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UPCOMING EVENTS, Mark Your Calendar!

 <p>Kingston Public Market Sunday's May - Oct. www.kingstonfarmersmarket.com</p>	 <p>Kingston Kiwanis Brewfest June 4, 2022 greaterkingstonkiwanis.weebly.com</p>	 <p>Opening Day of Boating Season May 13-15, 2022 kcyc.org</p>	 <p>Salish 100 July 19, 2022 nwmaritime.org/salish100</p>	 <p>Kingston Wine and Brewfest July 29-30, 2022 www.kingstonchamber.com</p>
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About the Port



Laura Gronnvoll,
Commissioner District 3



Steve Heacock
Commissioner District 1



















Mary McClure
Commissioner District 2

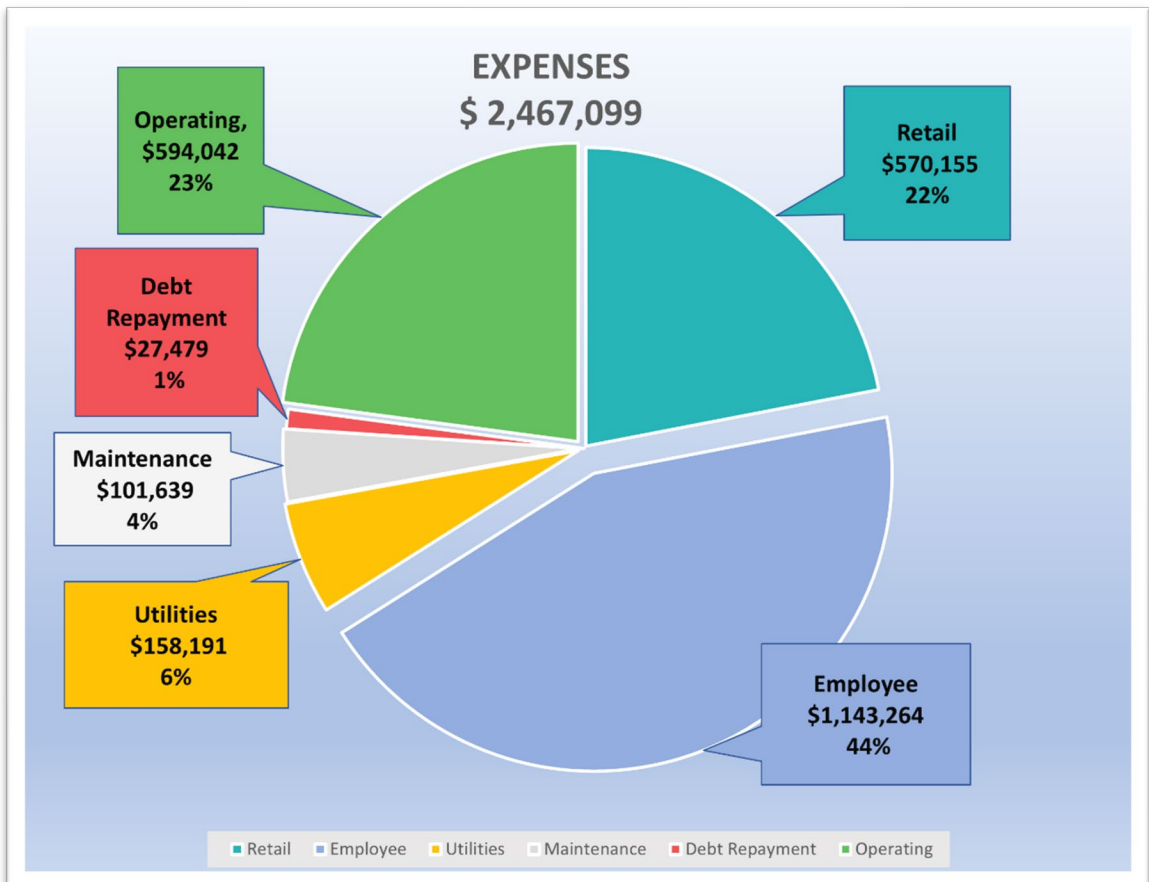
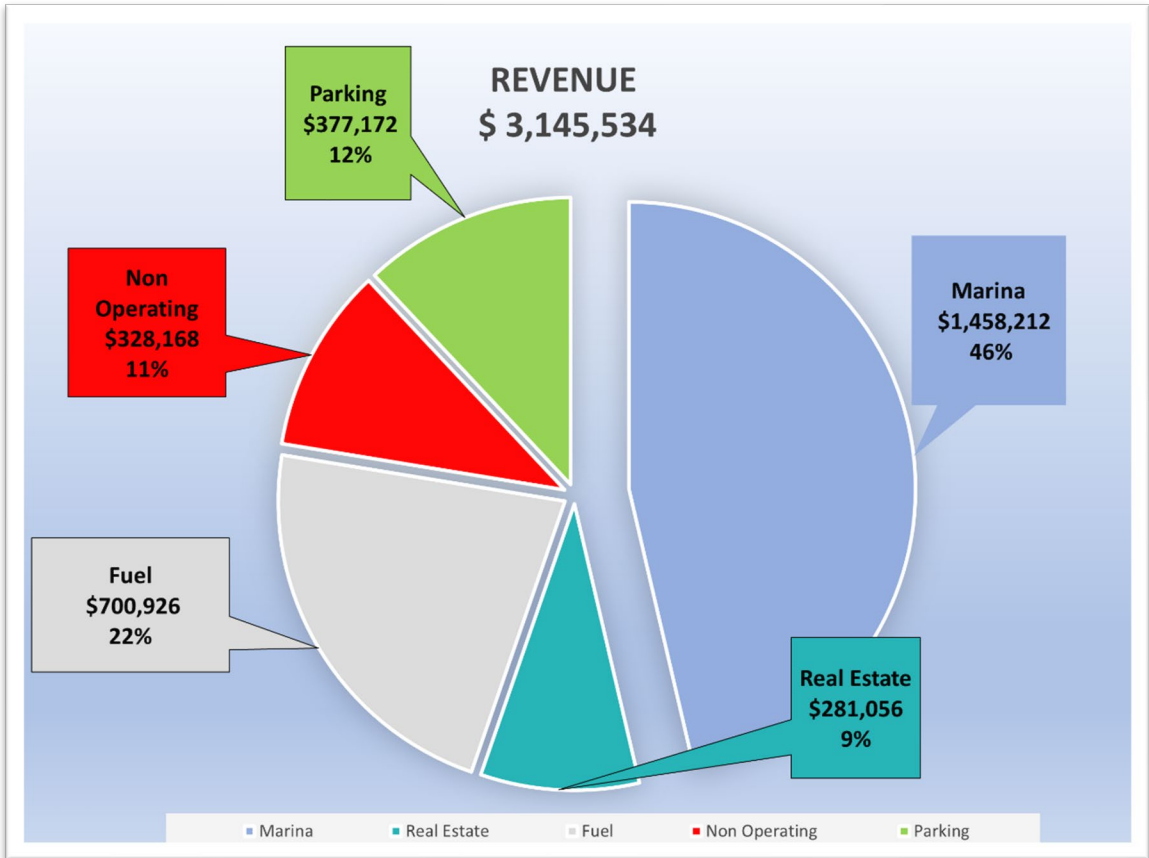


Greg Englin
Executive Director

The Port of Kingston services 4498 District Voters. The mission of the Port of Kingston is to enhance the economic and social well-being of the Port District Residents by support of the economy, and by providing a waterfront facility for recreation and leisure activities.

 262 Slip Marina	 335 Parking Spots	 Mike Wallace Park	 Golf Course & Casino
 4 Slip Guest Dock	 WSF & Kitsap Transit Ferry Terminals	 West Kingston Road Park	 Retail Shops
 2 Launch Ramps	 Kingston Cove Yacht Club	 North Beach Park	 Restaurants
 Non-Ethanol Fuel Dock	 Fishing Pier	 Kingston Kiwanis Park	 Bike Trails & Cycling

Serving what matters today with a view for tomorrow.



Industrial Development District - *What would this mean to me as a taxpayer?*

The Port's current tax levy is just under \$0.14 per \$1,000 of property value - out of a possible \$0.45. Take a look at your current assessment from the County which you should have received recently. For 2022, the Port is collecting a total of \$222,291 in taxes. This tax revenue is usually used to pay for capital infrastructure – docks, utilities, breakwaters, seawall, roads, equipment, and buildings for example. The Port's assets will cost at least \$25 million to replace. In 30 years, the Port would collect slightly over \$6 million in taxes. Assuming the assets last 30 more years - starting from today, then the Port needs to collect over \$24M from operating revenue to cover the capital requirement (\$30M = \$6M taxes + \$24M fees). On top of this cost, the Port needs to charge fees to pay for all operating expenses as well during the next 30 years. In 2021, the Port gross revenue was \$3.1M and netted \$477K about a 15.4% return. This is a strong result but won't get us across the finish line.

In 1957 the State Legislature gave ports the authority to levy an additional tax focused on investments in an industrial development district (IDD) to address "marginal lands". An IDD would allow the Port to levy an additional tax of up to \$0.45 per \$1,000 of property value and can be collected over a 6-to-20-year period. The total revenue from the IDD would amount approximately \$4.2M (or \$700K per year for 6 years) using 2021 property values. You can estimate your personal additional tax contribution by dividing your property value by \$1,000 and multiplying that by \$0.45.

The Port commission must conduct a public process that results in a "finding" of marginal lands to levy this tax. The Port is allowed to levy such a tax only twice in the life of a Port. The Port commission would be completely transparent before taking such an action, but this option is available to promote economic development. We're planning ahead and that drives our decisions today.

Public Restroom Replacement

The Port of Kingston established a marina back in 1967. Part of that original project included creation of a public restroom. That building is over 50 years old and is due for replacement. The Port received an RCO ALEA grant and a BIG Tier 1 grant totaling \$328K. We will be replacing the restroom in 2022. The Cultural Resources Assessment is underway, and staff are proceeding under the recommendation that the building has no historical significance and has no cultural impact. We expect the restroom to be replaced this year.

Commercial Development

The Port has been looking to redevelop the property commonly known as the Tent Pad area located on the corner of SR104 and WA Blvd. The rezoning application has been reviewed by the DCD staff and went through a hearing at Kitsap County. If the Hearing Examiner endorses the rezone, then the final determination to rezone the two parcels to Urban Village Center (UVC) similarly will likely go before Kitsap County Commission in March. These parcels are already located in an Urban Growth Area (UGA). Also, the Port received several Statement of Qualifications for architectural services for the site. We expect to hire an architectural firm to put together additional concepts that the Port commission and the community will comment on. With the resulting concept we would then go to the market to try and secure tenants to commercially develop the site. We look forward to further public involvement and comment! Please visit <https://portofkingston.org/master-plan/> to leave a comment or subscribe to updates.



NEWSLETTER

ISSUE/04/APRIL 2022

Derelict Vessel Update

The evening of President's Day, the wooden tug, KOKUA, drug anchor, broke free and ran aground. The US Coast Guard responded and evacuated the liveaboard couple with their pets and brought them ashore. The tug went aground just outside the south entrance of Appletree Cove. The vessel is now considered a salvage job and is under the care of the Department of Natural Resources (DNR) Derelict Vessel Program and the US Coast Guard. The couple tried to salvage what they could. The deck immediately began separating from the hull, and seawater flooded the vessel. Global Diving is conducting salvage operations on behalf of the State and will try to relocate the vessel for disposal.

This unfortunate ending began in September 2019 when Port staff had concerns regarding the KOKUA mooring in Appletree Cove. Port staff keeps an eye on all vessels in the cove. The age and condition of the KOKUA and the problems from having vessels moor in the cove raised concerns. Vessels drag anchor or deploy a great deal of anchor cable, creating a large area causing them to swing around in a circle creating all sorts of problems. These swings can also hinder entry and egress for boaters in the navigational channel and create threats to the fast ferries and state ferries or the marina.

The Port only has authority over the property we own or submerged lands the Port controls under an agreement with the State of Washington. Other submerged lands usually fall under the State or private landowners. Also, the Port does not have "enforcement" authority. We depend on the US Coast Guard, Attorney General's office, DNR, Department of Ecology, and the Kitsap County Sheriff to enforce all actions. They are fantastic partners doing a tough job.

Port staff partners with these agencies to mitigate any potential loss of life or damage to property and all maritime operations. The threat of this vessel sinking was a very real one and over the past two years multiple safety inspections and wellbeing check-ins were conducted. The State ultimately took ownership of the vessel because of the imminent threat it posed to all three of these priorities. The best outcome would have been no threat to the lives and an orderly transition that posed the least burden on the liveaboards on the tug. Ultimately, we all ran out of time.

Thanks to the US Coast Guard personnel for showing up and saving the couple from a dangerous situation, maybe saving their lives. Also, thanks to the Kitsap County Sheriff's Department, the Kitsap County Health Department, and all the partner agencies for their sincere efforts to help this couple. All the various agency personnel including the Port staff - who are comprised of real people - and who also have a duty to the public - deserve our thanks. Their intentions are good even in tough situations. Everyone showed compassion while protecting the community and achieving the greater good. And lastly, thanks to people in this caring community.

Sincerely,

Greg Englin
Executive Director



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