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### **1. The Citizen Advisory Committee membership and mission**

#### **INITIAL MEMBERS**

Bob Brunkow  
Chris Reed  
Liz Varvaro  
Erin Graham  
Brian Carlson  
Matt Wickey  
Greg Gerhardstein  
Joanruth Baumann  
Lisa Nash Lawrence  
Steve Simpson

The Committee's first task was to Investigate and advise on the best layout and uses of the combined Jensen/Shipyard Cove facilities in support of an update the combined facilities Master Plan update.

Consider:

1. Opportunities and constraints at the facility.
2. Factors related to the environmental cleanup.
3. Economic impacts and opportunities at the facility.
4. Economic impacts on the Port as a whole.
5. Availability of funds and borrowing capacity.
6. Impacts on existing uses and businesses.
7. Environmental, aesthetics, public access, and other factors deemed important by the Committee.

## 2. Vision

***To create an economically vibrant hub of marine services for the islands, encompassing career education, marine-related jobs, and community facilities.***

This is a once in a generation opportunity to upgrade Jensen's/Shipyard Cove facilities to support marine services and career opportunities for islanders. Boat owners today are frustrated and inconvenienced by the lack of local facilities and services. Informal surveys of island boat owners result in estimates that 3-4 dollars are currently spent on marine services off-island in Anacortes, Bellingham or Canada for every dollar spent on-island. This indicates that the revenue is there to support an economically viable set of marine services, if we can keep their spending on the island and address the barriers currently blocking success.

Some of the barriers experienced by former yard operators are already addressed in our recommendations, and the Port Commission's actions, such as the upgraded travel lift and expanded boat storage space. We should seek the input of potential boat yard operators to ensure that we fully understand their needs. Facilities should be made available to marine service contractors to facilitate their business in the yard. However, we should not assume that these physical improvements alone will be sufficient to create an economically viable services hub.

The most profound challenges to doubling or tripling delivery of services at Jensen's/Shipyard Cove are those common to all island businesses – workforce availability, skills development, and housing. In the 3-5 year horizon we should work with island marine service businesses, the Economic Development Council and other regional agencies to develop an integrated plan to attract, train and support the early stages of marine services careers. There are models we can investigate such as the Quadrant Marine Institute at Canoe Cove, BC that has successfully built a pipeline of candidates for marine service apprenticeships. Learning from other island businesses, we should plan to provide at least transitional housing for students and early career workers.

As long as we keep eyes on the ultimate goal, we can take pragmatic short term steps to utilize space now (industrial, boat storage) to generate Port revenue, and provide opportunities for current island contractors to grow their businesses.

### **3. Values Adoption**

The following draft values were adopted unanimously.

#### Community

We are focused on enhancing services, connectivity and opportunity for residents.

We will proactively work with tribal communities.

#### Opportunity

We will facilitate residents in learning and developing skills required for successful marine services careers with income levels sufficient for island living.

#### Economic Sustainability

We seek to create an economic environment in which businesses can prosper and grow.

#### Resilience

We will seek to enable residents to have their marine services needs met locally.

Design facilities to be multi-use and flexible.

#### Environment

We will seek to preserve and enhance the natural environment.

### **4. Key Development Elements**

#### A. Westerly Boatyard and Travel Lift Pier

The Committee concurs with the Port's plan to relocate the Travel lift pier and fast turnover boatyard area to the westerly edge of the Shipyard Cove property. This site is the only feasible location for a lift pier that can operate at all tide level without significant initial and ongoing dredging. The Bait House building should be demolished to allow for additional working yard space.

The Travel Lift capacity should be maintained at 35 Tons. This will support the majority of our residents' boats. It also guards against a small number of large boats filling the limited yard space.

#### B. Shipyard Cove parking and facilities

The status quo for the Shipyard Cove Marina parking area, office, restrooms and laundry should be maintained. Sea level rise will likely require lifting this area in the future. Due to the limited life span of pavement and the relatively low risk of occasional inundation, we recommend that incremental lifting be considered as new pavement is required.

At some future point it will be necessary to upgrade or rebuild the Marina services portion of the existing building. The structure should be built at a higher elevation to accommodate predicted sea level rise.

#### C. Westerly Marine Industrial Area

The area currently being used by a local marine industrial company should continue to be dedicated to that purpose. To the extent feasible, the marine industrial use area should be expanded to include more shop, covered building, and yard space to allow this job sector to grow.

#### D. Barge Landing

The Committee concurs with the Port's plan to rebuild the Barge Landing in its current location.

#### E. Truck Route

All truck traffic exiting the barge landing should use the Jensen entrance. Coordination with the truck operators, Town of Friday Harbor, and the Port may allow some barge truck traffic to use the Shipyard Cove entrance or may result in exclusive use of the Jensen entrance for ingress and egress.

Truck use of the Jensen entrance will require paving the route through the boatyard to minimize dust impacts. If grant funding is available, the Jensen intersection should be upgraded to allow the majority of trucks to make an exiting right turn.

#### F. Port Manufacturing Area

A portion of the Shipyard Cove covered building and adjacent land should be maintained as the Port dock manufacturing area. If the Port is able to relocate manufacturing to an upland location, this area should be dedicated to expanding the westerly marine industrial space.

#### G. Car Route

The existing entrance to Shipyard Cove should be maintained as the passenger vehicle access to the Shipyard Cove marina and westerly boatyard and marine industrial areas. Passenger vehicle travel through the central boatyard area is undesirable and should be minimized to the extent practical. The limited parking along this route should be maintained.

#### H. Flex Area – Boatyard/Parking

The Committee recommends against trying to meet the Town parking requirements with dedicated parking areas. The Port should be willing to purchase parking credits if it allows for maximizing working areas while providing adequate parking area. Marina parking shortages are primarily concentrated in July and August when boatyard operations tend to be lower. The Flex Area should be paved and striped for parking in July and August but used for boatyard operation in the remainder of the year. There will likely need to be some adjustment to the schedule as we gain operational experience. The existing concrete pad in this area may be best used as the permanent derelict boat removal area.

#### I. Easterly Boatyard Area

This area should be maintained as working boatyard space. It is understood that the ongoing environmental cleanup will make use of this area impossible for an extended period at some point in the future. Ideally, the westerly boatyard area and the flexible marine industrial space would be available prior to the cleanup activities. This area should be significantly elevated during the cleanup to protect against inundation with rising sea levels.

#### J. Jensen Parking Area

This parking area is routinely at capacity and should remain dedicated to Jensen Marina and Boatyard parking. The Committee concurs with the expansion of the available parking spaces and converting to one way traffic exiting away from the truck entrance.

#### K. Flexible Marine Industrial Area

This area should initially be graded to the largest practical pad and be travel lift accessible. Initially the space could serve as reserve boatyard area in support of the environmental cleanup. In the longer term the space could support expanding marine industrial business or boatyard needs, support marine trades training associated with the facility businesses, or be used to support and incentivize a prospective facility lessee. Natural business growth and the market should ultimately determine the final use.

#### L. Food Truck

The Port should be receptive and supportive of a food truck located at the facility. A possible location would be the Jensen parking area exit. While this may have some impacts on parking availability, it would provide a substantial benefit to the marine workers and marina tenants.

#### M. Employee Housing

The availability of employee housing has been, and continues to be, a consistent drag on Marine trades jobs and the available services desired by the community. Upon availability of utility services, the Port should be open to an employee housing element. The inclusion of an employee housing element should not be allowed to significantly detract from working waterfront spaces or parking areas.

#### N. Jensen Marina

The Jensen Marina rebuild plan has already been set by the Commission and was not considered as part of the CAC scope beyond parking impacts.

## O. Shipyard Cove Marina

The Shipyard Cove Marina expansion plan has also been set by the Commission. While not examined as part of the CAC scope, the committee supports the expansion concept. The expanded moorage capacity and associated revenue have the potential to help balance the cost of capital investments that will benefit the marine trades goals.

## 5. Design Considerations

### a. Visual Character and Architecture

There should be a main entrance that identifies the place as community owned and managed by the Port District. The entrance should be distinctive (example FH Airport) and there should be a transition space between the outside space and the shipyard/marina (this could just be some item that reflects what is going on inside the facility)

The complex of buildings should be a reflection of the shipyards origins which are informal, have an industrial flavor, utilitarian but also have some design elements that tie them together. Buildings should have substantial eaves to take water away from structures as a reflection of our climate.

The main building where people go to for direction should be well marked and be a focal point for the facility.

There needs to be something in the approximate center of the facility that is a focal point. (flagpole, sculpture, large anchor or ??)

Make landscaping a primary consideration rather than an afterthought.

### b. Sea Level Rise and Shoreline Resiliency

All improvements should consider sea level rise. Lifting surfaces and structures is preferred to sea wall construction. The response to sea level rise should be incremental where practical and consider the predicted rise within the normal lifespan of the infrastructure. The risks and costs associated with occasional inundation should be a factor in determining how and when to raise infrastructure.

### c. Public Access

Allow for the maximum public access that does not limit the industrial working areas. The site should be accessible by pedestrian, bicycle and scooter/motorcycles as well as cars and trucks. There should be defined paths that keep walkers out of work spaces and allow for easy pedestrian circulation (and preferably not in straight lines).

If there are stairs try to incorporate seating into the design to make the space more accommodating.

Where space allows there should be places where people can gather to exchange information, take work breaks, and enjoy the waterfront areas.

## **6. Project Implementation**

### **a. Phasing**

One of the objectives of this recommendation is to limit the implementation impacts on the existing business, services, and users. The recommendations and phasing are also intended to control the capital costs to the Port while allowing future income and job creation potential.

- a. The barge landing rebuild is the highest priority and scheduled for 2023.
- b. An existing WSDOT grant is intended to rebuild the passenger vehicle and truck access routes and will likely take place in 2024 or 2025. This work will need to be a summer project and should be scheduled to limit the impact on the boatyard operations. The objective is to surface parking and staging areas as part of the WSDOT access road project. If that is not possible, the flexible boatyard and parking area should be paved with Port funds to control boatyard dust. Other parking and yard surfacing should be considered as fund allow.
- c. The travel lift pier is in design and permitting. This work should be conducted concurrent with the lifting and grading of the westerly boatyard area. This work must be completed prior to the Jensen boatyard environmental cleanup to prevent an interruption of boatyard services.
- d. The creation of the Flexible Marine Industrial Area can be pursued independent from the other project phases. An early construction of this space may be beneficial to reducing the boatyard impacts of the environmental cleanup.
- e. The raising and surfacing of the cleanup area within the Jensen boatyard should be the final phase. The timing of this work is dependent upon Remedial Investigation, Feasibility Study, and cleanup project schedule.
- f. Public access and architectural improvements can be done concurrent with each phase of the project. Many small improvements can be done independent of the larger project.
- g. The Jensen and Shipyard Cove Marina improvements are independent from the upland project.
- h. Any consideration of employee housing is contingent upon inclusion in the Town of Friday Harbor and the installation of town sewer services.

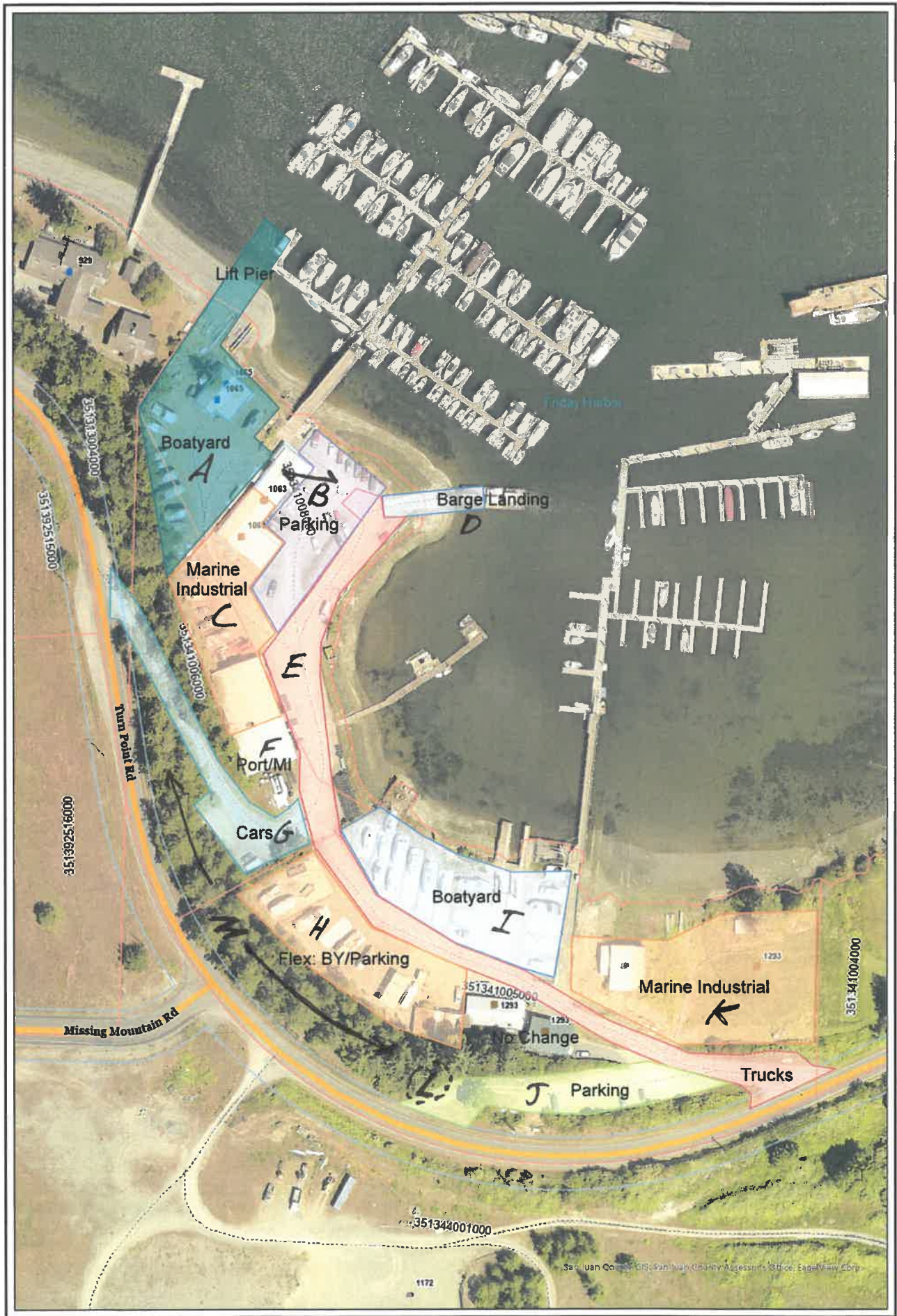
## **7. Facility Operations**

Consistent with the original recommendation of the Jensen purchase advisory committee, the boatyard should be operated under a facility lease to a reputable and capable private operator. The Port should ensure the availability of adequate infrastructure but not be involved, other than oversight, in the day-to-day operations of lift, yard scheduling, or stormwater/boatyard permit management.

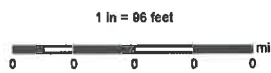
The pricing of the facility lease should strive to fully recover the Ports capital investments and maintenance activities. Long-term leases should not be considered unless a lessee is willing to make

the capital investments needed. The transition from Port operation of the lift and yard should be delayed until the westerly boatyard area and flexible boatyard area are constructed. It may be advisable to also have the flexible marine industrial area available prior to the transition.





This map is derived from San Juan County's Geographic Information System (GIS). It is intended for reference only and is not guaranteed for survey accuracy. The information represented on this map is subject to change without notice.



San Juan County - Polaris

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