

## MINUTES OF SILVERDALE PORT MEETING ON MARCH 25, 2021

Commissioner Reese called the meeting to order at 10:00AM at the Port office at 3550 NW Byron Street, Silverdale, WA. Also in attendance were: Commissioner Hunt; Commissioner Scholfield; Attorney Phil Best; Administrator Theresa Haaland; and Ben Anderson, Brad Ginn and Andrew Thorsen of Art Anderson Associates (AAA). Social distancing guidelines were followed. Notice of the Special Meeting was placed on the Port office door days prior to the meeting and a Waiver of Notice of Special Meeting was signed by all Commissioners and is attached to these minutes.

It was explained to AAA attendees that the Port has tied for number eleven in the Recreation Conservation Office (RCO) Boating Facilities Program (BFP) grant and didn't rank quite as good for the Aquatic Lands Enhancement Account (ALEA) grant, but it is all unknown until the State's Budget is finalized.

Commissioner Reese explained that the Port has been working for the last three to four years in pursuing the necessary permits to dredge the area around the moorage facility and the boat ramp. A portion of the BFP grant application included a request of funds for dredging, which is not normally funded, but because the silt build up is partly due to natural causes and also because of the development where Clear Creek connects with the bay, it was allowed. The RCO asked what the Port will do to mitigate for future dredging. In talking with the Port's Marine Surveys and Assessments consultant it was determined that it is much easier to receive permitting in general in deeper water. These two items brought up the idea of possibly moving the Port's moorage facility out to deeper water.

An aerial diagram of the Port facility was reviewed. Phil explained that the Commissioners were thinking of staying with the same configuration just moving it all out past the dredged area. Commissioner Scholfield added that the sailboat float and the new non-motorized float would also be moved out a bit. Phil said that the facility was constructed in the 1980's and includes heavy wood to serve sort of as a breakwater with floatation tubs underneath, but they keep breaking off and need to be replaced. Commissioner Scholfield said that around 2000 all of the tubs were replaced. The piling anodes are about due for replacement and ten years or so down the road the Port will need to discuss replacing all of the pilings. He said that the Port would want to keep the same floats. They would just need to be disassembled and put back together in the new location. Ben Anderson said that it seems like it would be the optimal time to install new floats. Phil agreed and said that with the new technology there may be better material to serve the purpose. Commissioner Scholfield said that the Port wouldn't be using concrete. Phil said that the Port of Bremerton uses concrete and it seems to work well. Brad Ginn agreed and said that the newer facilities are generally made of concrete with sections tied together acting as one unit. Commissioner Scholfield explained that the Port's current facility

was actually designed up in Alaska with major wave action being considered. Mr. Anderson said that Bremerton has 1400 feet of breakwater made of concrete. Commissioner Scholfield said that they are more sheltered in there and don't get the wave action that Silverdale does with the two miles of fetch. Commissioner Scholfield said that the Port's current facility probably has another twenty to thirty years of life left, so he would want to use what we already have. Mr. Ginn said that it would be due diligence to at least analyze other options. Commissioner Scholfield said that there just have never been any issues with the wood floats. They have been designed to move with the wave action. Mr. Anderson asked if the Port wanted to consider adding more slips, since this would be a substantial project it would be the time to consider that as well. Commissioner Scholfield said that we may want to extend the two internal finger piers to full length.

The gangway length was discussed. Americans with Disability Act (ADA) requires the gangway to at least be eighty feet in length, although that doesn't make it ADA accessible at all tides. Commissioner Reese said that we may want to go with a longer gangway, but it all depends on how much this is going to cost. If it is going to save the Port money in the long run by not having to dredge, it may be worth it. At this point we are just looking at this option and asking for any suggestions you may have. Mr. Anderson said that he agreed with Mr. Ginn and they can prepare a few different scenarios including the use of the current material.

Mr. Ginn asked if the facility was moved out say one hundred feet would it still be within the Port's Department of Natural Resources (DNR) leased area. Phil provided the DNR lease survey, which showed that would not be an issue.

Commissioner Reese said that the angle of the moorage facility should remain the same as that was the proper placement and back in the day, they must have done studies to determine that was the most optimal placement. Mr. Anderson said that they can check it and asked if the Port had any of those old studies. The files will be reviewed and if the study is found will be scanned in and forwarded to AAA.

Commissioner Scholfield said that it would be beneficial to increase the utility area that sits in the middle of the dock. Mr. Anderson said that there are many ways to add the utilities, it doesn't necessarily need to be in the middle. Mr. Ginn said that making the utility troth wider would complicate the process.

Mr. Anderson said that they will prepare a scope of work along with a timeline. He asked who the point-of-contact is for this project. It was agreed he can send everything to Phil who will forward it on to the Commissioners.

Commissioner Reese said that along with this, the Port does want to start moving forward with the non-motorized float. Phil said that having the non-motorized area close to the float for the

motorized boats has been an issue with the RCO, so this is something to keep in mind also. Separating the two more would be beneficial if/when applying for RCO grants.

The next Regular Port meeting is scheduled for April 15<sup>th</sup>. Mr. Anderson said he would get the scope of work out next week, so the Commissioners have time to review it prior to the meeting where if agreed it can be approved.

The Boating Infrastructure Grant (BIG) application opened on March 3<sup>rd</sup> with a pre-application due date of May 17, 2021. Commissioner Scholfield said that the asphalt around the boat launch and up to the oil separator needs to be removed and concrete installed as the salt water is just breaking up the asphalt. Kathleen Byrne-Barrantes, the Port's grant writer will be called and asked to meet to further discuss the upcoming BIG application and also her thoughts on the idea of moving the floating moorage facility south and how that might affect the current grants. Phil suggested he contact Amy Lietman of MSA to further discuss this as well.

Commissioner Scholfield said that Breaking Waves Brewery patrons continue to park in the Port's vehicle lot after hours. Breaking Waves was sent a letter asking them to contact the Port to discuss parking, but they have not reached out. Commissioner Scholfield said that the lot is full just about every night. He suggested the parking lot be closed for a night or two and if cars continue to park in there that notices, stating the lot is closed from sunset to sunrise, be placed on vehicles. Commissioner Scholfield suggested another letter be sent to Breaking Waves explaining that their patrons are subject to impound if parked in the Port lot after sunset. Contacting the County was also discussed as it seems strange that Breaking Waves was issued an Occupancy Permit without adequate parking and no agreement with the Port.

***At 11:16AM Commissioner Scholfield moved to adjourn the meeting; second by Commissioner Hunt; unanimously approved.***

Approved:



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Commissioner



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Commissioner

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Commissioner

## 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 March 25, 2021, at 10:00 AM @ Port office, is present at such meeting, and agrees to the conduct of the Port business as announced by the President in calling this meeting.



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Commissioner



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Commissioner



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Commissioner

THERE WILL BE A SPECIAL MEETING  
OF THE PORT OF SILVERDALE  
AT THE PORT OFFICE  
ON THURSDAY, MARCH 25<sup>th</sup>, 2021  
AT 10:00 AM  
TO DISCUSS  
THE FUTURE NON-MOTORIZED  
DOCK AND FACILITIES  
WITH  
ART ANDERSON ASSOCIATES