Proudly serving the North Kitsap Maritime Community and Kingston’s Citizens since 1919.
Port of Kingston
Mission Statement

The mission of the Port of Kingston is to responsibly pursue economic development opportunities and improve the Kingston Port District for its residents and visitors.

1967 Historical picture of the Port of Kingston
Port of Kingston
Master Plan 2012

Prepared for:

The Port of Kingston
At the direction of:
The Port Commissioners
Marc Bissonnette
Pete DeBoer
Walt Elliott

BY:

Executive Director Kori Henry
Harbormaster Kevin Van Vliet
Asst. Ferry Manager Christine Conners
Consultant Burr Stewart

With Input From:

Kingston Port District Residents and Business Owners
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1. Introduction

1.1 The Kingston Port District

Under Washington State Law (RCW 53), local counties form Port districts for local economic development, via acquisition, construction, maintenance, operation, development and regulation of any combination of harbor, rail, motor vehicle, water, or air transfer, storage, terminal, and commercial facilities. Ports may also develop and maintain public parks and recreational facilities associated with the marine environment. Through these activities, Ports have the opportunity to improve the economies of their districts by attracting and improving commercial activities and generating public revenues.

Washington Ports are municipal corporations of the state and are classified as special purpose districts. According to the Washington Public Ports Association (WPPA), Washington’s Port districts, of which are currently 76, strengthen communities by providing jobs and fortifying local economies.

The Port of Kingston, established in 1919, has contributed to the economic development of the Kingston area through the support of passenger only ferries, commercial and recreational marina facilities, parks and recreational facilities and various community events. Additionally, through the particular mix of facilities that the Port of Kingston oversees (a ferry docking facility that is the gateway to Kingston and the Greater Kitsap Peninsula, a passenger only ferry system and a major marina for Northwest Puget Sound boaters), the Port serves a far greater population than that of Kingston itself.

1.2 Purpose and Scope of Master Plan 2012

Under RCW 53.20.010 (Adoption of Harbor Improvement Plan), before creating any improvements, a Port district’s Commission must “adopt a comprehensive scheme of harbor improvement in the port district.” This is commonly called the Master Plan. The Master Plan will be reviewed and updated annually.

The most recent Master Plan prepared for the Port of Kingston was completed in 2006 by Harbormaster Tom Berry and Citizens Advisory Committee. Since 2006, many of its recommended projects have been completed, and there have been many changes to the economic conditions and opportunities in the district.

2012 Master Plan Update is a facilities plan, with documented objectives and decision criteria to guide the future development of improved or new Port structures and other physical facilities. In this plan, the current facilities of the Port are identified, along with facilities that would further enhance the value of the Port and the community.
This plan is not intended to direct the daily management of Port activities, the continuing maintenance of existing facilities, nor the policies by which the Port’s activities and clientele are governed.

Although this plan will include the results of basic financial needs for its goals, this plan is not a financial plan. Rather, funding strategies will be pursued for each of the facility plans herein, to allow implementation of the plan’s goals. However, this plan is intended to serve as a support document for funding opportunities that the Port may seek.

1.3 Relation to Other Plans and Jurisdictions

It is policy of the Port of Kingston to follow all applicable laws and regulations, and to cooperate with other local jurisdictions and community groups, and their plans.

Specifically, the Port intends that this plan will: Serve as a “regular plan” or a principal agency plan for the purpose of the Washington Recreation Conservation Office (RCO), and seeks to comply with all the guidelines pursuant to. However, the Port retains the option of re-submitting this plan as a “secondary agency plan” under the Kitsap County Recreation Plan.

The Port of Kingston 2012 Master Plan Update will be executed in compliance with the requirements of federal, state and local permitting agencies with jurisdiction. It will not supersede the comprehensive plan of Kitsap County or its zoning, shoreline, and other ordinances. Furthermore, the Port intends that implementation of this plan will be conducted in cooperation with Kitsap County planning and zoning regulations. The plan will be consistent and cooperative with the Kingston Citizen Advisory Committee and the Kingston subarea plan, including those documented in its current plan. This plan is not intended to address the facilities which benefit the Port district, such as streets, sewers, and power, but are the responsibility of other jurisdictions.

The plan will be consistent and cooperative with the plans and activities of other agencies interested in the tourism, economic, and environmental welfare of the Kingston area. It will not supersede or replace the facility plans of Washington State Department of Transportation (WSDOT) for the property leased to it by the Port.

This plan is intended to be cooperative with the community goals of the Kingston Sub-Area Plan to the Kitsap County Comprehensive Plan.
2. Background

2.1 History of the Port

The Kingston Port District was established in 1919 to provide a locally-owned ferry docking facility for service by the “Mosquito Fleet”. The Port of Kingston is one of 12 Port districts in Kitsap County. The Mosquito Fleet was a ferry system that provided service to the local area via the Kingston Port District’s docking facilities until 1951, when Washington State established the current state ferry system.

Since 1951, the Washington State Department of Transportation (WSDOT) has leased Port of Kingston property to operate a public ferry system. The first lease covered 1951-1967 for 4 acres. The current lease expires in 2015, and retains the conditions of the previous lease agreement. Under these leases, the Port of Kingston has provided Washington State Ferries (WSF) the property, and the state has maintained and upgraded the facilities. Major upgrades include a 1954 major terminal construction and a late 1970’s vehicle holding area expansion. A WSDOT study that was commissioned in 1989 to solve pedestrian/vehicle loading conflicts led to subsequent construction of a parking/holding lot on East First Street, and the eventual construction of the current passenger terminal/bus drop-off and overhead walkway.

The current marina facilities at the Port were constructed in the late 1960’s, following a needs and economic evaluation, permitting, and design process that began in 1957. Initial development involved dredging sediment from the basin and placement of the dredged sediment in what is now Mike Wallace Park, a Port parking area, and the Ferry’s holding area. The breakwater was constructed in 1966 by the US Army Corps of Engineers, and the dredging to create the basin behind the breakwater was completed in 1967. Concurrently, piers, a fuel dock, bathrooms, and a boat launching hoist were planned and constructed. The marina was designed to meet the needs of that time, which were identified to be permanent moorage for pleasure and commercial fishing boats, local economic development, and unique opportunities at Kingston.

In 1967, the Port district signed a 20 year lease with a private marina operator (Mr. Richard Hill); Under the lease, the Port provided the existing facilities and Mr. Hill operated the marina.

In October 1985, Mr. Hill retired and the Port purchased the remainder of the lease and the property improvements that he had constructed. The Port opted to provide marina services in the immediate region, and to pursue service improvements through its own public operation of the marina. The need to guide future management of other conventional Port facilities, led to the preparation of the first Master Plan in 1985.

The Port of Kingston has evolved from a boat yard with a repair facility and a hoist to a picturesque park like setting. This transformation provided more parking and recreation facilities by removing the boat yard and repair facility and creating Mike Wallace Park. The boat hoist was replaced with a two lane boat launch facility.
2.2 Elected Commissioners
The Port of Kingston facilities are overseen by elected Commissioners representing each of the three positions within the Port District. Each Commissioner serves a six year term. The following list provides the names of the past and present Commissioners.

- 1919 WJ Collins
- 1919 Sam Arness
- 1966 Earl Sherman
- 1967 Richard Richards
- 1965, 1967 Tom Waggoner
- 1974, 1977 Terry Burdick
- 1975-1981 Greg Fenton
- 1983-1989 William Urban
- 1987 Paul Nichol
- 1987 Ardis Morrow
- 1987 John Fenton
- 1989-1995 Gary Steele
- 1990-1993 C A Stromsness
- 1991-1992 Sally Hunt
- 1992 Phil Menees
- 1994-2000 Bill Reynolds
- 1997-2002 Scott Gates
- 2002-Present Marc Bissonnette
- 2003-Present Pete DeBoer
- 2012-Present Walt Elliott
2.3 Current Port Commissioners

Commissioner Marc Bissonnette 2002-Present

Marc Bissonnette has served as a Port Commissioner since 2002. He graduated from Cumberland High School in Rhode Island, and then attended the US Merchant Marine Academy in Kings Point, New York. He obtained a Master’s Degree in Marine Transportation from the University of Rhode Island in 1986 and has been a licensed mariner for 30 years, holding an Ocean Master and Unlimited Mates license. He has operated cargo, passenger and research vessels worldwide, and spent twenty years at Clipper Navigation in Seattle operating High Speed Ferries. He rose to position of Director of Marine Operations/Senior Master, and is currently working for Manson Marine Construction on an unlimited tonnage Hopper Dredge on the Gulf and East coasts. Marc has been married since 1986 and has two children. His hobbies include boating and various sports.

Commissioner Pete DeBoer 2003-Present

Pete DeBoer has served the Port of Kingston since 2004. A Washington born native Pete grew up in Bellevue and began coming to Kingston with his family beginning in the mid 1950’s. An avid boater since the age of 12, he has been involved in the waterside community for most of his life. In 1964 Pete joined the U.S. Coast Guard and served around the world on various ships and shore commands from Europe to the Bering Sea. He retired in 1985 and in 1987 returned to Kingston to become a full time resident. Since arriving in Kingston, Commissioner DeBoer has been a business owner and has been involved in many of the various committees that serve the greater Kingston area. He has been Commodore of the Kingston Cove Yacht Club, President of the Greater Kingston Kiwanis Club and President of the Kingston Chamber of Commerce. He also presides over a scholarship foundation for the Kiwanis. Since 2003, Pete has been the primary leader in organizing the annual Kingston Fourth of July Celebration. Keeping the Port of Kingston as a vibrant asset for the community is Pete’s goal as a Commissioner. Always looking for better ways to do things and giving the residents of the port district the best bang for their buck is Pete’s focus.

Commissioner Walt Elliott 2011-Present

The Navy brought Bobbie and me to our home on Jefferson Point Rd in 1989 and we’ve had a sailboat at the Port nearly that long. Bobbie and I are involved in lot of community activities and have likely met you around town. I write the ferry column and cartoon for our Kingston Community News. I spent my childhood on the waterfront of a ferry town: Bay Shore, New York. After graduating from U.S. Naval Academy I served on submarines including command of USS Henry M. Jackson. Ashore I started up an institute devoted to promoting the highest levels of safety and reliability in commercial nuclear power plants and also was responsible for a $600M/yr. enterprise devoted to undersea technology. My master’s degree is in Engineering Management with several semesters of coursework in marina management. As the Port’s newly elected Commissioner I want to hear comments and suggestions about the Port and Kingston.
2.4 Prior Master Plans

When the Port assumed operations in 1985 it identified the need for planning to guide future management and development of Port facilities. To date the Port of Kingston has approved Master Plans in 1985, 1990, 1995 and 2006. The scope of these plans was to analyze and evaluate the existing Port properties and operations, to lead the community in a process of goal-setting and evaluation of alternatives to help improve the Port. Several of the objectives listed in the three prior plans have been acted upon and completed.

1985 Kingston Port Plan: Written by the Environmental Research Center from Washington State University

Objectives:
- Construction of new transient moorage and restroom facilities
- Public fishing pier
- Repair and upgrade of permanent moorage
- Coordinate and support of Ferry System plan for a terminal building and overhead access.
- Reconfiguration of Port parking
- Improve dry storage facility
- Leasing of the “restaurant” facility
- Boat launching facility
- Acquisition of land for multi-use parking

1990 Port of Kingston Master Plan: Written by Olsen Compton & Greaves, Inc.

Objectives:
- Small boat facility
- Two-lane boat launching ramp
- Launch ramp parking
- Visitor’s dock
- Expanded marina parking lot “E”, dock covered moorage and beach access
- Waterfront promenade
- Green grass park

1995 Port of Kingston Master Plan: Written by Reid Middleton, Inc.

Objectives:
- Boat Launch and observation platform
- Widen, realign and improve Central Avenue and Washington Blvd.
- Demolition of the old Yacht Club building, the Barnard house and the Butler building
- Reconfiguration of parking areas and improved lighting
- Marina edge alterations including a walkway and landscaping
- Beach access and viewing platform
- Extend marina walkway across ferry terminal to beach access stairs
- Marina edge alterations including rock bulkhead, walkway, boardwalk, lighting and landscaping
- Construct commercial facilities
- Complete projects relating to existing land tenants
2006 Port of Kingston Master Plan: Written by Kori Henry

- Replacement of aging and obsolete fuel tanks
- Small watercraft facility
- Performing arts facility
- Repair and replace the North Beach trail
- Covered parking/pad for commercial development
- Mooring Buoys
- Underground parking facility
- Upland development
- Passenger Only Ferry facilities
- Major expansion and maintenance of the marina facilities
- Construction of upland development buildings
2.5 Prior Grant funded projects

In 1961 the Port of Kinston was built with assistance from a HUD Revenue Bond in the amount of $800,000. Since the original construction of the marina the Port has received nearly $6,000,000 in grant funds. The funding sources included the Recreational Conservation Office (RCO), Kitsap County, Washington Department of Fisheries, FEMA, FTA, and State of Washington. The projects completed since the 2006 Master Plan were: Replacement of aging and obsolete fuel tanks, small watercraft facility, performing arts facility, repair the North Beach trail, and implementation of the Passenger Only Ferry. Without assistance from these agencies the Port would not have been able to complete the projects nor would it be as successful of a marina as it is today.

Grant Funds Received:

$5,743,231.00

Agencies Granting Major Funds:

1. Interagency Committee for Outdoor Recreation
   - 1987 $128,815.00
   - 1995 $97,529.86
   - 1996 $162,330.30
   - 1998 $1,100,703.52
   - 1999 $98,134.00
   - 2001 $20,251.47
   - 2002 $9,883.43

2. State of Washington Park and Recreation
   - $12,423.09

3. Washington State Department of Transportation
   - $51,693.67
   - $150,000.00

4. Federal Transportation Administration
   - $3,500,000.00

5. Federal Emergency Management Agency
   - Federal $ 354,138.86
   - State $57,327.74
3. The 2012 Planning Process

The Port of Kingston serves an estimated population of 6,157 (based on the 2010 census) residents residing within their district. The boundaries for the district run north from Little Boston Road, west to Ritter Road, East from Apple Tree Cove, and south to Marine Drive. A survey was mailed to 5,000 Kingston residents within the Port District and 150 Port tenants residing outside the district and frequent users of the guest dock for a total of 4,482 surveys mailed. The Port received 350 responses. The Port was pleased to have such a large response from the community. A copy of the survey is available in appendix A.

In 2011 and 2012, Master Plan meetings were held for the Kingston residents and the Kingston business owners:

- October, 24, 2011
- October, 26, 2011
- February, 16, 2012

A list of desired projects was developed and analyzed, including a range of possible costs and funding sources and primary decision criteria. Comments on the plan were reviewed and a final version was developed based on guidance from the Port Commissioners. The Port held several public at the Kingston Cove Yacht Club and the Port of Kingston office, in which we invited all those who expressed interest in the Master Plan process. Public meetings were held on public meeting agendas, and meeting minutes available for viewing in appendix B.
3.1 Survey Results Interpretation

The response to the survey revealed a couple of groups ranking high while the other groups were fairly spread out. The two most popular individual improvement suggestions were Passenger Only Ferry terminal improvements. This group received 28% of scores. The second popular group was additional parking, in which received 22%.

The respondents were asked to circle a number between 1 and 8 with 1 indicating high priority and 8 indicating low priority. They were asked to only rank each item once according to their priority.

Projects listed on the survey were:

1. Additional Parking Facilities
2. Marina Expansion
3. Development of Existing Port Properties
4. Future Land Acquisition/Development
5. Explore Environment/Green-Technology Projects
6. Create Additional Tourist Attractions
7. Passenger Only Ferry Terminal Improvements
8. Improved Fueling Facilities

<table>
<thead>
<tr>
<th>2010 Master Plan Survey</th>
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<tbody>
<tr>
<td>Land Acquisition 5%</td>
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<tr>
<td>Marina Expansion 6%</td>
</tr>
<tr>
<td>Develop Existing Projects 9%</td>
</tr>
<tr>
<td>Enviro/Green Projects 13%</td>
</tr>
<tr>
<td>Tourist Attractions 14%</td>
</tr>
<tr>
<td>Additional Parking 22%</td>
</tr>
<tr>
<td>POF Terminal Improvements 28%</td>
</tr>
</tbody>
</table>
4. Context Analysis

4.1 Area Population and Housing

Founded in 1853 by Benjamin Bannister Kingston was originally known as Apple Tree Cove, during the 1880’s it was a lumber town until the mill closed down in the early 20th century. Kingston includes both rural areas and an Urban Growth area as defined under the state Growth Management Act. It is the northern gateway to Kitsap County and the Olympic Peninsula. Now it is a social and economic center of the north end of the Kitsap Peninsula.

In the census of 2010, there were 1,938 people residing in Kingston’s urban area, 982 males (50.7%), 956 Females (49.3%), 905 households, and 582 families living in the CDP (Combined Density Population. The racial makeup of the CDP was 90.60% White, 7.40% Hispanic or Latino, 5.40% Asian, 4.30% Native American, 1.10% Pacific Islander, and 0.25% African American.

There were 905 households out of which 30.1% had children under the age of 18 living with them. 54.9% were married couples living together, 7.3% had a female head of house with no husband present, and 34.0% were non-families. 26.7% of all households were made up of individuals and 10.2% had someone living alone who was 65 years of age or older. The average household size was 2.35 and the average family size was 2.86.

In the CDP the population age was spread out with 4.30% under the age of 5, 6.60%, 5-9 years, 7.4% 10-14 years and 7.4% 15-19 years of age. 75% of the population is over 18 years of age. 72.2% is over 21, 20.7% over 62 and 14.6% over the age of 65.

The median income for a household in the CDP was $52,725, and the median income for a family was $79,010. Males had a median income of $43,064 versus $31,056 for females. 6.6% of the families were below the poverty line.

According to the Kitsap County Sub-Area Plan, Kingston is expected to grow at an annual pace of 4.02% over the next 20 years. This would mean a doubling of Kingston’s population in 18 years.

<table>
<thead>
<tr>
<th>Kingston Anticipated Population Growth (10 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.02% growth</td>
</tr>
</tbody>
</table>

Kingston is located at 47°47'56" North, 122°29'57" West (47.798764, -122.499071) @U.S.

Source: US Census Bureau of 2010
Kitsap County is located in the state of Washington and named after Chief Kitsap of the Suquamish Tribe. In 2010 the population was 251,133. In addition to occupying most of the Kitsap Peninsula, Kitsap County includes both Bainbridge Island and Blake Island. According to the U.S. Census Bureau, the county has a total area of 566sq mi. 396sq mi of it is land and 170sq mi of it is water. The total area is 30.04% submerged lands. Kitsap County has more salt waterfront property of any county in the United States.

Source: US Census Bureau of 2010
4.2 Area Economy

While the federal government remains a driving force in Kitsap County, the trade and service sectors have gained significant ground in adding to a diversified economic base. Total employment has increased over 5% annually in the past twenty years. The civilian labor force of the employed and unemployed 16 years and older residing in the county is 93,300. The unemployment rate of 8.5% in 2011 in Kingston compared to the US average of 9.10%. The availability of labor remains the region’s strongest economic asset. While unemployment figures paint a picture similar to the rest of Puget Sound, the numbers are deceiving because of a large commuter work force.

The access to East Sound jobs requires a significant commute and workers are often willing to accept local jobs at lower wages in exchange for a better quality of life. Spouses of military personnel, newly discharged personnel, and retired personnel are highly qualified, highly trainable and are desired by modern businesses. With the addition of well qualified students from Olympic College, private training institutes, and local high schools, the Kitsap Region is highly desirable at a time of labor shortages in virtually every other nearby job market.

### KITSAP LABOR MARKET 2011

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<tr>
<th>Labor Force Classification</th>
<th>Dec-2011</th>
<th>2010/2011</th>
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<tbody>
<tr>
<td><strong>Civilian Labor Force</strong></td>
<td>121,390</td>
<td>-4,360</td>
</tr>
<tr>
<td><strong>Resident Employment</strong></td>
<td>112,200</td>
<td>-4,340</td>
</tr>
<tr>
<td><strong>Unemployment</strong></td>
<td>9,170</td>
<td>-20</td>
</tr>
<tr>
<td><strong>Unemployment Rate%</strong></td>
<td>7.6%</td>
<td>.06%</td>
</tr>
<tr>
<td><strong>Employment by Place of Work</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Nonfarm</strong></td>
<td>82,300</td>
<td>-100</td>
</tr>
<tr>
<td><strong>Total Private</strong></td>
<td>53,000</td>
<td>0</td>
</tr>
<tr>
<td><strong>Goods Producing</strong></td>
<td>5,700</td>
<td>-100</td>
</tr>
<tr>
<td><strong>Natural Resources and mining</strong></td>
<td>3,800</td>
<td>-100</td>
</tr>
<tr>
<td><strong>Manufacturing</strong></td>
<td>1,900</td>
<td>0</td>
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<tr>
<td><strong>Service Providing</strong></td>
<td>76,600</td>
<td>0</td>
</tr>
<tr>
<td><strong>Private Service Providing</strong></td>
<td>47,300</td>
<td>100</td>
</tr>
<tr>
<td><strong>Trade, Transportation, and Utilities</strong></td>
<td>13,400</td>
<td>300</td>
</tr>
<tr>
<td><strong>Retail Trade</strong></td>
<td>11,000</td>
<td>100</td>
</tr>
<tr>
<td><strong>Professional and Business Services</strong></td>
<td>7,500</td>
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<tr>
<td><strong>Leisure and Hospitality</strong></td>
<td>7,700</td>
<td>-100</td>
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<td><strong>Government</strong></td>
<td>29,300</td>
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<td><strong>Federal</strong></td>
<td>16,200</td>
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<tr>
<td><strong>State Government</strong></td>
<td>2,100</td>
<td>-200</td>
</tr>
<tr>
<td><strong>Total Local Government</strong></td>
<td>11,000</td>
<td>100</td>
</tr>
</tbody>
</table>

*Source: [www.kitsapeda.org](http://www.kitsapeda.org)*
4.3 Local Recreation

Kitsap County is planning to develop the following parks located in the Port District:

**Heritage Park** is 426 acres of land southwest of Kingston, purchased from Olympic Resource Management in May 2004 for $1.87 million. The county has an option to buy an adjacent 360 acres that border the future planned Arborwood development. In November 2004 an additional 19.7 acres were purchased from the Foskett family that will provide road access and an entrance to the park.

**Kingston Village Green** is the name of the concept for a planned centrally located park in Kingston covering 15.4 acres, incorporating the existing Skateboard Park, Ball Field, and Kola Kola Park. The concept of the “Village Green” is a large area of open space, recreational fields and walking trails that will provide a connection between Kingston, Indianola, Eglon and Hansville, and serve as an oasis of green inside a dense urban growth area. A new community center, library, Boys and Girl club, and senior housing would be located within the commons. In February 2006, a 3.6 acre piece of land, formerly owned by the US Navy, was acquired by the County for $1.7 million.

**Skateboard Park** on Lindvog Road was built in 2005 by Kitsap County Parks and Recreation.

**Aarness Park** is a small, highly used, beach park area at the entrance to the Carpenter Creek estuary.

In addition to County facilities, the Port owns and operates Mike Wallace Park and Salt Air recreation areas.
4.4 Local Transportation

Washington State Ferries connect highways on the following four routes that cross Puget Sound and are accessible to both walk-on passengers and vehicles.

Fauntleroy(WestSeattle)-Southworth  
Seattle-Bremerton  
Seattle-Bainbridges Island  
Edmonds-Kingston

Foot ferry service is available on the following routes:  
Bremerton–Port Orchard  
Bremerton-Seattle (Research Program)

Bus Service: KitsapTransit meets each ferry during the work week, and offers public transportation throughout the area, with connections to the Olympic Peninsula via Jefferson Transit.

The Kitsap Peninsula is accessible from the Olympic Peninsula (West) via the Hood Canal Bridge and from Tacoma (South) via HWY 16 and the Tacoma Narrows Bridge. Updates and web cams are on their websites.

Ferry ride by Washington State Ferry from Kingston to Edmonds is a 30-minute ferry ride from for cars and walk-ons.

The ferry services facilitated by the Port are important to the residents of Kingston as can be seen through the following data which shows a need for increased parking or parking facilities and future Passenger Only Ferry service.

All of these modes of transportation use the Washington State Ferry to a varying extent to get to work.


Means of transportation to work:
- Drove a car alone: 70,841 (66%)
- Carpoled: 15,322 (14%)
- Bus: 1,927 (2%)
- Ferryboat: 7,168 (7%)
- Taxi: 176 (0%)
- Motorcycle: 441 (0%)
- Bicycle: 616 (1%)
- Walked: 4,024 (4%)
- Other means: 1,356 (1%)
- Worked at home: 4,963 (5%)

Source: www.citydata.com
4.5 Projected Future Growth of Area

Kitsap County population density is the third highest out of 39 counties in the state. Although the general appearance of Kitsap County seems “rural” due to the vistas of water, mountains and trees, it is growing at an estimated annual rate of 1.02%. Some of the new developments in Kingston are Arborwood and White Horse.

Source: www.kitsapeda.org

### Kitsap County Population Projection (Cities)

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<tbody>
<tr>
<td>Kitsap County</td>
<td>189,731</td>
<td>235,769</td>
<td>236,245</td>
<td>235,769</td>
<td>239,865</td>
<td>275,546</td>
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<tr>
<td>Bremerton</td>
<td>30,142</td>
<td>31,181</td>
<td>33,259</td>
<td>34,181</td>
<td>35,074</td>
<td>36,410</td>
</tr>
<tr>
<td>Port Orchard</td>
<td>4,989</td>
<td>6,983</td>
<td>7,393</td>
<td>7,583</td>
<td>7,768</td>
<td>7,850</td>
</tr>
<tr>
<td>Poulsbo</td>
<td>4,848</td>
<td>5,853</td>
<td>6,857</td>
<td>7,693</td>
<td>8,046</td>
<td>8,130</td>
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<tr>
<td>Bainbridge Island</td>
<td>15,846</td>
<td>17,200</td>
<td>20,308</td>
<td>21,556</td>
<td>21,957</td>
<td>22,189</td>
</tr>
<tr>
<td>Kingston</td>
<td>1,133</td>
<td>1,494</td>
<td>1,611</td>
<td>1,728</td>
<td>2,099</td>
<td>2,121</td>
</tr>
</tbody>
</table>

Source: www.ofm.wa.gov
5. Port Profile

5.1 The Port District

The Kingston Port Districts economy is largely tied to local population, services, commuter traffic, real estate, and housing. The Port of Kingston is both an important economic base and source of employment for the Kingston area. Commerce is attracted to Kingston through outside purchasers of marina services, products and by port visitors both of which spend money in the community. The moorage offered by the marina serves to attract new residents to the area which could increase the economic base in Kingston. The Port is the hub of Kingston’s economic life and downtown recreation.

The Port of Kingston is comprised of 10 acres of submerged land and 11 acres of uplands, in which the Washington State Ferries leases 4 acres. The Port currently employs 10 employees and three elected Commissioners. The Port District has over 6,000 residents. The Port serves not only Kingston, and district nine residents but also the local communities such as Indianola, Suquamish, Eglon, Bainbridge Island, Poulsbo, and Silverdale. Refer to Appendix C for Port Boundary map and Port property identification parcels.
5.2 Port Inventory

Auto Ferry Terminal

Ferry Docking Facilities are located north and east of the Kingston Marina on filled land. Facilities include a ferry dock, a small auxiliary dock for an idle ferry, dolphins for each, an access pier, toll booths, approach and holding lanes, waiting house, sidewalk, restrooms, parking lot, various storage sheds, and fencing. A 4-acre area is leased to the Washington State Department of Transportation by the Port of Kingston.

Offshore Facilities

Breakwater and Harbor Construction began in 1966 with the breakwater and ended in 1967 with completion of harbor dredging. The purpose of the breakwater is to allow protection for marina facilities from waves of storms and ships, to slow the accumulation of sediment by slowing water flow rates with tides, and to protect boats from material drift. Total length of the breakwater is 1,040 feet.

Permanent Moorage consists of five floating piers. The main piers are lettered A through E from west to east and the slips of each pier increase in size to the east. Total permanent moorage is currently 261 slips. The original permanent moorage floats were built of wood in 1967. In 1985 the floats were upgraded to concrete. Fresh water runs down one side of each dock. Electrical pedestals with meters supply 30 amps of power for each slip.
**Covered Moorage** is provided on C, D, and E dock. The covered areas provide protection from the elements for both the boats and owners. There are 20 individual covered slips on both C and D docks and 14 covered slips on E dock.

**Guest Moorage** offers transient moorage along the eastern edge of the harbor. Moorage is predominately on the west side of the pier, but a few smaller boats are able to dock between the pier and the breakwater near the harbor entrance. The port currently offers 49 transient slips. The guest pier provides transient and short-term moorage services to recreational boaters and commercial fishermen. In February of 2000, an 86' extension was added along with a 30’ walkway to the end of the guest dock. Small covered picnic areas were recently added to give boaters dry areas to enjoy during their stay.

The **Fuel Pier** was built in 1982 and is connected by a ramp to a high, fixed boardwalk the northeast corner of the harbor. The pier offers regular and diesel fuels. Fuel is transferred from onshore underground tanks by underground piping and flexible hosing attached along the pier. The dock is 78’ long by 12’ wide and is 936 sq. ft. The shed was built in 1982 and rebuilt in spring of 2002 and is 13’X6’. The two 10,000 gallon tanks that were installed in 1967 and relined in 1986 were removed. In 2007 two 12,000 gallon underground tanks were installed, and a new fuel dispenser was added in 2010 to support the fueling of passenger vessels.
The **Public Fishing Pier** is approximately 400 ft. long and provides recreation fishing for crab, squid, and other fish species. The fishing pier is used often in the summer and fall months when the local salmon runs come through.

The **Small watercraft and launch facility** was built to provide storage of kayaks and to provide a safe launch area for both kayaks and paddle boards.

The **Passenger Only Ferry Dock** facilities were built in January 2005. The dock provided foot ferry service for nine months from January through September 2005 by Aqua Express a local provider of passenger service. The service was suspended and run again by the Port of Kingston from 2010 through September 2012. There is no current passenger ferry service.
Onshore Facilities

In 1997 the **North Beach** was purchased with funds from both the IAC and the Port of Kingston. The North Beach is located immediately north of the Washington State Ferry terminal and is accessible from a wood stairway. The beach fronts a bluff that is slowly eroding resulting in the closure of parts of the road at the top of the bluff. Sand beaches such as this are rare in Puget Sound and very attractive. North Beach is an under-utilized recreational asset owing to its somewhat difficult and indirect access.

The **Boat Launch** site was built in 1998 with funds provided by both the IAC and the Port of Kingston. It provides a double lane launch ramp with 18 truck and trailer parking stalls. Additional truck and trailer parking is available on the weekends. The launch ramp is virtually accessible at all but the lowest minus tides.

The **Performing Arts Stage** hosts a variety of events from local concerts to Concert on the Cove and is available for special events.
Upland Facilities

The **Port Office and Restroom Facilities** were constructed in 1995. The Ports office is a 38’ X 28’ (1,064 sq. ft.) structure located on the second floor above the men and women’s restrooms, as well as a laundry facility. The Port office provides space for a meeting room, in which most Port meetings are held, and also a kiosk for marina tenants and guests to have access to Port staff during business hours.

The **Kingston Cove Yacht Club and Port Shop** were built in 1995 and provide a meeting hall and outdoor picnic area for marina members. The facility is used for meetings and many other local gatherings, and is located on the upper floor of the building. The Port Shop houses the maintenance equipment on the first floor. The total sq. footage of the building is 3,744 sq. ft.

**Mike Wallace Park** is located immediately south of the ferry terminal. Its central location on the waterfront and adjacent to parking and downtown businesses makes it the focus of many community events. The park is 40,000 sq. ft. and offers a passive recreation and picnic facility to marina users and visitors. The park was originally built by the local labor training school in 1982. The park is a host to several local activities including the Four of July fireworks and concert, Farmers Market, summer concerts and the Annual Christmas Tree Lighting.
The Port Parking Facilities provide 105 tenant slips, 5 employee slips, 11 yacht club slips, 51 2hr slips, 34 monthly permit parking slips, and 18 truck and trailer slips, 100 daily paid parking, and 11 handicapped slips for a total of 325 parking slips. There are many demands for parking on Port property. Pedestrian ferry riders use Port parking while commuting or otherwise traveling to Edmonds or Seattle.
6. Economic Evaluation

Washington’s ports strengthen communities by providing jobs and fortifying local economies. They are the only public agencies whose primary purpose is economic development. Washington’s ports are successful because they have substantial powers to pursue their economic development mission. They have the flexibility to take advantage of development opportunities that present themselves in the marketplace. Ports in Washington State are diverse. They own and operate shipping terminals, marinas and docks, airports, industrial areas, railroads and parks and recreational facilities. Some ports operate in all of these sectors, others in only one or two, but almost every Washington port pursues an aggressive program for economic development. These programs include industrial development, infrastructure development, import/export assistance, tourism, and entrepreneurial development.

Ports are willing to invest for the long-term in their communities, and often in activities that create jobs, but not sufficient economic return to induce private sector investments. Specifically, ports have the authority to:

- Develop marine terminals, airports and other facilities for handling cargo and accommodating passengers
- Buy and improve pieces of property for lease or something to sell to private industry for industrial and commercial purposes
- Provide air and water pollution control facilities
  Operate trade centers and export trading companies
- Enter into public works contracts
- Establish and operate foreign trade zones
- Provide environmental enhancement, protection and public access
- Build and operate or lease out marinas and related facilities and provide public boat ramps for public use
- Promote tourism as an economic stimulus within the Port district
6.1 Local Economic Impact

As described in the Local Economy section of this report, Kingston experiences significant traffic volumes as a terminal on the third busiest freight mobility routes of the Washington State Ferry system. Much of the traffic is through traffic and creates little if any downtown area spending. Kingston has the opportunity to provide those travelers a reason to stop, and the local community the potential to capture increased visitor spending. The Ferry System Traffic data is the best source of information for estimating visitor traffic volumes. The passenger volumes for the Edmonds/Kingston run for 2011 was 3,876,602 riders. There were 2,061,554 vehicles, 1,293,412 passengers with vehicle, and 521,836 passengers. State generated $1.8 billion in local, state, and federal tax collections in 2011. These businesses depend on not only the local residents, but those who travel through the area.


The daily demand for westbound ferry travel is expected to increase by an average of 70% system wide between 1993 and 2015, while P.M. peak-period demand is expected to increase almost 90%. Even greater demand is expected in the Central Sound Corridor, which includes the Seattle/Bainbridge Island, Seattle/Bremerton, and Kingston/Edmonds routes. The estimated annual growth rate for Kingston over the next 25 years is 4%, almost double the historic growth for the county.

www.wasdot.wa.gov

The estimated average dollars spent by each boater to Kingston is $386.49 per boat night. The Port of Kingston had approximately 4,567 boats nights, which generated $1,765,099.83 to the Kingston community in 2011.

### Estimated Number of Boats to Kingston based on linear feet of moorage sold and estimated average length of 30'

<table>
<thead>
<tr>
<th>Year</th>
<th>Dollar Amount</th>
<th>Percentage/Feet</th>
<th>Total boat nights</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>$116,451</td>
<td>.85/30’</td>
<td>4,567</td>
</tr>
<tr>
<td>2010</td>
<td>$106,107</td>
<td>.85/30’</td>
<td>4,161</td>
</tr>
<tr>
<td>2009</td>
<td>$113,285</td>
<td>.75/30’</td>
<td>5,035</td>
</tr>
<tr>
<td>2008</td>
<td>$94,500</td>
<td>.65/30’</td>
<td>4,846</td>
</tr>
</tbody>
</table>

Source: Dean Runyan Associated January 2012
7. Needs Assessment

This section addresses the nature and degree of facility needs that might in some way be provided for by the Port of Kingston. These facility needs may be elements of a multi mobile transportation center which the Port could provide directly, or they might involve commercial and recreational services which the Port can encourage or improve in association with principal Port District residents. This may be through services directly to these residents or through services to visitors and residents of the greater region which enhances the local economy and are also consistent with the wishes of local residents.

Kingston’s population is expected to double in the next 18 years. With the population growing so rapidly the Port will use all of its resources to meet the demands of the community and also those of the fast growing population of recreational boaters. The Passenger Only Ferry service commenced in 2010 has been discontinued.

The Port of Kingston mailed a planning survey to all constituents of the Port district with a list of 8 improvements to help rank the highest priority that had been suggested by the Port Staff, the Commission, and the public. Of the 8 improvements asked on the survey the results were tallied and in order of importance are: Passenger Only Ferry improvements, additional parking, tourist attractions, and environmental /green projects, develop existing projects, marina expansion, land acquisition and fueling improvements. The Port will address the needs of the community by completing projects that were shown as important in the survey results. The Port will also address the needs of the marina community by improving areas that are in high demand such as moorage space.
8. Capital Improvement Program

The findings, objectives, primary, and decision criteria in this plan will be arranged into short term goals (5 year), medium term (10 year), and long term (20 year) categories. These categories serve to organize facility plans according to priorities, with short-term objectives being the most in need of attention. This plan does not necessarily imply that medium-term goals are only to be addressed after the short-term goals have been implemented, or that long term goals must wait until all others have been addressed. These objectives may be acted upon at any time. The Port Commission is left with the discretion to pursue goals according to changes in constraints, the intensity of the need, and the availability of resources over time.

8.1 Short Term Objectives (5 Years)

Covered Moorage Survey and Repairs

A survey of the roofs in covered moorage needs to be completed to address any repairs that need to be completed. This will enhance the marina and maintain safety for the tenants.

Minor Marina Expansion

This is further reinforced by vacancy rates and moorage waitlists throughout the West Sound. Of the three closest Port Districts of similar size in the area (Kingston, Poulsbo and Brownsville) Kingston has the largest number of waitlist applicants and some of the longest wait times. The reasons for the high demand are obvious. Kingston is in a desirable location with quick access to Puget Sound, literally on the other side of the breakwater. The other Ports are in bays or waterways removed from the sound making it more time consuming and costly to visit. Kingston is also strategically located next to the Edmonds-Kingston Ferry providing easy access for boat owners on the east side who may be looking for convenient moorage.

Playground/Water Access

Locating a place to construct a playground area will help local businesses that serve “day visitors”. This will also assist in community development as it will attract visitors with families to spend the day in the area. Improving water access will enhance water recreation, access and development. It will also preserve visual access to the water and encourage water development.

Property Acquisition

This supports the downtown master plan. It will assist to acquire land such as shoreline property and easements whenever possible. It will provide public access and recreation opportunities and/or environmental enhancements.
Parking Study/Operational Implementation

There is a need for convenient and reliable parking to serve the commuters walking to and from the ferry. The area is expected to grow aggressively over the years and the Port can provide the facilities needed to meet the demand. In order to do this, a parking study will need to be done. After the needs are established, operations will be implemented.

Electric Car

Providing electric cars for the visiting and resident boaters gives them access to the businesses within the community. This assists with economic development within the Kingston community.

Hillside Landscape Design

This will preserve, highlight and maintain the features of the waterfront area. It will assist to protect and enhance shoreline resources.

Dredge Marina

This is needed to remove the sediment that has been accumulating in the launch area and the navigation channels within the marina area.

Sailing Float Refurbishment

Refurbish the current float location to offer easier access and safety to the students will be achieved.

SoundRunner Ferry Service

In the 2010 survey, 28% of the respondents were interested in improving the Passenger Only Ferry terminal. While this service has since been discontinued for financial reasons, the docking facilities remain and the Port could serve as a terminal for a future Kingston Seattle passenger ferry provider.
8.2 Medium Term Objectives (10 Years)

Restaurant/Hotel

By acquiring property, this will enable the Port to collaborate with another party that is interested in establishing a restaurant or hotel in the area. This will increase economic development and tourism opportunities in the Kingston area.

Shoreline Public Access to Marina

Shoreline access is a continual project. It will improve accessibility for strollers and wheelchairs. This will meet community needs.

Parking Project, Study and Implementation

This is a continuation from the parking study that will be done in the short term objective. The information obtained will be used to implement the project.

Upland Development

Infrastructure development projects are a valuable source of funds for economic development within the Port District. The Port of Kingston will acquire upland areas as needed to fulfill its mission “The responsible pursuit of economic development opportunities that improve the Kingston Port District for its residents and visitors”.

Storm Water Improvements

Parking studies and upland development will need to address storm water improvements to uphold runoff for development. Upgrading the improvements is needed to meet the current standards with development. The Port will collaborate with Kitsap County.

Breakwater/Flushing Improvements with Army Corp of Engineers

The Army Corp of Engineers will conduct a study of the current breakwater to make recommendations on where to breach the breakwater in order to improve salmon migration.

Underground Utilities

Underground utilities will need to be upgraded to meet the current standards with the development being done. Permit and building requirement will be needed to meet the current regulations.
**Piling Replacements**

During 2012, 56 pilings were replaced in the marina. This is a continuation of replacing all of the pilings.

**Launch Ramp/Trailer Improvements**

The current launch ramp will be updated, repaired, and or expanded. This will add convenience for the boaters that utilize the launch. The trailer parking will be addressed to come up with a solution to accommodate the increasing number of boaters that utilize the launch area.

**Seaplane Access**

This will provide access to the marina with seaplane access. It will assist in increasing visitors to the Kingston area in which will impact the local businesses.

### 8.3 Long Term Objectives (20 Years)

**Major Marina Expansion**

Future demands for moorage are tied directly to recreational boat sales. Recreational boat sales are increasing rapidly and are expected to continue to increase according to employment and income growth. Increases in recreational boating also means an increase in demand for permanent moorage, dry moorage, guest moorage, and boat launching facilities and by completing a major expansion it would meet the need of the maritime community. Many public agencies also require moorage, and storage space close to the water. Currently the Port houses a Kitsap County Sheriff’s Patrol Boat, North Kitsap Fire and Rescue Boat, and a Suquamish Tribal Police Boat.

**Upland Buildings**

Doing business with Washington’s ports is easy because although they’re public, they function much like private businesses. Port districts have been empowered to build and develop facilities that create jobs and provide incubator businesses. Ports are able to meet the specific economic development needs of their communities. And because they’re financially independent of state government and other local governments, they’re in a great position to respond rapidly to the needs of existing and prospective customers. Infrastructure development projects are a valuable source of funds for economic development within the Port District. The Port of Kingston will acquire upland areas as needed to fulfill its mission “The responsible pursuit of economic development opportunities that improve the Kingston Port District for its residents and visitors”.

---

Port of Kingston 2012 Master Plan Update
8.4 Timeline and Potential Funding Sources

### Short Term Objective (5 Years)

<table>
<thead>
<tr>
<th>Project</th>
<th>Timeline</th>
<th>Potential Funding Source</th>
<th>Cost Estimate Range</th>
<th>Primary Decision Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Covered Moorage Survey and Repairs</td>
<td>2013</td>
<td>BIG Grant</td>
<td>$50,000.00 - $200,000.00</td>
<td>Age</td>
</tr>
<tr>
<td>Minor Marina Expansion</td>
<td>2014-2016</td>
<td>BIG Grant</td>
<td>$100,000.00 - $150,000.00</td>
<td>Growth</td>
</tr>
<tr>
<td>Playground/Water Access</td>
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<td>ALEA Grant</td>
<td>$25,000.00</td>
<td>Community Need</td>
</tr>
<tr>
<td>Property Acquisition</td>
<td>On-going</td>
<td>Grant</td>
<td>$200,000.00 - $800,000.00</td>
<td>Community Need</td>
</tr>
<tr>
<td>Parking Study/Operational Implementation</td>
<td>2013</td>
<td>Block Grant/Community Development Grant</td>
<td>$3.5M – $5M</td>
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<tr>
<td>Electric Car</td>
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<td>Port</td>
<td>$7,000.00</td>
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<tr>
<td>Hillside Landscape Design</td>
<td>June 2012</td>
<td>Port</td>
<td>$5,000.00</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Dredge Marina</td>
<td>July 2014</td>
<td>BFP Grant</td>
<td>$700,000.00</td>
<td>Safety/Environment</td>
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<tr>
<td>A-Dock/Sailing Float Reconfiguration</td>
<td>July 2013</td>
<td>ALEA Grant</td>
<td>$85,000.00</td>
<td>Community Need</td>
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</table>

### Mid Term Objective (10 Years)

<table>
<thead>
<tr>
<th>Project</th>
<th>Timeline</th>
<th>Potential Funding Source</th>
<th>Cost Estimate Range</th>
<th>Primary Decision Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant/Hotel</td>
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<td>Private/Corporation</td>
<td>$1M - $3M</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Shoreline Public Access to Marina</td>
<td>On-going</td>
<td>BFP grant/ALEA grant/WDWF</td>
<td>$100,000.00 - $300,000.00</td>
<td>Community Need</td>
</tr>
<tr>
<td>Parking Project, Study and Implementation</td>
<td>TBD</td>
<td>Port/Local/CERB</td>
<td>$3M - $5M</td>
<td>Growth</td>
</tr>
<tr>
<td>Upland Development</td>
<td>TBD</td>
<td>CERB/Corporation</td>
<td>$1M</td>
<td>Growth</td>
</tr>
<tr>
<td>Storm Water Improvements</td>
<td>TBD</td>
<td>Public Works/State</td>
<td>$100,000.00 - $300,000.00</td>
<td>Age</td>
</tr>
<tr>
<td>Breakwater/Flushing Improvements with Army Corp of Engineers</td>
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<td>Federal/Corporation</td>
<td>$500,000.00 - $1.5M</td>
<td>Environmental</td>
</tr>
<tr>
<td>Public Attractions Partnerships</td>
<td>TBD</td>
<td>Private/Corporation</td>
<td>$50,000.00 - $150,000.00</td>
<td>Community Need/Economic Development</td>
</tr>
<tr>
<td>Underground Utilities</td>
<td>TBD</td>
<td>PUD/State/Local</td>
<td>$100,000.00 - $300,000.00</td>
<td>Age</td>
</tr>
<tr>
<td>Piling Replacements</td>
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<td>Mitigation</td>
<td>$500,000.00 - $650,000.00</td>
<td>Environmental/Mitigation</td>
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<td>Launch Ramp/Trailer Improvements</td>
<td>TBD</td>
<td>WDFW/ALEA grant/BFP grant</td>
<td>$50,000.00 - $100,000.00</td>
<td>Growth/Environmental</td>
</tr>
<tr>
<td>Seaplane Access</td>
<td>TBD</td>
<td>FAA</td>
<td>$200,000.00 - $300,000.00</td>
<td>Economic Development/Community Need</td>
</tr>
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</table>
### Long Term Objectives (20 Years)

<table>
<thead>
<tr>
<th>Project</th>
<th>Timeline</th>
<th>Potential Funding Sources</th>
<th>Cost Estimate Range</th>
<th>Primary Decision Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Marina Expansion</td>
<td>TBD</td>
<td>BIG grant</td>
<td>$1M - $3M</td>
<td>Growth/Community Need</td>
</tr>
<tr>
<td>Upland Buildings</td>
<td>TBD</td>
<td>CERB/Corporation</td>
<td>$1M - $3M</td>
<td>Growth/Community Need</td>
</tr>
</tbody>
</table>
8.5 Operational Projects

Clean Marina Certification

All activities and devices that help prevent or reduce water pollution. Pollution may be carried to the water by storm drains, seeping through the ground, by falling from the air, or by direct spills or dumping. Some best management practice examples would be: Good Boat-Keeping Practices, Education, Signs, Notices, Marina Rules and Regulations, Waste Receptacles, Spill Prevention and Rapid Clean-Up plans, exchanged used oil absorbents to name a few. The Port will begin the process to be certified through this program. Certification will last for 5 years and will need to be recertified.

Collaborate on Pier 50 POF Access

The Port will work with WSF, King County and all pertaining individuals to express the need to have continual POF access at Pier 50.

Intermodal Connection

The Port will collaborate with Kitsap Transit, Jefferson County, and King County in the usage of Pier 50 and or a Port of Kingston connection.

Move Traffic to 1st Street

The Port will collaborate with Kitsap County and the Washington DOT in reconfiguring all SR1014 ferry traffic to 1st Street. Storm water runoff will be addressed to meet the current standards of this project.

Redevelopment of Washington and Nickerson Street

This is a collaborative process with Kitsap County and Washington State Ferries.
9. References

1. US Census Bureau of 2010
2. www.Kitsapeda.org
4. www.wasdot.wa.gov
5. www.soundrunnerferry.com
6. www.citydata.com
7. www.ofm.wa.gov
8. www.watourismalliance.com
9. 2006 Port of Kingston Master Plan
10. Greater Kingston Chamber of Commerce
11. Dean Runyan Associates in 2012
Appendix A: Port Survey

A Comprehensive Master Plan is a written guideline for a public entity’s direction over of a five to ten year span. The Port of Kingston needs to revise its Comprehensive Master Plan in order to adjust to local growth, improve and/or update its facilities, and apply for grant funding that can assist in the completion of its goals. Responses to this survey will be used by a Planning Committee to compile a revised Comprehensive Master Plan. Please help the Port of Kingston plan for the future by responding to this brief survey that will help us better serve you.

The following list of improvements has been suggested by the Board of Commissioners, previous Planning Committee, and the public. We ask that you circle a number between 1 and 8 with 1 indicating high priority and 8 indicating low priority; please rank each item only once according to your priority. Should you need clarification of the suggested improvements please call the Port of Kingston office at 360-297-3545.

<table>
<thead>
<tr>
<th>Priority Ranking</th>
<th>1 (High) to 8 (Low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Parking Facilities</td>
<td>____</td>
</tr>
<tr>
<td>Marina Expansion</td>
<td>____</td>
</tr>
<tr>
<td>Development of Existing Port Properties</td>
<td>____</td>
</tr>
<tr>
<td>Future Land Acquisition/Development</td>
<td>____</td>
</tr>
<tr>
<td>Explore Enviro/Green-Technology Projects</td>
<td>____</td>
</tr>
<tr>
<td>Create Additional Tourist Attractions</td>
<td>____</td>
</tr>
<tr>
<td>Passenger Only Ferry Terminal Improvements</td>
<td>____</td>
</tr>
<tr>
<td>Improved Fueling Facilities</td>
<td>____</td>
</tr>
</tbody>
</table>

Other Suggested Projects ____________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

Please answer the following two questions:

What do you like most about the Port of Kingston? ____________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

How can the Port Improve its Facilities? ________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Are you interested in being part of the Planning Committee? If so please fill out your name and e-mail address below so we can contact you.

Name: _________________________
E-Mail Address: __________________
Appendix B: Master Plan Agendas/Meeting Minutes

Port of Kingston - notes from workshops 10/24 & 10/26

Format of both meetings:

Introductions

Briefing on last year’s survey results (handout)

“Sticky Wall” matrix discussion with group on:

- Are these the right items on the matrix?
- Are the “future growth” arrows moving in the right direction?
- How would the CIP items sort by 5, 10 and 20 year horizons?

Check if everyone has participated

Briefing on next steps of planning process.
Present: Commissioner DeBoer, Executive Director Kori Henry, Harbormaster Kevin Van Vliet, Recording Secretary Christine Conners, and members of the community: Susan Rodgers, Walt Elliott, Jerry Kirschner, Sonny Woodward, Nancy Langwith, Johnny Walker, Tom Waggoner, Ron Karzmar, Jeanine Karzmar, Stan Mack, Jack Minert and Steve Hyman.

The meeting was called to order by Commissioner DeBoer and Burr Stewart at 6:00PM

Matrix Items from workshop 1:

String of Pearls consortium
Tourism promotion re sound runner (website)
Permanent moorage
Transient moorage
Address negative impacts of ferry backups (and positive ones)
PPPP – public private parking partnership
Assist with developing marine trades for business dev.
Assist with storm water management
Re-route ferry road to the east
Take advantage of backups
Fuel sales as a separate line of business
Holding lot rental
Customer understanding and transparency
Floating restaurant
Wallace park band shell
Water sports
History marketing

Port role in business recruiting

Shared retail promotion

Notes from flip charts:

Charge boat launchers more for parking

Services to permanent boats

Services to transient boats

Bringing transients into community

Fuel sales

Retail to support yacht club events

Q – What is the public benefit of the ferry holding lot?

Communication commitment and consistency

Excursion boat services in the off-times (non-peak hour)

Define a destination concept:

- Regional approach to mosquito fleet
- Different craft (vessel) types
- Spread the load

Catch-22 re consistency of sound runner

Things the business community can do for the port:

- Lobby legislature and county
- Open stores and promote them

Community amenities for knowledge workers

Electric carts for getting around town

Shuttle bus

Multi-modal transportation center as long term role of port

Get money from King County to subsidize ferry
Present: Commissioner DeBoer, Commissioner Coulta, Executive Director Kori Henry, Harbormaster Kevin Van Vliet, Recording Secretary Christine Conner, Consultant Burr Stewart, and members of the community: Walt Elliott, David Boyd, Rob Brewster, Beth Brewster, Nancy Langwith, Jerry Kirschner, Johnny Walker, Kerensa Stoll, Dale Rude, Ken Orbb, Sally Orbb, Steve Young, Mark Libby, Steve Hyman, Robert Gelder, Scott Green, Meisha Rouser, Karl Stueve, and Nels Sultan.

Meeting was called to order by Commissioner DeBoer and Consultant Burr Stewart at 7:00PM

Matrix Items from Workshop 2 October 26th, 2012:

Year 5:
Make the passenger only ferry work
Intermodal connection
Marina expansion within current boundaries
Restaurant
Signage for parking
A vision of our identity
More features to market, like museums, historical schools, etc.
More parking

Year 10
Redevelop Washington Blvd and Nickerson
Upland development
Breakwater updates with COE
Underground parking

Water flow changes in harbor
Year 20

Marina floats rehab after about 2025

Major marina expansion outside current boundaries

Upland buildings

**Other items from matrix:**

Seaplane facility promotion

Youth activities

Marketing to get people here

Holding lot lease

Waterfront family restaurant

Additional services industries

Loud and brilliant advocacy for greater Kingston

Parks and Rec – Band stage

Oyster association circulation change

Real estate – north beach, public access to beach and water

Sound runner

Parking

Marina

Boat Launch

Water Quality

**Notes from flip charts:**

WSF is the big thing

Parking is very important to future

WSF holding and parking lot is an opportunity
Have a goal re water quality

Have cost estimates in the master plan update

Why do we have a port?

Incorporate the Kingston subarea plan in the port master plan

Consider larger boundaries in the master plan

Main street beautification – mainly a county issue

Move ferry holding area upland and use the existing holding area for redevelopment

Tie the master plan with alternative futures in the Kitsap County plans

See RBS exhibit on role of master plan

See RBS exhibit on past/present/future situation appraisal
MASTER PLAN PUBLIC MEETING
PORT OF KINGSTON
FEBRUARY 16, 2012
7:00PM

Present: Commissioner DeBoer, Commissioner Elliott, Consultant Burr Stewart, Harbormaster Kevin Van Vliet, Recording Secretary Christine Conners, and members of the community: Denzel Walters.

Meeting was called to order by Commissioner DeBoer and Consultant Burr Stewart at 7:00pm

Discussion on operational projects: Burr clarified to the staff and public about what was considered operational projects and not capital.

Discussion on the clarity of the projects listed: Burr went over each project to ensure that the intention was clear to the public. The wording was looked at as well as the purpose of each item.

Meeting was adjourned at 7:30PM
## CIP project time frames

<table>
<thead>
<tr>
<th>Sound Runner</th>
<th>Marina</th>
<th>Parking</th>
<th>Real estate</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make the Sound Runner work</td>
<td>Marine expansion within current boundaries</td>
<td>Better signage for parking</td>
<td>Vision of port as multi-modal transportation center</td>
<td>A vision for Kingston’s identity</td>
</tr>
<tr>
<td>Interstate connections</td>
<td>Shoreline public access facilities</td>
<td>More parking</td>
<td>Redevelop Washington and Nickerson Streets</td>
<td>Features of market-like museum</td>
</tr>
<tr>
<td></td>
<td>Underground parking</td>
<td>Move traffic to FSR</td>
<td>Shared electric carts for getting around town</td>
<td>Drainage/water flow changes with COE</td>
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<td>Upland development</td>
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<td></td>
<td>Upland buildings</td>
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</tr>
</tbody>
</table>

- Marina Float rehab before 2015
- Major marine expansion outside current boundaries
- Upland buildings

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Port of Kingston 2012 Master Plan Update
Other ideas from the workshops

- Port as advocate for greater Kingston
- Youth and water sports activities and facilities
- Seaplane accessibility and promotion
- Additional shoreline public access facilities
- Community water quality goal and services
- Comprehensive parking strategy
- Consider larger boundaries in the master plan
- Move ferry holding area upland and redevelop
- Tie the master plan to Kitsap Co. alt. futures
- Define a destination concept:
  - Regional approach to mosquito fleet
  - Different craft (vessel) types
  - Spread the load
- Things the business community can do for the port
  - Lobby legislature and counties (e.g. get King Co. and Seattle to subsidize Sound Runner)
  - Open stores and promote them
  - Develop community amenities for knowledge workers
Port of Kingston 2012 Master Plan Update

Kevin Van Vliet
Harbormaster, Port of Kingston
kevinv@portofkingston.org
360 297-3545

The Port of Kingston is in the process of updating the 2010 Master Plan. In order to ensure that we hear the views of many people within the port district we encourage you to attend public meetings on October 24th and 25th 2011. Both events will be held at the Kingston Cove Yacht Club at 7pm. On Monday the 24th we would like to welcome the businesses of Kingston. On the 25th we would like to welcome all that might have an interest in the community to attend and be involved in the planning process. For more information please visit our website at www.portofkingston.org

Thank you, Port of Kingston