

PROPOSITION:

A port district dedicated to commercial, industrial and tourism development is not of significant value to the citizens of the Tahuya Port District and should be dissolved by the current Commissioners.

Please see inside for a statement and comments in support of dissolving the port, and for a statement and comments in support of retaining the port.

PRO: STATEMENT FOR DISSOLVING THE PORT

Based on the historically rural and summer home nature of the area encompassed by the Port of Tahuya District, and based on the normal operating charter of a port district, a Port District is not of significant value to the citizens of the Tahuya area. The Port District should be dissolved.

COMMENTS FOR DISSOLVING THE PORT*:

- Increased economic and residential development may cause ecological damage to the canal. Residents for the dissolution of the port recognize that they have a duty to protect the beauty and wilderness of the Tahuya Peninsula and Hood Canal for future generations.
- Many full time residents of the area 1) are retired, 2) do not live here year round, or 3) do not rely on the area for their economic existence.
- Dissolution of the Port is consistent with and directly supports Washington State's Growth Management Act (GMA) by keeping industrial, commercial and higher density residential development in predetermined areas.
- A port district cannot protect the citizens against the actions of other governmental agencies or private developers, and in fact, since a port is in the business of development, it is more likely to work *with* private developers than against them.
- A port district is not intended under the state statutes to be in the parks and recreation business as a discrete activity. A Parks and Recreation District could be formed and Menard's Landing moved to that

organization, or Menard's Landing could be transferred to the county park system.

- The current Port District has no plans to purchase any land or pursue any capital improvements for commercial and economic development of the area.
- The port district has never identified a project that could generate enough revenue to stand on its own, and it has never generated any revenue to offset the taxes being collected on its behalf.
- The current Port District has a relatively small amount of funds available to pursue any plans without raising taxes. Thus, if the port remains in operation, it is likely a tax increase will be required to pursue any projects.
- There is no indication that this area needs 1) to promote the establishment of a commercial and industrial base, 2) to encourage tourism and the businesses to support tourism, or 3) to develop marinas and docks to support commercial fishing, shrimp, crabbing and tourism. These last two items might put the port in direct competition with a private business such as Summertide.
- If there is development in this area, it might cause changes in the character of the area, environmental concerns, increased traffic, the need for increased law enforcement, land use debates, and increased costs to support such development.
- If at some time in the future the Tahuya citizens want to do so, a port district can be reestablished to meet economic development and any other relevant need identified at the time.
- Current businesses in the port district do not have needs that can be addressed by the normal charter of

a port district, nor is a port district necessary for businesses to establish themselves here. No current business has formally requested any support from the current Port District.

- Grants that the port might pursue could end up creating projects that have both ongoing cost and consequences for taxpayers in the area. Typically, the taxpayer ends up paying for them.
- A Port District is not in the business of residential sewer district activities.
- Some people feel that there is other money available to projects without increasing port taxes. However, no one has specified where these funds would come from, or how much would be available.
- The residents and voters of the area have spent a great deal of time and energy regulating a port district that is not offering any value to its citizens. Therefore it is in the best interests of the public to dissolve the port district.

** The above statements are a compilation of comments received in the course of a public process, including three public meetings, regarding the port and its future.*

**CITIZENS OR GROUPS IN SUPPORT OF
STATEMENT FOR DISSOLVING THE PORT:**