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Introduction:

The purpose of this Master Plan is to allow for the acquisition and redevelopment of Albert Jensen & Sons Boatyard and Marina (Property) which is located at 1293 Turn Point Road, directly on the Shipyard Cove of the Salish Sea. It is envisioned that the facility would be renamed to “Port of Friday Harbor Albert Jensen and Sons Boatyard and Marina” to make it clear that this is a Port property while maintaining the historical context of the site. The Property contains suspected and known contamination related to historic shipyard operations. The Port of Friday Harbor (Port) is interested in acquiring the Property to retain existing marine-related services and jobs, expand commercial marine business opportunities, restore portions of the property’s shoreline, and create public waterfront access in accordance with the state’s Shoreline Management Act.

For over one hundred years, the Albert Jensen & Sons Shipyard has served as an economic driver for the San Juan Island community, providing family wage jobs while supporting the Island’s maritime-dependent trades. As one of the longest continually operating businesses on the Island, it has also created a legacy that places it close to the community’s heart. However, with retirement ahead for the current operator and no family member interested in taking over the business or private sector purchaser identified, the shipyard is facing closure. The Port has conducted Phase I/II environmental site assessments that have confirmed the presence of contamination in upland soils and groundwater above Model Toxics Control Act cleanup levels, and marine sediments at concentrations exceeding state Sediment Management Standards.

Broad community support for the Port’s acquisition of the Property is already present, with a citizen advisory committee having deliberated potential uses over multiple meetings and recommended the acquisition of the facility to maximize diversified marine services and employment with compatible public access focused on responsible environmental, economically sustainable stewardship.

The Port anticipates that its closure, if a purchaser does not materialize prior to the operator’s anticipated retirement, will create a gap in the Island’s economy. Based on the Property’s operational longevity, the Port believes that its continued operation is economically viable; however, as a public entity, the Port must also make prudent investments with the taxpayers’ dollar. The Port would continue to conduct additional market analysis of the current operation, as well as evaluation of complimentary uses (such as marina renovation, seaplane repair services, public/private boat ramp, etc.) as part of the ongoing Master Plan refinement.

In addition to maintaining and, if feasible, expanding maritime-related operations, the Port desires to determine if restoring portions of the shoreline and creating public uses on portions of the Property that are not necessary for commercial use is viable. As part of this effort, the Port envisions creating educational opportunities for the public through shoreline access and installation of interpretive and/or educational signage.

To mindfully accommodate existing and potential additional businesses, as well as public space, the Port will use this master plan to guide the redevelopment of the Property. The master plan includes a strategic timeline and list of funding sources for incrementally adding facilities as the Port redevelops the property. The master plan will allow for effective integration of the Port’s redevelopment plans for the property into its Comprehensive Scheme of Harbor Improvements, as is required under state law before the Port may expend funds on a property.

The Port has recognized the opportunity to take on the cleanup of the Property to achieve a multitude of environmental, economic, and community development goals.

Planning Areas & Goals:

1. Planning Area A is the currently developed boatyard shown on Figure 1. The goal for this area is to lease the existing boatyard facilities and equipment to a full services operator with the intent of expanding the services, economic activity and jobs associated with current operations.
2. Planning Area B is the undeveloped upland areas shown on Figure 1. The goal for this area is to expand the facilities available to accommodate additional local marine business and educational tenants, along with compatible public water access.
3. Planning Area C is the marina shown on Figure 1. The goal for this area is to maintain and incrementally expand moorage space and revenues. Additionally, moorage space will be dedicated as needed to expand commercial marine services and the associated jobs.

Planning Area A: Currently Developed Boatyard Site:

Existing Conditions.

The existing boatyard consists of a 35 ton travel lift, 1 ½ acres of boat storage and work area, and three buildings with office or shop spaces (see Figure 2). The marine services include haul out, pressure wash, bottom paint, light mechanical, chandlery and parts, and boat storage.

The office and store building is serviceable and adequate for that purpose. The shop buildings are nearing end of life and are not well suited for much of the envisioned marine work.

The travel lift ways will likely require substantial maintenance work by the Port in the next ten years.

The existing wash water recycling system and evaporating pond will need to be replaced with a different system in order for the port or an operator under a lease to assume the general industrial storm water permit.

Planning for the future development in the currently developed boatyard site is informed by many factors, including:

Environmental Compliance. The immediate issue that needs addressed is the replacement of the existing wash water system and evaporating pond. Several viable and economically feasible solutions are being investigated but no final solution has yet been chosen. The gravel work areas will eventually need shallow excavation and capping. The capping would ideally be in the form of pavement or concrete pad.

Facility Capacity. The existing yard, shop, and indoor work spaces for boats are all less than optimum for this facility. Additionally, the travel lift operation is somewhat constrained due to the available water depth at lower tides.

Historical Services. To the extent that it does not make the boatyard economically infeasible for an operator, or endanger their storm water permit, the Ports intent is to incorporate provisions supportive of repairs and maintenance conducted by boat owners and independent marine businesses.

Project Recommendations.

- A. Replace wash water treatment system and remove the evaporating pond. A new wash water filtering system can be installed that will nearly eliminate the need for discharges. The filtering system can also be configured to treat the filtered water sufficiently to infiltrate high winter rain events that exceed the evaporative capacity of the new system. The removal of the evaporation pond will allow for approximately six additional boat storage or work spaces.
- B. Cap and pave boatyard work and storage areas. This will help maintain environmental compliance for storm water and may be required and paid for as part of an environmental remediation effort.
- C. Construct new buildings designed for indoor boat work. These new buildings may replace existing shop buildings or be constructed in existing uncovered yard space. This type of enclosed work space is a prerequisite for many types of boat repair or maintenance at an economically feasible scale.
- D. Evaluate existing travel lift ways. The evaluation will focus on extending the life of the ways, and determining the cost and schedule for a replacement. Include the analysis of whether the existing travel lift and ways should be augmented with, or replaced by, a ramp and hydraulic trailer lift system.
- E. Evaluate the cost and benefit of dredging a channel into the existing travel lift ways. Determine whether some or all of this work could be part of a larger sediment cleanup plan.

Planning Area B: Undeveloped Upland Site:

Existing Conditions.

The Undeveloped upland site consists of approximately two acres of field and gravel parking areas. The 1 ½ acres of field contains a derelict building once used for boat building, a small derelict cabin, a small oil storage building, and a shallow dug well. The field area slopes moderately toward the waterfront and terminates at a low bank. The site has two sets of old boat haul out rails in front of the old boat building and buried debris along the site's low waterfront bank. See Figure 2.

There are contaminated soils in both the old haul out rail areas and the buried debris in the waterfront bank.

Planning for the future development in the currently developed boatyard site is informed by many factors, including:

Environmental Compliance. The majority of the site was free of contaminants. Portions of the low waterfront bank that were used as a dumping area, and the area around the old haul out rails and boat building shed will both need some environmental remediation yet to be determined.

Economic Development Potential. There is sufficient undeveloped space to allow for the creation of new work, storage, and/or business and education areas. The slope of the field will likely require fairly substantial grading and soil retention to maximize the usable area.

Public Access. Public Access that is compatible with maximizing the economic development potential of the site appears feasible as a component of an environmental restoration project in the contaminated bank and haul out rails.

Project Recommendations.

- A. Relocate oil storage shed onto developed boatyard area.
- B. Demolish old cabin and boat building shed to reclaim commercial space. Evaluate whether the boat building shed area would be best used as filled yard area or rebuilt building space, and conduct financial analysis of each option.
- C. Determine best design for grading and retaining walls to maximize usable space in the undeveloped field. Look for opportunities to create suitable work spaces to serve independent marine service providers or boat owners.
- D. Consider the construction of a ramp in the location of the old haul out rails. The ramp could serve as a cap over contaminated soil and sediment, as well as providing public access and additional commercial haul out capability. Ramp infrastructure could be a portion of the infrastructure to allow seaplane repair. This ramp could be used for public access, commercial haul out using a hydraulic trailer, and/or a future business tenant uses.
- E. The Port will evaluate whether adding a seaplane base for locally stationed planes and for maintenance and refueling services would be advantageous at this facility. This location is not envisioned as a passenger loading and unloading area which should remain at the Friday Harbor Marina. The inclusion of seaplane facilities has the potential of expediting and providing substantial funding for new and expanded infrastructure that would also serve the marina reconstruction activities.
- F. Consider public access and possible small boat launch area as part of a shoreline bank restoration in the old dumping areas.
- G. Develop new parking parallel and possibly pull in areas along the north side of Turn Point Road and expand existing parking areas. Explore the possibility of acquiring additional parking areas on land lying south of Turn Point Road. These parking areas should be held as a common resource for the Property and be managed by the Port.

Planning Area C: Marina Site:

Existing Conditions.

The existing Marina is primarily constructed of wood floats on unwrapped Styrofoam. There are approximately 50 slips with just over half being wood framed covered moorage. There is substantial deferred maintenance of the marina infrastructure and its electrical systems. Much of the infrastructure is nearing end of life and will need major reconstruction or replacement in the foreseeable future. It seems likely that the current configuration could be adjusted to increase moorage capacity, and for additional infrastructure to be expanded waterward. Sediments throughout the marina are contaminated with TBT; What, if any, remediation is required for this condition has yet to be determined.

Covered Moorage. Covered moorage is rare on San Juan Island and care should be taken to maintain these slips as grandfathered covered moorage. How best to maintain, rebuild, and/or reconfigure this grandfathered covered area has yet to be determined. The allocation of some of the grandfathered covered area for owner built boat houses should be considered.

Facility Condition. The age and condition of the piling, floats, and covered moorage are going to be a financial challenge. Using decommissioned concrete floats from sister Port reconstruction projects, along with targeted infrastructure improvements that are grant eligible, is our strategy for reducing marina reconstruction costs. The improvements and reconstruction of this facility will largely be incremental with considerable in house labor involved. Ultimately this facility should be a substantial long term revenue generator for the Port following the initial ten to twenty year period of purchase, infrastructure rebuilding, and expansion.

Facility Capacity. The existing facility footprint should be able to accommodate more moorage by reconfiguring the current piling and float locations. It is also possible that the facility could be expanded waterward to increase moorage and/or commercial services. Both the existing and possibly expanded moorage space allocation should be adjusted as necessary to maximize the economic impact of the upland marine businesses.

Project Recommendations.

- A. A detailed master plan of the anticipated marina reconfiguration and rebuild is needed to guide and prioritized marina maintenance, reconstruction, and expansion. Our intent is to accomplish this through the IPG but planning needs to be done soon even without the grant.
- B. Various wood framing and electrical maintenance, or float replacement projects, guided by the aforementioned master plan will be executed with internal labor.
- C. Pursue various FAA, RCO, CERB, etc. grants to accelerate the execution of the marina master plan work. The availability and conditions of different funding sources may result in amendments to configuration envisioned in the initial marina master plan.
- D. Pursue the conversion of the existing Aquatic Land Lease into an expanded Port Management Area.

- E. Initiate an Advance Mitigation account with the Department of Ecology to be used against future Marina and Boatyard projects.
- F. Ensure the design of any future expansion or addition to marina or seaplane facilities does not endanger viable ingress and egress for critical services and supplies to the barge landing at Shipyard Cove. Look for opportunities to improve the barge turning basin adjacent to the existing Shipyard Cove ramp.

Project Phasing and Cost:

Panning Area A

- 1. Replace closed wash water system and decommission evaporating pond.
 - a. 2018/2019
 - b. \$50,000
- 2. Indoor boat work building(s), Operator lease back dependent
 - a. Timing tbd
 - b. \$60,000
- 3. Travel lift ways reconstruction & potential installation of ramp, Partially grant dependent
 - a. Timing tbd
 - b. \$80,000
- 4. Work yard, wash water, & shop drain environmental remediation yet to be determined, Grant and Insurance settlement dependent
 - a. Timing tbd
 - b. Cost tbd

Planning Area B

- 1. Grading and retaining walls for self work area on undeveloped area, Grant dependent
 - a. 2019
 - b. \$50,000
- 2. Additional business or indoor work space, Partially grant dependent
 - a. Timing tbd
 - b. \$100,000 plus
- 3. Possible Seaplane repair building, Grant dependent
 - a. Timing tbd
 - b. \$100,000
- 4. Old boat rails & water side dumping area environmental remediation yet to be determined, Grant and Insurance settlement dependent

- a. Timing tbd
- b. Cost tbd

Planning Area C

- 5. Marina maintenance, ongoing with internal labor
 - a. Ongoing
 - b. \$30,000 per year
- 6. Marina reconstruction and reconfiguration, Partially grant dependent
 - a. Ongoing
 - b. Cost tbd
- 7. Seaplane dock & fueling station, Grant dependent
 - a. Timing tbd
 - b. \$500,000 plus
- 8. Dredging, existing sediment, & existing piling environmental remediation yet to be determined, Grant and Insurance settlement dependent
 - a. Timing tbd
 - b. Cost tbd

General Recommendations:

The recommendations below apply to all future Property redevelopment.

Economic Development.

Maximizing marine related commerce, jobs, and education is the highest objective of the Jensens Boatyard & Marina site.

Public Access.

Public access to the site will be provided primarily through the marina portion of the site. Improvements and expansions to the marina will evaluate what type and amount of additional public access is most beneficial to the Port and community.

Additional public access to portions of the undeveloped shoreline are possible as part of a future environmental remediation. This potential public access should be designed to be compatible with maximizing the marine related economic development of the upland portion of the site.

Art, Culture, History.

Pursue opportunities for interpretive signage and a maritime museum area honoring over 100 years of maritime service by the Jensen family.

Pursue opportunities to reclaim any old wood from historic structures and repurpose in architectural features of some of the new construction.

Sustainability.

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

Remove invasive or inappropriate vegetation, especially along the shoreline.

Incorporate sustainable building design whenever feasible.

Funding Sources:

On an annual basis, the Port of Friday Harbor receives approximately \$470,000 in property taxes from the residents of San Juan Island and \$2.7 million from existing Port 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 environmental remediation portion of the Jensens site also has the potential to receive some funding through an insurance settlement.

Grants:

It is assumed that some of the recommended projects will be partially, or wholly, funded through external grants.

Washington Department of Ecology Integrated Planning Grant (IPG)

100% funding up to \$200,000 for environmental remediation, community benefit, and economic planning.

Washington Department of Ecology Model Toxics Control Act (MTCA)

Approximately \$500 million statewide biannually.

Public Facilities Financing Assistance Program (PFFAP, .09 Funds)

Approximately \$300,000 annually available from San Juan County through a competitive process for public road, infrastructure, and buildings that serve an economic development purpose.

Community Economic Revitalization Board (CERB)

Washington State economic developments grants for public infrastructure which supports private business growth. Eligible projects include waste water treatment, storm water, buildings and port facilities.

Federal Aviation Administration (FAA) Critical Infrastructure Program (CIP)

The FAA will provide up to \$150,000 per year, with a 10% match requirement, for infrastructure associated with the Port of Friday Harbor seaplane base.

RCO Grants:

Boating Infrastructure Grant (BIG)

Federal Aquatic Resource Trust Fund administered through the Washington Recreation and Conservation Office (RCO). Up to \$1.45 Million per project to construct guest floats, docks and upland support facilities. A 25% match is required.

Aquatic Lands Enhancement Account (ALEA)

Provides waterfront access and boardwalks; up to \$500,000 per project biannually with a 50% match required.

Boating Facilities Program (BFP)

Provides guest docks, floats, parking, and upland facilities; up to \$1 million per project biannually with a 25% match required.

Land and Water Conservation Fund (LWCS)

Provides view points, swim beaches, support facilities, and boating facilities; up to \$500,000 per project biannually with a 50% match required.

Washington Wildlife Recreation Program (WWRP)

Provides park development, water access, and riparian protection; up to \$500,000 per project biannually with a 50% match required.

Summary:

The addition of the Albert Jensen Boatyard and Marina to the Port of Friday Harbor properties is guided by the following objectives.

1. Maintain and expand the marine, and possibly seaplane, services and related jobs available at Jensens Boatyard. These services are critical to maintaining high occupancy at Friday Harbor Marina, and are an economic development segment that we wish to actively expand on San Juan Island.
2. Maintain and expand the permanent and guest moorage capacity near the town of Friday Harbor. Protect and maintain the limited covered moorage on San Juan Island.
3. Maintain, improve or remediate the existing environmental conditions at the site.
4. Provide for expanded public access that is compatible with maximizing the economic development of the working upland site.

The Master Plan lays out the redevelopment opportunities and funding sources for the Property. This 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 reflect the mission of the Port and the values of the community.