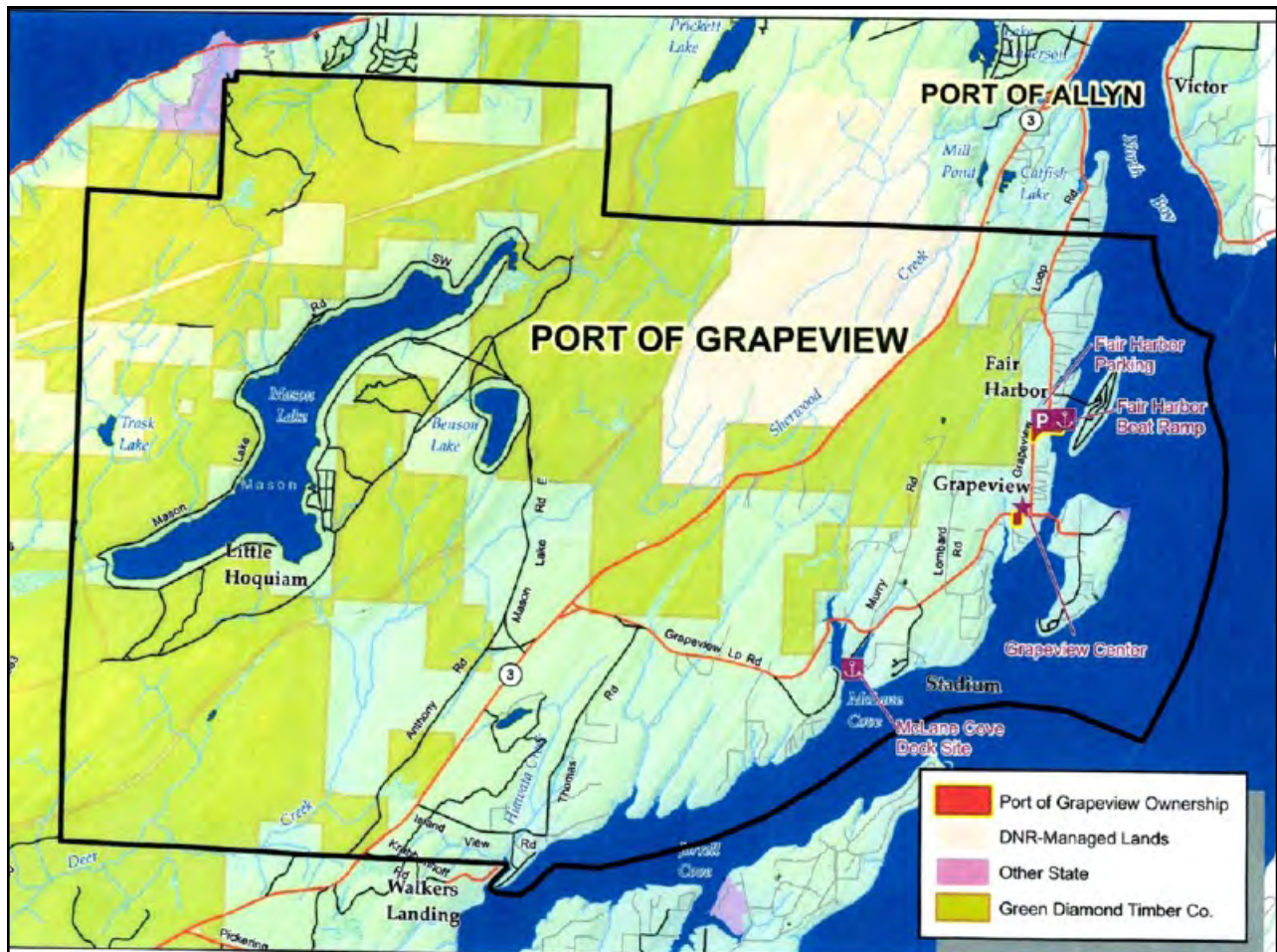


# PORT OF GRAPEVIEW

## COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT

**EFFECTIVE: 03/15/2022**



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Documents referred to in the Comprehensive Scheme are available on the Port's website.

## ***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***

From time to time, the Port of Grapeview Commission elects to update the Port of Grapeview Comprehensive Scheme of Harbor Improvement.

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

The SPAC makes a considerable study of:

- The current Comprehensive Scheme.
- Revised Code of Washington (RCW) requirements.
- Several Comprehensive Scheme of Harbor Improvement publications from other Ports.
- Infrastructure inventory.
- Infrastructure condition.
- Goals and Objectives
- Capital Plan.

The SPAC then sets about preparing a plan that would serve the Port for several years. That plan is presented to the Port Commissioners who hold a public hearing as required by RCW.

The Port Commissioners then amend the Comprehensive Scheme by resolution. Resolutions are available on the Port's website.

## ***PORT HISTORY***

### **1923-2011**

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.

## ***PORT HISTORY***

### **PORT HISTORY 2012 TO 2021**

In 2012 an effort was begun to revitalize the Fair Harbor Boat Ramp which was in serious disrepair after 50 years. Thanks to the recognition and financing by Washington State's Recreation and Conservation Office through a series of grants, work started in 2015 and was completed in 2021.

Phase I was the replacement of the ramp itself and installing a never before boarding float. Completed in 2018. **Grant Value: \$814,468.00**

Phase II was the acquisition of property to construct a turn-around area for a vehicle and boat trailer. Completed in 2019. **Grant Value: \$418,961.00**

Phase III is the development of the turn-around, beach restoration and permanent ADA compliant restroom. Scheduled for completion in 2020. **Grant Value: \$840,000.00**

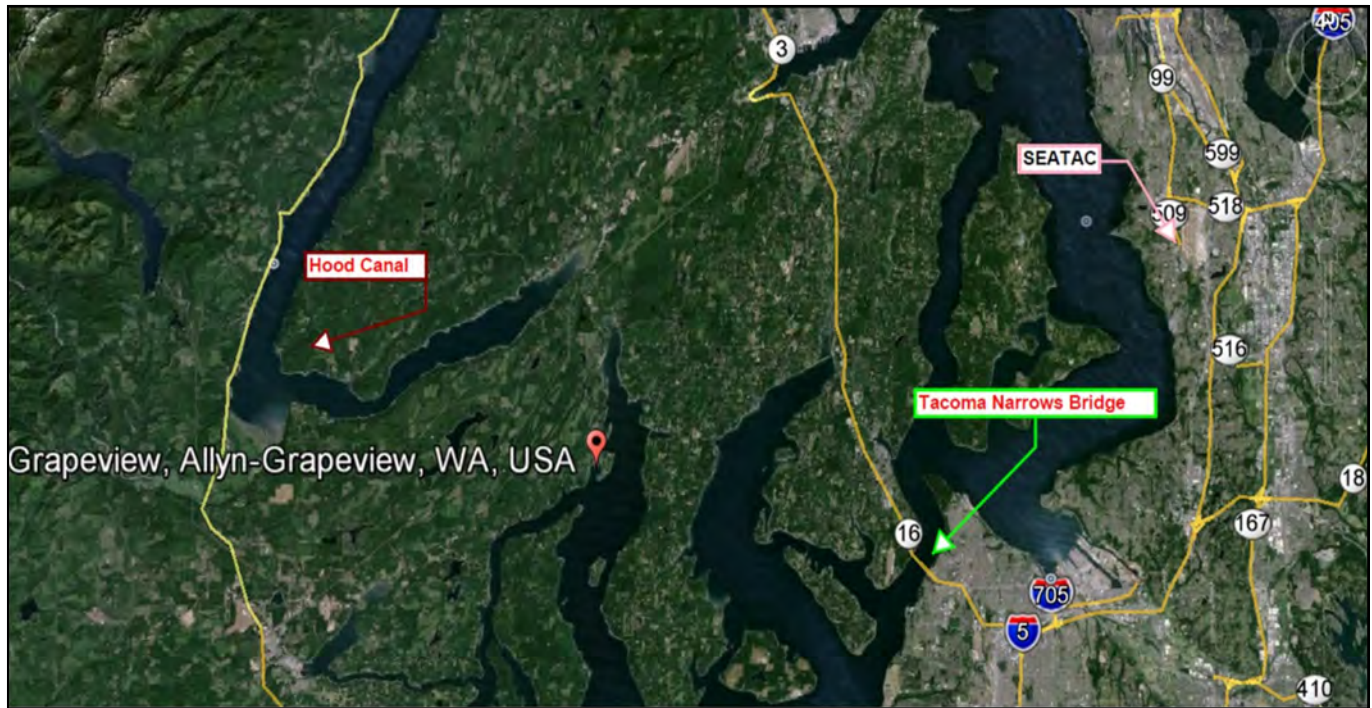
In 2021 the Washington Public Ports Association—the Port's lobbying group in Olympia awarded the Port of Grapeview their Creative Partnership Award over the other 75 Ports in Washington State.

They created a video and it is available here:

<https://www.youtube.com/watch?v=HeymiYXbUWs>



## LOCATION



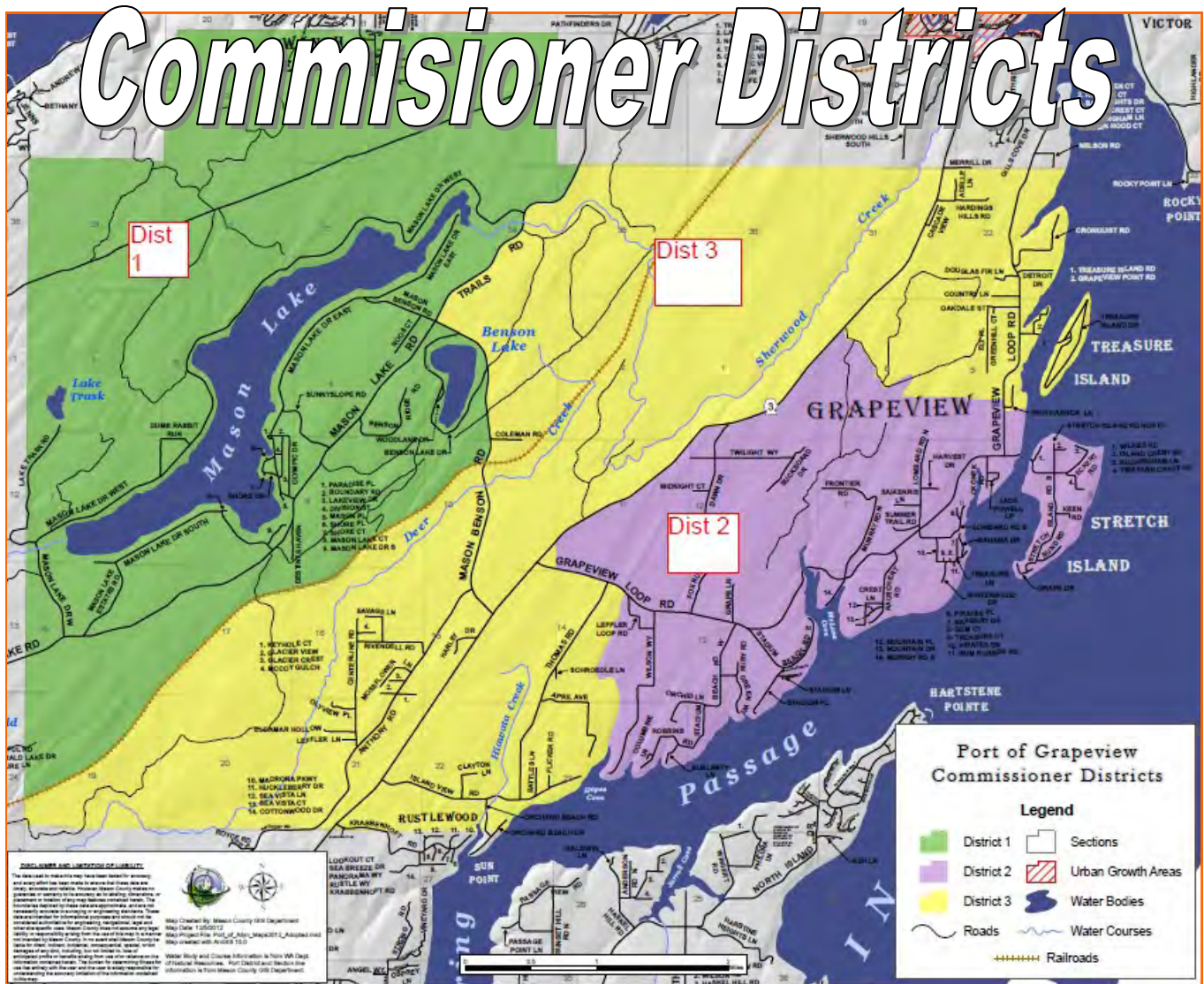
The Port of Grapeview is situated in Mason County, southwest of Seattle and half way between Shelton and Bremerton on Washington State Route 3.

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

MASON COUNTY AND URBAN GROWTH AREA				
20 YEAR POPULATION PROJECTION				
	2016	2036	Population Increase	Percent Increase 2016-2036
Mason County Total	62,320	83,800	21,480	34%
City of Shelton	10,070	16,200	6,130	61%
Shelton UGA	3,740	7,220	3,480	93%
Urban Growth Areas (Allyn, Belfair)	2,990	4,720	1,730	58%
Rural County	45,520	55,660	10,140	22%

Source: Washington State Office of Financial Management

PORT OF GRAPEVIEW  
COMPREHENSIVE SCHEME 2022



## Commissioners

District 1: Art Whitson	Term Expires: 12/31/2023
District 2: Mike Blaisdell	Term Expires: 12/31/2023
District 3: Jean Farmer	Term Expires: 12/31/2126

## CONTACTS

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**Website: [www.portofgrapeview.com](http://www.portofgrapeview.com)**



## ***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 2019**. In just those two counties, they generate over \$32 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 manufactures.

The largest forestry companies are:

- Green Diamond Resource Company
- Manke Timber Company

The largest forest product companies are:

- Sierra Pacific
- Mason County Forest Products

The second largest section of economic activity is shellfish production.

The largest shellfish producer/farmers are:

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

Recreation is the third largest economic impact in the area.

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

# ***INFRASTRUCTURE INVENTORY***

## **BOAT LAUNCH AND BOARDING FLOAT**



The launch ramp was replaced in 2018. Originally built in the early '60s it was in dangerous disrepair.

The boarding float is new with American Disabilities Act safety and convenience features. It was completed in 2019.

Both projects were funded by a grant from the Washington State Recreation and Conservation Office's Boating Facilities Fund in addition to contributions by Taylor Shellfish and in-kind by Grapeview Residents.

## **Auto/Trailer Turnaround, Loading/Unloading Area and Restroom**



Previously, boaters used the Marina driveway to turn their trailer and boat around for a launch. The Marina is private property and the Port secured another grant to build their own.

There are two lanes to reverse course.

In addition, a restroom was installed..



# INFRASTRUCTURE INVENTORY

## AUTO/TRAILER PARKING LOT

The auto/trailer parking lot is across Grapeview Loop Road from the boat launch.



## COMMERCIAL PROPERTY



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.

## DONATED PROPERTY



In 2018, a local resident donated 15 acres of prime property to the Port of Grapeview.

The property includes waterfront property and access to potable water.



## ***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



## ***GOALS AND OBJECTIVES***

### **Goal 1:** Port Auto/Trailer Parking Lot Improvements

**Objective:** Consider expanding the parking lot to accommodate more users.



### **Goal 2:** Grapeview Loop Road Property Improvements

**Objective:** Consider applying for grant to install hiking and biking trails



### **Goal 3:** Commercial Property

**Objective:** The Port Commissioners declared this Property surplus to their needs in Resolution 2021-03. A public hearing has been held to inform the public.



# ***MARGINAL LANDS DESIGNATION***

## **MARGINAL LAND REQUIREMENTS**

*RCW 53.25.090 Conditions precedent to making improve-ments. No expenditure for improvement of property in an industrial development district, other than the expense of pre-paring and submitting a plan of improvement shall be made by a port district, and no property shall be acquired by it therefor except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improve-ments 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.*

## **MARGINAL LAND IDENTIFICAION**

The Port of Grapeview, after recommendations by the Strategic Planning Advisory Committee, has identified the following as marginal lands:

Griswold Avenue  
Boat Launch and Float Area  
Turn Around Property  
Upper Auto/Trailer Parking Lot  
Grapeview Loop Road Property at Treasure Island Road  
Treasure Island Road Beach Property

**See Marginal Land Resolution 2019-04 and 2022-03 available on the Port's website.**



# PORT OF GRAPEVIEW COMPREHENSIVE SCHEME 2022

## REVENUE:

In-house funding is always a major challenge. The Port of Grapeview's annual income is based on a tax 2021 levy of two cents per thousand dollars of assessed value which equates to operating income of \$27,095 in 2021. The amount is barely adequate to sustain the expenses such as annual repair of the boat ramp, parking lot, insurance, property taxes, federal taxes, PUD, Port a Potty rental & cleanout, etc.

The Port of Grapeview is the **lowest in assessed value** per thousand of the 75 Washington ports. The port is **second lowest in annual income**.

## ALL MASON COUNTY PORTS:

Assessed Valuation of all assessor parcels in a particular port district:

### 2021 ASSESSOR NUMBERS

PORT	ASSESSED VALUATION*	RATE/1000	INCOME
Port of Allyn - General	\$ 2,020,536,350	0.1475194	\$ 298,068.48
Port of Dewatto - General	\$ 228,232,540	0.1939754	\$ 44,271.51
Port of Grapeview - General	\$ 1,002,697,799	0.0270222	\$ 27,095.20
Industrial Development Levy	\$ 1,002,697,799	0.0603554	\$ 60,518.32
Port of Hoodport - General	\$ 452,588,555	0.2186732	\$ 98,969.00

\*Value of all parcels in the Port of Grapeview



To assist in revenue collection, the port installed a payment kiosk for boat and kayak launches and auto/trailer parking. Details are on the port's website at [www.portofgrapeview.com](http://www.portofgrapeview.com). Revenue from this source is used to maintain the ramp, float, turnaround, restrooms and parking lot.

## ADDITIONAL REVENUE SOURCES

To address revenue shortfall, the Port Commissioners secured Washington State Recreational Commission Office (RCO) Boating and Facilities (BFF)\* grants to replace the boat ramp, add a gangway, acquire property and install permanent restroom facilities. The port was successful and were granted RCO development grant 14-1866D to upgrade the boat launch. That goal and objective was completed in 2019. Grant 16-2420A property acquisition was completed in 2019 and Grant 18-



2420D turnaround and restrooms, completed in 2021.

\*The source for BFF grant revenues is a tax on marine fuel.



## PORT DEVELOPMENT DISTRICT TAXATION

In 1957 the Washington Legislators established the Industrial Development District option for ports. In 1973, an amount of .45 cents per 1000 dollars of assessed value was established. In 1987 the Legislators allowed a maximum of two IDD's 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 became law on July 24, 2015. See RCW 53.36.160 online.

The port relies on IDD taxation to support grant match requirements. See Resolution 2018-04 (available online at [www.portofgrapeview.com](http://www.portofgrapeview.com)).

## EXPENDITURES

Budgets are prepared for the subsequent year by starting the process in August. The preliminary budget is prepared and a public hearing held in which the preliminary is further shaped by the residents of the Port of Grapeview. The final budget is then adopted by commissioner resolution.

There are two budgets from which the port spends money. The Operating Budget and the Capital Construction Budget. Both Budgets are available on the port's website at [www.portofgrapeview.com](http://www.portofgrapeview.com).

## ***CHALLENGES***

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

- Fair Harbor Boat Launch Parking Lot  
Expansion  
Purchase of additional land for future parking
- Grapeview Loop Road open land property
- 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



## PORT OF GRAPEVIEW

### COMPREHENSIVE SCHEME RESOLUTION & AMENDMENT LIST

Resolution No.	Date	Purpose	Action	
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	20090616	Amend	Accept	Update Comprehensive Scheme
2015-02	20150721	Amend	Improvements	Amends & Updates the 2009 Comp Scheme
2017-06	20170516	Amend	Improvements	Amends & Updates the 2015 Comp Scheme
2019-05	20190521	Amend	Add Marginal Lands Remove Completed Projects	Amends & Updates the 2017 Comp Scheme
2022-04	20220315	Amend	Revised Goals & Objectives Removed Okonek Property from Industrial Development District	Amends and updates the 2019 Comp Scheme