



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

**March 27, 2017**

**COMMISSIONERS PRESENT**

Fred Gouge, President  
David Preston, Vice President  
Steve Johnston, Secretary (by phone)  
Bruce Faires  
Jim Orvis

**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 Gouge called the regular meeting to order at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

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

**CONSENT AGENDA**

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

- A. APPROVAL OF AGENDA**
- B. APPROVAL OF MARCH 13, 2017 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$142,617.92**
- D. APPROVAL TO WAIVE GUEST MOORAGE FEES FOR 2 TALL SHIPS FOR FREE PUBLIC TOURS (AUGUST 18-21)**
- E. APPROVAL OF NEW TIRE PURCHASE FOR TAYLOR FORKLIFT AT DRY STACK**

**COMMISSIONER ORVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

**PUBLIC COMMENTS**

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

**PRESENTATION BY VALERIE CLAYPOOL – WATERFRONT FESTIVAL 2017 PLANNING AND UPDATE**

Mr. McChesney welcomed Valerie Claypool, a representative of the Rotary Club responsible for organizing the Waterfront Festival. He reviewed that the Port and Rotary Club finalized the agreement several months ago, and the Rotary Club is now engaged in the details of planning the event.

**Valerie Claypool, Rotary Club Representative**, announced that 2017 will be the 30<sup>th</sup> Anniversary of the Edmonds Waterfront Festival. The event is scheduled for June 2<sup>nd</sup> through 4<sup>th</sup>. She specifically referred to the contract and explained how the proposed program will meet its new requirements as follows:

- As required by **Item II.E**, families and residents showing proof of residency within the 98020 zip code area will be admitted with a discount of \$1.00 off the regular posted gate admission price on Friday.
- **Item III.B** requires the Edmonds Noon Rotary Club and the Waterfront Festival Committee to include local participation and water-related activities. In addition, a minimum of 25% of the vendors shall be from local restaurants, crafts and/or artists, and a minimum 25% of them must also be waterfront or marine related. Last year, there were 164 vendor spaces, and there will be slightly fewer in 2017. The slide will be eliminated, but there will be a new children's area. Unfortunately, no local restaurants indicated a desire to participate in the festival since they do not have enough staff to supply workers for both locations. However, they have a different lineup of food vendors who will be selling a variety of seafood items. All of the vendors are required to have a nautical theme or design and the one with the best design will receive a free booth in 2018. The Rotary Club would like to invite a Commissioner to be one of the three judges.

She has also reached out to the Edmonds Sea Scouts, Puget Sound Anglers, and Edmonds Salmon Chapter of Trout Unlimited, but she has not heard back from all of them yet. She spoke with representatives from Jacobsen's Marine and the Edmonds Yacht Club, and both declined the opportunity to participate. The Classic Yachts, United States Coast Guard, Sea Fair Pirates, and Just Frogs Toads Too will all be back this year. She has also talked with a representative from Salish Sea Expeditions, who is interested in participating in the festival if the Port can provide a place to moor their 90-foot vessel.

- **Item III.B.1** requires that a variety of music be provided at the Beer Garden. As proposed, the music will be quite different this year and will include a variety of genre. A roaming Thurston Howell will be present on Friday evening, Gilligan on Saturday, and the Sea Fair Pirates on Sunday. Both the Rotary Club presidents will be present at the opening ceremonies.
- **Item III.B.2** requires that there be a separate stage for children's programs and variety shows. Shows will include Dale Turner sponsored by the YMCA and the Edmonds Historical Museum will have early days story time about the Port area. Coloring pages that depict the stories will also be provided. Mary's Place Children will perform both music and dance. In addition, children who come to the festival will have an opportunity to design either a T-shirt or tote bag. Mary's Place will also have a face painting booth to earn revenue for its programs. Annie Crowley from the Beach Camp Program and the Frog Lady will also be among the featured events. In addition, First National Northwest Bank will sponsor the 25-foot long salmon named Finn.
- As per **Item III.B.3**, programs will be offered that promote youth in boating and environmental education.
- As required by **Item III.D**, the Port's fire lane that runs along the boardwalk will remain open at all times, and the Rotary Club will provide two monitors throughout the festival to make sure it remains clear.
- **Item III.E** requires that the festival must arrange setup to allow for Port operation of the launch to continue until noon on the Friday the festival opens. The Rotary Club intends to leave this space open to ensure that customers can get to the launch facility.
- **Item III.F** requires the Rotary Club to provide the Port with a permit from the fire department, approving the site plan and emergency access to the festival and the Port's docks and facilities. Some activities have been moved around on the site. For example, the front gate will be closer to Admiral Way, and the Beer Garden will be closer to the stage area along with the Honey Buckets and ATMs. As soon as the map is finalized, it will be presented to the fire department for the required permits.

- **Item IV.B** requires that the Rotary Club honor the Port's parking agreements with commuters and RV owners. The Rotary Club has agreed to make these spaces accessible at all times, and it would be helpful if the Port could provide a list of these customers for verification.
- In exchange for receiving a discounted facility rental fee, the Rotary Club has agreed to use a minimum of 20% of the net proceed for Edmonds/Woodway youth and water-related activities and for other programs that benefit the Edmonds/Woodway community. As required by **Item II.C**, the Rotary Club will provide an accounting of the programs funded by the net proceeds from the festival no later than November 1<sup>st</sup> and hopefully as soon as September 1<sup>st</sup>.

In addition to meeting the requirements called out in the agreement, the Rotary Club is also working to make the festival greener by working with a group from Washington State University. They are also seeking satellite parking opportunities away from the festival to help relieve traffic and parking at the waterfront. The two groups (Noon and Daybreaker Clubs) are working together this year, and the revenue from the festival will be shared.

Commissioner Faires noted that the Salish Sea's 90-foot boat is very large. He asked if they are planning to use it for tours and/or classes during the Waterfront Festival. Ms. Claypool answered that the intent is to offer public tours and invite people to sign up for classes. Large signs would be provided at the festival to identify the location of both the Classic Yachts and the Salish Sea Expedition vessel. She said she needs an answer from the Port regarding its ability to accommodate the Salish Sea vessel soon so that it can be advertised as one of the events that will be offered at the festival.

Commissioner Faires commented that the content for the 2017 event represents some evolutionary changes. The proposed activities are more maritime and marine-related content than ever before. He asked what the Rotary Club feels about these changes relative to their basic purpose of providing benefits to the community. Ms. Claypool said that she personally believes the changes are wonderful. The Waterfront Festival should be different than the other festivals that are held in Edmonds. The Rotary Club seems fine with the changes, as well.

Commissioner Preston commented that, although no local restaurants have indicated a desire to participate in the festival, Ms. Claypool stated that a high percentage of the food vendors would be local. Ms. Claypool advised that a number of vendors will come from nearby communities such as Mountlake Terrace, Everett, Millcreek, etc.

Commissioner Preston asked for more information about how the festival would be made greener. Ms. Claypool explained that, as part of the application, vendors were informed that they would need to use certain types of recyclable napkins, plates, cups, etc. She noted that last year, separate recycling containers were provided at the festival, and the Waste Warrior Program, sponsored by Washington State University, actually went through the garbage to separate out the recyclable items.

Commissioner Preston recalled that, last year, the Rotary Club had proposed using a balloon archway to attract visitors to the dock where the Classic Yachts were located, but that did not happen. Ms. Claypool explained that there was nowhere to attach the archway, and the balloons that were provided kept popping and blowing away. This year, they will float a large balloon in the air near the area. They will also provide large signs to direct people to the Classic Yachts.

Commissioner Orvis commented that the festival content sounds much better than it has been in the past, and he looks forward to seeing how it works.

**Greg Baugh, Edmonds Yacht Club**, recalled that a trolley service was offered in previous years to help alleviate traffic flow throughout the marina. He asked if that will be the case again in 2017. Ms. Claypool answered affirmatively. She added that satellite parking areas will also be provided, and the trolley will be used to transport people from the satellite parking areas to the festival. Ms. Kempf asked if the trolley would also provide transportation for people who want to visit the Hatchery. Ms. Claypool explained that there is not enough room around the Hatchery for the trolley to have safe access, but an extra driver will provide car transportation, instead.

Commissioner Faires said he is enthused about the proposed changes. The festival should be representative of what the Edmonds Waterfront and the Edmonds Marina are all about. He appreciates that the Rotary Club is enthusiastically implementing the changes to make the festival unique.

Ms. Claypool advised that the Rotary Club received a grant from the Hotel Lodging Tax Commission, and the event will be advertised in the Seattle Times this year rather than by using bus wraps. The event will also be advertised via Facebook.

**PRESENTATION BY KELBY BROWN, MOORAGE SUPERVISOR – INTERNATIONAL MARINA INSTITUTE (IMI) TRAINING PROGRAM**

Mr. Brown thanked Mr. McChesney and Ms. Kempf for giving him the opportunity to attend the IMI Intermediate Course titled, “Pathway to Becoming a Certified Marina Manager,” where he learned much more in the four days of training than anything else he has ever been taught, especially marine-related. The purpose of his presentation is to share what he learned and how it can be applied to the Port of Edmonds. He explained that the Association of Marina Industries (AMI) is a non-profit membership organization dedicated to the marina industry, and their training arm is the International Marina Institute (IMI). The IMI is the only organization that offers internationally-recognized Marina Management (CMM) and Certified Marina Operator (CMO) certifications. In fact, the IMI is the standard for marina management training and is recognized federally by the United States Navy for Morale, Welfare and Recreation (MWR) facilities, the Pacific Coast congress of Harbormasters and Port Managers, and the California Association of Harbormasters and Port Captains.

Mr. Brown advised that the course highlighted several topics, including: maritime law and limiting risk and liability; employee safety and health; environmental regulations; branding, social media and the future of the marina industry; human resource management; and leadership development and health management skills. He shared the following information that he learned throughout the course:

- When running a marina, it is important to realize that the Port is in the hospitality industry and it must provide a resort-like experience. It is important to remember that the Port is not just leasing space for boaters, it is responsible for helping create memories. When people think of the Port of Edmonds, they want them to think of its motto, “Your Homeport Advantage and Choice Destination.” This can be done via daily focus; having **Big, Hairy, Audacious Goals (BHAG)**; and by sharing expectations, understanding and consequences.
- The two places that customers visit every time they come to the Port’s facilities are the dock and the restrooms. Daily dock walks should be done, focusing on the details. The entire dock and every finger pier should be cleaned thoroughly, and staff should be on the lookout for substances in the water, electrical cords in the water, loose or frayed lines, hoses that are left plugged in, listing, vessels, etc. Completing daily dock walks will ensure the facility looks world class, keep staff on task and give them a sense of purpose, help mitigate risk of liability and damages to the facility and customers’ vessels, and show boaters and the public-at-large that the Port takes pride in its facility and the services it provides. The cleanliness of the restrooms illustrates the pride and care the Port takes in its facilities. Restroom cleaning and maintenance should be at the top of the priority list.
- The Port should take steps to limit its liability. Most of what the Port does is covered under the State of Washington’s jurisdiction, and all maritime law falls under federal court. Because the Edmonds Marina is located on Puget Sound, there are instances where it can fall under the Maritime and Admiralty Law. The Port’s two biggest liability concerns are permanent moorage holders and vendors. Vendors present a huge liability risk, and charging a fee for them to enter a dock would reduce future risks. Transient boaters are not a problem, except for when the fuel dock is involved.
- Security cameras are like watchdogs. They provide the same protection with similar liabilities and risks. However, it should be recognized that advertising the facilities as “safe and secure” could open the gate for issues of liability.

- Weather centers should only present current weather, with no forecast or predictions. Precedent has been set with NOAA being taken to court by the “Perfect Storm” widows.
- Fuel docks are a huge liability risk and the Port should offer the the most intense employee training for those who work at the fuel dock. It was recommended that there be a permanent body at the fuel dock to cap the lines and ensure the docks are safe. Whoever handles the fuel dock should have the judgement of a bar tender, and the Port should send its best employees out there. Employees should verify the type of fuel, the number of gallons, and the location of the proper intake.
- Both the Assistant Secretary of the Occupational Safety and Health Administration (OSHA) and the Environmental Policy Agency (EPA) Administrator are selected by the Presidential Administration. The rules were tightened by the administrators selected by the previous administration, but this could go in the opposite direction with the current administration. OSHA’s only focus is to protect employees, and the EPA focuses on the environment (water, land and air). In 2008 and 2009 OSHA inspections increased by 167%, but it is important to note that neither organization makes random visits. OSHA gives \$7,000 fines per violation, and the EPA gives \$32,500 fines per violation per day the violation has been allowed to occur.
- Regarding employee safety, it is important to note that the #1 cause of death in the workplace for men is being crushed by an object. There are approximately 200 forklift deaths per year in the United States, and only 25% are drivers who die when the forklift over turns. The other 75% are people who have never gone through formal forklift training (i.e. customers, subcontractors, people walking around).
- Personal development and healthy management are also important. Effective leadership transforms individuals and individuals transform organizations. It is important to remember that “the flock is not there for the benefit of the shepherd; the shepherd is there for the benefit of the flock.” Positive leadership is proactive and negative leadership is reactive. Reactive leadership is based off of fear not fact, and every great leader must put aside the fear. The Port is a service culture and not a service industry. This must be emphasized in every communication (both verbal and non-verbal) to tenants, the public and vendors.
- Emotional intelligence is key to being a successful leader. Therefore, it is important to recognize how you affect others. A high Emotional Quotient (EQ) is the key to being an effective leader, and an EQ is broken down into several categories: self-awareness, self-regulation, motivation, empathy and social skills.
- Effective communication is the most effective leadership skill, as most management problems are communication issues. Good communication creates customer confidence. With every communication, it is important to FOCUS: **F**ollow **O**ne **C**ourse **U**ntil **S**uccess.
- It is important for leaders to review, analyze and plan. Be a model leader everywhere you go and in every communication. As with any goal, it might **S**eem **L**Ike a **G**ood **I**dea **A**t **T**he **T**ime (SLIGIATT), but maybe it is time to change. Every goal has to be SMART: **S**pecific, **M**easurable, **A**ttainable, **R**ealistic and **T**imetable. Remember that a collective decision is usually better than an individual decision, and you are not dead until you stop learning.
- Happy employees equal happy customers. You can’t tell people to improve, you must help them improve by giving them the right tools to become better employees. Management and leadership are two different things. Management is all about doing things right, and leadership is about doing the right thing. The test of a leader is taking that vision from “me” to “we” and getting employees to commit to the same goals.
- Everything the Port does is about marketing. The Port is in the relationship business, and it needs to make its marketing both emotional and personal for its customers. That is what every great brand does. The 4 Ps of marketing are: Product (everything about us), price (expensive products must be nicer), promotion (what makes the Port unique and stand out) and place (location, location, location).

- The Port's most important marketing tool is its staff. Every interaction staff has with customers, the public-at-large, and vendors is marketing, and the 10-foot rule should apply. According to the 10-foot rule, any employee, whether a maintenance worker or CEO, should greet customers that are within 10 feet of them.
- Branding is the strategic orchestration of all that the Port does to affect what it is saying. The Port's brand and logo must create a story and invoke an emotion, and this is especially true for social media. As a whole, society is getting frustrated with the "front-line" worker, and it should be recognized that the weakest link at the front counter can be representative of the entire organization.
- The Port should strive to become what it wants to be by helping to make people's dreams become reality and rewarding loyal customers. It should remember that today's branding is about creating authentic experiences and memorable moments. A strong brand is more trustworthy and gets repeat customers. It also can charge more money, and results in customers selling to others by talking the Port up in public.
- As far as digital marketing, it is important to focus on quality, service, value and convenience. The top two online activities are search engines and social media. The Port must remember that digital marketing is a popularity contest. Everything it does should be labeled as the Port of Edmonds. People want to learn what they need to know and then move on, and the Port's website should be overhauled every four years in order to stay current.
- About 75% of all internet users are on social media, and 49% of people 65+ use it. It is important to remember that the Port is what others say it is, and it is important to stay on top of current trends. Facebook can be the Port's biggest fan, as it is the cheapest and most personal form of marketing. Only newsworthy things should be put on social media, and visuals (video, pictures, articles) should always be attached. The Port should only post information that customers will want to know. To determine the value of a post, the Port should consider its timing, importance, proximity, prominence, and oddity.
- The average age of boaters continues to increase at a rate of about 1.3 years per year. The Port Commission has had numerous discussions about how to capture the millennial market. It is important to remember that millennials do not want to own big expensive items, and the Port should consider opportunities to create a boat share program. Millennials are very socially connected, and every time the Port can connect social media with its brand is important.

Mr. Brown concluded his report by noting that the Advanced Marina Management Class is scheduled for December 10<sup>th</sup> through 15<sup>th</sup> in Jacksonville, Florida. Upon completion of this additional course, he will become a certified marina manager.

Both Commissioners Gouge and Faires voiced appreciation for Mr. Brown's enthusiasm in the course and presenting the information that he learned.

Commissioner Faires recalled that the Commission and staff have had numerous discussions about security cameras as a way to communicate to the customers that the marina is secure. They discussed that putting up cameras will require them to hire someone to monitor them. The conclusion was that the Port already has a satisfactory security level, and the cameras are not needed. Mr. Brown agreed. He noted that although there have been a few isolated incidents at the Dry Storage Facility, the Port provides a secure, quality product that speaks for itself. Putting in cameras would give a sense of less privacy. He said he likes the Port's current position. Commissioner Preston suggested that the cameras would not necessarily have to be manned at all times. They could record what takes place, and the video could be reviewed if an incident occurs. Mr. Brown said he learned at the meeting that providing cameras suggests that someone is manning them. If an incident occurs, the Port could be held liable.

Commissioner Faires pointed out that the Port's Weather Station provides access to 3-day marine weather forecasts via a government-sponsored station. He asked if this might create a liability for the Port at some point in the future. Mr. Brown said it was recommended at the meeting that the only weather information that should be provided is from the National Oceanic Atmospheric Administration (NOAA) radio or only current weather conditions. Commissioner Faires noted that NOAA provides a 3-day weather forecast.

Commissioner Faires recalled that the Commission previously made the decision to not man the fuel station at all times. It was felt this would minimize the Port's costs by letting people pump their own fuel. Mr. Brown said he asked about the Port's current program for 24/7 fuel access. He was told it was a terrible idea and that there are a number of case studies that illustrate issues relative to liability. Commissioner Faires summarized that it appears the liability is associated with where a spill happens and not who was responsible. If someone has an accident, the Port could be held liable. Mr. Brown suggested that Port staff consider attending an OSHA compliance class. He noted that the Port could be fined for an OSHA violation if a private individual working in the boatyard does not follow all of the safety rules.

Commissioner Faires commented that the ideas and suggestions made throughout the presentation definitely apply to the marina, but they could also be equally applicable to Harbor Square. The Harbor Square customers also need to feel they are in the best place possible. They need to demonstrate that Harbor Square is a place for businesses to grow and flourish. Commissioner Preston agreed that the ideas put forth in the presentation should carry over to Harbor Square, as well. It should be made the cleanest and best looking commercial property in Edmonds. He agreed that dock walking would be an effective tool to keep problems at bay and prevent accidents. The 10-foot rule is also a good approach. He said he would also like to have the fuel dock manned during the busiest times. From a customer-service standpoint, it would make it a better experience.

Commissioner Orvis said he is glad that Mr. Brown took advantage of this excellent training opportunity. He felt the money the Port invested in the training program was well spent and allows Mr. Brown to move forward in his career. He encouraged him to consider attending the December course, as well.

Commissioner Gouge thanked Mr. Brown for the information he shared with them. He suggested that the same presentation should also be presented to the entire Port staff.

**Jim Brown, Lynnwood**, commented about the concept of charging vendors who come into the marina. It has typically been the experience of all guests in the marina that this expense would be passed on. The concept would represent an upcharge to guests that could be waived. By better screening the quality of the vendors, you might not need to implement it.

Commissioner Johnston congratulated Mr. Brown on his excellent presentation. He agreed that no matter how careful the Port is and how many controls it puts in place, it is subject to liability. The fact that they reduce those liabilities in the future works to the Port's credit. He agreed that the 24/7 self-serve fuel opportunity is a terrible idea.

## **EXECUTIVE DIRECTOR'S REPORT**

Mr. McChesney reported that staff is continuing the recruitment process for the new Property Management/Communications/Tourism Promotion position. They are happy with the number and quality of the responses, and interviews will be conducted later in the week.

Mr. McChesney announced that he would attend a breakfast fundraising event with Forterra. He also reminded the Commissioners that the Port is cooperating with the City of Edmonds and the Snohomish County Tourism Bureau on tourism promotion. He announced that a delegation from France will be in Edmonds on April 23<sup>rd</sup>, and the Port will be hosting a lunch after the group returns from a whale watching tour on the Chilkat Express. He expects there will be about 12 people in attendance.

Mr. McChesney reviewed that he was unable to attend the last City Council meeting, but his understanding is that there was quite a lot of discussion about several options being considered for the Shoreline Master Program (SMP). The issue gets down to the concept of requiring a site-specific scientific evaluation of the buffer adequacy in relationship to a future development proposal. During the meeting the City Council heard a variety of perspectives on the issue, but no decision has been made. He questioned if it would be appropriate for the Commission to send a letter to the City Council explaining that the Port does not have any plans to redevelop Harbor Square at this time and that the existing Master Plan that was previously approved by the Commission is a paper plan that is required by the Revised Code of Washington. In order to comply with the State requirement, the Port must have a

comprehensive scheme for harbor improvements. He questioned what would be the best approach to communicate this requirement to both the City Council and the Department of Ecology (DOE).

Commissioner Orvis commented that the Port Commission has stated its position over and over again, and no one seems to believe them. However, he felt that putting it in writing and having it become part of the public record would be worthwhile. It needs to be part of the public record, via a formal letter, that the Port does not have any current plans to redevelop Harbor Square.

Commissioner Faires disagreed with the comment that the Port does not have any plans for Harbor Square. The Port does, in fact, have a master plan for Harbor Square and it was adopted by the Commission as the being in the best interest of the community. The Port should not have to change its plan because someone else does not like it. Unless the Commission has changed its mind relative to what it thinks is the best thing to do with Harbor Square, the master plan should remain in its current form. Commissioner Orvis explained that the Port has a scheme of harbor improvements that identifies what the Commission believes is the best use of the Harbor Square property. However, the Port has no plans at this time to execute the plan until something changes with the City Council. It is a matter of semantics to say until the situation changes, the Port has no intention of pursuing redevelopment. Commissioner Faires said he has no issue with sending a letter saying this is what the Port plans on doing, but right now, they are precluded from proceeding. However, he objects to sending a letter that enters into a one-on-one tactical discussion. The Port has avoided that in the past, and he prefers that to remain the case.

Commissioner Preston agreed that sending a letter to the City Council to emphasize the Port's position would be a good idea. He noted that about 45 businesses are currently located at Harbor Square, including the hotel and health club. Just because there is a plan on the books does not mean anyone will take up the mantle and build something. Commissioner Faires said he has not seen anyone put forward a plan that is more in the interest of the community than the one approved by the Commission as the Harbor Square Master Plan.

Commissioner Gouge questioned if the letter should be sent to the City Council, the DOE, or both. He reminded the Commission that the DOE will be responsible for approving the final SMP. He said the letter should emphasize that the only way the Port will get involved in enhancing the marsh is via mitigation associated with redevelopment. He summarized that it appears that some members of the community and some City Council Members are using the SMP as a way to stop future redevelopment or housing at Harbor Square, and that is not in the best interest of the public or per the DOE's guidelines.

Commissioner Faires disagreed that the DOE would make the final decision regarding the SMP. It appears that the City is deciding and the DOE just wants it to be finished. However, he supports being very sure that the DOE understands the consequences of approving a final SMP that eliminates the provision that allows the appropriate buffer for any future redevelopment to be determined based on a site-specific, scientific study that considers both environment and economic forces. Eliminating the ability for this check and balance could result in appeals and is not in the community's best interest.

Commissioner Orvis said he does not believe the Port or any other developer would undertake redevelopment of Harbor Square without first conducting a site-specific scientific study, regardless of whether it is called out as a specific requirement in the SMP or not. From his perspective, the DOE knows all of this information, but they are in the position of trying to get something approved. It appears that they have given up on the City making any progress, and the letter would likely have more value in helping in the public understand the Port's position and correcting inaccurate statements about the Port's intentions.

Mr. McChesney suggested that rather than a letter to the DOE, perhaps the letter should be sent directly to the City Council, the Mayor, and Friends of the Edmonds Marsh to clarify that the Port does not have any intention of doing redevelopment at Harbor Square given the present environment at the City. Commissioner Faires cautioned that the letter should be very clear about the Port's position. Unless the Commission has changed its mind relative to what it thinks should happen at Harbor Square, the existing master plan should remain unchanged. He agreed to work with Mr. McChesney to draft the letter for the Commission's review and final approval.

Commissioner Johnston commented that he does not believe the letter will have any influence on the City Council's decision relative to the SMP or future development at Harbor Square. However, it is good to get the Port's position



on the record. Perhaps the letter should be sent to local media outlets, as well. It should be clear that, because of the prevailing climate, the Port has no intention of proceeding with redevelopment of Harbor Square. However, they won't take the master plan off the table, either.

Council Member Teitzel announced that the City Council will continue its discussion about the SMP at their March 28<sup>th</sup> meeting, and it appears that another option will be put on the table with the intent of creating a framework that will guide towards a non-biased, site-specific study. That would be one way forward, as the site-specific study would call out what the buffers need to be based on a development proposal. Commissioner Faires asked if the site-specific study could be done without a specific development proposal that serves the economic element. Council Member Teitzel answered that if the Commission believes that the existing Harbor Square Master Plan is the proposal they want to move forward, they could run it through the process. Commissioner Faires commented that the Port is open to discussions in that regard, but at this point, he sees no reason to bring it forward. Commissioner Preston felt like the Commission would need to receive an invitation from the City Council to bring the master plan to the table again. The status quo is fine for the Port for the next 10 to 15 years. Harbor Square is generating revenue for the port, and they do not need to do anything right now.

Commissioner Faires said he heard one City Council Member comment that the Port is pursuing a rezone of Harbor Square because they want to sell it to a developer. He said he is counting on Council Member Teitzel to disabuse the City Council of that notion because it is not true. The reason the Port wants to redevelop Harbor Square is for both the economic and environmental importance of the future relative to stormwater runoff, which the DOE has identified as the major cause of pollution at the Marsh. This should be emphasized in the letter. Commissioner Gouge recalled that Commissioner Johnston previously worked with the Port through Landau and Associates to clean up sites at Harbor Square, and the Port's goal has not changed. Protecting the marsh is the Port's goal, and no one else has put forth another option that would better protect and/or enhance the marsh.

Commissioner Faires observed that some members of the community see the future of the marsh with trees and bushes, which is important. However, the biggest issue for the marsh is stormwater runoff. He expressed his belief that some members of the community are using the SMP as a way to avoid future redevelopment. Commissioner Gouge added that saving the marsh is one thing, but leaving it unchanged will result in a lost opportunity. Commissioner Orvis observed that those who talk the loudest about the best scientific data are the people who are least interested in applying the best scientific data.

Ms. Kempf announced that an event called "Ask a Scientist: Biology and Bluegrass," is scheduled for Saturday, April 1<sup>st</sup> on the public plaza. She explained that the Port works with professors from the University of Washington, Edmonds Community College and Everett Community College who bring their students to the marina to collect animals that are growing on the docks. Recently, the Port received a request from Dr. Mandy Schivell of the University of Washington that the Port allow them to have a special event at the Edmonds Marina while listening to live bluegrass music. Specific guests have been invited to attend, but the event is also open for the public to enjoy. A flyer announcing the event was sent to both *MY EDMONDS NEWS* and *THE EDMONDS BEACON*. Information about the event has also been posted on the Port's website and on the gates to the docks.

### **COMMISSIONER'S COMMENTS AND COMMITTEE REPORTS**

Commissioner Gouge announced that the annual Washington Public Port Association (WPPA) Spring Meeting is coming up in May, and Commissioners interested in attending the training modules on Wednesday morning need to sign up soon. The two training modules focus on finance and community outreach. He said he plans to attend the finance module. He also noted that sessions regarding climate adaptation and rural economic development are scheduled for the same time. He indicated he would attend the climate session and suggested that another Commissioner attend the economic development session.

Commissioner Orvis advised that he is unable to attend the March 29<sup>th</sup> meeting of the Economic Alliance Snohomish County Board. He also provided a brief legislative report that included the following:

- The Senate's proposed operating budget for funding education relies on raising the state property tax and lowering the local levies. This will essential raise property taxes in the urban areas and lower them in most of the rural areas. The Senate's budget also sweeps nearly everything and nearly eliminates the Department

of Commerce. It provides \$500,000 for tourism/marketing funding in conjunction with a statewide, non-profit organization. It includes a series of taxes on hazardous substances, and the money will be designated for toxic cleanup. However, there is a lot of opposition to the surcharge because the money will likely go into the general fund.

- A bill was passed that allows Spokane to establish a port.
- The public records legislation (House Bill 1545) is going well, but newspapers are now starting to express opposition. People should contact their local representatives to offer support for the legislation.
- There is a little funding for transportation, but it is designated for specific projects.

Commissioner Gouge asked about the \$75,000 the Port Commission pledged to help the City of Edmonds with the overpass project. Mr. McChesney clarified that the Port has not given the City any of this funding yet. The Port's pledge is contingent on the City of Edmonds securing grant funding for the remaining cost of the project.

Commissioner Preston advised that he and Commissioner Gouge need to meet to review the Port's website. He also reported that he spoke with Mike Jones, who indicated he has met with the Sea Scout leader, Jeremy Makin, several times. He reported that one of the Sea Scout's boats will be removed from the marina by the end of May. The Walkabout will be repaired and then the other boat will be removed. Mr. Jones agreed to help Mr. Makin make that happen. Commissioner Preston said he plans to visit the Edmonds School District's administrative office to get approval for recruitment posters to be put out in the public schools.

Commissioner Preston reported that he attended the March 21<sup>st</sup> Edmonds City Council Meeting where he read the following proclamation:

*“Whereas, by talking to each other instead of about each other the Marsh will have a better outcome.*

*Whereas, tenants, property owners and concerned citizens need to sit together at the table to truly help the marsh.*

*Whereas, honesty and transparency will further the improvement of the Marsh.*

*Whereas, the daylighting of Willow Creek will help improve salmon runs in Puget Sound.*

*Whereas, a healthy Marsh cleans stormwater and protects Puget Sound.*

*Whereas, recognize that the Port of Edmonds has spent almost \$2.5 million on the cleanup of Harbor Square.*

*Whereas, 25 years with a 25-foot buffer, the Marsh is in better shape today than it was.*

*Blessed are the peacemakers.*

*Now, therefore, be it resolved that the Marsh is Saved, and together with the unity of the community, we can improve the long-term condition of the Marsh for our kids and grandkids in Edmonds and Woodway.”*

Commissioner Preston advised that he also provided photographs to illustrate what the marsh looked like historically and how it has improved over the years. Following his remarks, he received a number of positive comments from people on both sides of the issue.

Commissioner Faires reported on his attendance at the March 15<sup>th</sup> Citizens Economic Development Commission (CEDC) meeting where Terrie Battuello shared her 20-year experience working on economic development in cities. Although she currently works for the Port of Everett, she has extensive experience in Bothell and Bremerton, both of which have undergone various changes. In both cases, she talked about the fact that the economic revitalization of the communities was a result of the city councils realigning themselves. She pointed out that there was a pent-up demand for development once the city councils showed themselves to be in favor of rational redevelopment consistent with the values of the communities. She emphasized how ports and cities can work together. During the

course of the presentation, it was brought up that the CEDC has invited a representative from the Port of Edmonds to talk about what ports can do and how ports and cities can collaborate.

Commissioner Johnston reported that he had the opportunity to talk with several members of the public who spoke in support of the Port's position relative to the SMP at the last City Council meeting. They were interested in learning more, and he thanked them for speaking on the Port's behalf.

Commissioner Johnston reported that he and Commissioner Orvis met with Council Members Teitzel and Tibbott on March 12<sup>th</sup> with the primary goal of exploring ways to keep the lines of communication open with the Port Commission and City Council going forward.

Commissioner Johnston indicated his plans to attend the WPPA's Spring Conference. He also advised that he would meet with Mr. McChesney, Commissioner Preston and Maggie Femia to discuss a public outreach strategy relative to the marsh and environmental issues. He is hopeful that the City Council will have made a decision about the SMP by that time, which would make their meeting less important.

Commissioners Gouge, Orvis and Preston indicated they would attend the Economic Alliance Snohomish County luncheon on March 28<sup>th</sup> where County Executive Dave Somers will present his State of the County address.

### **ADJOURNMENT**

The Commission meeting was adjourned at 8:45 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'S. Johnston', with a long horizontal flourish extending to the right.

Steve Johnston  
Port Commission Secretary