

MINUTES OF SILVERDALE PORT SPECIAL MEETING ON FEBRUARY 3, 2022

Commissioner Reese called the meeting to order at 11:00AM at the Port office - 3550 NW Byron Street, Silverdale, WA. Also in attendance were: Commissioner Kitchens; Commissioner Scholfield; Administrator Theresa Haaland; Mark Underwood of Clam Island Rowing (CIR); Erik Barr, Suzan Dorazjan; Dan Leckman, and Chris Patano of EHDD/Patano Studio Architecture (EHDD/PSA); and Corky and Bonnie Sunkel. Those attending via ZOOM were: Attorney Phil Best; Julie Jablonski of Kitsap Sailing Foundation (KSF); Hank Anderson; and Carla Larson. 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.

Commissioner Reese turned the meeting over to Erik Barr.

Mr. Barr provided hardcopies of the February 3, 2022 Concept Design – 50% to the Port Commissioners and Port staff. The concept design was brought up on the Zoom screen for everyone to view.

There were two designs. One titled Water: Natural Environment and the other titled Old Town: Built Environment. The two designs as well as the pavilion designs were discussed and many questions were asked and answered. EHDD/PSA personnel took note of the comments, of which are attached to these minutes. It was explained that they will take the comments and information from today's meeting and prepare the one-hundred percent design of Task One for presentation at a future meeting. The February 3, 2022 Concept Design plan will be added to the Port's website for the public to view.

Commissioner Reese explained that the Port meeting would continue with discussion of Marine Surveys and Assessments (MSA) estimate and then the meeting would be going into Executive Session. EHDD/PSA personnel thanked everyone and left the meeting.

An email dated February 1, 2022 from Amy Leitman of MSA was reviewed. She had provided an estimate with the tasks needed to move forward on the relocation of the floating moorage facility. *It was agreed to have MSA draw up a contract for the work outlined within the estimate dated January 24, 2022* (motion by Scholfield; second by Kitchens; unanimous).

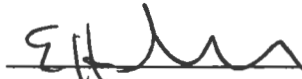
At 12:30PM it was announced that the meeting would be going into Executive Session for approximately fifteen minutes to discuss real estate. The public were asked if they wanted to re-enter the meeting after Executive Session. No one asked to be allowed back into the meeting.

At 12:43PM the meeting returned to Regular Session.

Phil Best was authorized to continue to move forward with the real estate matters as discussed within Executive Session and it was agreed that an earnest money check in the amount of \$1,000.00 made payable to attorney Phil Havers Trust Account was to be prepared (motion by Scholfield; second by Kitchens; unanimous).

The meeting adjourned at 12:45PM

Approved:



Commissioner

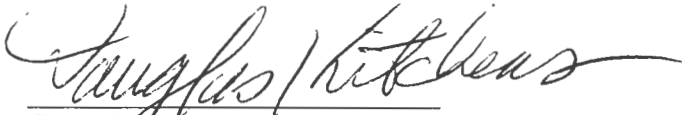


Commissioner


Commissioner

WAIVER OF NOTICE OF SPECIAL MEETING

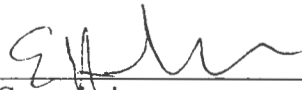
The undersigned, Port Commissioners for the Port of Silverdale, hereby waive the requirement of notice in writing of the special meeting of the Port of Silverdale held on 2/3/2022, at 11:00AM @ Port office, is present at such meeting, and agrees to the conduct of the Port business as announced by the President in calling this meeting.



Commissioner



Commissioner



Commissioner

SPECIAL MEETING OF THE PORT OF SILVERDALE

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

ON THURSDAY, FEBRUARY 3, 2022 @ 11:00AM

**TO DISCUSS THE CONCEPT DESIGN OF THE FUTURE WATERFRONT ACTIVITIES CENTER
AND MARINE SURVEYS & ASSESSMENTS CONTRACT**

*+ Executive Session
to discuss*

ATTENDANCE WILL ALSO BE AVAILABLE VIA ZOOM

*Real Estate
Matters*

The link to the meeting can be found on the Port's website (portofsilverdale.com)

under the "Port Commission" / "Meeting Notice" tabs



Port of Silverdale Waterfront Center 50% Concept Design Presentation

Meeting Date: February 3, 2022, 11:00 AM

Location: Port of Silverdale Offices, Silverdale WA

Attendees: **Port of Silverdale:**

Commissioner Caleb Reese
Commissioner Doug Kitchens
Commissioner Ed Scholfield
Administrator Theresa Haaland

EHDD Architecture:

Christopher Patano AIA, DBIA, Partner
Erik Barr AIA, Senior Associate
Dan Leckman, Associate
Suzan Borazjani (remote)

Community Stakeholders:

Mark Underwood
Corky and Bonnie Sunkel
Attorney Phil Best (remote)
Julie Jablonski (remote)
Hank Anderson (remote)
Carla Larson (remote)

Introductions

Presentation:

-The design team recapped the results of the December 8th Charrette which generated the following priorities:

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.

Priority 5 - Incorporate future retail along Byron St into all options.

-The design team introduced the 50% concept design inspirational images.

-Site diagrams were presented, showing the waterfront center / boating center in site area B (current location of old town pub) and new pavilions in the green west of the new pump station 3 building. Flex paving / green area / multipurpose surface was indicated in current WCO parking and forming a walkway from the waterfront center to the green.



-The design team presented **Option 1: Water Scheme**, where a large roof structure covers the building volumes and creates covered outdoor area. A phased construction approach was presented where the waterfront center and large roof are constructed first, w/ boating center constructed later under the large roof. In phase 1, before waterfront center is built open area under the large roof could be utilized for outdoor storage of boats, or for community functions like a farmers' market.

Commissioner and stakeholder comments on Option 1 and Site Diagrams-

- **Add door directly from Kitchen to the second floor terrace.**
- **Add planting, or flex paving / green area, south of future retail in site area C to discourage county park users from parking in port parking spots. Design team should investigate possibility of cutting off auto access to port parking lot from Washington St.**
- **Keep more elements of the old pub / old town feel, Option 1 does not acknowledge old town or the pub, is quite modern along Byron.**
- **At least one shower is desirable for use by boating programs. (Both Option 1 and Option 2 schemes include this)**
- **If outdoor covered areas are utilized for boat storage, they cannot also be used for community events, as boat storage needs to be dedicated / not temporary.**
- **North / south passage between buildings may create a wind tunnel effect. Recommend removing this.**
- **If first floor classrooms were moved together they could be more flexible, w/ divider between them / usable for larger / smaller classes. Lobby could be more centrally located within the building with the core pushed to the west side.**

-The design team presented **Option 2: Built Environment Scheme**, where 3 gabled roof volumes run north / south on the site and house the boating center and waterfront center. On south side volumes are open to the water and roofs overhang to create a covered outdoor area. A phased construction approach was presented where the waterfront center volumes and open structure of boating center are built first, and boating center can be finished out in Phase 2.

Commissioner and stakeholder comments on Option 2:

- **Interior layout of Option 1 w/ exterior of Option 2 seems desirable. Kitchen / roof top terrace is oriented favorably in Option 1. Option 1 design concept is too modern for Byron St, but the Byron side could be developed to have more of the look and feel of the old town, similar to Option 2.**
- **Event space is not oriented favorably in Option 2, and no large terrace is provided. Second floor outdoor terrace is desirable.**
- **The design team needs more input as to the function of the boating center in the project:**
 - **If boating center is used for watercraft storage, Option 2 boating center may not be adequately sized for scull storage (greater width and higher ceiling will be required to fit the Port scull fleet). Rowing needs interior storage.**
 - **Boating center on this project may be for use by the full community, not necessarily dedicated storage for sculls / sailboats. Dedicated storage may be provided elsewhere on site as part of a future phase. Funding source may dictate use of spaces. Other areas on site could be repurposed for storage of port rowing / sailing boats.**

- Watercraft storage areas currently shown in Option 1 and Option 2 are in a good location for deployment of 8 person sculls.
- Outdoor covered area is more for instruction, meeting before going on the water, or for spectators of events, not really for sailboats – double height space not required for this area.
- A place to access masts / rigging located high enough above the ground would be desirable, but does not need to be covered.
- Gap between buildings on Option 2 could create a wind tunnel effect, similar to the passageway on Option 1. May be best if the covered outdoor area is to the south of the building for this reason.
- Gap between buildings on Option 2 could be a safety concern.
- Option 2 scheme as presented needs more development if the intent is to capture old town character.
- Exterior access storage shown on Option 2 scheme is desirable for boating / sailing program gear.
- Tighten up all spaces to ensure there is no wasted space,
- Provide dividers for larger spaces so they can be broken into smaller spaces / be more flexible.
- Covered outdoor areas may be best on south side of the building where they are protected from the wind.
- Middle stair and loft arrangement in Option 2 boating center may not be optimal for boat storage

-The design team presented two pavilion options. Pavilions are +/- 24' x 36' which accommodates roughly 40 people. Three pavilions are proposed.

Commissioner and stakeholder comments on Pavilions and Site Diagrams:

- Should pavilions be larger? Design team has proposed 3 smaller pavilions for flexibility so they can be rented separately or together for larger groups.
- Design team should investigate if a temporary roof could be spread between 3 pavilions to link them for larger events (sail fabric not ideal for this purpose).
- Design team should explore a pavilion w/ a wave type roof similar to Option 1 roof.
- Lawn area is at a premium during events. It would be good to reclaim the constructed swale if possible to create more lawn area for use. During regattas boats are brought in from boat ramp – swale is inconvenient and space is limited.
- Maritime retail on both schemes is desirable. Shop w/ ice cream / toys / snacks / oil for boats, amenities to support a range of waterfront activities is desirable.

Closing / Next Steps

- Based on this discussion the Port has authorized the design team to proceed with the Option 1 plan with the look of Old Town (similar to Option 2) along Byron St. The design team will continue work on the 100% Concept Design with the goal of presenting the 100% Concept Design in early March.

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.
