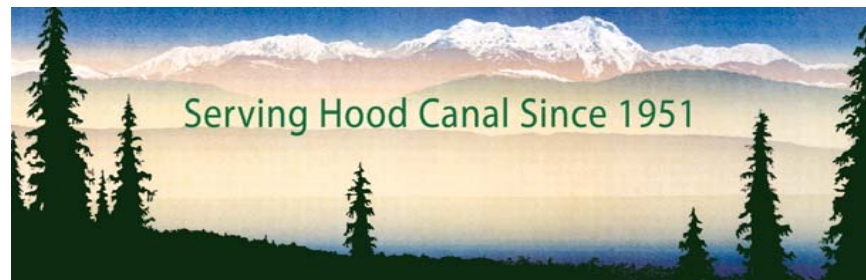




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## MARK YOUR CALENDARS

There is a dedication to Dennis Craig, for all the work he has accomplished in the community, on May 2, 2009 at 1PM at Staircase Park on the north side of Lilliwaup Bay on Hwy 101.

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If you have any thoughts of what you feel the community would like to see added to our quarterly newsletter, please let us know via e-mail at *portmail@hctc.com*.



## THE PORT'S MISSION AND VISION

To create, promote, and support economic development that supports the preservation and public enjoyment of local, cultural, and natural resources, provide family wage jobs, local services, and promote the development of cottage industries, tourism, and family-related activities.

## UPDATE ON PORT'S PROJECTS

In the last newsletter we explained the projects which were identified by the public for the Port's consideration to complete. Since that publication, the Port was able to obtain a grant from the State of Washington Community Economic Revitalization Board (CERB) to accomplish a \$50,000 study on the feasibility of those projects. In other words, which projects will work and which ones

**The Port of Hoodspport, WA.**

- **Overnight Moorage \$10 per night**  
For vessels 25 ft and under
- **Close to downtown shopping and eating**
- **Close to New 10,000 sq ft Grocery Store**
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- **New Pump Out Station available**
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probably won't and why. The ability to obtain State and Federal grants is much like climbing a staircase. That is, the Port must get over the first step to get to the next and get over the second step to get to the third and so on. The Port completed the first step in completing it's Comprehensive Plan. We also completed the second step—the updated Master

Plan, which outlines the projects identified by the public. With this new CERB grant, we are now moving over the third step. This will lead us to the ability to submit applications to obtain grants to actually get feasible projects built.

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If you missed or misplaced the Port's first newsletter in February 2009, you can always view it on our website at *www.portofhoodspport.us*



Welcome to the  
**Port of Hoodspport**  
Serving Hood Canal since 1951



## COMMUNITY INVOLVEMENT

In the last newsletter we spoke about the Port's Executive Advisory Board and its members. In addition to that Advisory Board, the Port created a second entity to assist in its operation. That entity is the Public Development Authority or PDA. The PDA is an appointed authority who can do things for the community that the Port can't. That is, the Port is responsible for Port related activities and can not get involved in community at large activities. However, state law allows government entities (which the Port is) to establish PDA's to accomplish those things outside the realm of that government entity. Thus, the PDA! The establishment of the PDA gives authorization as "The Port authorizes the establishment and chartering of one or more public corporations, commissions and/or authorities (in this chapter called "public corporations"), each as an independent legal entity, to conduct activities as provided by state law."

### Current members of the PDA are:

Don LeMaster, President (360) 801-5143  
Dick Patterson Board Member (360) 877-9720  
Mike Purvis, Vice President (360) 877-9444  
Chuck Engel, Treasurer (360) 877-9350

The current PDA is working on two important items for the Hoodspport area. The first is finding an area to build a parking lot in downtown and find grant funds available to build it. The second is to change the current zoning of the Hoodspport area from Rural Activity Center zoning (RAC) to Urban Growth Zoning. What's the difference you ask? Basically RAC zoning only allows those commercial developments that will benefit the immediate area (residents). It does not allow for commercial development that would benefit from an outside draw. Under RAC the Hoodspport area would not be allowed to build a large hotel/conference complex because it goes outside the box of immediate area benefit. It would draw business from outside the immediate area. Urban Growth allows for any and all outside draws. Urban Growth also better establishes commercial and residential areas rather than having both inter mixed. Allyn went through the same process a few years ago and is now recognized as an urban growth zoning area.

## HOODSPORT TRAIL PARK

The Port was successful in obtaining the deed to the 80 acres known as the Hoodspport Trail Park. This park was closed by the Washington State Parks Service because of budget short-falls in recent years.

The Port's plan is to utilize the assistance of the 4H Club as well as a couple of retired State Parks Rangers to walk the entire park and determine what, if anything, needs repaired

or updated before it is opened back up for everyone to enjoy. If any major repairs are needed, the Port will apply for grants to address those issues. The 4H Club has agreed to also do some minor clearing of the trail to better prepare it for walking.

## PUBLIC RESTROOM UPDATE

I explained in our last newsletter that the Port applied for a grant through the State's Boating Facilities Program to start the process of building a public restroom upland from our docks. The results of that grant request has been completed by the State.

The Port of Hoodspport finished 9th in the ranking of requests. The costs to complete the grant requests from number one through nine would be \$3,185,010. However, the program only has a total of \$2,244,529 available to devote to all those grant requests. In other words our restroom grant request will not be funded unless some agency ahead of us drops out for some reason or more money is allocated down the road from that agency.

The Port has moved on to try to find other funding for the restroom project. Because of the new stimulus packages available to states, we have applied for a grant from the American Recovery and Reinvestment Act. Mason County is supporting our request for those funds for a public restroom project. Now we just wait to see if we are approved.

## OTHER PROJECT GRANTS

The Port has applied for a grant under the State of Washington Department of Ecology. That grant is a \$40,000 grant for the specific use of assisting in the clean up of Hood Canal.

The Port's proposal is to contract with a contractor (Boat, Captain, and Crew) to scout the south west portion of Hood Canal (Union to Lilliwaup) and remove any and all debris (failed docks, tires, trees, bottles, cans, etc.) located in the water and on the banks. Also, a second contract would be instituted with a contractor to take the collected debris from a boat ramp to the landfill.

Our plan is to have the boat out 10 to 15 hours per month and run for the remainder of 2009. The Port looks forward to assist in the cleaning up of Hood Canal.

### CORRECTION NOTICE

In the last newsletter it was incorrectly stated that residents of the Port's service area would pay the same property tax to the County regardless if the Port existed or not. In conducting additional research, it turns out that statement was incorrect. Residents of the Port of Hoodspport's service area actually pay 29 cents per \$1,000 of assessed value via a special levy for the Port to conduct its business. We apologize for the error.