

## MINUTES OF SILVERDALE PORT SPECIAL "CHARETTE" MEETING ON DECEMBER 8, 2021

Commissioner Reese called the meeting to order at 11:00AM 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; Erik Barr, Dan Leckman and Christopher Patano of Patano Studio Architecture/EHDD (PSA); Peter Leon and Gisele Sassen (via Zoom) of Leon Environmental; Greg Jacobs and Julie Jablonski (via Zoom) of Kitsap Sailing Foundation (KSF); Carla Larson; and Roy Sahali. 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 signed by all Commissioners is attached to these minutes along with PSA's meeting notes.

Introductions were made.

Erik Barr explained that he hoped outcome of today's meeting. He explained that the goal is to walk out with a couple of diagrams to explore and then return at a later date with a couple of more-detailed designs. Chris Patano added that today we will sketch layouts and hope to end with a plan that will work for the Port. Those sketches will then be used to come up with a couple different concepts for future review.

Patano had provided the June 25, 2021 Waterfront Center Concept Design Preliminary Review.

There was discussion of the flood zone in the area, one-hundred-year floods and how it is important to plan accordingly. It was explained that the closer a build site is to the water, the costs are much higher. It was agreed that building in conjunction with the County's pumpstation should be off the table. It was explained that a pavilion near the County pumpstation building should be considered and a Waterfront Activities Center building should be designed along Byron Street.

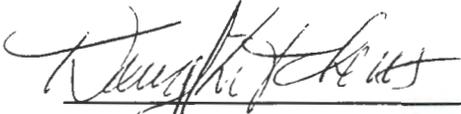
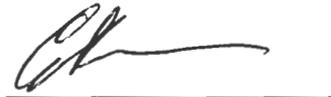
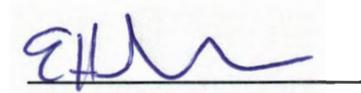
There was also discussion about the possibility of moving the overflow vehicle/trailer parking stalls. It was agreed that the Recreation Conservation Office (RCO) would have to be onboard with that, but it was thought that since it would just be a relocation, not far from the boat launch, it probably wouldn't be an issue. Using Grasscrete so that an area could be used for parking, when needed, was also discussed.

Commissioner Reese asked that Patano also include the area across the street from the Port office in the new design. It's not that everything is going to be constructed at once, but to have a design for the entire area seems appropriate moving forward.

Patano was tasked with providing a couple of designs for the Waterfront Activity Center along Byron Street. To include the parking areas and boat storage areas although they can be moved and/or rearranged as long as there is no loss.

The meeting adjourned at 1:02PM (motion by Scholfield; second by Kitchens; unanimous).

Approved:

  
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Commissioner  
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Commissioner  
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Commissioner



## Port of Silverdale Waterfront Center Site Priorities Design Charrette

**Meeting Date:** December 8, 2021

**Location:** Port of Silverdale Offices, Silverdale WA

**Attendees:** **Port of Silverdale:**

Commissioner Caleb Reese  
Commissioner Ed Scholfield  
Commissioner Doug Kitchens  
Attorney Phil Best  
Administrator Theresa Haaland

**EHDD Architecture:**

Christopher Patano AIA, DBIA, Partner  
Erik Barr AIA, Senior Associate  
Dan Leckman, Associate

**Leon Environmental:**

Peter Leon, Principal Scientist  
Gisele Sassen, PLA, AICP (Remote)

**Community Stakeholders:**

Greg Jacobs  
Julie Jablonski (Remote)  
Carla Larson  
Roy Sahali

### Introductions

#### Recap - Work to Date

-The following reports have been generated by the design team and other Port consultants to better understand the project site:

- 1) Draft Critical Areas Study (Dated July 2021) - Documents site features / setbacks / existing Bioswale on site.
- 2) Draft Topographic Survey (Dated 7/27/21) – Documents site features / topography.
- 3) Geotechnical Engineering Report (Dated 11/11/21) – Identifies Site Area A (along Byron) and Site Area B (adjacent to the proposed pumpstation). Identifies poor soils likely requiring deep footings in Site Area B
- 4) Draft High Tide Line Memo (Dated 8/18/2021) – Establishes a high tide line for the site and (therefore the 100 ft shoreline buffer).

-The design team generated (5) five site design options based on comments from the Port of Silverdale and gathered from stakeholders at two stakeholder meetings in Spring of 2021.

-The design team has researched available site data including FEMA flood maps, 2018 WCRB Shoreline Sea Level Rise Assessment, Silverdale Old Town Design Standards, and City of Silverdale Zoning and Design standards. Kitsap County which is constructing a new Pump Station 3 in the Site Area B has no protocol for sea level rise.

-As requested the design team prepared the Port of Silverdale Waterfront Center Siting Impact Assessment memo which assessed high level cost impacts for each location on site based on the site research, site studies, and professional recommendations from the design team, submitted for review by the Port 10/20/21

-During the 11/02/21 meeting to discuss the siting impact assessment memo it was determined an in-person Design Charrette would help the design team further understand Port priorities as well as help Port Commissioners to further understand site constraints and determine clear direction for the rest of the study. Charrette date was set for 12/08/21.

## Building Site Areas Identified & Opportunities / Limitations



Site Area Diagram

### Site Area A – SE Corner of Byron / McConnell (Location of Old Town Pub / Existing Retail):

- Location originally identified in the Geotech Report.
- Per stakeholder input would be a desirable location for Boating Center because of watercraft storage due to straight shot to water / boat ramp.
- Located along Byron, complies with Old Town Standards.
- Would be a good site for a combined Community Center / Boating Center (Waterfront Center)
- Lower foundation costs / less risk of flood / not in Shoreline Buffer.
- Southern boundary of Site A is likely set by the existing alley due to sewer mains and access requirements.



### **Site Area B – Adjacent to Pump House / South of RCO Parking (Previous Study F-2):**

#### **-No longer in consideration for Boating Center / Community Center.**

-Location originally identified in the Geotech Report.

-Higher Foundation Cost - Structural Engineer ROM estimates additional \$150 / SF for construction in Site Area B due to the type of footings required to resist poor soils identified in the Geotechnical Report.

-Partially in 100 FT Shoreline Set back – Could lead to increased \$\$ / time for permitting.

-Partially in type AE FEMA flood zone – Architectural ROM estimates additional \$ 50 / SF for hardening against flood, and possible additional cost for maintenance over the life of the building. Flood levels may rise in the future, further impacting the site.

-New PC3 Pumphouse / Wet Well to be constructed by the Kitsap County on this site is an industrial structure / easier to harden against flood with a shorter building lifespan than is desirable for a Waterfront Center.

-Roof top deck at new proposed pumphouse to be provided by Kitsap County, this is still TBD.

-Site B and lawn area surrounding it would be good site for an open air Pavilion or Pavilions.

-Site B is the chosen site for new Kitsap County PC3 pumpstation and wet well. EHDD is the consulting architect on the PS3 exterior to facilitate County design team coordination w/ Port.

### **Site Area C – SW Corner of Byron / Washington (Existing Parking Lot):**

-Views to water will be partially obstructed by New Pumpstation location.

-Access to water w/ watercraft is more complicated than Site B.

-Located along Byron, complies with Old Town Standards.

-Parking currently in this area is owned by the Port but is often used by county park users which is not desirable. Parking in this area could shift to more desirable location / be more clearly indicated for Port use.

-Could be a good location for Community Center if constructed as a separate building from the Boating Center.

-Could be a good location for future Retail / possibly some sailboat storage behind or under building. Buildings could be placed to deter use of remaining parking by adjacent county park users.

-Southern boundary of Site C is likely set by the existing alley due to sewer mains and access requirements.

### **Site D – SW Corner of Byron / McConnel (Existing Port Sailboat Storage):**

-View to water is mostly obstructed by apartments.

-Could be good location for future retail.

-Could be good place for part of boating center, though direct access to water may be trickier than Site B.

-Some land at this location still needs to be purchased.

-If used, sailboat storage needs to be relocated / cannot be moved farther from shore for hand carried boats.

-Could contain structured parking in order to eliminate parking from another area of the site (structured parking not recommended).



## **Other Topics Explored**

### **Views:**

- Maintaining the view is important to the Port and to stakeholders.
- 3 types of view to be considered: 1) View to water from Shore, 2) View to water from new buildings 3) View to water from Byron Street.
- Community Center building wall toward water should be open / fully glazed to maximize view.

### **Open Air Pavilion(s):**

- Pavilions would have less demanding footing requirements (less expensive to construct on poor soils encountered in Site Area B) and could meet covered outdoor space requirements for boating programs, support community events.
- Pavilion(s) could be rented / provide revenue to the port.
- In lieu of pavilion greater overhangs could be added to the pumphouse, but this may harder to rent / less desirable.
- Could have exterior lighting / power.
- Wind break and / or passive solar should be considered.
- Day use lockers for Boating Programs?
- EHDD is constructing similar pavilions on another project for +/- ROM \$170 per SF.
- Concrete columns, wood structure could be used for roof if high enough above grade.

### **RCO Parking:**

- RCO Parking needs to be maintained in the current location or relocated at 1 : 1.
- It is possible the RCO could be negotiated with to accept less parking (but unlikely).
- RCO Parking is only fully utilized during hot weekends / holidays (+/- 5 times a year) is usually not completely full.
- RCO Parking could be paved w/ "grasscrete" / made permeable and only opened to parking during certain parts of the year. Could be used as a public park / gathering space the rest of the year, signed to keep people out. Permeability could be an asset for stormwater retention.
- RCO Parking is already difficult to park boat trailers in. Angled boat parking should be studied if parking is relocated. If RCO parking is relocated clearance cannot be reduced / needs to function. If relocated, new location cannot impact boat ramp function or other site functions.

### **Port of Silverdale Parking:**

- Needs to be maintained but could potentially be relocated, possibly w/ a reduction in spaces depending on code.
- Is often used by users of the adjacent county park which was not the original purpose of the parking.
- May be desirable to relocate to prevent parking by county park users / make more parking available to Port and other downtown users.

## Water Access:

- Non-motorized boats currently use a boat ramp to one side of the motorized boat ramp.
- Design team will consider adding a new non-motorized boat ramp as part of the new design to work with the boating center location.

## Charrette Results / Ranked Priorities Identified (1 = most important, 5 = least important):

The following priorities were identified / ranked / agreed upon by charrette participants (Port Commissioners, Community Stakeholders & Design Team):

**Priority 1 - No building development on Site Area B.**

**Priority 2 - Design options need to maintain existing site functions including existing parking and boat storage.**

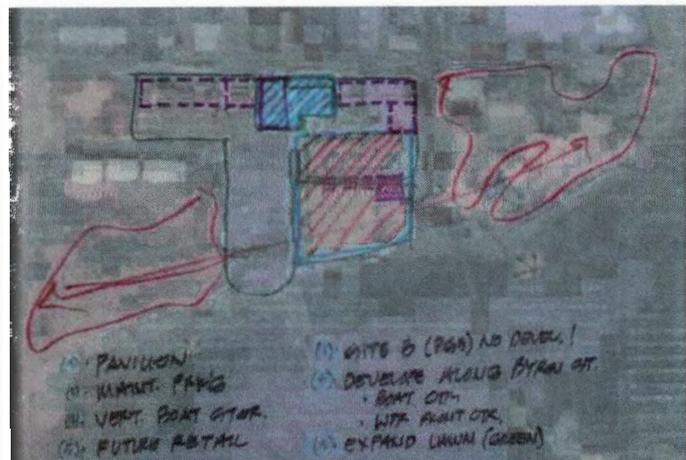
**Priority 3 - Develop open air waterfront pavilion (or pavilions) for Site Area B / Expand lawn area north ("grasscrete" seasonal use parking to green it up or relocate). This may be first priority in terms of timing to keep up with PC3 project.**

**Priority 4 - Develop buildings along Byron St / reinforce old town. Explore combined Waterfront Center building (Community Center + Boating Center in one building) and separate Community Center and Boating Center buildings.**

**Priority 5 - Incorporate Future Retail along Byron St into all options.**



Site Area Diagram



Site Priorities Diagram

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Unless the Architect is informed, in writing, within 10 days of receipt of this meeting report, the report will stand as written. It will be assumed that all in attendance and those receiving copies understand and agree to the accuracy of the statements and information herein.

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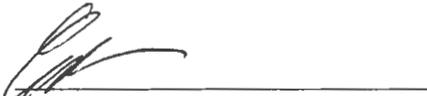
WAIVER OF NOTICE OF SPECIAL MEETING

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 December 8, 2021, at 11:00 AM C Port Office, is present at such meeting, 8550 Byron, Silverdale 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

# **SPECIAL MEETING OF THE PORT OF SILVERDALE**

**WILL BE HELD AT THE PORT OFFICE – 3550 NW BYRON STREET, SILVERDALE**

**ON WEDNESDAY, DECEMBER 8, 2021 @ 11:00AM**

**TO DISCUSS THE FUTURE WATERFRONT ACTIVITIES CENTER**