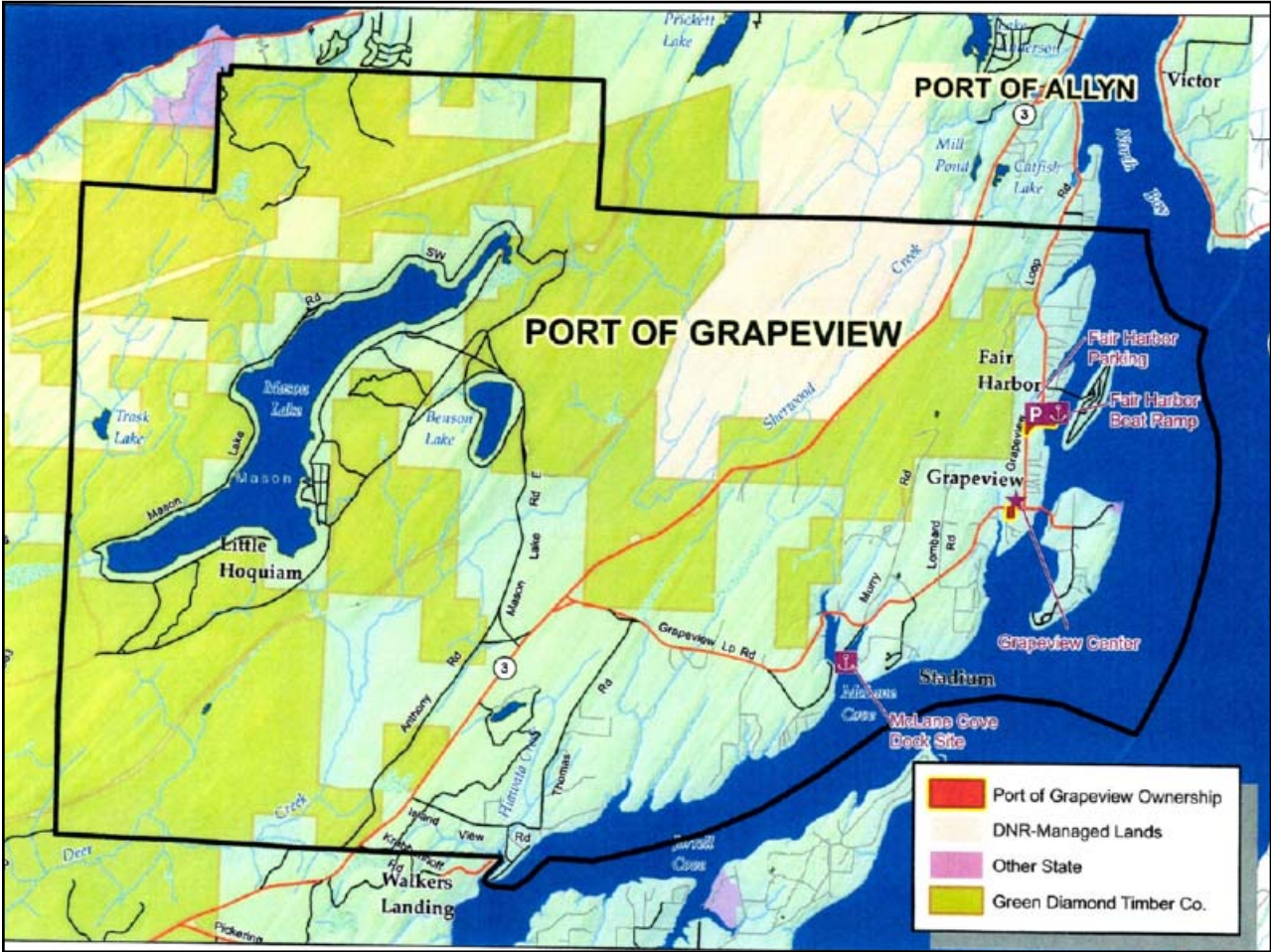


PORT OF GRAPEVIEW

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT

EFFECTIVE: May 16, 2017



**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**

Table of Contents

Authority.....	3
Preface.....	4
Port History.....	5 & 6
Location.....	7
Demographics.....	7
Economic Potential.....	8
Support of Economic Development.....	9
Infrastructure Inventory.....	10 & 11
Infrastructure Condition.....	12 & 13
Goals and Objectives.....	14 Thru 17
Challenges.....	18
Capital Plan.....	19
Enabling Comprehensive Scheme Resolution List.....	21

add website availability

AUTHORITY

This document is required by law.

The specific chapters, plus the associated Chapter 53.25.090, are highlighted below:

53.20.010 Adoption of Harbor Improvement Plan.

It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying out of any harbor improvement shall be made by the port commission other than necessary salaries, including engineers, clerical and office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of the general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvements has been so officially adopted by the port commission.

53.20.020 Improvement to Follow Plans Adopted.

When such general plans shall have been adopted or approved, as aforesaid, every improvement to be made by said commission shall be made substantially in accordance therewith unless and until such general plans shall have been officially changed by the port commission after a public hearing thereon, of which at least ten days' notice shall be published in a newspaper in general circulation in such port district.

53.25.090 Conditions precedent to making improvements.

No expenditure for improvement of property in an industrial development district, other than the expense of preparing and submitting a plan of improvement shall be made by a port district, and no property shall be acquired by it therefore except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improvement and industrial developments or amendments thereto.

That said comprehensive scheme or amendments thereto shall provide for the development or redevelopment of those marginal lands acquired and a provision for the continuing of the land uses which are hereby declared to constitute public uses and the purposes for which public moneys may be advanced and provide property acquired.

PREFACE

In 2014, the Port of Grapeview Commission elected to update the Port of Grapeview Comprehensive Scheme of Harbor Improvement.

The task to update the Comprehensive Scheme of Harbor Improvement was assigned to the Port's Strategic Planning Advisory Committee (SPAC) in late 2014.

The SPAC has made considerable study of:

- The present Comprehensive Scheme adopted in 2009.
- Revised Code of Washington (RCW) requirements.
- Several Comprehensive Scheme of Harbor Improvement publications from other Ports.
- Our infrastructure inventory.
- Our infrastructure condition.
- Goals and Objectives
- Capital Plan.

The SPAC set about preparing a plan that would serve the Port for several years.

From a historical perspective, the original Port of Grapeview Comprehensive Plan was completed in February 1923. Since that time, the plan was updated in July 1992, November 2002, July 2007 and June 2009.

Revise

PORT HISTORY

The Port of Grapeview was created on November 14th, 1923 to "care for commodities shipped into or out of the district by water". The Commission sold bonds to build a twelve by twenty foot building on a dock, twelve by one hundred and ten feet, near the old McLane Cove Bridge. A second site was selected at Oak Passage for the construction of a pier, forty by fifty feet, connected to the shore by a trestle, twelve by one hundred and ninety feet long. The pier also had a twenty by forty foot building with a float and gang plank. For many years the two piers and floats served the farmers and travelers of Grapeview.

In 1951, the Port started discussions on where to locate a float for visiting small boats.

The two piers built in 1923 had now given way to decay and a lack of maintenance. In 1959 it was decided to build a small boat launch ramp at Fair Harbor at the end of Griswold Avenue. In June of 1960, the contract for construction was awarded to Griffey Brothers of Allyn, Washington. In 1968, a second ramp was constructed in lieu of a dock and float that had been proposed in 1966.

By 1967 the Port was discussing a small boat launch ramp at the old dock site at the end of Murray Road on McLane Cove. In 1970 a law suit and judgment dictated the specific terms for building such a ramp. The Port decided not to construct the ramp.

Over time, new Commissioners were elected and in the early 1970's the Port Commission began to meet regularly and prepare annual budgets. At this time the Port did not expand its services or increase investments in capital projects.

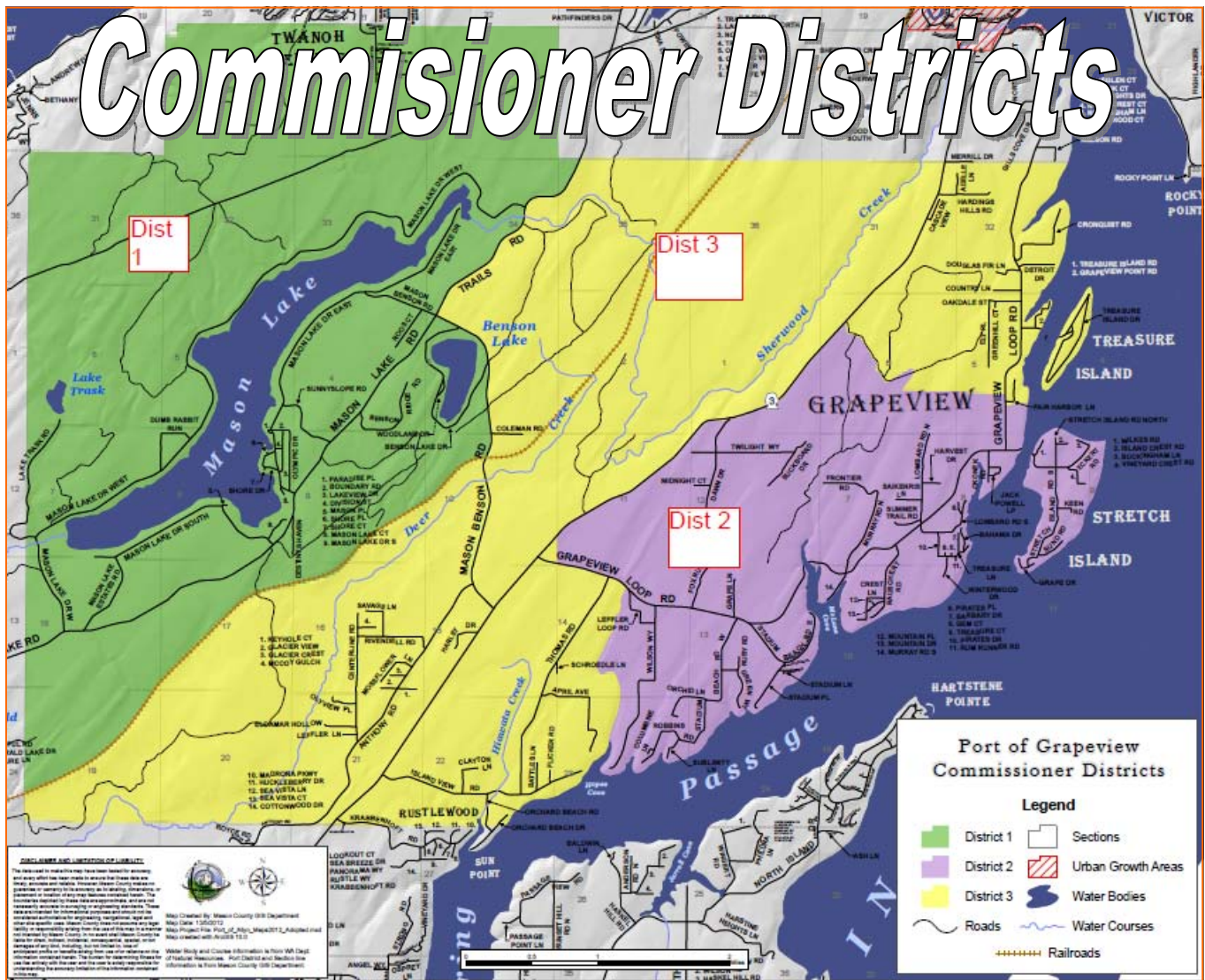
In late 1988, the Port began looking toward the future and noted the increasing population growth in the Grapeview area. It was noted that there would be a need for recreational opportunities and economic needs in the community. By 1989, Commissioners were attending Washington State Outdoor Recreation funding sessions and purchased 1.74 acres at Grapeview Center.

In 1992, the Port purchased property that is known as the Fair Harbor Boat Launch Ramp Parking Lot. The land and mobile home (since demolished) were purchased with Port funds and a fifty percent match from Washington State's Recreational Conservation Office. In 1993-1994, the Port built the current parking lot.

Today the Commission is looking at all of its options in support of recreation, small business, home-based businesses, and maintaining water quality in Puget Sound.

Add recent

**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**



Commissioners

District 1: John Anderson
District 2: Glenn Carlson
District 3: Lowell Mahugh

Term Expires: 2017
Term Expires: 2017
Term Expires: 2019



CONTACTS

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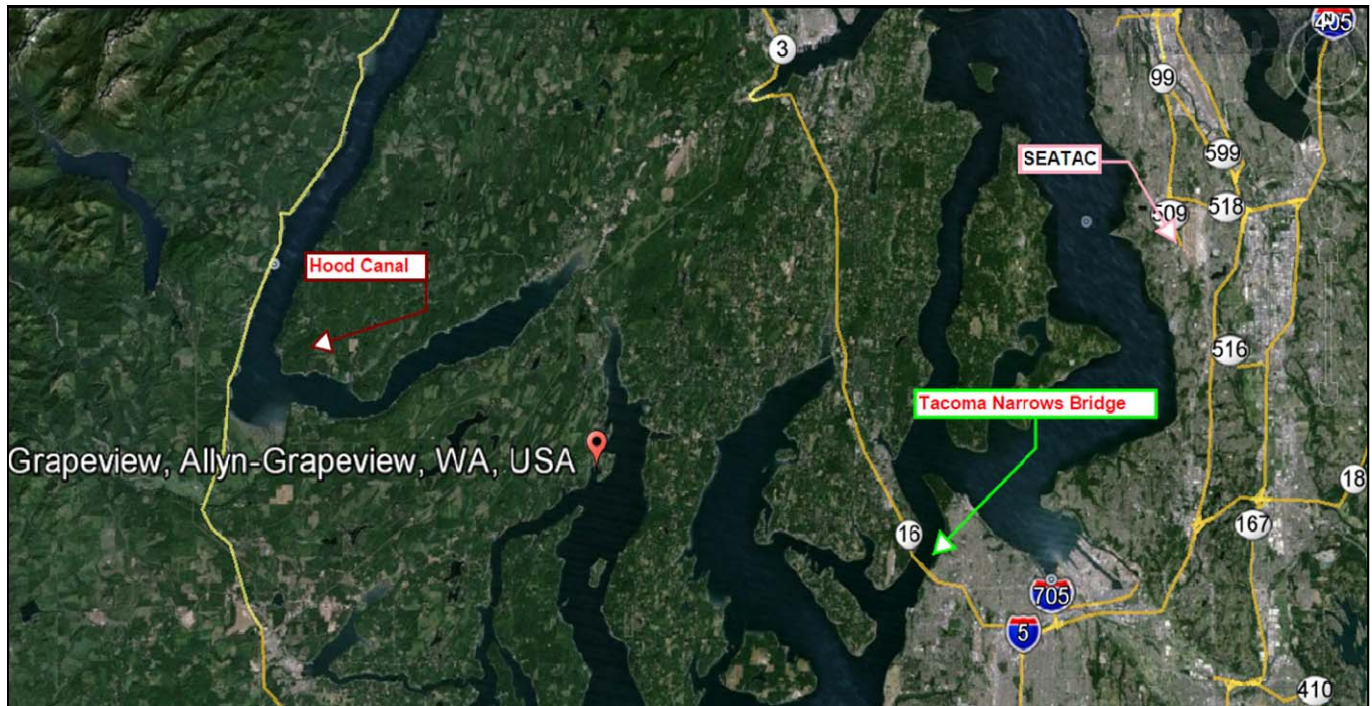
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PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017

LOCATION



The Port of Grapeview is situated in Mason County, southwest of Seattle and half way between Shelton and Bremerton on Washington State Route 3.

It includes the shoreline of Puget Sound and many fresh water lakes, the largest of which are Mason Lake and Benson Lake.

Demographics CY 2013 [← Update](#)

Median Age	55.9 Years
Income	\$66,669
Assessor Parcel Numbers	3513
Registered Voters	District 1: 633 District 2: 809 District 3: 606
Assessed Valuation	\$643,161,434
Registered Vessel Owners	1068

ECONOMIC POTENTIAL

The South Sound has become a worldwide shellfish provider with many businesses that take advantage of the clean salt waters to farm oysters, clams, mussels and geoducks.

Bivalves coming from Washington's cool clean waters are prized as some of the best in the world. This reputation has ensured that domestic and international demand for them has long exceeded supply. This strong demand has fostered continued growth of the shellfish industry. Implementation of the NOAA's National Shellfish Initiative in Washington will enable shellfish aquaculture in the state to expand to meet the demand for quality shellfish providing critical new jobs in rural Western Washington.

Annually, tourists and residents purchase over 300,000 licenses to harvest clams and oysters from Washington waters, providing more than \$3.3 million in state revenues. WDFW conservatively estimates that the 125,000 shellfish harvesting trips made each year to Puget Sound beaches provide a net economic value of \$5.4 million to the region. On Washington's coast, an average of 244,000 digger trips are made each season to harvest razor clams contributing an estimated \$22 million value to the coastal economies.

Shellfish: Jobs and Economic Opportunity



Shellfish are critical to the health of Washington's marine waters and the state's economy. Washington leads the country in production of farmed clams, oysters and mussels with an annual value of over \$107 million. Washington shellfish growers directly and indirectly employ over 3,200 people and provide an estimated total economic contribution of \$270 million. Surveys from the early 2000's indicate shellfish growers are the largest private employer in Pacific County and the **second largest in Mason County in 2015**. In just those two counties, they generate over \$27 million annually in payroll. In addition, there is ceremonial and subsistence harvest in Puget Sound and coastal waters that tribes consider invaluable and unquantifiable.

SUPPORT OF ECONOMIC DEVELOPMENT

There are three impactful economic industries in the Port of Grapeview.

- Forestry and forest products.
- Shellfish Production
- Recreation and tourism

Much of the land within the Port's geographical boundary is under the ownership of forest or forest product manufacture.

The largest forestry companies are:

- Green Diamond Resource Company
- Manke Timber Company

The largest forest product companies are:

- Simpson Lumber (Scheduled to be closed in the near future)
- Mason County Forest Products
- Olympic Panel Products (Scheduled to be closed in the near future)

The second largest section of economic activity is shellfish production.

The largest shellfish producer/farmers are:

- Taylor Shellfish
- Minterbrook Shellfish
- Farmer Shellfish
- Seattle Shellfish
- Squaxin Tribes

Recreation is the third largest economic impact in the area.

- Tribe Casino
- Fair Harbor Marina
- Port of Grapeview Boat Launch, parking and saltwater access.

The Port is a member of Mason County's Economic Development Council.

INFRASTRUCTURE INVENTORY



INFRASTRUCTURE INVENTORY

In 1990 the Port purchased property for the purpose of constructing a Community Center. The citizens of Grapeview selected another location rendering this property surplus. Assessor Parcel Number 12108-21-90041.



INFRASTRUCTURE CONDITION

BOAT RAMP

The boat launch was built in 1960 with an additional lane added in 1980. 50 years of use has taken its toll. There are wide cracks and spalling (the top layer of concrete eroded to the point of exposing the underlying aggregate).

50 years of use has taken its toll. There are wide cracks and spalling (the top layer of concrete eroded to the point of exposing the underlying aggregate) throughout.

The wear and tear is physically evident by any observer.

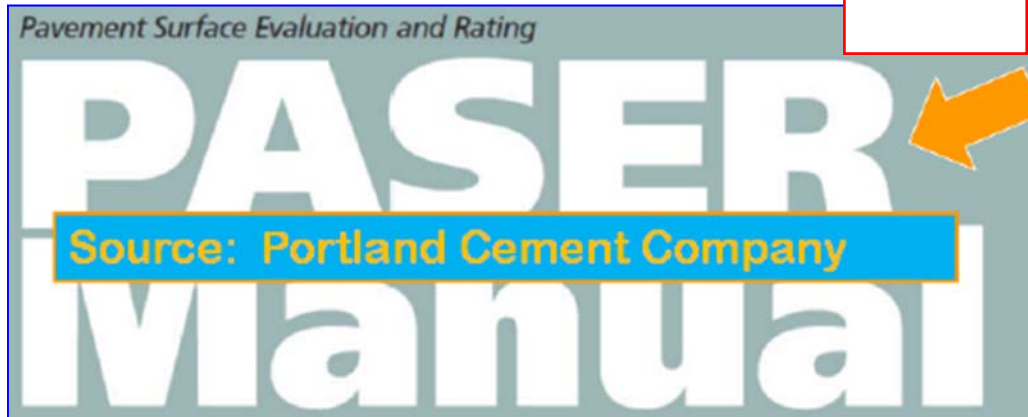
aging an engineering laboratory to make a professional inspection and report would be prohibitively expensive. The Port turned to a more cost-effective method by reference to a concrete inspection document prepared by the University of Wisconsin Engineering Department in cooperation with the Portland Cement Company. Using their inspection points the Grapeview Ramp is assessed as presented on the next page.



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Add Bianchi and
Pastore Property

**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**



Rating system

Surface rating	Visible distress*	General condition/ treatment measures
----------------	-------------------	--

5
Excellent

None.

Rating 5 – Excellent

No maintenance required.

4
Good

Hairline or sealed cracks 1/8" wide or less.
Map cracking. Pop-outs.

Rating 4 – Good

Minor routine maintenance,
crack or joint sealing.

3
Fair

Several slabs broken into two pieces by slab cracks. Corner cracking on several slabs, 1/4" wide with no spalling. Joint sealant mostly in good condition, less than 10% needing replacement. Several patches in fair to good condition. Map cracking or scaling on 10% or less of the surface area. Slight faulting, less than 1/4", in several locations.

Rating 3 – Fair

More crack or joint sealing. Isolated joint repairs or slab patching.

2
Poor

Many slab cracks, some breaking the slab into three or more pieces. Cracks open 1/8" or cracks with spalling. D-cracks at several joints. Sealant failure over 10% of joints. Several patches in fair to poor condition with cracks in patch and uneven surface. Faulting 1/4" to 1/2" in several locations. Severe or extensive scaling.

Rating 2 – Poor

Extensive crack or joint sealing.
Repair severe joint deterioration.
Partial and full-depth slab repairs.

1
Failed

Many wide cracks with failed sealant and grass. Extensive crack and joint spalling. Slabs extensively cracked or shattered. Many corner breaks with spalling. D-cracks with spalling. Patches in poor condition with spalling. Numerous faults over 1/2".

Rating 1 – Failed

Reconstruction.

GOALS AND OBJECTIVES

It is the intent of the Port Commissioners to update the Comprehensive Scheme at least biannually or whenever necessary so that it is a dynamic working document.

The Port Commission fully expects that the Port's goals and objectives will evolve over time and be modified as required so that the top priorities are met and new projects/priorities are established.

The following pages list projects, goals and objectives in order of precedence .

The list makes no distinction between capital projects and non-capital projects



**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**

GOALS AND OBJECTIVES:

Goal 1: Boat Ramp

Enhance the Port's launch facility to improve user experience, safety and generate sufficient supporting revenue at a reasonable user and taxpayer impact.

Remove

Objective 1:

Engage competent commercial experts to evaluate the condition of the Port launch facilities before September 2015.



Objective 2:

Repair or replace the launch ramp adjacent to Fair Harbor Marina and design/build a loading ramp or gangway.

remove



CONCEPTUAL

PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017

GOALS AND OBJECTIVES (Continued)

Goal 2:

Develop a plan to enlarge, enhance and regulate the launch parking lot.

Objective:

Determine the feasibility of adding an ADA compliant restroom facility in the parking areas.



Goal 3:

3a. Charge commercial launch facility users a monthly or annual user fee for launch and/or parking usage.

3b. Install electronic tolling for the purpose of charging recreational launch/parking fees.

Objective:

Develop competitive rates based on other port or private facility rates.

remove



**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**

GOALS AND OBJECTIVES (Continued)

Goal 4:

Develop a way to generate income from the Port's 1.74 acre tract adjacent to Okonek Road.

Objective:

Seek a ground lease or sell the property.

Goal 5:

Enhance the Port's revenue stream to enable improved economic development and recreational opportunities.

Objective:

Pass a levy lid lift or approve a

revise

strict revenue plan to bring Washington ports.

Objective:

Seek Mason County funds to develop parks and other recreational facilities within the boundaries of the Port of Grapeview.

Objective:

Continue to seek funding from the Washington State Recreation Conservation Office (RCO) and Washington Department of Fish & Wildlife.

Goal 6:

Seek opportunities to expand, enhance and acquire Port properties.

Goal 7:

If revenue enhancement attempts fail, consider merger with the Port of Allyn or the Port of Shelton or abandonment of the Port of Grapeview and reversion of assets to Mason County.

Add
Marina

CHALLENGES

Planning and design features that may be considered on Port properties in the future:

- Fair Harbor Boat Launch Ramp and east end of Griswold Avenue
 - Recreation
 - Commercial
 - Definition of in-water and upland property boundaries
 - Feasibility Study
 - Redevelopment of the launch
 - Purchase of property to compliment future expansion
 - Installation of a float structure
 - Turn-a- round
 - Public Access
- Fair Harbor Boat Launch Ramp Parking Lot
 - Expansion
 - Permanent Restrooms
 - Purchase of additional land for future parking
- Study the feasibility of purchasing and operating the Fair Harbor Marina
- Grapeview Center Commercial Site
 - Develop the property
 - Sell the property
 - Hold the property for future use
 - Parking
 - Possible site for Mason County Transit
 - Community Park in conjunction with other overall development within the authority of the Port District
- Oak Passage Historic Dock Site
 - Research and provide documentation to identify specific ownership rights
- McLane Cove Historic Dock Site
 - Research and provide documentation to identify specific ownership rights

Study other potential uses including a small boat launch

CAPITAL PLAN

In-house funding is a major challenge. The Port of Grapeview levies a tax of 3.6 cents per thousand dollars of assessed value annually. The amount is barely adequate to sustain the expenses of the boat ramp, parking lot, insurance, property taxes, federal taxes,

revise

based on a tax of 3.6 cents per thousand dollars income tax. The amount is barely adequate to sustain the expenses of the boat ramp, parking lot, insurance, property taxes, federal taxes, & cleanout, etc.

This is how we measure up in Mason County for 2015:

Port of	Assessed Valuation	Rate/1000	Budget
Shelton	1,900,632,578	\$.3682984	\$700,000.00
Allyn	1,467,312,766	\$.1812372	\$265,931.68
Grapeview	672,298,627	\$.0362162	\$24,348.11
Dewatto	170,650,252	\$.2279050	\$38,892.06
Hoodsport	345,636,124	\$.2597039	\$89,763.07

The above amounts will not sustain our Comprehensive Scheme's Goals and Objectives. We are the **lowest in assessed value** per thousand in Washington. We are **second lowest in annual income**. There are 75 Port Districts in Washington State.

To address the huge shortfall, the Port Commissioners attempted to secure a Washington State Recreational Commission Office Boating and Facilities grant in 2013 and 2015 to replace the boat ramp, add a gangway and install permanent restroom facilities. Unfortunately, we did not score high enough to receive funding in either year.

In 2013 the Port attempted a Levy Lid Lift to increase our taxes from 3 cents to 13 cents which failed.

The Commissioners must turn to the last arrow in their quiver – an Industrial Development District (IDD) tax which is unique to Port Districts.

In 1957 the Washington Legislators established the IDD. In 1973 it was set at an amount of .45 cents per 1000 dollars of assessed value (\$2.38 in 2015 dollars). In 1987 the Legislators allowed two IDs to be enacted by a Port for eternity (as in forever). In 2015, the Legislators extended the collection period from six years to 20. The Port of Grapeview Commissioners supported this legislation. It becomes law on July 24, 2015.

CAPITAL PLAN (Continued)

Facts:

- Only two IDD's are allowed for eternity. The Port of Grapeview has never passed an IDD.
- Any amount below the maximum authorized, is lost for eternity.
- The amount would be collected over 20 years.
- No vote of the people is necessary, only a resolution from the Commissioners to the County Assessor.
- A Public Hearing is required before the resolution can be considered.

The tax starts out in year one as 15 cents/1000 and ends 20 years later at 9 cents/1000.

If the Commissioners adopt this tax, the Port of Grapeview will be at 18.36 cents per thousand (first year, declining thereafter). That would put the Port of Grapeview **sixth from the bottom** in the State in both assessed value per \$1000 and annual income.

For comparative purposes, the Port of Grapeview with an IDD in place would be an infinitesimal amount higher than the Port of Allyn the first year and then fall behind thereafter to once again become the **lowest** In Mason County.

If revenue enhancement attempts fail, consider merger with the Port of Allyn or the Port of Shelton or abandonment of the Port of Grapeview and reversion of assets to Mason County.

**PORT OF GRAPEVIEW
COMPREHENSIVE SCHEME 2017**

Port of Grapeview

Comprehensive Scheme Resolution List

Resolution No.	Date	Purpose	Action	Description
Unknown	1923	Original	Adopt	No records readily available.
Unknown	1992	Amend	Unknown	No records readily available.
Unknown	2002	Amend	Unknown	No records readily available.
Unknown	2007	Amend	Unknown	No records readily available.
1-09	June 16, 2009	Amend	Accept	Update Comprehensive Scheme
2015-02	20150721	Amend	Improvements	Amends & Updates the 2009 Comprehensive Scheme
2017-06	20170516	Amend	Improvements	Adds Goal & Objective 3b

add 2019 changes