

MINUTES OF SILVERDALE PORT SPECIAL MEETING ON SEPTEMBER 22, 2021

Commissioner Reese called the meeting to order at 11:01AM at the Port office – 3550 NW Byron Street, Old Town Silverdale. Also in attendance were: Commissioner Kitchens; Commissioner Scholfield; Attorney Phil Best; Administrator Theresa Haaland; Brad Ginn and Andrew Thorsen of Art Anderson Associates (AAA); Mark Underwood and Kay Bass of Clam Island Rowing (CIR); Julie Jablonski and Greg Jacobs of Kitsap Sailing Foundation (KSF); Port tenants: Daleen Grimes and David Holman; and Silverdale resident Steve Miller. 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.

Marina Relocation Alternatives Analysis – Andrew Thorsen provided a brief overview of the draft analysis from AAA dated September 14, 2021. He explained that alternatives include options with both concrete and wood floats. Commissioner Reese explained that the alternative using the new non-motorized float as an extension to the floating moorage facility is not an option. Greg Jacobs asked if moving the moorage facility out to deeper water will circumvent the dredging litigation. It was explained that the next court date for that is set for December 3, 2021, and that it also includes the dredging around the boat ramp, which needs to take place regardless. An email dated August 27, 2021 from Phil, which included the Preliminary Estimate of Probable Construction Costs from Coastal Geologic dated July 19, 2018 was reviewed. The costs to dredge the area around the floating moorage facility was estimated at \$830,476 back in 2018. Commissioner Reese explained that the \$830K could instead be used towards extending the facility to deeper water in an effort to avoid having to dredge in the future. Design 2A was reviewed and there was discussion about instead of having two gangways, one to the floating moorage facility and another to the non-motorized float, it would probably save money to just have one gangway and instead have a dock bridging the two. Julie Jablonski said that the storage sheds also need to be considered as they take up quite a bit of room. She suggested the storage shed be kept on the bigger dock, so it doesn't get in the way and agreed one gangway actually will provide for more room on the non-motorized dock. Commissioner Reese explained that we are getting ahead of ourselves with trying to determine where storage sheds will be placed. At this point we are trying to decide if the floating moorage facility is going to be moved. Commissioner Scholfield said that he doesn't think the savings of having just one gangway would be much more than \$30,000 maybe even less than that when you consider the costs of a float that would be needed to bridge from the floating moorage facility to the non-motorized float and the Recreation Conservation Office (RCO) would probably not be in favor of that anyway. Mr. Jacobs explained that he hasn't been down to the Port's floating moorage facility in over twenty-five years because it is not

Americans with Disabilities Act (ADA) compliant. He requested the current codes be used with the new build. Commissioner Scholfield said that the new requirement is that gangways be at least eighty-feet long. The current gangway is just fifty feet, so it would be an additional thirty feet, which is sure to help with the slope. Mr. Jacobs agreed that would help although he would need to pay attention to the tides. Mark Underwood said that what he has viewed will not work for the long rowing shells, it would have to be at least twice the width. Commissioner Scholfield explained that the intention isn't to store shells on racks on the float. Commissioner Reese agreed that it's more to be used for getting in and out of non-motorized boats. Mr. Underwood said that the current design will not work for rowing. It was explained that KSF and CIR members helped determine the initial needs, which AAA used to prepare the most recent design. Mr. Jacobs said that the current sailboat float isn't ideal for sailing, but they have made due with it. He said this is good to discuss before it gets too far along and offered to create a model of the facility and boats to scale to help determine the needs. The location of the non-motorized float was discussed. Brad Ginn said that the new float could be configured just about anyway. It just depends on what is wanted. There was more discussion about reducing the gangways as shown in design 2A from two to one. Commissioner Scholfield said that with the movement of the floats he thinks having two gangways would be the best option. He explained that with all the wave action the less points of contact the better. When the sailboat float was first installed it had three points of contact and a bracket broke within the first few months of the install. Mr. Thorsen explained that either way, with the two gangways or a float to bridge the two facilities, the pilings will help to keep things secure. Mr. Jacobs said that is another thing to consider, the placement of the pilings so that the obstruction of the space is at a minimum especially for the rowing shells. Commissioner Reese reminded everyone that the Port applied for three RCO grants in all, one of which is for upgrading the electrical and water at the floating moorage facility with the other two grants to be used for the new gangway to the non-motorized float and the float itself. One of those two grants was going to be used to offset the required matching funds of the other, unfortunately the Port was only successful in the award of one of those grants, so a lot of money is going to be needed to complete the entire project. Ms. Jablonski said that she realizes the money is not available to do all of this right now, but wants to plan for the future and thinks that the size of the float outlined in AAA's analysis should be doubled and maybe it can all be done in phases. She explained that there are 12,000 kids that are served within the Central Kitsap School District (CKSD) and sees that as an enormous opportunity to grow the program, but it can't grow with limited space. Mr. Ginn said that adding to the new non-motorized float in the future shouldn't be an issue as long as it sits within the Port's Department of Natural Resources (DNR) boundary. Commissioner Scholfield said that the Port just doesn't have the money for it and that the Port is stretched to the limit right now. He said that we are looking at AAA's Marina

Relocation Alternatives Analysis right now and need to first decide on that. Commissioner Reese said that looking at the costs, it makes sense to him to move it. AAA's analysis of keeping the facility as is and option 2A is about a \$750,000 difference. An email dated September 13, 2021 from Kimberly McClurg of Marine Surveys and Assessments (MSA) outlined the estimated mitigation costs for the 2A design to be \$521,000. This will save the Port from having to dredge around the moorage facility in the future, so will save a lot of money in the long run. Ms. Jablonski encouraged the board and said that moving the facility will be such a great story for the community. Commissioner Reese said that the RCO will need to be informed, although ultimately, we are accomplishing the same thing outlined within the grant application, but it is a bit different than what was presented to them. *Commissioner Scholfield motioned to move the Port of Silverdale's floating moorage facility out into deeper water as outlined within Design 2A of Art Anderson Associates Marina Relocation Alternatives Analysis dated September 14, 2021, second by Commissioner Kitchens.* Discussion: Commissioner Kitchens asked if the existing pilings would be pulled out. It was explained that is an unknown at this point. *The motion passed unanimously.*

There was more discussion about the material of the floats. Commissioner Scholfield said that he is in favor of wood floats verses concrete as the concrete breaks down over time and litters the beaches. Mr. Thorsen said that concrete floats can last up to fifty years and would act as a better breakwater because they would be much deeper than the wood floats, but they are much more expensive. Mr. Jacobs asked if there was any other way to dissipate the wave energy other than material. Commissioner Scholfield said that the reposition of the entire facility should help. He added that the current floats have tubs filled with foam and some concrete. They have been replaced once about fifteen years ago, so they hold up well. Commissioner Reese suggested grating be added as much as possible to the floats in an effort to reduce mitigation costs. Mr. Jacobs said that in regards to ADA grating in general is okay, wood creates more issues with the spacing. David Holman asked if the new hybrid concrete/wood material might be considered for the decking. Mr. Thorsen said that he wouldn't suggest it unless the entire facility was going to be redone because of the costs. Ms. Jablonski asked if the next step is to figure out the needed dimensions of the new non-motorized dock. Materials to be used for the new pilings was discussed. Phil asked if the extension at the far end of the pier is now dropped. Commissioner Reese explained that instead of the extension being located on the far end, it will basically be used from the gangway out, which will extend the entire facility. The angle of the facility was further discussed and there were some side discussions. Phil asked Mr. Thorsen if the floating moorage facility will be in minus ten water. Mr. Thorsen said it would, but the new 150-foot extension and the non-motorized float would not be. It was agreed that shouldn't be an issue for most non-motorized vessels. Phil reminded everyone that there are still legal

actions taking place in regards to the dredging permit. Commissioner Reese said that no matter what the Port still needs the permit to get the boat ramp area dredged, so we still need to win that appeal. Phil said that the RCO is going to be pleased that the Port will not have to dredge in the future, but questioned if this might change the grants that have been awarded. Mr. Ginn said that AAA will write up a proposal for the additional work and start scheduling the stakeholders' meetings for the non-motorized float. He said that he will coordinate through Phil. Mr. Ginn assured that the stakeholders' needs/wants will be ironed out during those meetings and from there a couple of designs will be generated for the Commissioners' review. Ms. Jablonski said that there is no other Port in the Northwest that offers what Silverdale does and it's a huge opportunity for the Port. Commissioner Reese asked AAA representatives what else they need from the Port. Mr. Ginn said that since a decision has been made regarding the relocation analysis that task is now closed. AAA will begin working on a proposal for the additional work moving forward and start scheduling the stakeholder meetings. He confirmed that AAA doesn't need anything at this point from the Port.

Painting of Port Properties – TIKAR was provided the Request for Quotations (RFQ) that had been sent to several painting businesses on the Small Works Roster (SMR), where only one business responded and the bid was roughly for \$56,000. An email dated September 20, 2021 from Lee of TIKAR was reviewed. Within the email Lee explains that for TIKAR to paint the buildings listed and described within the RFQ would cost around \$35,000 under TIKAR's current building maintenance and repair contract. *It was agreed to accept TIKAR's bid in the amount of \$35,000 to paint the 3421, 3423, 3425 Byron Street properties and the 3215 Lowell Street building trim and garage* (motion by Kitchens; second by Scholfield; unanimous).

Public Comment – Daleen Grimes, tenant of 3330 Lowell Street, explained that her building has a lot of damage and is also in need of new paint. It was explained that her building is not included in the properties that are going to be painted by TIKAR. She said that her building should be considered sooner and that there is no trim on the back door. Commissioner Scholfield said that he will take a look at the building.

Mr. Holman said that there are still a lot of ants in and around the new wall that was installed. He said that he is using things to keep them at bay, but wondered if an exterminator should be called. Commissioner Scholfield said that whatever they want to do about it is basically up to the tenant. Mr. Holman said that after Commissioner Scholfield fixed the electrical to a light in the building, several outlets stopped working. Commissioner Scholfield explained what might be the issue and said that he will look into it. He asked Mr. Holman to put sticky notes on the outlets that aren't working as he will be checking it out on a weekend when the business is closed.

At 12:24PM it was announced that the meeting would be going into Executive Session for approximately five minutes to discuss real estate matters.

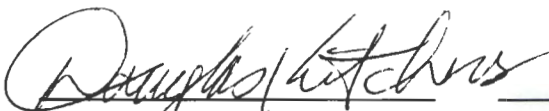
At 12:28PM the meeting returned to Regular Session. There was no public waiting to reenter the meeting.

Moving the floating moorage facility was further discussed. Phil said that he will contact the RCO to explain the situation with the relocation of the floating moorage facility and see if it has any impact on the grants and/or what they will allow. It was mentioned that dredging was included within one of the grants. Commissioner Reese said that it should be determined if the money allocated for the dredging of around the floating moorage facility could be used towards moving the facility to deeper water. Phil said that he would redescribe the project. The Commissioners questioned having to redescribe the project because it is basically the same except for the dredging/moving the facility. Phil said that he will just place a call into the RCO and tell them this is what the Commissioners are thinking about doing and get their input.

Commissioner Scholfield reported that he talked with the attorney, John SanFellipo, who rents an office upstairs at the Port office building. Commissioner Scholfield informed Mr. SanFellipo that Phil is going to be retiring at the end of the year, so the Port will be looking for a new attorney and suggested he attend an upcoming Port meeting.

The meeting adjourned at 1:10PM (motion by Kitchens; second by Scholfield; unanimous).

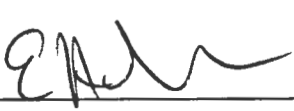
Approved:



Commissioner



Commissioner



Commissioner

WAIVER OF NOTICE OF SPECIAL MEETING

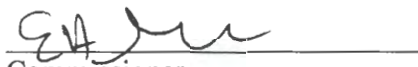
The undersigned, Port Commissioners for the Port of Silverdale, hereby waive the requirement of notice in writing of the special meeting of the Port of Silverdale held on 9/22/2021, at 11:00AM 3550 Byron Street, Silverdale (Port office), is present at such meeting, and agrees to the conduct of the Port business as announced by the President in calling this meeting.



Commissioner



Commissioner



Commissioner

SPECIAL MEETING OF THE PORT OF SILVERDALE

THE MEETING IS SCHEDULED FOR

WEDNESDAY, SEPTEMBER 22, 2021 AT 11:00AM

**THE MEETING IS CALLED TO DISCUSS WATERFRONT PROJECTS
INCLUDING THE POSSIBILITY OF MOVING THE FLOATING MOORAGE
FACILITY OUT INTO DEEPER WATER, POSSIBLY PROPERTY ACQUISITION
AND PAITING OF PORT PROPERTIES**