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June 20, 2024

San Juan County Planning Commissioners
San Juan County Department of Community Development
PO Box 947
Friday Harbor, WA 98250

RE: Proposed Re-designation of Jensen's Marina and Shipyard Cove
B.1 Request -24-0001

Dear Commissioners:

I represent Greg and Kimberly Stein who own property located at 929 Turn Point Road, San Juan Island (TPN 351313004000). Their property is located immediately south of the proposed Port of Friday Harbor re-designation area. They are concerned about how this action is being presented to the Planning Commission and would like to point out a few of the inaccuracies and deficiencies in the staff report.

- The staff report describes both Jensen's Marina (TPN 351341006000) and Shipyard Cove (TPN 351341008000) as industrial boat yards. That's not true. TPN 35134100500 is the boat yard. (See attached "Existing Improvements" site plan prepared by San Juan Surveying.) TPN 351341005000 is not included in this re-designation request.
- Jensen's Marina and Shipyard Cove are described by the Port as private recreational facilities. (See attached webpages for both marinas.)
- The attached map prepared by San Juan Surveying dated August 30, 2021, identifies existing uses on TPNs 351341006000 and 351341008000. Existing uses include a pole building, offices, a parking area for marina patrons, bathrooms for marina patrons, and the marinas. These are not industrial uses.

SJCC 18.20.090 – "I" Definitions: *"Industrial development" means facilities for the processing, manufacture, or storage of finished or partially finished goods.*

The marinas do not process or manufacture anything. They do store boats but that is a use associated with a marina, not storage of any product processed or manufactured on site.

SJCC 18.20.080 – “H” Definitions: *“Heavy industrial use” means a use engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials; a use engaged in storage of or manufacturing processes using flammable, hazardous or explosive materials.*

This definition does not describe uses existing at the marinas.

SJCC 18.20.120 – “L” Definitions: *“Light industrial” means a use involving (1) basic processing and manufacturing of materials or products predominantly from previously prepared materials; or (2) finished products or parts, including processing, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of such products, but excluding basic processing of raw materials except food products.*

This definition does not describe uses existing at the marina.

SJCC 18.20.180 – “R” Definitions: *“Rural industrial use” means the use of land or the use or construction of structures or facilities related to the processing, manufacture or storage of finished or partially finished goods which are either unsuitable for an activity center or are better suited to rural lands, and which do not require urban governmental services.*

Processing and manufacturing do not occur on this property.

- The Supplemental Narrative states that the property has continuously been used for industrial uses for over 100 years. This is not true.
- The Supplemental Narrative indicates the proposed redesignation is not for the purpose of allowing new uses. Then why is redesignation necessary?
- The Supplemental Narrative states that an ongoing environmental cleanup on portions of both sites will require the relocation of the Jensen boat haul out pier to Shipyard Cove. This would be a new use on that parcel (TPN 351341008000) adjacent to the Steins home. They would like to know where it will be located.
- What is being cleaned up on these parcels and where? This is not explained in the report. The Steins would like to know this information.
- The staff report states that barges use the barge landing to bring gas, diesel, propane and oxygen to the island and that these products are better suited to be in the RI land use designation. However, these products are not stored on site. They are trucked to other business located off site once the trucks offload the barge. Therefore, the analysis that the proposal would benefit the public health and safety based on barging

these products onto the site is not true. These products are already being barged to the island via the barge landing on this property.

- The staff reports states the change to RI is more consistent with the historical, current and planned uses. Yet the staff report states the purpose of the redesignation is not for the purpose of allowing new uses. This is a significant inconsistency. The Steins would like to know what uses are planned for the property.
- The staff report states that the RI designation is necessary to support the ongoing environmental cleanup. The underlying RR designation does not prohibit environmental cleanup. Therefore, the proposed redesignation does not meet the criterion for approval of the redesignation in SJCC 18.90.030(F.1.a) and must be denied.
- The staff report states that the proposal is consistent with SJCC 18.90.030(F.1.b) because the change to the RI designation is more consistent with the Comprehensive Plan. However, the actual criterion in that section is that the "change is warranted because there is a demonstrable need for additional land in the proposed land use designation." There has been no land capacity analysis conducted indicating the need for additional RI land in San Juan County.
- Staff report indicates that the redesignation meets SJCC 18.90.030(F.1.e) because of the benefits of the change. The benefit of the change, they say, is to retain the only boat lift served marine trades work area on San Juan Island and all of the associated jobs and services. This redesignation will not be of any benefit because these uses are on property not included in the re-designation area but on TPN 351341005000 which already has the RI zoning.
- The existing uses do not meet the purpose and intent of the RI land use designation as identified in the 2.5.3(d) of the Comprehensive Plan. In order to be designated RI all four of the following criteria must be met.

i. Lands with an existing or historical commitment to rural industrial uses;

A marina and boat yard is not an industrial use as per the above noted definitions.

ii. Lands with direct access to a public roadway classified as a minor or major arterial;

Turn Point Road is classified as an Access Road in the Comprehensive Plan Transportation Element. See attachment. The land does not meet this criterion for being designated RI because it does not have direct access to minor or major arterial. .

iii. Lands where on-site physical features can be used to protect surrounding lands from negative impacts; and

There are no physical features on the property that will protect the Stein property.

iv. Areas with parcels sizes large enough to accommodate expansion of existing uses or serve several new uses in a concentrated area.

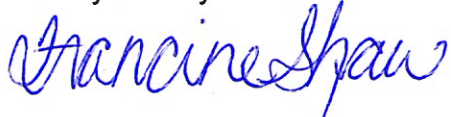
There may be areas on the property where expansion of marina uses can occur.

Conclusion:

1. The land cannot meet three of the four criteria in SJCC 18.90.030(F) for being designated Rural Industrial. The Code is clear that the proposal must meet all four. Therefore, the Planning Commission must recommend denial of the proposed redesignation.
2. The proposed redesignation is not consistent with the RI Land Use Element of the Comprehensive Plan which defines the characteristics of Rural Industrial Lands. Therefore, the Planning Commission must recommend denial of the proposed redesignation.

Mr. and Mrs. Stein note that the Port has not undertaken adequate steps to remediate the existing environmental hazards at the site and is instead seeking redesignation to make discretionary alterations to the site. The Port should focus on these important health and safety issues before expending resources to make optional improvements.

Thank you for your consideration of this information,

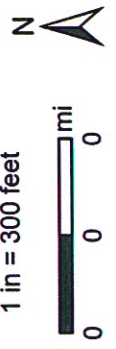


Francine Shaw, Land Use Consultant

CC. Greg and Kimberly Stein



Port Property

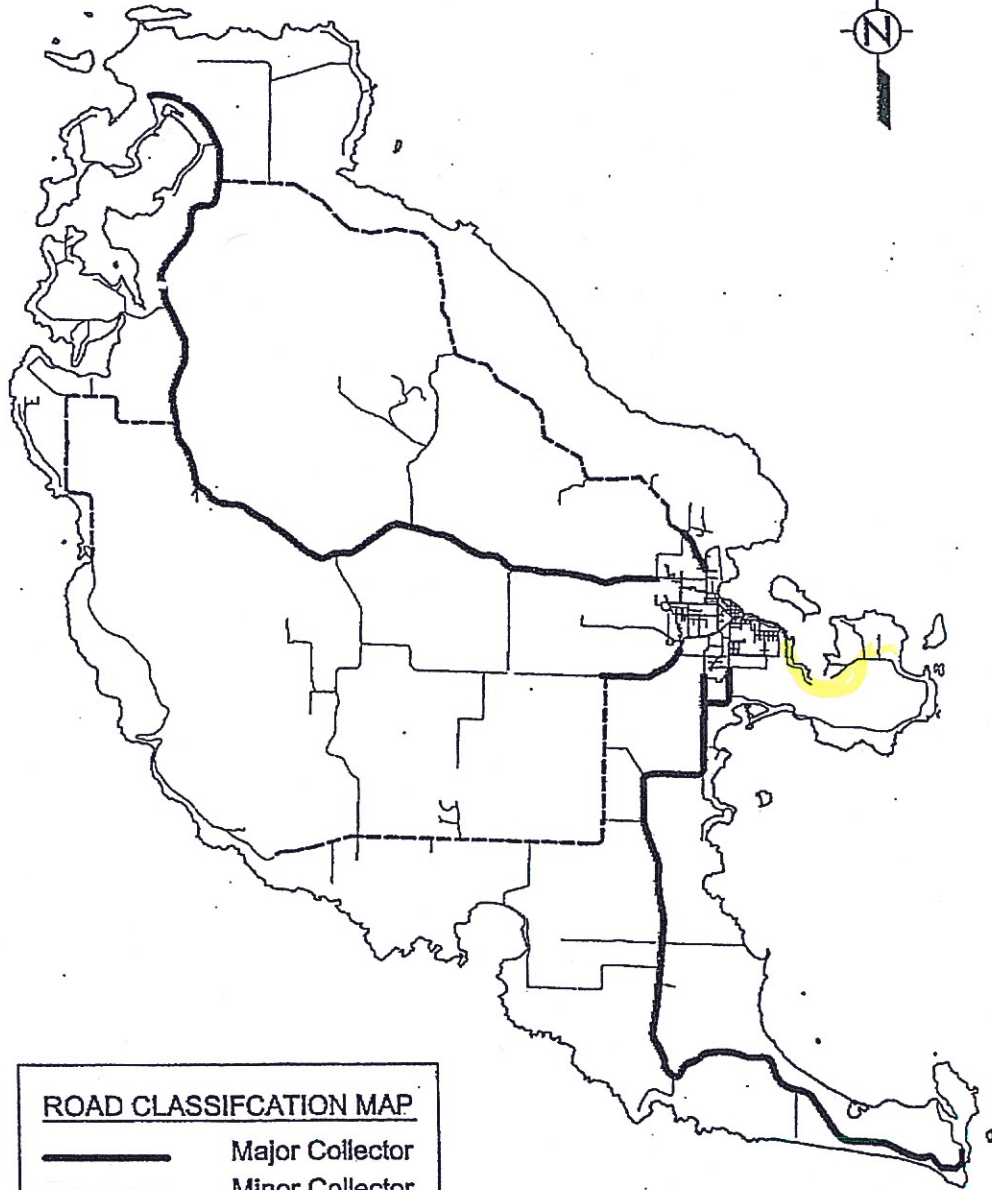





This map is derived from San Juan County's Geographic Information System (GIS). It is intended for reference only and is not guaranteed to survey accuracy. The information represented on this map is subject to change without notice.



Figure 1

SAN JUAN ISLAND



ROAD CLASSIFICATION MAP	
	Major Collector
	Minor Collector
	Access



Shipyard Cove Marina

The Port of Friday Harbor owns and operates the Shipyard Cove Marina, located at 1063 Turn Point Road.

Shipyard Cove Marina is a private recreational facility, with 135 permanent year round moorages ranging in length from 20' to 50' slips with side tie space for vessels up to 100'.

This facility is located approximately a mile south of the Port's main Friday Harbor Marina. It's an easy walk from Washington State Ferries or hop on Kenmore Air, land in the marina, and stroll to Shipyard Cove.

Shipyard Cove is immediately adjacent to Island Rec's **LaFarge Open Space** and the Port's **Jackson Beach**.





Albert Jensen & Sons Boatyard

The Port of Friday Harbor owns and operates the Albert Jensen & Sons Boatyard located at 1293 Turn Point Road. We provide lifts, launches, and pressure washing; while offering opportunities for local businesses to provide maintenance and repair services to any customer. Vessel owners also have the opportunity to work on their own vessels while in the yard.

The Port operates an 18 Ton Travel Lift that can accommodate vessels up to 45' x 14' x 6'6" and a max weight of 36,000lbs.

If you have questions about the Boatyard or would like to reserve a haul-out please call our staff at 360-378-4072 or by email boatyard@portfridayharbor.org.





Jensen's Marina

The Port of Friday Harbor owns and operates the Albert Jensen & Sons Boatyard and Marina, located at 1293 Turn Point Road. For more information on haul-outs and use of the yard, please visit the [Albert Jensen & Sons Boatyard](#) page.

Jensen's Marina is a private recreational facility with newly built 30', 40', & 50' covered moorage, 35' open slips for power boats, and side tie lineal space for vessels 20-40'.

This facility is located approximately a mile south of the Port's main Friday Harbor Marina. It's an easy walk from Washington State Ferries or hop on Kenmore Air, land in the marina, and stroll to Jensen's.

Jensen's Marina is immediately adjacent to Island Rec's [LaFarge Open Space](#) and the Port's [Jackson Beach](#).



- (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 drainage.

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.

d. Rural Industrial

Goal

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

Policies

- (1) Areas which are characterized by the following criteria may be designated as Rural Industrial on the *Plan* Official Maps:
 - i. Lands with an existing or historical commitment to rural industrial uses;
 - ii. Lands with direct access to a public roadway classified as a minor or major arterial;
 -  iii. Lands where on-site physical features can be used to protect surrounding lands from negative impacts; and
 -  iv. Areas with parcels sizes large enough to accommodate expansion of existing uses or serve several new uses in a concentrated area.
- (2) Rural industrial uses should be limited to those which are most appropriately located in the rural environment because of incompatibility with intensive, mixed use development patterns characteristic of activity centers. Such uses include, but are not limited to, storage yards, lumber mills, wood craft manufacturing, gas storage facilities, and cement batch plants.
- (3) New residential development (except where accessory to commercial or industrial use) within these areas should be prohibited.
- (4) Establish performance standards for all development in Rural Industrial areas to ensure that allowed uses are consistent with the rural character of the area and minimize adverse environmental impacts. Standards should address access, circulation, signage, parking, noise, odor, vibration, spray, smoke, screening, lighting, waste disposal, and storm drainage control.

e. Rural Commercial

Goal

To provide areas for rural oriented commercial uses which complement rural character and development, and which can be served by rural governmental services.

Policies

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