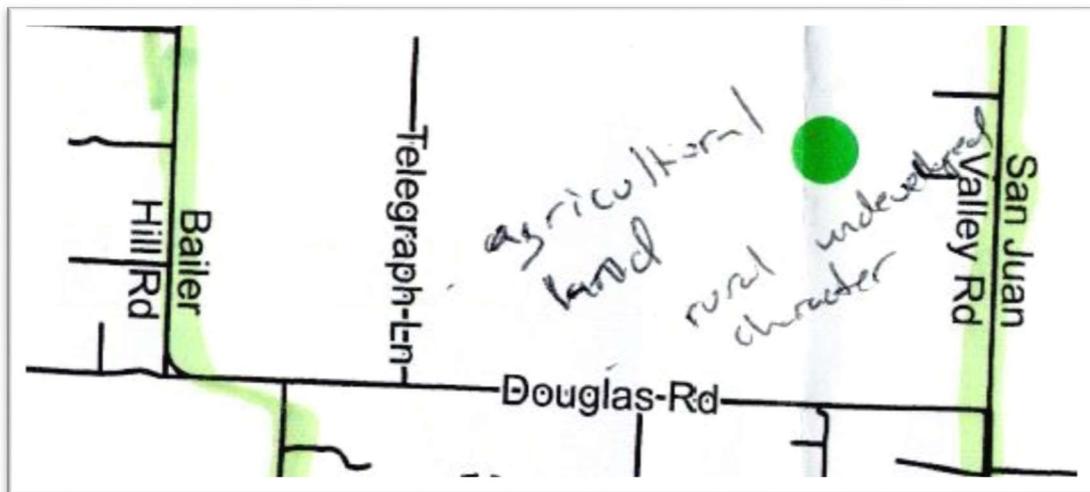


Figure 48 Map Group 1 comment near San Juan Valley

Rural character is defined in San Juan County Code (SJCC) 18.20.180 “R” definitions as:

“Rural character” means a quality of the landscape dominated by pastoral, agricultural, forested, and natural areas interspersed with single-family homes and farm structures. Rural character refers to the patterns of land use and development established by the Comprehensive Plan:

1. In which open space, the natural landscape, and vegetation predominate over the built environment;

2. That foster traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas;
3. That provide visual landscapes that are traditionally found in rural areas and communities;
4. That are compatible with the use of the land by wildlife and for fish and wildlife habitat;
5. That reduce the inappropriate conversion of undeveloped land into sprawling, low-density development;
6. That generally do not require the extension of urban governmental services; and
7. That are consistent with the protection of natural surface water flows and groundwater and surface water recharge and discharge areas¹⁶.

The patterns of development Beaverton Valley, San Juan Valley, and the area near Mitchell Bay and Fieldstone roads seem to fit within how the County defines rural character. The goals and policies for Rural and Resource Lands found in the Land Use Element bolster sense of place by supporting rural character.

San Juan Valley and Mitchell Bay Road area are both designated Agricultural Resource (AG) on the Comprehensive Plan official maps. The AG designation's goals and policies are found in the Plan Land Use Element at policy 2.3.D(5)(a):

a. Agricultural Resource Lands

Goal: To ensure the conservation of agricultural resource lands of long-term commercial significance for existing and future generations, and protect these lands from interference by adjacent uses which may affect the continued use of these lands for production of food and agricultural products.

Policies:

(1) Lands in agricultural use which are characterized by the following criteria may be designated as

Agricultural Resource Lands:

- i. Areas in parcels of ten acres or larger with soils capable of supporting long term commercial agricultural production. The federal Natural Resources

¹⁶ (San Juan County Code 2018)

Conservation Service (NRCS) identified 34 soil types suitable for farming in San Juan County. These soils can be found on page 121 of the 2009 Soil Survey of San Juan County, Washington, available at: http://soils.usda.gov/survey/online_surveys/washington/#san2009; or

ii. Lands which meet the criteria in a. above which are under conservation easement for agricultural use or which are enrolled in the Open Space-Agriculture taxation program.

(2) Limit conversion of Agricultural Resource Lands to permanent non-farm uses through implementation of a purchase or transfer of development rights program, special tax assessment programs, conservation easements, and conservation site design options for residential land divisions and boundary line modifications.

(3) Allow cottage enterprises that do not interfere with agricultural use, and allow agriculture-related activities such as processing and limited retailing facilities for locally grown products on farm sites and within agricultural areas consistent with allowances in State law for accessory uses in agricultural resource lands.

(4) Allow farm labor housing and farm stay accommodations subject to specific performance standards on Agricultural Resource Lands.

(5) Limit the location of utility lines and facilities, new roads and road realignments, access routes and other non-agricultural public and private facilities, to the least disruptive locations within agricultural areas¹⁷.

Marine Views and Shoreline Access

San Juan workshop participants identified several other places characterized by marine views and shoreline access:

- Pear Point;
- Eagle Cove (Figure 49);
- False Bay;
- Cattle Point Lighthouse;
- West Side Road near Lime Kiln State Park; and
- White Point

The Plan addresses open space and scenic resources in the Comprehensive Plan Land Use Element at policy B.2.2.I. This policy is considered in the discussion of Lopez workshop Map Exercise Three. Several responses were placed in areas with public shoreline access. Public shoreline access is

¹⁷ (San Juan County 2010)

addressed in the Comprehensive Plan Shoreline Master Program (SMP). The SMP will not be updated during the current Plan update. The Washington Administrative Code (WAC) 173-26-090(2)(b)¹⁸ requires San Juan County to update the SMP in 2020. Goals and policies relating to shorelines can be addressed during that update.



Figure 49 Aerial photo of Eagle Cove¹⁹

¹⁸ (Washington State Legislature 2018)

¹⁹ (Washington State Department of Ecology 2016)

Table 29. Written Comments on Sense of Place – Shaw

Shaw	
Map Number	Comment
1	(At Parks Bay and Indian Cove) Cruise Ship (with a slash through it)
1	(At Point George) UW Marine Preserve
1	(East of Hoffman Cove) UW Preserve
1	(East of Hoffman Cove) Already preserved Cedar Rock Preserve
1	(At the intersection of Blind Bay and Tolo roads) Our Geese!
1	(Between Rue Gilson and Squaw Bay Road) SUPT Graham Prerve
2	(At Parks Bay, Indian Cove, and Blind Bay) No Cruise/big ships
3	(At Parks Bay, Indian Cove, and Blind Bay) No Cruise Ships
3	(At Parks bay and Indian Cove, see Figure 50) Cruise Ship head tax
3	County Park
3	UW Preserve
3	(At intersection of Blind Bay, Neck Point, Hoffman Cove and Ben Nevis Loop roads) Library + Museum, School

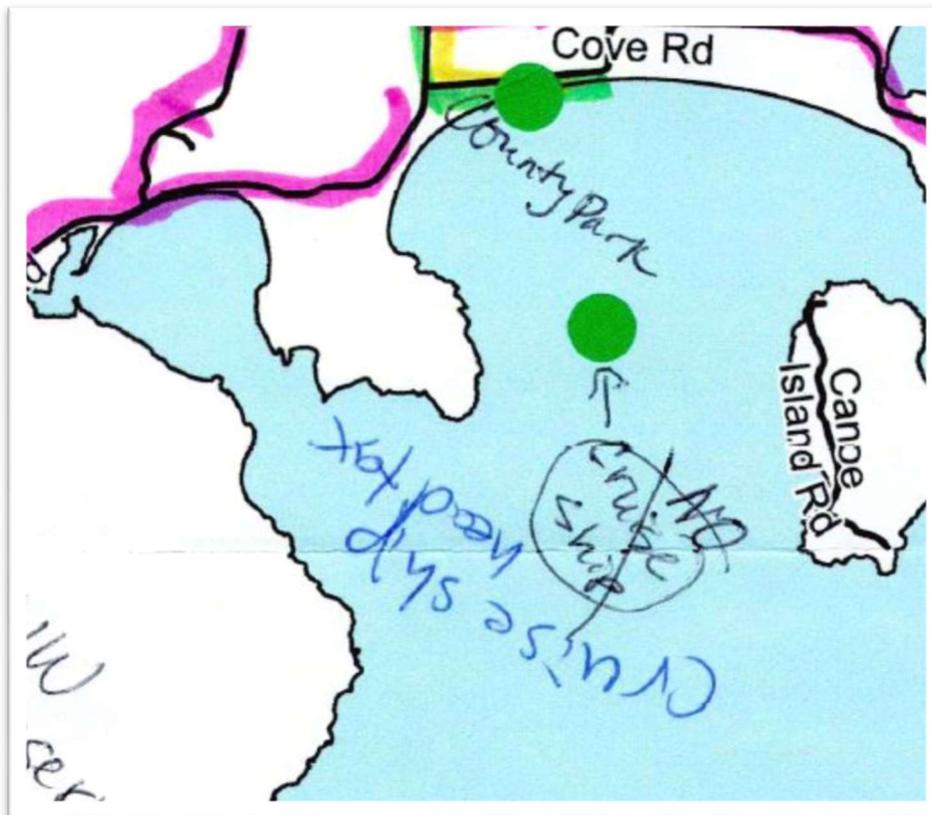


Figure 50 Shaw Map Group 3 cruise ship comments

Discussion of Shaw Workshop Responses to Map Exercise Three: Sense Of Place

Six areas on Shaw Island and four marine areas were identified as important for Shaw Island's sense of place. The Shaw County Park and the area near the Shaw School and Library were the two places that received multiple responses. Four other areas on land received one response each:

- The Shaw ferry landing;
- The area near the intersection of Tolo and Blind Bay roads;
- The Cedar Rock Preserve; and
- The University of Washington Preserve near Ben Nevis Loop.

The four marine areas with responses were:

- Squaw Bay;
- Parks Bay;
- Near Andy's Island; and
- Blind Bay.

Shaw County Park and the Area Near the Shaw School and Library

The County Park and area near the Shaw School and Library were the only two areas on Shaw that received multiple responses in Map Exercise Three. Figure 51 shows a response from Map Group 1 near the Shaw School and Library. There are only a handful of public spaces like the County Park, Shaw School and Library on the island. The Shaw School and Library are two visually distinct buildings that contribute to the unique feel of Shaw Island. The Shaw School is designated Natural (N) land use designation and the Shaw Library is designated Rural Farm Forest (RFF). The Shaw County Park is designated Conservancy (C). Land use regulations on Shaw Island can be found in Shaw Subarea Plan at SJCC 16.45.180, which will not be included in the Plan update. Changes to the subarea plan could be considered in a separate planning process.

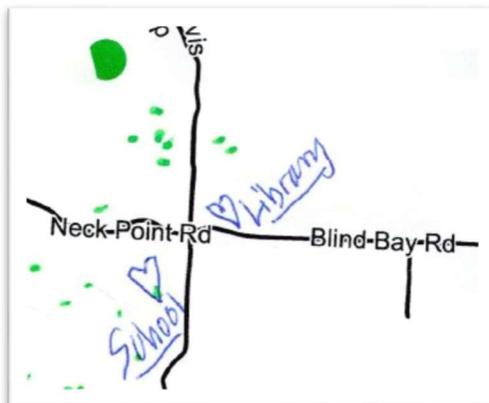


Figure 51 Map Group 1 Responses near The Shaw School and Library

Other Areas

Four areas on Shaw received one response each. Two of the four areas are University of Washington preserves designated N on the Comprehensive Plan Official Maps. Goals and policies for the N designation can be found in the Land Use Element of the Plan at section 2.4.B:

2.4.B Natural

Goal: To preserve indigenous plant and animal species and ecosystems in a natural state for the benefit of existing and future generations.

Policies (2.4.B.1–6):

1. Designate lands as Natural only upon request of the landowner.
2. Designate as Natural only those areas which are characterized by the presence of intact indigenous ecosystems or rare or unusual indigenous plant or animal species which are relatively intolerant of human use.
3. Prohibit uses and activities which would encroach upon and disrupt rare plant and animal species and ecosystems.
4. Prohibit land divisions for residential development.
5. Prohibit cottage enterprises and all commercial and industrial uses.
6. Allow uses and activities which promote preservation of the ecosystem and provide environmental education opportunities.

The other two areas that received one response to Map Exercise Three were the Shaw ferry landing and the intersection of Blind Bay and Tolo roads. The Shaw Ferry land is designated RFF and the area on Blind Bay Road is designated Rural Residential (RR). The Plan goals and policies for RFF can be found in the discussion of the San Juan Island response to Map Exercise One. The Plan goals and policies for RR are included in the discussion of the Lopez workshop response to Map Exercise One.

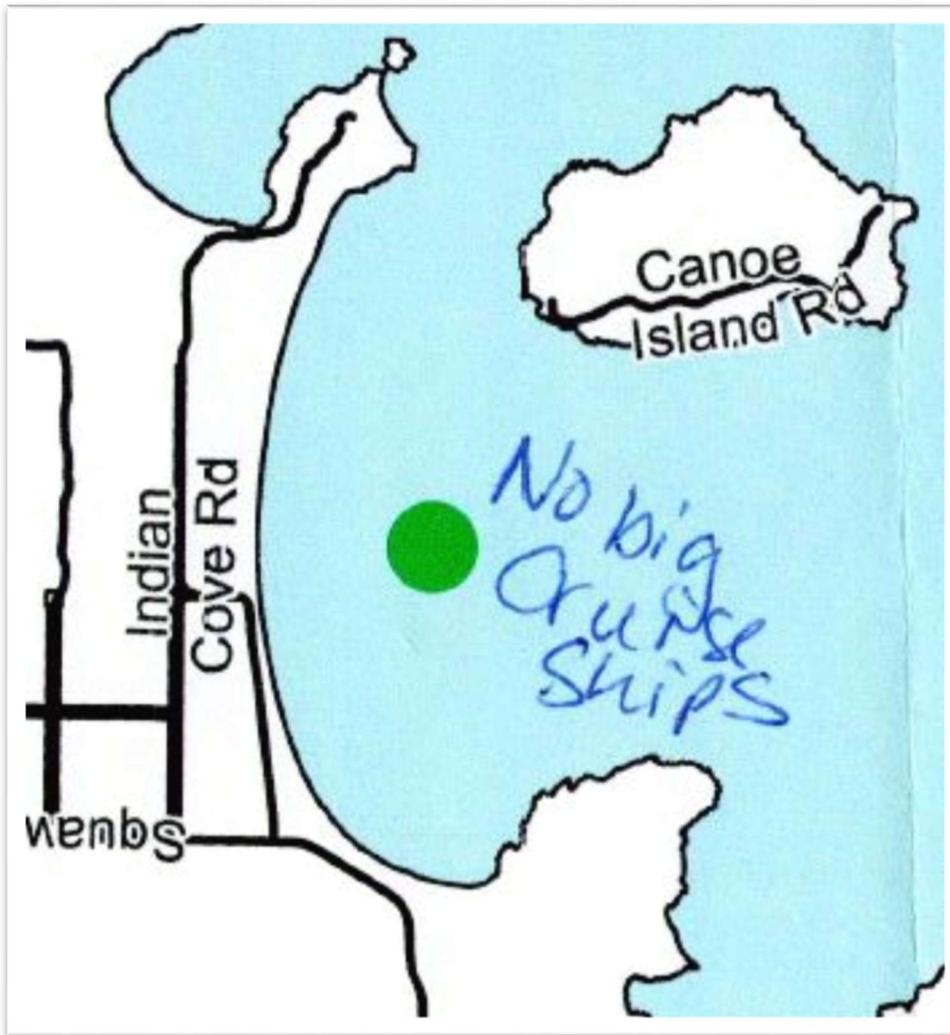


Figure 52 Shaw Map Group 2 response at Indian Cove

Marine Areas

There were more green dots placed in marine areas than any of the other workshop groups. Concerns were expressed about the presence of cruise ships in these areas during the tourist season. An example of a response from Map Group 2 is shown in Figure 52 above. Each map group made at least one written comment decrying cruise ships, suggesting a look at available policy options may be necessary.

III.C.5. Waldron Workshop Map Exercise Three: Sense of Place

Map 15. Aggregated Waldron Workshop Responses to Map Exercise Three

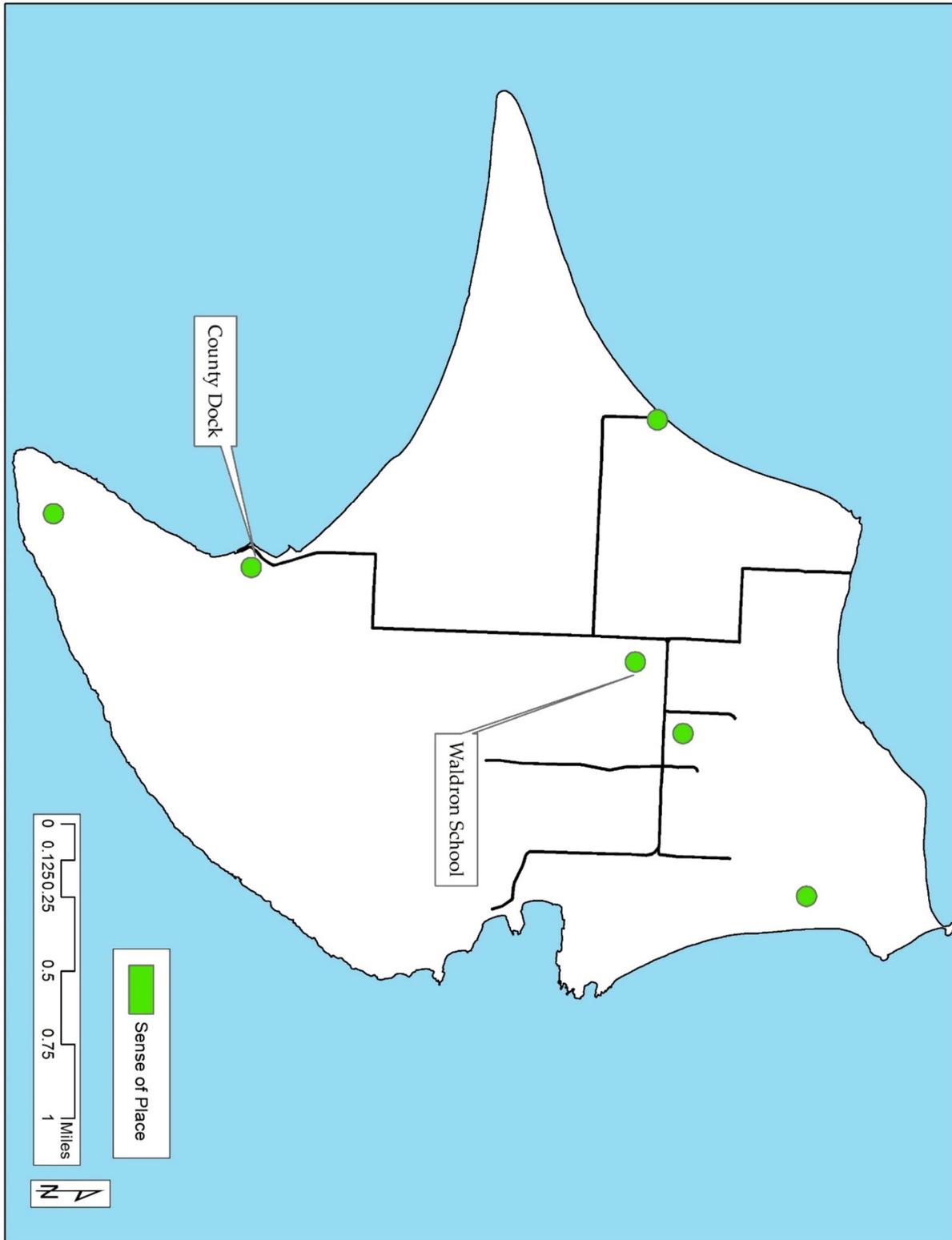


Table 30. Written Comments on Sense of Place – Waldron

Waldron	
Map Number	Comment
1	School
1	Cemetery
1	Blue Moon Farm
1	(At County dock, see Figure 53) We interpret a green dot to mean no change
1	SJPT Preserve
1	Preserve all farms

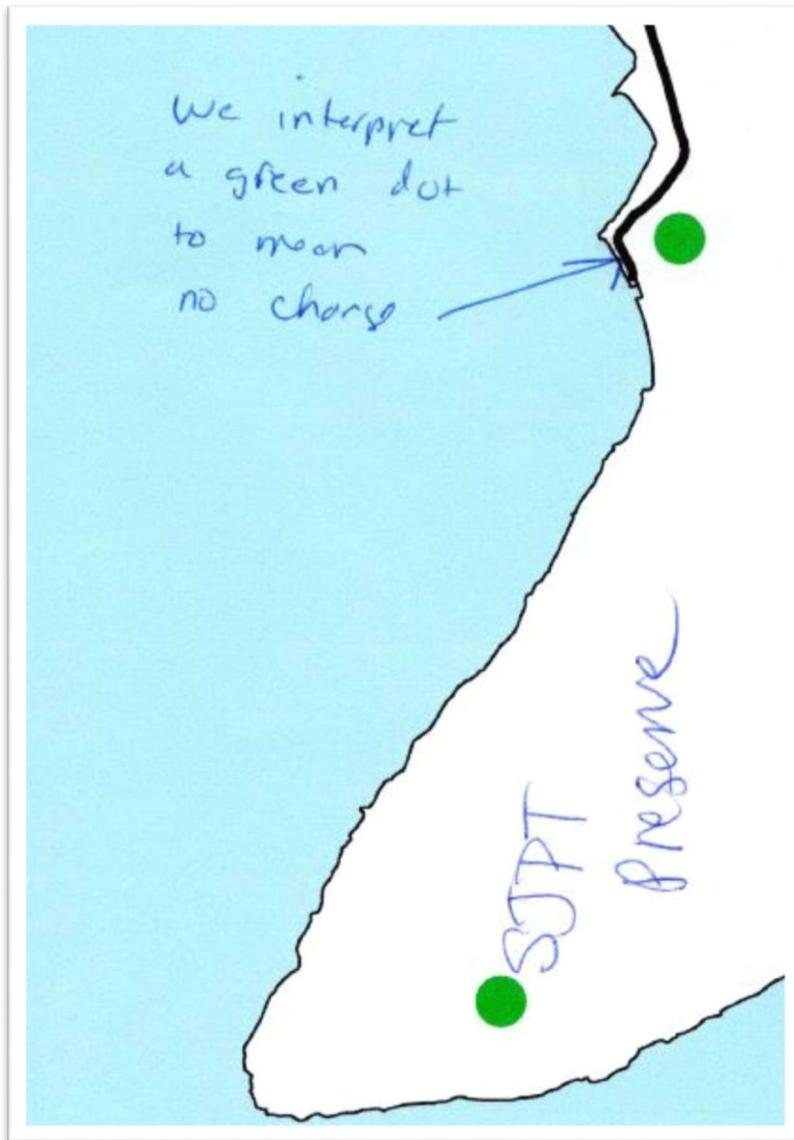


Figure 53 Waldron Map Group 1 comments near County dock

Discussion of Waldron Workshop Responses to Map Exercise Three: Sense of Place

Six places were identified by the Waldron community workshop participants as being important to Waldron's sense of place. These places are:

- The Waldron School;
- The Waldron Cemetery;
- The County dock on Cowlitz Bay;
- The San Juan Preservation Trust preserve on Point Disney;
- The end of Sandy Point – North Bay Road; and
- Blue Moon Farm near the northeast corner of Waldron.

Workshop respondents indicated that they interpreted the green dots to mean “no change” (Figure 53). The Waldron School and Cemetery and the County dock on Cowlitz Bay are three of the most prominent public places on an island with limited public spaces. All three of these areas are designated Rural Farm Forest. Plan goals and policies related to this land use designation are found in the Plan Land Use Element at 2.3.C(10)(b) and are included with the discussion of the San Juan workshop response to Map Exercise One, Section III.A.3, page 31.

The three remaining places identified in this exercise: the preserve at Point Disney, the end of Sand Point – North Bay Road and at Blue Moon Farm are each distinct places in their own right.

Point Disney

Figure 54 shows an aerial photo of The San Juan Preservation Trust (SJPT) preserve at Point Disney, a 427-acre private preserve on Waldron Island. SJPT is a 501(c)(3) nonprofit organization founded in 1979²⁰. SJPT is a private organization. The area around Point Disney is designated Natural (N) on the Comprehensive Plan Official Maps. The goals and policies for this land use designation are found in the Plan Land Use Element at 2.4.B:

2.4.B Natural

Goal: To preserve indigenous plant and animal species and ecosystems in a natural state for the benefit of existing and future generations.

Policies (2.4.B.1–6):

1. Designate lands as Natural only upon request of the landowner.

²⁰ (San Juan Preservation Trust 2018)

2. Designate as Natural only those areas which are characterized by the presence of intact indigenous ecosystems or rare or unusual indigenous plant or animal species which are relatively intolerant of human use.
3. Prohibit uses and activities which would encroach upon and disrupt rare plant and animal species and ecosystems.
4. Prohibit land divisions for residential development.
5. Prohibit cottage enterprises and all commercial and industrial uses.
6. Allow uses and activities which promote preservation of the ecosystem and provide environmental education opportunities²¹.

The goals and policies for the N land use designation and the land use controls of San Juan County Code (SJCC) Title 18 will help to maintain this area in its natural state. Additional protection of this area is probably not necessary under current conditions.



Figure 54 Aerial photograph of Point Disney

²¹ (San Juan County 2010)

The end of Sand Point – North Bay Road

The end of Sand Point – North Bay road is shown in Figure 55 below. This area is designated Rural Farm Forest (RFF) as is most of Waldron Island. This is one of the three places on Waldron where County roads meet the shoreline, providing a shoreline access point. This area is likely valued for its shoreline access and the scenic quality of the beach in this area. As noted in Table 30 on page 89, Waldron participants placed their responses in places they would like to see remain the same and this area is likely valued as-is in part for its access to the beach.

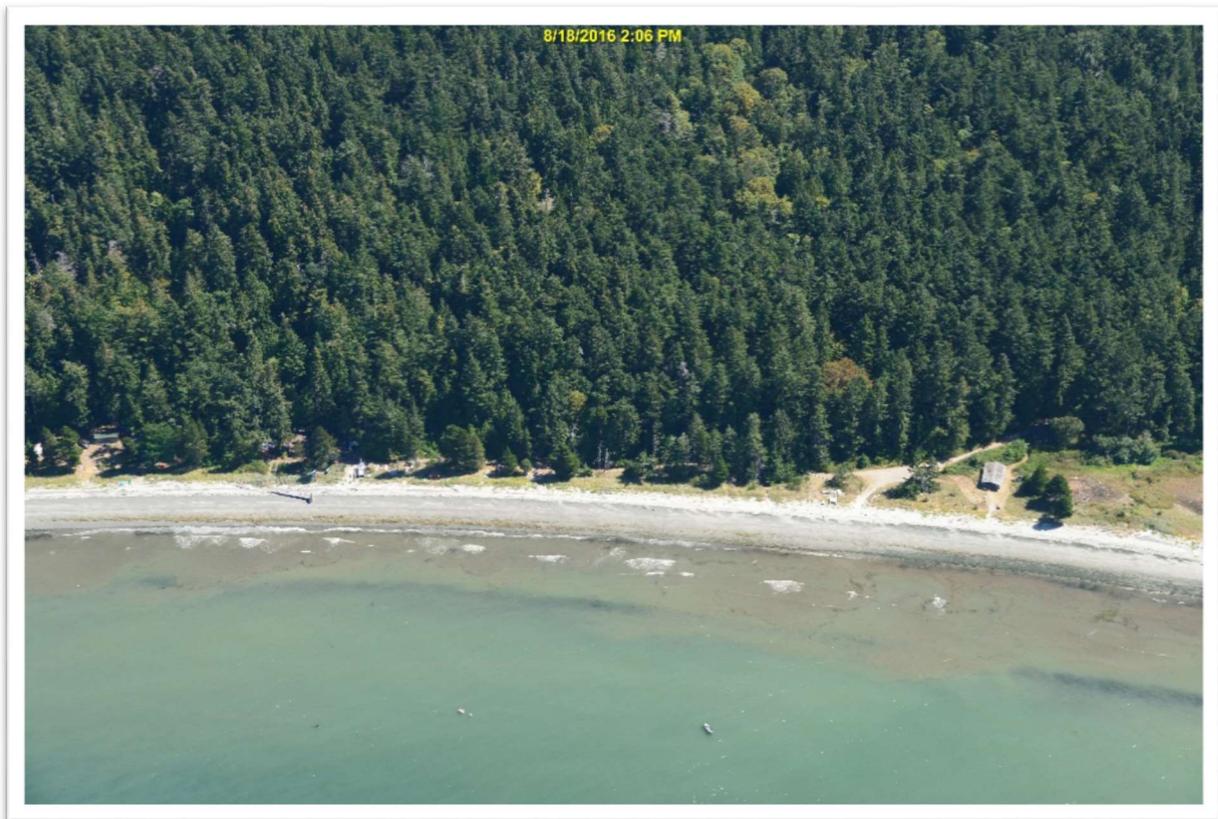


Figure 55 Aerial photograph of the end of Sand Point - North Bay Road²²

²² (Washington State Department of Ecology 2016)

Blue Moon Farm

Figure 56 below shows an aerial photo of Blue Moon Farm marked on the Waldron map, located in the northeast corner of Waldron Island. This area is designated RFF. The Plan's goals and policies are included in the discussion of the San Juan workshop response to Map Exercise One. A common theme among all group responses to Map Exercise Three is the importance of rural open-space and pastoral views. Beyond views and economic value as resource land, the idyllic pastoral places in the County appear to have a special place in the overall identity of this archipelago; this area is one such place on Waldron.



Figure 56 Aerial photo of area marked "Blue Moon Farm"²³

²³ (Washington State Department of Ecology 2016)

III.D. Map Exercise Four: Future Affordable Housing

In Map Exercise Four, participants discussed future affordable housing. Respondents used blue dots to identify preferred locations for affordable housing. Map groups could place responses both on their home island and throughout the County. Each map group was asked to place at least four blue dots on their map.

Maps 16 through 20 show the aggregated responses from each island workshop. Typically, the workshop map groups placed responses on their home island; responses throughout the County are presented in map insets for each aggregated map.

Connection to Electronic and Online Polling

Poll questions nine, ten, eleven, and twelve relate to Map Exercise Four. These questions were:

- Which of the following options do you think is the most significant barrier to affordable housing development? (Section II.B Tables 9 and Section IV.B Table 45)
- Considering the need for affordable housing and the tradeoffs associated with affordable housing density bonuses, what strategy do you prefer? (Section II.B Table 10 and Section IV.B Table 46)
- How should the county change regulations to promote affordable rural residential cluster development? (Section II.B Table 11 and Section IV.B Table 47)
- What do you think is the best way to address ADU regulation? (Section II.B Table 12 and Section IV.B Table 48)

Electronic polling responses can be found in Section II.B, Tables 9, 10, 11, and 12 starting on page 10.

Online polling responses to these questions can be found in Section IV.B, Tables 45, 46, 47, and 48 starting on page 131.

Rural Residential Cluster Development

Throughout Section III.D rural residential cluster development is discussed because it is one of the affordable housing density bonuses available in rural areas. The development standards for this kind of development are codified in SJCC 18.60.230. The development standards limit who can develop rural residential clusters and the overall numbers allowed per island and Countywide. SJCC 18.60.230 states:

18.60.230 Rural residential cluster development.

A. Purpose. A rural residential cluster development is a small cluster of residences and related structures intended to provide opportunities for affordable housing and small scale agriculture in rural areas. The standards and procedures provided below are intended to ensure that such developments remain compatible with the rural, agricultural and natural character of rural and resource lands; prohibit suburban sprawl; and do not require urban-level services.

B. Applicability. An applicant intending to develop a rural residential cluster must file a use permit application, subdivision or binding site plan application appropriate to the project as provided in SJCC 18.80.180.

C. Minimum Standards.

1. Land Use Districts.

a. The rural residential cluster may be located within any of the following land use districts: village residential, hamlet residential, rural residential, or rural farm forest.

b. A rural residential cluster shall not be located in an urban growth area nor in any of the following land use districts: rural general use, island center, master planned resort, agricultural resource, forest resource, conservancy, natural, or any industrial or commercial district. The developed portion of a rural residential cluster shall not be located in lands subject to the Shoreline Management Act.

2. Project Site and Unit Ownership.

a. The project site shall consist of the entirety of one or more legal lots of record, and shall be in a single ownership by a public agency, or by a business or nonprofit corporation in the business of providing affordable housing. Any portion of the site not sold for affordable housing shall remain in such ownership as part of the rural residential cluster development for the duration of the use.

b. Individual residential units may be rented, leased or sold, consistent with the purpose of this section.

c. Further subdivision of the parcel or parcels shall be consistent with the purpose of this section.

3. Affordable Housing.

a. All residential units within a rural residential cluster must be affordable housing meeting the standards of SJCC 18.60.260.

b. Prior to issuance of any building permit for the project, the applicant shall grant a restrictive use easement for the site to San Juan County for the purpose of affordable housing development, subject to such conditions and limitations as the County may require.

4. Site Design.

- a. The site design of the rural residential cluster development shall comply with the site design guidelines of subsection (G) of this section.
- b. The site design of the project as a whole shall comply with the applicable dimensional standards of Table 6.1 or 6.2 in SJCC 18.60.050 with respect to adjacent properties.

5. Maximum Allowable Residential Density and Number of Dwelling Units.

- a. A rural residential cluster development shall not be subject to the density requirements of the land use district in which it is located, except for such requirements in which rural residential development is regulated by name.
- b. A rural residential cluster development shall have a maximum density of two units per acre and a maximum of eight dwelling units.

6. Allowed and Accessory Uses, and Accessory Structures. Only residential uses are allowed except as provided below. Accessory residential units are prohibited. Accessory uses shall be limited to those appropriate and necessary to residential and agricultural use, including the following:

- a. Agricultural buildings for housing of animals, storage of agricultural equipment or products, maintenance of equipment used on the site, or processing of agricultural products grown on the site, if otherwise permitted in the district in which the project is located;
- b. Structures for the on-site sale of products grown or manufactured on the site, not to exceed 500 square feet of floor area, if otherwise permitted in the district in which the project is located;
- c. Common kitchen, meeting or recreation spaces for residents and their guests;
- d. Offices for a nonprofit housing provider owning or operating the project, not to exceed 500 square feet of floor area.

The total enclosed floor area of structures including dwelling units and accessory structures shall not exceed 1,500 square feet per dwelling unit.

7. Access to Shorelines – Common Easements. A rural residential cluster adjacent to water and subject to the jurisdiction of the Shoreline Master

Program shall dedicate a common area for residents' access to the shoreline area.

8. Water Quality. Meet the requirements specified in SJCC 18.60.020, 18.60.060(B) and 18.60.070.

9. Water Quantity. Demonstrate adequate and available water to serve the development (see also SJCC 18.60.020).

10. Stormwater Management. Meet the requirements and standards of SJCC 18.60.060(B) and (C) and 18.60.070.

11. Open space and landscaped areas shall be designed as an integrated part of the rural residential cluster rather than as an isolated element. A landscaping plan shall be prepared consistent with the requirements of and incorporating the development standards in SJCC 18.60.160. Landscape screening shall be established along the perimeter, appropriate to the project and its surrounding environment, if required by the administrator. All existing trees greater than six inches in diameter at breast height within the project area and its buffer areas shall be retained whenever feasible.

12. Roads, streets, and access drives within and adjacent to the rural residential cluster shall meet the requirements specified in SJCC 18.60.080 through 18.60.180 and Table 6.3 in SJCC 18.60.100.

13. Parking shall be screened from view from public rights-of-way.

D. Limitation on Number of Rural Residential Clusters. The number of rural residential cluster developments shall not exceed the following:

1. On San Juan, Orcas, Lopez and Shaw Islands combined, outside of village, hamlet or residential activity centers:

a. Not more than three clusters in any one calendar year;

b. In any calendar decade:

i. Not more than 100 dwelling units; and

ii. Not more than 50 dwelling units on any one island.

2. On other islands, not more than 10 dwelling units on any one island per calendar decade.

3. The administrator shall establish procedures for submitting applications for rural residential cluster developments, and may establish criteria for competitive evaluation of such applications if more applications are received than may be approved for a given calendar year period. Such evaluation may consider the location of the proposed clusters in relation to identified housing need; the number of units provided; the availability of units to income groups and household types, including families with children, in greatest need of affordable housing; the current allocation of such clusters among the various islands; the design and location of the clusters for which applications are received; and the demonstrated ability of the applicant to perform based on financial and other factors. In developing such criteria and evaluating competing projects, the administrator shall consult with the housing advisory board.

E. Timely Development Required. Rural residential cluster developments are intended to meet a portion of the County's needs for affordable housing, and the expectation that rural residential cluster developments will be constructed promptly following approval is an important consideration in evaluating such projects. Approval of a rural residential cluster may be withdrawn if the applicant does not meet any of the following milestones for development of the proposed project:

1. Building permits issued for at least 50 percent of the units no later than 18 months from final approval of the short subdivision, long subdivision or binding site plan for the rural residential cluster;
2. Building construction shall commence no later than 36 months from final approval of the short subdivision, long subdivision or binding site plan for the rural residential cluster;
3. Project constructed and all units available for occupancy no later than 18 months from approval.

F. Separation. A rural residential cluster development located outside of a village, hamlet or residential activity center shall not be developed in such a way that any habitable structure is located within 1,200 feet of a habitable structure in another rural residential cluster development located outside of a village, hamlet or residential activity center.

G. Design Guidelines. The plot plan (cf. SJCC 18.80.020(C)(11)(c)) and building plans shall demonstrate compliance with the following design guidelines. The application

submitted for the project shall specifically indicate how the project addresses each of the following design issues:

1. Visual Shielding from Surrounding Uses and County Roads.

a. The project design shall provide for effective use of terrain, landscape screening, natural vegetation, and the layout and design of structures, to minimize the visibility and the visual impact of the project, as seen from existing residences on surrounding properties, and from County roads.

b. The administrator may require that a visual study including a visual prototype review period be provided. The building prototype shall be a temporary framework sufficiently visible to clearly and accurately show the proposed volume of structures on the site from those locations from which the structures would be visible.

2. Small-Scale Structures and Articulated Building Surfaces. The visual character of the project shall express the single-family residential character of the project, and shall avoid use of large or bulky structures, large blank surfaces, large retaining walls or other site improvements. In order to minimize the height, bulk and visual impact of the project, the following limitations shall apply:

a. No structure shall include more than 3,500 square feet of covered floor area.

b. No structure shall include more than four dwelling units.

c. No structure shall exceed a building height of two stories or 30 feet.

d. Any structure incorporating more than one dwelling unit shall provide an obvious exterior expression of each dwelling unit using one or more of the following methods:

i. A horizontal setback at least six feet deep between units for a distance of at least 12 feet;

ii. Articulated surfaces in which a variation of at least six feet in the setback at least six feet wide occurs at least every 30 feet;

iii. Articulated surfaces in which the horizontal alignment of the exterior wall of adjacent residential units varies by at least 22.5 degrees;

iv. A difference of at least 22.5 degrees in the horizontal direction of roof pitch, or a difference in roof elevation of at least two feet in height, for a minimum distance of 12 feet, between units;

v. Other architectural devices approved by the administrator providing at least the visual identification of individual dwelling units provided by subsections (G)(2)(d)(i) through (iv) of this section.

3. Conservation Design. All rural residential cluster development, including development in activity centers, shall be subject to the conservation design standards of SJCC 18.70.060(B)(10). (Ord. 7-2005 § 18; Ord. 12-2001 § 6; Ord. 11-2000 § 5; Ord. 2-1998 Exh. B § 6.21)²⁴

²⁴ (San Juan County Code 2018)

III.D.1. Lopez Workshop Map Exercise Four: Affordable Housing

Map 16. Aggregated Lopez Workshop Responses to Map Exercise Four

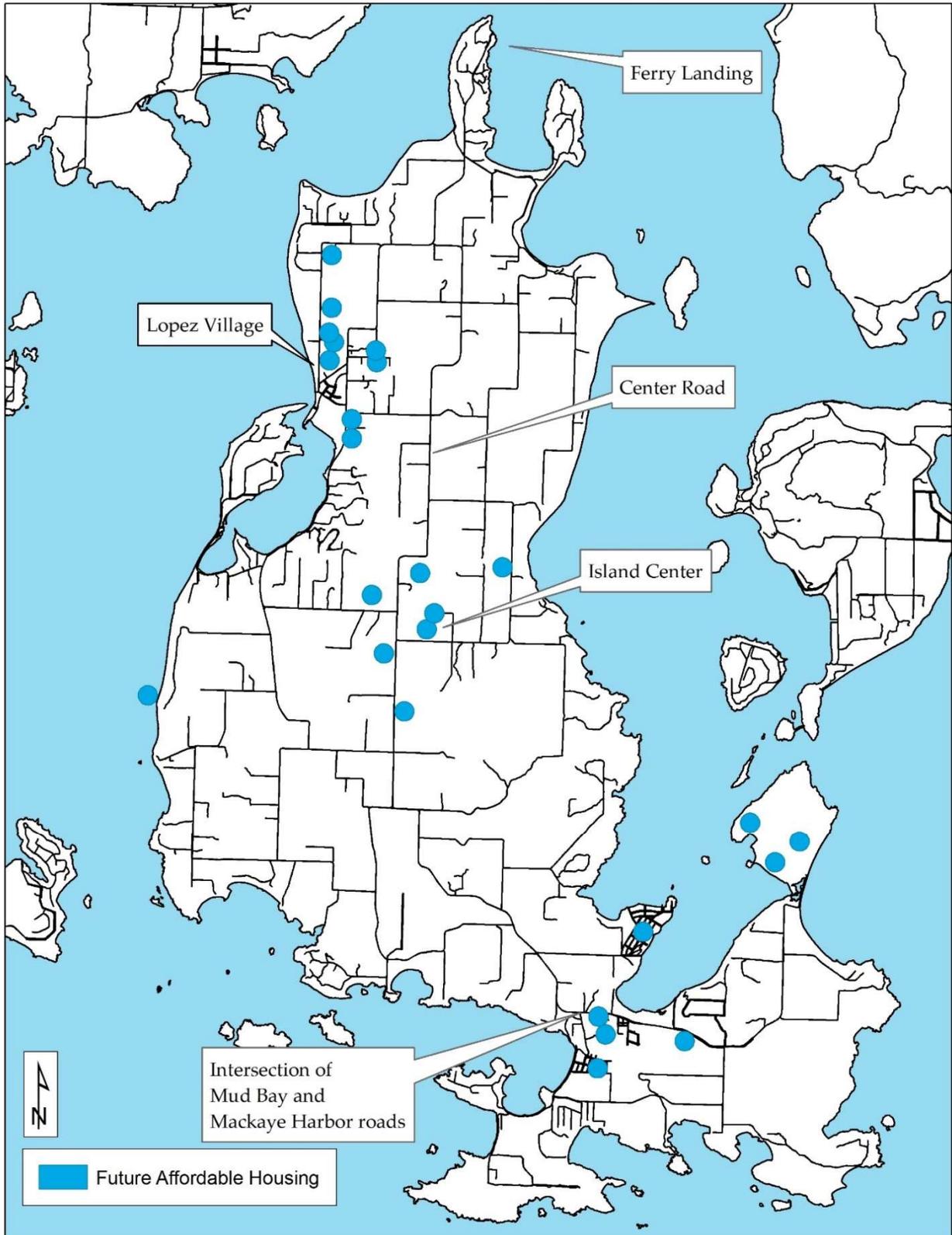


Table 31. Written Comments on Future Affordable Housing – Lopez

Lopez	
Map Number	Comment
2	House boats? (See blue dot placed in water, west of Channel Road)
3	Weeks Road by Post Office, mixed use including small business, concern about wetlands
5	(See Figure 57) MORE AFFORDABLE HOUSING
5	More med. income housing



Figure 57 Lopez Map Group 5 did not equivocate on the need for affordable housing

Discussion of Lopez Map Responses to Map Exercise Four: Affordable Housing

Many of the areas identified by Lopez workshop participants for future affordable housing developments shown on Map 16 in this section were placed in the same places identified in Map Exercise One. Most of the responses are centered on three places:

- Lopez Village UGA;
- Island Center activity center; and
- Near the Southend Market, at the intersection of Mud Bay and Mackaye Harbor roads.

These are places already characterized by higher levels of development than much of the surrounding rural area. The Lopez Village UGA has the highest maximum density of these three places, four dwelling units per acre. The Island Center activity center has a maximum density of ten acres per dwelling unit. The area at the intersection of Mud Bay and Mackaye Harbor roads has a maximum density of five acres per dwelling unit. Density is determined by San Juan county Code (SJCC) 18.60.050 and the Comprehensive Plan official maps.

Five additional areas identified for possible development of affordable housing:

- The peninsula between Mud Bay and Hunter Bay;
- Near the intersection of Mackaye Harbor Road and Tennis Avenue;
- On Lopez Sound Road;
- Near the intersection of Mud Bay Road and Peavey Boulevard; and
- Off the western shore of Lopez, near the end of Channel Road.

Three of these areas are in or near existing subdivisions. The area on Lopez Sound Road is designated Rural Farm Forest (RFF) with a density of fifteen acres per dwelling unit. The point off the western shore included a comment, "House Boats?" (Table 31).

These five places are rural areas with low maximum density under the current Plan (typically 5 to 10 dwelling units per acre). These areas should be considered as secondary locations for future affordable housing developments. Rural residential cluster development is currently allowed in the RFF, Rural Residential, Village Residential, and Hamlet Residential designations (SJCC 18.60.230(C)(1)(a)). They would require density bonuses like those provided in rural residential cluster development to be viable affordable housing locations. Rural residential cluster development standards are found in SJCC 18.60.230 (page 101 of this report). Rural residential cluster development regulations could be examined and adjusted as a means to incentivize affordable housing developments in these rural of areas.

Polling question 11 (Section II.B, Table 11) asked about the possible amendment of rural residential cluster development regulations. A slight majority of poll responses was in favor of adjusting these regulations but there was not a clear consensus on the desired approach for amendment. Further

examination of this section of development code can be paired with additional public engagement to ascertain the community's preferred amendments.

Lopez Map Group 2 suggested houseboats as a possibility for affordable housing shown in Figure 29. Houseboat regulations are included in SJCC 18.50.540(E). One of the current regulations in San Juan County Code and state law require live aboard vessels to be located in marinas. It is unlikely that a change in these regulations could affect the supply of affordable housing, however, because there are a limited number of marinas.

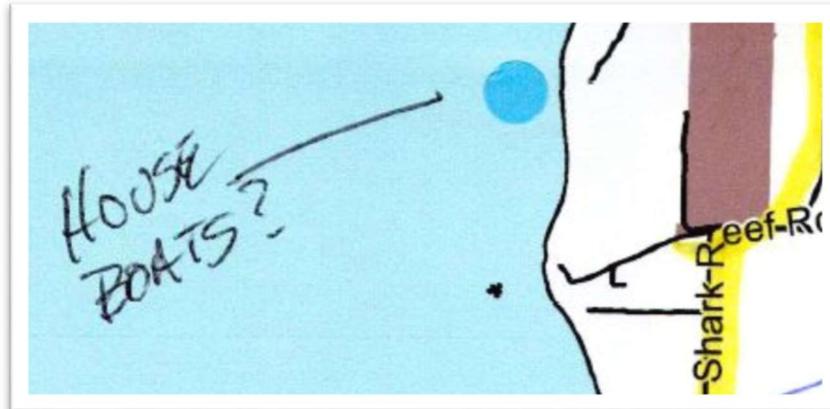


Figure 58 Lopez Map Group 2 detail

Three additional locations were identified on Sperry Peninsula. These were indicated to be a joke placement of the extra blue dots provided. These points can probably be disregarded.



Figure 59 A Lopez community workshop participant shares Map Group 3's results.

III.D.2. Orcas Workshop Map Exercise Four: Affordable Housing

Map 17. Aggregated Orcas Workshop Responses to Map Exercise Four

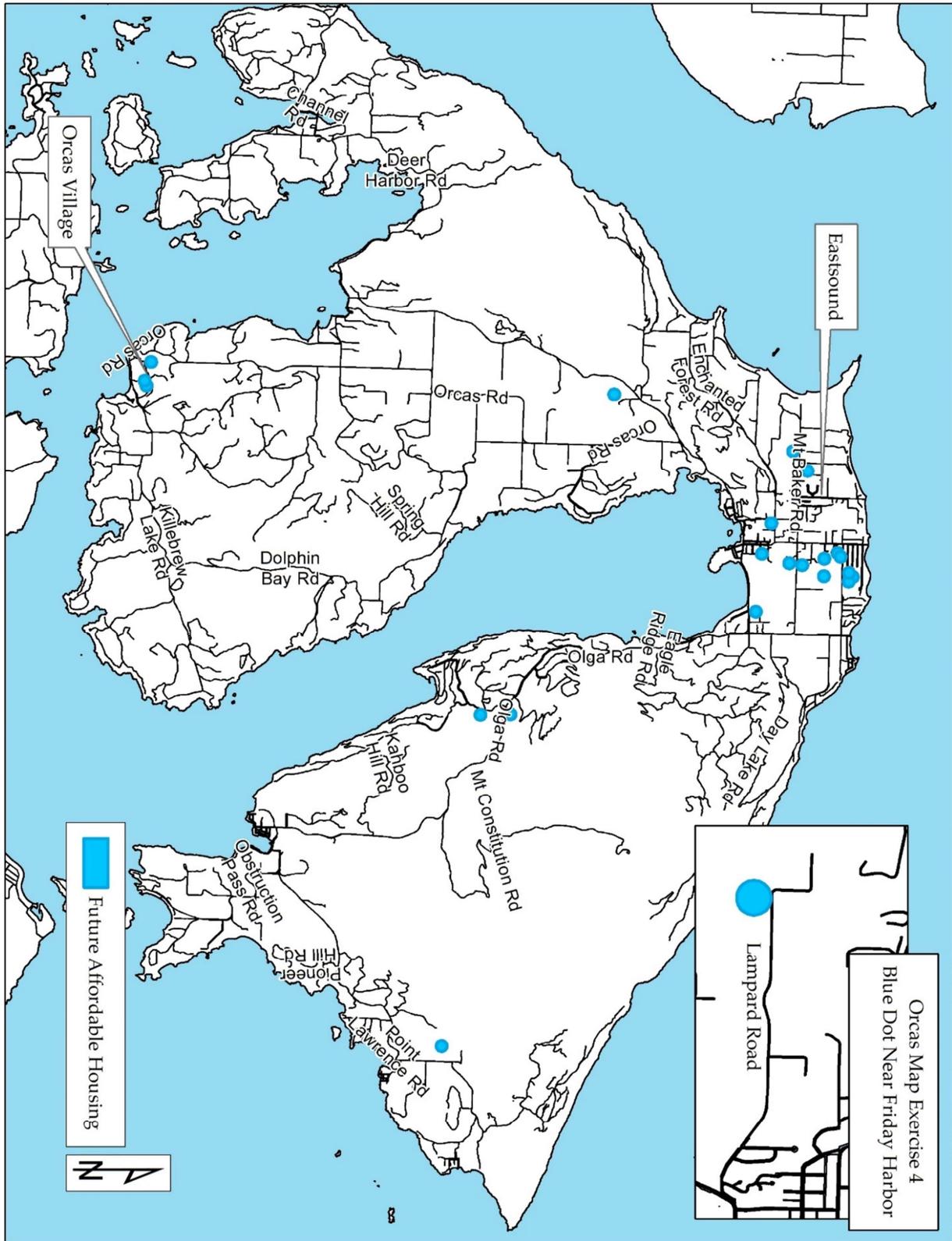


Table 31. Written Comments on Future Affordable Housing – Orcas

Orcas	
Map Number	Comment
1	(Near Crow Valley Road) More farm-related housing in general --> Coffelt
4	(See Figure 60) General Note All residential qualify for affordable ADU. Allow conversion of misc. structures to affordable ADU
5	Klein Lot.
5	(Near Country Corner) McKay

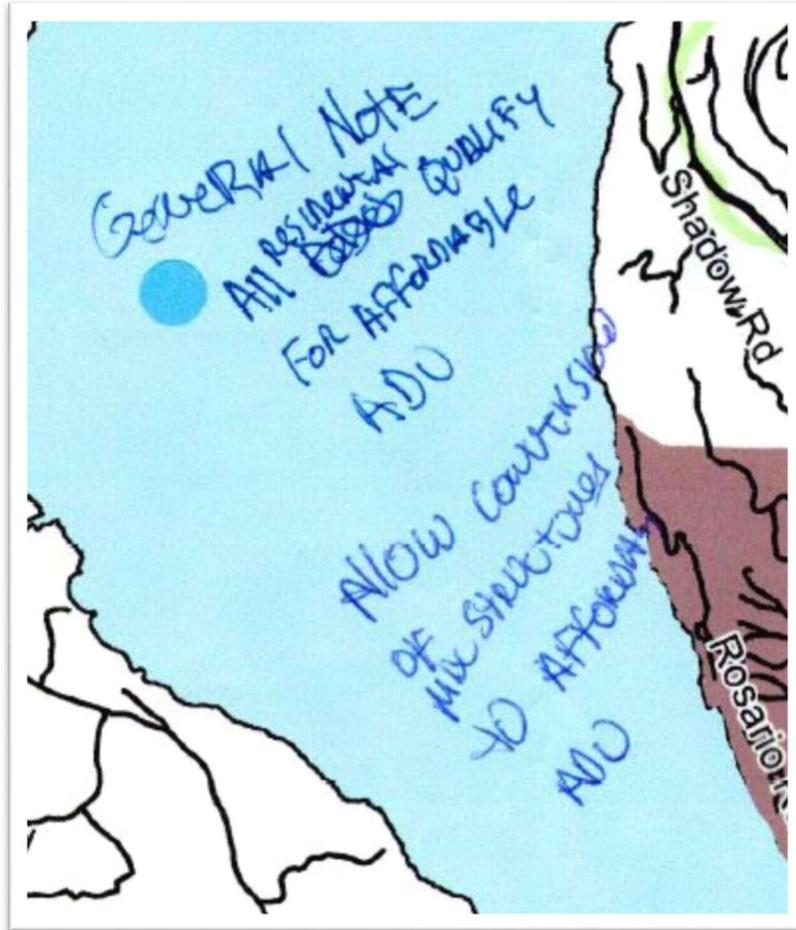


Figure 60 Orcas Map Group 4 ADU comment

Discussion of Orcas Workshop Responses to Map Exercise Four: Affordable Housing

Most of the Orcas responses shown on Map 17 on page 105 of this report are centered on Eastsound and the nearby area. Orcas Village and the Rosario area also received more than one response. Doe Bay, Crow Valley, and Friday Harbor had one response each.

The response pattern to this exercise suggests that the same areas identified in Map Exercise One regarding future commercial development are ideal areas for affordable housing efforts on Orcas. These areas are within the Eastsound UGA with some added emphasis on outlying activity centers. This focus could take the form of increased density bonuses in the UGA. In poll question 10 (Section II.B Table 10), we asked a question about increasing density bonuses in UGAs. The majority of respondents felt that density bonuses should be increased in the UGAs. The County could consider adding an affordable housing density bonus to Orcas activity centers like Orcas Village or the Rosario area. For example, Orcas Village does not have a density bonus for affordable housing. It has a density of two acres per dwelling unit.

Two other areas that received responses, the end of Lampard Road on San Juan Island and in Crow Valley on Orcas, are both designated Agricultural Resource land. These responses articulated the desire for farm-worker housing. An example from Map Group 1 is shown in Figure 61. Interest in this type of affordable housing comes up often in discussions of affordable housing and agriculture. Farm stay and farm worker accommodations regulations can be found at SJCC 18.40.230²⁵. These regulations provide some added housing allowances for accommodations in resource land designations but require the site to be in the assessor's tax category of agricultural open space.

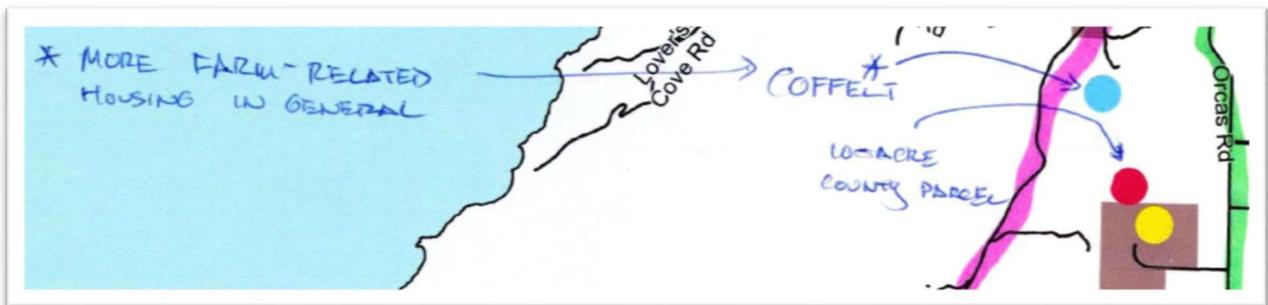


Figure 61 Orcas Map Group 1 detail, Crow Valley

²⁵ (San Juan County Code 2018)

III.D.3. San Juan Workshop Map Exercise Four: Affordable Housing

Map 18. Aggregated San Juan Workshop Responses to Map Exercise Four

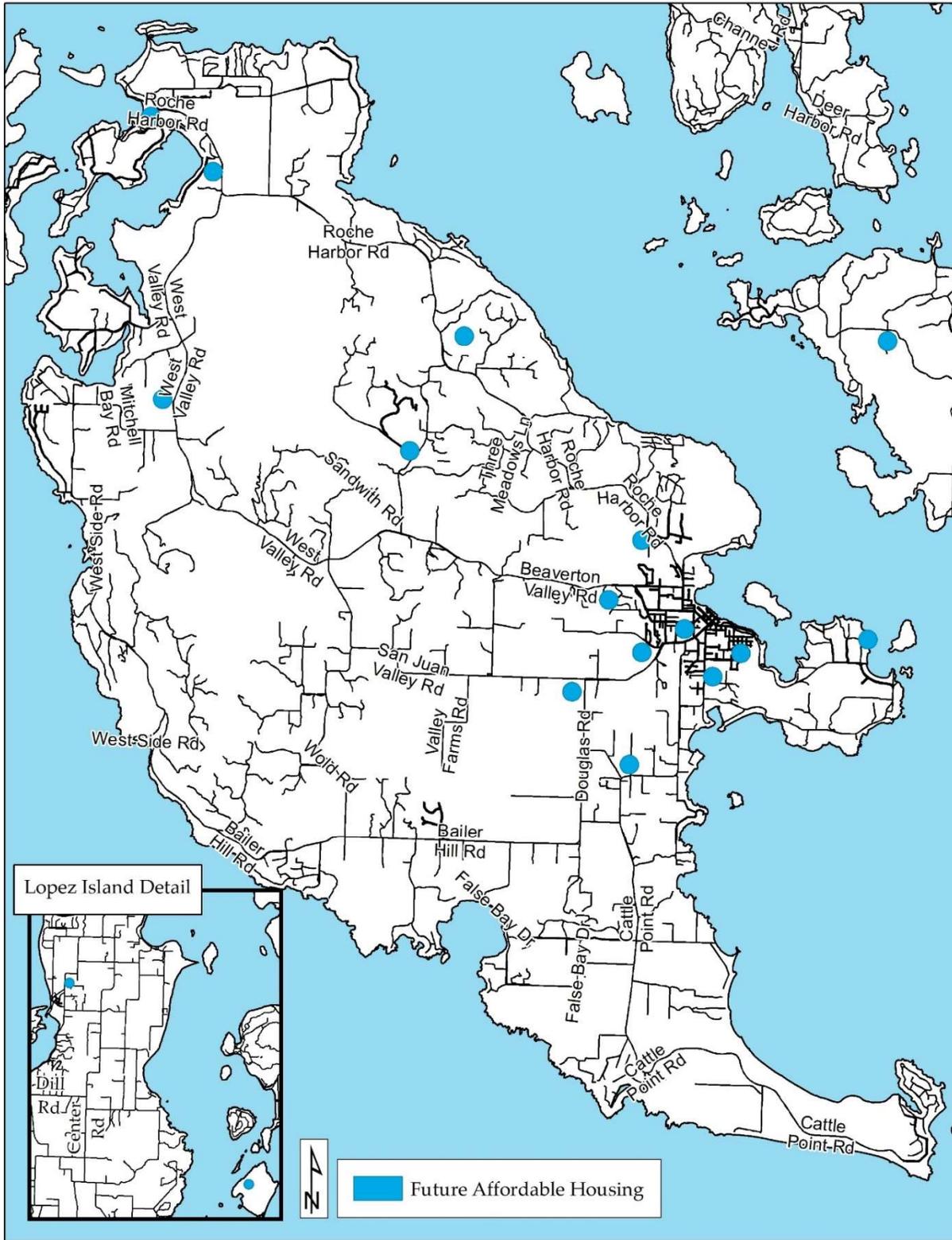


Table 32. Written Comments on Future Affordable Housing – San Juan

San Juan	
Map Number	Comment
3	(along Cattle Point Road) Affordable housing near corner
3	Affordable housing near fair grounds
3	Work with town to increase density in SJ UGA -ADUs -Affordable Housing on land bank parcel in town
3	(Along Roche Harbor Road, outside of town) Include in UGA? affordable
3	Pressure on town of Friday Harbor to allow innovative housing – affordable housing.
4	(See Figure 62) Keep affordable housing near UGA

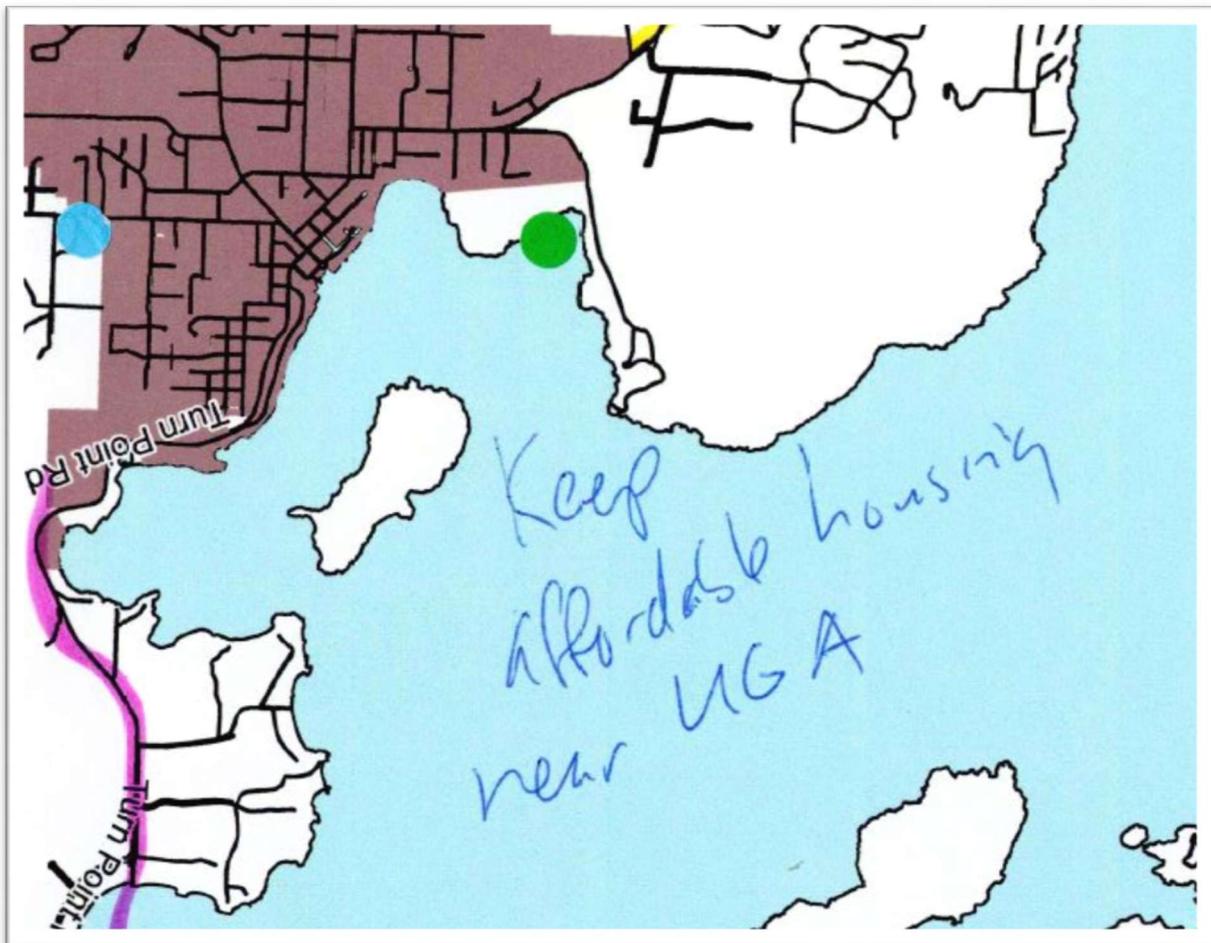


Figure 62 San Juan Map Group 4 comment near Friday Harbor

Discussion of San Juan Workshop Responses to Map Exercise Four

San Juan Workshop participants placed six of their nineteen responses in and around the Town of Friday Harbor (TOFH) urban growth area (UGA). The area around the TOFH was the only area that received multiple responses from San Juan Workshop participants. Eight responses were placed in the outlying areas of San Juan Island. One blue dot each was placed in Lopez Village, Eastsound, and Shaw Island.

Friday Harbor UGA

Three out of the four San Juan map groups placed blue dots around the Friday Harbor UGA. Two groups only placed their dots near the UGA and one group did not place any dots there. The concentration of responses around the UGA suggests a desire to focus affordable housing developments in the currently designated urban area on San Juan. Written comments from Map Group 3 shown in Figure 63 express a distinct interest in directing affordable housing development to the UGA instead of the outlying rural areas.

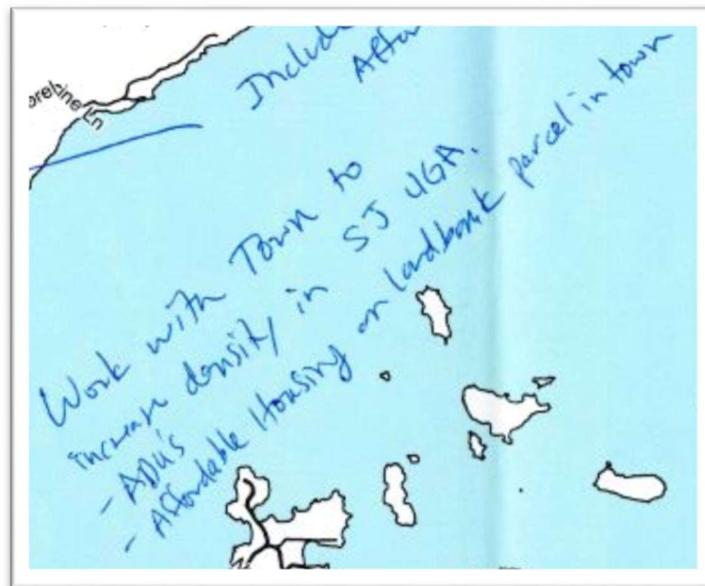


Figure 63 San Juan Map Group 3 comment about coordinating with the TOFH

The Plan goals and policies relating to the TOFH UGA are included in the Land Use Element section 2.3.A. The Plan specifically addresses the TOFH in policy 11 of that section:

11. The Town of Friday Harbor and the County should prepare and maintain an Urban Growth Area Management Agreement in accordance with the San Juan County and Town of Friday Harbor Joint Planning Policy adopted in 1992, as amended²⁶.

²⁶ (San Juan County 2010)

Outlying San Juan Island

Eight responses to Map Exercise Four were placed outside the area around the TOFH. The responses were placed:

- At the intersection of Madden Lane and Cattle Point Road;
- At the intersection of Douglas and San Juan Valley roads;
- At the intersection of Egg Lake and Three Corner Lake roads;
- Between Misty Isle Drive and Boundary Point Road;
- At the intersection of Westcott Drive and Roche Harbor Road;
- At Roche Harbor Resort; and
- Near English Camp on West Valley Road.

The areas near Westcott Bay, the intersection of Cattle Point Road and Madden Lane, and on Egg Lake Road are designated Rural Farm Forest (RFF) on the Comprehensive Plan official map. All three of these areas have a maximum density of five acres per dwelling unit. These areas may be suitable for rural residential cluster development, a density bonus for affordable housing in the RFF and other rural land use designations. Rural residential cluster development is defined in San Juan County Code (SJCC) 18.20.180 "R" definitions:

"Rural residential cluster" means a small cluster of residences and related structures that is intended to provide opportunities for affordable housing in rural areas, while remaining compatible with the rural, agricultural and natural character of rural lands and not requiring urban-level services²⁷.

The development standards to rural residential cluster development are found at SJCC 18.60.230. The Plan does not have a specific policy for this type of development. Developing a general rural policy for this type of development may help to guide additional amendment to these development standards if the County decides amendment is necessary. Electronic polling question 11 asked respondents about rural residential cluster development standards and responses indicated there may be interest in reexamining the development standards (Section II.B Table 11).

Two responses were placed near areas designated as either Forest Resource (FOR) or Agricultural Resource (AG) lands. These points are along West Valley Road and between Misty Isle Drive and Boundary Point Road. The AG and FOR designations allow for farm stay and farm worker housing as outlined in SJCC 18.40.230, but these uses must be subordinate to an agricultural use and on a site in the assessor's tax category for agriculture open space²⁸. This requirement restricts the places that this kind of development is possible in resource lands.

²⁷ (San Juan County Code 2018)

²⁸ (San Juan County Code 2018)

III.D.4. Shaw Workshop Map Exercise Four: Affordable Housing

Map 19. Aggregated Shaw Workshop Responses to Map Exercise Four

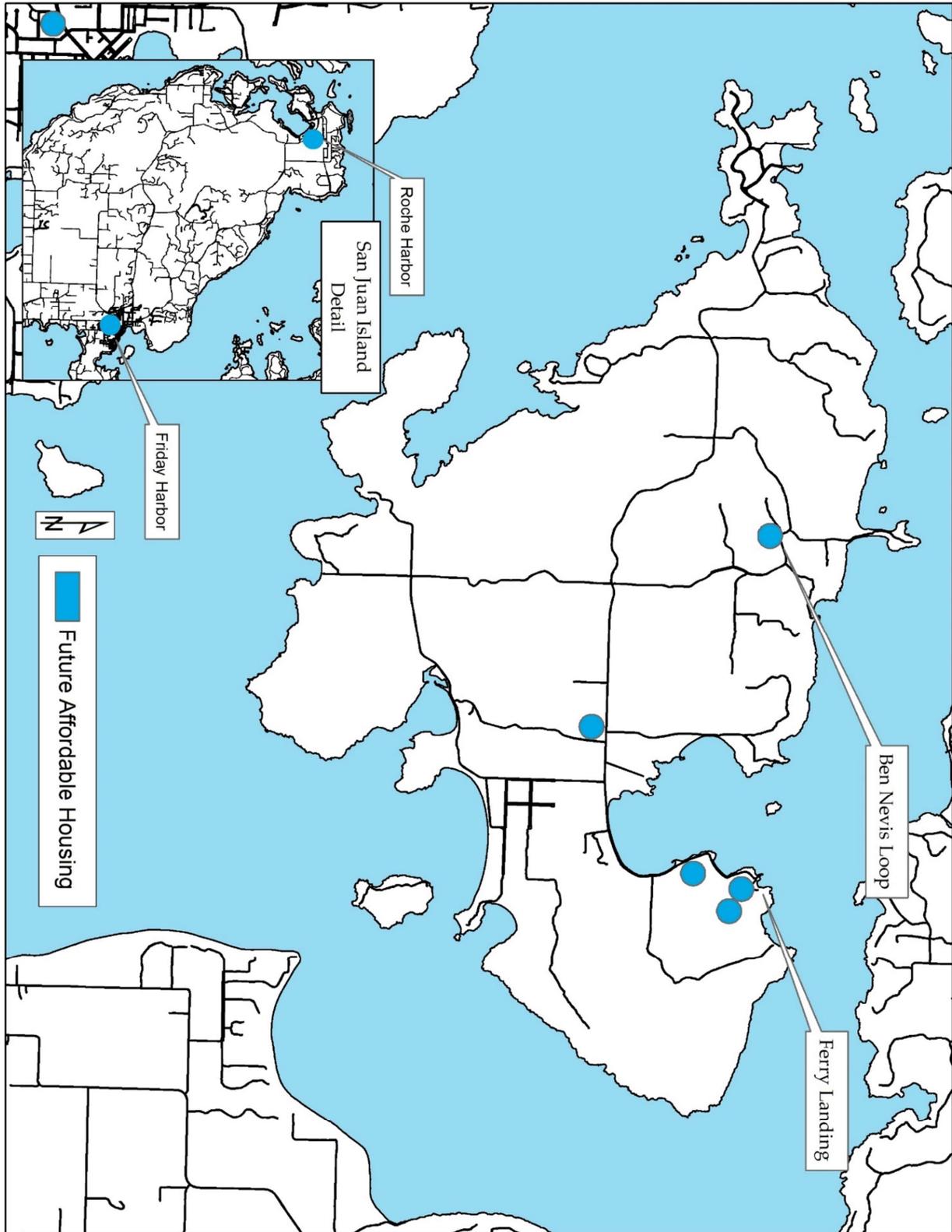


Table 33. Written Comments on Future Affordable Housing – Shaw

Shaw	
Map Number	Comment
1	(On Ben Nevis Loop, east of Broken Point Road) NMT affordable housing units
1	Affordable housing units, small scale, similar to Lopez
2	(See Figure 64) If affordable housing were to happen these locations seem the most reasonable.

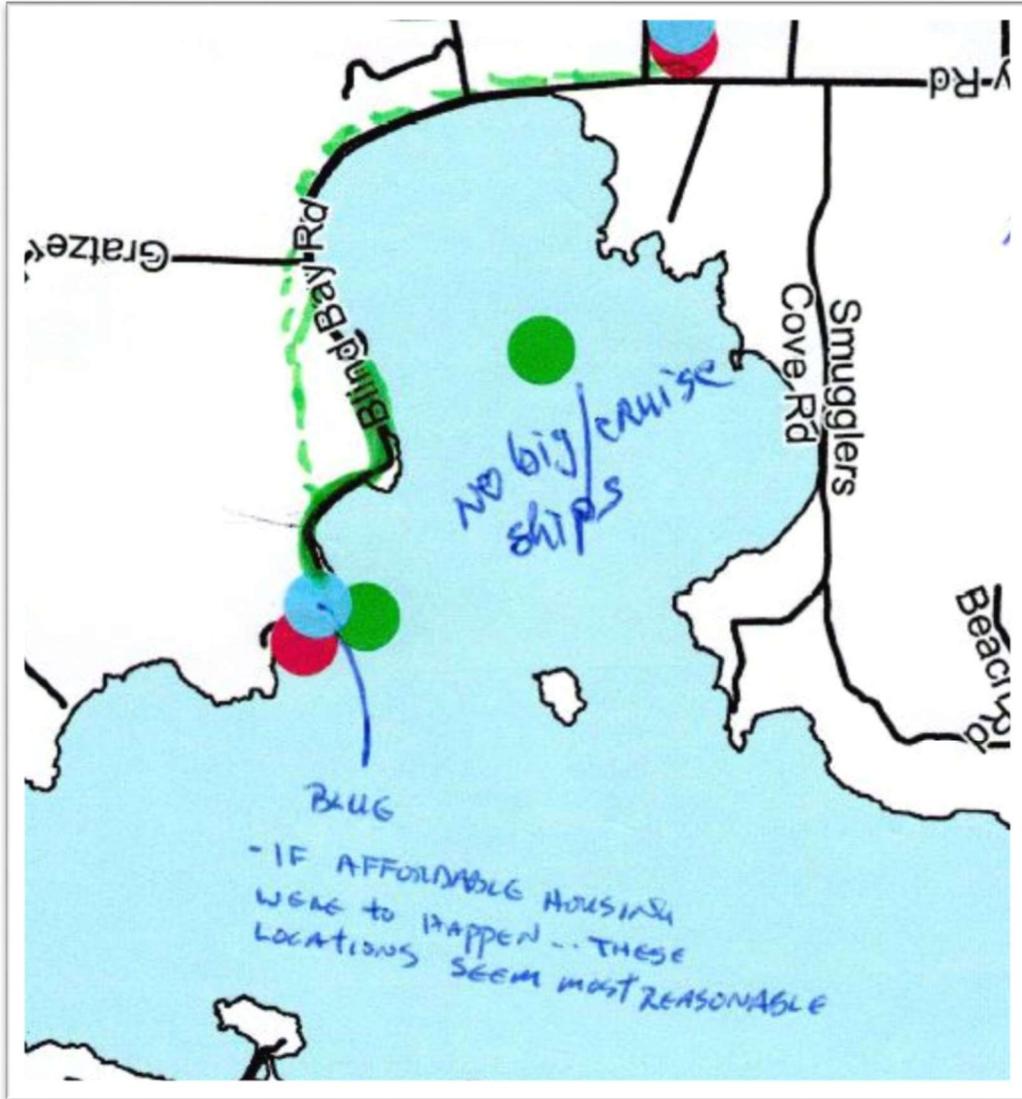


Figure 64 Shaw Map Group 2 affordable housing comment

Discussion of Shaw Workshop Responses to Map Exercise Four: Affordable Housing

Three map groups on Shaw completed Map Exercise Four, placing seven total blue dots on the map. The instructions for Map Exercise Four requested each group place at least four blue dots *each*. Map Group 2 was the only group that placed all four of the requested blue dots during Map Exercise Four. The limited responses to Map Exercise Four on Shaw suggests there is lower a demand for affordable housing on Shaw than on other islands.

Shaw workshop participants identified three preferred places for affordable housing on Shaw Island:

- The Shaw ferry landing;
- Near the community center; and
- At the intersection of Ben Nevis Loop and Broken Point Road.

The only area that received more than one response from Shaw Map Groups was near the Shaw ferry landing. Two additional places were indicated on San Juan Island: Roche Harbor and Friday Harbor.

Shaw Ferry Landing

Most of the area around the Shaw ferry landing is designated Rural Farm Forest (RFF) with a density of five acres per dwelling unit. This area could be a potential site for rural residential cluster development or a similar rural density bonus. There are limited employment opportunities on Shaw because the subarea plan limits the amount of nonresidential development that can take place there; it would make sense to place affordable housing on Shaw near the ferry terminal so residents could access transportation to employment opportunities.

An alternate option for placing more housing in this area might be to consider the possibility of making the area around the ferry landing a residential activity center on the scale of Olga or Doe Bay on Orcas. This would likely entail amending the Shaw Subarea Plan in addition to the Comprehensive Plan and it would be contingent on the results of the Land Capacity Analysis and the designation criteria for Residential Activity Center. There does not appear to be any interest in amending the subarea plan or land use re-designation on Shaw. The Shaw community should be engaged in any contemplation of re-designation or amendments to the Shaw Subarea Plan.

Near the Shaw Community Center

The Shaw Community Center is located at the intersection of Blind Bay and Squaw Bay roads. This area is designated RFF with a density of five acres per dwelling unit. The area is approximately equidistant from both the ferry landing and the Shaw School and Library. Shaw Map Group 2 placed a response to Map Exercise Four in this area. The rural location and low maximum density

make this area a possible candidate for the use of rural residential cluster development density bonus.

At the intersection of Ben Nevis loop and Broken Point Road

This area is home to the Shaw Island School and Library. The majority of the area is designated Natural (N) on the Comprehensive Plan official maps. Figure 65 shows the land use designations in this area.



Figure 65 Land Use Designations near Shaw School

The Comprehensive Plan has goals and policies for the N land use designation in the Land Use Element at 2.4.B. The Plan States:

Goal: To preserve indigenous plant and animal species and ecosystems in a natural state for the benefit of existing and future generations.

Policies (2.4.B.1–6):

1. Designate lands as Natural only upon request of the landowner.

2. Designate as Natural only those areas which are characterized by the presence of intact indigenous ecosystems or rare or unusual indigenous plant or animal species which are relatively intolerant of human use.
3. Prohibit uses and activities which would encroach upon and disrupt rare plant and animal species and ecosystems.
4. Prohibit land divisions for residential development.
5. Prohibit cottage enterprises and all commercial and industrial uses.
6. Allow uses and activities which promote preservation of the ecosystem and provide environmental education opportunities.

Affordable housing would be greatly limited in this area by the N land use designation, given the corresponding Plan goals and policies. Affordable housing in this area is limited further by the regulations in San Juan County Code (SJCC) Table 18.30.040 Allowable and Prohibited Uses in Rural, Resource, and Special Land Use Designations. The land use controls in this table prohibit many residential uses, including rural residential cluster development. Placing affordable housing in this location would likely require changing the land use designation, a process that would need to involve additional public outreach to ensure this is what the community wants.

III.D.5. Waldron Workshop Map Exercise Four: Affordable Housing

Map 20. Aggregated Waldron Workshop Responses to Map Exercise Four

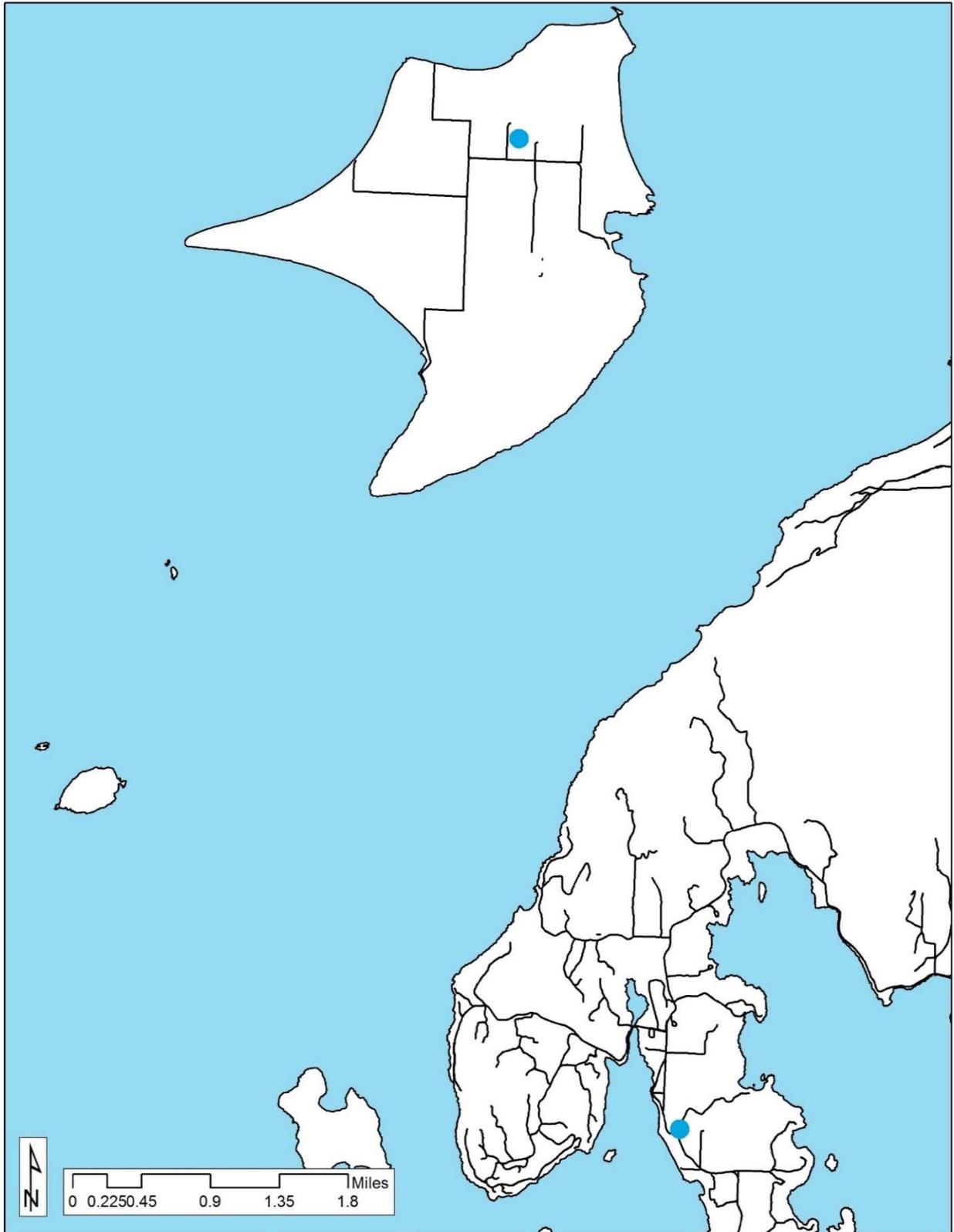


Table 34. Written Comments on Future Affordable Housing – Waldron

Waldron	
Map Number	Comment
1	(Near Cemetery, see Figure 66) Maybe
2	(Near Deer Harbor) Affordable housing for elderly
2	Housing options for aging/elderly

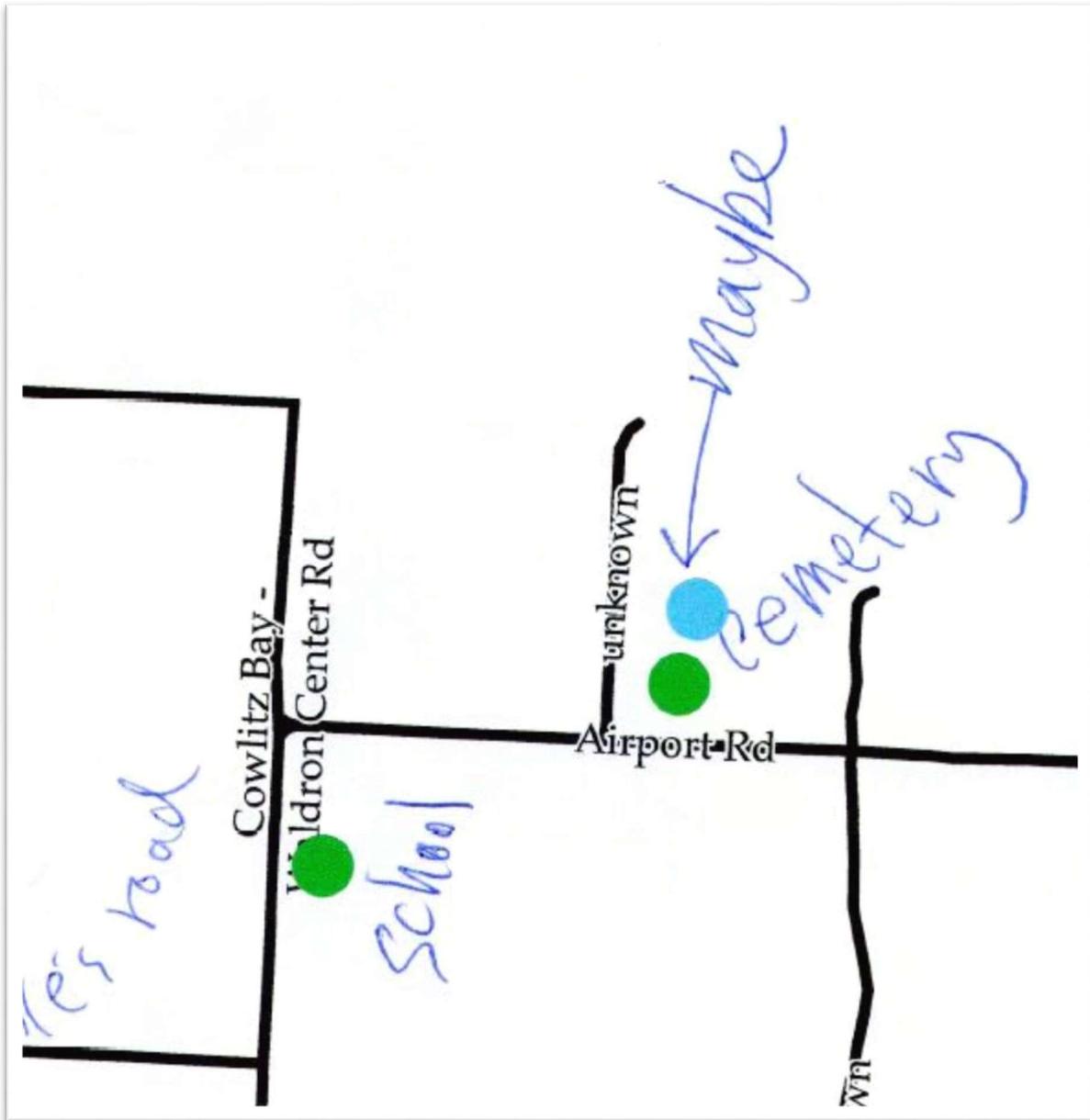


Figure 66 Waldron Map Group 1 affordable housing comment

Discussion of Waldron Workshop Responses to Map Exercise Four: Affordable Housing

Waldron map groups placed two blue dots total during Map Exercise Four. One was placed near Deer Harbor on Orcas Island and the other was placed near the Waldron School. At the Waldron workshop, as on Shaw, fewer blue dots than the Map Exercise Four minimum were placed on the map. This seems to suggest that the perceived level of need for affordable housing among workshop participants was lower than at workshops on other islands.

Near the Waldron School

The area surrounding the Waldron School is designated Rural Farm Forest (RFF) with a density of 10 acres per dwelling unit. This area might be an ideal site for the use of the rural residential cluster density bonus for affordable housing. Under current regulations, this kind of development is the only way to increase the density for affordable housing in the RFF land use designation.

Deer Harbor

The area near Deer Harbor that Waldron workshop participants identified is designated RFF with a density of five acres per dwelling unit (Map 20, page 117). As with the area near the Waldron School, this area would be a potential candidate for the use of the rural residential cluster density bonus. It may be more appropriate to place affordable housing within the existing residential activity center of Deer Harbor Hamlet, north of the Waldron workshop response. It is worth noting that none of the six Orcas map groups placed a response near Deer Harbor.

III.E. Map Exercise Five: Bulk Fuel Storage on Orcas

Map Exercise Five was only conducted at the Orcas Island workshop. In Map Exercise Five, Orcas workshop respondents were asked to identify ideal locations for bulk fuel storage with yellow dots. The map groups were asked to place at least one yellow dot specifically on Orcas Island.

The Orcas community recently expressed concern over the placement of bulk-fuel storage facilities. The community was concerned about safety and proximity to other residential and commercial uses. These facilities are a necessary part of the Islands' infrastructure and must be placed somewhere. The County would like your group's input on where exactly you feel this use fits on Orcas.

There are three kinds of bulk fuel storage defined in San Juan County Code (SJCC) 18.20.020:

“Bulk fuel storage plant or terminal” means an area where flammable or combustible liquids are received by tank vessel, pipelines, tank car, or tank vehicle and are stored or blended in bulk for the purpose of distributing such liquids by tank vessel, pipeline, tank car, tank vehicle, portable tank, or container (see International Fire Code).

“Bulk fuel storage (retail)” means the storage of fuel in structures or tanks for subsequent retail sale.

“Bulk fuel storage (wholesale)” means the storage of fuel in structures or tanks for subsequent wholesale distribution.

Current land use in the Eastsound Subarea Plan codified in SJCC 18.30.460 allows bulk fuel storage by conditional use permit in designated industrial areas including:

- Service and Light Industrial;
- Service Park;
- Marina; and
- Eastsound Airport.

In SJCC 18.30.030 and SJCC 18.30.040 bulk fuel storage is allowed by conditional use permit in the following land use designations:

- Rural General Use;
- Rural Industrial;
- Rural Commercial;
- Village Industrial;
- Hamlet Industrial; and
- Island Center.

Connection to Electronic and Online Polling

Polling Question One related to Map Exercise Five. Question One (Section II.B Table 1 and Section IV.B Table 37) asked, “Does more land need to be designated for nonresidential development?” The most popular response in both electronic (61%) and online (67%) polling was, “no”. Sixteen of twenty-four respondents (67%) at the Orcas workshop also responded “no” to Question One. The nonresidential uses asked about in question one includes more uses than just bulk fuel storage and so the response should not be interpreted as directly related to Map Exercise Five. The responses to Question One do seem to indicate that specific land use re-designation may not be necessary to accommodate bulk fuel storage in the future.

Table 35. Written Comments on Bulk Fuel Storage

Orcas	
Map Number	Comment
1	(Between Dolphin Bay and Orcas roads) Propane: combine with quarry
3	Yellow – (bulk fuel storage) Reason @ ferry dock: doesn't need to be transported, in bulk, on island roads.
4	(One yellow dot placed at Point Lawrence, see Figure 67) Access to tidal generation

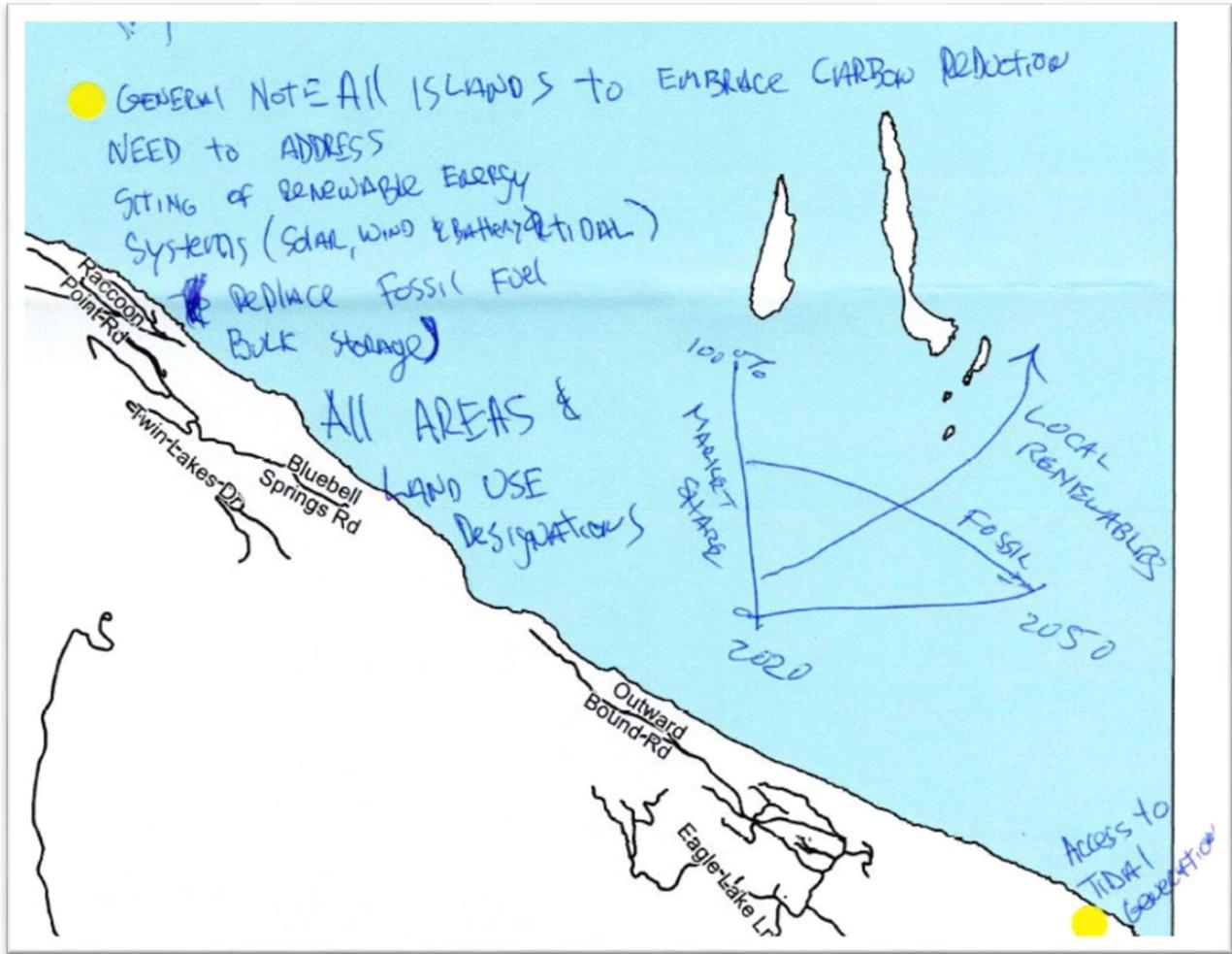


Figure 67 Orcas Map Group 4 comment on fossil fuels

Discussion of Orcas Workshop Responses to Map Exercise Five: Bulk Fuel Storage

The placement of bulk fuel storage has been a contentious topic in Eastsound. This is a particularly challenging issue because there are limited areas that this kind of use is allowed. On Orcas, bulk fuel storage is allowed in the following land use designations:

- Service and Light Industrial (Eastsound);
- Service Park (Eastsound);
- Eastsound Airport (Eastsound);
- Rural General Use;
- Rural Industrial;
- Rural Commercial;
- Village Industrial;
- Hamlet Industrial;
- Orcas Village Transportation;
- Orcas Village Commercial; and
- Island Center.

These areas account for 2,253 acres on Orcas Island that are concentrated mostly within Eastsound and the Rural Industrial designation along Orcas Road near the San Juan County Solid Waste Transfer Station.

Most support was for a facility near the solid waste transfer station along Orcas Road. This area is shown in Figure 68 below. It is an area further away from more dense residential areas than other suggestions. In addition to the transfer station, there is also a gravel pit in this area. It is worth noting that this area sits along the northeastern corner of Crow Valley, near areas marked as important to sense of place and for the scenic quality of the roads in map exercises two and three (Maps 2 and 8).



Figure 68 Aerial of Rural Industrial area along Orcas Road

The overall response pattern suggests that bulk fuel storage should be placed away from established residential areas; an example is shown in Figure 69 below. It also suggests that the areas currently designated for this type of use may be appropriate. Concerns about bulk fuel storage could also be addressed by examining development regulations. Bulk fuel storage does not have specific performance standards; it is regulated by general industrial site-development performance standards (SJCC 18.40.280).

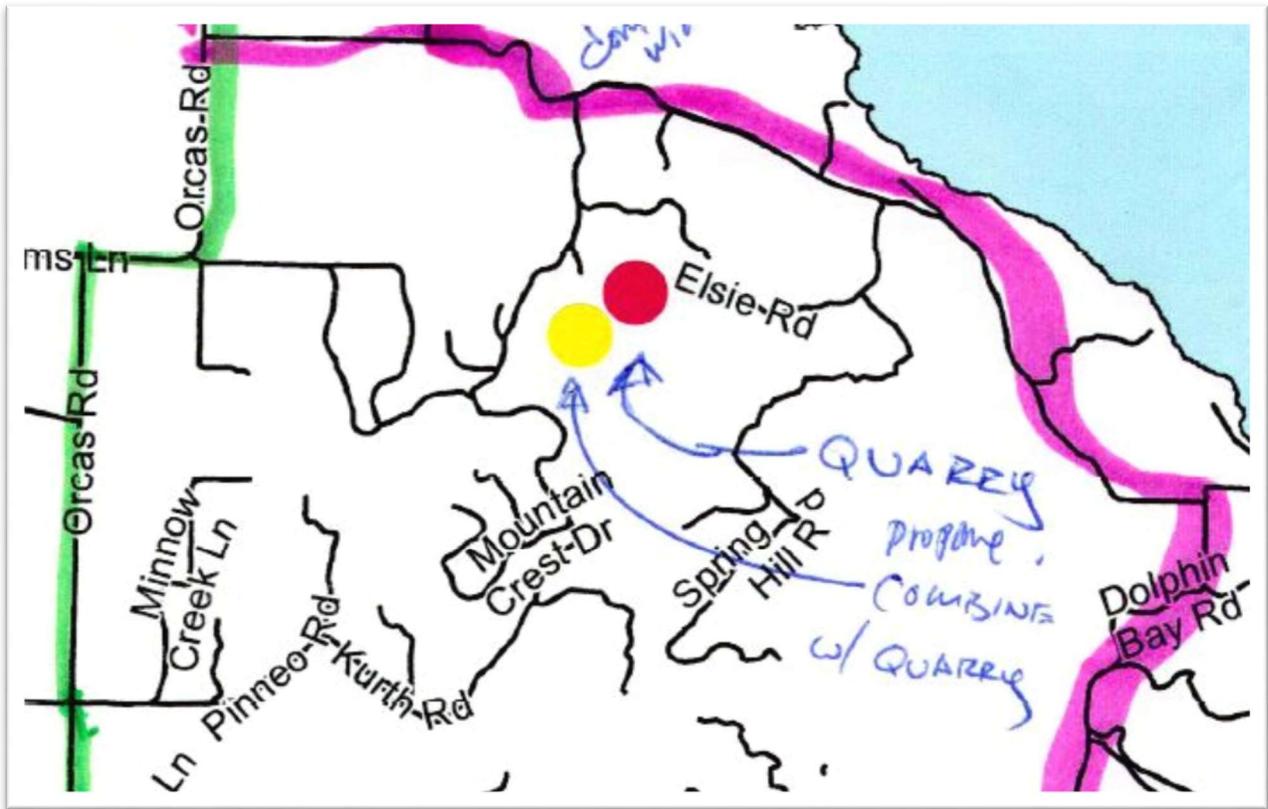


Figure 69 Orcas MAP GROUP 1 DETAIL, FUEL STORAGE NEAR QUARRY.

III.F. General Written Map Written Comments

Table 36. General Written Map Comments

Orcas	
Map Number	Comment
3	This is a blunt instrument process for surgical level decisions.
3	Include some questions on :limits for Total number of houses/residents.
3	(Written in ball point pen, crossed out with black sharpie) Rosario for affordable h. because a central locus and to spread out from UGA.
4	(Near Orcas Village) EV, Electric shuttle/bus around the island
4	(Corridor near Orcas Road from Orcas Village to Eastsound) Solar
4	(Near Obstruction Pass) Shore access to tidal generation
4	(Arrows pointing at all islands) General Note: All islands to embrace carbon reduction. Need to address siting of renewable energy systems (solar, wind & battery & tidal). Replace fossil fuel bulk storage. All areas & land use designations.
4	(off the west coast of Lopez) Access to tidal generation
4	(Throughout Rosario Strait) Access to tidal generation.
4	
4	(In Eastsound) Electric vehicle parking and solar charging stations.
6	(With a circle around Crow Valley, see Figure 70) We need to include AGRICULTURE in the conversation, especially in Crow Valley.

San Juan	
Map Number	Comment
3	More ARL
3	Farm stands/stores – outright allowed use
3	(arrow pointing east of Douglas Road) Make this ARL min. 10 acres
3	Preserve rural character with more ARL
3	(circle around central Lopez Island) make this and all prime soils ARL.
3	(Circle around Crow Valley) ARL
4	Recycle more, less consumer packaging
4	Water availability
Waldron	
Map Number	Comment
1	Tourists use the sidewalk etc. so maybe lodging tax funds could be used to improve local infrastructure that bears the burden of the massive influx of tourists
1	No net pens
1	(At the end of Cowlitz Bay – Waldron Center Road) Controversial
1	Lots of private roads not shown Mountain Rd not shown Five corners (4 roads)
1	Keep density in UGA
1	Addressing issues and private road names
1	Prohibit whale watching
2	(Near County dock and post office) Parking facility
2	Very <u>small scale</u> garbage collect + transport facility
2	Tourism tax should pay for trash disposal
2	Recycling is important + needs to be more prominent

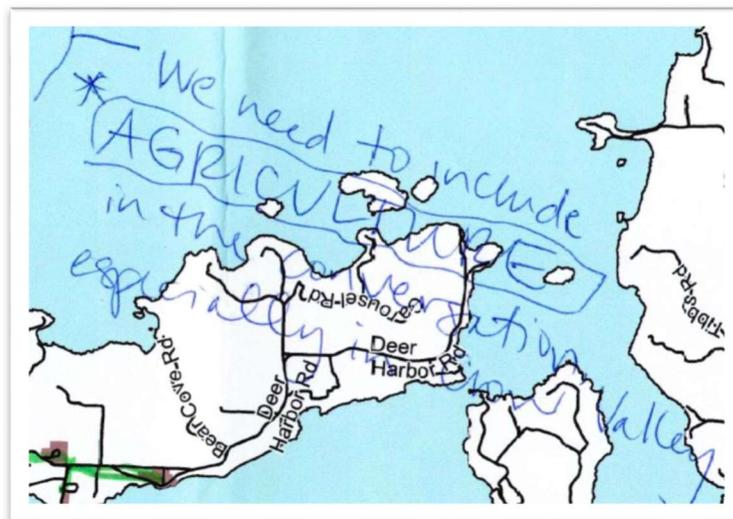


Figure 70 Orcas Map Group 6 agriculture comment

IV. ONLINE POLLING RESULTS

IV.A. Summary of Online Polling

During November 2018, staff conducted an online poll that asked the same sixteen questions as the electronic polling section. The background information provided in the electronic polling PowerPoint presentation from the workshop was included with each online poll question (Appendix D). The map exercises were not available online.

The online poll collected 171 responses. Online poll respondents took an average of eleven and a half minutes to complete the online poll. This is significantly less time than the electronic polling section of the workshop, which was designed to take approximately 35 for 45 minutes but usually went much longer to accommodate discussion of the question topics.

Online Polling Key Points of Interest

- 66% of respondents felt that no additional land needs to be designated for nonresidential development (Section IV.B Table 37, page 129);
- Cost of construction (40%) and the cost of land (32%) are seen as the two biggest barriers to new development (Section IV.B Table 39, page 129);
- 67% of online poll respondents felt that the County should accommodate some combination of more hotels, resorts and campgrounds (Section IV.B Table 41, page 130);
- 54% of respondents said that the County should increase density bonuses in the UGA (Section IV.B Table 46, page 131);
- 37% of respondents were in favor of increasing the number of ADU allowed, provided they were permanently restricted to be affordable housing (Section IV.B Table 48, page 132);
- 58% of respondents said they would participate in a voluntary private well monitoring program (Section IV.B Table 49, page 132); and
- 30% of online poll respondents were concerned about desalination and its impact on the marine environment (Section IV.B Table 50, page 132).

IV.B. Online Polling Results

Table 37. Does more land need to be designated for nonresidential development?

ANSWER CHOICES	RESPONSES	
Yes	32.74%	55
No	67.26%	113
TOTAL		168

Table 38. Which of the following nonresidential uses do we need more of?

ANSWER CHOICES	RESPONSES	
Eating/drinking establishments and shops.	13.17%	22
Industrial or manufacturing businesses.	29.94%	50
Personal and professional services (office spaces).	7.78%	13
Camping Facilities.	17.96%	30
None of the above.	31.14%	52
TOTAL		167

Table 39. What is the biggest barrier to new development?

ANSWER CHOICES	RESPONSES	
Cost and/or difficulty of construction, i.e. labor, materials, hiring tradespeople.	40.51%	64
Cost of the building permit.	2.53%	4
Environmental regulations, i.e. wetlands, geologically hazardous areas, habitat conservation areas and shoreline regulations.	21.52%	34
Building and energy code requirements.	3.80%	6
Land cost and availability.	31.65%	50
TOTAL		158

Table 40. Given that vacation rentals provide both positive and negative outcomes, is additional regulation needed?

ANSWER CHOICES	RESPONSES	
Maintain current levels of regulation for vacation rentals, no change is needed.	28.14%	47
Require the approval of a homeowners association or majority of neighboring property owners.	19.16%	32
Limit the number of vacation rentals by lottery, similar to the Accessory Dwelling Unit permit process.	35.33%	59
Limit the number of permits allowed per owner.	17.37%	29
TOTAL		167

Table 41. Should the county find more ways to accommodate hotels, resorts and/or campgrounds?

ANSWER CHOICES	RESPONSES	
Additional hotels/resorts and campgrounds are not needed.	32.14%	54
Only hotels/resorts.	6.55%	11
Only campgrounds.	22.02%	37
Hotels/resorts and campgrounds.	39.29%	66
TOTAL		168

Table 42. How should the county fund road frontage improvements in urban growth areas (UGA)?

ANSWER CHOICES	RESPONSES	
By property owners as development occurs.	42.17%	70
Local Improvement District – county constructs improvements all at once and they are paid for by a special assessment on properties within the district. Usually this is a few blocks in size.	27.71%	46
Transportation Benefit District – An additional taxing district is formed specifically to fund transportation projects, including frontage improvements, within the district. The district could be an entire island. This could fund many types of transportation projects, not just frontage improvements.	30.12%	50
TOTAL		166

Table 43. Keeping rural character in mind, which of the following do you prefer?

ANSWER CHOICES	RESPONSES	
	15.29%	26
	21.76%	37
No bicycle or pedestrian improvements.	11.18%	19
Options 1 or 2 where appropriate to the environment and location.	51.76%	88
TOTAL		170

Table 44. Given two options facing the county, which of the following do you prefer?

ANSWER CHOICES	RESPONSES	
Growth of airport runways to allow for larger planes, resulting in fewer trips per day made by larger planes.	30.12%	50
Maintain airport runways to limit the size of planes, resulting in an increase of the overall number of trips.	69.88%	116
TOTAL		166

Table 45. Which of the following options do you think is the most significant barrier to affordable housing development?

ANSWER CHOICES	RESPONSES	
High cost of construction.	30.49%	50
High cost of undeveloped land.	20.12%	33
Limited areas with high enough maximum density.	24.39%	40
County Regulations.	15.85%	26
Neighborhood opposition to affordable housing development.	9.15%	15
TOTAL		164

Table 46. Considering the need for affordable housing and the tradeoffs associated with affordable housing density bonuses, what strategy do you prefer?

ANSWER CHOICES	RESPONSES	
Maintain current density bonuses in the UGA.	27.22%	46
Increase density bonuses within the UGA.	52.07%	88
Do not incentivize affordable housing with density bonuses.	20.71%	35
TOTAL		169

Table 47. How should the county change regulations to promote affordable rural residential cluster development?

ANSWER CHOICES	RESPONSES	
Do not change rural residential cluster development regulations.	36.97%	61
Allow private developers to build affordable rural residential cluster developments, not only nonprofits.	16.36%	27
Allow more than three rural residential cluster developments per year, countywide.	9.09%	15
Allow more than one-hundred rural residential cluster development housing units countywide per decade.	1.21%	2
A combination of 2, 3, and 4.	36.36%	60
TOTAL		165

Table 48. What do you think is the best way to address ADU regulation?

ANSWER CHOICES	RESPONSES
Do not limit the number of ADU.	17.06% 29
Allow a greater number ADU provided they are permanently restricted to be affordable housing.	36.47% 62
Keep the current restrictions on the number of ADU but change the requirement that ADU be placed within 100 feet of and share utilities with the primary residence.	16.47% 28
Do not change the ADU code.	21.76% 37
None of the above.	8.24% 14
TOTAL	170

Table 49. Would you participate in a voluntary private well monitoring program?

ANSWER CHOICES	RESPONSES
Yes	57.41% 93
No	42.59% 69
TOTAL	162

Table 50. What concerns do you have about the use of desalination?

ANSWER CHOICES	RESPONSES
I am not concerned about it.	38.60% 66
I am concerned about the impact on the marine environment.	30.99% 53
I am concerned that it will allow more growth and development.	17.54% 30
I am concerned but none of the above options express my opinion.	12.87% 22
TOTAL	171

Table 51. How should the county use lodging tax funds?

ANSWER CHOICES	RESPONSES
Continue to fund tourism advertising and marketing with lodging tax funds.	9.41% 16
Reduce lodging tax funding for tourism advertising and use some of the funding to improve tourism related infrastructure.	42.94% 73
Stop advertising the islands and use all funding for tourist related infrastructure improvements.	42.35% 72
None of the above.	5.29% 9
TOTAL	170

Table 52. What role should the county take in developing other industries besides tourism?

ANSWER CHOICES	RESPONSES	
The County should continue to focus on the industries it already has – primarily tourism.	15.53%	25
The County should have a supporting role for existing agencies and nonprofits by creating new programs to train entrepreneurs and workers.	42.24%	68
The County should take the lead on growing more varied industries here, by creating new programs to train entrepreneurs and workers.	42.24%	68
TOTAL		161

Appendix A

Workshop Newsflash

and Fliers

NEWSFLASH: Comprehensive Plan Community Workshops

Title: Comprehensive Plan Community Workshops

Lead-in: Save the date! Come participate in a workshop on the Comprehensive Plan 2036 update.

Body: The Department of Community Development (DCD) will hold community workshops to gather community input on the Comprehensive Plan update. Provide input on policy issues that will guide the County through 2036. Discussion topics will include:

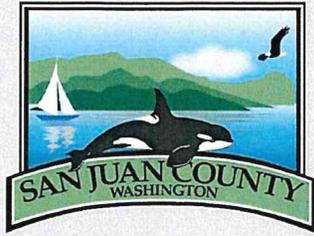
- Housing
- Transportation
- Land Use
- Water Resources
- Economic Development
- Rural Character

Save the date for the community workshop nearest you! Activities will begin at the time posted below, please make sure to show up at the beginning to share your input on all of the topics.

Island	Date	Time	Place
Lopez	September 27, 2018	6:00 to 7:30 pm	Lopez Center for Community and the Arts 204 Village Road
Orcas	October 10, 2018	5:30 to 7:00 pm	SJC District Fire Station #2, 45 Lavender Lane
San Juan	October 18, 2018	6:00 to 7:30 pm	SJC District Fire Station #3, 1011 Mullis Street
Shaw	October 26, 2018	10:30 am to 12:00 pm	Shaw Island Community Center

Note: start times subject to change. A meeting is tentatively scheduled on Waldron Island during the last week of October, more details will be available soon.

For more information, please visit <https://www.sanjuanco.com/1079/Comprehensive-Plan-Update> or contact Adam Zack at the Department of Community Development, adamz@sanjuanco.com (360) 370-7580



SAN JUAN COUNTY

COMPREHENSIVE PLAN UPDATE

Community Workshops

Attend these workshops to provide input on policy issues that will guide the County through 2036 on:

Housing
Land Use
Water Resources

Transportation
Economic Development

Orcas

October 10, 2018

Activity begins at 5:30 pm

Fire Hall #2

45 Lavender Lane

Eastsound

San Juan

October 18, 2018

Activity begins at 6:00 pm

Fire Hall #3

1011 Mullis Street

Friday Harbor

Shaw

October 26, 2018

Activity begins at 10:30 am

Shaw Community Center

Lopez

September 27, 2018

Activity begins at 6:00 pm

Lopez Center for

Community and the Arts

204 Village Road

Waldron, TBD

For more information please visit

<https://www.sanjuanco.com/1079/Comprehensive-Plan-Update>

or contact Adam Zack at AdamZ@sanjuanco.com



SAN JUAN COUNTY

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Attend these workshops to provide input on policy issues that will guide the County through 2036 on:

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October 10, 2018

Activity begins at 5:30 pm

Fire Hall #2

45 Lavender Lane

Eastsound

San Juan

October 18, 2018

Activity begins at 6:00 pm

Fire Hall #3

1011 Mullis Street

Friday Harbor

Shaw

October 26, 2018

Activity begins at 10:30 am

Shaw Community Center

Waldron

November 8, 2018

Activity begins at 12:00 pm

Waldron School

For more information please visit <https://www.sanjuanco.com/1079/Comprehensive-Plan-Update> or contact Adam Zack at AdamZ@sanjuanco.com



SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Join us for a Lopez Island Community Workshop

**Thursday, September 27, 2018 - 6:00 - 7:30 pm
at the Lopez Center for Community and the Arts**

**Attend to provide input on policy issues
that will guide the County through 2036 on:**

- Housing
- Land Use
- Transportation
- Water Resources
- Rural Character
- Economic Development



For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580



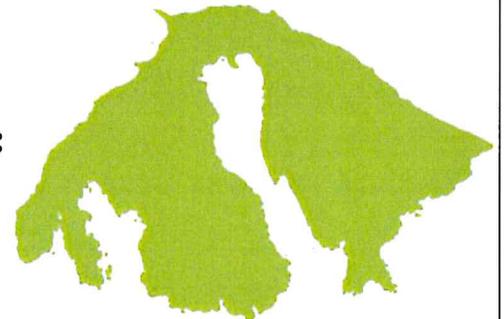
SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Join us for an Orcas Island Community Workshop

**Wednesday, October 10, 2018 - 5:30 - 7:30 pm at the Fire Hall #2
on 45 Lavender Lane, Eastsound**

**Attend to provide input on policy issues
that will guide the County through 2036 on:**

- Housing
- Land Use
- Transportation
- Water Resources
- Rural Character
- Economic Development



For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580



SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Join us for a San Juan Island Community Workshop



**Thursday, October 18, 2018 - 6:00 pm at the
Fire Hall #3, 1011 Mullis St, Friday Harbor**

**Attend to provide input on policy issues
that will guide the County through 2036 on:**

- **Housing**
- **Water Resources**
- **Land Use**
- **Rural Character**
- **Transportation**
- **Economic Development**

For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580



SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Join us for a Shaw Island Community Workshop

**Friday, October 26, 2018 - 10:30 am at the
Shaw Community Center**

**Attend to provide input on policy issues
that will guide the County through 2036 on:**

- **Housing**
- **Water Resources**
- **Land Use**
- **Rural Character**
- **Transportation**
- **Economic Development**



For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580

Appendix B

Display

Advertisements

Community Calendar

SUNDAYS

ONGOING: Lopez Buddhist Sangha meets for meditation and dharma discussion. For info, call 360-468-9099; 10 a.m., every second and fourth Sundays of the month.

WEDNESDAYS

ONGOING: Preschooler and toddler story time, 11-11:30 a.m., Lopez Library.

THURSDAYS

ONGOING: Lopez Foot Clinic. Call Khorstian at 360-468-4656 to schedule an ap-

pointment. Questions? Call Khorstian or Rose, 360-468-2205. Every third Thursday of the month; starts 9 a.m., all ages, Woodmen Hall.

FRIDAYS

ONGOING: Government food distribution, 1-2 p.m., last Friday of the month (except November), Grace Church.

SAT, SEPT. 1

FILM SCREENING: "Every Day" (PG-13), 2 p.m., at the library.

SAT, SEPT. 8

EVENT: Celebrate the culmination of the Summer Reading Book Bingo challenge with a party and prize; 5-7 p.m. at the Lopez Library.

EVENT: Opening Reception: "Light and Space" featuring the work of Marie Luck-

hurst, and Sheila Simpson-Creps. The artists will be exhibiting ceramics, jewelry, egg tempera paintings, and pastels. Show runs through Oct. 12. 5-7 p.m. at Chimera Gallery.

EVENT: Town Meeting - Lopez Pool. Friends of Lopez Island Pool will be holding a town hall meeting from 4-5:30 p.m. to provide an update on the latest status of The Swim Center project.

SUN, SEPT. 9

CONCERT: Grisha Krivchenia performance. Guest appearance by Kip and Stanley Greenhalp. By donation; proceeds go to Lopez Island Hospice and Home Support; 4 p.m. at Center Church.

THUR, SEPT. 13

EVENT: Lopez Island Garden Club Meetin. Jim Birkemeier of J & M Occasional Fruit, will share his experience and insights on growing fruit. 9:30 a.m.-noon. Woodmen Hall, 4102 Fisherman Bay Road, Lopez Island.

Letters left; delinquent drivers; permit problems | San Juan County Sheriff's Log

The San Juan County Sheriff's Office responded to the following calls.

- Aug. 22
- A deputy investigated a report of a traffic accident in Friday Harbor.
- A passport was found on the beach at Reuben Tarte Park on San Juan Island.
- A Lopez man reported the theft of a package from his place of employment. He called later, saying the package had been located and

- that no theft had occurred.
- A deputy responded to a walk-in report from a San Juan resident regarding a traffic offense and harassment with the local trolley service company. A statement was gathered and a report was made.
- A deputy stopped a vehicle in Eastsound for lane travel. The male driver was issued a citation for having an open container of marijuana within his reach

- in the vehicle.
- An Orcas deputy stopped a vehicle that was being operated by a person with an expired driver's license. The female driver was issued citations for not having a valid operator's license and expired vehicle registration over two months.
- An Orcas deputy discovered two boats unlawfully moored at the Westsound County Dock. The vessel

- owners were issued citations as well as warning letters about the registration violation.
- Aug. 23
- A Lopez deputy contacted a homeless person, suspected of drug use, for a welfare check. The reporting party stated they were hoping temporary shelter was available. The deputy contacted the homeless subject and found no evidence of a crime.

- A Lopez deputy was called regarding an unwanted person. The person was given a courtesy ride and issued a trespass warning letter.
- Lopez deputies arrested a suspect from a 2017 burglary case. The person was booked in jail.
- Deputies responded to a report of a juvenile problem in Friday Harbor. The juvenile was found to be a danger to himself and others and was transported to the emergency room for a mental health evaluation.
- Aug. 24
- A deputy responded to a threat complaint in Eastsound. It was discovered that a known suspect left a threatening voicemail. The suspect was not located in the county. The case is under further investigation.
- A deputy responded

- to a threat complaint in Eastsound. The suspect was located, and it was determined that a criminal violation had not occurred.
- A deputy on Orcas stopped a vehicle for a broken taillight and expired registration. The driver was issued citations for having expired registration over two months and no insurance.
- A deputy was dispatched to a disorderly conduct call in the Friday Harbor area. The reporting deputy arrived and contacted those involved.
- Aug. 25
- An Orcas deputy initiated a traffic stop on Orcas Road, and the driver was cited for speeding 53 mph in a 35 mph zone.
- An Orcas deputy received information on a possible trespass at a local business. The investigation is ongoing.
- A deputy issued citations to two registered owners of vessels for failing to



SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Join us for a Lopez Island Community Workshop

Thursday, September 27, 2018 - 6:00 - 7:30 pm
at the Lopez Center for Community and the Arts

Attend to provide input on policy issues that will guide the County through 2036 on:

- Housing
- Land Use
- Transportation
- Water Resources
- Rural Character
- Economic Development

For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580



AA Meetings:

Mondays - 7 p.m. at the Children's Center
Wednesdays - 4 p.m. Women's meeting at the fellowship hall at Grace Episcopal Church
Saturdays - noon at the Children's Center
Call 360-468-2809

Al-Anon:

Saturdays - 9:30 a.m. at the Children's Center
Call 360-468-4703

SEE SHERIFF'S LOG, PAGE 4

Weekly deadlines

Legal advertising:
Wednesday at noon
Press releases, letters and display advertising:
Thursday at noon
Classified advertising:
Friday at noon

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SOUND PUBLISHING INC **CPC**

Learn about the upcoming housing tax initiative

The public is invited to participate in a Sept. 8 meeting at 10 a.m. in the Deer Harbor Community Club. "Yes for Homes," a county-wide grassroots campaign supporting a ballot initiative in November to create a new Home Fund has organized this meeting.

The campaign has invited San Juan County Affordable Housing Coordinator Ryan Page to present information about how the fund works and how the funds would be used. Members of the Yes for Homes campaign will be available to answer other questions that may arise. A few years ago the county council tasked a workgroup with developing a strategic action plan to address the growing housing

needs on the islands. That group was made up of stakeholders ranging from housing non-profits to business owners to county staff. One key they found to the solution was to create a dedicated local funding source.

those tax dollars are to be spent.

On May 22, the council voted to move the recommendation of the HBC forward to a vote of the people in November of 2018. Home Fund revenue will come from a one-time tax paid at the time of a real estate sale. This is not an ongoing property tax. These funds will serve very-low, low and moderate-income households and those with special needs. The REET is the only source of funds available after a vote of the people that has the flexibility to serve moderate-income households.

After the council adopted the strategic action plan, they tasked the Housing Bank Commission with developing a recommended local funding source. After months of deliberation, that commission recommended the creation of a county Home Fund, funded by a 0.5 percent Real Estate Excise Tax, along with an Administrative and Financial Plan for how

WORSHIP SERVICES

ON ORCAS ISLAND & IN THE SAN JUAN ISLANDS

CHRISTIAN SCIENCE

Sunday Worship 10 am
Wednesday Testimony meeting 7:00 -
Last Wednesday of the month
Orcas Library Meeting Room
376-5873

COMMUNITY CHURCH

Serving Orcas Island For 133 years
Sunday Worship 9:00 am and 10:45am
(Nursery & Kids Sunday School)
5 p.m. Vespers Service, Eucharist.
Weekday programs for all ages.
Info @ www.OrcasChurch.org
Or call Pastors Brian Moss and Ryan Carpenter,
376-6422

In Eastsound on Madrona

EMMANUEL EPISCOPAL

Parish of Orcas Island
The Rev. Berto Gándara
Eastsound (by the water) • 376-2352
SUNDAYS: Holy Eucharist 8 and 10 am
Church School

THURSDAYS: Holy Eucharist 12:15 pm
Misa en español primer sábado de cada mes a las 6 pm

ST. FRANCIS CATHOLIC CHURCH

Orcas - St Francis Church
in Eastsound
Mass 10:30 am Sundays
Lopez - Center Church
Mass 10:30 am Saturdays

TOWN HALL MEETING

**SEPTEMBER 8TH
FROM 3-5PM
BE A PART OF
THE HEALTH
CARE
DISCUSSION**

Please join the Orcas Island Health Care District (OIHCD) Board of Commissioners as we host our first of two Town Hall style meetings. Share your questions and thoughts on the issues most important to you related to the delivery of primary, acute and after-hours care.

Meeting to be held at Orcas Island Fire & Rescue, Eastsound Firehall

Bring YOUR QUESTIONS & THOUGHTS

The Board wants to hear from YOU

Learn what the Board has been working on since the District was formed in April

Get brief updates from the Board Committees and Work Groups

OIHC
P.O. Box 226
Eastsound, WA 98245
www.orcashealth.org
Next Town Hall is 9.20.18 at 6 pm

Power line clearing is in progress

OPALCO tree trimming crews are at work throughout San Juan County clearing vegetation from around power lines for safety and to prevent outages this coming winter. This work is part of OPALCO's routine annual line clearance program - also called right of way clearing.

Trees and vegetation in the ROW, in proximity to high-voltage power lines, need to be pruned by expert, highly-insured professional utility tree crews. The long-term approach is to remove most trees growing in the ROW, identify and remove hazardous trees outside of the ROW that could fall into lines - and keep 15 feet to each side of the power line centers clear of vegetation that could impede access for maintenance and repairs. This approach makes the best use of member resources by minimizing the number of times each area needs attention and preventing unnecessary tree-related outages.

Property owners can help themselves and OPALCO by planting trees and vegetation a safe distance away from power lines and equipment; avoiding known problem trees such as willow, pine and alder in favor of sturdier species such as western red cedar; and by cooperating with OPALCO and their tree trimming crews when line clearance work is necessary.

Despite solid prevention and a very reliable system, power outages happen. OPALCO encourages all islanders to be prepared. Check out the Winter Storm Check List on OPALCO's outage center (www.opalco.com/outages) - and explore the options for outage information and updates.

OPALCO posts outage information on its phone system, Facebook, Twitter and online at www.opalco.com/outages. Members can sign up for direct outage updates by phone, text or email on SmartHub. OPALCO's 24/7 off-site call center manages the high-volume of member calls during an outage and populates the new real-time outage map to keep members informed. Members with mobile phones can check the map, Facebook and Twitter for outage information. Those who do not use mobile phones can call into OPALCO's phone system for less-detailed updates - or find an "outage buddy" with a mobile phone to relay information. Questions can be addressed to: communications@opalco.com.



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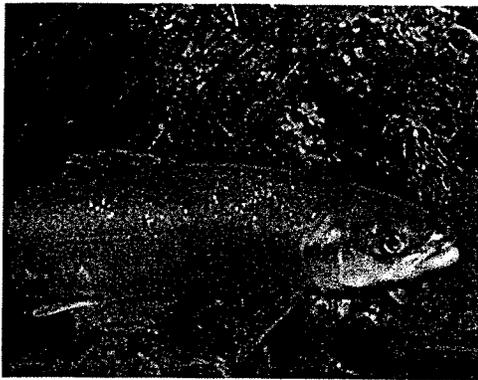
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For more information, contact Adam Zack - adamz@sanjuanco.com or (360) 370-7580

8,000 Atlantic salmon transferred into net pens



An Atlantic salmon.

Contributed photo/WOAA

Submitted by the Washington Department of Fish and Wildlife

The Washington Department of Fish and Wildlife has authorized Cooke Aquaculture to transport about 800,000 juvenile Atlantic salmon from the company's hatchery in Rochester, Washington, to existing net-pen facilities in Puget Sound.

WDFW issued the fish transport permit this week after working to ensure Cooke had met all of the state's requirements for fish health.

Earlier this year, state lawmakers passed legislation to phase out Atlantic salmon net pen operations in Puget Sound as soon as 2022. Cooke is continuing its operations in the meantime.

On Aug. 2, Cooke submitted applications to move a total of 800,000 1-year-old Atlantic salmon from its Scatter Creek facility in Rochester to two different net pen locations in Puget Sound.

Both WDFW and Cooke tested samples of the fish, which met the state's health

requirements, including testing negative for all forms of the fish virus PRV (piscine orthoreovirus), said Ken Warheit, WDFW's fish health manager.

Cooke typically transports fish eggs from an Iceland facility to Scatter Creek, where the eggs grow into smolts before being moved to net pens. In May, an exotic strain of PRV that shows up in North Atlantic waters was detected in a different batch of smolts at Cooke's Scatter Creek facility. WDFW denied the company's request to transfer those fish into net pens. The state also requires

that Cooke leave its net pens empty (or "fallow") for at least 30 days before transferring fish there.

Warheit noted that Cooke will also meet this requirement as it transfers fish in October and November.

Cooke will move about 400,000 juvenile Atlantic salmon to its Hope Island facility in Skagit Bay and another 400,000 fish to its Orchard Rocks facility in Kitsap County in Rich Passage.

All future notifications about Atlantic salmon transfer permits will be posted at wdfw.wa.gov/ais/salmo_salar/.

Dinner party for Whale Museum

Submitted by The Whale Museum

The Whale Museum invites everyone to the first annual event, "The Dinner Party," an elegant fundraiser and auction on Friday, Sept. 14 at the Brickworks in Friday Harbor. Proceeds benefit the museum's mission of promoting stewardship of whales and the Salish Sea ecosystem through education and research.

The evening will begin at 6 p.m. with a reception and no-host bar, featuring special drinks by Westcott Bay Cider, Kari's Island Elixirs, San Juan Island Brewing Company and San Juan Vineyards. Downriggers is preparing appetizers and the dinner. Music will fill the air thanks to Sasha von Dassow on the cello and Hanneke Klein-Robbenhaar on the violin. The sit-down dinner includes a choice of a vegetarian meal of Eggplant Parmesan with tomato sauce, cheese and fried basil, or beef meal of Braciola (rolled, stuffed skirt steak) with herbed fregola and horseradish gremolata. Both entrees are accompanied by a chopped salad of radicchio, romaine, endive, pepperoncini, grape tomatoes and blue cheese dressed with lemon vinaigrette. The meal concludes with a smooth white chocolate mousse topped with blueberry compote and San Juan Roasting Company's coffee. Duncan Wilson will emcee the most entertaining portion of the evening, the live auction.

Special thanks to our sponsors: Gold - Islanders Bank, Islanders Insurance; Silver - Lakedale Resort, Olympic Lights B & B, Petro San Juan, San Juan Island Brewing, Gary & Susan Sterner, Western Prince Cruises; Bronze -

Backdoor Kitchen, Bakery San Juan, Coldwell Banker-San Juan Islands, Downriggers, Friday Harbor Grand Bed and Breakfast, Griffin Bay Books, Mike Horn DDS, Island Air Inc. and Richard Lawson Construction.

Tickets are \$65 per person (meal includes a glass of wine or beer). Reservations can be made at The Whale Museum or online at <https://whalemuseum.org/products/dinner-party> or by calling 360-378-4710 ext. 30, or stopping by the museum. RSVPs are strongly encouraged as seating is limited. (If a group would like to attend, tables for eight can be reserved.) Proceeds raised through this event will directly support the education and research programs of The Whale Museum. To reserve your seats, stop by the museum or call 360-378-4710 ext. 30.

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A piece from the Van Gogh Sunset collection

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SAN JUAN COUNTY

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Affidavit of Publication.

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SEP 18 2018

SAN JUAN COUNTY
AUDITOR

STATE OF WASHINGTON

County of San Juan

The undersigned, being first duly sworn, says on oath that she is the principal clerk of THE JOURNAL OF THE SAN JUAN ISLANDS, a weekly newspaper approved as a legal newspaper by order of the Superior Court of the State of Washington for San Juan County; that said newspaper is now and has been published in the English language continuously as a weekly in Friday Harbor for six months prior to the first date of publication of the notice hereto attached; that said

Lopez Community workshops

is a true copy and was published by her in Weekly San Juan Journal successive copies of said paper on the following dates:

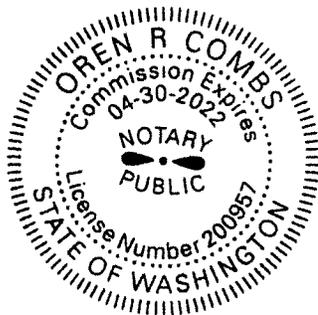
Sept 4, 2018 & Sept 5, 2018

and was printed in full in said newspaper and not in supplement thereof.

That the publication cost thereof the sum of \$ 154.²⁹ x 3 = 464.⁸⁷ and has been paid in full at the rate of \$ 10.⁰⁰ per column inch for each insertion.

Heather Spalding

Subscribed and sworn before me this 18th day of September, 2018.



Oren R. Combs
Notary Public in and for
The State of Washington
residing at Friday Harbor WA

Letters

Gratitude to our County Council

On Sept. 5, 2018, the San Juan County Council and the Islands' Trust of British Columbia sent an open letter to Canadian Prime Minister Trudeau. This letter urges him to reconsider his decision to triple the capacity of the Trans Mountain Pipeline. The Friends of the San Juans are grateful to councilors Rick Hughes, Jamie Stephens and Bill Watson for working with the Islands' Trust representatives to craft this powerful letter that describes the threats posed by 400 additional oil tankers passing through our island waters each year. Our councilors' letter conveys our deep connection to the islands of the Salish Sea and the marine life surrounding us. A major spill of tar sands diluted bitumen on the route traveled by oil tankers would not only threaten sensitive environments where salmon and orca whales struggle to survive, but also threaten islanders' jobs and property. We thank our County Council leaders for actively protecting the land, sea and amazing natural beauty of the Salish Sea region with their eloquent and powerful letter.

**JANET ALDERTON,
VICE-PRESIDENT OF
THE FRIENDS OF THE
SAN JUANS**

Dirty showers

I'm here for the goodness of life, my land and the beautiful humans. I am a young senior, handicapped and happy. For five months I have had to rely on public showers. Boy, it's been rough. The marina has a "handicapped" shower with no grab bars. The public showers in the village are filthy. The pink bacteria cement floor now has

progressed to black mold. This generous community service deserves to find an ethical shower cleaner.

**JENNY MARKET
Lopez Island**

Thank You from FLIP

Three cheers to the Lopez community, who attended two recent town halls about the Lopez Swim Center. Your questions were excellent, your enthusiasm wonderful! Questions from the first town hall enabled us to prepare a more detailed presentation at the second. The presentation, including Financial Outlook and Floor Plans, can now be seen on FLIP's website, www.lopezislandpool.org. Our profound thanks go out to the more than 600 donors who have brought the pool project to the cusp of construction. We are now launching the final phase of fundraising which will bring home the funds to purchase, engineer and install the two Myrtha pools in 2019 — so we can open to the public! FLIP welcomes new volunteers and donors as we proceed into the construction phase. Just make contact through the website to volunteer your skills, or contact me or any board member listed on the website to make the champion donations that will have Lopez swimming. Watch for an announcement of our Swim Center Appreciation Celebration on Saturday, Oct. 13, 2 p.m., on the pool site: 177 Pool Lane, opposite the Center Road fire station. Help us to honor Sen. Kevin Ranker, D-Orcas Island, and Councilmember Jamie Stephens, who were instrumental in getting significant government support for the Lopez Swim Center. Music, food, friends and fun!

**ROBIN BERGSTROM,
PRESIDENT FRIENDS
OF LOPEZ ISLAND
POOL**

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<https://www.opalco.com/news>

Obituary

Ralph Henry Nansen

Aug. 10, 1931 - Aug. 30, 2018

Ralph was born in Almira, Washington, to Nicholas and Anna Nansen, the fifth of seven siblings. He graduated from Washington State University with a degree in Mechanical Engineering.

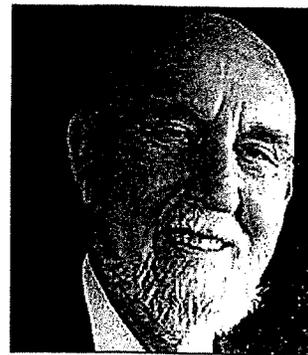
Ralph spent his career with Boeing in the Aerospace division. Early in his career, he designed the Saturn V rocket, which was the first stage of the Apollo moon launches. His design won Boeing the NASA contract to send men to the moon. As the Apollo program ended, Ralph continued to design and manage advancements in aerospace technology, becoming a world-recognized authority on solar power satellites and authoring two books on the subject.

Ralph met the love of his life in grade school and married Phyllis Moser in 1951. He is survived by

Phyllis, their three children and their spouses, all currently living on Lopez Island: David Nansen (Sheri), Lynn Dale (Mark) and Lisa Cram (Doug); four grandchildren: Nicholas Nansen, Kelly Small (Victor), Dana Cram and Derek Cram; and great-grandson, Zolton Small.

Ralph loved to travel and covered most of the globe traveling for business and pleasure, often with Phyllis at his side. He stood on seven continents and sailed countless ocean miles on Fram, the boat he built in their back yard. Ralph and Phyllis shared their sailing adventures in the book "Stone Boat Odyssey." Ralph was a skilled cabinet maker, and found time to create works of art as well as furniture. Their Lopez home abounds with examples of his creative and skilled hands.

When Ralph and Phyllis moved to Lopez in 2002, Ralph was elected to the board at LCCA and served two terms. He also was president of The Lutheran Church in the San Juan



Islands for two terms.

Rest in peace, beloved husband, father, grandfather, great-grandfather and friend.

Celebration of life on Saturday, Sept. 29, 4 p.m., at Center Church, Lopez Island. In lieu of flowers, the family suggests donation to Lopez Island Hospice and Home Support.

Frank Lloyd Wright presentation

Submitted by the Lopez Island Library

The Lopez Library is pleased to present author and architectural scholar Ronald McCrea, who will be speaking about the influence of women in the life of prominent and prolific architect Frank Lloyd Wright. McCrea will be speaking at the library on Tuesday, Sept. 25, at 7 p.m. in the community meeting room.

Independent, strong-minded women were a determining force in the life and career of architect Frank Lloyd Wright. They shaped his worldview, gave him tools, opened doors (and closed some) and rescued his fortunes at critical points. Their contributions have not been fully recognized. They appeared as mates and matriarchs, clients and colleagues, promoters and editors of shelter magazines. They contributed ideas for the modern American home. They inspired Taliesin, Taliesin West and the Taliesin Fellowship. They delivered key commissions including the Marin County Civic Center and the Solomon Guggenheim Museum. Since his death they have kept his flame alive as scholars, preservationists, architects and foundation leaders. It can be said that in the most important ways, women made Frank Lloyd Wright possible.

McCrea is a journalist based in Madison, Wisconsin. His father was a newspaperman, and McCrea followed in his footsteps, working as a news editor at some big newspapers in their heyday — The Boston Globe, The Washington Post, The San Jose Mercury News and New York Newsday. But he spent most of his career in Madison, serving as the city editor of The Capital Times, a scrappy liberal newspaper that had fought Joe McCarthy in the 1950s and adopted the cause of Frank Lloyd Wright. The Capital Times is where he developed his interest in Wright. In 2012 the Wisconsin Historical Society Press published his book, "Building Taliesin: Frank Lloyd Wright's Home of Love and Loss." This trailblazing book, now in its second printing, is held by more than 800 libraries worldwide, including UC-Berkeley, Stanford, the University of Washington, the Seattle Public Library, Royal Road University Library in Victoria, British Columbia and the Lopez Island Library.

McCrea is currently at work on his second book, on Wright and women, which he will preview for the Lopez public on Tuesday, Sept. 25, at 7 p.m.

All library programs are free and open to the public.



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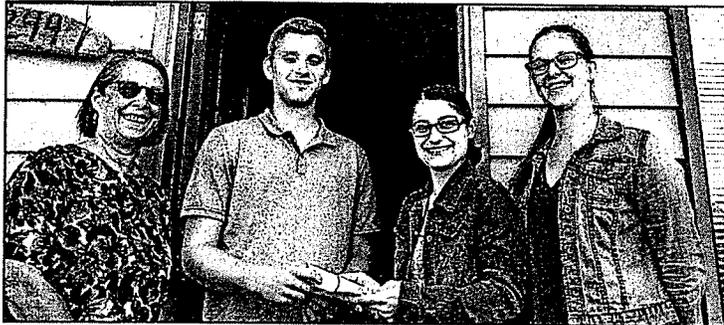
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For more information, contact Adam Zack - adamzack@sanjuanco.com or (360) 370-7580

Local business provides successful internship



by Colleen Smith
Editor/Publisher

Answering phones and greeting customers are useful skills in nearly any industry.

Over the years, business owner Michele Wiley noticed that without previous experience, many people find working in a professional setting to be daunting. So this summer, she launched her first internship program with high school senior Ethan White.

"Not many understand how a business office works," said Wiley, who owns Madrona Point Insurance in Eastsound. "It is transformational for someone who was nervous when they started to later

walk out just owning that whole front office."

Seventeen-year-old White was in charge of getting the business ready for customers in the morning, answering the phone, data entry, filing and greeting clients.

"I learned to deal with all sorts of people, and help them out, even when under pressure," White said. "I also became comfortable with software programs that I had previously not known how to use. Along with this, I learned to work with a great team, that works very well together."

Wiley laid out clear goals for White on his first day and held beginning and exit interviews with him. She and her staff present-

ed White with a certificate of completion on his last day. He also helped create an "intern manual" with Madrona employee Kami Griffin for the next person who comes on board.

"I watched this young man just open up," Wiley said.

She initially hoped that White could earn high school credits for his time at Madrona Point, but she opted instead for a one-month, paid position. Wiley had to be approved by the state to hire a minor.

"I would definitely recommend this internship to others, as it teaches responsibility, and gives people a chance to see what working in an office is like, as well as get some real work experi-

ence, which can lead to jobs in the future," White said. While her first internship was with a student, Wiley is open to anyone interested in such an endeavor - particularly young moms.

"I want to hire people who have never worked in this industry as well as fill in the gap for students who are looking for experience in the office. I got so many people saying what a great opportunity and idea this is that I am hoping to do it again this winter and next summer," she said.

Wiley's goal is to provide islanders with an opportunity to beef up their resumes and gain workplace knowledge.

"I am willing to train people so they can walk in and be a better employee for someone else - or they can stay on and work for me," she said.

Wiley would like to participate in the internship program offered by Orcas School High School's Career and Technical Education department. CTE provides classes each semester to interested students as well as work-based learning through local businesses. The work must be unpaid and pertain to a class the

student is currently taking. "The internships need to flow out of work being done in the classroom," said Principal Kyle Freeman.

A business owner interested in setting up an internship sits down with the student and teacher Brett McFarland to outline goals, expectations and objectives for the partnership.

Current CTE classes include: personal and business finance, woodworking, culinary arts, yearbook and publishing, computer programming and guitar building. Washington state requires all students take at least one credit of a CTE class in order to graduate.

Over the past few years, students built a fully functional tiny house and umiak boat. The projects are collaborations between school district staff and community members. You don't need a bachelor's degree or teaching certificate to become a vocational instructor in Washington state. Those interested must meet a variety of requirements, including having 6,000 hours of

occupational experience and completing a training course. For information about providing an internship or becoming a certified vocational instructor, contact math teacher and CTE administrator Ryan Kennedy at rkennedy@orcas.k12.wa.us.

Vocational education received a financial boost with the federal bill "Strengthening Career and Technical Education for the 21st Century Act," which went into effect on July 1, 2018. Each state distributes the funds based on specific guidelines. Orcas Island School District is in the process of improving its CTE curriculum and seeking advice from community leaders and businesspeople to keep the program relevant and eligible for more funding. OISD's goal with offering career and technical education is to expose and prepare students for a variety of professional pathways.

"It also helps students discover new passions," said Kennedy.

Veteran Navigators are back on Orcas

The following was submitted by the Orcas Family Resource Center.

If you served in the US Military, we would like to help you access your veterans affair benefits.

Do you need to enroll in VA health care, need a DD214 (military discharge papers) or information about your VA benefits? If so, come from 9:30 a.m.-3:30 p.m., Saturday, Nov. 10 to the Orcas Public Schools Cafeteria at 557 School Road. Bring your DD214 if you have it.

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Food inspires crafts at museum of art family events

Submitted by the San Juan Islands Museum of Art

For the fall "Family Art Days" at the San Juan Islands Museum of Art, food will inspire the classes. Imagine waving fields of grain, cattle grazing in fields and eating the still-life model.

Family Art Days are fun

for the whole family, and everyone can leave with their work of art.

Although donations to cover material costs are appreciated, the workshops are free. Workshops are from noon-4 p.m. at the SJIMA, located at 540 Spring St. in Friday Harbor. The

instructors, Lana Hickman and Alice Hibberd, are fully qualified art teachers.

The fall schedule follows. Sept. 22: landscape, still-life and pattern in grains; Sept. 29: berries and mushrooms, exploring natural dyes; Oct. 6: cows in pasture in collages; Oct. 13: native food

in 3D sculptures; Oct. 20: octopuses, crustaceans and seafood creations; Oct. 27: become a Spice Islands' explorers be creating art with spices; Nov. 3: still life in apples and tasty colors; and Nov. 10: birds in 3D.

The organizers and the museum staff and volunteers would like to thank the sponsors Suzy and Jay Wakefield and the Community Foundation of

Contributed photo/SJIMA

Young artist at work.

San Juan Island for their generous support.

Also, these local businesses contribute to the success of the program: Robin's Nest, Creative Passions, King's Market, Nana's Holiday House, Mystical Mermaid, Sandpebble and Jeanine Earnhart.

For more information, visit www.sjima.org.



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- 120 Nichols Street, Friday Harbor

Duck Soup

- Fresh Island Dining
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- 60 Duck Soup Lane Friday Harbor, WA
- ducksoup@sanjuans.com

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- 3-9 Sun-Thurs, 3-10 Fri-Sat

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Resident orca lecture

Submitted by The Whale Museum

At 7 p.m., Sept. 25, John Durban from NOAA and Holly Fearnbach, Ph.D., from SR3, or SeaLife Response, Rehabilitation and Research, will present on "Photogrammetry Study of the Southern resident killer whales." Photogrammetry uses photography in surveying and mapping to measure objects' distances.

Durban leads the Cetacean Health and Life History program at NOAA's Southwest Fisheries Science Center in La Jolla, California. Fearnbach is the marine mammal research director for SR3, a non-profit organization in the Pacific Northwest dedicated to improving marine wildlife health and welfare. In partnership, Durban and Fearnbach have pioneered methods for

studying the health of free-ranging whales and dolphins, including the use of aerial photographs to monitor the growth and body condition on Southern residents over the past decade.

In this talk, Durban will outline several ongoing research projects and methods used by his program, particularly the use of drones to noninvasively assess whale health.

Additionally, Fearnbach will give an update on drone-based photography to infer the nutritional status of both Southern and Northern resident killer whales, in collaboration with the Vancouver Aquarium's Coastal Ocean Research Institute.

For info, call 360-378-4710 ext. 30 or visit www.whalemuseum.org.

Author launches new book

Submitted by Griffin Bay Bookstore

San Juan Islander Susan Wingate is launching her latest novel, "The Death of Vultures," at 9 a.m.-4 p.m., Saturday, Sept. 22 at Griffin Bay Bookstore.

Wingate is an award-winning author of books that span the genres of mystery, thriller, romantic suspense, paranormal, inspirational and Christian fiction, fantasy, memoir and writing how-tos.

"Women's fiction, specifically stories bending toward family drama and mystery, have always resonated in me," she said.

Her novels are recommended for teenagers, young adults and for older adults who are young at heart.

"Since a kid, I enjoyed watching movies like 'Cat on a Hot Tin Roof,' reading Tennessee Williams books like 'A Doll's House,' anything Hitchcock," said



Contributed photo

Susan Wingate.

Wingate. "Those stories got into my bones. I love stories about the human condition where family and character are central to the story's theme."

"The Death of Vultures" synopsis

Mary Sullivan's life is a tale of triumph and tragedy within an industry of corruption. It's a tale that becomes more and more real in a world of drugs and dirty money. With her commitment as a doctor, she stands up to the forces of greed and corruption. Her life is a journey of discovery and redemption. Her story is a testament to the power of the human spirit. Her story is a testament to the power of the human spirit. Her story is a testament to the power of the human spirit.



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Lopez Workshop

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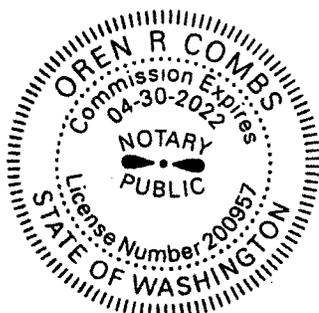
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Heath Spaulding

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Oren R Combs
Notary Public in and for
The State of Washington
residing at Friday Harbor WA

Protect the whales

For the past two weeks, I have been awestruck as Tahlequah carried her still-born baby for over 1,000 miles and 17 days. My emotions ran from deep sadness for the plight of these whales to anger at our exploitative society and our destructive ways. We march forward to the tune of an economic drum that pays no heed to anything in its path. A dollar earned today regardless of the cost for tomorrow.

Tahlequah knows nothing of money, but she knows that her pod is in danger of extinction and that the Salish Sea and the dynamic web of life it supports is collapsing. She knows that her pod is growing sick from

the toxins. She knows that Chinook salmon, her pod's main food source, is getting scarcer. She knows that her pod gets no rest from the constant noise and harassment by whale watchers. She knows that her calf's fate is not just hers and her pod's, but all of the Salish Sea's. Tired, hungry and full of sorrow she started her tour of grief only to stop as her calf began to decompose.

Tahlequah has spoken. **WILL WE LISTEN?**

The time has come for San Juan County to declare the west side of San Juan Island, from Mitchell Bay to Cattle Point and extending 3/4 of a mile from shore, as a Whale Protection Zone. This is an extension of the 1/4 mile voluntary "No Go

Zone" established by the Washington Department of Fish and Wildlife which does not provide adequate protection. The area is Tahlequah's main feeding ground. Like most of us, orcas need a place away from all the noise. A place to feed unharassed.

From the jet ski ban to GMO-Free, San Juan County is a leader. Now is not the time to wait for others, but the time to act. I encourage you to contact our county commissioners and let them know that you support the immediate creation of a Whale Protection Zone. Do we want to be the generation that sat idly by as the Southern Resident Pod of became extinct?

KEN AKOPIANTZ
Lopez

Property value

There can be no argument that we live in one of America's most celebrated beauty spots, and that we may be heard to congratulate ourselves on our good fortune.

Unfortunately the secret is out, and there has been, in the last twenty years or so, an almost meteoric rise in property values. There are residents who made it "under the wire" before this rise, or whose income is sufficient to meet current property prices. We enjoy life on the ultimate "gated community" that our islands have become, surrounded as we are by a 200-foot deep moat.

But, there are those among us who now find themselves unable to buy rent affordable accommodation. Many have the skills and provide the services depend upon every day, education, law enforcement, fire and emergency services, retail shops, healthcare, home construction and maintenance, and more. The list of those who have much to offer our community, but can't afford to live here, is extensive and growing.

Comprehensive Plan workshop

The Department of Community Development (DCD) will hold community workshops to gather community input on the Comprehensive Plan update. Provide input on policy issues that will guide the County through 2036. Discussion topics will include:

- Housing
- Transportation

- Land Use
- Water Resources
- Economic Development
- Rural Character

Activities will begin promptly at the schedule time, make sure to show up at the beginning to share your input on all of the topics.

The Lopez Island meeting will be

6-7:30 p.m. on Thursday, Sept. 27 at Lopez Center

Note: start times subject to change.

For more information, visit <https://www.sanjuanco.com/1079/Comprehensive-Plan-Update> or contact Adam Zack at the Department of Community Development at adamz@sanjuanco.com or 360-370-7580.

Opening Reception
September 8th
5-7 pm



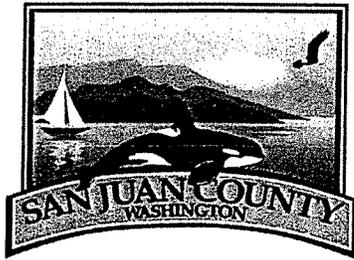
"Light"



Sheila Simpson-Creps

Show Runs through

September Hours
October Hours:
www.ChimeraG.com



Notice of a San Juan County Council Special Meeting at the Lopez Center for the Arts on Lopez Island Including a Joint Public Hearing with the Planning Commission to Adopt the County's Six Year Transportation Improvement Program (TIP) RCW 36.81.121 and RCW 36.81.130; and Notice of SEPA Determination of Non-Significance

The San Juan County Council will hold a special meeting on Lopez Island that will include a joint public hearing with the Planning Commission to receive public comments on the 2019-2024 Six Year Transportation Improvement Program, pursuant to RCW 36.81.121 and RCW 36.81.130, which requires that each year an updated transportation plan is presented for public comment and review. A public hearing before the County Council is scheduled for Tuesday, October 9, 2018.

The joint Planning Commission/County Council hearing will begin at or after 10:30 a.m., Friday, September 21, 2018 at the Lopez Center for Community and the Arts, 204 Village Road. Interested parties are encouraged to attend and submit oral comments or to provide written comments at or prior to the hearing. To allow for distribution to Planning Commissioners and Council members,

please arrive at the hearing, please provide 5 copies. The Council hearing to October 23 at 9:15 a.m. to make the Program.

State Environmental Policy Act (SEPA) Review Checklist for the Six Year Transportation Improvement Program was reviewed. It was determined that adoption of the program will not have a significant adverse effect on the environment, and an environmental impact statement is not required under RCW 43.21C.030(2)(c). Unclassified Determination of Non-Significance was issued on September 5, 2018. Comments on this determination were received on September 19, 2018. Following a final decision, the determination may be appealed with the underlying action.

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Affidavit of Publication.

STATE OF WASHINGTON

County of San Juan

The undersigned, being first duly sworn, says on oath that she is the principal clerk of THE JOURNAL OF THE SAN JUAN ISLANDS, a weekly newspaper approved as a legal newspaper by order of the Superior Court of the State of Washington for San Juan County; that said newspaper is now and has been published in the English language continuously as a weekly in Friday Harbor for six months prior to the first date of publication of the notice hereto attached; that said

Special Meeting

is a true copy and was published by her in The Weekly successive copies of said paper on the following dates:

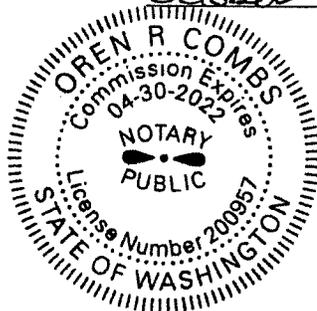
Sept. 26, 2018

and was printed in full in said newspaper and not in supplement thereof.

That the publication cost thereof the sum of \$ 415.65 and has been paid in full at the rate of \$ 415.65 FLAT per column-inch for each insertion.

Heather Spaulding

Subscribed and sworn before me this 15th day of October, 2018.



Oren R Combes
Notary Public in and for
The State of Washington
residing at Friday Harbor WA

Patos Lighthouse exhibit Medicare drop-in clinics



If you didn't get a chance to visit the Patos Island Lighthouse exhibit on Patos Island, you will now get a chance to view it on Orcas Island. The lighthouse has a rich history from its inception in 1893, its automation in 1974, and then the rehabilitation of the lighthouse by the Bureau of Land

Management in 2008.

Curated by and in partnership with Keepers of Patos Light, this exhibit will be on display at the Orcas Island Historical Museum opening Oct. 17 and available until March 30 (except when the museum is closed in January). There are numerous photos

and memorabilia from the families that lived on the island like Helene Glidden who shares her experiences growing up on Patos Island from 1905 to 1911 in her memoir titled "The Light on the Island."

The exhibit has been expanded to include items in the museum's collection that have never been displayed before such as an original Coast Guard uniform, a crazy quilt, and the Patos Island Visitor's Register, an invaluable primary source for history buffs.

The Orcas Island Historical Museum is open Wednesdays-Saturdays, noon-3 p.m. Admission is by donation.

It is not just your body that needs an annual check-up. Your Medicare coverage also needs to be reviewed each year to see if it still fits you. Each year between Oct. 15 and Dec. 7 you are given a chance to review your Medicare drug and Medicare Advantage plans to see if they still work for you. There are many reasons why last year's plan may not work for the next year:

- Your health may have changed.
- The prescription drugs you take may have changed.
- Your plan may no longer cover one or more of your medicines.
- Your plan may have changed the drugs that it covers.
- Your plan may increase the price for your drugs next year.

Failing to review your plan each year could mean that you are paying more than you need to. Save that money for your-

self instead of sending it to the insurance companies. SHIBA volunteers help island residents save money - as much as \$2,000 a year in one case.

This year, SHIBA volunteers will be holding four drop-in clinics at the Orcas public library. Bring a list of the prescription medicines you take, including the dosage for each, and our volunteers will show you how much you are likely to pay for drugs and insurance in 2019 and help you sign up for a new plan if needed.

The clinics will be held from 1-4 p.m. on the following dates: Oct. 19, Nov. 2, Nov. 16 and Nov. 30.

SHIBA, the Statewide Health Insurance Benefit Advisers, is operated under the auspices of the Washington Department of Insurance. Volunteers provide free, confidential, unbiased Medicare insurance assistance.

SmileMobile dental van to visit Orcas Island

The SmileMobile dental van is coming to Orcas Island from Oct. 30 through Nov. 2. To make an appointment or for more information, call 1-888-286-9105.

The Arcora Foundation - SmileMobile, which travels the state offering dental services to children and pregnant women who might not otherwise have access to dental care, will be on Orcas Island. The SmileMobile, a brightly painted 39-foot dental clinic on wheels, is hard to miss when it rolls into town.

The SmileMobile is staffed by a dentist, clinic manager and dental assistant and will be parked at the Orcas Island Community Church at 176 Madrona St., Eastsound. The SmileMobile will provide dental examinations to children from birth up through high school age and pregnant women on

Tuesday, Oct. 30, and Wednesday, Oct. 31. Treatment appointments will be scheduled the duration of the stay.

Apple Health is accepted, and SmileMobile offers a sliding fee scale based on family income and size.

The SmileMobile is operated by the Arcora Foundation (formerly Washington Dental Service), a nonprofit organization created and partially funded by Delta Dental of Washington in partnership with Seattle Children's Hospital.

The SmileMobile, which travels the state year-round providing services ranging from exams and preventive care to fillings and minor oral surgery, has examined and treated more than 44,000 youngsters in communities throughout Washington state.

Orcas Wrestling is back for another season

by Jason Dean
Wrestling coach

The Orcas Island Wrestling Club has rolled out the mats again to start its ninth season of practice and competition under USA Wrestling.

The club team has been working to build a core group of wrestlers and is excited to see those returning - and is welcoming any new athletes who would like to learn the sport of wrestling.

The Orcas Island Wrestling Club will be starting practice on Tuesday, Oct. 16, 5 p.m. in the Tracy Strong Lodge at Camp Orkila. There will be information and forms to fill out, sign and discuss during the first couple practices, and the club expects parents to stick around to complete them. The practices for the season will be held from 5-7 p.m. on Tuesdays and Thursdays.

The team is planning to go to as many tournaments as possible. The tournaments will be held on weekends in various venues off island for those athletes interested in competing. Athletes accepted in the club are boys and girls age 5 years old and up. The club tries hard to make sure that athletes compete with others of similar age, weight and experience, so the more athletes involved the better.

The Orcas Island Wrestling Club is looking forward to continue building the program. The club's goals this year are to build a larger core group of wrestlers, participate in more tournaments and above all, teach sportsmanship, discipline, mental toughness and camaraderie to all.

For more information about the club, call coach Jason Dean at 360-376-2816 or coach Rob Harvey at 360-317-6050 or email orcawrestling@gmail.com.

SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE Community Workshops

San Juan: October 18, 6:00 to 7:30 pm
Fire Station #3, 1011 Mullis St.

Shaw: October 26, 10:00 am to Noon
Shaw Island Community Center

Waldron: November 8, Noon to 1:30 pm
Waldron School

For more information please visit www.sanjuanco.com
Or contact Adam at the Department of Community Development at adamz@sanjuanco.com

IT'S IN OUR HANDS OCTOBER IS CO-OP MONTH

CO-OPS NOTE

Look for member appreciation events at your local co-op throughout the month!

Logos for Orcas Food Co-op, San Juan Island Food Co-op, and other local co-ops.

Apply to be a master gardener on San Juan Island

Submitted by WSU Master Gardeners

Apply now to become a Washington State University Master Gardener.

Applications are being accepted for the 2019 San Juan County WSU Master Gardener training program. Volunteer trainees receive over 60 hours of training, both in the classroom and online. The training is taught by local and regional experts and includes topics on vegetable gardening, soils, plant disease diagnostics, plant identification and more. Trainees become a part of a cohort of passionate, dedicated community members who will provide educational outreach and help problem solve gardening questions. In the first year, trainees are mentored by a cohort of veteran master gardeners while volunteering 50 hours within the program. Certified WSU Master Gardeners complete at least 25 hours of volunteer service and 10 hours of continuing education. Many volunteers stay involved in the program for many years, sharing their love of gardening and learning with their community and fellow volunteers.



Contributed photo

Master gardeners in the 2019 cohort will receive 60 hours of training.

The 2019 training will be held on nine Tuesdays, Jan. 29-March 26. The cost of the training is \$225. Partial scholarships are available.

WSU Master Gardener training is offered biannually in San Juan County, so don't miss this opportunity. Expert and novice gardeners are encouraged to apply. Applications are due Nov. 1.

The WSU Master Gardener program is a nationally recognized program that trains volunteers to teach local commu-

nity members to manage their gardens and landscapes in a science-based, sustainable manner; address environmental and social priorities such as water conservation and water-quality protection; reduce the impact of invasive species; and increase public awareness of healthy living by growing food. The information they share is generated from research at WSU and other university systems. Everyone with an interest in gardening and volunteering is welcome and encouraged to apply for the program.

For more information, contact Caitlin Blethen, master gardener program coordinator, at mg.sanjuancounty@wsu.edu or 360-378 4414. Applications are available at <https://extension.wsu.edu/sanjuan/master-gardeners/wsu-master-gardener-training-2>.

Church holds nut sale

Submitted by organizers

The Mary Martha Circle at Friday Harbor Presbyterian Church is kicking off their annual nut sale. Place your order by Oct. 30, and the nuts will be delivered in November. Funds raised go toward the church's mission work, graduating seniors affiliated with the church and other church projects. To place an order, call Nancy Fusare at 360-317-6592. View an order form at www.sanjuanjournal.com.

Join earthquake drill

Submitted by San Juan County DEM

The 2018 Great Washington Shakeout earthquake drill will be on Oct. 18. Join islanders who are preparing for "the big one" by signing up at <http://shakeout.org/washington>.

So far, more than 700 people in the islands are

involved. This includes school districts, fire departments, a day care, county government, local businesses and household participants. When you register, you'll receive event news and preparedness info, and be counted among those making preparations.

The recent hurricanes in

the Southeast have provided plenty of examples of the consequences of natural disasters, and the difference that preparedness makes in how communities survive.

Contact the DEM office at 360-370-0587, email dem@sanjuandem.net or visit www.sanjuandem.net for more info.

Read digital newspapers

Submitted by the San Juan Island Library

The San Juan Island Library has a new digital newspaper collection titled NewsBank. The collection is free to library patrons and updated daily.

NewsBank enables library patrons to easily search and browse current and archived news articles, editorials, reviews, birth and marriage announcements, obituaries and a variety of special sections. Patrons can use this resource for general reference or to research local and national issues, events, people, government, education, arts, business, sports and more.

Staff offer patrons in-house and remote access to three distinct collections:

World news

Find global information

on topics related to business, economics, education, government, health, homework help, international studies, politics, science, social issues, sports, STEM and more from a variety of news media featuring newspapers, videos and web-only content.

State news

Explore and research people, events and issues across Washington state. This resource contains news sources from across the state including: The Bellingham Herald, Chinook Observer, Chronicle, Columbian, Daily Herald, Daily News, Daily Record, Daily World, Kitsap Sun, News Tribune, The Olympian, Seattle Times, Spokesman-Review, Tri-City Herald, Yakima Herald-Republic and more.

Seattle Times collection

Search more than 30 years of Seattle-area history with The Seattle Times Integrated Collection. With coverage from 1985 to today, the collection contains full-color newspaper pages, individual full-text articles and content only published online.

Visit www.sjlib.org or drop by the library for more information.

October contra dances

Submitted by organizers

The next contra dance is from 7-9 p.m., Oct. 20, at the San Juan Grange in Friday Harbor. Cost is by donation at the door; \$10 for adults, \$5 for students. Amy Carroll, a well-known caller from Seattle, Washington, will be the caller. Music is provided by Forrest Carroll and Friends. The group features Carroll on fiddle, Frank Blade on guitar and Jerry Gallagher on banjo. All are popular musicians who also come from Seattle. As always, the dances will be taught, no experience is needed and there is no need to bring a partner. In contra dance, people trade partners for each dance. For more info, email alicedeane@rockisland.com.

SAN JUAN COUNTY COMPREHENSIVE PLAN UPDATE

Community Workshops

San Juan: October 18, 6:00 to 7:30 pm

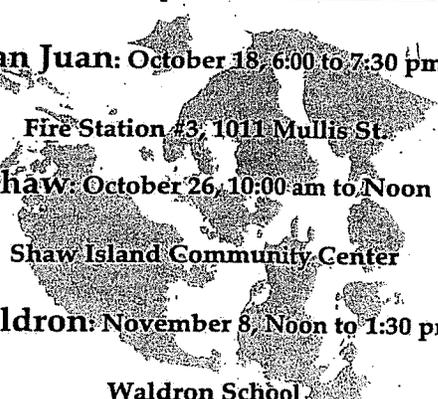
Fire Station #3, 1011 Mullis St.

Shaw: October 26, 10:00 am to Noon

Shaw Island Community Center

Waldron: November 8, Noon to 1:30 pm

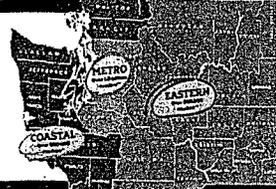
Waldron School





For more information please visit www.sanjuanco.com
Or contact Adam at the Department of Community Development at adamz@sanjuanco.com

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Affidavit of Publication.

STATE OF WASHINGTON

County of San Juan

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Comprehensive Home Workshop

is a true copy and was published by her in Journal & Sounder successive copies of said paper on the following dates:

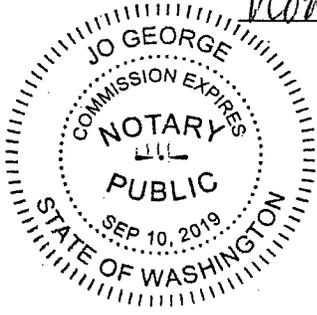
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That the publication cost thereof the sum of \$ 171.⁸⁵ x 2 = 343.⁷⁰ and has been paid in full at the rate of \$ 10.⁶⁰ per (343.⁷⁰) column inch for each insertion.

Heather Spaulding

Subscribed and sworn before me this 19th day of November, 2018.



Jo George
Notary Public in and for
The State of Washington
residing at Friday Harbor WA

Appendix C

Workshop Sign in Sheets

San Juan County Comprehensive Plan Update
Community Workshop Sign In Sheet

Lopez

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11			
12			
13			

San Juan County Comprehensive Plan Update
Community Workshop Sign In Sheet

copy

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Orcas

San Juan County Comprehensive Plan
Workshop Sign In Sheet

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	FOSTER HILDRETH	95 MARGUERITE RD ES	FOSTER.HILDRETH@ICLOUD.COM

Orcas

San Juan County Comprehensive Plan
Workshop Sign In Sheet

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San Juan County Comprehensive Plan
Workshop Sign In Sheet

San Juan

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Bul Watson

**San Juan County Comprehensive Plan
Workshop Sign In Sheet**

San Juan

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4	Brook Brouwer	"	
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9			
10			
11			
12			
13			

Shaw

San Juan County Comprehensive Plan
Workshop Sign In Sheet

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11	Jim Allaway	Box 421 / Shaw Is	jimallaway@msn.com
12	Carelyn Brantson	PO Box 106	cbantgen@rockisland.com
13	Amber Borner	PO Box 342	a.borner@mac.com

San Juan County Comprehensive Plan
Workshop Sign In Sheet Waldron

Find info re: age of population

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4	Susan McGill	PO Box 65 Waldron	
5	STAN WAGNER	BOX 62 WILDLON 98297	SWAGNER5@GMAIL.COM
6	Ann Orleman	Box 1 Waldron 98297	-None
7	Willie Santon	PO Box 61 / 98297	emailtillie@yahoo.com
8	John Remington	" 14 98297	CONDOREMINING@Comcast
9	Susan Bucknell	Box 54 "	susanbucknell@softhome.net
10	Rita Remington	Box 14	remington_ram@gmail.com
11	MARIA QUINONES	P.O. BOX 142	MPHIBSH@GMAIL.COM
12	W Adams	Box 5, Waldron 98297	
13	HI not signed in - Taylor & Victoria	Box 78 " "	

Appendix D Workshop PowerPoint Presentation

Note: The PowerPoint presentation used at each workshop was modified slightly for each island. The background information for polling questions presented at each workshop, however, was largely the same. This appendix presents the Shaw Island workshop presentation for a reference.



San Juan County
Department of Community Development
Comprehensive Plan Update

Shaw Island Community Workshop
October 26, 2018
10:30 am to 12:30 pm
Shaw Island Community Center

Introduction

Presenter: Erika Shook, Director

- Status of the Comprehensive Plan Update
- Overview of workshop activities
- Polling Exercises
- Breakout Session Exercises

Purpose

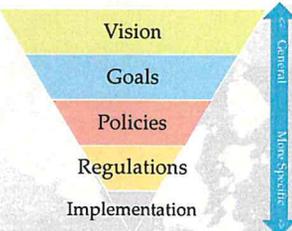
We have asked you here today to:

- Better understand community sentiment on some specific Comprehensive Plan topics;
- Gather information to refine the Plan's goals and policies; and
- The results of your feedback will be reported to the County Council, Planning Commission, and posted to the website.

Comprehensive Plan Update

What is a comprehensive plan?

- It is the guiding document for the County.
- It begins with a community vision.
- Through goals, policies and regulations the plan is a guide for the future of the County



Comprehensive Plan Update

Why Update the Plan?

The Washington State Growth Management Act (GMA) requires us to review our Comprehensive Plan.

GMA includes specific requirements for updating the Comprehensive Plan.

The San Juan County Comprehensive Plan update will guide the County through the year 2036.

- The plan must respond to changing conditions and new information; and
- Set standards for infrastructure and public capital facility levels-of-service

2018 COMPREHENSIVE PLAN SCHEDULE

Updated September 2018



January – November
 Technical Memoranda
 • Vision Update
 • Alignment of Forest Reserve Land Jurisdiction
 • Population, including Estimated Population, Economic and Demographic
 • Land Use Capacity Analysis
 • Housing Needs Assessment
 • Capital Facilities and Utilities Inventory
 • Water Resources

November – February
 Preliminary Draft Goals and Policies
 • Vision
 • Land Use
 • Rural and Resource
 • Housing
 • Transportation
 • Capital Facilities/Utilities
 • Natural Environment
 • Water Resources

March – May
 Planning Commission Hearing Draft
 • Environmental Review
 • Review PC Review Draft
 • Public Hearing
 • PC Recommendation

June – July 2019
 Council Hearing Draft
 • Council Briefing
 • National Council Public Hearing Draft
 • Council Hearing

Additional activities include: Review and Hearing, Work Sessions, Planning Commission Public Hearing, Hearings, and various meetings like Focus Groups, Open House, Survey, Focus Groups, and Public Notices.

Updated: 09/19/2018

Comprehensive Plan Update

What will be updated?

Technical Reports:

- Population Forecast
- Housing Needs Assessment
- Land Capacity Analysis
- Capital Facilities and Transportation

Goals and Policies:

- Land Use
- Housing
- Transportation
- Capital Facilities/Utilities
- Economic Development
- Water Resources

and Maps

More information can be found on the project website:

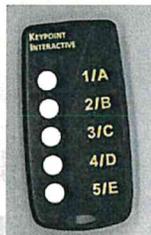
<https://www.sanjuanco.com/1306/Comprehensive-Plan-Elements>

Workshop Overview

- Section One, Electronic Polling
- Section Two, Breakout Session with Map Exercise
 - It is your opportunity to provide more detailed feedback on the polling topics

Electronic Polling

- We will:
 - Introduce the topic;
 - Provide some background on the issue; and
 - Ask a multiple-choice question.
- You will:
 - Consider the options; and
 - Select your choice using the clicker



Breakout Session

You will:

- Work in your table groups;
- Complete the map exercise; and
- Report your table's results to the rest of the group.



Electronic Polling Section

Presenter: Erika Shook, Director and Adam Zack, Planner III

Question Format

- I will provide background information before asking a question.
- At each question, I will read the question and the response options.
- Responses can be submitted once I announce that polling is open.
 - Polling is open once the timer in the lower right corner begins counting down
 - The timer looks like this →

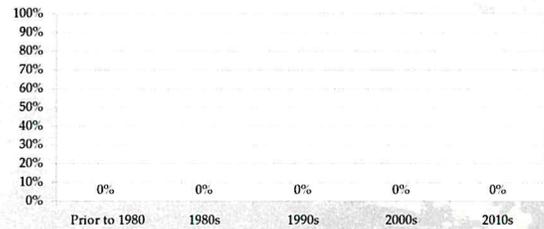
Test Question

IN WHICH DECADE DID YOU ARRIVE IN THE ISLANDS?

1. Prior to 1980
2. 1980s
3. 1990s
4. 2000s
5. 2010s

15

Test Question Results



Land Use

- This Element defines what land uses are allowed and where they can take place.
- It governs how land will be developed, helping to:
 - Prevent sprawl;
 - Concentrate growth in urban growth areas;
 - Preserve open space and natural resource lands;
 - Ensure enough land is available for residential, commercial and industrial development; and
 - Realize other goals relating to land preservation and development.

Land Use

Nonresidential Development Outside of Urban Growth Areas (UGA)

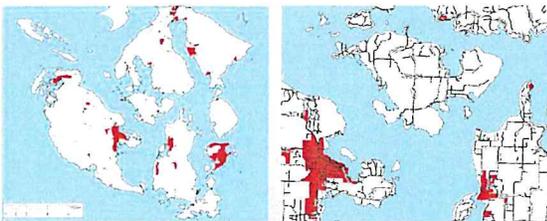
Current land use patterns in the County direct most nonresidential development to take place within these limited areas:

- The County's urban growth areas, i.e. Eastsound;
- Activity Centers, i.e. Deer Harbor, Orcas Village, Olga, Doe Bay;
- Master Planned Resorts, i.e. Rosario, West Beach;
- Limited Areas of More Intense Rural Development, i.e. Country Corner; and
- Lands Designated as Rural General Use, and Rural Commercial (see map).

Some people have expressed interest in relaxing development regulations to allow for nonresidential activity in areas outside of these areas.

Land Use

Nonresidential Development Outside of Urban Growth Areas (UGA)



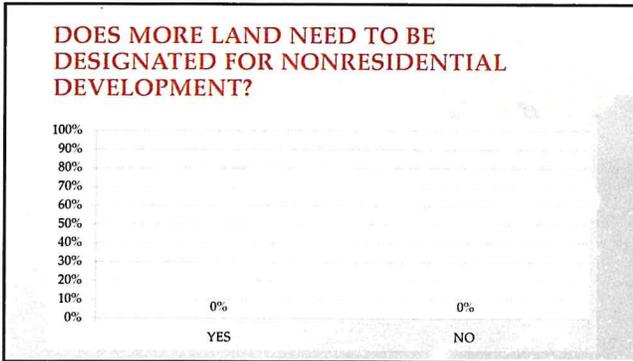
Land Use

DOES MORE LAND NEED TO BE DESIGNATED FOR NONRESIDENTIAL DEVELOPMENT?

1. YES

2. NO

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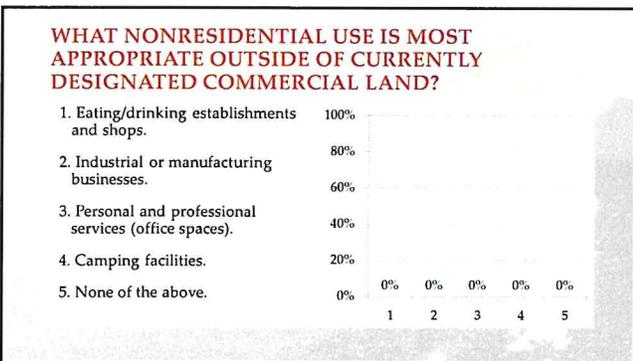


Land Use

WHICH OF THE FOLLOWING NONRESIDENTIAL USES DO WE NEED MORE OF?

1. Eating/drinking establishments and shops.
2. Industrial or manufacturing businesses.
3. Personal and professional services (office spaces).
4. Camping facilities.
5. None of the above.

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Land Use

Barriers to Development

People have suggested that significant barriers inhibit new development, such as:

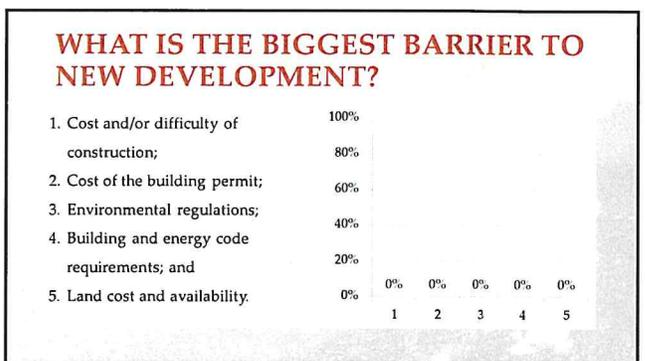
- Cost and/or difficulty of construction, i.e. labor, materials, hiring tradespeople;
- Cost of the building permit;
- Environmental regulations, i.e. wetlands, geologically hazardous areas, fish and wildlife habitat conservation areas, and shoreline regulations;
- Building and energy code requirements; and
- Land cost and availability.

Land Use

WHAT IS THE BIGGEST BARRIER TO NEW DEVELOPMENT?

1. Cost and/or difficulty of construction, i.e. labor, materials, hiring tradespeople.
2. Cost of the building permit.
3. Environmental regulations, i.e. wetlands, geologically hazardous areas, fish and shoreline regulations.
4. Building and energy code requirements.
5. Land cost and availability.

15



Land Use
Vacation Rentals

Vacation rental is a regulated residential use allowed throughout most of the County by either provisional or conditional use permit. Many people are concerned with:

- Impacts on neighborhood character;
- Increased competition and higher prices for housing; and
- Reducing the available stock of long-term rentals.

Land Use
Vacation Rentals

Vacation rental of homes provide some benefits, as well. Some residents in the County indirectly or directly benefit from vacation rentals. Some of the benefits expressed are:

- Increased income from vacation rentals, which extends the possibility of living in the Islands;
- Visitors support local restaurants and shops; and
- A source of income from homes that are vacant for part of the year.

Land Use
Vacation Rentals

The County recently amended the vacation rental regulations to address neighborhood impacts, water conservation, and garbage removal for vacation rentals.

These changes included increased enforcement on unpermitted vacation rentals. They also require annual certification of compliance for all new and existing vacation rentals.

During the update to the regulations, we received many comments about the total number of vacation rentals allowed in the County.

Land Use

GIVEN THAT VACATION RENTALS PROVIDE BOTH POSITIVE AND NEGATIVE OUTCOMES, IS ADDITIONAL REGULATION NEEDED?

1. Maintain existing regulations for vacation rentals, no change is needed.
2. Require the approval of a homeowners association if responsible for shared road or water system.
3. Limit the number of vacation rentals by lottery, similar to the Accessory Dwelling Unit permit process.
4. Limit the number of permits allowed per owner.

15

GIVEN THAT VACATION RENTALS PROVIDE BOTH POSITIVE AND NEGATIVE OUTCOMES, IS ADDITIONAL REGULATION NEEDED?

1. Maintain existing regulations for vacation rentals, no change is needed.	100%
2. Require the approval of a homeowners association if responsible for shared road or water system.	0%
3. Limit the number of vacation rentals by lottery, similar to the Accessory Dwelling Unit permit process.	0%
4. Limit the number of permits allowed per owner.	0%

Land Use
Hotels and Campgrounds

Demand for visitor accommodation drives the number of vacation rentals and hotels. According to a recent visitor study:

“The current stock of vacation rentals is the single largest accommodation category, overall providing roughly a third of the units and serving roughly half the visitors (San Juan Islands Visitor Study June 2018, Page 60).”

Consider the following inventory of overnight accommodations from the same visitor study.

Land Use Hotels and Campgrounds

- There is significantly more vacation rental capacity (blue) than hotel (red) or campground capacity (green).
- Current regulations limit new hotels, resorts, & campgrounds.
- One way to reduce the demand for vacation rentals is to increase the number of hotel and/or camping accommodations.

Maximum capacity of all overnight accommodations, SJI Visitor Study

Figure 35. Estimated average overnight visitors (if all units were occupied)

Land Use

SHOULD THE COUNTY FIND MORE WAYS TO ACCOMMODATE HOTELS, RESORTS AND/OR CAMPGROUNDS?

- No, additional hotels/resorts and campgrounds are not needed
- Only hotels/resorts
- Only campgrounds
- Hotels/resorts and campgrounds

15

SHOULD THE COUNTY FIND MORE WAYS TO ACCOMMODATE HOTELS, RESORTS AND/OR CAMPGROUNDS?

Option	Percentage
No, additional hotels/resorts and campgrounds are not needed	0%
Only hotels/resorts	0%
Only campgrounds	0%
Hotels/resorts and campgrounds	0%

Transportation Element

Defines how infrastructure and systems will accommodate the County's needs.

It governs what transportation improvements will be made by:

- Establishing County priorities, goals and policies for transportation;
- Encouraging efficient transportation systems based on County priorities; and
- Ensuring that transportation facilities and infrastructure will maintain adequate levels-of-service for future growth.

Transportation Road Frontage Improvements

Roads in the County's urban growth areas (UGA) – Lopez Village and Eastsound – are designed to have frontage improvements such as:

- sidewalks,
- pedestrian paths,
- Parking, and/or
- landscaping in addition to the portion of the road used for vehicles.

Transportation Road Frontage Improvements

The Comprehensive Plan and regulations require that frontage improvements be constructed by the property owner or developer at the time of development. There are other ways of funding road improvements rather than in a piecemeal manner such as the use of a:

- Local Improvement District (LID)** where properties in the district are taxed to pay for the improvements over 10 or 20 years.
- Transportation Benefit District (TBD)** that uses additional funding raised through property or sales tax for transportation projects. The TBD could be an entire island and include other transportation projects.

Transportation

HOW SHOULD THE COUNTY FUND ROAD FRONTAGE IMPROVEMENTS IN URBAN GROWTH AREAS (UGA)?

1. By property owners as development occurs.
2. Local Improvement District – county constructs improvements all at once and they are paid for by a special assessment on properties within the district. Usually this is a few blocks in size.
3. Transportation Benefit District – An additional taxing district is formed specifically to fund transportation projects, including frontage improvements, within the district. The district could be an entire island. This could fund many types of transportation projects, not just frontage improvements.

15

HOW SHOULD THE COUNTY FUND ROAD FRONTAGE IMPROVEMENTS IN UGAs?

1. Funded by property owners as development occurs.
2. Local Improvement District
3. Transportation Benefit District

Option	Percentage
1	0%
2	0%
3	0%

Transportation

Bicycle and Pedestrian Improvements

In 2016, the County conducted a survey during the Parks, Trails and Natural Areas Plan update. Here are some of the results:

- 61% said bicycling in the Islands was either somewhat or very difficult, and
- There was an even split between preference for separated multi-use paths and wider shoulders.

Transportation

Bicycle and Pedestrian Improvements

Concerns have been expressed about the impact bike and pedestrian improvements would have on the scenic character of the Islands' roads.

Wider roads have a different appearance than narrow, winding roads.

Transportation

KEEPING RURAL CHARACTER IN MIND, WHICH OF THE FOLLOWING DO YOU PREFER?

1.  A Wider Shoulder
2.  A Separate Path
3. No bicycle or pedestrian improvements.
4. Options 1 or 2 where appropriate to the environment and location.

15

KEEPING RURAL CHARACTER IN MIND, WHICH OF THE FOLLOWING DO YOU PREFER?

1. A wider shoulder to allow for bicyclists and pedestrians.
2. A multi-use path, separated from the road, to allow for bicyclists and pedestrians.
3. No bicycle or pedestrian improvements.
4. Options 1 or 2 where appropriate to the environment and location.

Option	Percentage
1	0%
2	0%
3	0%
4	0%

Transportation

Airports and Air Transportation

Air transportation is one of the County's key links between to the mainland. As transportation needs evolve over time, so too will our airports.

Demand for air transportation is increasing as more freight is getting shipped to the Islands by air.

Our community will need to pick between either more trips by smaller planes or fewer trips by bigger planes.

Transportation

GIVEN TWO OPTIONS FACING THE COUNTY, WHICH OF THE FOLLOWING DO YOU PREFER?

1. Growth of airport runways to allow for larger planes, resulting in fewer trips per day made by larger planes.
2. Maintain airport runways to limit the size of planes, resulting in an increase of the overall number of trips.

15

GIVEN TWO OPTIONS FACING THE COUNTY REGARDING AIRPORTS, WHICH OF THE FOLLOWING DO YOU PREFER?

1. Growth of airport runways to allow for larger planes, resulting in fewer trips per day made by larger planes.
2. Maintain airport runways to limit the size of planes, resulting in an increase of the overall number of trips.

Option	Percentage
1	0%
2	0%

Housing Element

Governs how the County defines and responds to housing issues by:

- Defining affordable housing;
- Stating the level of need for housing all income groups; and
- Helping to promote a variety of residential options.

Housing

Barriers to Affordable Housing Development

Providing housing that is affordable to all income groups in the County is influenced by many factors, including:

- High cost of construction;
- High cost of undeveloped land;
- Limited areas with high enough maximum density;
- Code requirements; and
- Opposition to affordable housing developments.

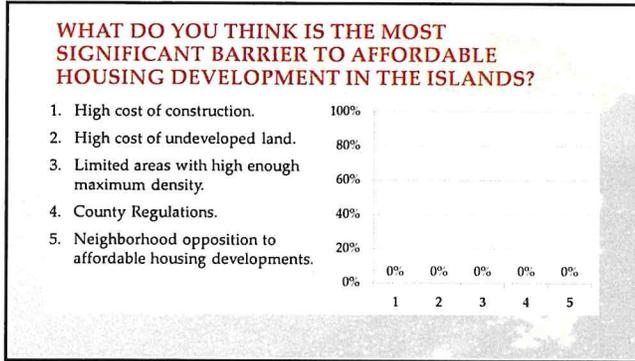
Housing

Barriers to Affordable Housing Development

WHICH OF THE FOLLOWING OPTIONS DO YOU THINK IS THE MOST SIGNIFICANT BARRIER TO AFFORDABLE HOUSING DEVELOPMENT IN THE ISLANDS?

1. High cost of construction.
2. High cost of undeveloped land.
3. Limited areas with high enough maximum density.
4. County Regulations.
5. Neighborhood opposition to affordable housing development.

15



Housing

Affordable Housing and Urban Growth Areas (UGA)

One of the policy mechanisms available to the County is providing a **density bonus** for affordable housing. A **density bonus** allows additional dwelling units above the maximum, provided they will be affordably priced.

The Eastsound and proposed Lopez Village subarea plans both include **density bonuses** for affordable housing developments.

Housing

Affordable Housing and Urban Growth Areas (UGA)

In the Eastsound UGA, there is a **density bonus** that increases the allowed density for affordable housing from four units to **six** (moderate income) or **eight units per acre** (low income).

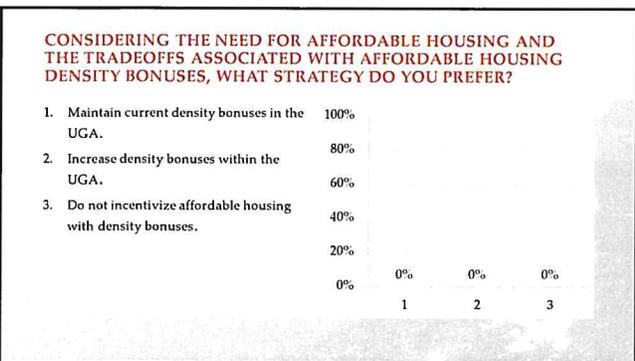
In the proposed Lopez Village Subarea Plan, there would be a **density bonus** for affordable housing from six units to **twelve units per acre**.

Housing

CONSIDERING THE NEED FOR AFFORDABLE HOUSING AND THE TRADEOFFS ASSOCIATED WITH AFFORDABLE HOUSING DENSITY BONUSES, WHAT STRATEGY DO YOU PREFER?

1. Maintain current density bonuses only in the UGA.
2. Increase density bonuses within the UGA.
3. Do not incentivize affordable housing with density bonuses.

15



Housing

Rural Residential Cluster Development

We currently allow rural residential cluster development for affordable housing in the rural areas.

This allows increased density up to two dwelling units per acre in rural areas, provided they meet affordable housing requirements.

Housing

Rural Residential Cluster Development

Rural Residential cluster development has not been widely used probably because:

- Only nonprofits and public agencies can build them;
- Only three developments per year are allowed countywide;
- No more than one-hundred cluster dwelling units per decade are allowed; and
- No more than fifty dwelling units per ferry-served island are allowed per decade.

Housing

HOW SHOULD THE COUNTY CHANGE REGULATIONS TO PROMOTE AFFORDABLE RURAL RESIDENTIAL CLUSTER DEVELOPMENT?

1. Do not change rural residential cluster development regulations.
2. Allow private developers to build affordable rural residential cluster developments, not only nonprofits.
3. Allow more than three rural residential cluster developments per year, countywide.
4. Allow more than one-hundred rural residential cluster development housing units countywide per decade.
5. A combination of 2, 3, and 4.

15

HOW SHOULD THE COUNTY CHANGE REGULATIONS TO PROMOTE AFFORDABLE RURAL RESIDENTIAL CLUSTER DEVELOPMENT?

1. Do not change rural residential cluster development regulations..	100%
2. Allow private developers to build affordable rural residential cluster developments, not only nonprofits..	80%
3. Allow more than three rural residential cluster developments per year, countywide.	60%
4. Allow more than one-hundred rural residential cluster development housing units countywide per decade.	20%
5. A combination of 2, 3, and 4.	0%

Housing

Accessory Dwelling Units (ADU)

During public outreach, many people suggested that ADUs are a possible solution to affordable housing problems. Current regulations limit the number of *detached* ADUs that can be constructed in any year.

Regulations DO NOT limit the number of *attached* ADUs that can be constructed.

Current regulations limit *detached* ADUs to 1,000 square feet and require them to be located within 100 feet of the primary residence.

Housing

Accessory Dwelling Units (ADU)

Current ADU regulations were created in response to an appeal of the County's Comprehensive Plan. The appellants were concerned that more permissive policies toward ADUs would result in undesirable levels of growth and development.

Relaxing regulations on detached ADUs may increase the stock of housing that is typically lower-cost, but also carries the risk of a costly and time-consuming appeal of the Comprehensive Plan.

These trade-offs are important to keep in mind when considering ADU regulations.

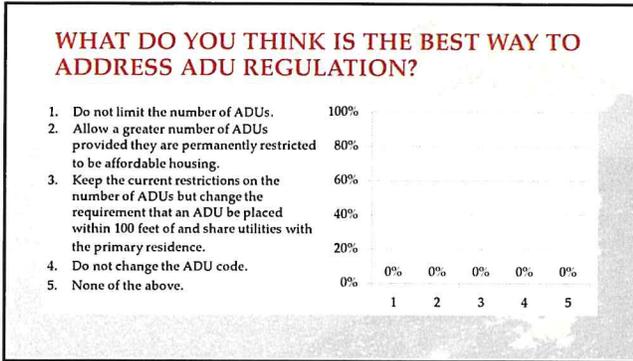
Housing

Accessory Dwelling Units (ADU)

WHAT DO YOU THINK IS THE BEST WAY TO ADDRESS ADU REGULATION?

1. Do not limit the number of ADUs.
2. Allow a greater number ADUs provided they are permanently restricted to be affordable housing.
3. Keep the current restrictions on the number of ADUs but change the requirement that ADUs be placed within 100 feet of and share utilities with the primary residence.
4. Do not change the ADU code.
5. None of the above.

15



Water Resources

Water resources are vital to our community's way of life. We have received many public comments on specific issues such as:

- Unregulated private wells;
- Storm and waste water runoff;
- Freshwater supply recharge rates;
- The affects of climate change;
- Increased demand for finite drinking water resources; and
- Protection of the marine environment.

Water Resources

Ground Water and Private Wells

The County relies on precipitation as the only source of freshwater. The groundwater recharge rate from this source is extremely low, often less than 10%. The majority of homes not served by a regulated water system get their freshwater from a private well.

Private wells are not required to report usage. There is little information on private well usage, the resulting aquifer draw down, and the impacts these wells have on total supply.

Water Resources

Ground Water and Private Wells

The County requires a demonstration of water availability for each new residential building permit. Water is allowed to come from the following sources:

- Community or private water systems;
- Private wells;
- Hauled water;
- Rainwater catchment; and
- Seawater treatment (desalination).

Water Resources

Ground Water and Private Wells

More information about groundwater usage and supply are needed to understand the conservation needs for this resource.

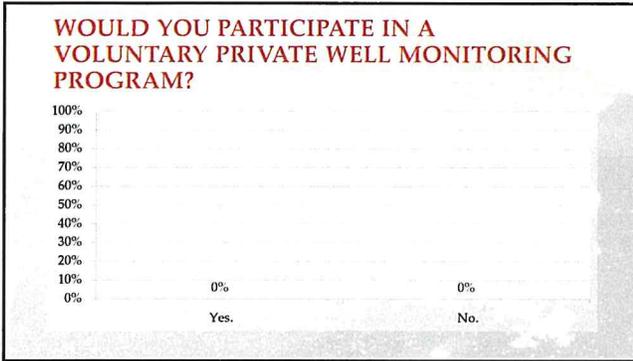
One idea that has been suggested is a voluntary private well monitoring program.

This program would offer property owners with private wells the option to partner with the County to measure and report their usage.

Water Resources

WOULD YOU PARTICIPATE IN A VOLUNTARY PRIVATE WELL MONITORING PROGRAM?

1. Yes.
2. No.



Water Resources Desalination

An alternative to using ground and surface water for freshwater is desalination. This is the process of converting seawater to potable water.

During public outreach, some commenters expressed general concern over the use of desalination.

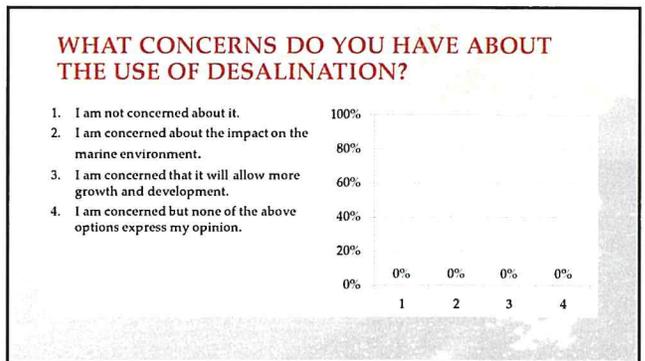
The County would like to have a clearer understanding of what, if any, concerns you have regarding desalination.

Water Resources Desalination

WHAT CONCERNS DO YOU HAVE ABOUT THE USE OF DESALINATION?

1. I am not concerned about it.
2. I am concerned about the impact on the marine environment.
3. I am concerned that it will allow more growth and development.
4. I am concerned but none of the above options express my opinion.

15



Economic Development

This Element of the Comprehensive Plan outlines the goals and policies the County will use:

- to promote economic opportunity for citizens, and
- encourage growth in areas experiencing insufficient economic growth,

all within the capacities of natural resources, public services, and public facilities.

See P. 31-29-6.02 Statement of Planning Goals, Goal 3

Economic Development

The Economic Development goals and policies recognize community values and priorities.

This Element must be consistent with the County's vision and other goals and policies throughout the Comprehensive Plan.

Economic Development
Tourism Marketing

In an effort to promote tourism in the late 1990's and early 2000's, the County instituted programs to promote the tourism industry that include:

- Establishing a lodging tax; and
- Marketing and advertising the Islands as a tourism destination.

Economic Development
Tourism Marketing

Tourism is an important component of the County's economy. Many jobs in the County are linked to the tourist industry. It is a key source of income for many Island residents.

Economic Development
Tourism Marketing

Tourism also creates some negative externalities.

Tourism-related jobs have statistically lower wages and many workers have trouble affording basic necessities such as housing.

This puts pressure on the stock of affordable housing and other services.

Visitors, too, put pressure on infrastructure and resources like water, and increased numbers of visitors impact quality of life for residents.

Economic Development
Tourism Marketing

There are other industries which could be important to the County over the next 20 years that we could attract.

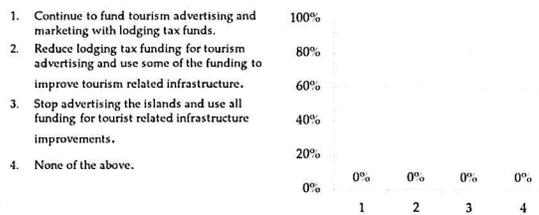
Additionally, lodging tax dollars that have been traditionally spent on direct advertising could be re-allocated to tourism-related infrastructure improvements such as signage, trash collection and public bathrooms.

Economic Development
HOW SHOULD THE COUNTY USE LODGING TAX FUNDS?

1. Continue to fund tourism advertising and marketing with lodging tax funds.
2. Reduce lodging tax funding for tourism advertising and use some of the funding to improve tourism related infrastructure.
3. Stop advertising the islands and use all funding for tourist related infrastructure improvements.
4. None of the above.

15

HOW SHOULD THE COUNTY USE LODGING TAX FUNDS?



Economic Development

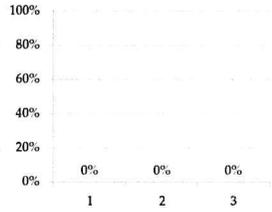
WHAT ROLE SHOULD THE COUNTY TAKE IN DEVELOPING OTHER INDUSTRIES BESIDES TOURISM?

1. The County should continue to focus on the industries it already has – primarily tourism.
2. The County should have a supporting role for existing agencies and nonprofits by creating new programs to train entrepreneurs and workers.
3. The County should take the lead on growing more varied industries here, by creating new programs to train entrepreneurs and workers.

15

WHAT ROLE SHOULD THE COUNTY TAKE IN DEVELOPING OTHER INDUSTRIES BESIDES TOURISM?

1. The County should continue to focus on the industries it already has – primarily tourism.
2. The County should have a supporting role for existing agencies and nonprofits by creating new programs to train entrepreneurs and workers.
3. The County should take the lead on growing more varied industries here, by creating new programs to train entrepreneurs and workers.



Breakout Session

Map Exercises

Presenter: Adam Zack, Planner III

Overview of Activities

Map Exercises

- The group exercise portion of this workshop will focus on four topics:
 - Possible areas for additional nonresidential development;
 - Potential locations for bike and pedestrian infrastructure;
 - Areas important to the Islands' sense-of-place; and
 - Ideal places for affordable housing developments.

Overview of Activities

Map Exercises

- Instructions for each section are included with the map exercise packet on your table
- Each section should take around five minutes to complete
- You will have thirty minutes total to complete the four exercises
- You may add specific comments in the map margins

Overview of Activities

Map Exercises

- Please use the margins on the provided map to add any comments about your group's decisions.
- Staff will be available to answer questions and keep you informed about time.

Map Exercise One Future Commercial Development

- Please place at least four red dots on the map.
- These dots represent future commercial development.
- Future commercial development can be placed within currently designated commercial areas OR anywhere your group sees fit.
- You are not required to place them only on Shaw Island but can place them throughout the County using the map at the top of the page.

Map Exercise Two Bicycle and Pedestrian Transportation

- Use the green highlighter to mark where your group would like to place multi-use paths.
- Use the yellow highlighter to place wider shoulders on the road.
- Use the pink highlighter to indicate specific roads that should not have bicycle or pedestrian improvements to preserve their rural character.
- Your group can place improvements on either Shaw Island or the other County islands.

Map Exercise Three Sense of Place

- Use the green dots to designate no more than six places where the *sense of place* should be preserved.
- *Sense of place* refers to spaces with a strong identity, felt by both residents and visitors.
- Places with unique historical value, scenic areas, or significant forestry and agriculture land.

Map Exercise Four Future Affordable Housing

- Use the blue dots to place three future affordable housing developments on the map.
- Your group may decide that the UGAs are best suited for this kind of development.
- There may be other places throughout the Islands that this kind of development should be allowed.

Thank You For Your Time

For more information, see the project webpage at:

<https://www.sanjuanico.com/1306/Comprehensive-Plan-Elements>

Additional comments can be sent to:

compplancomments@sanjuanico.com

Appendix E

Scanned Map Links

The table below shows the links to the scanned maps for each workshop map group.

Lopez	
Group #	Link
1	https://www.sanjuanco.com/DocumentCenter/View/17841/2018-10-01_WS_Lopez_Map_1_final
2	https://www.sanjuanco.com/DocumentCenter/View/17842/2018-10-01_WS_Lopez_Map_2_final
3	https://www.sanjuanco.com/DocumentCenter/View/17843/2018-10-01_WS_Lopez_Map_3_final
4	https://www.sanjuanco.com/DocumentCenter/View/17844/2018-10-01_WS_Lopez_Map_4_final
5	https://www.sanjuanco.com/DocumentCenter/View/17845/2018-10-01_WS_Lopez_Map_5_final
Orcas	
Group #	Link
1	https://www.sanjuanco.com/DocumentCenter/View/17835/2018-10-11_WS_Orcas_Map_1
2	https://www.sanjuanco.com/DocumentCenter/View/17836/2018-10-11_WS_Orcas_Map_2
3	https://www.sanjuanco.com/DocumentCenter/View/17837/2018-10-11_WS_Orcas_Map_3
4	https://www.sanjuanco.com/DocumentCenter/View/17838/2018-10-11_WS_Orcas_Map_4
5	https://www.sanjuanco.com/DocumentCenter/View/17839/2018-10-11_WS_Orcas_Map_5
6	https://www.sanjuanco.com/DocumentCenter/View/17840/2018-10-11_WS_Orcas_Map_6
San Juan	
Group #	Link
1	https://www.sanjuanco.com/DocumentCenter/View/17831/2018-10-18_WS_SJI_Map_1
2	https://www.sanjuanco.com/DocumentCenter/View/17832/2018-10-18_WS_SJI_Map_2
3	https://www.sanjuanco.com/DocumentCenter/View/17833/2018-10-18_WS_SJI_Map_3
4	https://www.sanjuanco.com/DocumentCenter/View/17834/2018-10-18_WS_SJI_Map_4
Shaw	
Group #	Link
1	https://www.sanjuanco.com/DocumentCenter/View/17846/2018-10-26_WS_Shaw_map_1
2	https://www.sanjuanco.com/DocumentCenter/View/17847/2018-10-26_WS_Shaw_map_2
3	https://www.sanjuanco.com/DocumentCenter/View/17848/2018-10-26_WS_Shaw_map_3
Waldron	
Group #	Link
1	https://www.sanjuanco.com/DocumentCenter/View/17849/2018-11-09_WS_Waldron_Map_1
2	https://www.sanjuanco.com/DocumentCenter/View/17850/2018-11-09_WS_Waldron_Map_2

Appendix F

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