

**THE PORT DISTRICT OF SOUTH WHIDBEY ISLAND
SPECIAL MEETING**

Held via Zoom Meeting Service
Thursday, February 18, 2021 at 3:00 p.m.

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/86275013819?pwd=a3ZZYXo0YW5nUjhNQ09qVTRJdFdEQT09>

Meeting ID: 862 7501 3819

Passcode: 516380

One tap mobile

+12532158782,,86275013819#,,,,*516380# US (Tacoma)

Dial by your location

+1 253 215 8782 US (Tacoma)

Meeting ID: 862 7501 3819

Passcode: 516380

SPECIAL MEETING CALL TO ORDER and PLEDGE OF ALLEGIANCE (3:00 p.m.)

Memorandum for Record re: Interruption of Regular Meeting on February 9, 2021

Clinton Dock/Surface Transportation Block Grant – WSDOT

Resolution No. 21-02 to Approve Local Agency Agreement with WSDOT

Boatyard Inn – Parking easement on Wharf Street Parcel

Clinton Crosswalks

ADJOURNMENT (Approximately 5:00 p.m.)

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Special Meeting

February 18, 2021

Held via Zoom Meeting Service

Commissioners Present: Curt Gordon (Clinton), Jack Ng (Freeland) and Ed Halloran (Langley),

Port Staff Present: Stan Reeves (Executive Director) & Molly MacLeod-Roberts (Port Clerk/Accountant)

MEETING CALL TO ORDER: The Special Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Thursday, February 18, 2021, via Zoom Meeting Service. Although this Special Meeting was of course open to the public, the meeting was scheduled primarily for Commission consideration, discussion and action on the specific issues and public participation was not on the Agenda.

Commissioner Curt Gordon, President, called the Special Meeting to order at 3:00 p.m., followed by the Pledge of Allegiance.

Memorandum for Record Regarding Interruption of Regular Meeting on February 9, 2021: Executive Director Stan Reeves presented the Memorandum outlining what happened during the last regular meeting held online. The Port's meetings are publicly advertised and the Zoom settings allowed anyone to join. Approximately 9 minutes into the meeting, several public participants logged into the meeting and began shouting obscenities and lewd remarks, and one person displayed a video of a woman stripping and dancing nude. Reeves repeatedly tried to mute their audio and turn off the video but the public participants were able to turn both back on. Since the meeting could not continue with the constant interruption, it was adjourned without further action at the 13-minute mark.

Reeves subsequently implemented the following procedure for Port meetings held online:

- All meetings will be organized by the host (Reeves) with a "meeting room." Each individual will only be admitted to the meeting by the host.
- Upon entering the meeting, all participants will be muted with their video feed disabled. Commissioners and Port Staff will have their microphone and video enabled upon admittance. Public participants will not. When a meeting includes an agenda item for Public Comment, members of the public who wish to comment will use the "raise your hand" function when prompted for comment by the Chair. The meeting host will then enable the person's microphone and video. At the end of their public comment, both will be disabled by the host and the person will be able to listen to see other meeting participants but they will not be seen or heard by others.

Gordon asked Reeves to prepare a brief statement to be read aloud at each online meeting to explain the process for public comment.

Clinton Dock/Surface Transportation Block Grant (STBG) – Washington State Dept. of Transportation (WSDOT): In the Local Agency Agreement, the Port is asking for \$100,000 through the program, with a match requirement of \$15,607. WSDOT instructed the Port to put a placeholder of \$1,000 of state funds in there, on the off chance that it is needed and can be augmented in the future. But if there is zero dollars entered, there is no way to slide money into that slot. It is an Agreement to spend \$116,607. Construction must commence within 10 years of the project start date, and there are still 2 more years to complete construction after that. Beyond that time frame, the Port will have to repay whatever funds were spent.

Resolution No. 21-02 to Approve Local Agency Agreement with WSDOT: The resolution serves to formalize the agreement and agree to the terms and conditions.

ACTION: A Motion was made by Commissioner Ed Halloran and seconded by Commissioner Jack Ng to adopt Resolution No. 21-02 as presented to approve Local Agency Agreement with the WSDOT for the Clinton Passenger-Only Ferry Dock Replacement Project. The Motion passed unanimously.

Reeves had received notification from WSDOT that the Port has a 0% Disadvantaged Business Enterprise contracting requirement. That was one of the last items needed, so he should be able to scan and send the required documents tomorrow. WSDOT will review everything and obligate the funds. The Port can then complete the process of the Request for Qualifications which Consultant Angi Mozer has already started working on. At this point, Reeves will start transitioning the project management over to her.

Boatyard Inn – Parking Easement on Wharf St Parcel: Roger Katz (Owner, Boatyard Inn) and Larry Kwarsick were on hand to request reconfiguration of the “Perpetual Parking Easement” in the Statutory Warranty Deed for the Port’s property located at 203 Wharf Street, across from The Boatyard Inn. Katz said it was a two-part request, the first of which is to relocate the easement to the northwest corner from the southeast corner, but whichever the Port prefers is fine. The second part of the request is to reconfigure the original easement from a 20’ x 22’ area (440 sq. ft.) to an 18’ x 24’ area (432 sq. ft.). He said it would be a huge benefit to the Boatyard Inn but there would be no net loss in terms of parking area to the Port. Gordon noted that there has to be something that is beneficial to the public. If the Port is willing to grant the configuration, Katz said he would pay the expense of modifying the easement so it is a legal document and resubmit it to the Port. Gordon noted that the proposed reconfiguration encroaches 4 more feet into the property, and the part that the Port would gain is useless. Katz reiterated that the Port wouldn’t be losing a parking space, but Gordon noted that if the Port reconfigured that lot, that 4 ft. could take away half of a parking space. The value of the property for the Port is development along the embankment.

Katz said he understands that the existing easement has language in it about the potential construction of a building on the 20’ x 22’ area. If the Port is willing to grant the reconfiguration and a new easement is created, that language could be eliminated. It would only be in perpetuity for parking; there would be no structure there. He is open to a financial option if a value is put on that 4 ft area. It is of significant consequence to the hotel as it addresses the ongoing issue with the City of Langley regarding parking availability.

Gordon suggested Katz could use the triangular parcel (Lot 2) adjacent to the Port’s lot to accommodate an ADA parking space. Katz explained that would not provide enough parking. The Boatyard Inn needs 3 additional parking spaces to meet the City of Langley’s requirements and the proposed reconfiguration would create 3 spaces for compact cars. Additionally, Katz said his understanding is that Lot 2 actually belongs to the City and not the Port; Larry Kwarsick agreed. Gordon suggested the Port and the City of Langley might be able to do a boundary line adjustment to straighten it out and gain some space where it’s needed. He believes the value to the Port is going to be against the bank and having access to it. He asked Reeves to contact the City about reconfiguring that angular portion. Reeves shared the map of the parcels onscreen and showed the Port property; Lot 2 is not part of Port property – it belongs to the City of Langley. Gordon didn’t think that was accurate, and thought there was a survey done by TMI Surveying. He’d like Reeves and Katz to discuss it and then talk to the City about a boundary line adjustment. Katz offered to contact TMI, and reiterated that he will take on all costs associated with this.

Clinton Crosswalks: Gordon explained that one of the things that the Clinton Community Council views as an economic obstacle is the inability to cross the highway with ferry traffic coming through every half hour. WSDOT and Island County are not going to provide any funding. In 2015, Mozer was able to get an economic development grant that provided funding for Beckwith Consulting’s Clinton Market Study. He asked the Commission to consider expanding Mozer’s consultant agreement to include applying for a Community

Economic Revitalization (CERB) planning grant for the specific project of providing lighted crosswalks in Clinton.

ACTION: A Motion was made by Halloran and seconded by Ng to expand Angela Mozer’s consultant agreement to seek grant opportunities for Clinton crosswalks. The Motion passed unanimously.

ADJOURNMENT: Without any further discussion or action, the Special Meeting was adjourned at 3:56 p.m.

Approved:



Commissioner Curt Gordon, Clinton



Commissioner Jack Ng, Freeland




Commissioner Ed Halloran, Langley

Minutes prepared and submitted by:



Molly MacLeod-Roberts, Port Clerk/Accountant

Public Disclosure Statement: The foregoing Meeting Minutes, audio recording and all supporting documents presented are available at the Port of South Whidbey, 1804 Scott Rd., Suite 303, Freeland WA 98249.

 ***Commissioners Curt Gordon, Jack Ng and Ed Halloran approved the foregoing Minutes during the regular meeting of March 9, 2021, which was held online via Zoom Meeting***