

MEETING MINUTES

DATE: August 18, 2020

MEETING TOPIC: Port of Silverdale Predesign Workshop #3

MEETING TIME AND LOCATION: 5:45 virtual meeting available; 6pm start-7:45pm

ATTENDEES:

Abigail Overton, RFM
Michael Wright, RFM
Ronald Easterday, RFM
Steve Rice, RFM
Henry Aus, POS
Theresa Haaland, POS
Ed Scholfield, POS
Phil Best, POS
Caleb Reese, POS
Barbara Zaroff, KCPW
Stella Vakarcz, KCPW
Andrew Nelson, KCPW

Kay Bass
Carrie
Emily Russell
Bridget Burke
Mark
Ellen Strong
Randy
Marvel
Greg Jacobs
John Bouck

1. Open Meeting

Commissioner Henry Aus opens meeting.

2. Preamble

- **Where have we been?**

Steve Rice reviewed the predesign steps taken to date and project intent. Steve reviewed 'process' slides from Workshops 1 & 2 and the priorities that were the outcome from Workshop 2.

- **Next steps**

Steve Rice: We want honest input on what the public sees. Tonight is not a decision-making time. Further feedback gathering for final concept. Explains project process after this workshop and after predesign scope is over.

Barbara Zaroff: KCPW public works schedule is based upon a projected of maximum capacity at two key pump stations, #3 being one of them. Pump station #4 replacement must be completed before #3 is constructed. Would like design for both to proceed now concurrently for efficiency in the design process, with construction only lagging by about a year. Design process shortly after the 1st of the year, 2021. KCPW would ask their consultant to coordinate with POS and their designer to complete plans. POS would need to agree to a collaborative process before the 1st of the year.

- **Meeting protocol**

Ron Easterday explains process. Comprehensive review of all five options, then public comment on options. Options will be available on the Port's website after the meeting for further review/comments. It will be helpful if attendees use Zooms "raise your hand" feature but regardless we will endeavor to let all voices be heard. Abigail will take notes for public record; this meeting is not being recorded.

3. Review of design options with public comment

Mike Wright explains color legend of the building blocks which indicate function – meeting room, shell space, pump station, support spaces, below grade structures and intent of graphics.

The below grade spaces that are part of the pump station operation, the wet well and overflow tank, could have lawn above them but likely would be utilized as part of the hardscape features.

Barbara and Stella from KCPW noted the wet well and overflow tank do require truck access for servicing so could not be all lawn.

Presentation of schemes: Option A: 2-Story with Elevator; Option B: 2-Story with Accessible Route; Option C: 1-Story Minimal Program; Option D: 2-Story East-West; Option E: 2 Buildings with Wide Open Middle

PUBLIC COMMENT:

Comm. Scholfield: We don't need more public restrooms. Port and park have public restrooms. Seems to be a boat wash area in schemes, but it would have to be covered and piped to sanitary sewer; a boat wash gets to be a complicated project. Blocking the view from trailer-only parking lot is not a concern. It's not a public viewing area anyway. Likes D for that reason—blocks the trailer-only and blocks traffic, etc. Either that, or B to separate from the roadway and create quiet waterfront.

Commissioner Aus: B is good because it puts all buildings in one spot and opens the rest of the area, but blocks view from parking lot. Likes E, too, with wide open space and two separate buildings.

Commissioner Reese: Agree with Henry. Wondering if with B, rather than make an amphitheater, could we do a concrete ramp on one side of the building to leave grass flat. If ramp went where bridge is, there'd be less blockage of view, but still no elevator. With E, we could use E and C and build part with pump station now, and the rest of the campus later—as two pieces.

Steve Rice: Schemes B & E attempt to actively engage entire real estate. Other schemes take a small bite and leave rest to imagination.

Ellen Strong: Question about D. How would we be getting long boats in and out of building that is running east/west? Likes C and how long boat accommodations open up onto beach area. C & E are good. All but D are good due to access issues/concerns.

Steve Rice: Some options work to where there is access on either end of each building. D & C show end of the shell could be open on either end. E has only one entrance.

Ellen Strong: Don't see much advantage to two entrances.

Comm. Scholfield: For Ellen, D would exit to parking lot. All other options will open to the beach with soft beach protection with logs and obstacles to navigate to get the shells to the water. Suggests D would be easier to get to the water.

Ellen Strong: Prefers not to be by the busy boat ramp; would not enter the water at that location.

Phil Best: Salisbury Point park has soft beach protection and if designed for it, a navigable path for water access can be provided.

Emily Russell: Really liking B and E. Like idea of accessible platform that is open to everybody all the time and uses grade to advantage. You could berm on north side to take care of traffic noise. B is top choice, with E following closely. Both look like they'd have great access for rowing shells, maybe.

Phil Best: Consider swapping buildings on E with shell building on left side and shortening structure on other side. Shell house with access on the end/left side. With some creativity, you could take shells out and into the water without many problems. Something like what's happening at Salisbury Park. Would like to suggest designing something to accommodate access

Mark: A, B, C, and E all have shell houses facing the beach. Assume you'd be able to use top of gray area for boats/cleaning/maneuvering. Boats must be rinsed after each use before they are put in the boat house. There's not a lot of room between beach and buildings for boats/cleaning. Disagrees about access on both ends; believes it's good; there is need to conveniently get the shells to a drive area for loading to attend an off-site regatta. E would have the most room to bring shells in and clean.

Steve Rice: Since we got a lot of comments about meeting space in the first workshops, would like to pose the question again. Any comments about the quality of meeting space? Necessary for it be elevated?

Comm. Reese: See no need for it to be elevated, just viewing platform. But it'd be nice to have meeting room elevated for good views and reduce building footprint for more greenspace.

Comm. Scholfield: D, if you could separate port building from pump house, that would be great. Create a breezeway. The only thing with E is that it takes up 4-5 parking spots that would have to be replaced as they were RCO funding

Greg Jacobs: Looking at E, looks like it's pretty close to Washington. Is this consistent with the County's plans? With big turn-around at the end? Does it still account for what the

county wanted? Area near the end of the dock will be a pretty popular place. Thought they were going to cut into concrete by the dock?

Comm. Scholfield: There will be a small turn around at the end, but it's pretty close the property line on the design. Angle of parking was going to be adjusted. East side will be optimized? Somehow, we need to see if plan E works with county plans for the road.

Barbara Zaroff: Just drive-through turn around at end of parking lot. A number of issues will have to be coordinated and require tweaking. If there's an outdoor event area/washdown area, we'll need to look at drainage that won't create soggy patch for picnickers, etc. My recollection is the County is not acquiring any more land for the road/parking/turnaround upgrades.

Comm. Scholfield: One problem with all options, there is a gravity sanitary sewer line that comes all along south side of the trailer parking lot. There is an easement there that will need to be maintained.

Stella Vakarcs: Gravity line runs east and west, right underneath where buildings are shown. Not exactly sure of layout, but we'll coordinate. Didn't think we were taking up any more of the right of way for turnaround. The project is still working within existing ROW parameters.

Mark: Addressing Ed's concern with Option E and parking spaces. What about parking lots near pub? You could get those back. Agree that better drainage would be nice.

Comm. Scholfield: Due to RCO, trailer parking and car parking are separate. Only trailer parking spots are being lost. Cannot be recouped by pub parking.

Comm. Aus: We need to pay attention to sewer easement.

Steve Rice: Assume there is survey for easement? Stella V. confirms and can get documentation to RFM. Commissioners, other easements or restrictions?

Comm. Scholfield: There is a force main that must be considered as well. Near fire lane for trailer-only overflow.

Stella Vakarcs: What are required setbacks from shoreline for permitting?

Steve Rice: No restrictions we're concerned of now, but there may be concerns if we separate meeting space. The key is water dependent uses are allowed with less shoreline setbacks. For some proposed functions, the water dependent use is obvious; for meeting space we need to ensure it is tied to the water dependent uses., which it is. We cannot lose sight of that connection.

Stella Vakarcs: Advantage to reducing overall footprint for SDAP? SR: another thing to think about.

Greg Jacobs: Couple things: How much of impermeable issue is addressed in the impermeable cap? Since John and I were late to this meeting, can we discuss any sailing accommodations that have been addressed? Meeting room could double as a sail loft to lay

out sails unless it's booked. Are you assuming all sailboats are in boat yard? Concerned if shell house is only for shells and assigning one use for the building.

Comm. Scholfield: Regarding impermeable issue, a lot of that could be mitigated by driving piles and using grade beams for the buildings This is why you need lots of soft beach protection.

Steve Rice: In response to Greg, we don't know the mix and how to accommodate for all watercraft. Referred to Comp Plan and the options/focus areas identified there that had a larger boathouse at another location. This project is just the first one of many described in the Comp Plan and was prioritized due to the pump station project schedule.

Comm. Scholfield: No grants if it's a single-use facility. Shell portion must be multi-use. If it's not open to everybody, we could run into an issue with grants/funding requirements.

Steve Rice: Would it make sense to think about accommodating smaller sail boats in the shell house? Instead of the larger mast-up sail boats?

Greg Jacobs: Smaller boats would be fine, possibly lasers. Race boats, FJs, 10 total for high school program that runs February -October. Older boats used for instruction and three larger boats in 20' range. Small boat/optis and el toros are the ones that stack vertically are used for summer kids' programs. These could potentially be stored in boat house.

Comm. Scholfield: Another thing to look at would be using this area for repairs of any boat to get them out of the weather and keep things secure.

Bridget Burke: Problem may be that we're asking a building to do too much. Likes model at Renton Rowing.

Steve Rice: There is a sweet spot, and we'll work toward it. This conversation is forcing us to address the assumptions to date. The plan was always viewed as modest building with the Byron Street building carrying more of the bulk.

Comm. Scholfield: Also keep in mind, that the Port has a Hawaiian boating group requesting room.

Bridget Burke: There is a difference in that the Port owns all shells and sailboats. Hawaiian boaters own their own boats.

John Bouck: Key thing for sailing in this building is meeting space and some space where we can get things dirty or wet for sail repair, possible hands-on training, etc. As a community member, would love the building to be a hub for gathering and community enjoyment. The more multi-use we can make it for the community, the better for all.

Comm. Scholfield: Would like to be able to accommodate visiting crews for several regattas a year.

Bridget Burke: Mount Baker rowing and sailing, Renton Rowing, etc. have multi-use models.

Steve Rice: Multi-use and need for space keeps coming up. RFM also heard a couple of years ago that the green area is 'sacred'/preserve views as much as possible. There's some conflict, for example if we covered 50% of greenspace down there, would that still be viewed as impossible?

Comm. Scholfield: Greenspace should only be a general area, not really for gathering. This area is more industrial. County landscape requirements for the parking lot required trees that block views. There is the 5 acres west of the boat launch that are available for viewing the water.

Comm. Reese: Most concerns I receive are about those driving by for the view. Locals like to be able to drive by and see water, not necessarily park.

Steve Rice: Would this place be the right place for more enclosed space with less greenspace? Swap Byron concept with this waterfront space?

Comm. Scholfield: It would still be nice to have grassy area between buildings and water for a space to gather.

Comm. Aus: Removal of grass would be met with complaint, but maybe better to use Byron model here.

Comm. Scholfield: If majority of building had glass areas, to optimize parking lot view, that could help.

Greg Jacobs: There was confusion about meeting tonight vs. commissioners meeting on Thursday. There could have been more representation tonight. Now back to B as top option with possible use of ramp for viewing sailing events. This place could become national/world class destination. Thinking long-term/bigger picture.

Bridget Burke: Want to thank you for including non-motorized parties in these plans.

Comm. Scholfield: Send presentation to the Port for website posting.

Phil Best: I sent the presentation we received on Friday from RFM to everyone here. Additional comments to be emailed to the Port and Therese will compile for record.

General coordination for intent of Workshop 4, the last scheduled Workshop 4 will be open for comment.

Steve Rice: For Workshop 4 it seems likely the design team will likely bring forth more than one option, perhaps an option to accommodate more stakeholders.


4. Close Meeting

Commissioners vote to close meeting. Meeting closed.

END OF MINUTES

This is a summary of the items discussed. Please advise this office within 48 hours regarding any omissions or differences of understanding. Prepared By: Abigail Overton, Rice Fergus Miller, Inc.

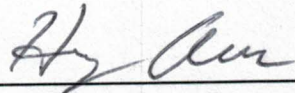
Approved:



Commissioner



Commissioner



Commissioner

NOTICE OF PUBLIC MEETINGS

THE PORT OF SILVERDALE BOARD OF COMMISSIONERS ARE

PLANNING TO ATTEND THE UPCOMING

PUMP STATION 3 PREDESIGN PLANNING WORKSHOP

ON TUESDAY, AUGUST 18, 2020 @ 6:00PM

HOSTED BY RICE FERGUS MILLER VIA ZOOM

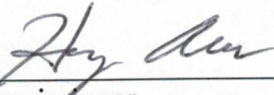
Meeting ID: 950 8698 9869

+1 253 215 8782 US (Tacoma); +1 408 638 0968 US (San Jose); +1 669 900 6833 US (San Jose); +1 346 248 7799 US (Houston); +1 312 626 6799 US (Chicago); +1 646 876 9923 US (New York); +1 301 715 8592 US (Germantown)

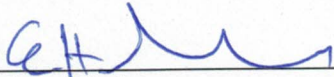
Handwritten notes:
Rice Fergus Miller
08/17/20

WAIVER OF NOTICE OF SPECIAL MEETING

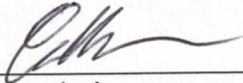
The undersigned, Port Commissioners for the Port of Silverdale, hereby waive the requirement of notice in writing of the special meeting of the Port of Silverdale held on August 18, 2020, at Rice Fergus Miller hosted, is present at such meeting, Zoom meeting and agrees to the conduct of the Port business as announced by the President in calling this meeting.



Commissioner



Commissioner



Commissioner