

Friday Harbor Port District

Port Commission Meeting

San Juan Island Yacht Club

Wednesday January 11, 2023 at 12:00 PM

Regular Meeting Agenda Part 2

Members of the public unable to attend the meeting may email comments for presentation to the Commission during the public comment period. Please email to ToddN@PortFH.org with the subject line "Public Comment". Comment must be received 24 hours prior the meeting.

Join Zoom Meeting

<https://zoom.us/j/3796847063?pwd=d3NoTW05aXNqaWUzL1g0UVhsN1RoQT09>

Meeting ID: 379 684 7063

Password: 7063

Citizen comments/requests: Citizens can make a brief comment or may ask the Commission to schedule a topic for further discussion at a future meeting.

Staff Introduction:

Justin Roberts, Dock Manufacturing

Austin Sparks, Marina Operations & Security

Alex Lynch, Temporary Position Capital Projects

Consent Agenda:

- A. Approval of Minutes: November 9, 2022 Meeting Minutes
- B. Approval of Minutes: November 18, 2022 Meeting Minutes
- C. Approval of Minutes: December 14, 2022 Meeting Minutes
- D. Approval of Minutes: December 15, 2022 Special Meeting Minutes
- E. Approval of Minutes: December 30, 2022 Meeting Minutes
- F. Approval of Vouchers: Payroll and Vouchers

Action Items:

- A. 2023 Year-end Accounts Receivable Write-offs
- B. Adopt 2022 Meeting Calendar
- C. Confirm Commission Officer Positions

Discussion Items:

- A. Jensen and Shipyard Cove Masterplan Objectives
- B. Shower Remodel Discussion of Schedule

New Business: Commissioners May Share Information or Introduce Topics for Discussion at a Future Meeting.

Continued, Next Page

Staff Reports:

Garrett Smith- Boatyard Report

Executive Director

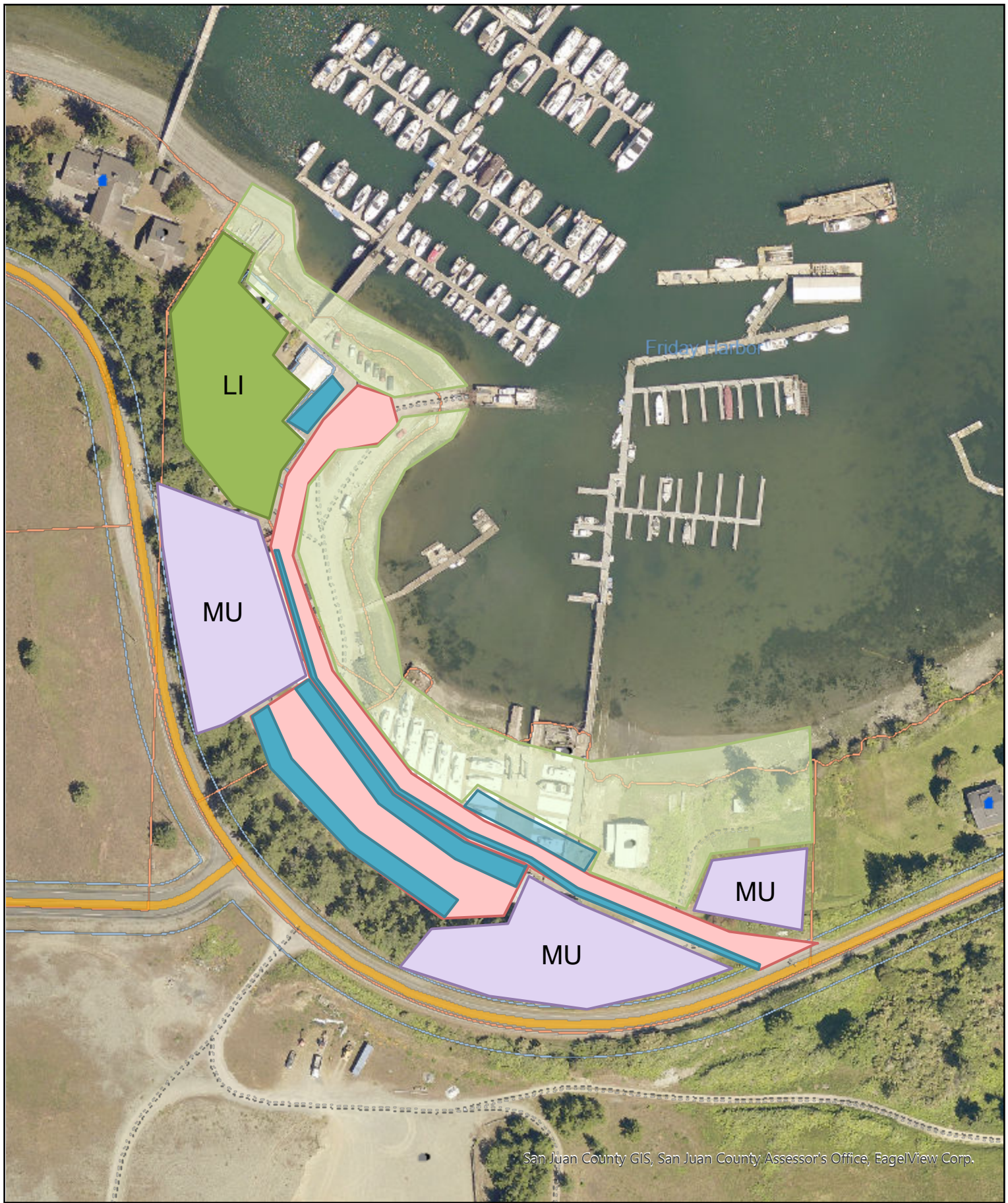
Port Commissioner and Committee Reports:

Citizen comments/requests: Citizens can make a brief comment or may ask the Commission to schedule a topic for further discussion at a future meeting.

Adjourn:

1. Does SYC marina expansion and associated parking/infrastructure remain priority one?
2. Should the marina industrial area be intermingled or segregated from business/park/marina traffic?
3. Should public access be a narrow waterfront boardwalk style maximizing upland uses or a wider greenspace style limiting upland uses?
4. Is there an order of land use precedence where you would be willing to see one use eliminate or minimize another?
5. Should preserving existing structures be factored into how future area use is laid out?
6. What is the right balance of land dedicated between greenspace buffer, public access/park, marine industrial, marina support, parking, commercial, and or mixed use (with residential)?
7. How much, if any, public subsidy is the Port willing to commit to seeing a Port chosen use or should specific area uses within an area type be determined by the market?
8. Considering the significant liability likely due with the environmental cleaning of Jensen's, are there economic vs most popular use trade offs that are necessary for the facility to be self sustaining?

The answers to these questions will guide and limit the available Master Plan configurations. Following are some rough area use maps that represent a few of the many possible configurations depending upon how the above questions are answered.

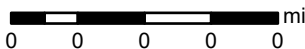


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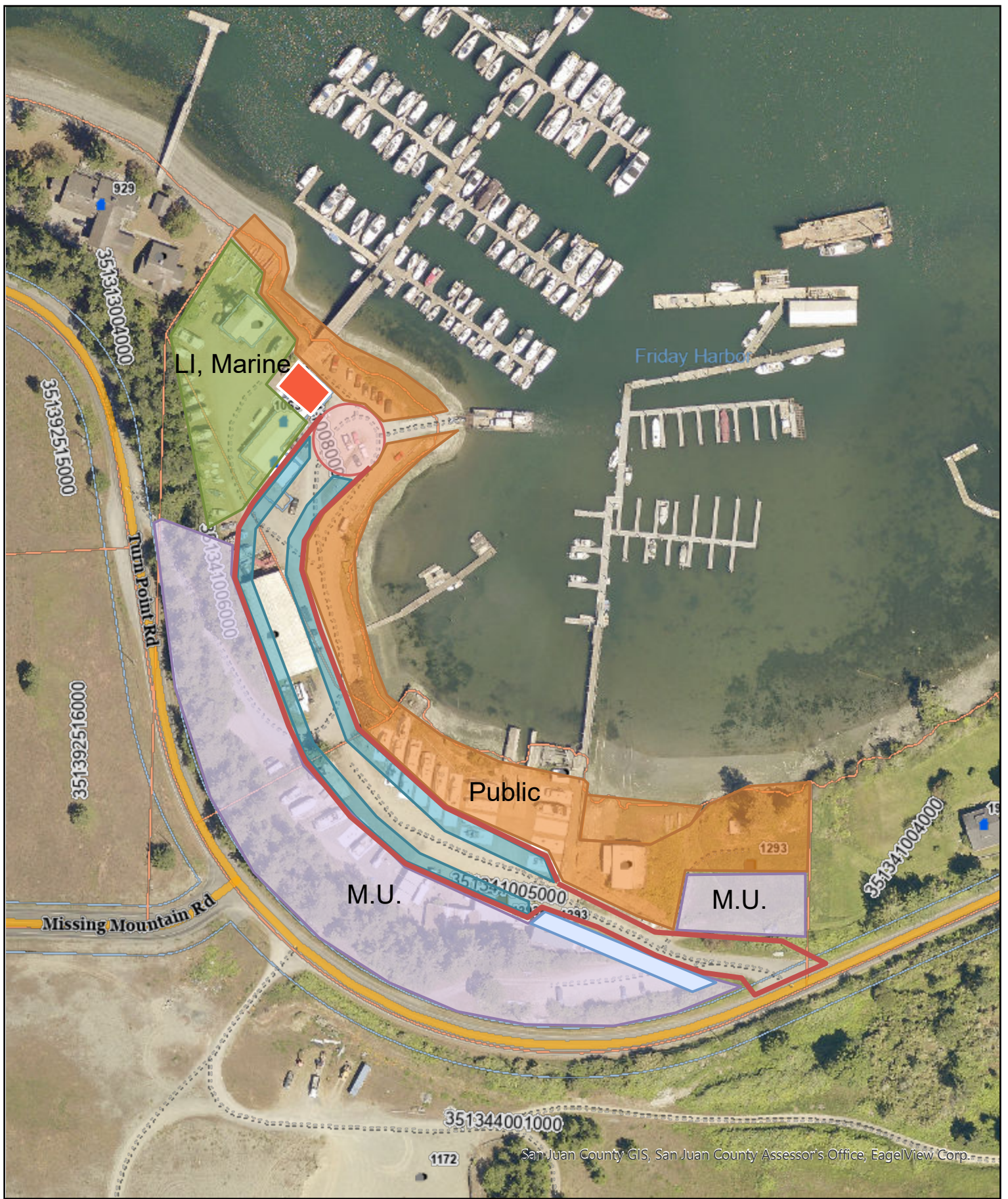


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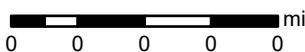


**San Juan County -
Polaris**



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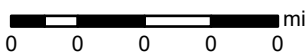


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Polaris



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San Juan County - Polaris

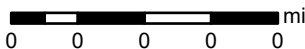
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Time: 12:27 PM



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San Juan County - Polaris

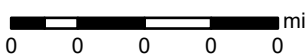


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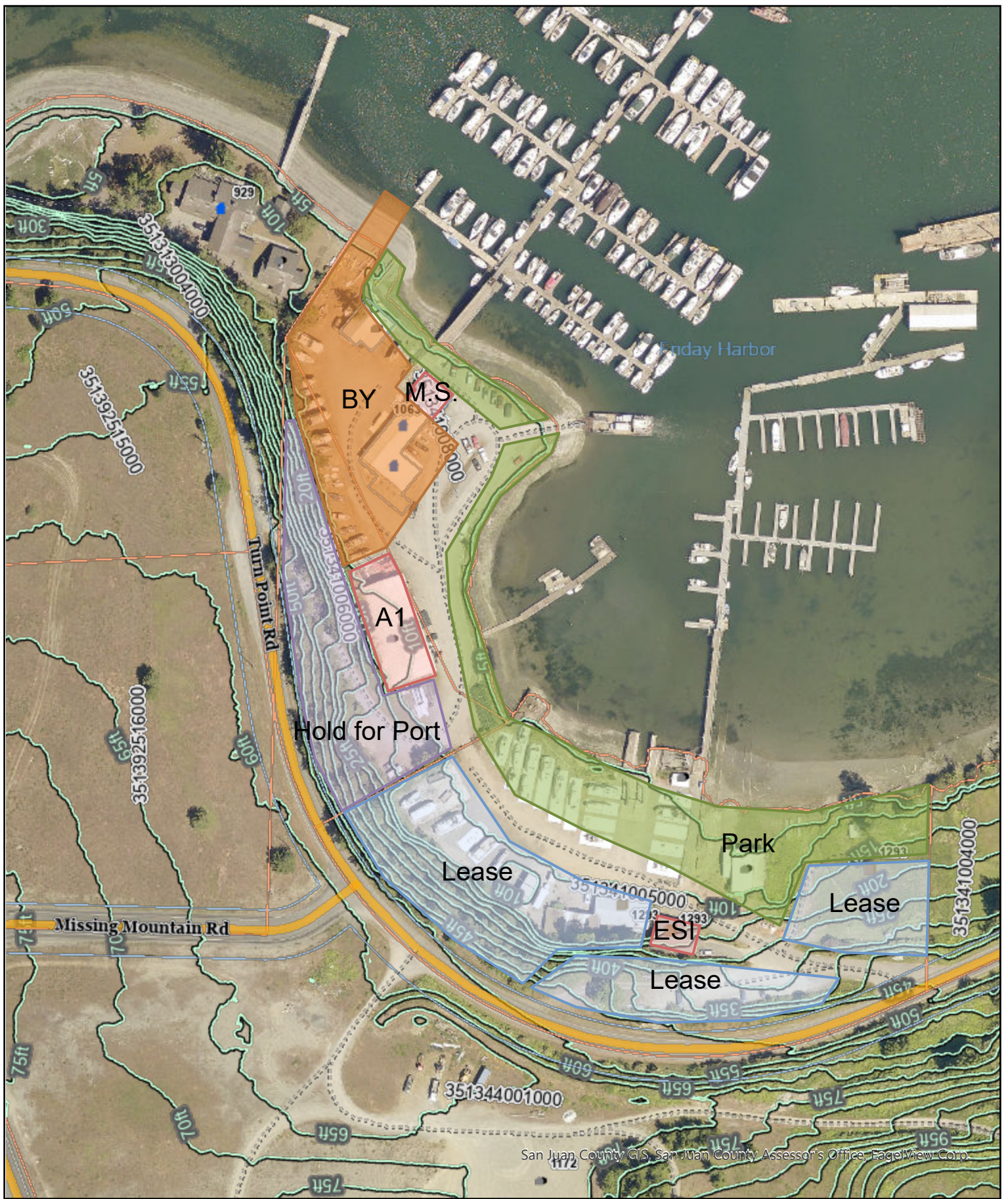


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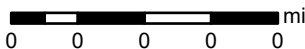


San Juan County - Polaris

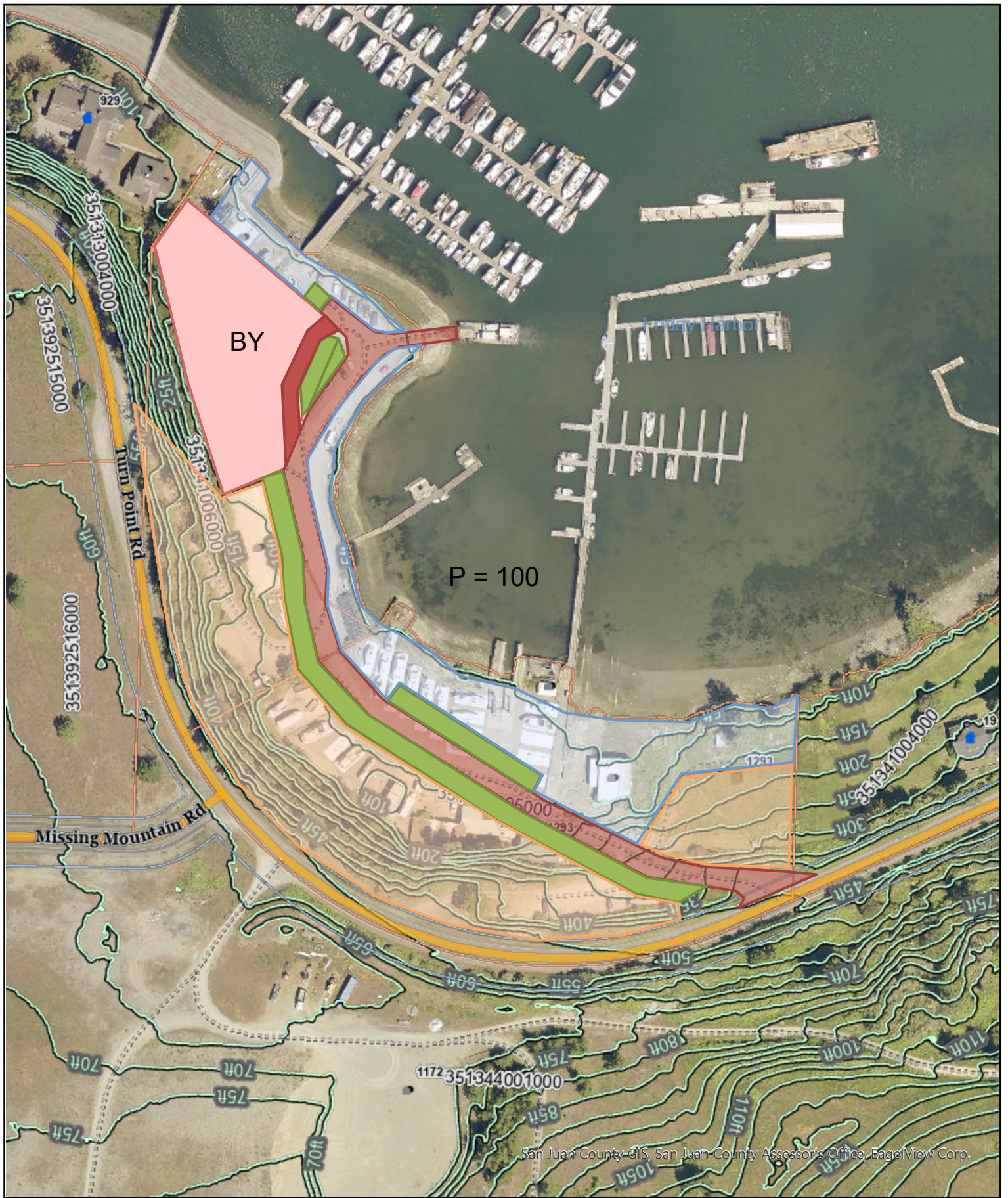


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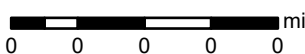


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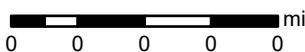


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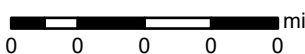


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San Juan County -
Polaris

Date: 11/23/2022

Time: 1:35 PM

Shower Remodel

- The remaining contracting and construction time is too short for a project completion prior to the 2023 boating season.
- Staff does not want shower units closed during the high season.
- Port crews will complete the repainting of the existing shower rooms prior to boating season (stalls, walls, ceiling, and floor). The repainted rooms will be serviceable for several years.
- We have a solicitation out for a professional takeoff estimate that we will use for a new construction solicitation and to work with RCO on grant funding and scheduling.
- The new construction schedule would be for the Winter 2024 or 2025 depending upon funding decisions by the Commission and RCO.

We retain the option of proceeding this Winter, but we risk spending several hundred thousand dollars that are potentially grant fundable.

A note on the initial estimating for the project: The original estimate was based on the similar 2013 East side shower remodel. This project cost was adjusted for size and complexity then adjusted for inflation with an added 25% contingency. The staff and architect's estimate matched but neither anticipated the massive jump in costs we're seeing post Covid. RCO is seeing the same phenomena across all of their grant projects. Our hope is that a professional takeoff estimator with post Covid cost experience can produce a more reliable estimate.

Town of Friday Harbor Urban Growth Area (UGA) Expansion

The County staff & council, Town staff & council, and the Port all supported and expected the Town UGA to expand to include the airport and Jensen/Shipyard Cove properties. At the adoption meeting the county's prosecuting attorney objected to the sufficiency of the Town's expansion justification documentation. This resulted in a "No Action" determination for the UGA expansion.

County and Town staff are recommending that we proceed with the UGA expansion using the 2023 map amendment process on the annual docket. I am setting up a meeting with the Port, Town & County planning leads, and the prosecuting attorney to validate this process as a viable option and to ensure the Town's justification documentation will be sufficient.

NW Maritime Trades Meeting Takeaways

32 projects in the Salish Sea are stalled in ACOE permitting based on objections from the Suquamish Tribe. This includes a relatively minor expansion at Roche Harbor. We should anticipate a similar objection to our Shipyard Cove expansion, barge landing repair, phase two Jensen, and travel lift relocation. The outcome on these 32 stalled projects and our own projects is uncertain. The Port of Anacortes has had some success by dedicating free tribal fishing fleet moorage and amenities – this is an area worth exploring prior to submitting the Shipyard Cove and travel lift pier permits.

NMFS mitigation costs and permit processing time remains high and finding mitigation opportunities locally remains limited and difficult. Ultimately, this ends up being a financial problem versus a permitting roadblock.

This scenario merits a commission discussion in the near future. How the Commission responds to this risk may have substantial impacts to our planned budgets, schedules, and Master Plans.