

PORT COMMISSION OF THE PORT OF EDMONDS
MINUTES OF REGULAR MEETING

April 8, 2013

COMMISSIONERS PRESENT

Jim Orvis, President
Mary Lou Block, Vice President
David Preston, Secretary
Bruce Faires
Fred Gouge

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

EXECUTIVE SESSION

Commissioner Orvis announced that the Commission held an Executive Session from 6:15 p.m. to 6:55 p.m. to discuss legal issues, discussions of which in a public meeting would disadvantage the Port. He advised that no action would be taken nor announcements made concerning the subject of the Executive Session.

PLEDGE OF ALLEGIANCE

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

CONSENT AGENDA

Commissioner Block requested that the minutes of March 25, 2013 be amended by replacing the 2nd sentence in the last paragraph on Page 3 to read, "It provided that Commissioners would be reimbursed for overnight stays in conjunction with travel to authorized business meetings that are more than 50 miles from the Port."

Commissioner Orvis requested that the agenda be revised to place the "Executive Director's Report" before the "Information" Items.

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

- A. APPROVAL OF AGENDA AS AMENDED**
- B. APPROVAL OF MARCH 25, 2013 MEETING MINUTES AS AMENDED**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$179,444.75**
- D. APPROVAL OF EXECUTIVE DIRECTOR TO WRITE OFF \$2,343.99 AND SEND ACCOUNT TO COLLECTIONS**

COMMISSIONER GOUGE SECONDED THE MOTION, AND THE MOTION CARRIED UNANIMOUSLY.

PUBLIC COMMENTS

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

TRAVEL RESOLUTION 09-03 (REVISED)

Mr. McChesney reminded the Commission that they reviewed and discussed Resolution 09-03 on March 25th and directed staff to make a minor change to clarify an ambiguity in Section 6.B.i. He referred to the proposed change contained in the Staff Report and recommended the Commission approve the amendment as proposed.

COMMISSIONER FAIRES MOVED THAT THE COMMISSION APPROVE A MINOR REVISION TO RESOLUTION NUMBER 09-03 TO PAGE TWO, SECTION 6.B.i AS REVIEWED AND DISCUSSED AT THE MARCH 25TH, 2013 COMMISSION MEETING. COMMISSIONER GOUGE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

REVISED COMPENSATION PLAN

Mr. McChesney reminded the Commission that budget challenges over the past few years have resulted in staff cutbacks and further restrictions on wages and salaries. For example, the merit program was eliminated, step increases were frozen, and the annual 1% automatic wage increase beyond the Consumer Price Index (CPI) was also curtailed. Since these cuts were made, there has been an expectation that the Port would institute a different pay program. He referred to the draft proposal, which outlines a program that is incentive driven, transparent and fair.

Mr. McChesney advised that the fiscal impact of the proposed compensation plan depends on several budget factors. However, it is generally assumed that the magnitude of the annual incremental cost for wages and salaries under the proposed incentive-based program would closely approximate the previous system of CPI + 1%. He recommended the Commission approve the proposed changes to the Employee Personnel Manual, specifically Policies 15.10, 15.21, 15.22 and 15.30, as presented.

Mr. McChesney explained that the proposed performance evaluation is two-dimensional. The performance criteria in Exhibit A are based on things the Port is trying to improve upon such as customer service and damage and safety incidents. For example, the more incidents an employee has during the year, the lower his/her score will be. The goal of these incentives is to encourage good behavior in order to reduce and/or eliminate accidents, lost time, injuries and damage incidents. An employee must average a score of 3 in these criteria in order to qualify for merit pay increases. The other part of the proposed plan is the merit criteria (Exhibit B) which allows employees to actually earn points based on performance. Employees who score less than 49 points would not be eligible for a merit pay increase. A 1% merit pay increase would be given for employees who score between 49 and 64 points, with a 2% increase for those who score between 65 and 79 points, and a 3% increase for those who score 80 points or more.

Mr. McChesney explained that the goal of the proposed new program is to move towards an incentive-based system. The plan was written by employees and the model is driven by efficiencies that are obtained through incentives. He emphasized that customer service and safety are high on the list of merit criteria. He said staff believes the proposal is reasonable and provides a basis for rewarding employees for exemplary work.

Commissioner Block asked if the intent is to implement the program effective immediately. Mr. McChesney answered affirmatively. Commissioner Block said she would like staff to provide information prior to the next budget process regarding the anticipated fiscal impacts of the program. Mr. McChesney pointed out that the performance evaluations will not be completed until the end of 2013 and the budget process will be completed in the fall. However, staff can provide some projections on what they think will happen during the performance reviews. Commissioner Block stressed the importance of following the impacts of the new program to determine if it is working well for both the Port and the employees.

Commissioner Preston asked how staff would measure an employee's performance related to customer service and communications with customers. Mr. McChesney advised that there is no formal threshold for this evaluation. However, senior staff members often hear positive comments about employees, and these will be noted. He noted that these criteria will be particularly important to Marina Operations employees who are trained to greet customers and make them feel welcome.

Commissioner Preston referred to the language in Policy 15.66, which states that premiums for health insurance will be deducted from an employee's pay. He asked if these would be pre-tax deductions. Ms. Drennan answered affirmatively. She pointed out that this section is an existing policy and no changes have been proposed.

Commissioner Faires asked how soon staff would implement the new program once approved by the Commission. Mr. McChesney answered that the program would be implemented immediately upon approval. However, no merit pay increases would occur until after the annual performance reviews that take place in December.

Commissioner Faires observed that the proposed new program would replace the previous lack luster program of CPI + 1% and he anticipates the total cost of the new program would be similar to the cost of the previous program. Mr. McChesney agreed that is the goal. Commissioner Faires expressed his belief that the proposed program represents a significant difference in how the Port views its employees and values their contributions to accomplishing the Port's mission. In that regard, he said he endorses the new program as a step in the right direction. However, he cautioned that it may be two or three years before they can answer questions about how well the program is working. He said he views the program as an evolving process, and he anticipates they will have to fine tune the program during future budget discussions.

Having been subjected to an incentive-based program while serving in the Navy, Commissioner Orvis stressed the importance of training supervisors on how to implement the program. He cautioned that it is difficult to write an evaluation that is honest and then face the employee for which the performance has been written. It is important to make sure that senior staff is trained to objectively complete the evaluations. He said he particularly likes that the evaluations will require examples and comments to support the scores.

COMMISSIONER GOUGE MOVED THAT THE COMMISSION APPROVE AND ADOPT THE CHANGES TO THE EMPLOYEE PERSONNEL MANUAL TO MODIFY METHODS FOR PORT EMPLOYEE COMPENSATION (POLICIES 15.10, 15.21, 15.22 AND 15.30) AS PROPOSED BY THE EXECUTIVE DIRECTOR AND EFFECTIVE IMMEDIATELY. COMMISSIONER GOUGE SECONDED THE MOTION.

Commissioner Gouge recalled that when the Port Commission recently conducted the Executive Director's performance review, they asked him to work with senior staff to come up with an effective employee compensation program. He commended Mr. McChesney for working diligently towards this goal. While he recognized that the program will need to be reevaluated and fine tuned, he agreed that it should be implemented immediately.

Mr. McChesney thanked Ms. Drennan, Ms. Kempf and Ms. Michaud for working with him to create and test the new program. He agreed that it is definitely a work in progress.

THE MOTION CARRIED UNANIMOUSLY.

SEA JAZZ PERFORMANCES

Mr. McChesney reported that he recently met with Scott Barnes from the Edmonds School District, Ron Sherer, a parent, mentor and promoter of youth music, and Ron Keimer from the Rotary Club to put together the 2013 Sea Jazz Program schedule. He announced that the event is scheduled to kick off the season by playing June 1st and 2nd during the Waterfront Festival. They will continue to play on Wednesdays and Sundays through September 15th. He reminded the Commission that the event was created in 2012 and its debut at the Port of Edmonds' Public Plaza began on July 1, 2012.

Mr. McChesney recalled that the Port donated \$1,000 to the Edmonds School District Music Program after the last performance in 2012. He recommended the Commission once again authorize the Executive Director to remit a

stipend in the amount of \$1,000 to the Edmonds School District Music Department in consideration of the Sea Jazz Summer Music Program at the marina. Commissioner Faires pointed out that last year the stipend was not given to the school district until the end of the season. Mr. McChesney agreed and recalled that, at their last meeting, the Commission recommended that the stipend should be preapproved by the Commission in advance of the season. However, the actual check would not be issued until the end of the season and would be based on acceptance of their performance levels throughout the season. Commissioner Preston noted that the performances will likely include musicians outside of the Edmonds School District. Mr. McChesney agreed but pointed out that the Edmonds School District Music Program is the heart and soul of the event.

Mr. McChesney reported that he has also been working with the Edmonds Arts Foundation to integrate an art program with the Sea Jazz program this year. Commissioner Preston acknowledged Anthony's Restaurant for their support of the 2012 program.

COMMISSIONER PRESTON MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO REMIT A STIPEND IN THE AMOUNT OF \$1,000 TO THE EDMONDS SCHOOL DISTRICT MUSIC DEPARTMENT IN CONSIDERATION OF THE SEA JAZZ SUMMER MUSIC PROGRAM AT THE MARINA. COMMISSIONER GOUGE SECONDED THE MOTION.

Commissioner Gouge commented that Sea Jazz is a great program, and he is glad the students are willing to participate. The public enjoys the music, and he thanked Commissioner Preston for suggesting the idea last year. Incorporating an art program will be a great use of the public plaza area.

Commissioner Block reported that she recently attended the Edmonds City/Chamber Arts and Culture Committee meeting at which they discussed the programs scheduled to take place during the summer months, some of which will take place at or involve the Port of Edmonds in some way.

Mr. McChesney advised that he recently received a request from the Edmonds Arts Festival Foundation that the Port become a sponsor of the festival. He recalled that in 2012, the Port agreed to sponsor the event by allowing attendees to use the Port's parking lot, but they are looking for a higher level of sponsorship this year. Rather than sponsoring the actual event, he recommended it would be more appropriate for the Port to sponsor a particular program, such as artists at the Port on weekends throughout the summer months. The Edmonds Arts Festival Foundation recently reaffirmed that this would be a possibility.

THE MOTION CARRIED UNANIMOUSLY.

EXECUTIVE DIRECTOR'S REPORT

In consideration of recent Edmonds City Council deliberations concerning the Harbor Square Master Plan and the Port's application for a Comprehensive Plan amendment, Mr. McChesney suggested the Port notify the City of its desire to withdraw its application. He asked for the Commission to approve this action and authorize him to send a letter to the Mayor and City Council, as well as the Edmonds Planning Department staff.

COMMISSIONER FAIRES MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO FORWARD A LETTER FROM THE PORT COMMISSION PRESIDENT TO THE EDMONDS PLANNING DEPARTMENT TO FORMALLY WITHDRAW THE PORT'S APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT RELATED TO THE HARBOR SQUARE MASTER PLAN. HE FURTHER MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO FORWARD A LETTER TO THE MAYOR AND EDMONDS CITY COUNCIL TO PROVIDE AN EXPLANATION OF THE PORT'S DECISION. COMMISSIONER GOUGE SECONDED THE MOTION.

Commissioner Gouge emphasized that this is not a decision the Commission takes lightly. The Port spent a lot of taxpayer dollars to prepare the master plan. However, because the City Council has decided not to take a vote on the proposed Comprehensive Plan Amendment, he felt it would be in the best interest of the taxpayers they represent to withdraw the application. Commissioner Faires clarified that the City Council has taken formal action to terminate any further discussion about the Port's Comprehensive Plan Amendment Application. They have agreed to move

forward with their own planning process, instead. Commissioner Block expressed her belief that withdrawal of the application is a necessary step to bring closure to the issue.

THE MOTION CARRIED UNANIMOUSLY.

Mr. McChesney reported that he attended a transportation luncheon in Olympia on April 5th, which was sponsored by the Economic Alliance Snohomish County. The purpose of the event was to get support for including transportation improvement projects in Snohomish County in the transportation budget, which is currently before the legislature. He said the Alliance did an excellent job organizing the event and their input was well received by the legislators in attendance including: Representative Judy Clibborn, Transportation Committee Chair; Senator Nick Harper, Transportation Committee Co-Chair; Senator Tracy Eide, Senate Majority Floor Leader; Representative Ruth Kage; Representative Marko Liias; Representative Gael Tarleton; Senator Maralyn Chase; and Senator Curtis King.

The Commission took a five-minute break, at which time, Mr. Cattle left the meeting.

CASH FLOW MODEL AND MARINA SERVICES AND FACILITIES FOLLOW UP

Mr. McChesney reviewed that discussions related to the Cash Flow Model reach back to the 2013 budget discussions, which were informed by the model and resulted in a 2013 moorage rate increase of 5.25%. Some people expressed concern that this increase was on the high side and perhaps it would not be sustainable to continue to increase moorage rates based on what the Cash Flow Model indicates is needed for revenue in the next few years. He recalled that the Commission held a special workshop on January 8th to review the underlying assumptions in the Cash Flow Model and to analyze the effect of lower projected moorage rate increases. At the meeting, Paul Sorensen from BST Associates made a presentation regarding the current economic condition of marinas in the area. The meeting helped the Commission develop a good understanding that moorage rate increases must be calibrated with the market's ability to support the changes.

Mr. McChesney reported that, since the January 8th special workshop, the Finance Committee has met to consider various changes to the Cash Flow Model such as recalibrating the moorage rate increases using a different guideline. The Finance Committee is recommending establishing a guide of CPI + 1% for rate increases over the next five years. Any shortfall, according to what the Cash Flow Model says they should retain for future investments, would be made up by rental property revenue. He said the Finance Committee feels this is the minimum rate that can be established and still stay reasonably within the framework of the Cash Flow Model. He referred to the draft Cash Flow Model, which incorporates a 3% rate increase to illustrate how the Capital Budget would be impacted. Commissioner Gouge clarified that the Finance Committee discussed the idea of using both rental property and tax revenue to make up the shortfall.

Commissioner Faires reminded the Commission of the Port's Mission Statement, which currently states that the marina should be self supporting. He advised that this may not be possible and/or practical, and subsidy may be required from other revenue sources. If the Commission concurs, then the Mission Statement must be updated accordingly.

Mr. McChesney cautioned that the Cash Flow Model is not intended to be a plan. Instead, it can be used as a tool to calibrate the amount of income the Port must retain each year for future capital investments to replace the existing assets. The model suggest that the Port is a little behind, and catching up will take some time. Commissioner Orvis clarified that they are not talking about retaining enough capital to pay cash to rebuild the marina, but sufficient capital reserves to allow them to leverage for future bonds to rebuild the marina.

Commissioner Faires commented that the difficult picture the Cash Flow Model paints for the future may not be totally accurate. However, it provides a reasonable picture of a nominal result and gives the Port the opportunity to do what they can now to mitigate the problems to the maximum extent possible.

Ms. Drennan reviewed the changes that were made to the August 27, 2012 version of the Cash Flow Model as follows:

- The 2012 budget numbers were replaced with 2012 actual numbers.
- The 2013 projected numbers were replaced with 2013 budget numbers.
- The 10-year expense and revenue averages were updated to include 2012 actual numbers.
- Rental properties revenues, expenses and cash flow were added into the model.
- The moorage and dry storage net income numbers were projected at 3% increases.
- Rental properties are used to subsidize the marina for the difference between 5.25% and 3%.

Ms. Drennan reviewed the Cash Flow Model. She explained that using a 3% moorage rate increase as a baseline going forward, the subsidy required by 2018 would be \$457,000, and the rental properties would only be able to subsidize the marina at \$357,000. In addition, the model shows that 100% of the rental properties net income would be subsidizing the marina, but rental properties would be unable to subsidize the marina at the recommended level during the same time frame. By 2027, rental properties would produce a net loss and would be unable to subsidize the marina. She provided a graph to illustrate that there would be a cash flow issue by 2025, and there would be insufficient cash to fund capital projects. While the numbers suggest that the Port may be able to issue Limited Tax General Obligation Bonds of \$18 million in 2025, it would not likely be possible given that the Port will generate insufficient cash to pay debt service on a bond issuance of even \$1 million.

Notwithstanding the doom and gloom the Cash Flow Model portrays, Commissioner Faires pointed out that the Port of Edmonds is in a better place financially than most other marinas in Puget Sound. In addition, the Port's existing facilities are in much better shape than almost every other marina, and their occupancy rates are better, too. Whatever environment exists 20 years from now, the Port will be in better shape as long as they continue to be prudent. The remainder of the Commission and staff concurred.

Ernie Collins, Edmonds Yacht Club (EYC), agreed it is not a good idea to put out hard numbers. He expressed his belief that a rate increase of CPI + 1% is a concept that is easy to understand. He said he believes the Port is on the right track and the Commission is doing exactly what needs to be done. He explained that in his business, he used to make five, three and one-year plans. Now he finds it hard to plan ahead further than six months because it is difficult to predict what will happen in the future. He cautioned against the Port Commission spending a lot of time worrying about 2036. They should use the Cash Flow Model as an outline and three-year plan that is corrected each year as they move forward.

Mr. Collins advised that a few EYC members terminated their moorage at the Port of Edmonds due to rate increases, and many are regretting their decision because they are finding that other facilities are not as nice compared to those offered by the Port of Edmonds. He stressed the need for the Port to be as transparent as possible, and using a rate increase approach of CPI +1% will be a good step in that direction.

Commissioner Gouge expressed his belief that frank and open discussions about the Port's future financial picture are important. The rates are at market now and the Port cannot continually push the envelope. On the other hand, they are responsible to the taxpayers to operate a profitable marina. The Cash Flow Model can be used to help the Commission stay focused on what needs to happen to secure a stable financial future for the Port. Commissioner Orvis agreed that the model can help hold the Commission's "feet to the fire" by looking ahead to the future. However, it is also important to acknowledge that they do not know what will happen in the future that will have an impact on the outcome. The model can be used to provide focus for budget discussions, recognizing that it can be adjusted as necessary.

Given the City Council's recent decision to not take action on the Port's proposed Harbor Square Master Plan, Commissioner Orvis noted that the Port has limited ability to increase revenues. It may be necessary to raise the tax level in order to maintain the facility over time; not only for boaters, but for the Port District residents' enjoyment, as well. He said it is also important for the public to understand that the elected legislative officials are making rules that will end up costing the Port money to implement. While the legislature dramatically reduced budgets for both the Parks and Recreation Department and the Department of Commerce, funding for the Department of Ecology has remained relatively unscathed even though they generate requirements that cost money to implement. He cautioned that when you destroy the money generating departments and beef up the money consuming departments, the only place to obtain more revenues is through increased taxes. Commissioner Faires reminded the Commission that the

legislature also eliminated the State's Tourism Program in 2012, even though it generated money for the State's coffers.

Mr. McChesney summarized that the Commission has revalidated the Cash Flow Model as a guiding tool. However, for the upcoming 2014 budget deliberations, which will begin in August, they will use a rate increase of CPI + 1%.

MISSION STATEMENT

Mr. McChesney reminded the Commission that the Port's current Mission Statement includes a statement that the Port will "operate and develop marina facilities to be fully self-funded." He explained that the proposal is to change this statement from an absolute imperative to a policy goal in consideration of time and market constraints. The change reflects the Commission and Finance Committee's recent discussions related to the Cash Flow Model.

The Commission agreed that the statement should be changed to read, "Operate and develop marina facilities with the goal that it be fully self-funded." They asked staff to update the Mission Statement and bring it back to the Commission for final approval.

CONTINUED EXECUTIVE DIRECTOR'S REPORT

Ms. Kempf announced that staff recently registered the Port to participate in the National Marina Day Celebration. She advised that the Northwest Marine Trade Association and the Grow Boating Committee is offering to fund up to \$500 for marinas in Washington State that want to participate by creating a marina day event that provides not only education to current boaters, but invites potential boaters to visit the marina. She noted that the event would take place at the public plaza on June 8th, which is the weekend following the Waterfront Front Festival. She anticipates having a barbecue and perhaps inviting Anthony's and/or Arnies Restaurants to provide a chowder bar. She noted that an invitation would be extended to a variety of groups, and some advertising would be provided by the NMTA. Commissioner Gouge emphasized the need to invite youth to participate in the event.

COMMISSION COMMENTS AND COMMITTEE REPORTS

Commissioner Block reported that she attended the Edmonds City/Chamber Arts and Culture Committee Meeting, at which they wrapped up their work on the arts award program and reception that was held on March 21st. She reported that the event was successful, and the committee has received good feedback. They are looking forward to sponsoring the program again next year, and they discussed ideas for increasing the participation. She further reported that Mayor Earling is sponsoring an Arts Summit on June 29th.

Commissioner Preston said he received an invitation to the Edmonds Woodway High School Music Boosters' Night of Stars event on April 13th at the Holy Rosary Parish. It will be an evening of dining, entertainment and an auction. Commissioner Preston said he also received information from Pete Bennett regarding a jazz event that was held on March 27th at the Edmonds Center for the Arts. Mr. Bennett expressed his desire for Port Commissioners to attend the April 13th event to support the district's music program.

Commissioner Gouge reported that he and Commissioner Preston attended the Edmonds Chamber Luncheon and met the owners of the new Sea Wolves semi-professional soccer team. He reported that over 80 young people turned out for the team's tryouts, many of them college students. They are currently looking for sponsorships. Jim Underhill is the general manager for the team, and their games start on May 18th at the Edmonds/Woodway High School stadium. He commented that this is a great program for the youth who live in the community.

Commissioner Orvis advised that he attended the Economic Alliance Snohomish County Forecast Meeting where Congresswoman Suzan DelBene made a short presentation. Michael Parks, an economist, also made a presentation on economic conditions in Snohomish County. He pointed out that the local economy is doing well because two major employers (Boeing and Amazon) went on hiring binges. He said the job market in Snohomish County and Puget Sound benefited from Boeing's 787 problems because planned layoffs were delayed to accommodate the necessary retrofits. It was also announced that Google and Costco are planning to hire large numbers of people. He summarized that, nationwide, the economy is disappointing, and unemployment is only staying even because people

are leaving the statistics. However, the United States is doing better than many other countries. Mr. Parks used the phrase “the United States economy is like the best house in a bad neighborhood.” They are heading towards energy independence, housing is starting to recover, and banks are better off than in most other countries. He said he learned that most business development expenses come from private equities and not from banks.

Commissioner Orvis announced that he would attend the Economic Alliance Snohomish County State of the Station Address at the Everett Naval Base on April 10th. He advised that Troy McClelland, President and CEO of the Alliance, is doing a great job and the Alliance is now on an entirely different course. It is a fast-paced organization, and the Mayors of Marysville and Everett are heavily involved. Mayor Earling is doing a great job representing Edmonds, as well. Commissioner Block suggested that Mr. McClelland be invited to provide an update on the Alliance at a future Commission meeting. The remainder of the Commission agreed that would be appropriate.

Commissioner Faires reported on his attendance at the April 2nd Edmonds City Council meeting, at which they discussed and approved the Strategic Plan by a vote of 6-1. Council Member Petso voted against the plan. He noted that the plan is citizen driven and provides a snapshot of what the community wants in terms of quantity, quality and priorities. He noted that the plan identifies 85 action items, and the Port is identified as a project lead or participant in 8 or 9 of them. He said he asked City staff to provide a copy of the Strategic Plan action items that pertain to the Port.

Commissioner Faires said the City Council also reviewed proposed amendments to the Downtown Business (BD) zones. They discussed conflicting code language in the BD zones. On one hand, the language establishes a 25-foot height limit plus an additional 5 feet for buildings that have a 15-foot ceiling height on the ground floor. On the other hand, it requires a 15-foot ceiling height on the ground floor. To address the conflict, the City Council eventually adopted an amendment that establishes a 30-foot height limit for the BD zones. Three City Council Members (Buckshnis, Petso, and Bloom) voted in opposition. The City Council also adopted the Planning Board’s recommendation to eliminate the step back requirement in the BD2, BD3 and BD5 zones, consistent with the BD1 zone. In addition, they adopted an amendment that would apply the existing BD1 Design Standards to the BD2, BD3 and BD5 zones. Again, the same three City Council members voted in opposition. The zoning for the BD zones is now consistent, with a 30-foot height limit and no step back requirement.

ADJOURNMENT

The Commission meeting was adjourned at 8:35 p.m.

Respectfully submitted,

David Preston
Port Commission Secretary