

Port of Friday Harbor

Waterfront Master Plan



APRIL 9, 2014





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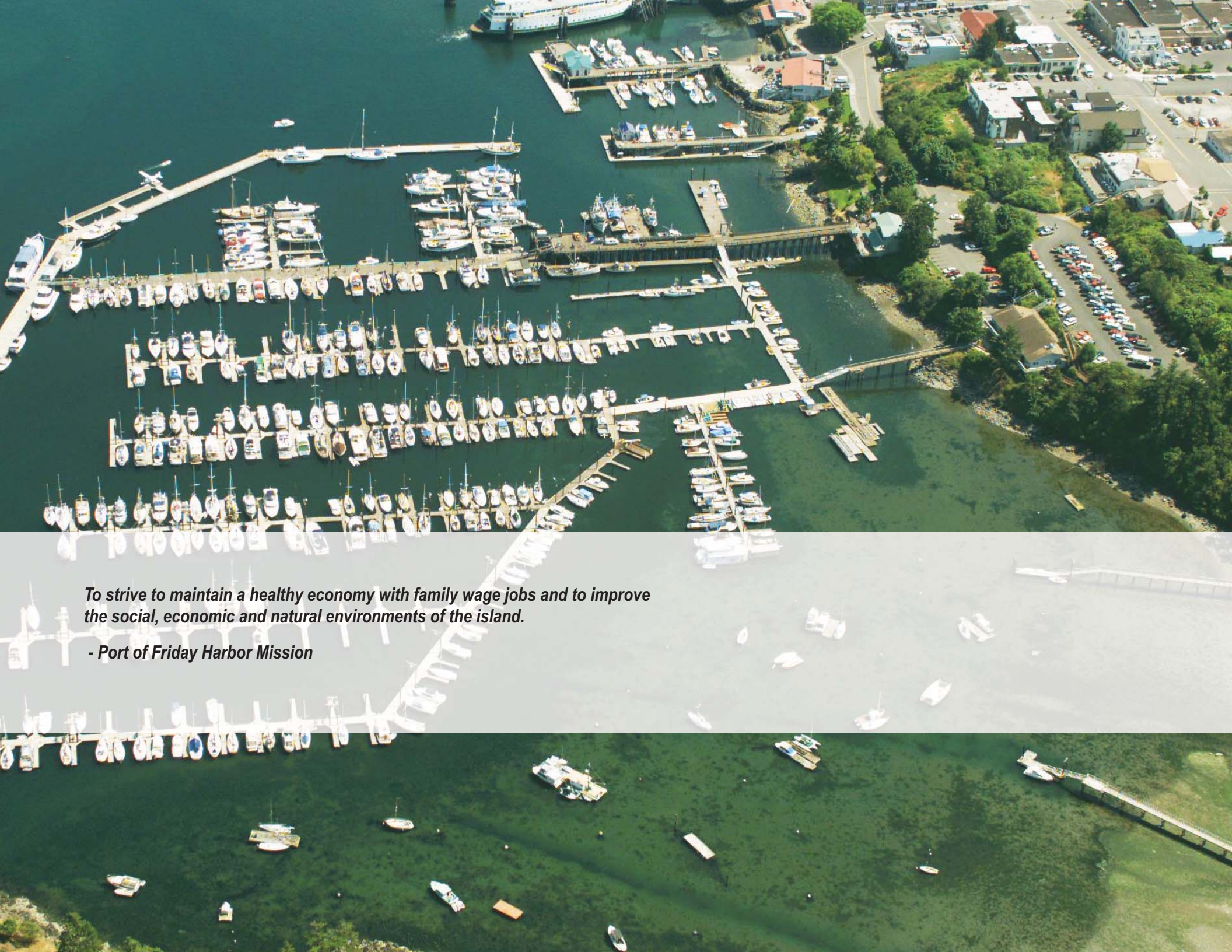
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To strive to maintain a healthy economy with family wage jobs and to improve the social, economic and natural environments of the island.

- Port of Friday Harbor Mission

INTRODUCTION

The Port of Friday Harbor, San Juan Island's public port district, owns and operates two waterfront facilities: the marina and the Jackson Beach recreation area. The Waterfront Master Plan intends to guide future development and improvements at these sites. It addresses existing issues and identifies opportunities with the ultimate goal of fulfilling the Port's mission: to maintain a healthy economy with family wage jobs and to improve the social, economic and natural environments of the island.

The Port's marina property encompasses much of Friday Harbor's downtown waterfront, spanning one-quarter mile from Spring Street to the San Juan Island Yacht Club. It is located near the Washington State Ferry terminal, where 800,000 passengers arrive annually, and sits at the foot of the town's commercial corridor.

The marina and its related waterfront properties are critical Port assets. In 2012, marina fees and leases generated \$2.5 million, or approximately 85% of the Port's total operating revenue. Most importantly, the marina waterfront is home to a wide variety of businesses that support local employment and tourism.

Located just south of Friday Harbor, the Port's Jackson Beach property provides 10 acres of natural shoreline, a boat launch, and sand volleyball courts. It is the closest publicly accessible beach to the Town of Friday Harbor.

Together, the marina and Jackson Beach provide valuable waterfront employment and recreation opportunities for San Juan Island residents and visitors. As a steward of these resources, the Port will use the Waterfront Master Plan as a tool to guide investments, pursue outside funding opportunities, and ensure that facilities-related decisions reflect community values and priorities.



Port of Friday Harbor district boundary

Planning Areas

The Master Plan is structured around the Port's two waterfront sites: the marina waterfront and Jackson Beach. For each planning area (described on the opposite page), the Master Plan provides an overview of existing conditions and a summary of project recommendations. In the marina waterfront section, this is followed by general recommendations applicable to the entire site.



Location of planning areas

The **Marina Waterfront** consists of three-sub areas as described below.

The **North Site** includes the existing marina offices, yacht club, parking lots, and the undeveloped parcel adjacent to the Friday Harbor House.

Fairweather Park is located between the fuel dock and the main pier. It provides public open space for marina users and visitors.

Spring Street Landing is the site of the Port's former commercial building (Downrigger's Restaurant). As of February 2014 it is vacant and awaits development of a new commercial building and replacement bulkhead.



Marina waterfront planning areas

Jackson Beach is the Port's recreation area located approximately one and a half miles from downtown Friday Harbor. It offers beach access, a boat launch, and picnic areas. The property is adjacent to the Argyle Lagoon Marine Reserve (University of Washington), a privately-owned former cannery at the end of the spit, and County-owned property to the northeast.



View of Jackson Beach

Process

The process to develop the Waterfront Master Plan commenced in April 2013 with a kick-off meeting and interviews with key stakeholders, such as Port staff, elected officials, and local business owners. After developing an understanding of the existing conditions, the planning team returned in July for the first public workshop. During a two-day open house, the public identified priorities and opportunities for future waterfront development on the Port's properties (see opposite page).

In August 2013, the Port-owned building at Spring Street Landing was destroyed in an accidental fire that displaced numerous tenants. Following this event, architectural and engineering teams were hired to design replacements for the building and its adjacent bulkhead. This effort became a parallel and complementary task to the broader Master Plan. Improvements to Spring Street Landing will be constructed over the next few years but are intended to fit within the context and long-term goals for the overall waterfront as described in this Master Plan.

With the Master Plan and Spring Street Landing design teams working in close coordination, a set of draft concepts was presented at a public workshop in December 2013. Attendees were polled on their opinions and asked for input. After considering feedback from the public and the Port, a draft of the Master Plan was prepared and presented in February 2014. The document was made available for public review and comment in March before consideration for final adoption by the Port Commissioners.



Demolition of Spring Street Landing post-fire (January 2014)



Early site concept

Prioritizing uses and amenities during the open house in July 2013

Exercise 1: What uses and amenities should the Port explore in the Plan?

The Marina Vote in any combination using blue dots

Jackson Beach Vote in any combination using red dots

Other ideas for the Marina or Jackson Beach? Write them here:

Tabulated results from the exercise shown in the image above

Marina - Top Uses and Amenities to Explore in the Plan

	Votes
Waterfront Walkway	23
Accessible Beach	17
More Parking	12
Activity Floats	11
Public Art	11
Small Shops	8
Bike Trails & Amenities	8
Connections to Downtown	8
Small Boat Rentals	7
Children's Play Area	5

Jackson Beach - Top Uses and Amenities to Explore in the Plan

	Votes
Public or Commercial Kayak Facilities	19
Shelters	15
Play Equipment	15
More Picnic Sites	14
Small Boat Storage	10
Off-Leash Dog Area	10
More Parking	5
Improved Lighting	3

Other Uses and Amenities to Explore in the Plan (Provided by Open House Attendees)

	Votes
Trail from Jackson Beach to Downtown	19
Beach/Sail Boat Access	7
More Police Patrols at Jackson Beach	5
Free Parking in Town	4
Management of Town's Stormwater Runoff	4
Coordination with Trail's Committee	3
Marina Access/Dredging	3
Better Parking Enforcement	3
Historical Interpretation	3

Planning Goals

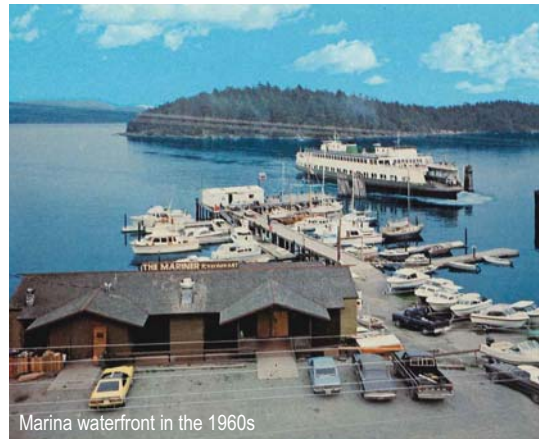
Based on input from the community, Port staff, and Port Commissioners, the following goals were established for the Master Plan. They reflect a balanced set of priorities to serve the interests of all stakeholders as the Port works to fulfill its mission.

General

Address the wide range of constituents served by the Port: boaters, tenants, local residents, and visitors.



Maintain an authentic character that appropriately represents San Juan Island, its people, and their history.



Identify projects that are feasible to implement within likely funding opportunities.



Marina

Focus on creating a pedestrian-oriented environment and improving connections through the site.



Capitalize on the adjacency to downtown Friday Harbor, the ferry terminal, and the marina.



Jackson Beach

Retain the site's charm and function but provide improvements as appropriate.



Emphasize the site's waterfront location and views when recommending and locating projects.



Develop parking that reflects demand while limiting its impact.



MARINA WATERFRONT | Existing Conditions

North Site

The north site at the marina waterfront stretches from Fairweather Park to the north end of the Port's property. It contains the primary entrance to the main pier and is a hub of boater activity.

A two-story building at the head of the main pier houses Port offices, restrooms, and check-in facilities for marina users; an adjacent modular building provides additional restrooms. Just beyond this building is another two-story facility that contains the San Juan Island Yacht Club, Port maintenance shops, laundry facilities, and San Juan Canvas; U.S. Customs is also located in this building but will likely vacate in 2014.

The north site includes a vacant parcel of Port-owned land that was previously occupied by fuel tanks (location C in the map). Various development plans for this parcel have been considered and designed over the years but none have been implemented.

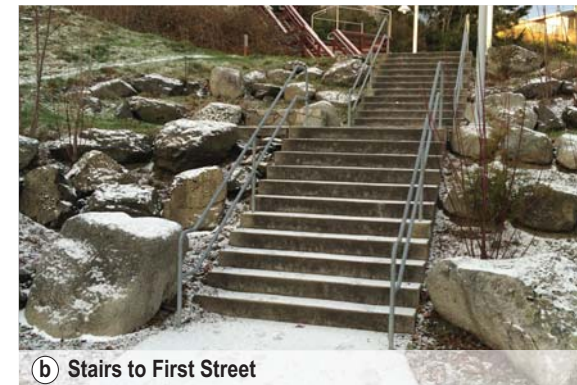
Much of the remaining land in the north site is occupied by parking lots for marina users, visitors, and staff. The lower parking lot, situated in the Town-owned right-of-way, provides 25 spaces of two-hour parking, while the upper lot has 95 longer-term spaces available by permit from the Port.

Planning for future development on the north site is informed by many factors, including:

- *Facility Adequacy:* The main restroom and office building was constructed in 1972 to serve what was then a much smaller marina. The modular restrooms add capacity but a long-term solution is needed to properly serve marina users and house Port staff.
- *Lack of pedestrian infrastructure:* Sidewalks are missing between the main pier and Yacht Club; loading/unloading areas are not separated from pedestrian zones.
- *Topography:* The site drops 25 feet between the upper and lower parking lots and another 20 feet or more down to the shoreline.
- *Parking Supply:* The existing quantity of Port-owned parking spaces in the upper lot is inadequate to serve demand, particularly during peak season.
- *Yacht Club Entry:* The lower parking lot terminates abruptly at the ground floor of the San Juan Yacht Club building, creating an unappealing pedestrian environment.



(a) Upper Parking Lot



(b) Stairs to First Street



(c) Undeveloped Parcel



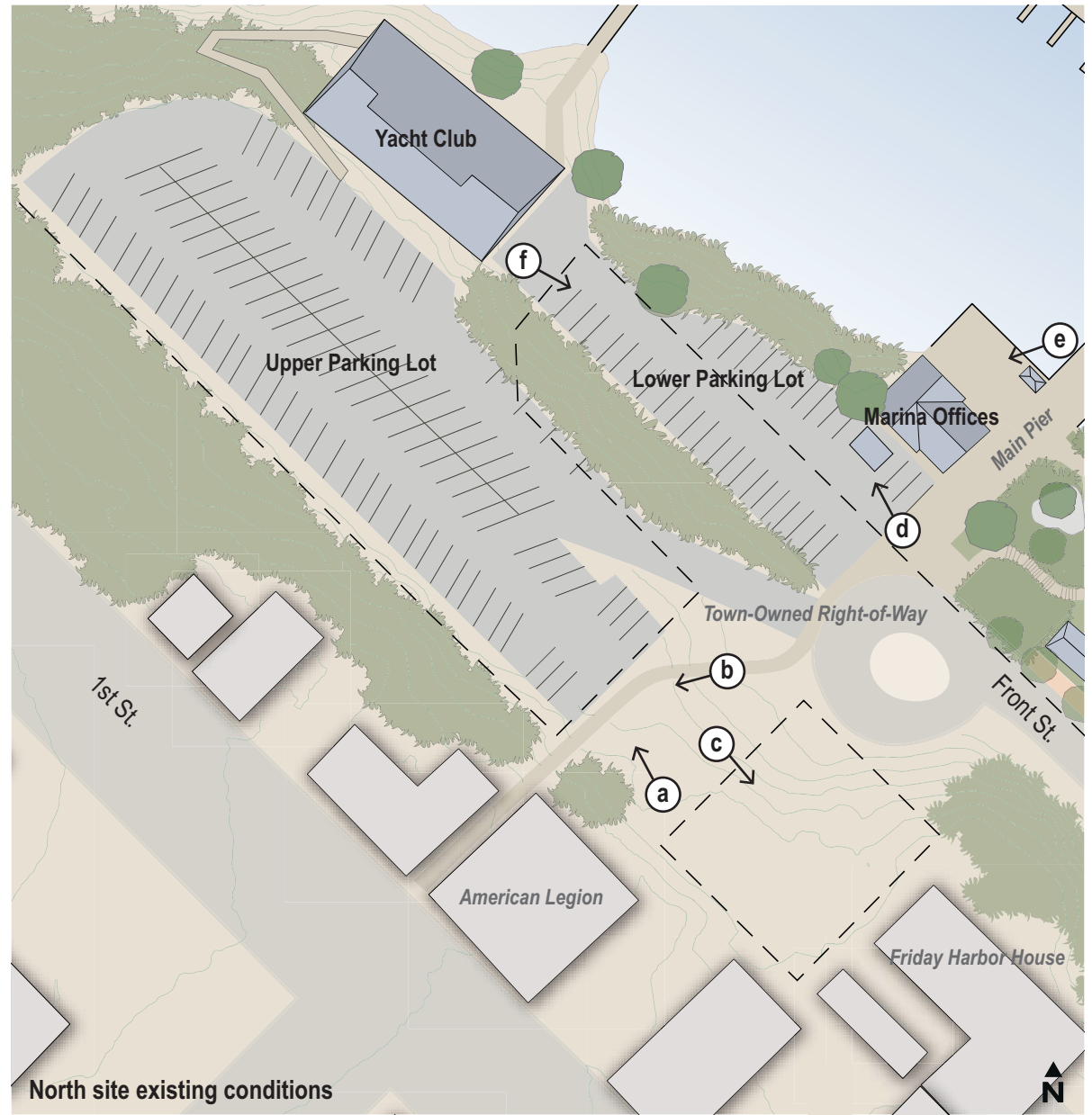
(d) Modular Restroom Facility



(e) Marina Offices



(f) Lower Parking Lot



MARINA WATERFRONT | Existing Conditions

Fairweather Park

Fairweather Park, stretching from the fuel dock to the main pier, was first developed in 1984 using funds from the Washington State Recreation and Conservation Office (RCO). It is approximately one-third of an acre and functions as one of the primary public open spaces on Friday Harbor's waterfront. Fairweather Park contains a picnic shelter, small performance stage, benches, and a pathway that connects to the main pier. The sloped lawn leading from the park to the shoreline is frequently used for quiet enjoyment.

Without a sidewalk on Front Street, the path running through Fairweather park is the primary connection along the waterfront. A small public dock is located below the stage area but is no longer accessible because of structural deterioration. Due to steep terrain, tide levels, and a lack of stairs, the adjacent shoreline is difficult to access.

Planning for improvements in Fairweather Park is informed by the following factors:

- *Configuration:* The narrow, linear park is bisected diagonally by the pedestrian path, creating an awkward space for gatherings. The existing seating is poorly located, dark, and consists mostly of picnic tables.
- *Vegetation:* The park has become overgrown in areas with non-native vegetation and unhealthy trees.
- *Front Street Edge:* The adjacent roadway starts at the same elevation as the park, but gradually rises. This difference in elevation (up to 10 feet at the north end of the park), the overgrown plants along the road, and the lack of a sidewalk create a distinct barrier between Front Street and the park.



(b) Front Street along the park lacking a sidewalk



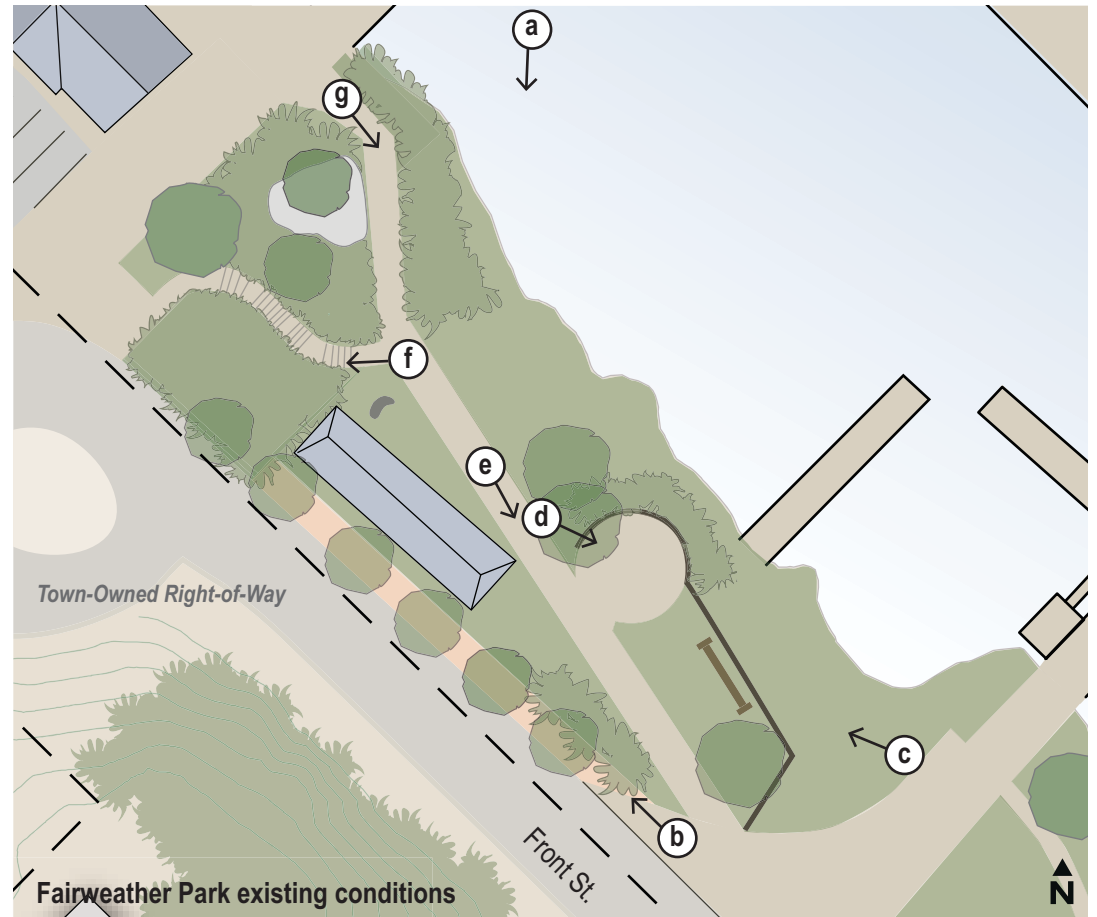
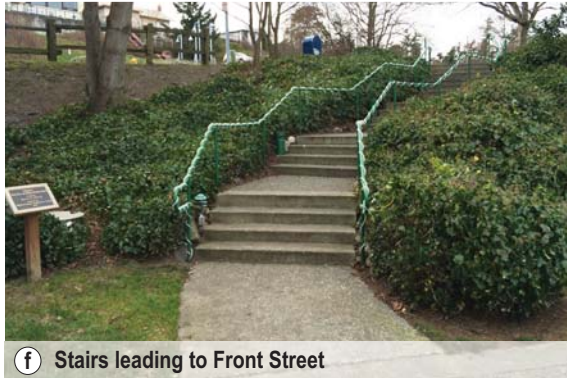
(c) Back side of the performance stage



(a) The park viewed from the main pier



(d) Small performance stage



MARINA WATERFRONT | Existing Conditions

Spring Street Landing

Located at the southern end of the marina, Spring Street Landing is a hub of activity on the Friday Harbor waterfront, particularly for visitors. It provides access to the departure pier for whale-watching vessels and passenger ferries connecting to regional destinations. The Washington State Ferry terminal is located 300 feet to the south. The site's elevation provides the closest touch-point to the shoreline along the marina waterfront. Just to the north of Spring Street Landing is the Port's fuel pier and underground tanks for bulk fuel deliveries.

Prior to the fire, Spring Street Landing contained a two-story facility with a restaurant, tour operators, and boater-oriented retail. As of February 2014, the building has been demolished and design of a replacement is underway.

Planning for Spring Street is informed by the following:

- *Site Condition:* Spring Street Landing is an artificially-constructed site built with fill and supported by an aging rockery bulkhead that is beginning to fail.
- *Functionality:* The site has been and will remain commercial in nature, supporting small businesses and providing jobs.
- *Location:* The southern corner of the site faces the intersection of Front Street and Spring Street, one of the busiest vehicle and pedestrian sites on the entire island.
- *Views:* The site is located at the bottom of the bluff along Front Street, so primary views are towards the water.
- *Soil Contamination:* The Port is working to determine if any contamination resulted from the site's use by its former owners. Potential design and cost implications of possible contamination have yet to be determined.



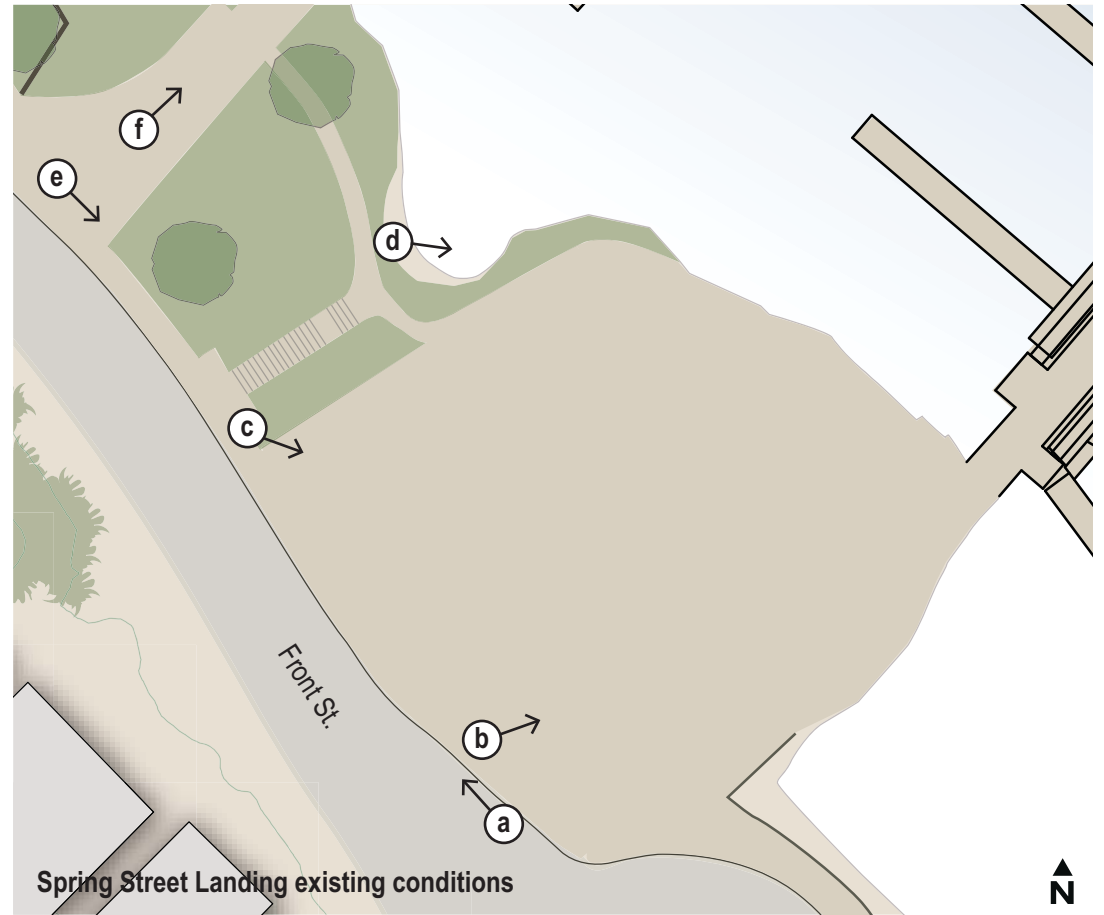
(a) Front Street adjacent to Spring Street Landing



(b) Spring Street Landing



(c) Spring Street Landing after demolition



MARINA WATERFRONT | Project Recommendations

North Site

A. Improve the waterside connection through the lower parking lot.

Construct a pedestrian pathway and curb along the top of the hillside between the main pier and the Yacht Club. Replace invasive vegetation with new landscaping appropriate for a steep shoreline. Consider expanding the project scope to include a boardwalk connection that links the new sidewalk directly to the head of the Yacht Club pier.

B. Improve services for marina users and provide adequate office space for marina staff.

Replace the aging restroom and shower facilities in the first floor of the Port office building and the adjacent modular structure with a new marina services building. At the same time, the staff housed on the second floor must be relocated. They can be accommodated in the new marina services building, or alternatively, in the mixed-use development described as project G.

C. Recapture the space at the head of the main pier for a public overlook.

After constructing a new marina services facility, remove the existing two-story building at the main pier. After demolition, replace the building footprint with wood decking to provide a new public space with views to the marina and beyond. While completing this project, expand the width of the decked pathway that connects the main dock to Fairweather Park.



Overlook and new marina services head of main pier
(see section below)



Section through the head of the main pier showing new marina services building and public overlook

D. Build a parking deck on the upper lot and connect to Front Street.

Construct a parking deck on the upper parking lot for a net gain of 50 spaces. Consider including a new pedestrian connection to First Street (i.e. a pedestrian bridge) in conjunction with this project. Development of this connection is dependent on the Port's ability to acquire adjacent land or an access easement.

E. Define the ground-level Yacht Club entry.

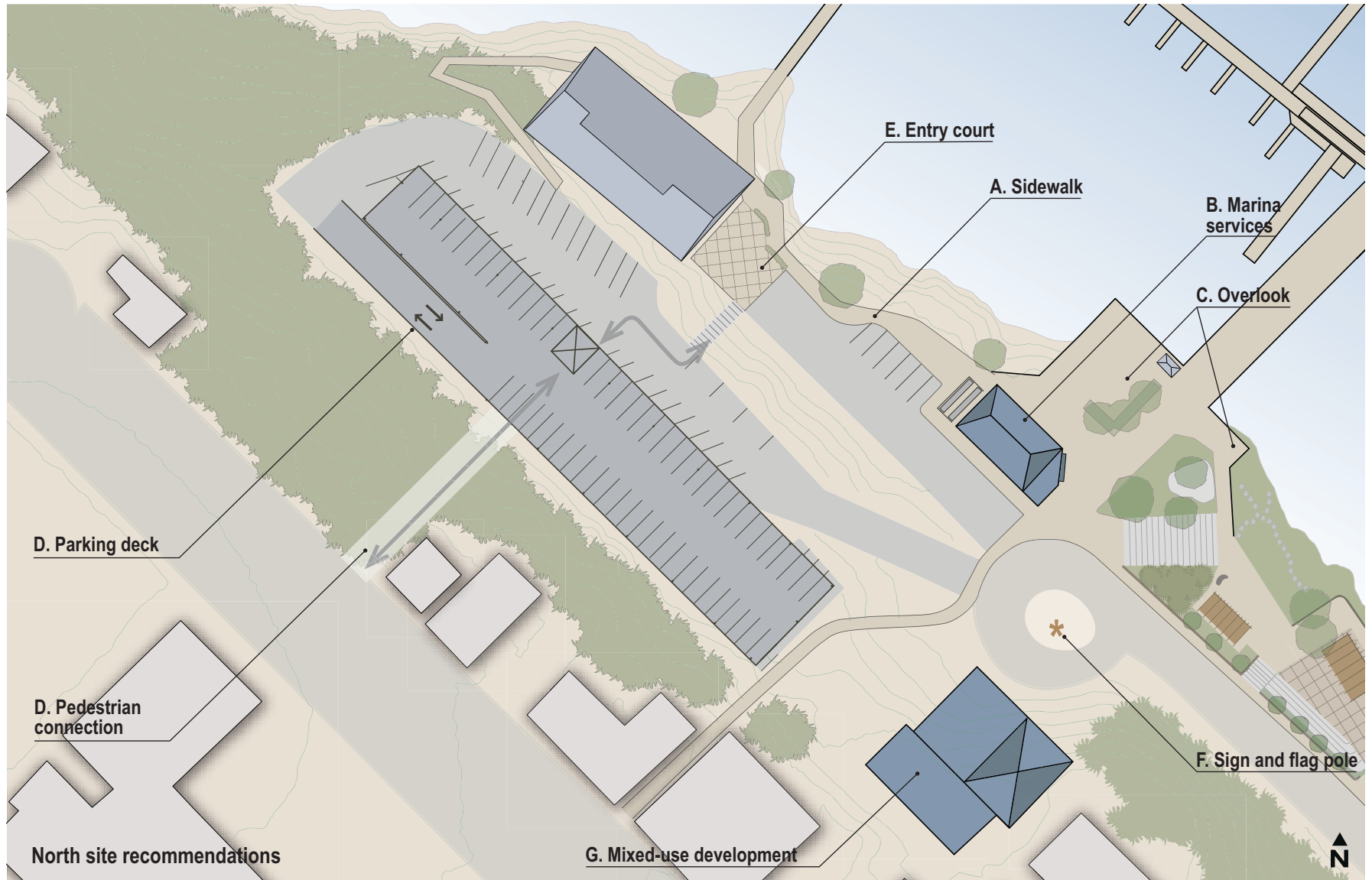
Improve the end of the lot adjacent to the Yacht Club by installing a small entry court and landscaping. Retain access for Port maintenance trucks.

F. Install a welcome sign identifying the marina.

Create a distinct landmark in the Front Street traffic circle that identifies the marina as a Port facility. Include a tall flagpole that can be used by marina staff to notify boaters of important issues (e.g. when water is not available).

G. Maximize the value of the vacant parcel.

The Port has identified a variety of development options for its hillside property above Front Street. Retain this site for future development that meets economic development goals and responds to market needs. Implementation should consider private development that provides leasable space for marina-related uses. When developing this site, address the potential for a pedestrian connection along the top of the adjacent bluff in the Town-owned right-of-way.



MARINA WATERFRONT | Project Recommendations

Fairweather Park

A. Improve the landscape.

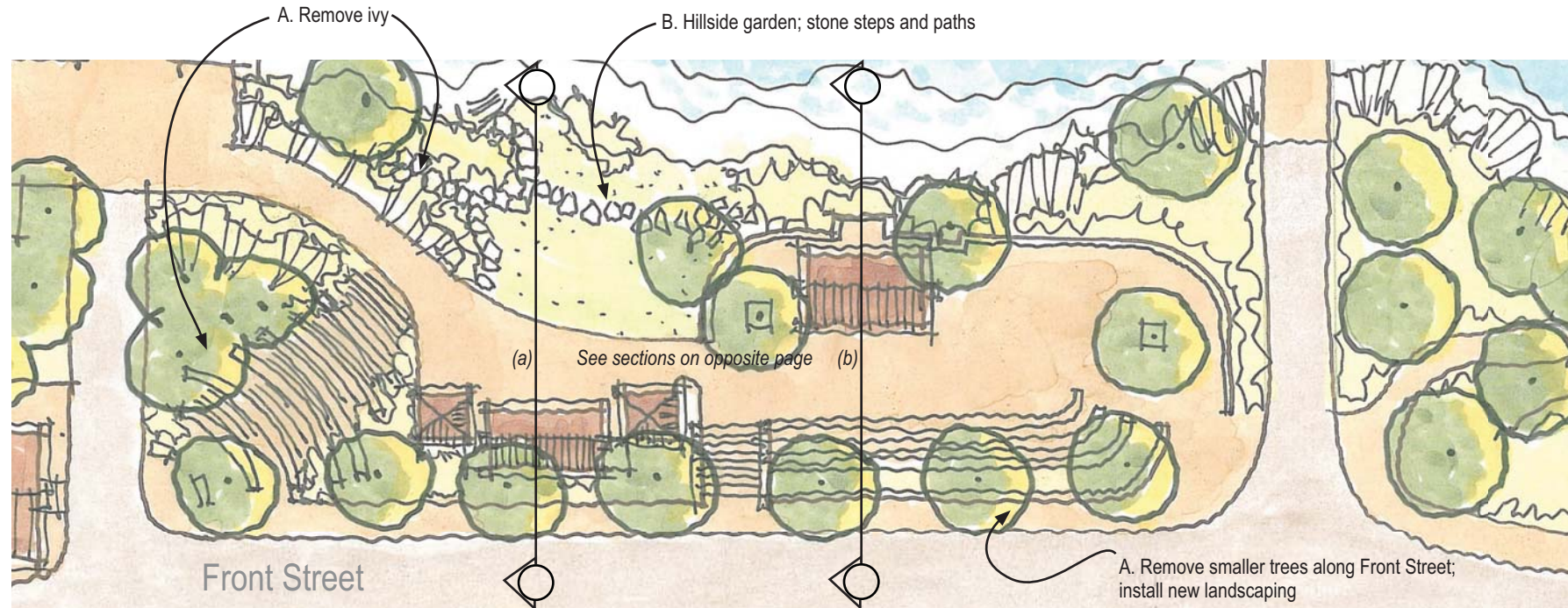
The park needs extensive vegetation removal, particularly the invasive ivy that covers many surfaces. Existing major trees should be retained, but many of the smaller ones can be removed to improve light access and visibility in the park, particularly along the Front Street edge. Vegetation clearing will help expose the natural beauty of the park's rocky surfaces and provide areas for planting new native vegetation.

B. Create a hillside garden.

With a few incremental improvements, the landscape along the park's waterfront edge can be transformed into a quiet hillside garden. Improvements would include ivy removal, adding site-appropriate vegetation, and constructing flagstone terraces and steps for better shoreline access.



Example hillside garden



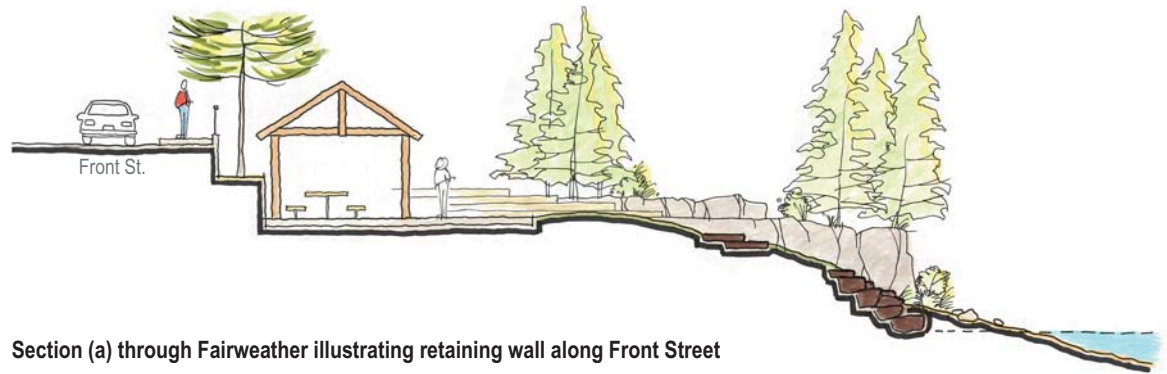
Illustrative plan of Fairweather Park with hillside garden noted

C. Improve the pedestrian experience along Front Street.

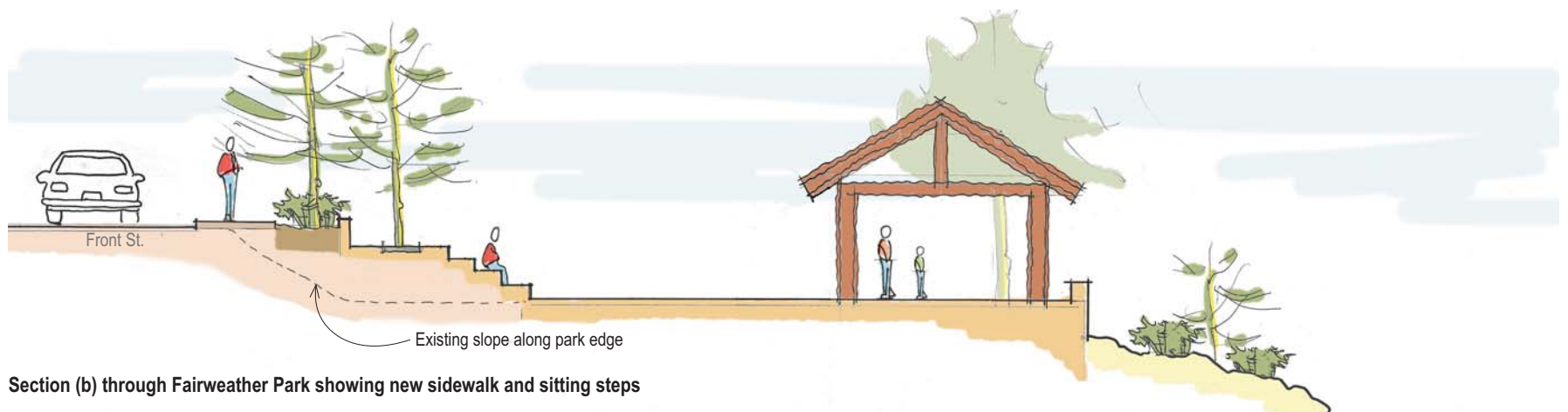
The lack of a sidewalk along Front Street is a critical need to address. Due to the limited width of the existing street shoulder, it will be necessary to construct a retaining wall along the park edge to support a new sidewalk. After constructing the new sidewalk and retaining wall, much of the overgrown vegetation along the existing slope can be removed and replaced.

Along the southern edge of the park, terraced seating (see project E on page 18) will provide an improved connection to Front Street and create a gathering space with views of the stage area and marina.

In addition to these improvements, the Port should investigate opportunities to relocate fueling in order to eliminate conflicts between pedestrians and fuel delivery trucks.



Section (a) through Fairweather illustrating retaining wall along Front Street



Section (b) through Fairweather Park showing new sidewalk and sitting steps

MARINA WATERFRONT | Project Recommendations

D. Provide a gathering space that accommodates performances.

The existing raised stage area is functional but poorly configured, lacks adequate audience seating, and obstructs pedestrian flow through the park during busy events. To accommodate a larger performance space, the existing stage and retaining wall should be expanded outward towards the water. Install a pavilion to distinguish the performance area and add design interest on the site.

E. Link Front Street to the park with terraced seating.

A set of terraced concrete sitting steps are recommended for the edge of the park along Front Street that faces the expanded performance area described above. Include a landscaped buffer between the seating and the new sidewalk recommended for Front Street (see illustrations on page 17).



Example terraced seating

F. Provide covered seating that is open and light.

The existing park shelters and picnic tables are inflexible, dark, and over-sized for the site. Remove and replace them with a new structure that is open and provides a variety of seating options.



Light-filled shelters are recommended

G. Improve stair access between the park and Front Street.

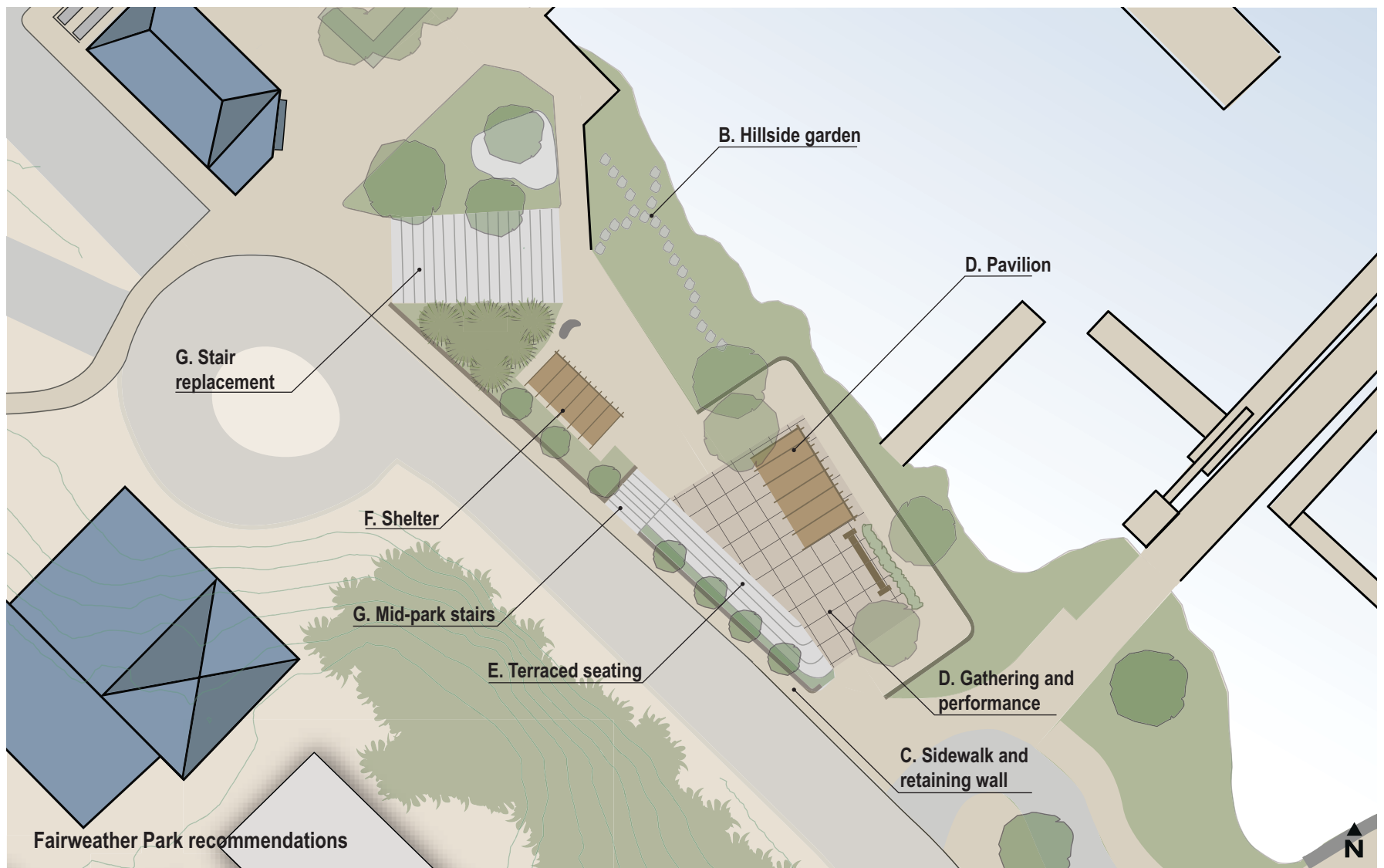
The grade difference between Fairweather Park and Front Street creates a physical separation, with the only current access point being the stairs at the north end of the park. These stairs should be widened and oriented toward the water to provide informal seating and maximize views.

An additional set of stairs is recommended along Front Street approximately at the mid-point of the park. These stairs should be considered when planning the retaining wall described in project C on page 17.

These connections will be especially important if and when the Port develops the recommended mixed-use project on the hillside across Front Street.



Example stairs and hillside vegetation



MARINA WATERFRONT | Project Recommendations

Spring Street Landing

Architectural and engineering teams are designing the Spring Street Landing building and bulkhead alongside the Master Plan. The recommendations below arose out of this process. Specific designs will be developed by the design teams throughout 2014.

Building

A. Showcase the Port's waterfront tenants and create a commercial hub.

Construct a replacement building that accommodates existing and expanded commercial functions, especially water-related and water-dependent tenants. Place the building on a podium that takes advantage of the site's grade to provide parking and retail opportunities on the ground floor.

B. Provide flexible open space for businesses, patrons, visitors, and local residents.

Spring Street Landing provides one of the largest public gathering spaces on the Friday Harbor

waterfront, which should be designed to balance the needs of building tenants, customers and the general public. Limit the number of cars traveling through pedestrian areas, while still allowing for commercial deliveries and emergency access. Vehicle access to parking below the building should be located and designed to reduce pedestrian area impacts.

C. Respond to ferry terminal proximity and exposure.

Design southern portion of the site to maximize tenant visibility, especially toward ferry visitors. Emphasize signage (e.g. wayfinding/interpretation), crowd management, and pedestrian flow.

D. Develop a waterfront walkway.

Improve the space between the building and the edge of the public with a pedestrian walkway. Include seating, landscaping, and similar amenities. Link the walkway to the path through Fairweather Park.



Architectural rendering of the proposed replacement building (subject to further revision)

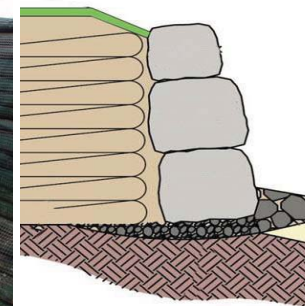
Bulkhead

E. Replace existing bulkhead.

Expedite permitting and implementation by replacing the bulkhead structure at Spring Street Landing within its existing in-water footprint. As of March 2014, the lead engineer recommends a mechanically stabilized earth (MSE) wall with non-structural rockery placed around the perimeter.



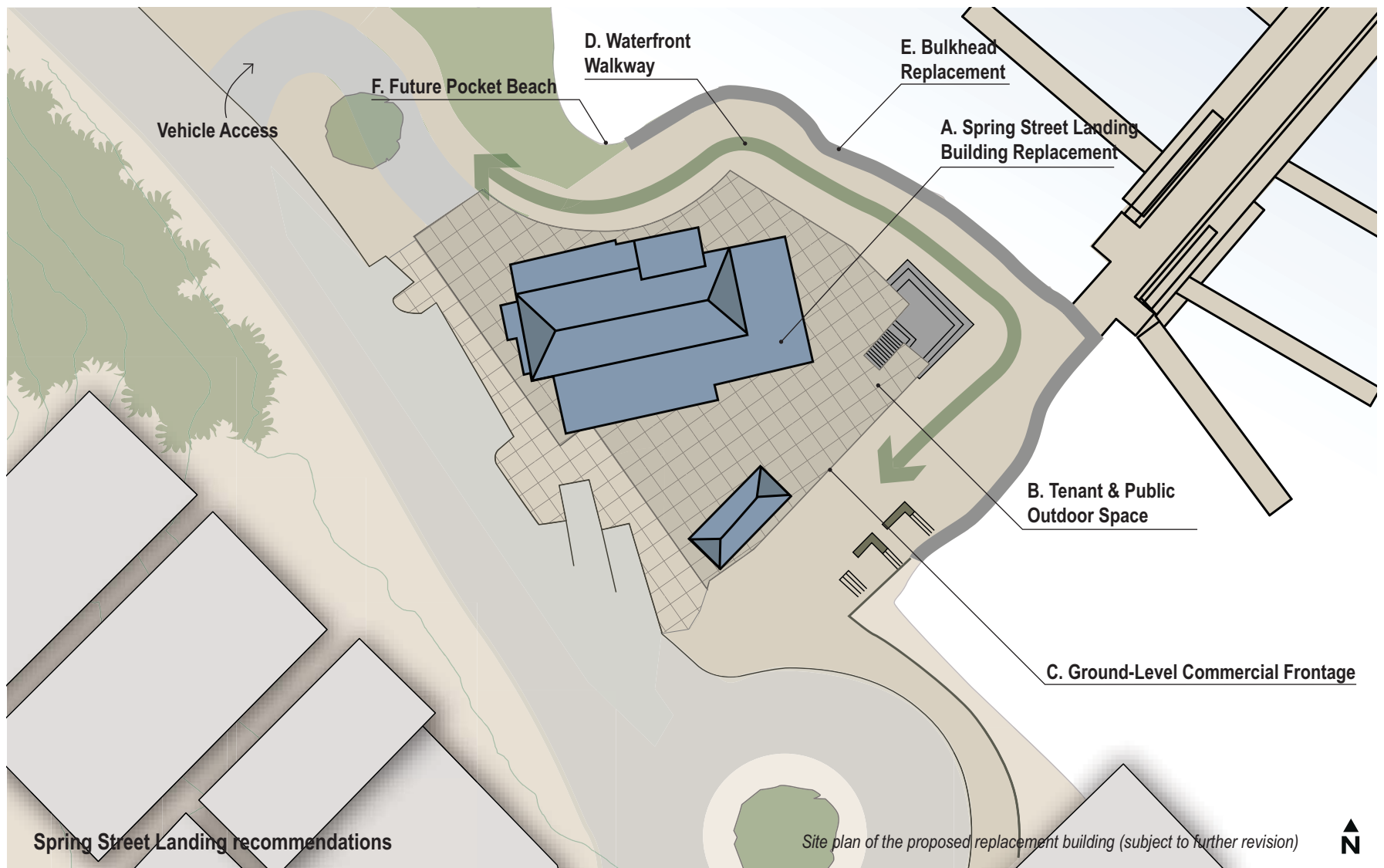
MSE wall prior to rockery installation



Section of the MSE wall showing the rockery face

F. Pursue future pocket beach development.

To encourage quick implementation of the bulkhead replacement, complex in-water components are suggested for later development. In particular, this includes opportunities to expand the pocket beach or create shoreline touchpoints at the cove north of Spring Street Landing.



MARINA WATERFRONT | Phasing & Costs

Phasing Strategy

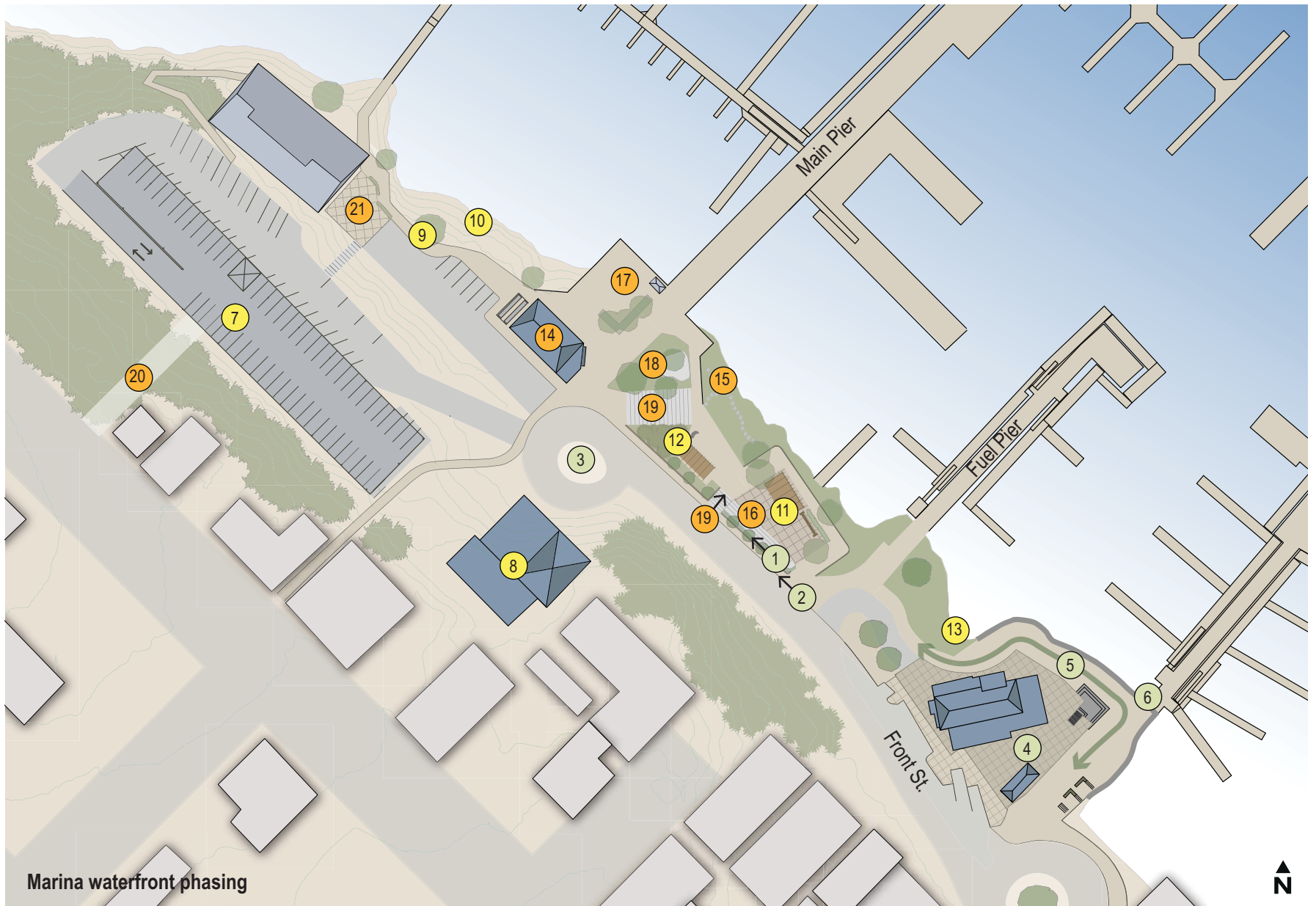
It is anticipated that recommended projects will be built over many years as funding becomes available and the Port has resources to oversee implementation. The tables at right organize the projects into three basic implementation time frames: near-, mid- and long-term. These phases indicate relative priority and take into account instances where one project must precede another.

In the near term, Spring Street Landing will be redeveloped and the pedestrian experience along Front Street improved, reflecting priorities identified by the Port and community. In the mid-term, Fairweather Park will be reconfigured and improved, the mixed-use site and adjacent parking deck constructed (pending market demand), and the pocket beach developed just north of Spring Street Landing (note that this project was shifted from the near-term in order to reduce complexity in the bulkhead design and expedite permitting). Long-term projects are desirable improvements but less critical to the overall success of the marina waterfront. One exception is the replacement of the marina services building, which will be required once the existing facility reaches the end of its useful life and ongoing maintenance is no longer cost-effective.

Planning-Level Conceptual Costs

The Master Plan's recommended projects are summarized in the table at right. The concept-level costs shown are based on industry standards and professional experience and are intended as order-of-magnitude estimates for planning purposes only.

Near-Term Projects		
Description		Conceptual Cost
1 Retaining wall		\$ 100,000
2 Front Street sidewalk and landscaping		\$ 40,000
3 Port entry sign and flagpole		\$ 10,000
4 Spring Street Landing building replacement		\$ 4,750,000
5 Waterfront walkway		TBD
6 Bulkhead replacement		\$ 1,019,000
Mid-Term Projects		
7 Parking deck		\$ 1,200,000
8 Mixed-Use Development		TBD
9 Pathway to Yacht Club		\$20,000
10 Hillside vegetation removal and replanting		\$ 10,000
11 Performance space and pavilion		\$ 250,000
12 Replacement shelter		\$ 50,000
13 Pocket Beach		TBD
Long-Term Projects		
14 Marina services building		\$ 1,100,000
15 Hillside garden		\$ 20,000
16 Terraced seating		\$ 40,000
17 Main pier overlook and Port office demolition		\$ 60,000
18 Ivy removal and new vegetation in park		\$ 5,000
19 Stair replacement and mid-block stairs		\$ 40,000
20 Parking deck connection to Front Street		TBD
21 Yacht Club entry court		\$ 15,000



MARINA WATERFRONT | General Recommendations

The recommendations below apply to the entire marina waterfront and should inform all future development.

Art, Culture & History

Coordinate with artists to showcase existing pieces as improvements are made to Port properties.

Provide opportunities to interpret local waterfront history (see *complete historical report produced by Boyd Pratt*).

Identify opportunities to incorporate additional art.

Sustainability & Accessibility

Employ low impact development techniques, especially when adding impervious surfaces.

Remove invasive or inappropriate vegetation, particularly along the shoreline.

Incorporate sustainable building design whenever feasible.

Include bike racks in convenient locations for visitors, marina users, and Port employees.

Provide an environment that embraces the principles of universal design (e.g. Accessibility Guidelines for Outdoor Developed Areas).

Support development of an improved connection from the marina to Jackson Beach (i.e. work with Town, County, and San Juan Island Trails Committee).

Image

Recognize the marina waterfront's history, character, and the unique local context in building and landscape designs.

Add signs at strategic locations to direct and entice visitors.

Coordinate fixtures (e.g., benches, trash cans, lights) and endeavor to reduce clutter.

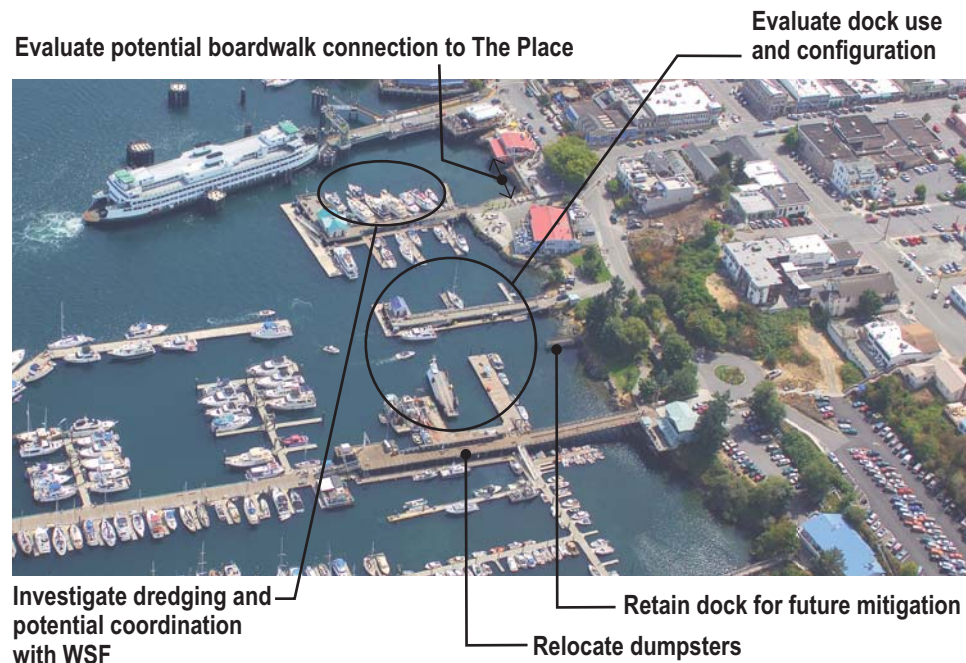


Inspiration for future development

MARINA WATERFRONT | In-Water Recommendations

The Port completed a condition assessment of its marina facilities in December 2009 that lays out an upgrade and replacement program for in-water structures. In addition to completing these projects as funds become available, the Master Plan identifies big-picture opportunities and needs that should be addressed in-water at the marina (see diagram below). Adjacent to Spring Street Landing there is the potential to collaborate on construction of an over-water connection between the Port's property and the new

boardwalk below The Place restaurant. Also in this general vicinity, the Port should reach out to Washington State Ferries to address silting concerns potentially related to ferry traffic. Near the main dock, there may be opportunities to improve the moorage configuration and efficiency pending further study. In the near-term, the main pier could be improved by relocating the existing dumpsters to an upland location.



Existing dumpsters on the main pier



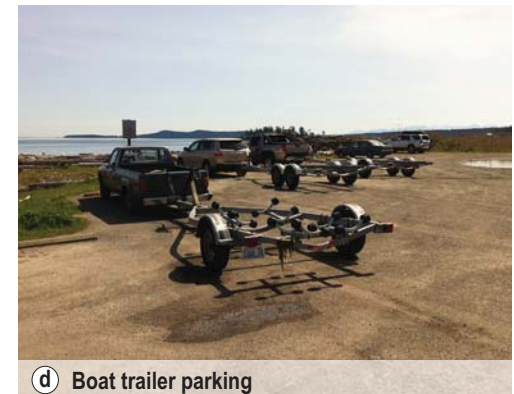
Moorage at Spring Street Pier susceptible to silting, possibly in relation to nearby ferry traffic

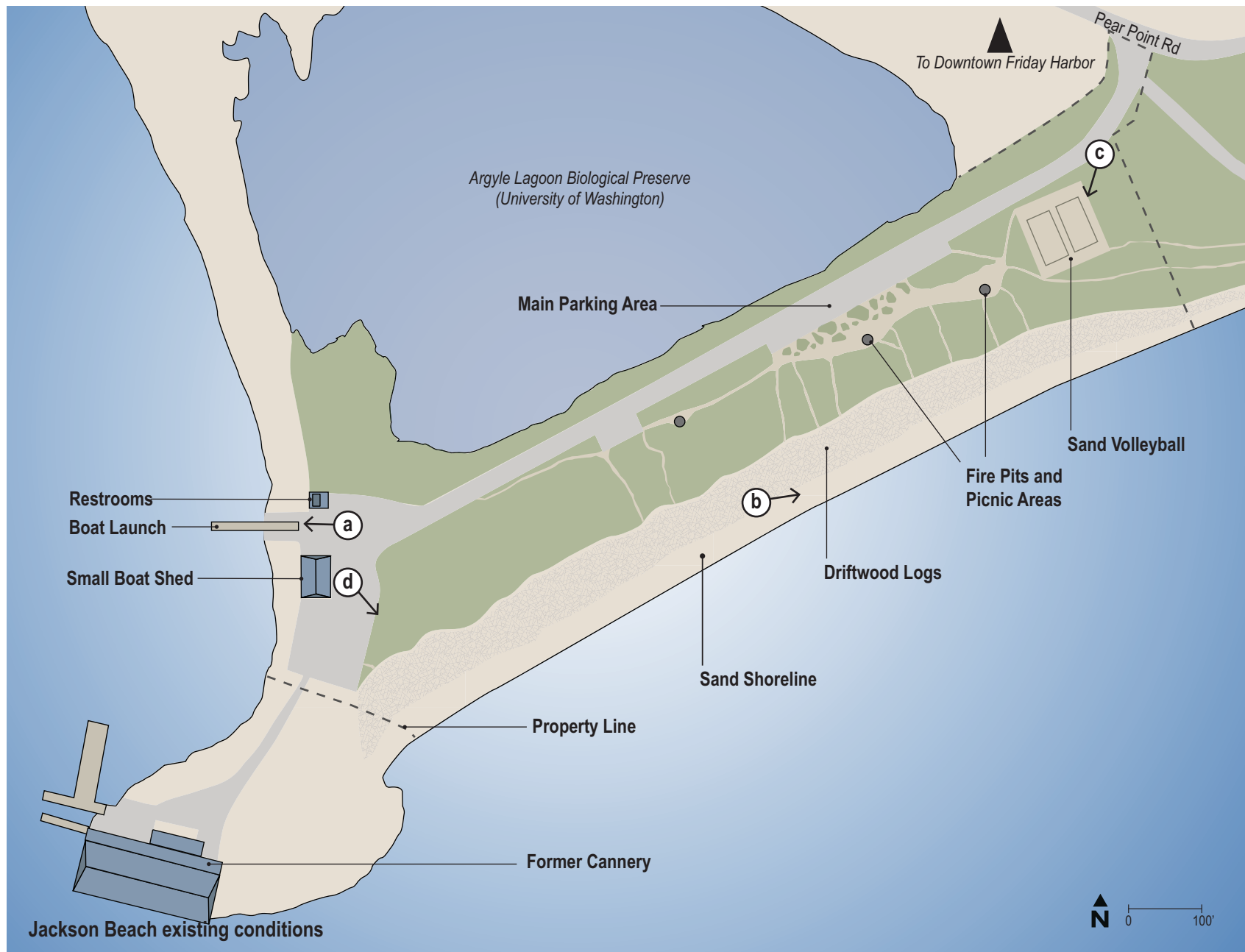
Jackson Beach | Existing Conditions

The Port of Friday Harbor maintains Jackson Beach, a sandy spit located south of town, as a recreational area for the residents of San Juan Island and its visitors. The site is undeveloped apart from a small boat launch, picnic areas, sand volleyball courts, parking lots, and a former net shed used as storage for the youth sailing team. All access to the property is via the single entrance at Pear Point Road.

The Port-owned property at Jackson Beach encloses Argyle Lagoon, a 14-acre biological reserve owned by the University of Washington and operated for shellfish research. Directly northeast of Jackson Beach is a parcel of County-owned land formerly used as a barge landing site in support of an adjacent gravel mine (now defunct). The County acquired the site, commonly known as Lafarge Beach, in 2006.

Jackson Beach provides the sole means of access to a former cannery located at the end of the spit. The facility, which includes a former commercial building and pier, is located on privately owned land; an easement provides access through the Port's property.





Jackson Beach | Project Recommendations

A. Improve entry.

Install a sign that identifies Jackson Beach as a Port-owned property; make consistent with any new signage at the marina waterfront.

B. Develop children's play area.

Install a durable climbing structure or other similar equipment. Include a child-safe surface.



Example of a waterfront-themed children's play area

C. Improve beach gathering spots.

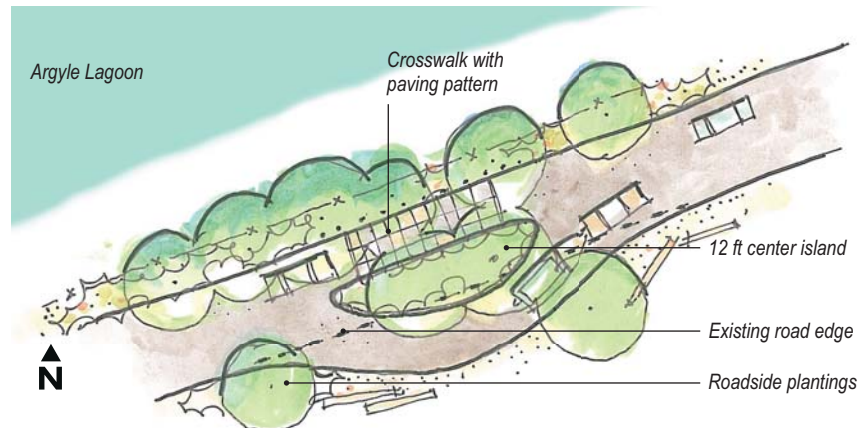
Construct small shelters at each of the picnic spaces to encourage all-weather use and enhance opportunities for picnicking and passive recreation.



Example beach shelter

D. Install traffic calming features.

Improve the pedestrian environment and slow vehicle traffic by constructing center islands and bulbing out the roadway in two key locations.



Traffic calming solution with center-island narrowing

E. Repair road surfaces.

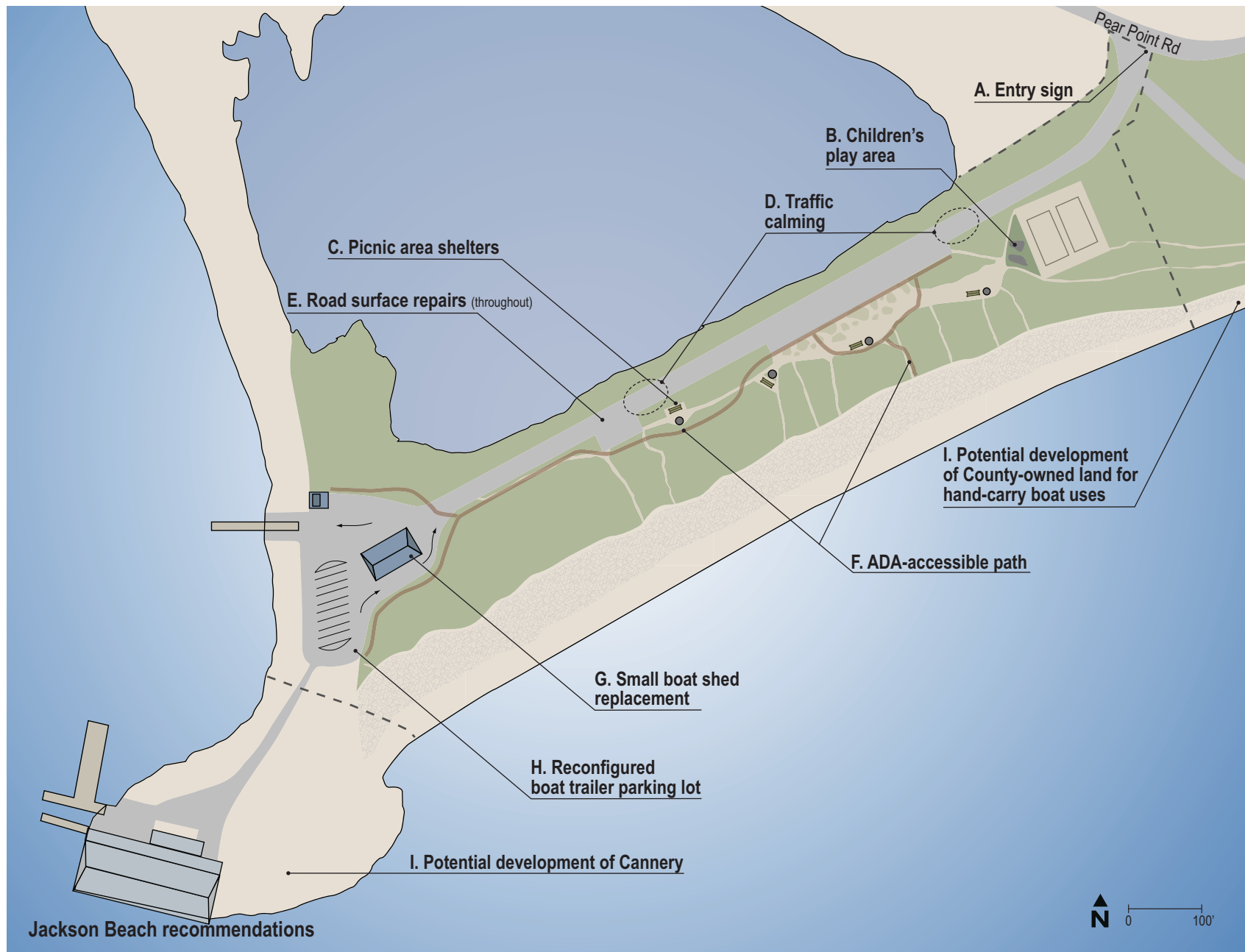
Fix potholes and other road issues, pave the remainder of the boat launch parking lot, and add striping to facilitate efficient trailer parking.

F. Develop ADA-accessible path.

Construct a crushed rock path along the roadway to link parking, picnic areas, restrooms and children's play area. Near the main parking lot, add a boardwalk 'spur' off the path that allows wheelchair users and people with limited mobility to get closer to the shoreline. Include an entry kiosk with interpretative panels that display historical, environmental, or other information.



Crushed rock path and wood boardwalk



Jackson Beach recommendations

G. Replace small boat shed.

The existing shed used for sailboat storage is structurally deficient. A new facility is recommended for construction in roughly the same location, but further away from the shoreline. The Port should consider a wide range of users for this facility, including the potential to offer storage by private users for a fee.



Example small boat shed

H. Improve boat launch parking and access.

In conjunction with replacement of the small boat shed, reconfigure the parking lot to maximize ease of use for boat launching and trailer parking. Pave the lot, add space markings, and provide landscaping appropriate for the shoreline environment.



Parking lot configured for easy boat launching and parking

I. Coordinate regarding development on adjacent properties.

If the privately-owned cannery site is redeveloped in the future, the Port should consider partnering or taking an active role to advocate for development of compatible uses on the site.

The County-owned property adjacent to the entrance of Jackson Beach offers potential opportunities to collaborate on facility development. In particular, the site is well suited for facilities (including parking, storage, and restrooms) to serve kayaks and other hand-carried boats.

JACKSON BEACH | Phasing & Costs

Projects recommended for Jackson Beach can be developed and implemented on a flexible schedule depending on the availability of Port resources and external funding.

The conceptual costs shown in the chart at right are based on industry standards and professional experience. They are intended as order-of-magnitude estimates for planning purposes only.

Projects	
Description	Conceptual Cost
Road surface repairs	TBD
Entry sign	\$ 5,000
Interpretive panels and kiosk	\$ 28,000
Children's play area	\$ 35,000
Improved boat trailer parking and access	\$ 50,000
Shelters and seating	\$ 50,000
Traffic calming and roadside planting	\$ 64,000
ADA path and boardwalk	\$ 86,000
Small boat shed replacement	\$ 100,000

FUNDING SOURCES

On an annual basis, the Port of Friday Harbor receives approximately \$430,000 in property taxes from residents and \$2.5 million from marina user fees, charges, and leases. Much of that revenue is used to cover wages, maintenance, and other operational expenses, making funding availability a key consideration for Plan implementation.

In general, the Port has three funding sources available: reserves; bonds; and grants. The only exception in the Master Plan is the redevelopment of the building at Spring Street Landing, which is expected to receive a portion of its funding from an insurance settlement. It is assumed that some of the small and mid-sized projects recommended in the Master Plan will be funded through external grants. A summary of the various grant programs available to the Port are listed below. Larger projects, such as the parking deck, marina services building, and mixed-use development, will likely necessitate borrowing or partnering with an external party (i.e. developer, Town of Friday Harbor, or Washington State Ferries).

Public Facilities Financing Assistance Program (PFFAP) (i.e. .09 Funds)

The San Juan County PFFAP funds a wide range of project types, including roads, infrastructure, and buildings that serve economic development purposes (i.e. supports job creation and retention). Any project seeking funding needs to be included in the

economic development plan or comprehensive plan of San Juan County or the Town of Friday Harbor. In the most recent funding year, a total of \$265,000 in PFFAP funds was made available through a competitive process.

Boating Infrastructure Grant (BIG)

BIG funding is provided by the federal Aquatic Resources Trust Fund, with grant applications submitted through the state Recreation and Conservation Office. Up to \$1.45 M is available for each project to construct floats, docks, and upland support facilities. (e.g. restrooms, showers and utilities). A 25% match is required.

Recreation and Conservation Office Grants

The Washington Recreation and Conservation Office (RCO) offers grants through a competitive process that reimburses sponsors for developing public amenities, such as recreation facilities and habitat restoration. For some of the RCO grant programs, an adopted Master Plan must be submitted and reviewed in advance.

Aquatic Lands Enhancement Account (ALEA)

Provides funding for water access and waterfront boardwalks.

Due: May 1 in even-numbered years.

Grant cap: \$500,000; 50% match required.

Boating Facilities Program (BFP)

Provides funding for docks, floats, parking, and upland facilities used primarily by boaters.

Due: March 3 in even-numbered years.

Grant cap: \$1 M; 25% match required

Land and Water Conservation Fund (LWCS)

Provides funding for view points, swim beaches, support facilities (e.g. restrooms and utilities), and boating facilities.

Due: March 3 in even-numbered years.

Grant cap: \$500,000; 50% match required

Washington Wildlife Recreation Program (WWRP)

Provides funding in eleven categories, including local park development, water access, and riparian protection.

Due: March 3 in even-numbered years.

Grant cap: \$500,000; 50% match required

SUMMARY

Since its inception in 1950, the Port of Friday Harbor has been constantly growing and improving. Started with a handful of boat slips, the Port has evolved into a major economic driver offering moorage for 500 boats, providing commercial space for waterfront tenants, and maintaining Jackson Beach for recreational use. The Master Plan provides a framework to continue that pattern long into the future.

The Master Plan lays out development opportunities for the Port's upland waterfront properties that complement ongoing, bond-funded renovations to marina floats, docks, and piers. The first step in Master Plan implementation for the marina waterfront

is redevelopment of Spring Street Landing and the surrounding bulkhead. This project is critical to the success of the marina waterfront and will set the tone for future improvements by increasing vibrancy, creating a hub of commercial activity, and developing new public spaces. Other near term projects recommended in the Master Plan, particularly sidewalk improvements for Front Street along Fairweather Park, will improve connectivity and help make the entire waterfront a welcoming destination.

At Jackson Beach, early projects could include development of the ADA-accessible pathway and improvements to the boat launch area, such as paving.

In the mid- to long-term, the Port can continue to implement smaller projects and explore more complex endeavors, such as replacing the existing Port building, constructing a parking garage, and reconfiguring Fairweather Park.

The Master Plan is a tool that presents options, identifies opportunities, and prepares the Port for action. It is not a final design, but sets an overall direction for future investment that reflects the mission of the Port and the values of their community.



