



SAN JUAN COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

135 Rhone Street, PO Box 947, Friday Harbor, WA 98250
(360) 378-2354 | (360) 378-2116
dcd@sanjuanco.com | www.sanjuanco.com

DATE RECEIVED
S.J.C. DEPARTMENT OF
JAN 09 2026
COMMUNITY DEVELOPMENT

Comprehensive Plan Text/SJC Code\* Amendment Request

\*San Juan County Code Titles 15, 16 & 18
(Annual Docket)

APPLICANT INFORMATION:
Name of Applicant: Jeff Clark
Name of Agent: Tyler Clark
Address: 855 Lopez Rd / 320 Linden Ave
City, State, Zip: Lopez Island, WA 98261 / Chicago, IL 60091
Phone: 206-972-5495 / 425-478-2129
Email: clarksnw@gmail.com / Tclark292@gmail.com

This request is for a text amendment to the Comprehensive Plan or development regulations, not a comprehensive plan map amendment. I understand that this request will be reviewed according to the County's annual docket process.
Signatures and names of Jeff Clark and Tyler Clark with dates 01/02/2026.

Please Describe the Proposed Amendments (attach additional pages if you need more space):

1. Comprehensive Plan amendments (if applicable). Describe proposed amendment and/or attach proposed text changes. List Comprehensive plan section, page numbers, title and policies proposed for amendment.
N.A

2. San Juan County Code Title 15, Title 16 or Title 18 amendments (if applicable). Describe proposed amendment and/or attach proposed text changes. List code sections proposed for amendment.
Current Code:
Code Section: 18.50.300E Regulations – Mooring buoys. - E. Residential mooring buoys shall not be used for live aboard vessels or commercial purposes.
Proposed Text Change:



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***Add: Recreational residential mooring buoys may be shared with other recreational vessels for temporary moorage, provided that:***

***(1) moorage by any vessel shall not exceed three (3) consecutive days; prohibiting live aboard vessels.***

***(2) any fee charged shall not exceed the direct annual operating and maintenance cost of the buoy***

### 3. Why is the amendment being proposed?

There is a shortage of safe moorage in local waters, forcing boaters to anchor in sensitive areas. Sharing existing, professionally inspected recreational buoys offers a safer, environmentally responsible alternative that reduces anchor damage, improves safety, and avoids the need for new buoy installations.

This amendment promotes better stewardship by encouraging proper buoy maintenance, discouraging derelict vessels and illegal anchoring, and supporting orderly, predictable use of local waters. Overall, it improves public access while protecting marine ecosystems.

The current SJCC definition of “commercial purpose” is undefined and creates confusion about whether recreational vessels may temporarily share private buoys with permission from buoy owner. The Department of Ecology clearly distinguishes between buoy types: **“Commercial buoys are typically used to temporarily moor a commercial vessel awaiting tide changes, or loading or offloading materials. Recreational buoys are used as semi-permanent moorage for recreational vessels.”** The proposed amendment simply aligns County code with this standard and clarifies that sharing a recreational buoy among recreational boaters is not a commercial use.

### 4. How is the proposed amendment consistent with the Growth Management Act (RCW 36.70A), Comprehensive Plan and development regulations?

This amendment is fully aligned with the goals of the Shoreline Management Act by encouraging orderly, water-dependent use of existing recreational buoys while protecting shoreline ecosystems and supporting appropriate public access. The amendment advances these goals in the following ways:

- Promoting safe, predictable moorage on existing buoys instead of unmanaged anchoring or new water dependent development.
- Reducing pollution and habitat damage from boats searching for moorage or anchoring in sensitive areas.
- Encouraging responsible stewardship and maintenance of buoys, helping to reduce debris.
- Preserving the natural character of the shoreline while still allowing recreational boating access.
- Deterring derelict vessel through regular public use of buoys.
- Promotes orderly moorage through planned & established buoys, reducing congestion.

The proposed amendment also supports the Growth Management Act by promoting the efficient use of existing marine infrastructure rather than expanding new development. By clarifying that sharing recreational mooring buoys among recreational boaters is a recreational—not commercial—use, it reduces pressure for new moorage, protects marine habitat from anchor damage, and limits cumulative shoreline impacts.

The amendment also improves public safety, supports orderly marine recreation, and aligns County code with Department of Ecology guidance—providing clarity and consistency in shoreline regulation.

In Summary this amendment:

- Encourages efficient use of existing facilities
- Reduces environmental impacts from unnecessary new development
- Protects marine habitat by reducing anchor damage
- Improves public safety and orderly use of the shoreline
- Provides clarity and predictability in shoreline regulation

These outcomes directly advance GMA goals for environmental protection, efficient infrastructure use, and balanced public access.

5. Does this proposal impact an Urban Growth Area (UGA)? Lopez Village, Eastsound and the Town of Friday Harbor are the only UGAs in the County.

- Yes, indicate UGA \_\_\_\_\_
- X No

6. Does this proposal increase population or employment capacity?

No. The proposal is not expected to increase population or overall employment capacity in San Juan County. It may provide modest support for local marine-service businesses through increased demand for buoy inspection and maintenance.

Recreational boaters already visit the County. Sharing existing recreational buoys will not create new travel demand—it simply offers a safer, more orderly alternative to anchoring. This helps reduce congestion, prevents anchor damage to the sea floor, and protects sensitive marine habitats such as eelgrass beds.