

PORT COMMISSION OF THE PORT OF EDMONDS
MINUTES OF SPECIAL JOINT MEETING WITH
WOODWAY TOWN COUNCIL

January 5, 2009

Port Commissioners Present

Bruce Faires, President
Mary Lou Block, Vice President
Marianne Burkhart, Secretary
Fred Gouge
Jim Orvis

Town of Woodway Members Present

Carla Nichols, Mayor
Elizabeth Mitchell
Bill Anderson
Bill Schillberg (arrived at 7:08 p.m.)
Eric Faison, Town Administrator

Staff Present

Chris Keuss, Executive Director
Marla Kempf, Deputy Director
Tina Drennan, Finance Manager

Others Present

Karin Noyes, Recorder

CALL TO ORDER

Commission President Faires called the meeting to order at 5:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor Nichols led all those present in the Pledge of Allegiance to the American Flag.

MISSION STATEMENT

Mr. Keuss referred those in attendance to the Port's Mission Statement, which was first adopted in 2001 and most recently updated in 2005. He reviewed each of the mission statement goals. He particularly noted that the Commission believes their primary responsibility is to operate the Port on behalf of the Port District Residents. The boaters and tenants are also important to the Port's mission. He explained that another mission statement goal is that the Port Commission communicate openly, frequently, and consistently with Port District residents and tenants. Mr. Keuss explained that while the Mission Statement has been revised several times since 2001, its basic premise has not changed. Commissioner Faires recalled that the Port conducted an extensive public outreach program in the late 90's to involve the public in the process of developing the Mission Statement. The document has not changed much since it was originally adopted, and the Commission refers to it quite often when making decisions. Mr. Keuss added that the Commission has gone on record that they would not pursue any project or program that is not consistent with their adopted Mission Statement.

HISTORY OF THE PORT OF EDMONDS

Mr. Keuss reviewed that in 1911 the State Legislature passed legislation allowing citizens of the State to form port districts as municipal corporations partnered by the State of Washington as special purpose districts. He explained that, typically, special purpose districts are charged to do a specific task or program, but port districts have a broader authority. While they were originally only allowed to provide facilities for marine transportation and commerce, their charge has broadened over the years to include economic development, tourism, trade and transportation. He noted that ports are governed by elected commissioners (either 3 or 5).

Commissioner Orvis recalled that the initial impetus to form port districts was to guarantee public access to the water. He noted that the railroads and lumber companies were taking over the coastline. Port districts were allowed to ensure the public maintained some access to the waterfront. Commissioner Block added that was also one of the main reasons for the Shoreline Management Act that was adopted by the State in 1971.

Council Member Anderson invited Mr. Keuss to share examples of other ports in the State that are similar to Edmonds. Mr. Keuss reviewed that there are currently 76 port districts in the State; 42 of them operate industrial areas and 41 provide recreational marinas and docks. Thirty one ports operate airports, and 16 operate marine terminals. He explained that some ports operate two or more of the major categories, and the Port of Edmonds falls within the mid range category of ports ranging from smallest to largest. The Port of Edmonds has one of the largest marina facilities in the State and the largest covered marina on the West Coast. He noted that because of environmental requirements, it is very difficult if not impossible to build covered marinas now.

Commissioner Faires pointed out there are several ports in the State that have nothing to do with water-related activities, and economic development has become more of a focus of ports in recent years. Mr. Keuss shared the example of the Port of Sunnyside, which has no airport and is not located close to a body of water. This port district was formed by the citizens of Sunnyside to facilitate their desire and need for a sewer treatment plant. It was decided that a port district approach would be the best approach. Since the port district was formed, it has expanded into other areas. Commissioner Block said the Port of Walla Walla is a tremendous economic driver, as well. Commissioner Faires added that the Port of Walla Walla has been working with a group of individuals and entities to develop a major railroad terminal outside of Walla Walla, which makes it possible for them to send regional produce to the East Coast in five days.

Mr. Keuss referred those in attendance to the booklet that was put together to outline the history of the Port of Edmonds. He recalled that the Port District was formed in 1948 by a vote of the citizens living within the proposed Port District boundaries, which have not changed. He explained that when the original boundaries were adopted, Edmonds was just a small village along the waterfront, and they never anticipated the City would expand as it has. Expanding the current boundaries would require a vote of support from the people living in the area to be added, and the Port does not anticipate this type of request would be favorably received.

Mr. Keuss advised that the Port District was formed because there was no protection for fishing vessels and boats that moored in front of Edmonds, and vessels were lost and/or damaged during winter storms. The citizens wanted to develop a harbor to protect the vessels. In addition, it was rumored that the Port of Everett had already incorporated and wanted to expand their boundaries to include the Edmonds area, and the citizens of Edmonds did not want that to happen. He briefly reviewed when each of the various facilities at the Port were constructed.

Council Member Anderson asked if the parks at each end of the Port property are owned by the Port. Mr. Keuss answered that these parks are owned and operated by the City of Edmonds. He pointed out that the Revised Code of Washington (RCW) prohibits ports from building park sites without cooperation and authorization from the jurisdictions they lie within. Commissioner Block pointed out that the existing fishing pier was the result of a joint venture between the City, the State and the Port. The understanding was that the Port would provide the property, the State would provide the construction funding, and the City would provide the ongoing maintenance and operations. In addition, she noted the Port and City jointly own and operate a parking lot near the park on the northern boundary of the Port's property.

Mr. Keuss recalled that a significant storm in December 1996 resulted in a catastrophic collapse of the Port of Edmonds Marina. However, the Port previously had prepared designs to replace the docks and floats. When the collapse occurred, an emergency was triggered and the plan was submitted to the State, Federal and City governments for approval. The marina was rebuilt and in full operation within 18 months.

HARBOR SQUARE

Mr. Keuss reviewed that the Port purchased the Harbor Square property from Unocal in 1976. It was originally a marsh area, and a lot of fill materials had been dumped on the site. In the early 1980's the Port went out for proposals to redevelop the property, and entered into an agreement with Harbor Square Associates to develop the buildings that are currently located on the site. In 2005 and 2006 the Port discovered contamination issues left over from the Unocal operations, and they began remediation work to resolve the problem. However, Harbor Square Associates was dissatisfied with how the program was going and filed a lawsuit against the Port. Through a mitigation process, it was agreed the Port would purchase the buildings from Harbor Square Associates, excluding the hotel and tennis facilities that are operated by separate partnerships. The Port Commission agreed to the deal because they felt the risks were too high to go to court.

Council Member Anderson inquired if Unocal had a role in the lawsuit proceedings. Mr. Keuss answered that Unocal was required to pay the Port a settlement. He advised that the clean up costs exceeded \$2 million and the legal fees exceeded \$1 million. The original settlement with Harbor Square Associates was \$13.5 million to purchase the buildings. The total cost of the purchase was approximately \$14 million. He summarized that the Port Commission felt this amount was within the margin or error for the assessed property. The Port currently has an outstanding loan with Cascade Bank for \$10 million.

Commissioner Faires said the Commission also agreed to the settlement because they felt it would be in the best interest of the Port to regain control over the future of the property. Commissioner Block noted that the site has been cleaned up, with the exception of contamination that might still be found under the existing buildings. She emphasized that if the site is redeveloped and the buildings are demolished, the Port Commission has made a commitment to clean up whatever contamination is left. She concluded that the Port has maintained a stable relationship with the Department of Ecology related to this situation.

Commissioner Orvis recalled that in the 1970's the Edmonds City Council discussed the Harbor Square site and expressed their belief that the property was never going to be redeveloped. At that time, it was being used as a dumping ground. The Port purchased the property to recover the land and develop it so it could provide some value to the community. Commissioner Block pointed out that, initially, the site was primarily used for industrial purposes that were marine oriented. However, these uses were not popular with the citizens of Edmonds.

Council Member Anderson asked if the City of Edmonds has expressed an interest in participating in the redevelopment of Harbor Square. Commissioner Orvis answered that while ports are legally empowered to purchase and lease land for buildings, cities do not have this same legal authority. He summarized that while Harbor Square has provided some revenue over the years, it is not an ideal location for a business park. The Port's challenge over the next several years is for the buildings to make enough money to pay for themselves. The Port's desire is to work with the City and community to redevelop the property in a way that enhances the community. Another option would be to sell the property to a private developer. Until the City decides what they will allow on the property, the Commission's goal will be to make the property profitable. Commissioner Faires recalled that the Port recently participated in a process with the City and other stakeholders to discuss the highest and best use of the properties that lie west of the railroad tracks.

Council Member Anderson said the Town Council has recently been faced with questions from their constituents about what value they get from the taxes they pay to the Port, and they don't have a good answer for them. Commissioner Burkhart pointed out that the citizens of Woodway are benefited by the Port's ability to maintain access to the waterfront. Council Member Mitchell pointed out that everyone who visits the waterfront benefits from

the access. Commissioner Burkhart agreed but pointed out that someone has to pay to maintain the access. If the early residents of the Port District had not volunteered to pay for the Port, this access would no longer be available.

Mr. Keuss said the Port Commission has gone on record that they recognize that property management of Harbor Square is not really part of their business, and they do not have the in-house expertise to manage this type of complex. He said the Port Commission is not locked into maintaining ownership of the property, and they would consider other options.

Mayor Nichols requested clarification about the lawsuit that prompted the Port's purchase of the property. Commissioner Faires explained that the Port and their consultant were working with the State Department of Ecology to clean up the site, but the work was not being accomplished to the satisfaction of Harbor Square Associates, and a lawsuit was filed against the Port. Commissioner Burkhart added that the Port could have lost millions of dollars as a result of the lawsuit because, as per the original agreement, the Port was responsible for reimbursing the developer for any damages related to contamination. Upon the advice of their attorney, the Port Commission felt it would be prudent to buy out Harbor Square Associates and regain control of the property. This decision allows the Port to move forward in the best interest of the community.

DESTINATION PORT OF EDMONDS PROGRAM

Mr. Keuss announced that the Destination Port of Edmonds Program was instituted in 2005 as a two-year program. A second cycle was completed in 2007 and 2008, and the Port is embarking on a third cycle starting in January of 2009. He explained that the program receives cooperation from over 60 businesses in Edmonds. People who spend the night in the marina receive a tote bag full of goodies and a card that offers them discounts or gifts from participating businesses. He summarized that the guest boaters and businesses like the program.

Council Member Anderson reported that his friends utilized the program when they visited the marina last summer, and they were impressed. Mr. Keuss added that the Port received a call from a port in San Jose, California, requesting more information about the program. They indicated their interest in providing a similar program. Commissioner Faires noted that the Port does not make money from the program, but the goal is to bring the boating public to the businesses in the community.

WEATHER CENTER

Mr. Keuss announced that the Weather Center on the boardwalk was dedicated in June of 2006. The project was initiated by the Edmonds Rotary Club in an effort to create some type of memorial to Harold "Babe" Bucklin, who was a long-time Rotarian and former Port Commissioner. The Port also partnered with the Edmonds School District Homeschool Resource Program, and their students provide a new video for the weather center every year. The latest video was just installed and is related to convergence zones. He summarized that the Weather Center provides visitors with real life weather data, which is also available via the Port's website. The Port has received numerous positive comments regarding the new facility.

PUBLIC PLAZA

Mr. Keuss reviewed that the new Public Plaza was constructed 1½ years ago using tax revenue. The project required the elimination of 12 parking spaces behind the Edmonds Yacht Club, but the Port has received mostly favorable comments regarding the finished project. The children particularly enjoy the sandbox.

PORT MASTER PLAN

Mr. Keuss referred those present to the Port's Master Plan, which was adopted by the Port Commission in 2005 as a 20-year redevelopment plan that was originally formulated in 2001. The Port Commission reviews the plan every few

years, and he anticipates the Commission will want to review it again in 2009. He referred to the Master Plan Map and reviewed the various features. The group specifically discussed the following:

- Mr. Keuss announced that the Port has an agreement with the Edmonds Yacht Club (EYC) for them to construct a new building in the parking area to the north of the Administration Building. They are currently in the permitting process, and they hope to be under construction sometime within the next two to three months. In answer to a question raised by Council Member Anderson, Mr. Keuss explained that the project would include a commercial kitchen area that would enable the EYC to serve banquets, etc. Commissioner Faires pointed out that most of the upper floor of the new building would be leased to a permanent tenant. Mr. Keuss added that the proposed two-story building would be 12,000 square feet in size. The EYC hopes to complete construction by the end of 2009. Mr. Keuss said no other development is planned for the mixed-use area.
- Mr. Keuss said the Port currently has an agreement with Sound Transit to temporarily use the gravel lot located on the east side of Admiral Way for parking while they upgrade the new railroad station. The area is currently designated on the Master Plan as mixed-use. He recalled that the Port previously had an agreement with Jacobsen's Marine to construction a building in the south end of this area, but they asked to be released from the agreement as a result of the current economic conditions. The Port does not currently have any long-term plans for the area, which could be used for parking, marine related retail, office, etc.
- Mr. Keuss said that at this time, the majority of the mixed-use area to the south of the workyard is used by the dry storage program. On a long-term basis, the Port may be interested in opportunities to construct a marine related business or a community use facility. The area could also be used by the Port to expand their workyard, but they have no plans to do so at this time. Town Administrator Faison inquired if it would be possible to construct hotels or housing on this property. Commissioner Faires answered that the current zoning would allow the use. However, the existing 35-foot height limit would likely prohibit this type of use since three stories would be necessary to make a project feasible. He explained that, legally, the Port has the ability to enter into a ground lease agreement with a developer to construct residential units. However, Commissioner Orvis pointed out that the existing height limit would likely preclude this type of redevelopment. Commissioner Burkhardt expressed her belief that Harbor Square would also be an appropriate place for residential development, but the current height limit is too restrictive.
- Mayor Nichols observed that the Port has worked hard over the past several years to provide public spaces (flowers, connecting walkways, plaza). She asked if any of the areas identified on the Master Plan as mixed use could be developed to accommodate parking so that the existing parking areas closer to the water could be used as public spaces. Providing more open spaces for the public would be an amenity to the local community. Commissioner Block noted that was the Commission's intent when they approved the Public Plaza Project. Commissioner Faires explained that the initial Master Plan process indicated that, overall, the Port should move the parking east and away from the water and the public spaces west and towards the water, and that is what the Port has tried to do. Commissioner Orvis recalled that the Commission previously agreed that the EYC would be the last building constructed on Port property west of Admiral Way, and the northeast parking lot would likely remain parking. He noted that in order for the City parks at each end of the Port property to be useable, the Port must continue to provide parking space.
- Council Member Anderson asked about the potential of constructing a parking garage at the south end of the marina as part of any future Sound Transit or multi-modal development. Perhaps a park could be constructed on top of the parking structure, as well. The Commission noted that the current zoning does not allow sufficient height to accommodate a parking structure, but they agreed this would be an ideal solution for parking. The Commission also noted that they have been pushing the concept of providing a pedestrian crossing over the railroad tracks at the south end of the marina to provide access from the marsh to the waterfront, etc. However, this concept has resulted in resistance from the City of Edmonds. The Port would continue to push the concept as part of their master plan, but the Mayor has consistently removed this element before adopting the Master Plan

as part of the City's Comprehensive Plan. It was noted that it is not likely that the Edmonds Crossing Project would go forward in the foreseeable future.

- Mr. Keuss reported that the Port has plans to replace the restrooms that are currently located under Anthony's Homeport Restaurant with a new facility that is ADA accessible. The new facility would also meet either platinum or gold LEED specifications. The Port submitted the project to the State for grant funding on two occasions. While the application was turned down the first year, it was added to the list of projects the second year. However, the State recently notified them that there was not enough funding for all the projects on the list and the Port's project would not likely receive funding. He summarized that the new restroom facility is a high priority for the Commission. It would provide restroom facilities for both the general public and the guest boaters. In addition, a laundry and shower facility would be available for guest boaters.

PORT TAX LEVY

Mr. Keuss announced that the Port would collect \$400,000 in tax revenue from Port District residents in 2009. As discussed previously by the Commission, the tax revenue is necessary as a result of the debt the Port acquired when they purchased the Harbor Square Business Complex. He noted that the 2009 Operating Budget identifies that \$250,000 of the tax revenue would be allocated to Harbor Square and the remaining \$150,000 would be allocated to the marina side of operations. Commissioner Burkhart explained that the Commission felt there was a need to bring the Harbor Square buildings up to a level of maintenance that would allow them to retain existing tenants and fill the vacant spaces. Commissioner Faires added that the Commission believe they are doing the right thing by using tax revenue to support the Harbor Square Business Complex. He said he believes it will prove to a good investment over time. Once again, he pointed out that being able to control the future of Harbor Square is a good investment for the constituents of the Port District.

Council Member Schillberg questioned why the Port needs to tax the residents of the Town of Woodway. He pointed out that the residents living within the City of Edmonds benefit from the tax revenue collected by the Port, and this helps them keep their property taxes down. But the residents of Woodway do not receive this financial benefit. He noted that some residents in Edmonds do not have to pay the Port tax because their property is located outside of the Port District boundaries, but they receive benefits from taxes collected at the Port. He suggested the fairest thing to do would be to remove the real estate tax altogether.

Commissioner Orvis agreed that the citizens of Woodway do not receive any direct financial benefits from the Port. However, he pointed out that the Town of Woodway is also not required to repair the Port's streets or provide water and sewer service. Neither are they required to provide emergency services to the Port. He said he suspects that the City of Edmonds provides more services to the Port than they ever get back in tax revenue. He pointed out that leasehold taxes are paid to the State, and the County gets to decide how they are distributed. If they are not giving any of this money to the Town of Woodway, that is an issue that must be raised with the County. Again, he said he suspects that Edmonds taxpayers are paying more for the services that are provided to the Port than they ever get back in taxes. Council Member Schillberg once again pointed out that the Edmonds residents who live at the top of the hill do not have to pay any Port tax, yet they reap all of the same benefits as those who do. Commissioner Faires agreed and suggested that this situation is a result of the short sightedness of the people who formed the original Port District.

Council Member Schillberg noted that the Port was originally set up to aid the boaters, and this task could be accomplished by using the revenue they collect from the Port's tenants. He recommended they consider removing the Port tax. Commissioner Faires suggested the group consider what the Port property would look like now if the Port District had never been formed. He said that while it is difficult to measure the benefits the Port provides to the citizens of Woodway as far as quality of life and property values, he knows the benefits do exist. He noted that the amount of tax assessed to each property owner is relatively small, and the residents of Woodway receive benefits from the Port that they would not otherwise be able to enjoy.

Council Member Schillberg said that until very recently, the total cost of salaries for the Port Commissioners was paid for with tax revenue. The tax revenue was also used to support the waterfront activities. Commissioner Block clarified that the moorage operation pays for itself and no tax revenue is used to subsidize boaters. She explained that eliminating the Port tax could jeopardize the Port's ability to issue bonds in the future. Commissioner Orvis emphasized that tax revenue is used to support the Harbor Square investment and to provide public amenities such as the flowers, the walkways, and the plaza areas. None of these amenities would exist without the Port. He said he has argued in the past that, if possible, the Port should provide the amenities as a dividend to the original investors. Were it not for Harbor Square, this might even be possible. But right now, the Commission believes that Harbor Square is a good investment for the constituents of the Port District.

Commissioner Gouge pointed out that the original people who established the Port District not only had boats, but they wanted to protect the beautiful waterfront that was being taken up by private industry. He recalled that when he first ran for the Port Commission ten years ago, he supported the idea of reducing taxes. However, as he started attending Port Commission meetings he gained a better understanding of the need to maintain the tax levy. He pointed out that many people utilize the Port amenities and support the way the Commission is running the Port. He agreed that the Port tax represents just a small amount of the taxes being collected from property owners within the Port District. He summarized that taxes are intended to benefit all members of society, and not just a few. Everyone gets to use the Port facilities, but someone has to pay for them. He emphasized that the Port Commission works hard to keep the tax rate low.

Commissioner Faires pointed out that it would be difficult, if not impossible, to change the boundaries of the Port District. He expressed his belief that the Port Commission would not be able to prudently operate the Port and make the necessary investment at Harbor Square without the tax revenue, and the citizens of Woodway would benefit from this investment in the future, too. Right now, the tax revenue is needed to subsidize the investment.

Council Member Schillberg said he has held elected office for many years, so he understands the situation. However, there is unfairness in the way the taxes are levied, and the Port Commission needs to consider some changes. Mayor Nichols referred to a document that identifies the average tax paid by homeowners in the Port District from 2004 to 2008. The data indicates that the average resident of Edmonds paid \$45 per year, and the average Woodway resident paid \$119 per year. Commissioner Block clarified that the data is misleading because it is based on high and low values. She referred the group to another document that more accurately depicts what the residents of Woodway pay per year. Mayor Nichols pointed out that the average home in Woodway is valued at between \$1.1 and \$1.2 million. Commissioner Block agreed, but she noted that 70% of Woodway residents pay \$104 to \$121 per year or less in Port taxes.

Council Member Anderson said the citizens of Woodway have argued that they would be more satisfied with a flat fee rather than a tax based on assessed value. Commissioner Block replied that State Law does not allow the Port to assess a flat fee. Commissioner Faires agreed and said the only way for the Port to generate tax funds is via the property tax.

Council Member Mitchell inquired if other port districts in the State have ever increased their boundaries to make the taxes more equitable. Commissioner Faires answered one port in southwestern Washington was able to expand their boundaries because they were offering job development programs and opportunities for economic development. However, there is no direct incentive the Port could offer to the property owners on the other side of 92nd Avenue that would convince them to vote themselves into the Port District. He agreed that there is some unfairness in the way the Port District boundaries are drawn. However, he once again suggested that residents of Woodway consider the benefits they receive from the Port District. He suggested they imagine what the scenario would be if the Port District was never formed and the property was owned by private entities with little or no public access to the water. He expressed his belief that this scenario would have a significant impact on the citizens of the community.

Council Member Anderson said he is proud of the Port Commission and believes they do a great job of maintaining a beautiful Port and waterfront for the citizens of South Snohomish County to enjoy. However, he questioned the

Harbor Square investment. While he understands the reasoning and logic, he said he hopes the Port Commission would place a reasonable time table of three to five years on making a decision about the future of the buildings. Commissioner Faires pointed out that the Port Commission has to wait until the City decides what they want to do with the property between the Old Skippers site and the Edmonds Marsh. The Port has been part of these discussions, but while they can influence the City's decision, they cannot make it for them. Council Member Wambolt pointed out that the Edmonds City Council would appoint a new City Council Member on January 20th to replace the position vacated by Deanna Dawson. This new City Council Member could have a significant impact on the final outcome of the waterfront discussions.

Commissioner Faires suggested that while the Port has the ability to make the Harbor Square Business Complex successful, the existing development is still not the best and highest use for the property. Edmonds City Council Member Wambolt shared that a group of citizens and other stakeholders worked with representatives from the City and the Port to create plans for redeveloping the area. Commissioner Orvis pointed out that the Port would move ahead with their plans in a heart beat if they could obtain cooperation from the City of Edmonds.

POINT WELLS UPDATE

Mayor Nichols reported that changes are taking place at the Point Wells site. There is a new property owner, and one of the principles of the new company is a prominent businessman from Israel who has done a lot of development around the world. The company purchased the property on the west side of the railroad tracks. Ownership of the uplands portion of the property has not changed, but nothing much is taking place right now. The goal is to eventually develop the property into residential uses, and the Town of Woodway supports this option. The waterfront is still being used as a distribution center and for storing marine fuel. In addition, the Brightwater outflow project is currently taking place. The new owners have submitted a request for a Comprehensive Plan change to Snohomish County, as well as a rezone application. The Snohomish County Council would possibly consider the application in late spring or early summer. At this time, there has been no discussion about the option of developing a marina on the property.

Mayor Nichols summarized that the programmatic Environmental Impact Statement is being finalized and would be released in January. Then the proposal would be presented to the Snohomish County Planning Commission and Council. Because the Environmental Impact Statement is late, a decision may be pushed into the summer. The property owner has recently released the original architect and they are in the process of hiring a new architect so they do not have schematic drawings at this time. However, they are pushing to have some changes made at the County level to make the property more sellable.

Mayor Nichols announced that the City of Shoreline is very concerned about traffic impacts, and they would like to annex the property into their City. She said the Town of Woodway has also considered the possibility of annexing the property. They recently hired Greg Easton to complete a financial forecast to identify what the costs and revenues would be if the property were annexed into Woodway. The Town of Woodway is planning to conduct six neighborhood meetings over the next two months to talk about how people feel about raising taxes to cover the basic services and if it would make sense to push to annex the Point Wells property into the Town of Woodway. In addition, Snohomish County has indicated a desire to keep this property as part of the County and not allow it to be annexed until it is built out.

Commissioner Faires said that should a marina be part of what is ultimately developed at Point Wells, the Commission believes the most efficient solution would be for the new marina to become an annex of the Port of Edmonds. The Port Commission would support the Town of Woodway's needs as they evolve, but they don't want to be in the driver's seat to move the annexation forward. Mayor Nichols noted that providing a marina at Point Wells would result in a benefit to the residents of Woodway.

ADJOURNMENT

The meeting was adjourned at 6:40 p.m.

Respectfully submitted,

Marianne Burkhart
Port Commission Secretary