

**PLANNING COMMISSION
REGULAR MEETING
CITY HALL – COUNCIL CHAMBERS
August 25, 2015**

ROLL CALL: Present: Greg Wasinger, Bruce Freeman, Sandi Peterson, Cecil Pierce and Jes Walker-Wyse and Ana Schlecht
Absent: Mike Piccone
Staff Present: Development Services Director, Steve Powers; Senior Planners, Cac Kamak and Dennis Lefevre; Associate Planner Ray Lindenburg and Arnie Peterschmidt, Project Engineer
Transportation consultants: Kendra Breiland and Alex Riemondy

Chairman Wasinger called the meeting to order at 7:31 p.m.

MINUTES: MS. WALKER-WYSE MOVED, MS. PETERSON SECONDED, MOTION CARRIED TO APPROVE THE JULY 28, 2015 MINUTES AS PRESENTED.

PUBLIC COMMENT

Mr. Hal Hovey commented that the City website first published that the Planning Commission meeting was on August 20th and then there was nothing about the Planning Commission meeting.

Mr. Powers noted that sometimes there are technical difficulties or operator error and that a phone call to the city staff could have corrected the problem or answered any questions.

COMPREHENSIVE PLAN TRANSPORTATION ELEMENT – Public Meeting

Mr. Lefevre reported that the transportation element is required to be reviewed and updated as part of the City's Update process to be completed by the end of June 2016. Mr. Lefevre introduced Kendra Breiland and Alex Riemondy, the Fehr & Peers consultant team selected to assist in updating the transportation element of the City's Comprehensive Plan.

Ms. Breiland and Ms. Riemondy displayed a PowerPoint presentation (Attachment 1) and gave an overview of the Growth Management Act (GMA) requirements, transportation planning approaches, level of service (LOS) and funding availability.

2016 COMPREHENSIVE PLAN UPDATE – Public Meeting

Mr. Kamak displayed a PowerPoint presentation (Attachment 2) and briefed the Planning Commission on the status of the Countywide Planning Policies, modifications to the generalized land use map/districts and the employment data/projections.

Planning Commissioners discussed the employment data, questioning staff about whether the employment data included only people that live in Oak Harbor. Mr. Kamak indicated that the employers in Oak Harbor report only the people they employ and the self-employed are also included. If people are coming to work in Oak Harbor from other cities they are included in the Oak Harbor employment data.

ADJOURN: 8:30 p.m.

Minutes submitted by: Katherine Gifford

Overview of Topics



- GMA Requirements
- Transportation Planning Approaches
- Level of Service (LOS)
- Funding Availability



City of Oak Harbor Transportation Element Update



FEHR & PEERS

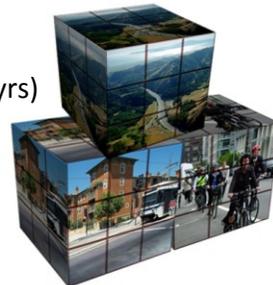
GMA Requirements for Transportation

- Land use assumptions align with travel demand forecasts
- Intergovernmental coordination
- Level of service policies established for all modes
- Facility recommendations align with level of service objectives
- Financially constrained



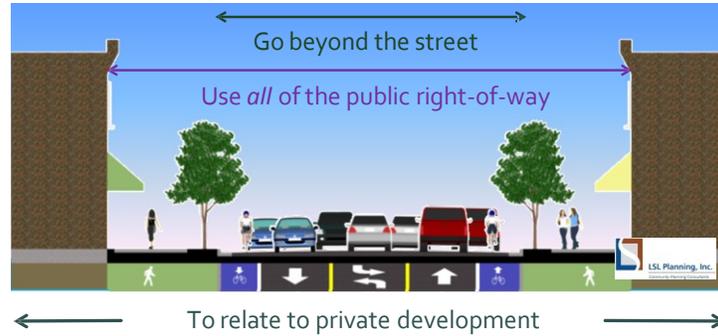
What is a Transportation Element?

- Required element of City's Comprehensive Plan per the Growth Management Act (GMA)
- Consider various modes
- Level of Service
- Needed facilities and services (20 yrs)
- Funding program



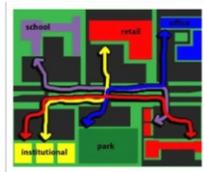
Key Principle: ROW = Public Realm

Treat roadways as public spaces that influence urban environments.



Key Principle: Connectivity

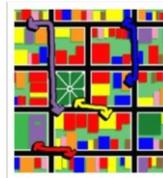
- Conventional: Disconnected, Separate Uses



- Overall less capacity
- Higher number of crashes*
- Not ped/bike/transit friendly
- Slower emergency response**

Sources: * Research in 24 cities, 130,000 crashes
** City of Charlotte, NC

- Traditional: Connected, Mixed Uses



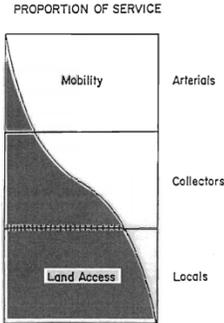
- Overall more capacity
- Fewer, less severe crashes
- Multiple direct travel options
- Ped/bike/transit friendly
- Fewer/shorter auto trips
- Faster emergency response**

Functional Classification and Context

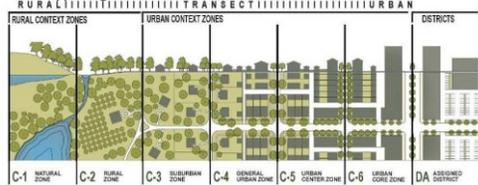
Context Factors

- Land Use Type
- Development Densities
- Form (e.g. height and setback)
- Corridor Users

Conventional



New Typologies



Key Principle: Sustainable

Be planned with consideration of **environmental, social and economic issues.**



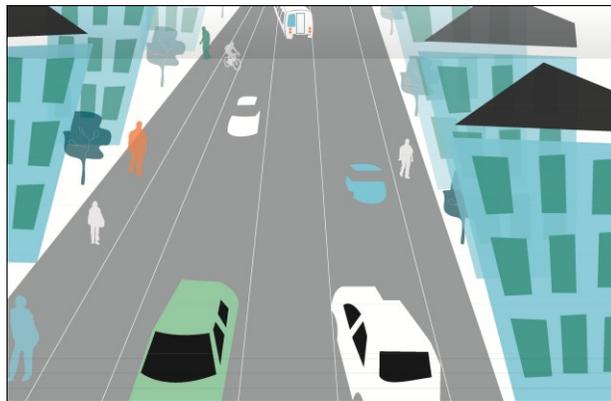
Oak Harbor's Existing Level of Service Policy

- LOS D or better- for intersections on City streets within the City UGA
- LOS E- for intersections along SR 20 within the City's UGA

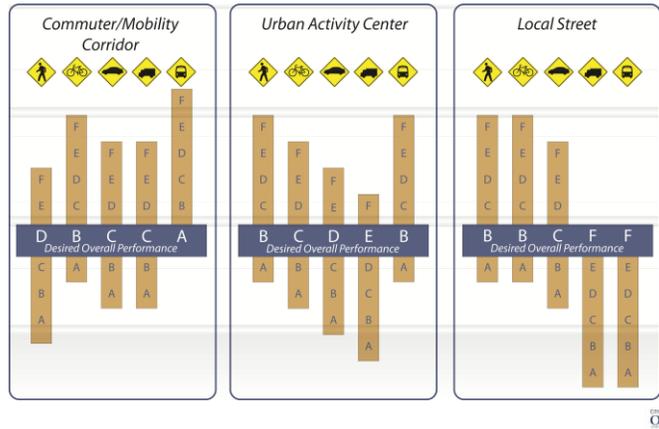
Level of Service	Description
A	Free-flowing conditions.
B	Stable operating conditions.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	High density of motorists, but stable flow.
E	Near-capacity operations, with significant delay and low speeds.
F	Over capacity, with delays.



Multimodal Level of Service



Multimodal Quality of Service

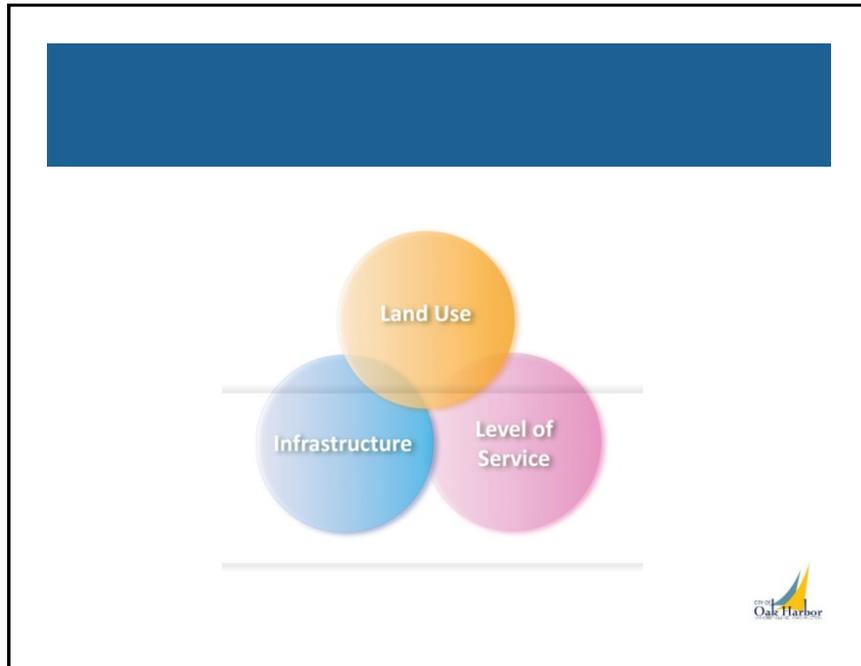


Multimodal Quality of Service



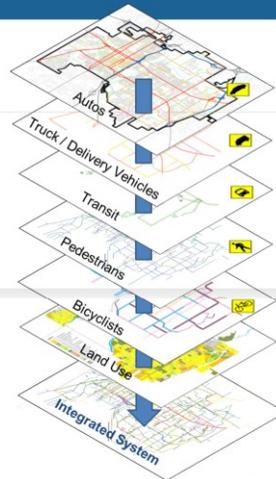
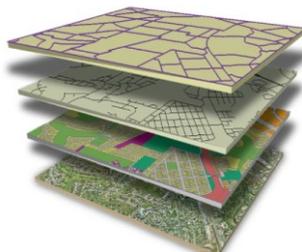
Balance and prioritize design to meet street's purpose





Complete Networks, Rather than Complete Streets

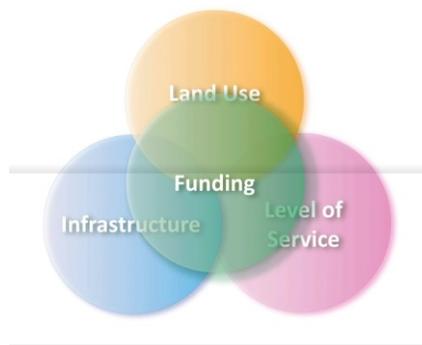
Balanced, layered multimodal networks that serve pedestrians, bicyclists, transit riders, motorists, and freight/goods movement.



Funding for Transportation

Historical Sources:

- Pay-As-You-Go
- Impact fees
- Grants
- Bonds/Levies?
- Island County Funds?
- Transportation Benefit Districts?
- Other?



Upcoming Meetings

Topic	Planning Commission	City Council
Goals & Policies	November 2015	January 2016
Level of Service	December 2015	
Policy Project List	February 2016	May 2016
Draft Plan	April 2016	



2015-2020 TIP

Projects	Total Project Costs	Schedule					
		2015	2016	2017	2018	2019	2020
Local Street Overlays	2,100,000	0	0	500,000	500,000	550,000	550,000
Bayshore Drive Extension	3,500,000	0	0	0	0	3,500,000	0
Whidbey Avenue Crosswalk	224,500	224,500	0	0	0	0	0
Waterfront Trail (Veterans' Park)	150,000	150,000	0	0	0	0	0
Heller Street Overlay (Whidbey to Crosby)	345,000	0	0	0	0	345,000	0
W. Pioneer/City Beach/Bayshore Intersection	\$200,000				\$200,000		
Pedestrian Access Improvements	498,000	0	0	114,000	122,000	128,000	134,000
Capital Project Expenditures	\$7,017,500	\$374,500	\$0	\$614,000	\$822,000	\$4,523,000	\$684,000
Revenue Sources	6-Year Total	2015	2016	2017	2018	2019	2020
Contributions from Beginning Fund Balance:							
Streets (Fund 101)	\$1,000,000	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000
Avenales (Fund 104)	200,000	0	0	0	0	100,000	100,000
Transportation Capital Improvements (Fund 105)	400,000	0	0	0	0	200,000	200,000
Transportation Impact Fees	213,264	33,725	34,500	35,190	35,894	36,612	37,344
REET 1 (50% of annual)	522,500	85,000	87,500	87,500	87,500	87,500	87,500
REET 2 (50% of annual)	522,500	85,000	87,500	87,500	87,500	87,500	87,500
Motor/Vehicle Fuel Tax: Non-operating	150,000	25,000	25,000	25,000	25,000	25,000	25,000
General Fund	0	0	0	0	0	0	0
Grants	3,083,750	374,500	0	0	0	2,709,250	0
Other City Funds	500,000	0	0	0	0	500,000	0
Developer Contributions	1,000,000	0	0	0	0	1,000,000	0
Total Available Revenue	\$7,592,014	\$603,225	\$234,500	\$485,190	\$485,894	\$4,995,862	\$787,344
Total Revenues less Total Capital Expenditures	\$574,514	\$228,725	\$234,500	-\$128,810	-\$336,106	\$472,862	\$103,344



Questions?

Kendra Breiland

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Alex Riomondy

a.riomondy@fehrandpeers.com

2016 Update

Comprehensive Plan
CWPP



Meeting Title

8/26/2015

County Wide Planning Policies (CWPP)

Update



Meeting Title

8/26/2015

2

CWPP

- March 2015 – County adopted CWPP
- Provided a 60 day comment period
- April 2015 – PC comments on the draft
- May 2015 – CC forwarded comments to County



CWPP

- Comments addressed
 - Minor clarifications
 - Suggestions for consistencies within document
 - References to state intent
 - Buildable Lands Analysis (BLA) – redevelopment factor



CWPP

- BLA
 - Parcels for redevelopment
 - Parcels greater than two times the min lot size (7200)
 - 50% reduction of lots between 2-2.5 times min lot size
 - GIS and area analysis indicated not a realistic factor
 - City shared analysis with County staff



CWPP

- BLA
 - Resulting changes proposed are
 - 75% reduction for lots 2-2.5 times min lot size
 - 50% reduction for lots 2.6-3 times min lot size
 - 25% reduction for lots 3.1-3.5 times min lot size
 - 0% reduction for lots >3.5 times min lot size
 - City staff OK with proposed changes



Comprehensive Plan

Update



Meeting Title

8/26/2015

7

Land Use Map

- Currently a one to one ratio with zoning map
- July PC meeting workshop – discussed Generalized option

Existing Land Use	Existing Zoning
Low Density Residential	R-1, Single Family
Medium Density Residential	R-2, Limited Multifamily
Medium-High Density Residential	R-3, Multifamily
High Density Residential	R-4, Multifamily
Residential Office	RO, Residential Office
Neighborhood Commercial	C-1, Commercial Neighborhood
Central Business District	CBD, CBD-1, CBD-2
Community Commercial	C-3, Community Commercial
Auto/Industrial Commercial	C-4, Highway Service Commercial
Highway Corridor Commercial	C-5, Highway Corridor Commercial
Planned Industrial Park	PIP, Planned Industrial Park
Planned Business Park	PBP, Planned Business Park
Industrial	I, Industrial
Public Facilities	PF, Public Facilities
Maritime	M, Maritime
Residential Estates	PRE, Planned Residential Estates
Open Space	OS, Open Space



Meeting Title

8/26/2015

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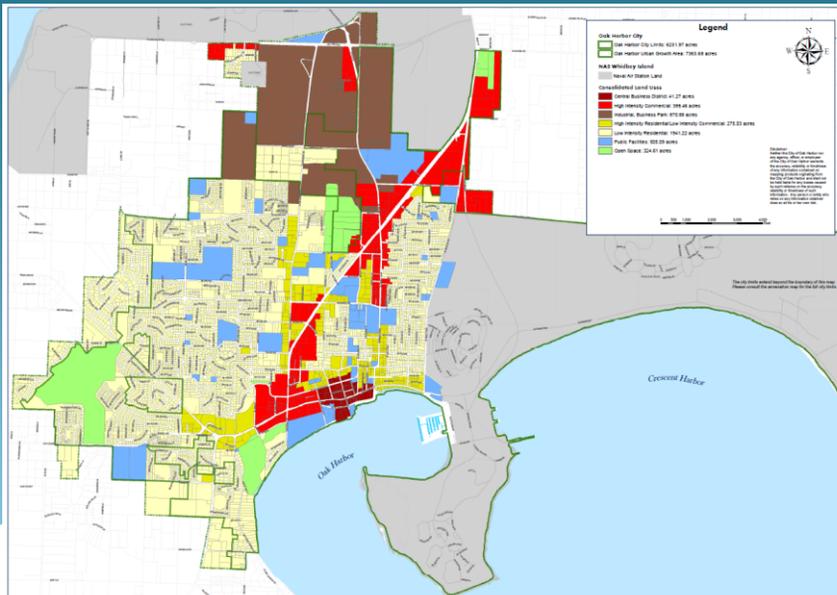
Generalized Land Use Map

Existing Land Use

Residential Estates
Low Density Residential
Medium Density Residential
Medium-High Density Residential
High Density Residential
Residential Office
Neighborhood Commercial
Central Business District
Community Commercial
Auto/Industrial Commercial
Highway Corridor Commercial
Maritime
Planned Industrial Park
Planned Business Park
Industrial
Public Facilities
Open Space

Proposed Land Use

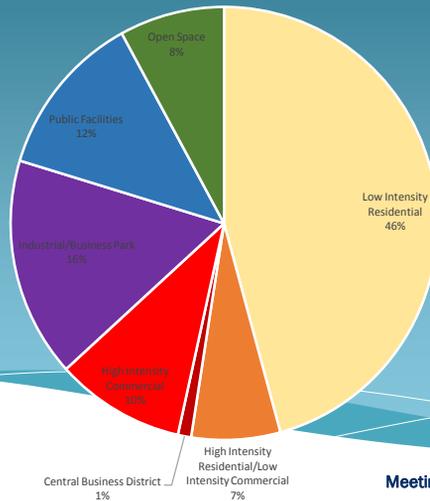
Low Intensity Residential
High Intensity Residential/Low intensity Commercial
Central Business District
High Intensity Commercial
Industrial/Business Park
Public Facilities
Open Space
Residential Estates



Consolidated Land Uses



Generalized Land Uses



Meeting Title

8/26/2015

11

District option

- Building on Neighborhoods concept
- Application of existing goals and policies
 - Small town
 - Regional center
 - Unique character of neighborhoods
- Targeted policies to address preservation and change



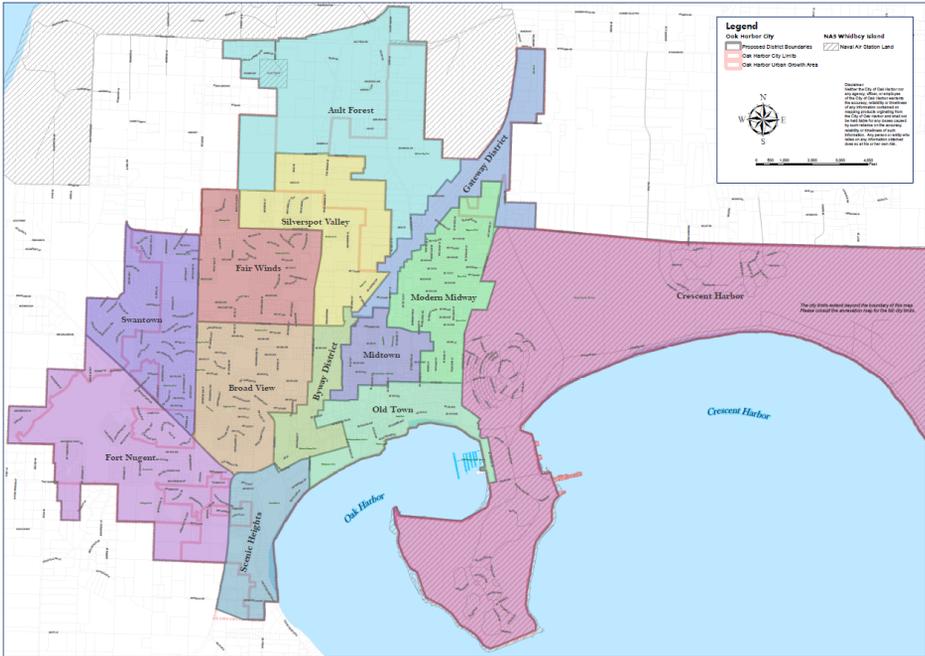
Meeting Title

8/26/2015

12

Districts - proposed

- Ault Forest
- Gateway
- Silverpot Valley
- Fairwinds
- Swantown
- Broadview
- Fort Nugent
- Modern Midway
- Midtown
- Old Town
- Byway
- Scenic Heights
- Crescent Harbor



Proposed Districts



Employment Stats



Employment Projections

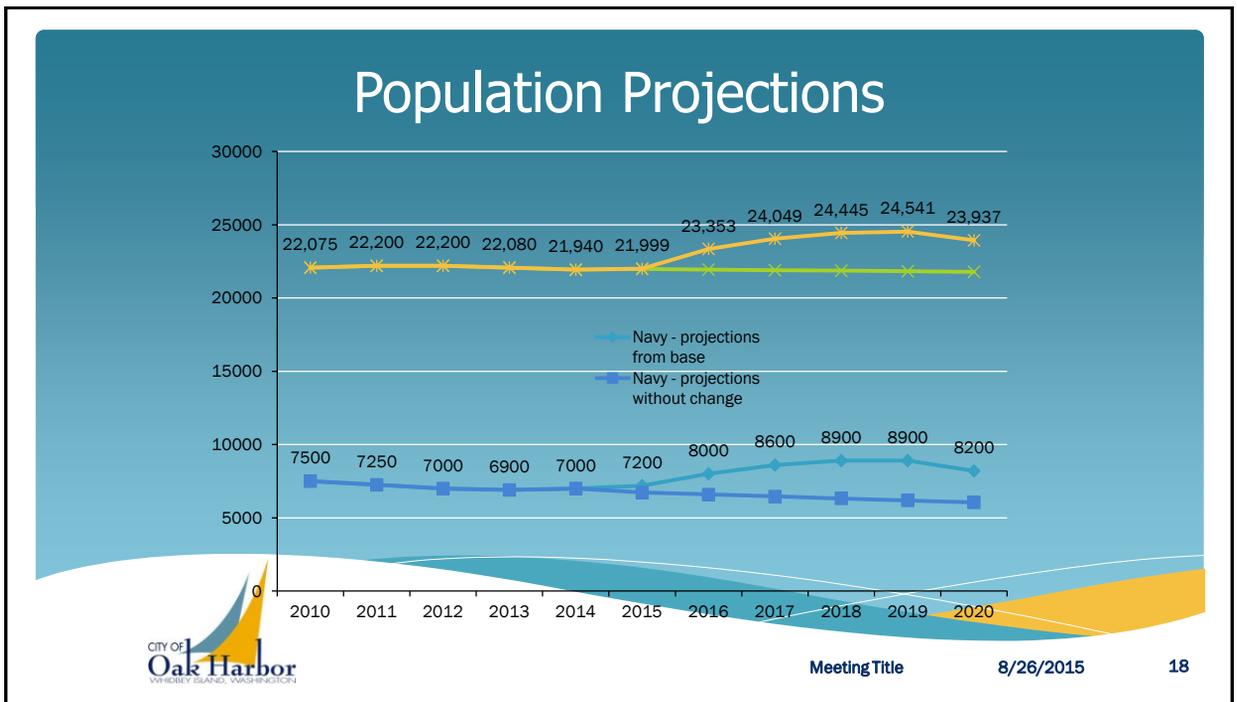
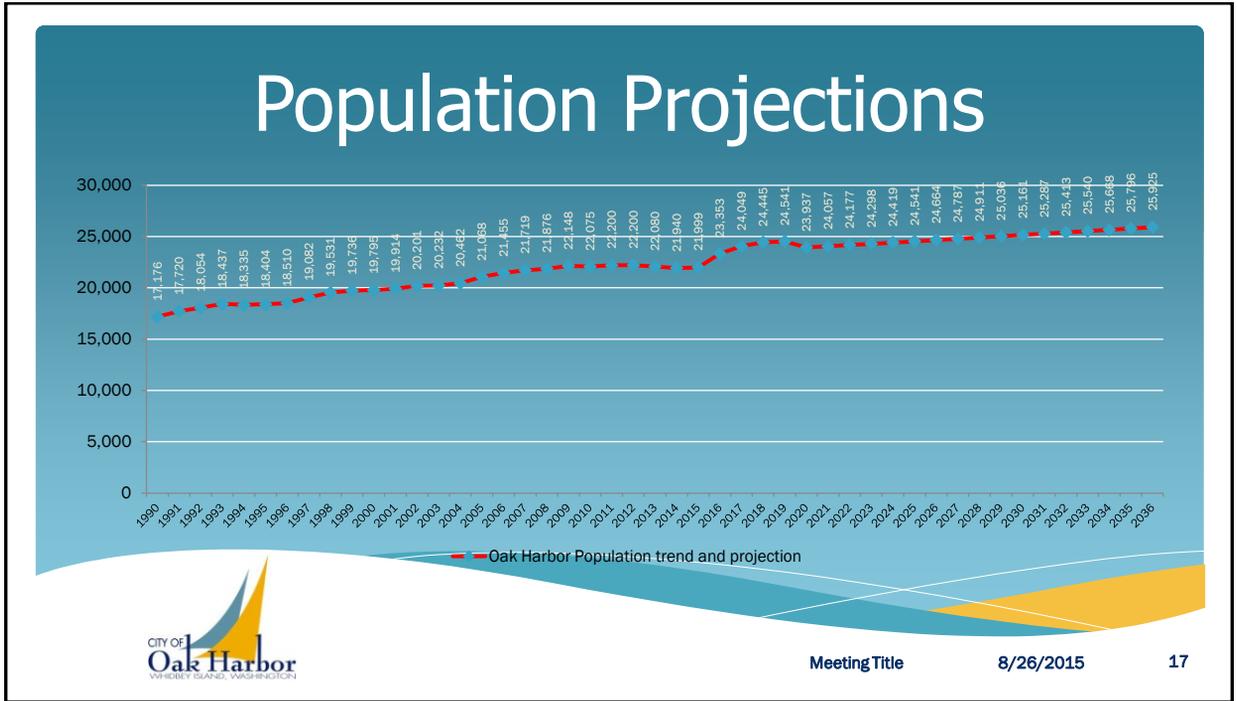
Data

- Information used along with population projections
- Intended to study fluctuations in trends
- Accommodate any known or predetermined increases and decrease

Methodology

- Based on populations and projections
- Uses data reported on employment
- PER – Population to Employment Ratio





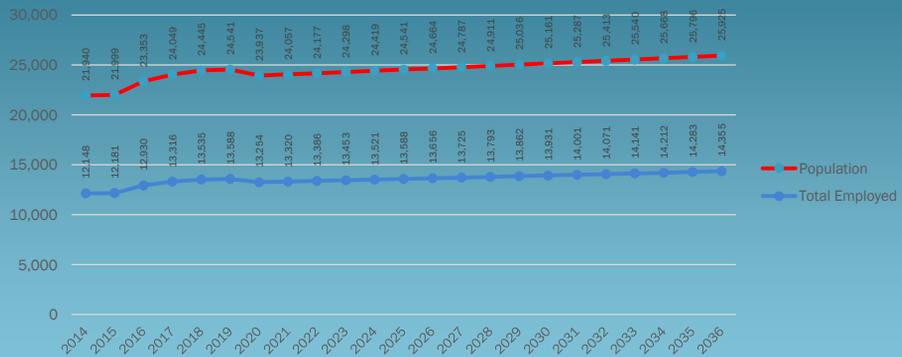
Employment Data

	2005	2006	2007	2008	2009	2010	2011	2012	2013
WA State Population	6257300	6370800	6461600	6562200	6667400	6744500	6822100	6896300	6973700
Island County Population	79744	81109	80860	80847	81054	78692	78969	79230	78589
Oak Harbor Population	21,068	21,455	21,719	21,876	22,148	22,075	22,200	22,200	22,080
WA State total employed	3,114,000	3,160,000	3,261,000	3,286,000	3,216,000	3,180,000	3,127,000	3,184,000	3,221,000
Island County total employed	29751	30548	31150	31144	30058	30665	29685	29889	29331
Oak Harbor total employed	11750	12596	13702	13394	11836	11746	11702	11375	11378
Oak Harbor total establishments	1809	1913	1958	1905	1825	1764	1696	1685	1687
WA PER	2.01	2.02	1.98	2.00	2.07	2.12	2.18	2.17	2.17
Island County PER	2.68	2.66	2.60	2.60	2.70	2.57	2.66	2.65	2.68
Oak Harbor PER	1.79	1.70	1.59	1.63	1.87	1.88	1.90	1.95	1.94
								average	1.81



Employment Data

Oak Harbor, Population to Employment Ratio projections



SUMMARY

- CWPP
 - Clarifications, consistencies and references
 - Changes to market factor for redevelopment
- Generalized Land Uses
 - Combining of classification
 - Creation of neighborhood districts
- Employment Data
 - PER
 - Avg 1.81
 - Projections

