



Serving what matters today, with a
view for tomorrow

PORT OF KINGSTON,
WASHINGTON

COMPREHENSIVE
SCHEME OF
HARBOR
IMPROVEMENTS
2025 - 2030

Adopted 10/02/2024
Updated 09/30/2024

Proudly serving the residents of Kingston and the North Kitsap maritime community since 1919

Comprehensive Scheme of Harbor Improvements

2025 -2030

*Proudly serving the residents of Kingston and the
North Kitsap maritime community since 1919*

Port of Kingston

Port of Kingston

Board of Commissioners

Steve Heacock, District 1
Mary McClure, District 2
Laura Gronnvoll, District 3

Contributing Staff

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With Input From

Kingston Port residents and business owners

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List of Abbreviations

CERB: Community
Economic Revitalization
Board

DCD: Kitsap County
Department of Community
Development

GO: General Obligation

RCO: WA State Recreation
Conservation Office

RCO: Recreation
conservation Office RCW:
Revised Code of WA. State

RNI: Rate of Natural

Increase WPPA: WA Public
Ports Association

WSDOT: WA State
Department of
Transportation

WSF: Washington State Ferry

WSP&R: Washington State
Parks and Recreation

UGA: Unincorporated
Growth Are

EXECUTIVE SUMMARY

“Serving what matters today with a view for tomorrow,” is our purpose statement. The Port of Kingston was established in 1919 and will celebrate its 106th anniversary next year. Looking forward, the Port Commissioners and the staff are framing their decisions to serve future generations as well as our current community. We understand that we need to lay that foundation now.

The Port’s fiscal year mirrors the calendar year and so it runs from the beginning of January to the end of December. The 2025 Comprehensive Scheme of Harbor Improvements (CSHI), Budget, and Capital and Recreational Plan (CRP) reflect projects identified for the next 5 years. The 2025 CRP is focused on the existing portfolio of assets and the primary emphasis is on repair and replacement of these assets to preserve or grow current revenue streams. The plan also includes projects funded in part by outside sources of funds such as the State of Washington’s Recreational and Conservation Office (RCO) to accomplish these capital investments. It also relies on current cash reserves and future net operating income from this fiscal year. We want to thank the State RCO team for supporting our efforts to reinvest in our Port. It improves all our lives directly or indirectly.

Projects for 2025 include examination and permitting for piling replacement, construction of a new middle bathroom, design of a fire suppression system, programmatic dredge and marina permitting, repair of the sail float, parking lot assessment and improvements, bathymetric survey, new landscaping equipment, and purchase of a backup response vessel.

The Port will collect \$238K in tax revenue in 2025. Total Operating Revenue is projected to be \$3.6M. Total Operating Expense comes in at \$2.8M which includes \$498K of Depreciation and Amortization. Our Net Income is estimated to be \$11,593. We need to continue to grow our reserves, which currently stand at \$2.8M. Having said that, in 2025 we are making the recommendation to spend the cash inflow of nearly \$500K on important capital projects, a significant portion of which we have a grant match from the State’s Recreation and Conservation Office. Our projected need in 10-12 years is estimated to be \$12M-\$16M or more for the marina alone. Our goal is to earn and save for replacement and repair of our estimated \$30M in assets. We will supplement the Port’s direct income with grants and hopefully appropriations and by controlling expenses.

Our goal is to enhance the quality of life for current and future Kitsap residents and the people we serve. We will conduct ourselves with integrity, grow lines of business, and create jobs in our community.

We will be responsible stewards of these assets and a dependable partner to our residents, community members, fellow agencies, and our customers.

The CRP will evolve with review and under the direction of the Port Commission. All of you will have an opportunity to help shape our future.



Greg Englin, Executive Director



Commissioner Steve Heacock
District 1

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Commissioner Mary McClure
District 2

Handwritten signature of Commissioner Mary McClure in blue ink.



Commissioner Laura Gronvall
District 3

Handwritten signature of Commissioner Laura Gronvall in blue ink.

Handwritten signature of Greg Englin in blue ink.

Part One: History of Washington Port Districts

In 1911, the Washington State Legislature enacted laws that allowed the people to establish port districts and elect commissioners to administer the districts and oversee their development and operation according to the Washington Public Ports Association (WPPA).

While those laws have been revised from time to time, the most important provisions remain. Ports are public agencies but must operate in a proprietary way much like other types of business. Formed by a vote of the people they serve; ports are financed partly by property taxes paid by district residents.

2.1 Port Districts

A port district is a geographical area that may be as large as an entire county or as small as a city or town. Its boundaries are defined when the district is formed.

Voted into being by an election of the people who live in the district, law creates Port districts as municipal corporations of the state. Often referred to as special purpose districts, ports are different from counties and cities.

Under the Revised Code of Washington (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.

Through these activities, public ports have the opportunity to improve the economies of their districts by attracting and improving commercial activities and generating public revenues.

2.2 Port District Authority

Almost all powers of the port district are vested in a board of commissioners

or “Commission.”

Elected from their district, the governing body of Port Commissioners helps assure both local control and accountability.

The Port of Kingston Commission, like a city council or county commission, is the legislative body charged with making the policies and decisions for that district in both internal and external matters.

Such policies or decisions may involve adoption of plans, establishing positions, setting employment policies, purchasing, or disposing of real estate and other property, setting rates, adopting budgets, levying taxes and many others.

The Port of Kingston Commission has chosen to appoint an executive director to administer the policies and decisions made by the Commission.

2.3 General Powers

Law allows port districts to develop many types of facilities to provide a variety of services. Most easily identified are the various transportation-related amenities, such as marine terminals, storage sites, and other direct transportation. Ports also deal directly with economic development, recreation, and tourism.

Port activities need not center around water and harbors. Per RCW 53.04, port districts lacking appropriate bodies of water may still be formed and have all the powers, privileges and immunities conferred on other port districts.

2.4 Economic Development

Law empowers Washington’s ports with broad economic development authority to bring business and jobs to their communities. Almost every Washington port pursues an aggressive program of local industrial and economic development to promote employment

and otherwise enhance the economy of the state and district. Some ports deal with all aspects of economic development, others with only one or two.

See Appendix A for a full listing of a public port’s authority.

Ports may:

- Develop lands for industrial and commercial use.
- Provide general economic development programs.
- Buy, lease, and sell property.
- Provide air and water pollution control works.
- Operate trade centers and export trading companies.
- Establish and operate foreign trade zones.
- Promote tourism and recreation.
- Build telecommunications infrastructure and provide wholesale telecommunications services; and
- Strengthen communities by providing jobs and fortifying local economies.

Part Two: Regional Context: Kitsap County

Unincorporated Kingston is located near the northern end of Kitsap County on the Kitsap peninsula.

Early history

Kitsap County consists of nearly 300 miles of saltwater coastline, with Kingston nestled in the north-eastern corner.

Native Americans were the first residents in the area. They lived in permanent settlements, fishing, hunting, and gathering. Contact with Europeans and the introduction of diseases such as smallpox in the 1780s decimated their numbers.

When the Washington Territory was established in 1853, the Kitsap Peninsula was included in King and Jefferson counties. To feed the need for lumber in California, mills and communities grew

up at Port Orchard, Port Gamble Bay, Seabeck, and Port Madison. Because the mills attracted cash for their cut lumber, the area had the highest per capita income on Puget Sound.

Because the Kitsap peninsula was part of Jefferson and King Counties, local businesses and residents had to travel by canoe or boat either to Seattle or to Port Townsend in order to transact any official business.

To alleviate this problem, the mill owners applied to become their own county, and the measure passed the Washington legislature on January 17, 1857.

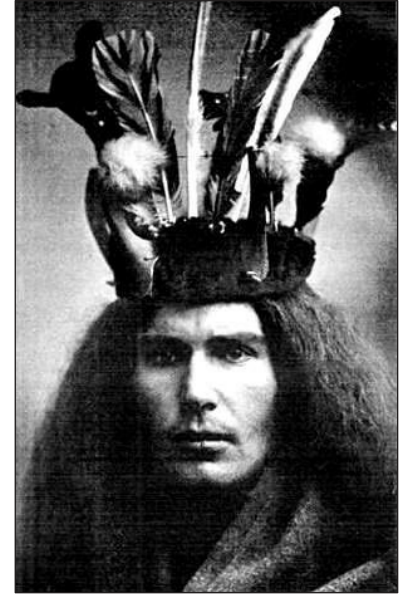
The new county encompassed the Kitsap Peninsula from Hood Canal to Puget Sound, including Bainbridge Island and south to Sawamish (Mason) County.

The legislature originally named it

“Slaughter County” in honor of U.S. Army Lieutenant William A. Slaughter who had been killed by Indians on the White River a little more than a year before.

But, on July 13, 1857, when residents gathered at Port Madison to organize the county government, they voted to change the name to Kitsap, after the Suquamish war chief who defeated marauding Haida Indians at Battle Point on Bainbridge Island and constructed an immense cedar structure called Old Man House at Suquamish.

The 1850 gold rush in California triggered non-



Chief Kitsap in formal head dress
www.gutenberg.org

area as the demand for lumber spurred migration to the region’s great stands of timber. Shipyards sprang up near the mill towns, where lumber was shipped mainly to California but also across the Pacific to Asia.

Port Orchard was selected in the 1880s as a ship repair facility nearer to the open Pacific Ocean. The U.S. Navy established the Puget Sound Naval Shipyard in 1891, which soon became a magnet for other businesses and workers. Keyport Torpedo Station was established in 1919. Bangor in 1944.

During periods of conflict, other military installations have dotted the county’s coastline, including Fort Ward, the first radio station to receive the message Pearl Harbor had been attacked. The Winslow shipyards on Bainbridge Island built steel minesweepers in World War II and the Nike missile batteries at Kingston helped protect the Seattle area

during the Cold War.



Fig. 4.1 The Kitsap Peninsula.

Visit Kitsap native settlement in the

Part Three: History of the Port of Kingston

The Port of Kingston is one of 12 port districts in Kitsap County Washington. It encompasses nearly 11,000 acres — about 17 square miles — at the northeastern end of the Kitsap Peninsula.

The Port District was established in 1919 in order to provide a locally-owned ferry docking facility for Puget Sound's so-called "Mosquito Fleet." The Mosquito Fleet, comprised of private vessels, provided car and passenger service to the Port until 1951.

In 1951, the Washington State Department of Transportation (WSDOT) created the Washington State Ferry System (WSF) and leased Port of Kingston property to operate a public car/passenger ferry between Kingston and Edmonds.

Under the terms of the lease, the Port provides the property, and the state maintains and upgrades the facilities. Upgrades have included major terminal



Above: The mosquito fleet at the Kingston wharf, circa 1900.

Kingston Historical Society

construction (1954) and an expansion of the vehicle holding area in the 1970s. In 1989, WSDOT commissioned a study looking at ways to solve pedestrian/vehicle loading conflicts. This led to construction of the parking/holding lot on East First Street, and construction



View from the end of the Port of Kingston wharf, circa 1920. Kingston Historical Society

of the current passenger terminal/bus drop-off and overhead walkway in the 1990s.

The Port's current marina facilities were constructed in the late 1960's, based on an economic evaluation, permitting, and design process that began in 1957.

The Port breakwater was constructed by the U.S. Army Corps of Engineers in 1965. When completed, the inside of the new harbor basin was dredged, and the fill was used to construct what is now Mike Wallace Park and the WSDOT ferry terminal and parking lot. (See illustration on next page.) The marina was designed to meet the needs of that time, and included a

boat launching hoist.

When it was completed in 1967, the Port signed a 20-year lease with Kingston resident Richard Hill to operate the new marina.

In October, 1981, Hill retired. The Port purchased back the remainder of the lease, which included the many property improvements Hill had made to the marina. The Port also bought Hill's home and property adjacent to the Port.

Rather than seek another lease holder, Port Commissioners opted to hire staff to provide marina services in the immediate region. Because of its location at the northern mouth of Puget Sound and the amenities it offers, the Port has always been a popular destination for regional boaters, attracting an estimated 20,000 boaters in 2018.

marine industries building, fuel dock, bathrooms, and a

The need to plan for the future led to preparation of the first "Comprehensive

Improvement Plan of Harbor Improvements” (then called “The Master Plan”) in 1985.

The Port began its major expansion of public green spaces on the waterfront in the late 1990s. This included the purchase of Salt Air Beach (also known as “North Beach”) in 1997

At about that same time, the nearly one-acre property that had originally been a boatyard and repair facility was converted into a 40,000 square-foot park with public restrooms, picnic tables, and a covered stage. Townspeople named it “Mike Wallace Park” in memory of a colorful local figure. This transformation also provided more room for parking and recreation facilities.

Mike Wallace Park is home to the majority of Kingston’s large, outdoor community events, including the Public Market, Concerts in the Cove the Fourth



*WSF dock, circa 1960, prior to the creation of the breakwater, landfill, and Kingston Marina.
Kingston Historical Society*

of July Celebration in the summer, and Kingston Cove Christmas, which includes a large Christmas Lights display during the month of December.

With an eye to future development, in 2013, the Port purchased the Toth property. That property is just north of the marina and adjacent to the Hill House property the Port had purchased in 1985.

Planned improvements since that time include construction of a small

watercraft storage and launch facility for kayaks, paddle boards and canoes, a 400-foot-long fishing pier; and a double-lane boat launch with 18 parking stalls for trucks and boat trailers.

In 2018, the Port completed three major multi-year marina projects: renovation of covered moorage; expansion and remodeling of the Port Office; and renovation of the passenger holding area and passenger loading barge in preparation for the start of Kitsap

Transit’s Kingston-Seattle fast ferry in November of that year.

2018 also marked completion of the Port of Kingston Kiwanis Park on Washington Boulevard above the WSF holding lot.



The original Kingston shoreline prior to 1965 when the U.S. Army Corps of Engineers built the breakwater, dredged the harbor area, and used the fill to construct what is now the marina, Mike Wallace Park and the WSDOT ferry terminal and parking lot.

Kingston Historical Society

Part Four: Port of Kingston Inventory - Marina

Marina Inventory

1. WA State Ferry Terminal
2. Breakwater & Harbor
3. Permanent Moorage (266 slips)
4. Fuel Dock
5. Guest Moorage (51 slips)
6. Public Fishing Pier
7. Passenger Ferry Dock
8. Small Watercraft & Launch Facility

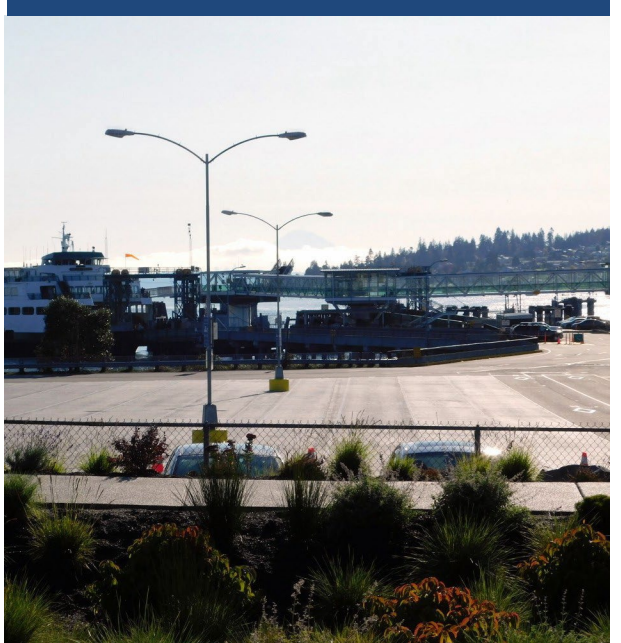


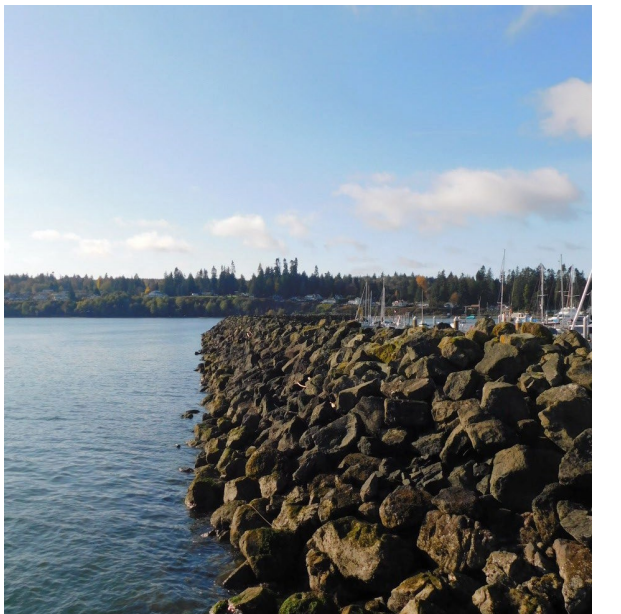


1. WA State Ferry Terminal

A four-acre area on the north end of Port property has been leased to Washington State Ferries (WSF) since 1951 to operate a public car/passenger ferry between Kingston and Edmonds.

In 1989, WSF upgraded the facilities to include the ferry and auxiliary docks, access pier, toll booths, holding lanes, waiting area, restrooms, storage sheds, and fencing.





2. Breakwater & Harbor

The Port of Kingston harbor is protected by a 1,040-foot-long breakwater. It was constructed in 1967 by the Corps of Engineers. Its purpose is to protect the inner marina facilities from waves created by storms and ships, and to slow the accumulation of sediment by slowing water flow rates with tides, and to protect boats from material drifts.



3. Permanent Moorage

The marina's permanent moorage consists of five floating finger piers with 266 slips. The wooden piers were built in 1965 and up graded in 1985.

Covered moorage is provided on docks C, D, and E. Covered moorage renovations were completed in 2018.

Fresh water and electricity are provided on each dock.



4. Fuel Dock

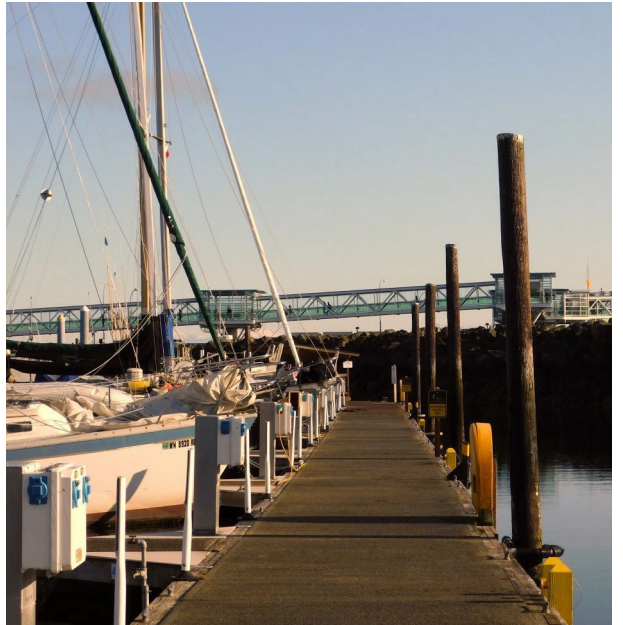
The original fuel dock was built in 1967 and replaced in 1982. The 946-square-foot dock is connected by a ramp to a high, fixed boardwalk located in the northeast corner of the harbor. In 2007, two 12,000-gallon under-ground tanks were installed, and in 2010 a new fuel dispenser was added to support the fueling of passenger vessels. The pier offers regular and diesel fuels.

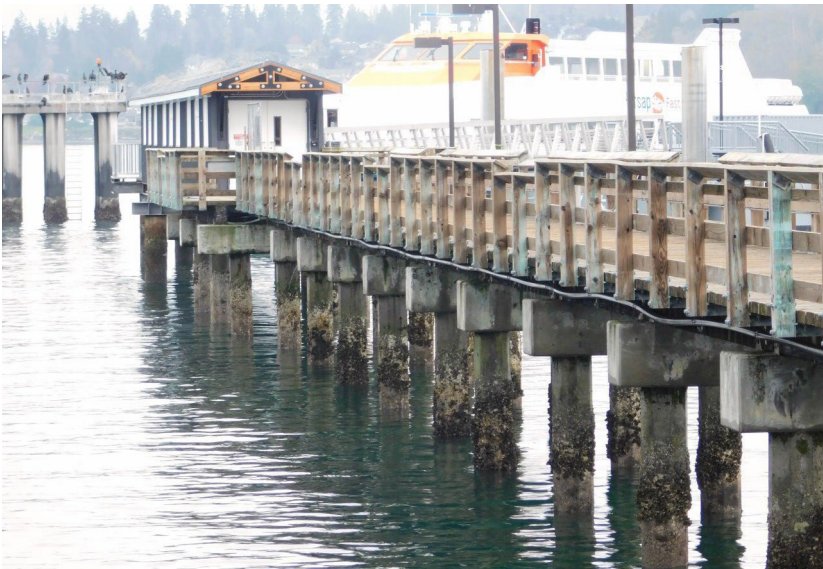




5. Guest Moorage

The guest dock provides short-term moorage for recreational boaters and commercial fishing vessels. There are 49 slips and two reciprocals. In February 2000, an 86'-foot-long extension was added to the end to accommodate larger vessels. For the convenience of guest boaters, picnic shelters are located along the dock and two electric cars are provided as a courtesy if guests need to head up town to purchase supplies.





6. Public Fishing Pier

The public fishing pier provides recreation fishing for crab, squid, and other fish species. The fishing pier is most used in the summer and fall months when the local salmon runs come through.

The pier also provides access to the Kitsap Transit Passenger Ferry Dock.



7. Passenger Ferry Dock

Use of the Passenger Ferry Dock has had an interesting history. In 2005, the Aqua Express ran for 10 months. In 2010, the Port of Kingston operated a passenger ferry service for two years. In 2016, after voters approved a sales tax increase to enable Kitsap Transit to operate passenger ferry services from Bremerton, Kingston, and South-worth, the dock was leased to them. The Kingston-Seattle ferry service began in November 2018.

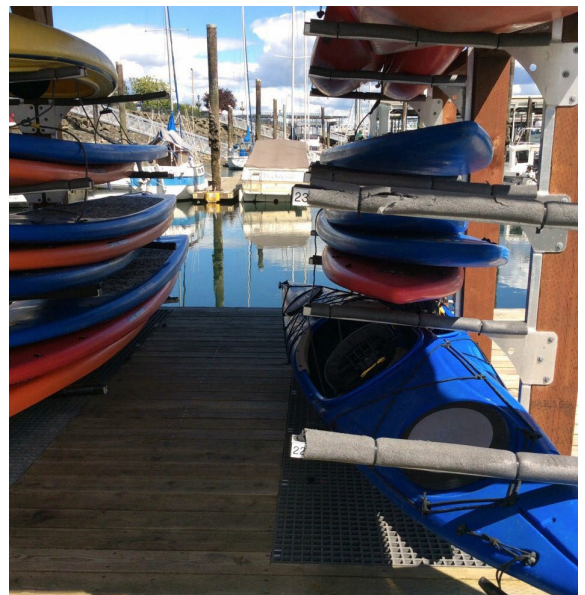




8. Small Watercraft & Launch Facility

The small watercraft recreational facility was built in 2009 to provide storage of kayaks and a safe launch area for both kayaks and paddle boards.

During the summer, a part of the floating dock is leased to Sail Kingston Cove for regattas and youth sailing programs.



Part Four: Port of Kingston Inventory - Onshore

Onshore Inventory

1. Salt Air Beach
2. Port of Kingston Kiwanis Park
3. Port Office
4. Mike Wallace Marina Park
5. Performing Arts Stage
6. Yacht Club & Port Shop
7. Parking Facilities
8. Boat Launch
9. Hill House Property
10. Toth Property





1. Salt Air Beach

In 1997, Salt Air Beach, also known as North Beach, was purchased with funds from both the WA State Inter-agency Committee for Outdoor Recreations (IAC) and the Port of Kingston.

In 2014, the Port built access stairs and ramps down to the beach. The beach is located immediately north of the Washington State Ferry terminal.



**2. Port of Kingston
Kiwanis Park**

Kiwanis Park is located just above the WSF holding lot, on property that once held the Kingston Inn. The land was given to the Port by an anonymous donor on the condition it be used as a park “in perpetuity.” Design and construction costs were largely covered by a WA State Recreations and Conversation Office (RCO) grant. The park opened in August 2018.





3. Port Office

The original structure was built in 1995 and underwent major renovation and expansion in 2017, including adding a first-floor visitor's center.

Today, the Port Office building houses offices, a laundromat, and restroom and shower facilities for marina guests and tenants. Port Management offices are located on the second story.





4. Mike Wallace Marina Park

Mike Wallace Park is located south of the ferry terminal. It was built by a local labor training school in 1982.

The park's central location on the waterfront and adjacent to parking and downtown businesses, make it the focus of many community events, including the annual Fourth of July Celebration, Public Market, Summer Concerts in the Cove, Kingston Cove (almost) Summer Fest and the Kingston Cove Christmas.

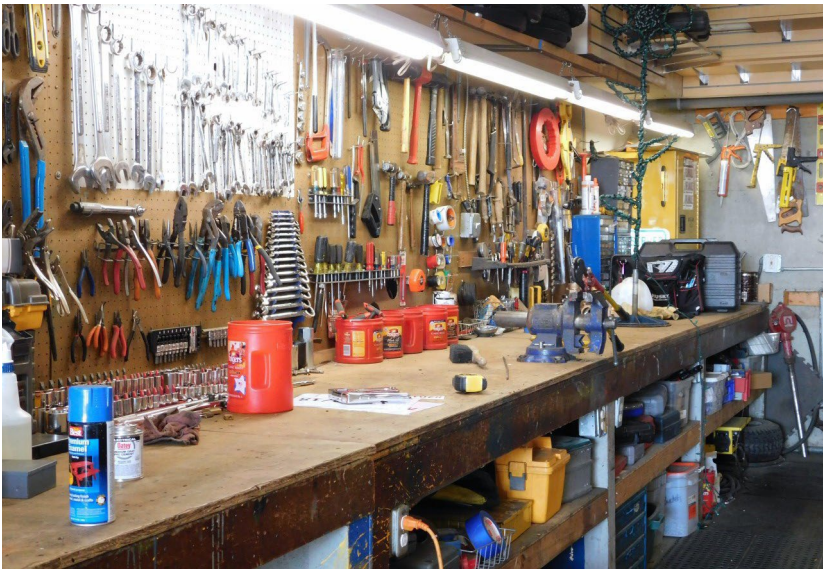




5. Performing Arts Stage

The Port of Kingston Performing Arts Stage, located in Mike Wallace Marina Park, was built in 2008. It hosts a variety of events including Public Market, the Fourth of July Celebration, and Summer Concerts on the Cove.

The stage is available to rent for special events and has been used for weddings and family reunions.



6. Yacht Club & Port Shop

The 3,744 square-foot, two-story facility was built in 1995. The upstairs is leased to the Kingston Cove Yacht Club with a meeting hall, outdoor balcony, and picnic area for club members. The club is regularly rented for special events like weddings and birthdays. Below a large Port shop is used by Port Staff for welding, mechanics and maintenance.





7. Parking Facilities

The Port of Kingston Parking Facilities have a total of 334 parking spots, which includes two-hour parking, daily, monthly and truck and trailer spots. There are ADA accessible parking spots located next to the stage and the permanent moorage docks.

With an increase in demand for parking due to the new Kitsap Transit Fast Ferry route, the Port will be studying the parking situation over the next several years.





8. Boat Launch & Parking

The boat launch was built in 1998 with funds from both IAC and the Port of Kingston. It provides a two-lane launch ramp with 18 truck and trailer parking stalls.

The boat launch is accessible during all but the lowest minus tides.

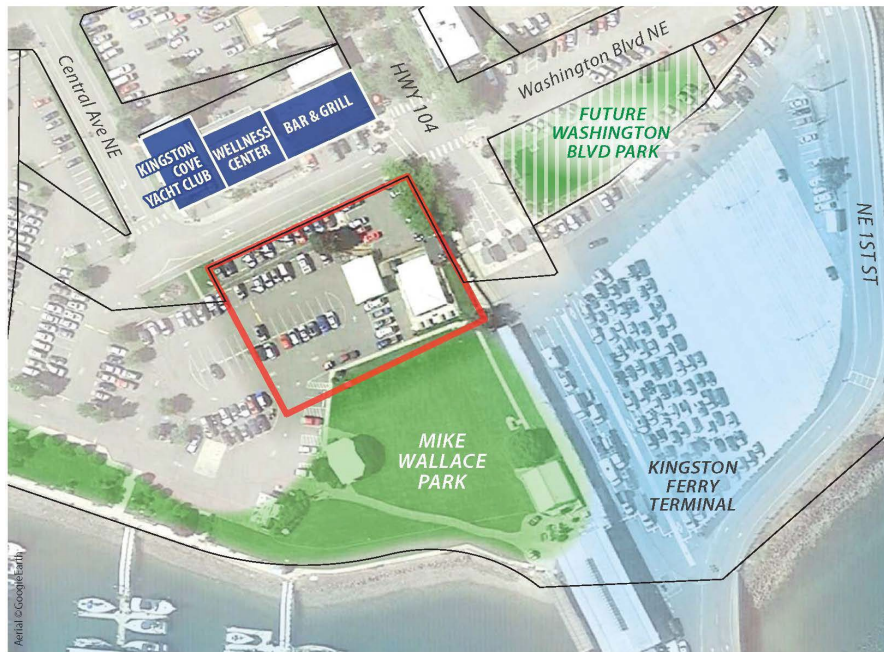




9. West Kingston Properties

These assets consist of the Hill Property, Toth Property, and a portion of the upper Parking Lot.

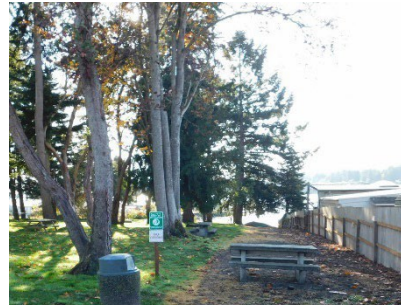




10. Washington Blvd

Properties

These assets consist of the land and assets including the Event Tent pad, Maintenance Shed, and adjacent parking lot on the corner of Hwy 104 and Washington Blvd.



Part Five: Capital and Recreational Plan

PORT OF KINGSTON
CAPITAL AND RECREATIONAL PLAN
2025-2029

CAPITAL PROJECT	2025	2026	2027	2028	2029	TOTAL COSTS
RCO Middle Restroom - Construction	200,000					200,000
Fire Suppression System	70,000	70,000	70,000	70,000	70,000	350,000
Sailing float - Replacement	50,000					50,000
Parking - Add Parking Stalls to Hill Property	50,000					50,000
Parking Improvements - Crack Seal, Stripe	37,000					37,000
Washington Blvd. Properties Development - Design	20,000					20,000
Bathymetric Survey	15,000					15,000
New Lawn Mower	12,000					12,000
Aquatic Lands Development - PMA Survey and Modification	10,000					10,000
Washington Blvd. Properties Development - Permitting	10,000					10,000
Backup Response Boat	9,282					9,282
Tenant (Office) Restrooms - Immediate Upgrades		75,000				75,000
Dredge Plan - Design & Engineer		45,000				45,000
Hill House - Foundation, Roof		35,000				35,000
EV Chargers		15,000				15,000
Piling Replacements - Annual		50,000	50,000	50,000	50,000	200,000
4 Door Electric Vehicle			19,000			19,000
Mooring Buoys		20,000		20,000		40,000
Float R&M - Float Leveling		20,000		20,000		40,000
Underground Storage Tank Replacement				10,000		10,000
Fast Ferry Barge (R&R)					300,000	300,000
Dredge Permitting						0
TOTAL	483,282	330,000	139,000	170,000	420,000	1,542,282

Appendix A: Public Port Powers

The following list summarizes powers granted to Public Port Districts in the State of Washington.

1. Provide facilities for all forms of transfer (air, land, and marina) such as terminal facilities, airports, multi-use buildings, warehouses, elevators, canals, locks, tidal basins, rail and motor vehicle freight and passenger handling facilities and improvements needed for industrial and manufacturing activities within the district. (RCW 53.08.20 and others)

2. Construct, purchase or maintain facilities and equipment needed for the freezing or processing of goods and agricultural products, etc. (RCW 53.08.20)

3. Improve district lands by dredging, filling, bulk heading, providing waterways or developing such lands for sale or lease for industrial or commercial development purposes. (RCW 53.08.060)

4. Install industrial waste disposal, sewer, water, and other utilities when not adequately provided by other governmental entities. (RCW 53.08.040)

5. Improve any waterway, create new waterways, widen, deepen, or otherwise improve watercourses, bays,

lakes or streams. (RCW 53.08.060)

6. Install pollution abatement facilities for new or existing business firms and industries under certain conditions. (RCW 53.08.041)

7. Develop and maintain public parks and recreational facilities as to more fully utilize boat landings, harbors, wharves, and other facilities of the district. (RCW 53.08.260)

8. Establish, operate, and maintain foreign trade zones with permission of the federal government: proceeds can be used to acquire land, construct, and maintain warehouses and other facilities with the zone. (RCW 53.08.030)

9. Fix, without right of appeal, the rates of wharfage, dockage, warehousing, or port or terminal charges upon all improvements owned and operated by the district. (RCW 53.08.070)

10. Levy property taxes, subject to constitutional limitation and, buy, sell, or build properties to finance district operation. (RCW 53.36.020)

11. Undertake and adopt comprehensive development plans for the district, including studies and surveys to assure the proper utilization of transfer facilities, land or other properties or utilities. (RCW

53.08.160)

12. Exercise the right of eminent domain. (RCW 53.25.190)

13. Make cooperative agreements with other ports, local, or state governmental bodies, thereby providing better services at lower costs. (RCW 29.34.010)

14. Expend general funds for promotional hosting to attract industry or trade to use district facilities. (RCW 53.36.130)

15. Establish local improvement districts within the district. (RCW 53.08.050)

16. Tourism promotion authorized. (RCW 53.08.255)

17. Acquire, construct, lease and operate rail services, equipment, and facilities inside or outside the district. (RCW 53.08.290)

18. Establish trade centers. (RCW 53.29.020)

19. Create industrial development districts within a port district. (RCW 53.25.040)

20. Build telecommunications infrastructure and provide wholesale telecommunications services. (RCWs 53.08.005, 53.08.370 and 53.08.380).

Appendix B: Options and Opportunities

Mooring Systems

Camping

Recreation Floats and Infrastructure

Hotel/Motel

Resort

Dry Stack Storage

Parking Garage

Commercial Development

Business Park

RV Park

Event or Conference Center

Post Secondary Education Facilities