

**PORT COMMISSION OF THE PORT OF EDMONDS**  
**MINUTES OF REGULAR MEETING**

**June 14, 2010**

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**COMMISSIONERS PRESENT**

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

**STAFF PRESENT**

Bob McChesney, Executive Director  
Marla Kempf, Deputy Director  
Tina Drennan, Finance Manager

**OTHERS PRESENT**

Bradford Cattle, Port Attorney  
Karin Noyes, Recorder

**CALL TO ORDER**

Commission President Block called the regular meeting to order at 6:00 p.m.

**EXECUTIVE SESSION**

The Commission met in an executive session at 6:00 p.m. to discuss real estate matters and litigation issues. No decisions were made and no action was taken. Those in attendance were Bradford Cattle, Mary Lou Block, Jim Orvis, Fred Gouge, Bruce Faires, Marianne Zagorski, Bob McChesney, Marla Kempf and Tina Drennan. The executive session was adjourned at 6:55 p.m.

The meeting reconvened at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

All those in attendance participated in the Pledge of Allegiance to the American Flag.

**CONSENT AGENDA**

The agenda (Item A on the Consent Agenda) was modified to remove possible action on the Blackwater Settlement (Item V.A on the Agenda). Item B (approval of May 24, 2010 Commission Meeting Meetings) was removed from the consent agenda.

**COMMISSIONER ORVIS MOVED THAT THE CONSENT AGENDA BE APPROVED TO INCLUDE THE FOLLOWING ITEMS:**

- A. APPROVAL OF AGENDA AS AMENDED.
- C. APPROVAL OF VOIDED CHECK 5249 IN THE AMOUNT OF \$134.40 FOR TENANT REFUND.
- D. APPROVAL OF CHECKS 5561 - 5569 IN THE AMOUNT OF \$915.65 FOR TENANT REFUNDS.
- E. APPROVAL OF CHECKS 69799 - 69817 INCLUDING DIRECT DEPOSITS D00722 - D00738 IN THE AMOUNT OF \$40,717.18 FOR PAYROLL.
- F. APPROVAL OF CHECKS 69818 THROUGH 69821 IN THE AMOUNT OF \$27,810.16 FOR PAYROLL.
- G. APPROVAL OF CHECKS 69822 - 69840 INCLUDING DIRECT DEPOSITS D00739 - D00755 IN THE AMOUNT OF \$40,706.96 FOR PAYROLL.
- H. APPROVAL OF CHECKS 69841 - 69842 IN THE AMOUNT OF \$343.66 FOR PAYROLL.
- I. APPROVAL OF CHECKS 69843 - 69903 IN THE AMOUNT OF \$65,608.09 FOR ACCOUNTS PAYABLE.
- J. APPROVAL OF CHECKS 11243 - 11259 IN THE AMOUNT OF \$20,294.38 FOR HARBOR SQUARE ACCOUNTS PAYABLE.
- K. APPROVAL OF HARBOR SQUARE LEASES.
- L. APPROVAL OF RESOLUTION NUMBER 10-05 – AUTHORIZING THE SALE OF AN ABANDONED BOAT AND AN ABANDONED DINGHY.

COMMISSIONER FAIRES SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

**APPROVAL OF MAY 24, 2010 COMMISSION MEETING MINUTES (Item B on the Consent Agenda)**

COMMISSIONER GOUGE MOVED TO APPROVE THE COMMISSION MEETING MINUTES OF MAY 24, 2010 AS AMENDED. COMMISSIONER FAIRES SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

**PUBLIC COMMENTS**

**Pat Vezetinski, Edmonds**, said he is very interested in keeping momentum going for the Harbor Square Redevelopment Project. He expressed his belief that the more the Port does to get information out to the public, the more attention they will draw. He asked if the Port has any plans to do something with the parking lots on the west side of the railroad tracks to either create revenue or develop a small building. Commissioner Zagorski suggested that Mr. Vezetinski discuss the parking lot issue when he meets with the Executive Director.

Mr. Vezetinski reminded the Commission that he previously suggested the Port provide information to the public during the Waterfront Festival and the Edmonds Summer Markets. This would provide an opportunity to draw attention to the Harbor Square Redevelopment Project. Mr. McChesney advised that he was available at the old Edmonds Yacht Club space during two days of the Waterfront Festival to provide information to the public and answer their questions and concerns regarding Harbor Square. He noted that approximately 40 to 50 people stopped by.

**Jack Bevan, Edmonds**, said it would be very nice if the Port staff could provide lease square footage as part of the Harbor Square Lease Report. Mr. McChesney agreed to provide this information.

**Mike Rice, Edmonds**, asked regarding the Port's plans to repair and/or replace the pump out stations. Mr. McChesney answered that the maintenance and operations staff have been working to address this issue. He explained that one pump has been in failure mode for a while and the other one is operating at less than optimal rate. The Port has applied for grant funding to replace both pumps. Ms. Kempf added that the person responsible for administering the grant program passed away, and it took some time to get the program going again. She reported that staff submitted the grant application materials on June 11<sup>th</sup>. If they receive grant funding, the Port intends to replace both pumps. If not, they will likely repair the pumps enough to keep them operational. The project has already received

the necessary approval from the City of Edmonds, but she does not know how long it will be before they are notified of grant funding.

Mr. Rice said he understands that staff is hesitant to put a timeline on the project, but he asked if the Port plans to fix the south pump out station if they do not receive the grant funding to replace the equipment. Ms. Kempf said it is likely the Port would repair the facility to make it operational. At this point, staff believes the repairs are significant enough that it would be worthwhile to pursue grant funding to replace the two pumps, which would cost approximately \$40,000.

Mr. Vezetinski asked if the Port has the ability to start the replacement project before the grant funding has been obtained. Ms. Kempf reminded him that the project is not identified in the 2010 Operating Budget. If grant funding is not available, the pumps would not be replaced this year.

### **HARBOR SQUARE REDEVELOPMENT**

Mr. McChesney introduced Phil Lovell, who attended the last public open house regarding the Harbor Square Redevelopment Project to share his thoughts and ideas. Since that time, he has met with Port staff to discuss the idea of engaging students from the University of Washington to conduct a view analysis.

**Phil Lovell, Edmonds**, advised that he has a strong and long relationship with the University of Washington's College of the Built Environment, which includes the departments of architecture, landscape architecture, urban design and planning, and construction management. He knows the department head and dean of the college and is quite familiar with the types of graduate projects the students do. He said he was present to discuss the idea of using the services of a few students to conduct a view analysis in preparation for further work on the Harbor Square Redevelopment Project.

Mr. Lovell reported that he met with John Schaufelberger, Ph.D., P.E., Department Chair, Department of Construction Management, University of Washington, and provided materials related to Harbor Square. He said he expects to hear back from Mr. Schaufelberger within the next two weeks, and it is likely that one or more students would be assigned to the project. The project would involve the study and analysis necessary to produce a computer-aided visual presentation depicting potential "as-built" future development within the Harbor Square area to assist the Port and citizens of Edmonds in evaluating potential redevelopment options and configurations for the parcel. He said anticipated deliverables would include sightline, view corridors and perspective visuals reflecting potential building quantities, locations, massing and heights for two or three alternative conceptual designs already completed. It would also incorporate architectural treatments/renderings into the massing studies that are produced to enhance the total visual receptivity of the alternatives studied.

Mr. Lovell explained that the basic footprint of the area to be studied would run north/south from the north end of Sunset Avenue to the southern edge of the Unocal off-leash waterfront park, and east/west from 9<sup>th</sup> Avenue to the Puget Sound horizon line. The students would utilize the existing conceptual design documents/schemes that were developed by LMN Architects, as well as the current Edmonds Comprehensive Plan and/or zoning maps. They would also utilize other appropriate acquired visual and/or survey data such as satellite images, aerial photography, topographical surveys, etc. He summarized that current technology will allow the students to literally develop a three-dimensional perspective area and view.

Mr. Lovell emphasized that he has not discussed costs and the timeline for the project at this point, but he anticipates there will be some expenses associated with the study. He expressed his belief that providing the public with a visual demonstration of how the proposed project would impact the community would help the citizens tremendously. The public relates a lot better to something they can see or visualize. He suggested the information could also be useful to the City of Edmonds if and when they consider redevelopment opportunities for other properties in the area.

Commissioner Gouge inquired regarding the timeframe for the student's work. Mr. Lovell answered that the next step in the process is for the students to meet with all involved parties. They would likely visit the site and talk to Port staff to identify exactly what the Port is after. He noted that a University of Washington faculty member would likely oversee the project. He cautioned against making the project too complex. Commissioner Gouge suggested it would be helpful if the students could attend the next public open house on June 21<sup>st</sup> to hear from the public, etc. Mr. Lovell said it is not likely the students would be assigned in time to attend the open house.

**City Council Member Buckschnis** suggested the Port explore options for Harbor Square that include smaller residential units that will attract people in their 20's. Perhaps the development could be allowed a height of five stories, with the fifth story being tennis courts, etc. Commissioner Block advised that, at this time, the Port is not looking at this level of design detail. However, she announced that on June 15<sup>th</sup> the Commission would take a field trip to visit the Mill Creek Town Center, which is a successful commercial and residential development that includes many of the elements the Port is considering for Harbor Square. They would also visit an arts space project in Everett that was developed by a nationwide organization that builds space for artists to live and work. She summarized that the information they gather from their site visits could be helpful in their future planning of Harbor Square.

Commissioner Faires referred to the storyboard that was recently prepared by staff for the June 21<sup>st</sup> meeting to outline the priorities, values, issues and concerns that have been raised thus far by the public. He noted that one or more of the elements has to do with the affordable housing component of any residential development that occurs on the site. There are also elements that deal with shifting demographics.

Commissioner Block announced that a public open house has been scheduled for June 21<sup>st</sup> in the former Edmonds Yacht Club building. The citizens are invited to attend and share their thoughts and concerns with the Commission regarding redevelopment of Harbor Square.

#### **RESOLUTION NUMBER 10-04 – ESTABLISHING POLICIES FOR ENTERING INTO OR AMENDING PERSONAL SERVICE CONTRACTS**

Ms. Drennan announced that Revised Code of Washington (RCW) 53.19.080 directed the Municipal Research and Services Center (MRSC) of Washington, in cooperation with the Washington Public Port Association (WPPA), to develop guidelines for the effective and efficient management of personal service contracts by port districts. RCW 53.19.090 states that ports entering into or amending personal service contracts after January 1, 2010 must follow the policies adopted by their commission, which must be based on the guidelines developed pursuant to RCW 53.10.080. In addition RCW 53.19.100 requires that all Port employees responsible for executing and managing personal service contracts complete a training course provided by the WPPA. She reported that both she and the Executive Director have attended the training course.

Ms. Drennan referred the Commission to Resolution Number 10-04, and Policy Number 3.50.21, which were drafted to implement the State requirements in accordance with the MRSC guidelines. She explained that it is difficult to define a "personal service contract."

Commissioner Zagorski commended staff for not incorporating all of the language provided in the MRSC guidelines. She suggested staff did a much better job of making the policy more business like. It was smart to incorporate only those pieces of the MSRC document that were applicable to the Port of Edmonds. Mr. McChesney announced that Ms. Drennan participated on the task force that was formed to establish guidelines.

Commissioner Gouge asked how the language that refers to contracting for services normally performed by a public employee would be applied. He noted that all of the services performed on Port property could be accomplished by a Port employee, but the Commission or senior staff may decide they want to contract the job instead. Would the Port be required to hire these individuals as employees rather than contractors. Ms. Drennan explained that if the Port decides they don't have the time or skills on staff to do a particular project, they can hire someone else to do it. They must decide whether they want to hire that person as an employee or a consultant.

**COMMISSIONER ZAGORSKI MOVED THE COMMISSION APPROVE RESOLUTION NUMBER 10-04, ESTABLISHING POLICIES FOR ENTERING INTO OR AMENDING PERSONAL SERVICE CONTRACTS. COMMISSIONER GOUGE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Mr. Cattle left the meeting at 7:40 p.m.

### **WORKSHOP – STRATEGIC AND MASTER PLAN REVIEW**

Mr. McChesney recalled that the Commission determined it would be timely to conduct a workshop discussion of the Strategic and Master Plans. He explained that as they approach the mid-year point and in anticipation of the 2011 budget process, it is typical to review the Strategic Plan. He noted that the Port's current Strategic Plan was updated in 2005 and has not been changed since that time. The Master Plan is a companion document and is the vehicle through which the Harbor Square Redevelopment Plan will eventually be approved and adopted into the City of Edmonds Comprehensive Plan.

Mr. McChesney advised that the Strategic Plan reads much like an action plan and contains many lists of tasks. He invited the Commission to review the action items and tasks and identify potential changes. He expressed his belief that the plan is out of date and many of the items have either been accomplished or are no longer applicable. He noted that the current Strategic Plan is intended to be a 10-year planning document, and he suggested a five-year horizon would be more appropriate and would provide all the information necessary to prepare the budget. The Commission and staff reviewed the Strategic Plan and made the following observations and comments:

- The Port pursued the concept of encouraging vendors along the Boardwalk, but the program was not successful. Reference to this activity should be removed from the Strategic Plan.
- The public plaza has been constructed and a waterfront map has been posted. Therefore, these two projects can be deleted.
- The partnership section should be updated to accurately reflect the partnerships the Port has with organizations such as the Coast Guard, Homeland Security, the Department of Fish and Wildlife, etc. It was noted that a partnership is defined as a meaningful, substantial relationship with another organization with a defined purpose.
- The Destination Port of Edmonds Program is a highly regarded program in the industry and the Environmental Program is clearly a key element of the Strategic Plan. It is important to include these two items in the plan to remind the public of their importance.
- As they review the Strategic Plan, they should identify specific goals for the next five years.
- Rather than waiting until the Harbor Square Master Plan has been completed, the Commission agreed to update the goals and action items in the Strategic Plan now. Because the Strategic Plan is considered an evolutionary document, it could be further updated once the Harbor Square Redevelopment Plan has been adopted. In the meantime, the Strategic Plan could contain a general statement acknowledging that a Harbor Square Master Plan would be forthcoming. They agreed that while the Harbor Square Redevelopment Plan will be their highest priority, they must also identify other elements that should be incorporated into their five-year Strategic Plan.
- The current Strategic Plan includes the Edmonds Crossing Project, which is no longer on the table.
- Rather than the current 10-year focus, the Strategic Plan should address a five-year period. While it is not necessary to review and make changes to the document every year, it should be updated at certain intervals to incorporate changes that have occurred.
- In addition to Harbor Square, it is also important that the Strategic Plan also address important issues such as access across the railroad tracks and stewardship of the waterfront.
- Staff recommended the Strategic Plan also include a long-range plan for the marina. Much of the marina is in good condition at this time, but there are elements of the marina that will wear out and must be replaced such as the mid marina breakwater, pilings, floats, etc. The Strategic Plan should identify what the marina will look like in 20 years and the types of projects that will be necessary to accomplish this goal. They should not ignore these

issues and leave them to their successors to address. Instead, the issues should be addressed as critical and important strategic elements.

- They should not only look at the large components of the marina, but also include the maintenance plan that was recently prepared by staff to address general care and maintenance of the marina.
- Several years ago, the Port went through a process of categorizing the various elements of the marina, identifying their life span and replacement cost. This information was recorded and incorporated into what is known as the “cost recovery program.” They agreed it is important to review the information again and make adjustments as appropriate. They further agreed it would be appropriate to incorporate a 20-year plan for the marina and identify each of the component parts.
- The Strategic Plan identifies expansion of the marina, which may no longer be realistic. Perhaps reference to this possibility should be deleted. It was noted that no one currently has a process or scenario that would allow the Port to expand the marina, and the project was originally included in the Strategic Plan as part of the Edmonds Crossing Project. The Commission previously determined this was not an option the Port should pursue.
- The environmental section should include a goal that the Port would contribute to the improvement of the Edmonds Marsh. While this project would be considered as part of the Harbor Square Redevelopment Plan, it is also important to call it out in the Strategic Plan as an environmental goal.
- The Strategic Plan should include a goal related to addressing the flooding situation that occurs at Harbor Square.
- It would be appropriate for the Strategic Plan to include the concept of inviting property owners who live in the portions of Edmonds that are not part of the Port District to join the Port District. This will involve an education program to highlight the advantages of being part of the Port District. One significant advantage is related to economic development opportunities at Five Corners, Highway 99, etc. The Port has the ability to invest in economic development throughout the entire Port District.
- Parking will eventually become an issue, and the Strategic Plan should include the concept of constructing a parking garage on the west side of the tracks. Initial plans for a parking garage were created in 2001, and the option should remain in the Strategic Plan as a placeholder.
- The Port does not have funding to accomplish any major projects at this time. Their greatest need over the next five years is to maintain their facilities, pay their bills, and reduce their debt without having to ask for more support from the taxpayers.
- Many of the tasks identified in the current Strategic Plan did not require a significant amount of money to accomplish. The Port can do a lot of projects that are not financially burdensome.
- While the pedestrian and bicycle overpass was removed from the City’s Comprehensive Plan, it is an important element and should remain as part of the Port’s Strategic Plan.

Mr. McChesney summarized that the Strategic Plan is intended to be a flexible document that can be updated when necessary. The Commission would like staff to update the document to reflect the Port’s current status and add Harbor Square as a component. They also would like staff to incorporate language related to a long-term marina master plan. He observed that the financial status of the Port has changed significantly since the Strategic Plan was last updated in 2005, and staff would attempt to update this section to reflect the current situation.

The Commission referred to the storyboard prepared by staff, which provides a list of priorities, values, issues and concerns that have been voiced by the public regarding Harbor Square redevelopment. Commissioner Faires cautioned that the final list must be right since it will become the basis for moving forward with a Harbor Square Master Plan. Commissioner Zagorski pointed out that just because a comment was included on the list does not mean it has been identified as a community value. The majority of the Commission agreed that the list was created to solicit additional feedback from the public on June 21<sup>st</sup>. It was intended to outline the broad issues and concerns the Commission has heard to date, but there would be additional opportunities for the public to comment. At the public open house on June 21<sup>st</sup>, the public would be invited to comment regarding the items on the list, as well as add additional items.

Commissioner Orvis pointed out that some of the items on the list are known facts that will have a significant impact on the Harbor Square Master Plan. There are some realities that must be considered as they move forward such as soil type, trains, flooding, water conditions, state laws, and view corridors. While many have a dream for what can

be done with the Edmonds Marsh, they must also consider the associated costs. He cautioned that economic viability appears to be at the bottom of the list for many citizens, but it is an important element to consider. Commissioner Faires emphasized that economic viability is not a concern or an issue, it is a fact. One priority of the project is to enhance City revenues. View corridors are a community value, as well. However, protecting individual views can be problematic. Commissioner Block noted that state law requires the protection of public views but not individual views.

Commissioner Block cautioned against developing an architectural theme for the Harbor Square Master Plan. She suggested a better approach would be to strive for architectural consistency. Commissioner Faires disagreed and said he would like to hear the public's ideas regarding this issue.

Mr. McChesney summarized that the storyboard was prepared to provide talking points for the public to respond to at the June 21<sup>st</sup> open house. Commissioner Zagorski stated that the list is intended to identify the things that will be considered as the Port moves forward, but the Commission should not imply that all items on the list would be included as part of the Master Plan. The majority of the Commission concurred. They asked staff to prepare more than one storyboard and provide blank space for the public to add their comments at the open house. It was suggested that handouts of the list also be prepared for the public to review and submit additional comments in writing.

Commissioner Gouge referred to the diagram prepared by Commissioner Zagorski to illustrate how the Edmonds community, the public sector (Port and City) and the private sector (developer) must all work together to come up with a project that is workable for everyone. The final product must address the needs of all parties before it can be considered a viable development option.

Commissioner Faires expressed his belief that the outcome of the June 21<sup>st</sup> public open house will form the basis for the Port putting together a proposal for the City's Comprehensive Plan. Commissioner Gouge added that it would also form the basis for the study that will be completed by students from the University of Washington.

**Pat Vezetinski, Edmonds**, asked how the Port intends to advertise the public open house to grab the public's attention. He suggested they consider placing a banner on Casper Street, a large advertisement in the local newspaper, or an article in the local newspaper talking explicitly about Harbor Square and the importance of public input. Commissioner Faires said he would attend the Edmonds City Council Meeting of June 15<sup>th</sup> to announce the open house and invite the public to attend. Commissioner Zagorski pointed out that the banner location has been reserved to advertise the Edmonds Arts Festival. Mr. Vezetinski stressed the importance of grasping the attention of citizens who do not visit the Port's website or read the local newspapers. He noted that some people do not like to participate in public meetings, yet their ideas are important.

Commissioner Gouge said he believes it is the citizens' responsibility to attend the meetings if they care about what is going on. The Port has been trying to solicit public input regarding Harbor Square since last November, and they can only do so much. They cannot make people attend the meetings. The project has been advertised on the City's public television station and in EdmondsNews.com. He summarized that the Port Commission and staff has spent a lot of time on the issue and people either want to get involved or they do not. He said he is ready to move forward.

Mr. Vezetinski cautioned that this type of attitude would not get people to participate. The Commissioners' responsibility, as elected officials, is to be warm and fuzzy. No matter how many times they have been stepped on, they need to keep hammering at it. Mr. McChesney advised that the Port will continue to do all they can to get people involved in the process. He emphasized that the next public open house will not be the last opportunity for the public to comment. They will have additional opportunities during other phases of the project, as well. Mr. Vezetinski noted that he was not even aware of the public meeting on June 21<sup>st</sup> until now. Commissioner Gouge recalled that Mr. Vezetinski was in attendance at the last Commission meeting where the meeting date was announced. Mr. Vezetinski offered to distribute flyers throughout the community to notify the public of the upcoming meeting.

Commissioner Faires said he believes the Port has done and will continue to do all they can to make information available to the public and to invite them to participate. After the Port has done all they can, he said he would assume that those who care have had an opportunity to comment, which is all the Port can do. He said he would like to see attention grow so that they have a large attendance at their next public meeting in the fall. At that time, the Commission will have something more definitive information to present to the public and invite their response.

In addition to the Harbor Square Master Plan, the Commission also discussed potential changes to the current Master Plan for the property located west of the railroad tracks. Mr. McChesney advised that, at this time, Port staff is attempting to capture all the revenue they can from the Sound Transit lease for parking space. Commissioner Zagorski suggested that the Master Plan should be updated to identify long-term goals and a plan for maximizing the use of the property west of the railroad tracks within the next five years. This should also be identified in the Strategic Plan. The remainder of the Commission agreed.

Commissioner Orvis cautioned that the Port must be very careful about how much more construction they want to encourage on the west side of the railroad tracks. He referred to the Port of Bremerton where the marina was a disaster because there was insufficient parking. The Port must avoid confusion and competition amongst their tenants who pay to have parking space near the marina. They also must consider the citizens who park on Port property to visit the waterfront parks in the summer months. The Port must have a plan to address all of the future parking needs and maximize the use of the existing property. Another building may not be the right approach at this time. He pointed out that, to date, the Port has not received cooperation from the City of Edmonds to address traffic and parking issues.

Commissioner Block suggested the Commission invite a professional to speak about potential changes to Admiral Way to make it safer and provide better accessibility to the waterfront. She agreed to provide contact information for staff to arrange the presentation. Commissioner Gouge agreed to raise this issue at the next Edmonds Transportation Committee meeting. Commissioner Faires summarized that if the Commission wants to place more parking on the east side of Admiral Way, they need to have more control of the street to provide better and safer crossing over the street, as well as the railroad tracks.

The Commission noted that the current Master Plan identifies a large area available for buildings. They agreed it would be appropriate to have a discussion about whether or not additional building construction on the west side of Admiral Way would even been appropriate. If they determine it is not, then the Master Plan should be adjusted accordingly. They also agreed to evaluate the property on the east side of Admiral Way to determine if and where additional buildings should be encouraged.

### **EXECUTIVE DIRECTOR'S REPORT**

Mr. McChesney reminded the Commission of the field trip that is scheduled for the morning of June 15<sup>th</sup>. He also reported that the Waterfront Festival was successful, including the Port's display related to the Harbor Square Redevelopment Project.

Ms. Kempf reported that the Port received the Boatyard General Permit Inspection Report from the Department of Ecology (DOE), which cited no permit compliance concerns. The Port now has a letter indicating 100% compliance on file with the DOE. She further reported that she attended the recent boatyard general permit hearing last week, at which 12 to 15 people were in attendance. She noted that no representatives from the Puget Soundkeepers Alliance were present because they attended the meeting in Lacey. All the public comments have been published on the DOE's website, and it appears the Puget Soundkeepers Alliance will file an appeal on the new permit, which is not surprising. Staff will keep informed of the issue and report back to the Commission.

Ms. Kempf reported that the Port failed their last water sample miserably, but staff does not believe it had anything to do with workyard activities. She noted that the second track and Edmonds Yacht Club projects likely had a significant impact on the samples. In addition, work is being done on Dayton Street, and the water from this street flows through the outfall, as well. She advised that the outfall was cleaned prior to the samples being collected, but

staff learned that they actually stirred up solids. They have cleaned the outfall again and did a sample test to make sure there is now clean water flowing through the outfall. She said the DOE is aware of this situation and how the Port has responded. In addition, staff has met with representatives from the Edmonds Yacht Club to discuss best management practices and develop a plan because the drains from their building go into this same outfall. Mr. McChesney added that staff would also meet with City engineers to make sure they have a clear understating of how everything ties together and flows through the outfall. Commissioner Gouge suggested the Port perform a dye test to figure out where the contaminated water is coming from. Ms. Kempf emphasized this is the first time the Port has failed their suspended solids test.

Ms. Kempf reported that the weather for the Waterfront Festival was not very good, and this had an impact on revenues. It appears that revenues from the top three sources (parking, gate, and beer garden) were down about 28% from last year. However, the Rotary Club won't know the final numbers until all expenses have been paid. They were very positive and considered the event a success, given the weather conditions. She noted that the classic yachts and tall ships were a success.

Ms. Kempf reported that public launcher activity in the first two months of the second quarter was down significantly. As a result, staff created some promotional programs. People who launch their boats on Monday through Thursday will receive \$9 off through July 13<sup>th</sup>. They are also offering a punch card. When an individual purchases five launches, they will receive a sixth launch for free. She noted that the promotions were well received over the past weekend. Mr. McChesney agreed that the promotions are effective, and he commended staff for doing a good job of maximizing the use of the public facilities.

Mr. McChesney advised that festival vendors are allowed to park their recreational vehicles, etc. in the workyard during the event, which effectively shuts down the Port's ability to use the workyard. He suggested that some point in the near future the Commission should have a discussion about how the festival impacts the small businesses that operate out of the workyard. Commissioner Gouge suggested he would like the Commission to discuss other aspects of the Waterfront Festival, as well. He noted that he received numerous negative comments about the event. Many were concerned that most of the vendors and activities are not related to the waterfront. They suggested it has become a trade show rather than a waterfront festival. Mr. McChesney emphasized that the Port wants to continue to support the Rotary Club, but they should have a discussion about areas that can be improved upon. The Commission agreed that people enjoyed the tall ships and classic yachts that visited the marina during the festival, but it was noted that Port staff arranged for these activities. The Commission further agreed it would be appropriate to have a future workshop discussion regarding the festival. Ms. Kempf emphasized that the festival organizers work hard to plan the event, and they would likely welcome a healthy discussion with the Commission. She suggested this discussion should take place in the near future, and the Commission concurred.

### **COMMISSIONER COMMENTS AND COMMITTEE REPORTS**

Commissioner Faires reported on his attendance at the Greater Edmonds Chamber of Commerce Economic Development Meeting on June 9<sup>th</sup>, where he apprised them relative to the Port's program for redeveloping Harbor Square. They also had a discussion about if and how the Chamber should take a position relative to City government (vacant mayor and city council positions). They did not reach any conclusions, but they decided to recommend the Chamber Board take a position. They did not indicate what they thought the Chamber's position should be.

Commissioner Faires reported that he would attend the June 15<sup>th</sup> City Council Meeting at which he would announce the Port's June 21<sup>st</sup> open house regarding the Harbor Square Redevelopment Plan. He indicated he would extend an invitation for the public to attend the event.

Commissioner Zagorski reported that she attended the Woodway Town Council Meeting last week at which she announced the June 21<sup>st</sup> meeting and invited the Council Members and citizens to attend. She noted that two of the five Town Council Members attended the Port's last open house on May 5<sup>th</sup>, as did two members of the Edmonds City Council. The Town Council indicated they are very supportive of the Port's process and what has been done so

far. They advised that they would like to actively support the project when it is presented to the City of Edmonds for approval.

Commissioner Gouge reported that he, Commissioner Orvis and Mr. McChesney met with Snohomish County Council Member Brian Sullivan a few weeks ago and asked him to look into a few issues and to become active in what is happening at the Port. He has not heard back from him yet.

Commissioner Gouge reported that he attended the State Special Olympics with his son, Brian, who won a bronze medal for shot put. He also took fourth in the 200 meter race and fifth in the 100 meter race. He expressed appreciation for the military personnel from McCord/Lewis who volunteered their services at the event. He thanked the other sponsors, as well.

**City Council Member Buckshnis** announced that the Water Resource Inventory Area 8 (WRIA 8) Management Committee would meet on June 15<sup>th</sup> at 3:30 p.m. Commissioner Block indicated that she would be in attendance at the meeting.

**Pat Vezetinski, Edmonds**, said he looks forward to a report from the Commission regarding the things they learn on their field trip. Commissioner Gouge advised that the Commission would provide a report at their June 28<sup>th</sup> meeting. Mr. McChesney noted that the field trip has been advertised as a special meeting.

#### **ADJOURNMENT**

The meeting was adjourned at 9:02 p.m.

Respectfully submitted,

Fred Gouge  
Port Commission Secretary