



PORT COMMISSION OF THE PORT OF EDMONDS

MINUTES OF REGULAR MEETING

January 30, 2017

COMMISSIONERS PRESENT

David Preston, Vice President
Fred Gouge, President (by phone)
Steve Johnston, Secretary (by phone)
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

COMMISSIONERS ABSENT

Bruce Faires

CALL TO ORDER

Commission Vice President Preston 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 ORVIS MOVED THAT THE CONSENT AGENDA BE APPROVED TO INCLUDE THE FOLLOWING ITEMS:

- A. APPROVAL OF AGENDA**
- B. APPROVAL OF JANUARY 9, 2017 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$886,021.98**
- D. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$1,189.01 AND SEND ACCOUNT TO COLLECTIONS**

COMMISSIONER GOUGE SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC COMMENTS

Joe Scordino, Save Our Marsh (SOM), said he is a retired fisheries biologist and has lived in Edmonds for 37 years. Since 1987, he has owned a boat and used the Port facilities. He is familiar with the marina and the Port, as well as the marsh. He handed out a brochure published by SOM, which explains the purpose and goals of the group. He pointed out that, although the buffer is the issue most people are talking about now, it is only one of the group's concerns. There are many other things that impact the marsh, and the group is interested in taking a holistic approach to maintaining the marsh in its current condition or making it even better. For example, the trees around

the marsh are aging and some are lost every year. Great Blue Herons used to nest in the trees, but they are no longer present. This is likely due to the bald eagles and because their habitat has degraded over time.

Mr. Scordino commented that SOM fully agrees with the concept laid out in the Department of Ecology's (DOE) letter to use reasonable science to determine buffers, as well as a site-specific study. However, they want to make sure that good scientific protocol is established so that the resulting work is scientifically accurate. He said SOM would like the Port Commission to have an agenda item specifically on the buffer issue since it affects the Port directly via Harbor Square. There needs to be a full discussion in their own arena and an opportunity for voters in the district to comment on the issue so that informed decisions can be made relative to the future of Harbor Square. SOM would also like the Commission to consider an agenda item on ways to improve the conditions at the marsh and SOM is available to help and assist as they can.

Marty Jones, Save Our Marsh, said she has been a resident of Edmonds for 27 years. She handed out a document titled, "Grate Expectations for Harbor Square," which provides a summary of a study done by Western Washington University (WWU) students in conjunction with the Sustainable Communities Partnership. The study looked at stormwater problems at Harbor Square and made some recommendations on what could be done to improve the situation. She explained that the photographs on the first page show the problems that happen at Harbor Square after a heavy rain. She reminded the Commission that two of the top missions of the Port are to be good financial and environmental stewards, and the recommendations in the study provide ideas for accomplishing both. If the Port wants to attract tenants or a potential property buyer to Harbor Square, the problems need to be fixed. In addition to improving economic conditions, the recommendations would improve the ecological conditions of the marsh.

Ms. Jones said SOM would like to work with the Port to focus on finding the best solutions for Harbor Square and how to fund and implement the improvements. She said SOM recently met with engineers from the Snohomish County Conservation District, who have experience in stormwater projects. They indicated they would be willing to help with evaluating the best solutions and adding some ideas of their own. She asked that the Commission place the stormwater issue on an agenda and invite the engineers to provide their expertise and advice. They have different ideas about options and solutions, and SOM is happy to arrange a meeting where they can present their information.

Ila Osborne, Save Our Marsh, said she volunteers at Brackett's Landing, the marsh and elsewhere, planting vegetation and removing invasive weeds. She was present to support alternative methods of removing invasive weeds beside toxic chemicals that end up running into the marsh. Round Up is very disruptive to the environment.

Bea Wilson, Save Our Marsh, said she has lived in Edmonds for 16 years, and she previously lived in Innis Arden (Shoreline). She comes from a long line of boating families who have used Port facilities a lot. She recalled that, at the last Port meeting she attended, she picked up that SOM and the Port Commission have a lot in common. They both want to enhance the Edmonds waterfront, attract boaters to Edmonds, and engage the community more in the Port activities. She said she belongs to a variety of volunteer organizations that are interested in and support having a healthy environment. She has assisted in efforts to teach public and private school children about the importance of having a healthy watershed and their personal responsibility for maintaining the existing watersheds.

Ms. Wilson said she was present to offer some ideas that could benefit the Port, as well as the marsh environment. She commented that there are a number of grant opportunities, and the Port would better qualify for the funding if their programs included learning centers to engage the community, and particularly children, in making Edmonds a more livable city. Great things can be done via collaboration between the Port, SOM and other organizations. For example, since the Port's last meeting, SOM has collaborated with the Coastal Observation and Seabird Survey Team (COASST), which is a 17-year-old citizen science project housed at the University of Washington (UW). In addition to training coastal residents in their communities, COASST also recognizes the importance of watersheds to the ocean, particularly in Edmonds, where the salmon industry is both commercial and recreational. She reported that she has connected with members of the Edmonds Power Squadron, who have been trained and certified by COASST to do training, as well as data collection, monitoring, and picking up debris. The information they collect is both scientific and useful. Ms. Wilson concluded that the goals of the Port and SOM are very similar, and they need to work together to accomplish them.

Edmonds City Council Member Dave Teitzel reported that representatives from the DOE made a presentation at the last City Council meeting to explain the letter that was sent to the City Council relative to the City's Shoreline Master Program (SMP). He explained that the DOE is in concurrence with all elements of the draft SMP, except those pertaining to the Urban Mixed Use Zone. He said he was pleased to learn that DOE representatives have talked with a number of stakeholders in their effort to provide feedback to the City, including the Port, SOM, City Council and others. Through this effort, they found that all groups want the marsh to be protected, enhanced and preserved for future generations.

Council Member Teitzel stated that, as per the DOE's interim position, the buffer would be 110 feet, with a 15-foot setback for a total of 125 feet unless or until there is a master development program brought forward. In addition, the DOE's letter provides two different options for the City Council to consider. The Option 1 would require a special scientific study to identify whether there is an isolation between the critical area and the buffer. If so, a provision would allow for an alternative buffer to be established based on the site conditions and impact. Option 2 would establish criteria for a site-specific assessment to determine what the buffer width should be. It would require an applicant to demonstrate that a project would result in an improvement to the ecological function of the marsh.

Council Member Teitzel summarized that the Edmonds Marsh is unique. As it is one of the few remaining marine estuaries in the Puget Sound area, it needs to be protected. The City Council will study the two options over the next two months and report back to the DOE by the end of March whether they accept one or both of the options. The Council is looking forward to feedback from the Port Commissioners and the general public.

Dr. Rich Senderoff, Save Our Marsh, said he has lived in Edmonds for 21 years. He was a member of the Citizens Economic Development Commission (CEDC) from its inception in 2009 through 2015. He also served on the steering committee for the Edmonds Backyard Wildlife Habitat Project, which had many of the same participants as the Friends of the Marsh Group that morphed into the SOM organization. He commented that his involvement with both local economic development perspectives and ecological matters provides him a reasonable understanding of each of the constituencies and their perspectives.

Dr. Senderoff advised that, in the week prior to the Council decisions regarding the SMP, over 200 signatures were obtained while doorbelling with a petition supporting actions very consistent with what the DOE ultimately set forth. The petitions were presented to the City Council. He reviewed that very few of those asked did not sign the petition and most of those supported the proposed concepts, but were worried about being put on phone or email lists. In many cases, signers asked for blank sheets to gather more signatures. It is also important to recognize the regional support that was received. The number of Edmonds citizens that place a high value on the Edmonds Marsh Wildlife Sanctuary, including skepticism regarding impacts of recent development plans for Harbor Square, should not be underestimated.

Mr. Senderoff suggested that, from an economic development standpoint, there is great risk and responsibility owning property, whether commercial or residential, adjacent to or including critical ecological areas. The risk is associated with the potential for new regulations as more is learned about the requirements to preserve these areas. The responsibility is the high expectations landowners have for sustaining and restoring the sensitive ecological areas consistent with the best available science and practice. The WWU students made great suggestions of practices and initiatives that could be started right now to help preserve the marsh, and SOM would like to work with the Port to see these and other concepts implemented. SOM represents a large contingent of volunteers ready and willing to give time to help turn the ideas into reality. On behalf of SOM, he urged the Port to consider a format where they can work together. Perhaps that might mean forming a sub-committee in which we can together help fulfill the Port's environmental mandate. SOM is open to any format the Port may suggested. He concluded by asking if there could be any better form of public relations to boost the Port's standing and build trust in the community; no words or fancy slogans, just actions.

Janice Huseby, Save Our Marsh, said she has only lived in the Port District boundaries for three years, but she had a boat in the Edmonds Marina for a number of years and has nothing but positive things to say about her experience with the Port and its personnel. She said she got involved with SOM after taking her dog to the Blue Collar Doghouse and seeing a sign just outside warning people to keep their pets out of the garden areas because they had been sprayed with toxic chemicals. At the time, she noticed that a person was spraying chemicals to kill weeds without any protective gear. She said this is the first time she made the connection that what was being done to kill

weeds was directly impacting the marsh and Puget Sound. She encouraged the Port, the City and the community to consider innovative alternatives to clean the water that flows into the marsh and into Puget Sound. She commented that the Commission's forum for engaging in dialogue with the community is quite formal. She suggested they come up with ways to expand the dialogue and opportunities to exchange ideas.

PRESENTATION BY PATRICK PIERCE, CEO, ECONOMIC ALLIANCE OF SNOHOMISH COUNTY (EASC)

Patrick Pierce, CEO, EASC, was present to review the Alliance's 2016 accomplishments, as well as its plans for 2017. Mr. Pierce shared information about his background and expertise and explained that the EASC's mission is to be a catalyst for economic vitality resulting in stronger communities, increased job creation, expanded educational opportunities and improved infrastructure. He thanked the Port for their continued support of the Alliance, and particularly Commissioner Orvis' service as a member of the Board of Trustees and Military Affairs Committee.

Mr. Pierce advised that the EASC works to market the region, attract new investment, improve quality of place, respond to employer needs, connect regional leaders, and engage the community. The Board of Trustees is focused on attracting and growing talent in the region, growing infrastructure needs, diversifying the economy, strengthening and continuing to hold the position of being a global aerospace leader, and strengthening the military and defense sector in the county. Population in the region is expected to grow by about 1 million people over the next 25 years, and this projection is guiding the Alliance's work. The County must provide the needed infrastructure and jobs to support the continued growth. He noted that Snohomish County continues to be the fastest growing community in the State of Washington.

Mr. Pierce said transportation is of significant concern in the County. He reported that 100,000 people come to Snohomish County each day for work, 150,000 travel within the County, and about 200,000 leave the County. This equates to a lot of traffic movement. The Board of Trustees puts great emphasis on addressing the congestion long term. Major accomplishments include over \$670 million in transportation infrastructure investments, which will support a number of projects in Snohomish County, as well as successful ballot measures to generate funding for Sound Transit and Community Transit to expand services. There were also major capital investments in educational facilities, including funding for Everett Community College's new Science, Technology, Engineering and Math (STEM) Building. In addition, the Alliance is working with UW Bothell to develop a marine engineering program. Snohomish County has a great industrial base, and it is important to capture this type of work.

Mr. Pierce reported that the Alliance has also had success creating and supporting economic development opportunities. The Alliance participated in three recruitment opportunities, which included submitting information about how Edmonds and other communities in Snohomish County can support corporate headquarters and engineering companies. The Alliance responded to 16 Requests for Proposals, and followed up on 45 leads. It is also working hard to promote aerospace, particularly by connecting companies with educational institutions.

Mr. Pierce said the Alliance offers small business counseling programs. It also works to connect small businesses with government contracting opportunities and assists small businesses in writing business plans. In 2016, the Alliance served 183 clients across the three services, and they are working to grow the program further in 2017. At the end of 2016, the EASC posted a guide that talks about the value of the programs and provides a list of partners the EASC works with throughout the community.

Mr. Pierce advised that the EASC also advocates for legislation. Each year, it works with private and public partners to put together a legislative agenda that represents the needs and priorities of the County and the cities within the County. Many of these priorities are related to transportation infrastructure, and the Alliance will continue to support the City of Edmonds' At-Grade Crossing issue.

Mr. Pierce reported that the EASC sponsored a Small Business Seminar in November, which was very successful and attracted a number of people from throughout the region. The event highlighted the resources the EASC offers, and great feedback was received from those who participated.

Commissioner Preston asked what type of infrastructure would be taken care of right away and how will the improvements filter into the smaller communities. Mr. Pierce responded that the EASC is focusing on

transportation and the Connecting Washington package identifies a number of projects for the County. The list includes improvements on the main line of Interstate 5, expanding parking and accessibility to the Sounder Station in Edmonds, improving the 196th Street Corridor in Lynnwood to accommodate a SWIFT line, and adding additional lines to and from Edmonds Community College. A lot of projects will focus on the Highway 99 Corridor, and the City of Edmonds received some funding to get the Highway 99 Subarea Plan work moving.

Commissioner Orvis said it is important to emphasize the important work the EASC has done with STEM education and education in general. The UW-Bothell program is ranked 7th in the nation for “value of college education.” Edmonds Community College and Everett Community College both offer four-year degrees, and Edmonds Community College has some fantastic technical programs and facilities at Paine Field. Washington State University now has an engineering program at Everett Community College, and Central Washington University offers a degree program at Edmonds Community College. He summarized that there are fantastic opportunities for young people, and the opportunities make the County a more desirable place to live.

Mr. Pierce said the EASC sees education as an asset to attract companies. Companies are very interested in having training opportunities available to provide an adequate workforce. It also is a matter of keeping people happy by providing the schools and educational resources that families need to be successful. The Alliance is working in partnership with the Washington Alliance for Better Schools to improve the STEM network. It is also working to facilitate connections between the schools and businesses.

Commissioner Gouge stressed the importance of moving forward with economic development in the County, and he felt that affordable housing will be an important aspect to consider. Mr. Pierce agreed. He said the Alliance has data showing how the housing prices are driven by King County. In Snohomish County, all of the zip codes south of Everett are showing housing prices that are equal to or greater than pre-recession prices. The prices are nearing pre-recession levels in Everett and north, as well. The Alliance is particularly interested in addressing the housing needs of millennials who are raising families and looking for homes with more space in areas with great schools. In that regard, Edmonds and Lynnwood are both very attractive locations.

Commissioner Johnston thanked the EASC for their efforts to grow the County’s economy. He said the Port appreciates the role it is allowed to play in the Alliance. Mr. Pierce said it is important that all entities work together as partners.

Commissioner Preston asked Mr. Pierce to share the top legislative priorities. Mr. Pierce said the EASC is carefully monitoring the education funding issue. This will have a significant impact on the County, and understanding the impacts on the school districts in Snohomish County will be vital. They need to make sure that whatever is approved will move the County forward as far as STEM education. Legislation related to tax incentives and other taxing strategies will also be very important to the County’s economic future.

Commissioner Preston asked how involved the EASC is in promoting tourism in Snohomish County. Mr. Pierce replied that tourism is a significant part of the EASC’s agenda. He reported that, last week, the legislature reached a compromise that may finally allow the creation of a statewide tourism organization.

NEW POSITION AND RECRUITMENT AUTHORIZATION

Mr. McChesney reviewed that property management at Harbor square has been contracted to Northwest Country Management ever since the Port purchased the assets in 2006. The fee for service is 5.75 % of the contract rent, or approximately \$100,000 per year, depending on lease rates and occupancy. Current Harbor Square occupancy is over 90%. However, because of parking limitations, it is essentially full.

Mr. McChesney further reviewed that Jan Conner, who has been the property manager from the beginning, is knowledgeable and professional and has been a key factor in the successful operation of Harbor Square. The Port owes her its thanks. He announced that Ms. Conner recently informed him of her official resignation from Northwest Country Management, effective March 31, 2017. While she will certainly be missed, he proposed that the Port internalize the property management function and expand the duties to include Public Relations/Communications and Tourism/Marketing. He expressed his opinion that the three discreet job duties

could be effectively blended into a single, management-level position with a salary range of \$70,000 to \$75,000 per year. The position would report to the Executive Director, or as delegated.

Mr. McChesney explained that, because the position would be a new hybrid management level position, the recruitment process is anticipated to be more complex than for a vacancy to fill an established position. The Port needs to find the right person, with sufficient work experience, skill set and broad perspective. The Port's usual recruitment process has been done with internal staff resources with solicitations in typical job recruitment venues such as newspapers and online. However, in this situation, the Port must expand the search beyond simple postings and invitations to submit applications for review. He suggested that the Port engage the services of a professional recruiter who is able to target potential candidates and prescreen applicants from a variety of resources. Staff will prepare a formal job description as the recruitment process begins. Based on what the Port has been paying in fees (\$100,000), adding the new management-level position, with expanded duties as described, would be a net gain for the Port. In addition to on-site property management, the new person would be expected to provide coverage and full spectrum execution of specific areas as yet not well accomplished in Public Relations/Communication and Tourism/Marketing.

Mr. McChesney advised that the cost of recruitment services would be \$13,000, and the annual cost of the new position, including salaries and benefits, would be (\$93,000 to \$114,000) per year. He recommended the Commission authorize him to create a new multi-function management position in the salary range as described above and to enter into a contract for recruitment services with Ed Rogan Consulting in the amount not to exceed \$13,000.

Commissioner Gouge commented that Northwest Country Management has done a great job on the real estate side, but he likes that the new employee would report to the Executive Director. He cautioned that it might be difficult to find a licensed property manager who has the skill set to accomplish the other tasks of tourism/marketing and public relations/communications. However, he is in favor of combining the jobs and the salary range appears to be consistent with what a licensed property manager would be paid.

Commissioner Johnston agreed with Commissioner Gouge and asked if Mr. McChesney envisions that the new employee would coordinate the communication/marketing effort, but the Port would still draw upon contracted services as required. Mr. McChesney answered that it would be a combination of both. He would expect the new employee to do some communication outreach using internal resources, but other times it will be necessary to use an outside firm to prepare specific materials.

Commissioner Gouge said he likes that the new employee would handle both property management and property marketing. Mr. McChesney pointed out that the property management function that is currently provided by Northwest Country Management does not require a full-time position. Ms. Conner spends approximately a third of her time with managing and administering the leases at Harbor square. Her company has a broader portfolio. Internalizing the function will leave adequate time and resources for the other activities, as well.

Commissioner Orvis said he believes the position would be a good composite job for a full-time employee. It will be helpful to have a staff member on board who can focus on tourism and communications, as the current staff already has a reasonably heavy work load. However, he pointed out that the financial management duties currently performed by Northwest Country Management would fall on Ms. Drennan.

COMMISSIONER ORVIS MOVED THAT THE COMMISSION AUTHORIZE THE CREATION OF A NEW MULTI-TASK MANAGEMENT POSITION FOR HARBOR SQUARE. HE FURTHER MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A RECRUITING CONTRACT WITH ED ROGAN CONSULTING IN THE AMOUNT OF \$13,000. COMMISSIONER GOUGE SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

LIST OF SMALL WORKS ROSTER CONTRACT AWARDS

Mr. McChesney referred the Commission to the list of Small Works Roster Contracts that were awarded in 2016, which was attached to the Staff Report. He reminded the Commission that the list was provided as a housekeeping item pursuant to Revised Code of Washington (RCW) 39.04.200. No action is needed by the Commission.

EXECUTIVE DIRECTOR'S REPORT

Mr. McChesney reported that the staff and consultant are moving forward with preliminary planning for the vacant parcel on the west side of Admiral Way. He reminded them that a Shoreline Permit is required for the prospective new marina service building. The consultant team is on board, and staff is hoping to develop some good marketing contacts at the Boat Show.

Mr. McChesney reported that the north launcher at the Dry Storage Facility is down. Everett Engineering is currently servicing the equipment.

Mr. McChesney advised that staff is working on the transition of Harbor Square management, and he and Ms. Conner have identified a punch list of tasks that need to be accomplished.

Mr. McChesney reported that staff is working on a communications plan and would like to meet with the Communications Committee as soon as possible.

Mr. McChesney reminded the Commissioners of their retreat that is scheduled for February 27th. Although the agenda has not been finalized, Paul Sorenson has agreed to provide a presentation and engage in a brief discussion about transitions in the boating market and what the Port can expect as boaters age out. The retreat agenda can be finalized at the next Commission meeting.

Ms. Kempf reported that the Seattle Boat Show is underway. Weekend attendance was good, and the Port sold 12 slips. The promotion of free boat show tickets that was offered at the fuel dock was popular, and 50 tickets were given away. She noted that next Friday evening (February 3rd) is ale night.

Ms. Kempf announced her plan to attend the Washington Boating Alliance meeting on February 2nd from 8:00 a.m. to noon.

COMMISSIONER'S COMMENTS AND COMMITTEE REPORTS

Commissioner Johnston advised that he would be available to participate in the Communication Committee meeting via phone. He also voiced appreciation for the public comments relative to enhancing and preserving the marsh. He said it is very encouraging to hear that all groups have the same goals, and he is sure they can make some headway in the future towards sustaining and enhancing the marsh.

Commissioner Gouge also thanked the representatives from SOM for sharing their comments. He advised that a City representative attended a Port Commission meeting in December to discuss the City's stormwater system. He said it is important to emphasize that the stormwater system is owned by the City and not the Port. While the flooding that occurs at the intersection of SR-104 and Dayton Street is a significant concern, Commissioner Gouge suggested that the City should take the lead on the project since the City is responsible for 90% of the stormwater runoff that accumulates in the area. He further suggested that representatives of SOM should approach the City Council with their ideas for resolving the problems.

Commissioner Gouge referred to the survey of the marsh, which was completed by students from Western Washington University, and noted, that unfortunately, some of the major stakeholders (Unocal and the Port) were not involved in the study in any way. He said the Port Commission was very disappointed that the Port was not invited to provide input, and he questioned the validity of the study. He commented that the Port is ready and willing to work in conjunction with the City, SOM, and others to come up with creative solutions, but the problems cannot be resolved in a vacuum. He emphasized that the Port owns the property on the north side of the marsh, and the Commission needs to be involved in the discussion. The Port's mission extends beyond being responsible environmental stewards; they must also focus on being good financial stewards and promoting economic development. He reminded those in attendance that the Port has already done a lot of projects to improve and enhance the environment, and it is important to get the word out to members of the public.

Commissioner Orvis provided a brief legislative report, noting that legislation is moving slowly as the Legislature deals with education funding. The tied senate (24-24) presents an opportunity for stalemate. However, the legislature is also working again on Community Economic Revitalization Board (CERB) funding. There is also a bill related to occupational job training by ports. As proposed, the bill would limit the job training that ports can be involved in and/or sponsor to marine-related jobs, and more specifically, to jobs related to the port's mission. He explained that many ports were afraid as soon as they got involved with job training, they would be called upon to train for all types of jobs. The bill places more restrictions on the activity.

Commissioner Orvis announced that the Legislature is considering House Bill 23, which would create a state tourism and marketing program. The bill is getting good support for the first time in many years, but it has not been to the Fiscal Committee yet. Lastly, Commissioner Orvis reported that Model Toxic Control Act (MTCA) funding has been raided systematically by the Legislature for years until there is no money left. There is not even enough money to complete the current projects, and most of the environmental cleanup is being funded by ports across the state. There is a bill on the floor to put a surtax on hazardous substances to at least provide some resources for MTCA. Commissioner Gouge reminded those in attendance that the Port completed a cleanup project at Harbor Square in 2005-2006 at a cost of \$1.6 million. While they were supposed to receive MTCA funding to pay for at least a portion of the cost, no reimbursement has been received to date. Commissioner Orvis concluded his report by stating that transportation of crude oil, which started as railroad legislation, has been expanded to include ships, barges, and pipelines.

Commissioner Orvis thanked the members of SOM for sharing their thoughts. He observed that there is a great deal of myth and folklore about the marsh, and some people are absolutely sure about some things that are not true. There needs to be a realistic look at what can be done, what should be done and who is going to pay for it. This discussion should focus on the entire 760 acres of land that surrounds the marsh and not just the 11 acres of Harbor Square property.

Commissioner Preston announced that he would attend the Boat Show on Wednesday or Thursday. He also announced that he will provide an update on the Sea Scout Program at the next Commission meeting. They recently considered the acquisition of a new boat, but found that it would actually be a downgrade. He is currently working with the Sea Scout Skipper to downsize from two to just one boat. They are also working to increase parent involvement in the program.

Commissioner Preston said he would like to meet with Commissioner Gouge and Frans Munson as soon as possible to discuss the work Mr. Munson did planting salmon in Shell Creek years ago. Perhaps it would also be helpful to invite Keely O'Connell from Friends of the Edmonds Marsh, to participate in the discussion.

Commissioner Preston reported that he attended a meeting of the Affordable Housing Task Force with Edmonds City Council Member Neil Tibbott. The discussion included many good ideas about what affordable housing means and what it could look like, and a number of opinions and thoughts were shared. Commissioner Gouge suggested it would be insightful to invite a current realtor to attend a future meeting to discuss land costs, etc.

Commissioner Preston also thanked the representatives of SOM for sharing their thoughts. He asked them to invite a Port representative to attend their next meeting to have a two-way discussion.

ADJOURNMENT

The Commission meeting was adjourned at 8:20 p.m.

Respectfully submitted,



Steve Johnston
Port Commission Secretary