

Port of Manchester

PO Box 304
Manchester WA 98353-0304
(360) 871-0500 Fax: (360) 871-0455

Commissioners:
James E. Strode
Daniel Fallstrom
Steve Pedersen

Proposed Manchester Village Commercial Zone Industrial Development District

Background

The Port Commission has conducted an extended public discussion during the past five months regarding its future and vision for delivering community services and promoting economic development. Part of these discussions has included exploring opportunities for the purchase of underutilized properties for future development that are consistent with Port goals and community aspirations. One component of these discussions has been how to finance such purchases.

As encouraged by the Port Advisory Committee, various civic groups, and citizens the Port has investigated the formation of an Industrial Development District (IDD) within the Manchester Village Commercial Zone. The proposed IDD would encompass the Manchester Village Commercial Zone, as identified in the Manchester Community Plan Update, Kitsap County Department of Community Development, December 31, 2007 and would be consistent with the goals listed in the Port's Comprehensive Scheme, titled, Port of Manchester Parks and Recreation Plan Update. The Port currently owns property and operates facilities within the proposed IDD zone.

An IDD would allow the Port to initiate a 6-year special-levy that is in addition to its current operating levy. Funds from a special-levy would be used to purchase property and retire the matching fund requirements from the parking lot expansion project. Future development plans are not contained in the proposed formation and would be subject to comprehensive planning, economic analysis, as well as strategic partnerships.

Creation of an IDD is a powerful tool that allows public ports to take advantage of market conditions and opportunities without a lengthy and speculative process. The Port recognizes that increasing property taxes, even on a limited term, is controversial, and while not a requirement, the Port has conducted broad community outreach that includes newspaper articles, public discussion and comment times at regular meetings, and notices in the local water bills in order to engage the public.

Analysis

The IDD laws in Washington State provide that for the purposes of development and redevelopment of marginal lands for the public good and welfare, ports may establish the special IDD designation as provided in RCW 53.25. Such designations may be utilized to acquire and develop property. In addition, the designation would allow the Port to plan projects within the Manchester Village Commercial Zone that are consistent with the Port's Comprehensive Scheme and consistent with the plan's adopted goals. Excerpts from related goals follow:

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Traffic Control & Parking

Short Term

- a. Provide for additional boat trailer parking, turning, and maneuvering as part of an enhanced boat launch facility. Purchase additional land for increased boat trailer parking and access to facilities, creating easy, efficient, and safe conditions for launching and retrieving boats towed by light pickup trucks and cars.

Long Range

- b. Provide additional off-street parking for vehicles and boat trailers to support a projected increase in use of the boat launch site.

Public & Commercial Facilities

Long Range

- a. Acquire additional property for expanded community recreational facilities. Local civic groups and the Port have identified adjacent property for expansion of the community library, public meeting rooms, and recreational facilities. Team with civic groups to build expanded facilities on Port property to provide more educational and recreational opportunities for the public.
- b. Create opportunities for economic development. Currently, the Port is faced with increased costs for operations and maintenance. Collaborate with private sector companies and/or non-profit organizations to create business opportunities that enhance Port revenues to offset rising costs.

As noted, the Comprehensive Scheme cites short-term and long-term goals to acquire property for increased boat trailer parking and access to facilities, for expanded recreational facilities, and to create opportunities for economic development through partnerships. In addition to Port goals, the Kitsap County Department of Community Development, Manchester Community Plan Update cites a shortage of public parking and lack of mixed-use development in the Commercial Zone, and encourages remedies.

The Port believes that creation of an IDD within the Manchester Village Commercial Zone is consistent with adopted plans and goals, and is the most efficient way to secure property for future development. Any future development plans are separate from this formation and are subject to future comprehensive planning processes and strategic partnerships.

Findings

The IDD designation requires marginal lands have at least one of the nine statutory characteristics. Lands within the Manchester Village Commercial Zone, when taken in aggregate, hold at least three of the nine characteristics, as follows:

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- a. In some parts of the marginal lands, a reduction of proper utilization of the area, resulting in its further deterioration, and resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare.
- b. An economic dislocation, deterioration, or disuse resulting from faulty planning.
- c. Lands within the zone are not devoted to zoned uses, but which are necessary to appropriate development within the industrial area.

Proposed Action

The Port of Manchester believes the creation of the Manchester Village Commercial Zone Industrial Development District is the most efficient vehicle for ensuring development and redevelopment within the commercial zone and recommends the following action:

- The Port to establish the Manchester Village Commercial Zone Industrial Development District, as authorized by RCW 53.25 on lands generally described as follows: That area within the Manchester Village Commercial Zone, generally bounded by Spring Street on the west, Puget Sound on the east (except most properties abutting Denniston Lane), Spruce Street on the south, and Daniels Loop on the north.
- In developing an Industrial Development District, the Port may elect to finance such development or redevelopment by making an annual property tax levy throughout the Port District of a not to exceed 45¢ per \$1,000 of assessed valuation for the limited time period permitted by RCW 53.36.100. The Port currently estimates a special-levy in the range of \$.20 - \$.25, per \$1,000 of assessed value (approximately \$50 per year, on a \$250,000 home).
- The Port would amend its Comprehensive Scheme to include the geographical area of the Manchester Village Commercial Zone Industrial Development District.

Additional Information

Additional information can be obtained from the Port of Manchester, PO Box 304, Manchester WA 98353-0304.