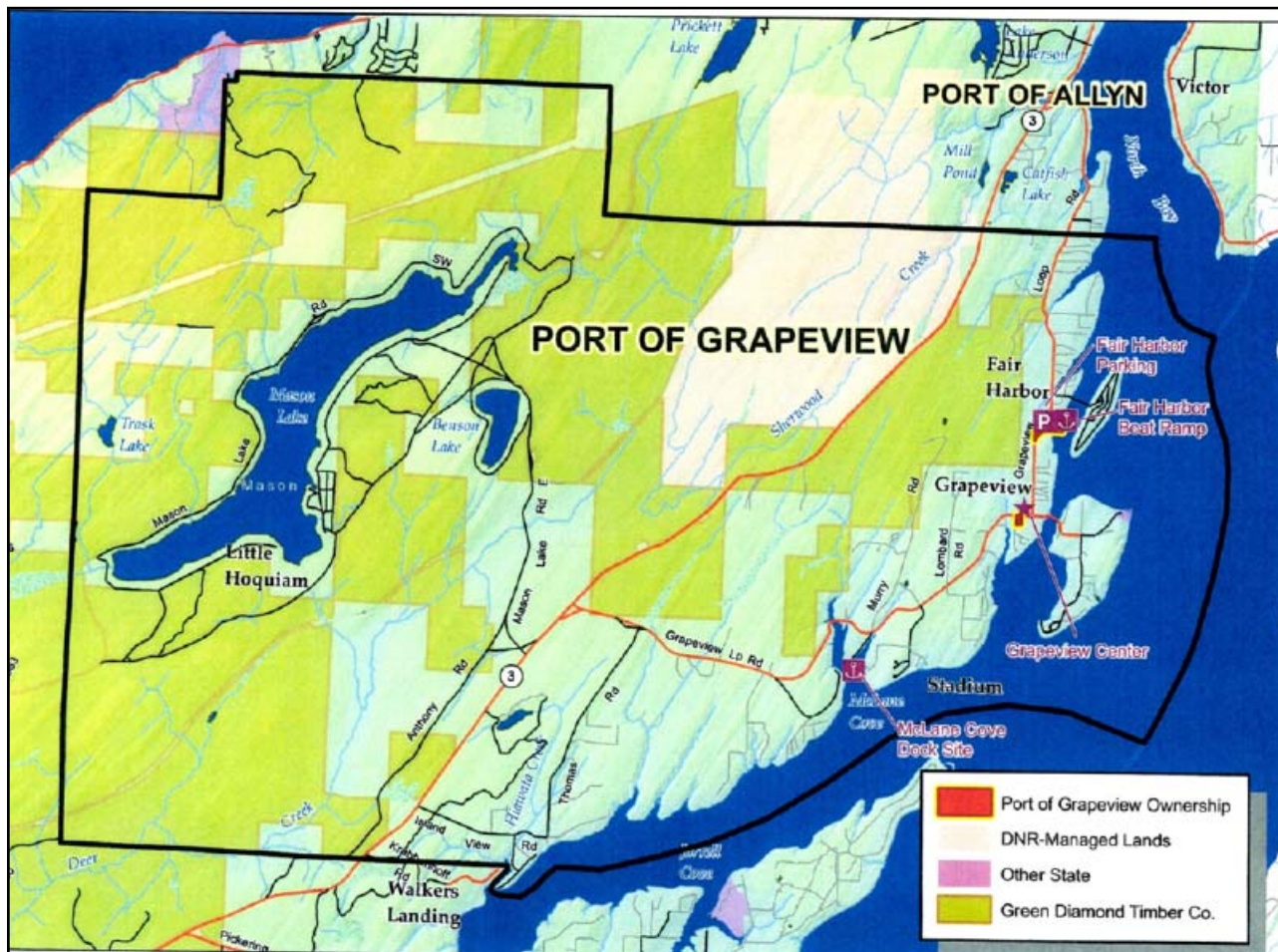


# PORT OF GRAPEVIEW

## COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT

**EFFECTIVE: May 21, 2019**



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## ***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, 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 made a considerable study of:

- The present 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 at [www.portofgrapeview.com](http://www.portofgrapeview.com)



## ***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.

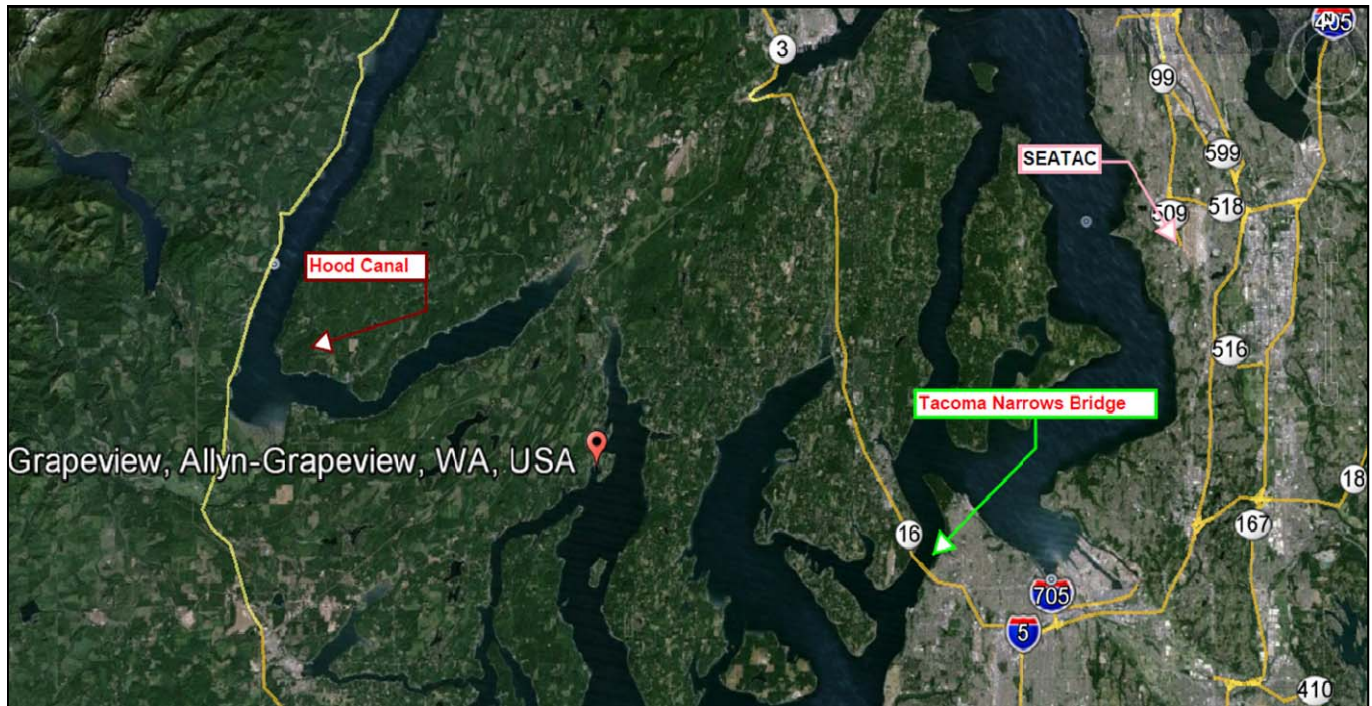
In 1992, the Port purchased property that is known as the Fair Harbor Boat Launch Ramp Parking Lot. The land and mobile home (since demolished) were purchased with Port funds and a fifty percent match from Washington State's Recreational Conservation Office. In 1993-1994, the Port built the current parking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

In 2014 the Port applied for a grant from the Washington State Recreation and Conservation Office to overhaul its boat ramp and install a new boarding float. In 2016 the port was awarded the grant. In 2019, the project was completed.

In 2016, the port applied for a grant to acquire property adjacent to the launch facilities for a turn around for boats and trailers. In 2018, the port was awarded a grant to acquire the property.

In 2018, as part of the turn around acquisition grant, the port applied for a development grant to build the turn around.

## LOCATION



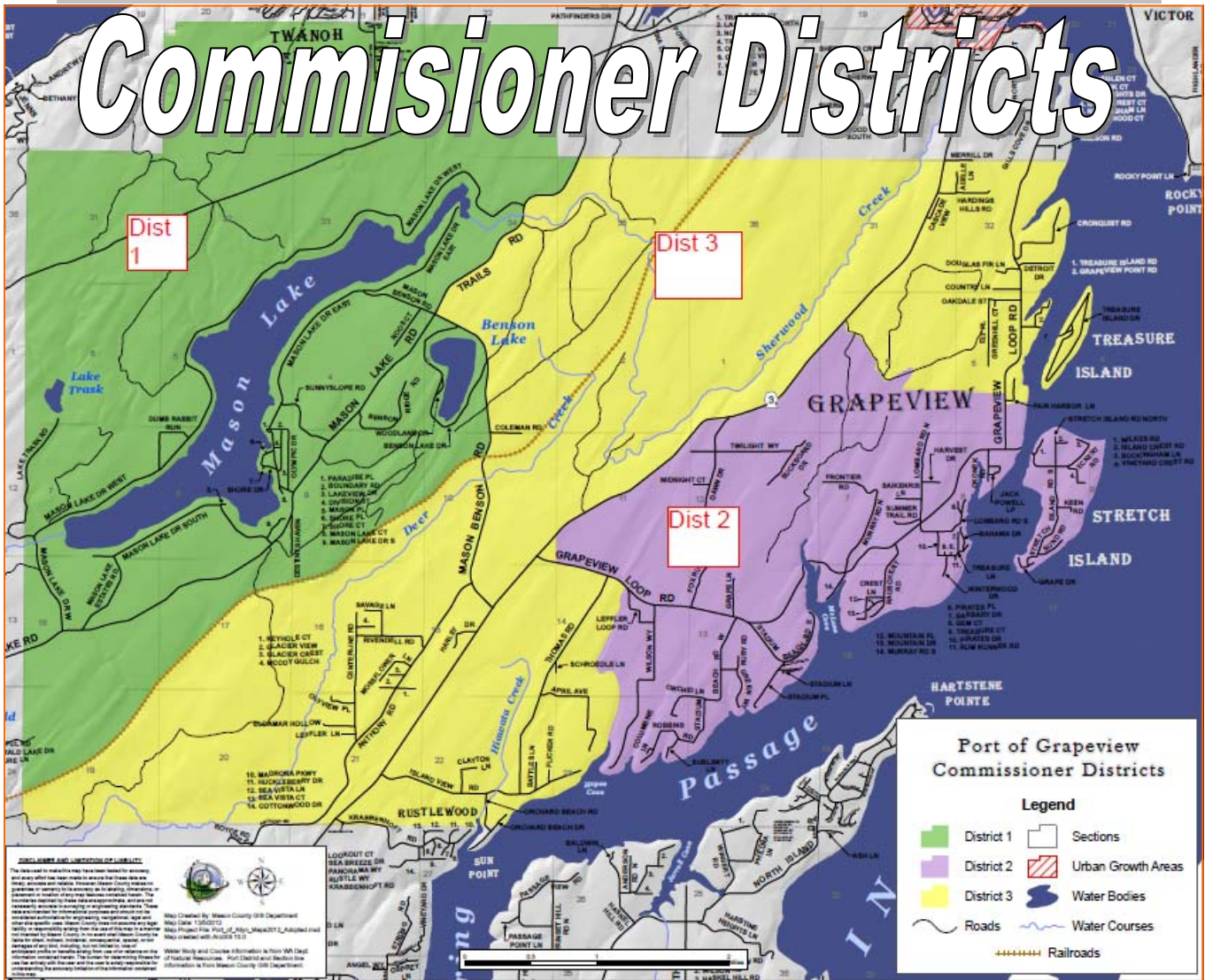
The Port of Grapeview is situated in Mason County, southwest of Seattle and half way between Shelton and Bremerton on Washington State Route 3.

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





PORT OF GRAPEVIEW  
COMPREHENSIVE SCHEME 2019



## Commissioners

District 1:	John Anderson	Term Expires:	2021
District 2:	Glenn Carlson	Term Expires:	2023
District 3:	Jean Farmer	Term Expires:	2019

## CONTACTS

P.O. Box 3 Grapeview, WA 98546

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Email: [portofgrapeview@gmail.com](mailto:portofgrapeview@gmail.com)

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 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:

- 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 Casino
- 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 built 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.

## PORT 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.

# ***INFRASTRUCTURE INVENTORY***

## GRAPEVIEW LOOP ROAD, WATERFRONT AND WELL SITE PROPERTY



In 2018 a local resident donated approximately 15 acres of prime property along Grapeview Loop Road. The property includes a 3/16ths interest in a well site at the intersection of the Loop Road and Treasure Island Road. The well provides water to the property on the west side of the Loop Road.

In addition, there is a 3/16ths interest in 90 feet of beachfront property at the entrance to the Treasure Island Bridge.



## ***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.

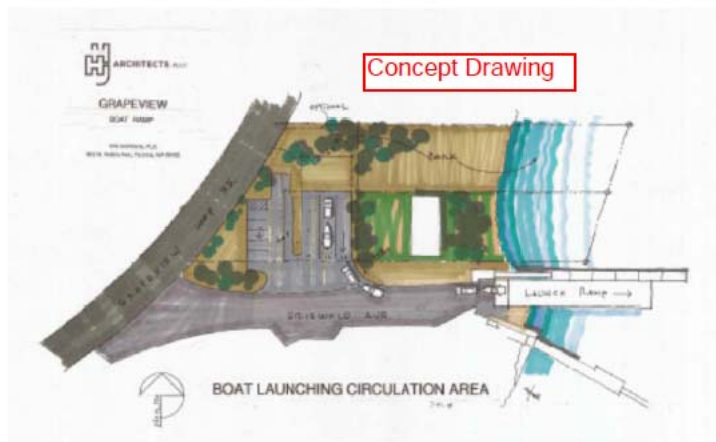


## GOALS AND OBJECTIVES

### Goal 1: Construct Auto/Trailer Turn Around

#### Objective:

Present turn around area is on private property. Property adjacent to the boat ramp and float will be acquired in 2019 to facilitate the installation of a Port-owned turn around area.



### Goal 2: Port Auto/Trailer Parking Lot Improvements

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



### Goal 3: Grapeview Loop Road Property Improvements

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



## GOALS AND OBJECTIVES (Continued)

**Goal 4:** Commercial Property

**Objective:** Determine a beneficial use or actively market the property.





# ***MARGINAL LANDS DESIGNATION***

## **MARGINAL LAND REQUIREMENTS**

*RCW 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 therefor except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improvements 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 IDENTIFICATION**

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
- Auto/Trailer Parking Lot
- Commercial Property
- Grapeview Loop Road Property
- Treasure Island Road Properties

See Marginal Land Resolution 2019-04

## CAPITAL PLAN

### REVENUE:

In-house funding is always a major challenge. The Port of Grapeview's annual income is based on a tax levy of .0303322 cents per thousand dollars of assessed value which equates to operating income of \$26,198 in 2019. 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:

PORT	2019 ASSESSED VALUATION	RATE/1000	ANNUAL REVENUE
ALLYN	1,738,692,199	.1648385	286,768.33
DEWATTO	200,902,822	.2090434	41,997.42
GRAPEVIEW	863,714,018	.0303322	26,198.35
HOODSPORT	407,048,621	.2371295	96,523.25
SHELTON	2,405,789,907	.3220467	774,776.86



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 and parking lot.

Annual property tax revenue does not sustain the port's Comprehensive Scheme's Goals and Objectives.

### ADDITIONAL REVENUE SOURCES

To address revenue shortfall, the Port Commissioners secured a Washington State Recreational Commission Office (RCO) Boating and Facilities (BFF)\* grant to replace the boat ramp, add a gangway 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.

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

## ***CAPITAL PLAN (Continued)***



The port in 2016 applied for an RCO Acquisition and Development grant to install a turnaround area for boats and trailers. RCO grant 16-2774A was awarded to purchase property at the intersection of Grapeview Loop Road and Griswold Avenue (the boat launch road). In early 2018, the port applied for another grant to build the turnaround. RCO grant 18-2420D is presently in progress.

### **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 September. 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.

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 Ramp Parking Lot
  - Expansion
  - Permanent Restrooms
  - Purchase of additional land for future parking
- Grapeview Center Commercial Site
  - Develop the property
  - Sell the property
  - Hold the property for future use
  - Parking
  - Community Park i
- 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 2019**

**Comprehensive Scheme Resolution List**

<b>Resolution No.</b>	<b>Date</b>	<b>Purpose</b>	<b>Action</b>	<b>Description</b>
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 Comprehensive Scheme
2017-06	20170516	Amend	Improvements	Amends & Updates the 2015 Comprehensive Scheme
2019-05	20190521	Amend	Add Marginal Lands Remove Completed Projects	Amends & Updates the 2017 Comprehensive Scheme