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From: Jay Kimball <jay@mountaincedar.com>
Sent: Thursday, May 10, 2018 4:11 PM
To: LVSAPComments@sanjuanco.com
Subject: Fwd: Lopez Village Subarea Plan - potential material for planning consideration
Attachments: Workgroup Comp Plan Summary - Lopez Village Draft - R2.pdf

Lopez Village Subarea Plan Team,

In anticipation of your review of the draft Lopez Village Subarea Plan draft tomorrow, and with encouragement from Foster Hildreth and Brian Silverstein, we have extracted relevant material and subject matter from the Comp Plan Workgroup document we developed for the County Comp Plan update, and applied it to the draft Lopez Village Subarea Plan. The document is attached below.

Your draft Lopez Village Subarea Plan is an excellent mix of narrative, vision and policy. We have a few select suggested additions, detailed below, along with Comp Plan material that may pertain, inserted into relevant sections of the subarea plan. As mentioned above, most of our material is extracted from, or relates to, the San Juan County Comprehensive Plan, and we think has applicability for Lopez Village.

We offer this material in a spirit of collaboration, and hope that it may serve to further enhance what is already a thoughtful detailed subarea plan. Please circulate this among your team, and let us know if you would like us to add your team members to our Workgroup distribution list for future collaboration

Warm regards,

Jay Kimball, Comp Plan Workgroup coordinator

NOTE

The material below includes applicable summary material drawn from what we submitted to the County on 4 December 2017. While the original document included extensive background and narrative to help give context to the recommended language changes, this summary focuses on the comp plan language. To read the complete material, including narrative, see: https://www.sanjuanco.com/DocumentCenter/View/13597/2017-12-4_PUB_Olson_OPALCO_WG

SJC Comp Plan Workgroup Summary Document

Lopez Village Subarea Plan Comments

8 May 2018

Memo to Lopez Village Subarea Planning Team

We thank the Lopez community planning team for the opportunity to provide comment and suggested additions and edits to the draft Lopez Village Subarea Plan.

The material below includes applicable summary material drawn from what we submitted to the County on 4 December 2017. While the original document included extensive background and narrative to help give context to the recommended language changes, this summary focuses on the comp plan language. To see the complete material, including extensive narrative, see: https://www.sanjuanco.com/DocumentCenter/View/13597/2017-12-4_PUB_Olson_OPALCO_WG

That material is from a collaborative grassroots effort from a number of islanders and stakeholders in the county - the result of much discussion, analysis, and preparation of material.

The workgroup material draws on a wide range of material, including Housing studies, OPALCO's Integrated Resource Plan (IRP), Conservation Potential Assessment (CPA), EDC data, etc. We also participated in County pop-ups and studio workshops. While we draw on that material - interpretations and analysis are our own, and an independent product of the workgroup, and in no way associated with the county. The workgroup is independent and not an official workgroup associated with San Juan County or the San Juan County Comprehensive Plan update.

This material is a collection of individual workgroup member submissions. While the material provided here represent individual contributor points of view, assessments and recommendations, in recognition of the collaborative process undertaken here, the Comp Plan Workgroup endorses this material, in toto. And we support the County's Comp Plan development initiative and stand ready to help in any way we can.

The workgroup stands ready to provide support, guidance, data and analysis to the county Comp Plan team as you develop the forthcoming Comp Plan objectives and policy.

Thank you, San Juan County Comp Plan Workgroup

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Comprehensive Plan - Lopez Village Subarea Plan

The Lopez Village Subarea Plan is an excellent mix of narrative and vision. We have a few select suggested additions, detailed below. Most of our material is extracted from, or relates to, the San Juan County Comprehensive Plan, and we think has applicability for Lopez Village.

Note: The Lopez Village Subarea Plan is a preliminary draft and may be found here: http://www.sanjuanco.com/DocumentCenter/View/14519/2018-02-22_Preliminary-Draft-Lopez-Village-Subarea-Plan

Other materials, as they develop will be posted by SJC here: <https://www.sanjuanco.com/909/Lopez-Village-Subarea-Plan>

Land Use Suggested Language - page 13

This material below was developed by our workgroup and extracted from the workgroup material submitted to the County comp plan update. Rather than edit draft language, we simply offer it for consideration for inclusion in, or to inform, the next Lopez Village Subarea Plan draft.

Suggested Comp Plan Language (Nora Nickum & Linda Lyshall, Islands Climate Resilience Steering Committee)

General policies:

New policy: Increase resilience by avoiding development in sites that are projected to be at risk from climate change impacts like sea level rise, coastal flooding, and inadequate water supplies.

2.2.F Natural Resource Conservation (or could go under Fish, Wildlife, and Native Habitat in the Water chapter)

New policy: Increase protections of rocks and islets that will remain above projected sea level rise for shore bird nesting, roosting, and rearing.

2.2.C Energy

Edits to previous policy: Provide opportunities within land use designations for the development and use of alternative energy resources which are compatible with the natural environment and will contribute to a reduction in greenhouse gas emissions.

Recreation (or might go under **Capital Facilities**)

New policy: Plan for impacts of sea level rise—and accompanying erosion—when undertaking new construction or conducting repairs and maintenance of roads, docks, trails, and campsites near the shoreline.

Suggested Comp Plan Language (from OPALCO)

Notes

All edits appear in red. Original Comp Plan language in black. Some of this material is drawn from the Comp Plan, but should be considered for Lopez Village.

Land Use

In the comp plan Land Use element, Section 2.2.C, Energy has a goal to “To conserve energy, promote energy efficiency and local renewable energy production.”

Lopez Island has been a leader and strong advocate for the development of increased local renewable energy and increased energy efficiency. We recommend that the Land Use section include language that recognizes the land use aspects of things like ground mounted solar panels, which require land for their siting, typically about 6 acres per megawatt. The village currently has small systems at the Community Center and Common Ground.

Such systems may be deemed Essential Public Facilities as defined in the Comp Plan.

Housing Suggested Language - page 19

This material below was developed by our workgroup and extracted from the workgroup material submitted to the County comp plan update. Rather than edit draft language, we simply offer it for consideration for inclusion in, or to inform, the next Lopez Village Subarea Plan draft.

Suggested Comp Plan Language (Islands Climate Resilience Steering Committee)

General Housing

Edits to previous policy 5: Provide the most up to date information on critical environmental areas and natural resource lands, and incorporate the best available science on climate change projections, to identify potential land development constraints.

Edits to previous policy 6: Identify and address potential mitigation for critical area impacts and climate change risks as early in the permitting process as possible.

Affordable Housing

New policy: Ensure that any UGA expansions include a permanent affordability requirement for at least 50% of the units created.

New policy: In funding affordable housing, include funding to improve the affordability of both new and existing housing through investments in energy conservation and/or efficiency, and renewable energy generation.

New policy: Explicitly consider climate change risks in siting new affordable housing units and avoid sites projected to have increased risk of flooding, landslides, severe erosion, or water shortages.

Suggested Comp Plan Language (Chom Greacen, Rhea Miller, Rick Strachan and Sandy Bishop)

September 11, 2017

Submitted by the Housing Sub-group convened by OPALCO. (Chom Greacen, Rhea Miller, Rick Strachan and Sandy Bishop contributors).

In preparation for our comments we reviewed the 2009 SJC Housing Element, the 2017 SJC Housing Needs Assessment draft and also reviewed the Bellingham, Martha's Vineyard and San Diego comp plans.

We note that the 2009 Housing Element and the 2017 Housing Needs assessment both outline the housing issue and the challenges we face. But there are two areas of focus that that need to be brought to light in the revised Comp Plan. They are: 1) Funding. Without funding mechanisms we see very little hope that that progress will be made. 2) Countywide metrics and policies to support energy efficiency, renewable energy production and healthy homes. 3) Further housing options on Ag Resource Lands contained within a designated footprint.

New Proposed 5.2 Housing Element suggestions:

Create multiple funding sources to accomplish the SJC housing objectives, goals and policies.

- Fund the San Juan County Housing Bank through a Real Estate Excise Tax and other funds.

- Establish a progressive fee structure for building permits on all new or remodeled homes where aggregate footprint of heated space is over 1,200 square feet.

Establish county-wide metrics and standards for energy savings and renewable targets and climate resiliency.

Require all new heated buildings in SJC to be more energy efficient, incentivize small building footprints and promote renewable energy sources.

- require all new heated buildings and remodels (where 50% or more of the building is remodeled) to be net zero by 2025.

Encourage health related improvements to older homes, including the removal of lead based paint, asbestos, and other potentially harmful materials.

Encourage housing retrofits to make older housing stock more resilient to natural disasters and climate change, are more energy efficient, and provide healthier indoor environments, including good air quality.

Specifically on 5.2.D. # 5 & 6

Change from 2009:

~~5. Study the potential of a permanent, voter approved, funding mechanism for Affordable Housing such as levy lid lift, Real Estate Excise tax or through some other means such as impact fees, property taxes, recording fees and revenue bonds.~~

Change to: 5. Fully fund the San Juan County Housing Bank through support of a permanent, voter approved, funding mechanism for Affordable Housing such as levy lid lift, Real Estate Excise tax or through some other means such as impact fees, property taxes, recording fees and revenue bonds and encourage the San Juan County Housing Bank to work with local established 501 c 3 housing organizations to market estate planning and other effective tools in order to bring more affordable housing into the market place.

Change from 2009:

~~6. Review, within 24 months 90 days of the adoption of this update, all development regulations for UGAs to ensure the regulations that enhance and encourage creation of denser, walking centered communities.~~

Suggested Comp Plan Language (from OPALCO)

Notes

All edits appear in red. Original Comp Plan language in black.

5.1 INTRODUCTION

5.1.A Purpose

The purpose of the Housing Element is to identify and prioritize programs which advance a diversity of housing opportunities in the County. The Housing Element identifies housing needs in the county and establishes goals and policies to direct county actions to meet these needs. The element provides an opportunity to focus on the leadership role that local government can take to work cooperatively with all segments of the community in order to maintain and increase affordability within the context of protecting the public health, safety and welfare.

In addition, the Housing Element focuses on increasing the efficiency with which buildings use resources such as energy, water, and materials, while reducing building impacts on human health and the environment.

5.1.C Summary of Building Efficiency

To improve local resiliency, it is increasingly important to improve the efficiency with which our buildings use resources — energy, water, and materials — while reducing building impacts on human health and the environment.

This can be done through better siting, design, construction, operation, maintenance, and removal — the complete building life cycle. We should also be concerned about other building impacts on its surrounding area, such as light pollution and noise, and should balance the benefits of renewable energy facilities with their impact on scenic values and historic resources.

Energy Efficiency and Conservation

Energy is a precious resource. Increasing the efficiency of homes, businesses and county facilities is a priority. Energy efficiency and conservation (EE&C) is the lowest cost form of energy. By reducing energy waste, we reduce the need for energy generation, save money, keep energy dollars local and increase economic resilience. The Northwest Power and Conservation Council, in their 7th Power Plan, estimates that most new energy demand will be met by EE&C. Over 80% of a typical County home or business energy use goes to transportation and heating. State of the art electric transportation and heating are about 400% more efficient than fossil fuel counterparts. There is therefore substantial opportunity to reduce energy consumption and cost through the electrification of transportation and heating.

Public policy and building standards should establish best water conservation practices, including low flush toilets, low flow shower heads, and drip irrigation, at construction time, when implementation cost is lowest.

Water Efficiency and Conservation

As with energy efficiency, water is a precious resource. The efficient use of water in homes, businesses and county facilities is a priority. Public policy and building standards should establish best water conservation practices, including low flush toilets, low flow shower heads, and drip irrigation, at construction time, when implementation cost is lowest.

5.2 OBJECTIVES, GOALS AND POLICIES

5.2.A Objectives

Objectives: (5.2.A 1-4)

1. To make adequate provision for a variety of housing choices in terms of type, cost, size, design, and suitability for various households including families, the elderly, the disabled, and housing for very low-, low-, moderate-, middle- and low-upper-income households while recognizing the unique physical, social, and economic environment of the islands.
2. Maintain the demographic variety of our community by supporting the availability of housing for the very low-, low-, moderate-, middle- and low-upper-income earners in the County.
3. Reinforce where possible and establish where necessary a continuum of care for people with special needs in UGAs and Activity Centers, including emergency housing, transitional housing, assisted living, group homes, senior housing, and very low-income housing.
4. In conjunction with the Town of Friday Harbor, promote the provision of an adequate supply of housing through interjurisdictional and private-public efforts.
5. Encourage use of environmentally sound efficient building techniques and minimize the negative environmental impacts of building and human habitation.

5.2.B Housing Goals

Goals: (5.2.B 1-5)

1. To provide a geographical and regulatory opportunity for the annual construction of the minimum number of needed housing units affordable to very low-, low-, moderate- and middle- income households.
2. To encourage the ongoing maintenance and rehabilitation of existing affordable units and currently substandard units.
3. To encourage the development of mixed income neighborhoods within municipal and non- municipal UGA's and Activity Centers.
4. To encourage the development of densely populated mixed-use districts within the County's UGAs.
5. To encourage the orderly development of required capital facilities and capital facility planning.

5.2.C General Housing Policies

Purpose:

To ensure that housing may be developed within a regulatory environment marked by clearly written standards, including resource efficiency standards, and easily understood expectations backed by an effective, rigorous but adaptable enforcement code.

Policies: (5.2.C 1-9)

1. Promote fair and equal access to housing opportunities for all persons.
2. Ensure that County policies, codes, and regulations do not restrict, prohibit or substantially increase the cost of establishing a variety of housing types including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities; or impede the goals, policies and objectives of this Housing Element.
3. In accordance with the Federal Fair Housing Act, ensure that regulations for residential development do not preclude the siting of household facilities and shelters for special needs populations such as the developmentally disabled, mentally ill, victims of domestic violence, and the elderly.
4. Identify and assess the condition of and facilitate the rehabilitation of existing substandard housing.
5. Provide the most up to date information on critical environmental areas and natural resource lands to identify potential land development constraints.
6. Identify and address potential mitigation for critical area impacts as early in the permitting process as possible.
7. Refine permitting processes and identify methods to minimize delays in the development process.
8. Research the creation of an impact fee program to fairly offset the cost of new public facilities needed by each new housing unit or business.
9. Encourage and support greater opportunity for the development of innovative housing types, such as residential units in mixed use developments, single family attached, duplexes, triplexes, apartment buildings and multi-care facilities. Encourage clustering in UGAs and Activity Centers.
10. Require higher basic energy standards for new construction and major renovations such as Energy Star Plus certification, and LEED certification for major projects and, as it becomes more affordable and accessible.
11. Owners should be encouraged to incorporate energy efficiency and green building techniques in their buildings, especially when they are carrying out other renovation or expansion projects. This can be done through education and technical assistance, which can provide advice about possible energy savings and the other advantages of efficient building design, and can help with access to materials, products, and expertise.

12. Align public policy and building standards to do EE&C at construction time, when implementation cost is lowest.

13. Review and upgrade policy and building codes/standards to provide incentives for improving the efficiency of homes, and their water systems and energy systems. Efficient water systems including, but not limited to toilets, shower heads, and drip irrigation. Efficient energy systems, including, but not limited to, heat pump space heaters, heat pump water heaters, insulation, air sealing, and weatherization.

14. Background: Residences, business and county facilities use significantly more energy during certain times of the day. For example we typically heat our homes in the morning and evening. When peak usage exceeds the capability of BPA's hydro, solar and wind the power system draws on fossil fuel generators, increasing greenhouse gases. The peak demand also stresses OPALCO facilities including the underwater cables. Shifting usage to other times of the day and installing energy storage batteries reduces GHG, energy costs, and stress on electricity infrastructure. It will also make our community more resilient to power outages.

Goal: Develop policies and building codes in concert with OPALCO to encourage controllable electrical loads and on-site energy storage.

Transportation Suggested Language - page 25

This material below was developed by our workgroup and extracted from the workgroup material submitted to the County comp plan update. Rather than edit draft language, we simply offer it for consideration for inclusion in, or to inform, the next Lopez Village Subarea Plan draft.

Suggested Comp Plan Language (From Todd Nicholson and William Severson)

Establishment of some minimum level of budgetary support for non-motorized routes and mass transit.

Suggested Comp Plan Language (Islands Climate Resilience Steering Committee)

6.4.B Policies related to the Washington State Ferry System

New policy: Encourage the WSF to create and incorporate best practices into ferry services that reduce greenhouse gas emissions, increase recycling and composting rates, and increase the climate resilience of ferry transit to increase the reliability of service in the long term.

6.4.C Policies for County Docks, Barge Landing Sites, Ramps and Associated Parking Areas

New policy: Plan for impacts of sea level rise—and accompanying erosion—when undertaking new construction or conducting repairs and maintenance of docks and associated parking areas.

6.5 Land Transportation Goals and Policies

Edits to Goal 6: To increase education and outreach to improve bicycle and pedestrian safety and healthy lifestyles, and facilitate alternatives to the single-occupant vehicle which conserve energy, reduce greenhouse gas emissions, and reduce reliance on fossil fuels.

Edits to Goal 7: To encourage transit providers to provide and expand low-emissions transportation services that support the needs of local residents and visitors.

6.5.A Policies for Road Classification, Right-of-Way, Design and Construction

New policy under Road Design and Construction: Ensure that County road standards and practices are updated to reflect climate change projections, and that new roads are sited appropriately and protected from sea level rise, increased erosion, storm surge, and other impacts of climate variability and change.

6.5.H Transit Goals and Policies

New goal: To ensure reliable service even in the context of extreme weather events.

New policy: Identify road sections or transit infrastructure assets that may be at risk of flooding, erosion, or other temporary or prolonged damage, incorporating climate change projections into the analysis, and collaborate with transportation partners to identify alternate routes and develop an emergency response plan.

Suggested Comp Plan Language (from OPALCO)

Notes

All edits appear in red. Original Comp Plan language in black.

6.2.A General Goals:

1. To develop and maintain a safe, reliable, clean, low carbon, economically feasible, locally, regionally and internationally integrated transportation system that reflects the desires and preferences of County residents, supports economic vitality and preserves the rural character, scenic road way features and aesthetics of island communities and the natural, social, and economic environment of San Juan County.

2. To develop a transportation system that corresponds to and is consistent with patterns of land development envisioned in adopted land use plans and:

a. Addresses the complex transportation demands of current land use patterns and prioritizes service to the Urban Growth Areas, accommodates the needs and priorities of residents and businesses while meeting the basic transportation needs of all islands in the County including non-ferry served islands;

b. Enhances the character of the County as a single community of islands while maintaining the individual character of each island;

c. Directs development of facilities in a manner and at a scale consistent with the capabilities of the site and the community to absorb them and increases the efficiency and safety of existing transportation systems by using demand management strategies to avoid costly capital expenditures;

d. Minimizes noise generated by transportation facilities and travel modes associated with them;

e. Provides a variety of transportation modes including air, marine and land (including nonmotorized transportation options), and provides for efficient intermodal connections;

f. Provides a safe and efficient network of trails for bicyclists, equestrians, pedestrians, nonmotorized marine traffic and encourages nonmotorized transportation as a viable, healthy, non-polluting alternative to single-occupancy vehicles;

g. Supports the promotion and enhancement of tourism, recreation, special events, scenic byway programs and diverse economic activities or opportunities;

h. Facilitates the development of privately and/or publically funded projects to address specific transportation needs and challenges, where appropriate;

i. Promotes modes of transportation and multi-modal connections that support active and healthy communities and mobility for all users;

j. Encourages energy conservation and the use of low impact development techniques when physically and economically feasible in the development of transportation systems and facilities;

k. Encourages development of transit system facilities and services that can reduce the reliance of visitors and residents on single occupancy vehicles;

l. Coordinates transportation and emergency management services planning;

m. Minimizes greenhouse gas emissions generated by transportation facilities and travel modes associated with them;

n. Incentivizes the development of clean electric vehicle (EV) public transportation, including, but not limited to, EV shuttles, buses, and rental car fleets;

o. Incentivizes the development of clean electric vehicle (EV) freight transportation, including, but not limited to, electric tractor trailers for short-haul applications between the mainland and the islands;

p. Facilitates the improvement and convenience of low carbon mass transit and increased car-sharing, cycling, walking and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce greenhouse gas emissions;

q. Encourages businesses to install EV charging stations for the convenience of their customers;

r. Installs convenient multi-EV charging stations in the vicinity of town-centers and ferry terminals, with roof-mounted solar panels augmenting the powering of the charging stations, as part of shelters that shade the EV parking spots;

- s. Reimagines town-centers that favor walking and biking over driving, with with car-free zones where feasible, with adjunct parking for EVs, the disabled, and access for delivery vehicles, emphasizing through vehicle circulation patterns around towns rather than through towns; and
- t. Developing a system of trails for walking, hiking and biking that connect ferry terminals, town-centers and points of interest.

General Policies (6.2.A.1-8):

1. Promote active citizen participation in the development and implementation of this Element.
2. Recognize the needs and desires of residents of each island in making decisions regarding transportation facilities and their operation for that island.
3. Ensure that consistency with the land use goals and policies adopted in the Comprehensive Plan and Shoreline Master Program is a primary consideration in the evaluation of proposed transportation facilities while encouraging diverse economic opportunities.
4. Anticipate and monitor changes in the use of and demand for transportation facilities while managing development impacts and seeking ways to avert conflicts generated by increases in demands over time.
5. Explore ways to promote transportation modes that may decrease demands for increased automobile traffic capacities on roads and ferries.
6. Prevent the consideration and development of bridges and tunnels between islands and from the mainland.
7. Identify, develop and implement cross border transportation routes in addition to those established by Washington State Ferry Service.
8. Consider the risk of sea level rise in expenditures of public funds for transportation infrastructure.
9. Prepare for and incentivize the electrification of transportation, including, but not limited to cars, trucks, public transportation, and ferries.

6.2.B Transportation Financing Goals and Policies

Section II in Appendix 6 of this Comprehensive Plan addresses transportation financing strategies for the 2012 - 2032 planning period. It also includes an inventory of funding sources and levels for capital projects, an analysis of the County's funding capabilities and a copy of six-year Transportation Improvement Program (TIP) prepared by Public Works. The TIP identifies specific projects and funding sources for both road and nonmotorized projects. Public Works also creates an annual road plan (ARP) that includes the Public Works projects budgeted for and approved by the County Council.

Funding and financing options for rustic and bike (non right-of-way) trail development are addressed in the 2010 San Juan County Parks, Trails and Natural Areas Plan. Trail projects are selected from a 20-year long-range project plan for inclusion on the County's six year capital facilities plan (CFP) and Parks Department budget. Financing goals and policies for transit services and mobility coordination are addressed and prioritized in the 2010 SJC Health and Human Services Coordinated Transportation Plan and implemented through inclusion in the Health and Human Service Department's budget.

As noted above, various County departments share responsibility for transportation planning, prioritizing projects, and managing and developing transportation services and facilities. The following goals and policies are intended to help guide the County as it develops strategies, programs and projects based on community needs, budget capacity and desire.

Goals:

1. To assure that public transportation facilities provided by the County are within the ability of the County to fund.

2. To develop funding, budgeting and operational strategies that can be implemented over the planning period that create sustainable transportation funds, balance expenses with available revenue and preserve appropriate cash reserves.
3. Organize the six-year Plan in two three-year periods. Consideration of needed projects and their design should be managed as follows:
 - a. Projects should be identified early in the plan period for public discussion and County study of needs and desirability.
 - b. Public discussion and County study of project design should occur in the later Plan period. The County Council should submit the six-year Plan to the Planning Department and Planning Commission for review and recommendation regarding its relationship to policies and regulations of adopted County plans at least 45 days before the Council is scheduled to adopt it. A copy of the recommendation should be provided to the Public Works Director for comment before Council action.
4. Allocate County road funds in the following order of program priority:
 - a. Debt service;
 - b. Maintenance and preservation of County transportation facilities; and
 - c. Engineering and construction of improvements.
5. Rank County transportation facilities and services that require improvements using a priority rating system which allots additional points for projects financed cooperatively. In addition, the County should
 - a. Allow County roads to be improved by others with approval from the County Engineer,
 - b. Cooperatively finance transportation facility and service improvements with land developers. The amount of financial assistance should be based on a proportionate amount of increase in traffic volumes attributable to the development project.
 - c. Consider forming transportation benefit districts and/or local improvement districts when cumulative land development projects cause transportation problems on County roads or to fund needed transportation improvements.
 - d. Coordinate efforts with the Town of Friday Harbor for cooperative funding of road improvements within the Town and its urban growth area.
 - e. Seek to minimize regulatory impediments to investment in commercial transportation facilities by conducting a code review process and making needed code amendments.
6. Require that the estimated cost of providing those public transportation facilities which are the responsibility of the County not exceed conservative estimates of revenues from sources that are available to the County pursuant to current statutes. Conservative estimates need not be the most pessimistic estimate, but cannot exceed the most likely estimate.
7. Have the costs of needed transportation improvements be borne by both existing and future development. For the purposes of this Comprehensive Plan, "existing development" means development which has occurred and "future development" means development which has not yet occurred. Financial responsibilities should be implemented as follows:
 - a. Existing Development
 - (1) Financial responsibility includes:
 - i. transportation improvements that reduce or eliminate existing deficiencies; and
 - ii. some or all of the replacement of obsolete or worn out facilities, including a portion of the cost of transportation improvements needed by future development.

(2) Sources of funds should be utilized in the following order of priority: state transportation taxes, grants, and real property taxes. User fees, charges for services, and special assessments should only be utilized if all of the above-listed available sources have been exhausted.

b. Future Development

(1) Financial responsibilities include:

i. Providing a fair share of the costs of capital improvements needed to address the impact of future development; and

ii. Providing a portion of the cost of the replacement of obsolete or worn out facilities.

(2) Financial responsibilities do not include payment of impact fees for the portion of any public facility that reduces or eliminates existing deficiencies.

(3) Sources of funds may include, but are not limited to: voluntary contributions for the benefit of any public transportation facility; impact fees (upon adoption of impact fee regulations), capacity fees, dedications of land, provision of public transportation facilities, public or private partnerships and future payment of user fees, charges for services, special assessments and taxes.

(4) Upon completion of construction, "future" development becomes "existing" development, and will contribute to paying the costs of the replacement of obsolete or worn out facilities as described in Policy 7.a, above.

c. Existing and Future Development

The costs of needed transportation improvements may be paid by grants, entitlements or public facilities from other levels of government and independent districts.

8. Revise the Comprehensive Plan to adjust for the lack of such revenues in the event that revenues identified as necessary for the provision of adequate transportation facilities and services are unavailable, in any of the following ways:

a. Reduce the level of service for one or more public transportation facilities;

b. Increase the use of other sources of revenue;

c. Decrease the cost, and possibly the quality of some types of public transportation facilities, while retaining the quantity of the facilities that is inherent in the standard for the adopted level of service;

d. Decrease the demand for and subsequent use of the transportation facilities; or

e. Use a combination of the above alternatives.

9. A portion of the Lodging Tax (or a gasoline carbon tax) will be used to fund transportation charger networks, ferry charging facilities, walking and bike paths, and other clean transportation initiatives that help reduce greenhouse gas emissions and encourage visitors.

6.2.D Communications and Information Technology Goals and Policies

Goal:

To encourage the use of communications and intelligent systems technology to support diverse economic opportunities, facilitate remote work and telecommuting, manage transportation system demands, improve accessibility to services, meetings and work, promote energy conservation, reduce peak-period travel, congestion and reliance on single-occupancy vehicle travel, and the need to provide additional transportation facilities, such as roads, parking and ferry service.

Policies (6.2.D.1-7):

1. Promote the use of communications meetings and commuting to work to alleviate the need for additional traditional transportation facilities.
2. Evaluate County operations to identify opportunities for enhanced use of telecommuting and teleconferencing.
3. Encourage the development of county-wide high speed broadband service with priority in the Urban Growth areas, Town of Friday Harbor and business centers.
4. Encourage and support the development of, or expansion of the County's data networking infrastructure to minimize reliance on vehicular travel.
5. Coordinate with local libraries, Skagit Valley College and other entities to share communication resources.
6. Promote the use of social media, web based applications, intelligent transportation system development and state transportation websites to provide information on transportation system scheduling, real time data, trip reduction, ride sharing and nonmotorized travel options.
7. Utilize broadband technology and information systems to help create markets for locally produced agriculture, trade, manufactured and intellectual goods or services.

6.4.A General Policies (6.4.A.1-10):

1. Encourage appropriate funding, design and development of facilities and services which:
 - a. Serve the needs of island residents and visitors;
 - b. Ensure the preservation of rural island character, environmental quality, economic development, and island identities;
 - c. Provide better access to and among the islands served by County roads, docks, barge landing sites and ramps;
 - d. Provide parking and dock facilities on ferry-served islands to meet the needs of outer island residents; and
 - e. Encourage the development of privately owned and operated passenger-only ferries that would provide transportation between the County islands and mainland and Canadian destinations.
2. Establish and maintain a minimum of one barge landing site and facility when essential to the public wellbeing on each island, particularly non-ferry served islands, to address the special freight mobility needs of agriculture, forestry and other essential island businesses.
3. Support the development of one log dump on each island if needed to address the freight mobility needs of the forestry industry.
4. Consider the need for alternative modes of transportation such as private marine passenger-only service and barges and encourage the development of direct connections to mainland intermodal transportation hubs.
5. Promote planning for and the development of intermodal connections between marine transportation services and facilities and land based transportation systems to improve mobility and accessibility.
6. Update, gather and interpret data on the use characteristics of marine transportation facilities and services to measure changes in level of service, and design and implement demand management strategies as needed.
7. Support improvements to marine transportation facilities and services that address the non-peak period needs of residents, businesses and visitors to improve the economic and social quality of island life.

8. Encourage delivery of an optimum state of ferry service for County residents and the business community at maximum efficiency and lowest cost.
9. Prohibit use of personal watercraft such as jet skis in the waters around and in San Juan County.
10. Consider direct marine access or expanded transportation service facilities in Eastsound, Lopez Village, Shaw, Waldron and other additional islands.
11. Support the electrification of marine transport with adequate charging facilities and access to the electric grid.

6.4.B Policies Related to the Washington State Ferry System. (6.4.B.1-18):

San Juan County is highly dependent upon transportation services and facilities provided by the Washington State Department of Transportation Ferries Division (WSF). The Washington State ferry system is the State highway for the San Juan Islands. Ferry service is the primary mode of transportation to the mainland and the mainstay of social and economic life. Coordination with the WSF and other state entities is integral to maintaining an efficient system of moving people, goods and freight. Moreover, the ferry system is essential in meeting special transportation needs of residents, businesses, social services, schools and other public institutions. It also plays a critical role in maintaining and enhancing state and local tourism sectors.

The County Council established the San Juan County Ferries Advisory Committee (FAC) under the requirements of RCW 47.60.310 and SJCC 2.44 to work with the WSF to address community needs related to ferry schedules, customer problems and regional issues. The FAC obtains community input on ferry service issues, advises the WSF on those issues, and provides the County Council with information on the condition of facilities, and service and operational matters affecting the San Juan Islands service area. These issues pertain to safety, tariffs, service, scheduling, economic vitality, vessel allocation, terminal facility adequacy and vessel maintenance.

With the help of the FAC, the County identifies solutions to on-going funding and service challenges and promotes improvements in the ferry system through interactions with the WSF, the Washington State Transportation Commission and the State legislature.

Policies (6.4.B.1-18):

1. Consider the following primary factors while planning and developing marine transportation systems:
 - a. Existing marine terminal facilities and connecting roads are components of the marine transportation system and have significant physical constraints which must be considered in planning for changes to marine facilities and services.
 - b. Transportation facilities and activities can have significant direct and indirect impacts on land use and circulation patterns and the economic vitality of the community.
 - c. Cost-effective and time-efficient ferry transportation is essential to island commerce.
 - d. The County and the State of Washington have separate but complementary responsibilities for inter-island marine transportation.
 - e. Washington State ferry routes are the primary economic routes for San Juan County.
2. Work with the state and federal government to encourage:
 - a. The long-term, sustainable funding of WSF service levels and capital funding for on-going ferry construction needed to replace the aging fleet;
 - b. The construction of a second ferry terminal slip with vehicle access in the Town of Friday Harbor to improve efficiency, scheduling flexibility and serve as a back-up slip;
 - c. The dedication of funding needed to construct a commuter parking lot near the Friday Harbor and Orcas Island ferry terminals including priority funding to expedite development of a lot on Department of Transportation property located in Orcas Village; and

d. The dedication of funding needed to improve off-loading of passengers and vehicles especially at the terminal located in the Town of Friday Harbor.

3. Support the work of the FAC in collecting and interpreting data, gathering community input and providing recommendations to the County Council on ferry service improvement issues requiring coordination with the WSF and the Washington Transportation Commission.

4. Support a local public review process conducted by WSF that seeks comments regarding potential modifications to its administration of the adopted preferential loading policies identified in WAC 468–300–700. This review process should include, but not necessarily be limited to, the Ferry Advisory Committee. The County should support operations and procedures for processing requests for preferential loading which reflect local needs.

5. Submit requests to modify WAC 468–300–700 pertaining to preferential ferry loading to the FAC who will coordinate with WSF. The FAC should review and make recommendations on each request to the San Juan County Council. The Council should make any formal recommendation to amend WAC 468–300–700 to the Washington State Transportation Commission.

6. Coordinate with WSF, other regional transportation systems entities, and community transportation partners and providers to promote non-vehicular traffic on ferries to spread demand and moderate increased demands on terminal facilities and County roads. To accomplish this, the County should encourage WSF to:

a. Work with the County and Town to provide traffic control support near The Town of Friday Harbor ferry terminal and near and around the Orcas parking lot and County road ferry queue;

b. Consider the impacts of proposed service and facility improvements on traffic circulation at island terminals and on County roads and Town streets;

c. Solicit resources to improve schedules and transit connections at ferry terminals and coordinating with Skagit Transit and other transit providers; and

d. Promote development of improved pedestrian and bike access at terminals to encourage walk-ons.

7. Coordinate with WSF to adjust operational practices such as improving the use of information technology to mitigate adverse impacts on safe traffic circulation and safety on island roads. The County should encourage WSF to:

a. Promote operational and/or scheduling changes in preference to expanding terminal facilities;

b. Provide ferry boats in a vessel class that meet the needs of the County, but avoid increasing the size of ferries beyond vessels of the super class size (160 vehicles) due to congestion and limited capacities of terminal facilities unless mitigation strategies are employed;

c. Separate the unloading of bicyclists and pedestrians from motor vehicles at island terminals;

d. Provide information regarding ferry and land transportation schedules at ferry terminals, on fixed displays regarding scheduled services and costs and on adjustable displays providing current information on ferry operations, (e.g., overload status) and multimodal and transit options;

e. Enhance user information by developing updated and new social media and mobile information regarding ferry schedules, reservations, overloads, wait-times parking capacity; and

f. Work with the state legislature and WSF to add one additional ferry to the San Juan summer schedule to service seasonal demand.

8. Encourage the WSF to coordinate with the County and other parties when passenger ferry terminals or transfer floats are proposed by other parties, and on the preservation, expansion or improvement of all terminal facilities consistent with County and Town of Friday Harbor land-use plans including consideration of circulation patterns, potential public transit system connections and public shoreline access.

9. Identify community needs and desires, and encourage refinements in the ferry level of service, its methodology and standards and response mechanisms to ferry capacity and service issues.
10. Adopt WSF's level of service standard, Level 2 for ferry service which is based upon the daily percent of sailings at full vehicle capacity and is fully described in Section B of Appendix 6 of this Comprehensive Plan. Level 2 LOS indicates whether or not ferry assets are being used efficiently and when the LOS is exceeded, additional investment would be considered.
11. Adopt WSF LOS Level 2 for ferry service for consistency with the WSF 2030 Long-Range Plan although the WSDOT does not identify the Anacortes to San Juan Islands ferry route as a highway of statewide significance and concurrency requirements are not mandated.
12. Work with the WSF and other transportation providers to implement demand management strategies outlined in the WSF 2030 Long-Range Plan and other local plans addressing non- motorized transportation and take the following steps:
 - a. Re-evaluate the ferry LOS standard to determine if changes in available data, suggest that revisions of the LOS standards are appropriate. If changes are appropriate, amend this Element to revise the level of service standards.
 - b. Work with WSF, the Town of Friday Harbor and other entities to consider and implement adaptive demand management strategies designed to address increases in peak demand and improve the operation and efficiency of the ferry system. These strategies may include, but are not limited to those outlined in the WSF 2030 Long-Range Plan and identified by the County, including taking steps to:
 - (1) Shift the demand from vehicle traffic to non-vehicular traffic, implement a vehicle reservation system, ride-sharing programs, improve passenger and pedestrian handling capabilities at terminals, enhance public transit scheduling and real time connection information, expand park and ride capabilities, decentralize parking or other parking improvements, improve pedestrian and bike connections, provide new loading/facilities and new/expanded services.
 - (2) Promote alternative modes of transportation such as private ferry systems, barges, air transportation, passenger-only service especially the location of a passenger ferry terminal at Bellingham which offer substantial benefits to island residents and, by encouraging passenger traffic, could reduce need for expanded vehicle terminal facilities in the islands, etc.
 - (3) Work with WSF to establish a reservation system that will enable users to obtain assured ferry space and that best meets the needs of residents, commercial enterprises, and other users, and supports economic development.
 - (4) Optimize fare collection techniques and explore fare pricing options for different customer types, including fares that address the needs of local residents, frequent users, visitors, and off-peak, off-capacity and promotional fares.
 - (5) Explore targeted, route-specific strategies to reduce traffic flow and smooth queuing congestion at terminals such as new traffic and dock space management techniques, parking, holding, and scheduling methods, use of enhanced electronic and mobile user information applications and fare collection strategies that provide better customer service.
 - (6) Support data gathering and interpretation that provides real information on which to base ferry operation and scheduling decisions.
 - (7) Promote and market the use of non-single occupancy vehicles combined with transit enhancements.
 - (8) Market tourism events and programs during times of greater ferry capacity and supporting promotional fares to spread demand to non-capacity sailings.
13. Take the following steps if ferry service falls below LOS 2:
 - a. Re-evaluate the LOS standard to determine if changes in available data indicate that ferry assets are being used most effectively and recommend that WSF move towards further system investments.

b. Evaluate the goals and policies contained in the Land Use Element and Shoreline Master Program that affect the rate and amount of residential, commercial, recreational, and industrial growth allowed.

14. Evaluate development for impacts to ferry service and terminal parking through the SEPA process except for single-family residential proposals and other development proposals that do not require SEPA.

15. Work with WSF to evaluate the effects that demand management strategies from the WSF 2030 on ferry terminal parking issues and work together to consider the costs, benefits, environmental and land impacts associated with the creation of additional parking capacity located either on-site at the ferry terminal or at remote locations if demand management strategies are not effective in reducing parking congestion issues.

16. Work with WSF to develop a meaningful LOS standard for ferry terminal parking that could be used to more effectively gauge the adequacy of ferry terminal parking.

17. Support public and private transit and other multi-modal transportation system opportunities that promote non-vehicular ferry trips and reduce the need for terminal parking.

18. Encourage WSF and the State to secure funding to construct adequate commuter or short-term (1-3 days) parking areas at all ferry-served terminals as needed after demand management strategies have been implemented.

19. Support the electrification of the ferry system with adequate charging facilities and access to the electric grid at all ferry terminals

6.5 LAND TRANSPORTATION GOALS AND POLICIES

Land transportation facilities and services are inventoried and analyzed in Appendix 6, Section I.C of this Comprehensive Plan. This Element addresses public and private roads, bridges, parking, nonmotorized transportation facilities such as trails for bicyclists, pedestrians and equestrians, mopeds, and transit service. Levels of service standards for County roads are established in Section I.C. 1.b in Appendix 6 of this Comprehensive Plan.

Goals:

1. To maintain a road and trail planning and improvement system that corresponds to land development goals and policies expressed in the Land Use Element of this Comprehensive Plan, its subarea plans.

2. To maintain a public road system that is as safe and efficient as possible while recognizing the importance of conserving environmental and scenic qualities of island roads.

3. To facilitate diverse modes of transportation and provide intermodal connectivity and improved accessibility.

4. To plan for and provide increased annual funding to support the development of a multi-purpose system of trails and corridors that meets the transportation and recreational needs of the community and connects activity centers, points of interest, parks and recreational areas.

5. To follow the goals and policies adopted in the 2010 San Juan County Parks, Trails and Natural Areas Plan and the 2012 San Juan Islands Scenic Byway Corridor Management Plan.

6. To increase education and outreach to improve bicycle and pedestrian safety and healthy lifestyles, and facilitate alternatives to the single-occupant vehicle which conserve energy and reduce reliance on fossil fuels.

7. To encourage transit providers to provide and expand transportation services that support the needs of local residents and visitors.

8. Support the electrification of land transportation with adequate charging facilities and access to the electric grid.

9. Support policies that encourage the use of clean transportation alternatives to fossil fuel vehicles, including, but not limited to, walking, biking, electric vehicles, electric public transportation, including vans, buses and ferries.

6.5.A Policies for Road Classification, Right-of-Way, Design and Construction (6.5.A.1-15):

Road Classification

1. Classify all County roads as major collectors, minor collectors or local access roads as shown on the road classification maps adopted as part of this Comprehensive Plan in Appendix 6.
2. Establish a prioritized on-going traffic count program for County roads. Local access road counts should be monitored to ensure that traffic volumes do not exceed road design capacities.

Right-of-Way

3. Make. County road rights-of-way widths adequate to accommodate anticipated improvements, including utilities, franchise use options, communications infrastructure, and nonmotorized transportation facilities, and to maintain the roadway. A minimum twenty-year planning period should be used for the purposes of anticipating needed improvements. The County should:
 - a. Obtain dedications of road rights-of-way when discretionary use permits or land division approvals are sought by property owners; and
 - b. Ensure coordination between Planning, Public Works, Parks, Land Bank, trail organizations such as the San Juan Island Trails Committee, Orcas Pathways, Lopez Community Trails Network, and other local, state and federal partners during the planning, development, and maintenance of nonmotorized transportation projects.
4. Refrain from vacating public road rights-of-way needed to provide an adequate road system, access to private property, public access to, or a view of water bodies and links to trails systems.
5. Approve parking on County road right-of-way if it will provide a public benefit however; in rural areas, shoulders of County roads should not be widened or improved to provide parking for residential or commercial uses.
6. Consider the inventory of County road ends which abut shorelines that is included in the 2010 San Juan County Parks, Trails and Natural Areas Plan and evaluate their potential for recreational or other uses.

Road Design and Construction

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.
9. Prevent the construction of public or private roads through areas designated Natural or Conservancy in the San Juan County Shoreline Master Program where a feasible alternative exists.
10. Make use of the procedure provided in Chapter 36.86, RCW, to deviate from state standards for collector roads when necessary to maintain their scenic qualities.

11 Include a thorough public participation program and interdisciplinary teams advisory to the County Engineer as early as practicable in the planning and design phases of major projects. Adjacent property owners and other affected persons should be represented on interdisciplinary teams.

12. Strive to preserve the significant scenic, rural quality of island roads including the San Juan Island Scenic Byway.

13. Establish alternative design standards for roads on non-ferry served islands that meet the specific transportation needs of these islands.

14. Consider the creation of a local improvement district to finance improvements consistent with the applicable activity center or subarea plan when owners of property in activity centers desire road improvements that exceed County requirements, such as sidewalks and curbs.

15. Consider using low impact development techniques when physically and economically feasible.

16. Encourage sufficiently well-wearing permeable surfaces for new or replacement roads to reduce runoff. The amount of increase in cost should be borne by the storm drain utility as a direct benefit to that utility.

6.5.E Policies for Parking (6.5.E.1-7):

1. Encourage the development of community parking facilities in all areas designated as activity centers in County land use plans. Shared parking among separate facilities should be provided if other applicable parking requirements allow.

2. Provide off-street parking areas open to the public where they would serve transportation facilities or meet community needs.

3. Encourage the business community in commercial core areas to provide parking areas in locations where they would relieve traffic congestion and accommodate taxi, van and bus services without disrupting traffic circulation. Design and location should be carefully considered in accordance with applicable area plans.

4. Provide parking areas on the nearest ferry-served island to accommodate residents of non-ferry served islands, after considering possible funding mechanisms, costs and benefits, and possible parking lot locations.

5. Consider the use of local improvement districts or other administrative and financing structures when desired to build, operate and maintain community parking areas.

6. All major transportation facilities should include adequate off-street parking areas.

7. All parking areas associated with public or private development should:

- a. Include safe ingress and egress;
- b. Be screened or well setback from roads;
- c. Reflect adequate design for ease of use;
- d. Provide for the physically impaired; and
- e. Provide for alternative forms of transportation.

8. To encourage the transition to clean alternatives to fossil fuel transportation, encourage the development electric vehicle (EV) charging equipped parking facilities in all areas designated as activity centers in County land use plans. EV parking shall have clear signage limiting use of those spaces for EVs only.

6.5.H Transit Goals and Policies:

Although San Juan County does not operate a centralized public transit service, many social service, non-profit and private transit providers are working to meet community transportation needs and fill accessibility gaps identified in the 2010 San Juan County Coordinated Human Services Plan.

Goals

1. To encourage and support development of public and private transit and shuttle services.
2. To improve access to health and human services, employment, social, educational, recreational and tourism destinations.
3. To improve mobility and the quality of life for residents and workers.
4. To increase transportation options for tourists and guests.
5. To encourage alternatives to the use of single-occupant vehicles.
6. To consider transit operations in roadway designs.
7. To encourage and support development of electric public and private transit and shuttle services.

Policies for Transit (6.5.H. 1-9):

1. Support the development of social service public transit options and the work of nonprofit and private community transportation partners to:
 - a. Reduce the isolation of target populations;
 - b. Increase accessibility to transportation services; and
 - c. Create additional organizational capacity to sustain implementation of community identified transportation needs.
2. Support the work of community transportation partners such as San Juan Community Services, Senior Services, Family Resource Centers, San Juan Friends and Neighbors Program, SJ Rideshare, social service organizations and private transportation providers to evaluate public transit needs, further identify opportunities for service coordination and implement actions described in the 2010 San Juan County Coordinated Human Services Transportation Plan.
3. Encourage the development of transportation services that meet the needs of the community, especially individuals with lower incomes, seniors, persons with disabilities, and veterans.
4. Support coordinated human services transportation planning that creates improved access to transportation information, develops economies of scale, eliminates inefficiencies and provides greater visibility of transportation options.
5. Explore and support the collaborative efforts of community organizations, state and federal partners, and transportation providers to provide cost effective service delivery, increase capacity to serve unmet needs, improve mobility and the quality of transportation services.
6. Support community transportation planning efforts focused on gaining a better understanding of the transportation needs of the San Juan Islands, creating new methods of island travel, raising awareness of transportation issues, and exploring private and public funding for new public transportation solutions.
7. Leverage community resources to obtain appropriate state and federal funding for transit projects that address both year-round and seasonal transit challenges.
8. Coordinate with the WSDOT Public Transportation Division to implement high priority projects identified by the community using the ranking criteria for selecting projects established in the San Juan County 2010 Health and Human Services Transportation Plan.
9. Support private and nonprofit efforts to address seasonal tourism travel peaks through the development of transit alternatives.

10. Support the development of clean electric vehicle (EV) public transportation, including, but not limited to, EV shuttles, buses, and rental car fleets.

Capital Facilities Suggested Language - page 34

This material below was developed by our workgroup and extracted from the workgroup material submitted to the County comp plan update. Rather than edit draft language, we simply offer it for consideration for inclusion in, or to inform, the next Lopez Village Subarea Plan draft.

Suggested Comp Plan Language (Islands Climate Resilience Steering Committee)

General policies

New policy: Site all new capital facilities in places that are not at risk from potential sea level rise or extreme weather conditions, with the exception of wind and tidal generators, which generally benefit from unobstructed exposure to wind and sea. Use the latest science to identify potential sea level rise, flood zones, and other characteristics when identifying locations for capital facilities infrastructure.

New policy: Install low-emissions and energy-efficient energy systems in any new capital facilities.

7.3.B Community Water Systems That Serve UGAs, AMIRDs, and MPR Activity Centers

Edits to policy 5 (excerpt): Each plan should include an analysis of the community water system's ability to serve existing and potential land use development and population growth, taking into consideration how climate change is projected to affect water availability.

Government Administration Suggested Language - page 40

This material below was developed by our workgroup and extracted from the workgroup material submitted to the County comp plan update. Rather than edit draft language, we simply offer it for consideration for inclusion in, or to inform, the next Lopez Village Subarea Plan draft.

This element includes Electricity and Telephone Service sections. There is applicable material from the Comp Plan Utilities element.

First, some edits to draft language:

Telephone and Broadband Service Element - page 46

Although personal wireless services are not utilities but commercial services, the Washington Utilities and Transportation Commission (WUTC) regulates telecommunications utility providers to ensure that safe and reliable service is provided to consumers at reasonable rates.

CenturyLink provides plain old telephone service to Lopez Island and maintains an office in the Village. In addition, CenturyLink also provides advanced telephone services such as voicemail and call-waiting; dial-up internet services; digital subscriber line (DSL) service; as well as private dedicated services (i.e. Ethernet) which attempt to meet the needs of telecommunication customers throughout the county. CenturyLink provides service via a fiber optic cable network that connects all of the major islands to the mainland. It strives to provide all the essential services to meet the needs of telecommuters and those who run businesses from their homes.

Cell service has been an issue around the island and emergency managers would like land lines established at popular destinations including the Village Park in Lopez Village.

Rock Island Communications, a subsidiary of Orcas power and Light Cooperative, is currently the largest provider of broadband services in the county. It provides fast reliable fiber and wireless broadband and, through its partner T-Mobile, extensive cell phone service, with coverage throughout most of the county. This has resulted in important improvement in first responder communications and public safety, and alternatives to CenturyLink phone service.

Electric Service Element - page 46

San Juan County relies on electricity generated primarily in the Pacific Northwest and transmitted to the San Juan Islands by the Bonneville Power Administration (BPA) and Puget Sound Energy. This electricity is sold to the Orcas Power and Light Company (OPALCO) at BPA's point of delivery on Lopez Island. OPALCO is the sole electric service provider in San Juan County. BPA electricity is 97% greenhouse-gas free.

OPALCO, a member-owned, private, non-profit Rural Utility Services (RUS) Cooperative maintains an office on Lopez Island and provides local electric service to its members. OPALCO is primarily an electric distribution utility at present, distributing power via submarine cables to members on twenty islands, but retains a small amount of generation capacity for emergency purposes at its generation plant in Eastsound. In June of 2018 they will add a 500 kW community solar array, the largest in the state. This array will be paired with a 500 kW utility-scale storage battery, providing a variety of benefits, including micro-grid functionality which can enhance grid reliability during outages. It is anticipated that this micro-grid package could be deployed to San Juan County town-centers over the next few years, including on Lopez Island, possibly serving Lopez Village. Micro-grids can help town-centers minimize economic impact during outages. Lopez Village Subarea Plan may want to consider policy that takes into account the potential for a micro-grid sited in the village area.

According to OPALCO, the Number 2 substation in Lopez Island (Tax parcel 152232002) has adequate capacity at 20 Megawatts to serve existing loads. OPALCO maintains a comprehensive system plan to expand capacity as growth occurs. Lopez Island is in OPALCO District 3 which had 2117 service accounts in 2005 and XX in 2013.

Suggested Comp Plan Language (from OPALCO)

Notes

All edits appear in red. Original Comp Plan language in black.

COMPREHENSIVE PLAN SECTION B, ELEMENT 8 UTILITIES

8.2.G Energy Conservation

Goal: Encourage the exploration of innovative and alternative technologies regarding energy conservation.

Policy (8.2.G.1):

1. Encourage and cooperate with utility service providers to explore innovative and alternative methods of conserving energy.

8.4 Greenhouse Gas Emissions

Goal

Reduce San Juan County Greenhouse Gas (GHG) emissions by 25% below 1990 levels by 2035 and 50% by 2050.

Policy

8.4.1 San Juan County will reduce greenhouse gas emissions through compliance with federal, state and regional policies (including reduction goals and reporting requirements as defined in RCW 70.235.020) while developing local strategies to reduce emissions even further.

8.4.1.A Conduct a County GHG audit and update periodically (i.e. every two-three years).

8.4.1.B Use the GHG Reduction Goals as a driver to help make energy choices that further this goal.

8.4.1.C Update County Resolution 8-2008 "A Resolution of San Juan County of Declaration and Resolution on Climate Change" and assessing County progress on the actions outlined in the resolution.

8.4.1.D Develop a Climate Action Plan that establishes GHG emission reduction targets and mitigation measures and adaption strategies to address climate related impacts within the County. The plan should describe impact and actions to take on responding to a changing local climate. Refer to existing models for reference, including US Mayors Climate Protection Agreement, and Jefferson County, Washington Climate Action Plan.

8.4.1.E Support and make San Juan County a model community for climate change preparedness and resilience practices that ensure long-term business viability while attracting and protecting visitors, businesses and residents.

8.4.1.F Establish benchmarks, metrics and targets for reduction of greenhouse gas emissions, assess current conditions and progress in reducing greenhouse gas emissions from municipal, commercial, residential and transportation-related land uses, projects and programs.

8.4.1.G Support the development of a public education program which informs all citizens on the methods and progress for meeting the Island's greenhouse gas emission goals and ways citizens can assist in reaching the reduction goals.

8.4.2 Most County greenhouse gas emissions come from transportation and heating fuels (gasoline, diesel, heating oil and propane). In essentially every case, electricity is the cleanest and lowest cost fuel for transportation and heating.

8.4.2.A Estimate the TOTAL energy needs of both County Operations, as well as the County as a whole. This includes electrical and carbon based fuels (e.g. propane, gasoline, diesel fuel, industrial gases, wood, other biomass, waste).

8.4.2.B Prepare an "Energy Budget" that forecasts the electrical energy and non-electrical energy use anticipated to be consumed by all county operations.

8.4.2.C As technically and economically viable, the County will transition county fleet and heating to electric forms of transportation and heating.

8.4.2.D Establish goals and timelines for how Energy use by function will transition. For example, "As of 2017, County vehicles consume X gallons of gasoline, diesel, propane per year. By 20XX, this will change to Y gallons of gasoline/diesel/propane and Z kWh of electricity, for a savings of \$W/yr, and a reduction of U tons/yr of green house gases." The goals and timeline have a clear owner and a progress review process.

8.4.2.E Washington State estimates that 63% of greenhouse gas emissions from their fleet, come from the ferry system. There is a substantial opportunity to reduce emissions of the WA fleet through electrification of the ferry fleet. The ferry system is an essential public facility and terminals should be equipped to support rapid charging of electric ferries. Similarly, as other marine transport becomes electric, marinas should be similarly equipped.

8.4.2.F Establish a local carbon tax (modeled on the lodging tax) on gasoline and other fossil fuels to fund transportation charger networks, ferry charging facilities, and energy efficiency initiatives to help residents save money by using energy more efficiently.

8.4.2.G Reduce the amount of fossil fuels used in County motorized transportation.

8.4.2.H Discourage the use of two-stroke engines. Two-stroke engines are especially polluting (and a common source of noise complaints). Promote use of electrical equipment when available, such as leaf blowers, weed trimmers and lawnmowers.

8.4.2.I Explore the feasibility of installing electric vehicle charging stations for public use all County facilities.

8.5 Local Energy Resilience

Goal

Increase local energy resilience through continuous improvements in energy efficiency and conservation (EE&C) and development of local renewable energy production such that the county is net-zero by 2050.

Policy

8.5.1 Increase energy efficiency of homes, businesses and county facilities. EE&C is the lowest cost form of energy. By reducing energy waste, we reduce the need for energy generation, save money, keep energy dollars local and increase economic resilience. The Northwest Power and Conservation Council, in their 7th Power Plan, estimates that most new energy demand will be met by EE&C. Over 80% of a typical County home or business energy use goes to transportation and heating. State of the art electric transportation and heating are about 400% more efficient than fossil fuel counterparts. There is therefore substantial opportunity to reduce energy consumption and cost through the electrification of transportation and heating.

8.5.1.A Align public policy and building standards to do EE&C at construction time, when implementation cost is lowest.

8.5.1.B Transition county passenger vehicles to EVs. This yields about a 75% reduction in energy use and cost. Transition heavier vehicles as technology becomes available.

8.5.1.C Work closely with OPALCO to understand how to balance EE&C (Energy Efficiency and Conservation) with Local Generation to maintain grid reliability and performance.

8.5.1.D Perform an energy audit of County facilities to establish normal use and determine the minimum energy required during an emergency outage.

8.5.1.E Work with OPALCO to analyze the role that battery storage and local distributed generation can play in increasing County operations resiliency.

8.5.1.F Review and upgrade policy and building codes/standards to provide incentives for improving the efficiency of transportation and heating systems. Efficient transportation including, but not limited to electric vehicles, bike paths, walking paths, and charging stations. Efficient heating systems, including, but not limited to, heat pump space heaters, heat pump water heaters, insulation, air sealing, and weatherization.

8.5.1.G Establish an “Energy and Environment Dashboard” website, which shows County progress in meeting Countywide environmental, EE&C and local renewable energy production goals, and County Operations energy consumption (all types). Dashboards are an effective and powerful management tool to measure the current state, and the effectiveness of policy toward meeting policy objectives. For an example, see: <http://environmentaldashboard.org/brd/>

8.5.1.H Support the use of various demand response systems, including, but not limited to, programmable thermostats, large load demand response systems, and intelligent appliances, to help homes and businesses control their energy costs and moderate load variance.

8.5.1.I Institute energy audits and recommended upgrades upon residential property sales and for all commercial buildings, similar to septic inspections. Make the results of the energy audits available to potential buyers.

8.5.1.J Encourage islanders, through outreach and education, to reduce energy and water consumption, and minimize greenhouse gas emissions for healthier and more resilient communities.

8.5.1.K Establish a measure of County Energy Use Intensity to establish a baseline from which to track energy use in the county. Energy Use Intensity = (kWh + Therms or BTU) / gross square feet of built conditioned space in the county.

8.5.1.L Achieve a LEED rating of gold or higher for all new County construction where feasible.

8.5.1.M Collaborate with regional partners in development of programs and policies which would have a positive effect on local resilience.

8.5.1.N Mirror California’s Title 24 Building Energy Efficiency Standards for Residential and Nonresidential Buildings for San Juan County building codes.

8.5.2 Increase local energy production

8.5.2.A Establish a network of “energy peers” - other counties or cities that share similar characteristics with San Juan County and with whom the County can share best practices, technical implementations, economic data, etc.

8.5.2.B Consider and plan for potential new major energy loads such as desalination plants for fresh water production. The energy requirement for Seawater Reverse Osmosis Desalination (SWRO) is in the range of 6.8 – 8.2 kWh per thousand gallons. Other potential new loads include the electrification of the ferry system, and marine transportation.

8.5.2.C Review current land use and building codes and ensure they strike a balance between need to accommodate increased local generation resources such as solar arrays, while preserving the rural character and forested nature of the county. For example, solar arrays require a “right of way” to the sun be maintained. But, in a warming world, shade trees become an increasingly important form of energy efficiency, to keep homes and businesses cooler in hot summer months.

8.5.2.D Utility local energy production systems (solar, wind, tidal, biomass, fuel cells, storage) are essential public facilities.

8.5.2.E Local renewable energy generation and storage helps increase resilience. Zoning and land use designations will not unduly burden energy projects as long as they are consistent with other elements of the Comprehensive Plan.

8.5.2.F Permit fees for local renewable energy projects shall be used to fund EE&C electrification of transportation and heating incentives.

8.5.2.G As Vehicle to Grid (V2G) equipped electric vehicles (EVs) become available, ensure that option is included in county fleet vehicle purchases. V2G allows EV batteries to provide distributed storage to the grid, enhancing local energy resilience, and reducing the impact of peak load conditions, improving grid reliability and reducing peak energy demand costs.

8.5.2.H Encourage the transition of transportation and heating fueled by fossil fuels to electric forms of transportation and heating, while increasing the production of local renewable energy, to power those new loads. This reduces our dependence on imported energy, keeping more dollars in the local economy. It also reduces our production of green house gases.

8.5.3 Establish energy micro-grids in support of town-centers and essential public services and facilities.

Goals and Policies Suggested Language - page 49

Where the material above is integrated into the Lopez Village Subarea Plan team, update the goals accordingly. Below, we offer a few suggested additions to existing goals.

HEALTHY COMMUNITY

Goal 7 Create resilient, renewable, flexible, efficient, and durable systems that contribute to health and quality of life.

Consider a policy that encourages collaboration with OPALCO to support the development of a micro-grid that increases resilience of Lopez Village.

Goal 8 Reduce demand for fossil fuels.

Most fossil fuel emissions in the county come from transportation. In addition to walking and biking friendly policy, consider policy that encourages the deployment of electric vehicle charging stations, public transportation, and preferred parking.

This may be applicable to Goal 9 too.

TRANSPORTATION

As mentioned above under Healthy Community, consider adding Goal 8, regarding electric transportation.

PARKING

As mentioned above under Healthy Community, consider adding Goal 8, regarding electric transportation, and favorable parking for clean vehicles, with EV charging stations.

HOUSING

Background: Residences, business and county facilities use significantly more energy during certain times of the day. For example we typically heat our homes in the morning and evening. When peak usage exceeds the capability of BPA's hydro, solar and wind the power system draws on fossil fuel generators, increasing greenhouse gases. The peak demand also stresses OPALCO facilities including the underwater cables. Shifting usage to other times of the day and installing energy storage batteries reduces GHG, energy costs, and stress on electricity infrastructure. It will also make our community more resilient to power outages.

Goal: Develop policies and building codes in concert with OPALCO to encourage controllable electrical loads and on-site energy storage.

Addenda

List of Participants and Contact Information

In preparing this material, OPALCO consulted with a number of stakeholders, including:

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