



PLANNING COMMISSION

AGENDA

July 26, 2016

CITY OF OAK HARBOR
PLANNING COMMISSION
REGULAR MEETING
CITY HALL

AGENDA
July 26, 2016
7:30 P.M.

1. ROLL CALL: WASINGER _____ FREEMAN _____
PETERSON _____ PIERCE _____
WALKER-WYSE _____ HOVEY _____
MERRIMAN _____

2. Approval of Minutes – June 28, 2016

3. **Public Comment** – Planning Commission will accept public comment for items not otherwise on the agenda for the first 15 minutes of the Planning Commission meeting.

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4. **TRANSPORTATION PLAN UPDATE – Public Hearing**

The Planning Commission will conduct a public hearing to consider the updates to the Transportation Plan. The Planning Commission will forward a recommendation to the City Council at the conclusion of the hearing.

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5. **SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – Public Hearing**

The Planning Commission will conduct a public hearing to consider the updates to the Six-Year Transportation Improvement Program for the years 2017-2022. The Planning Commission will forward a recommendation to the City Council at the conclusion of the hearing.

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6. **CODE AMENDMENTS – TIME EXTENSIONS FOR PLATS – Public Meeting**

Staff will provide information on the current code requirements in the Oak Harbor Municipal Code regarding Preliminary Plat and Final Plat approval, extensions, and vesting periods, and introduce the code amendments that are necessary to be in conformance with the state requirements (RCW 58.17.140) for such time limitations and extensions.

MINUTES

June 28, 2016

**Oak Harbor Planning Commission
Regular Meeting Minutes
June 28, 2016**

1. Call to Order

2. Roll Call

Present:

Greg Wasinger
Bruce Freeman
Jes Walker-Wyse
Cecil Pierce
Hal Hovey
Alyssa Merriman

Staff Present:

Steve Powers, Development Services Director
Dennis Lefevre, Senior Planner

3. Approval of Minutes – May 24, 2016

Motion: Jes Walker-Wyse moved to approve the May 24, 2016 minutes as presented. Motion seconded by Bruce Freeman, majority approved.

4. Public Comment

No comments.

5. IMPACT FEE DEFERRAL CODE AMENDMENT - Public Hearing

The public hearing was opened at 7:34 p.m.

Mr. Lefevre explained that the Growth Management Act (GMA) authorizes impact fees for jurisdictions planning under the GMA. The City of Oak Harbor has parks and transportation impact fees. These impact fees are an assessment on new developments that help off-set cost impacts on public facilities such as parks, streets, schools and emergency services. The timing for impact fee collection is at the time the building permit is issued.

Mr. Lefevre reported that the Washington State Legislature passed Engrossed Senate Bill (ESB) 5923 requiring counties and cities administering an impact fee program to provide an option for impact fee deferment assessed on single-family detached and attached new residential construction. ESB 5923 allows the City certain discretion, including the time for deferral and the collection of an administrative fee. A deferral system must include one or more of the following timing options:

- Defer impact fee collection until final inspection;
- Defer impact fee collection until certificate of occupancy; and/or,
- Defer impact fee collection until the time of closing of the first sale of the property occurring after issuance of the building permit.

City staff met to discuss these options and included the first two options in the code amendment (final inspection and certificate of occupancy) Mr. Lefevre also summarized the impact fee lien process.

Mr. Lefevre concluded by asking the Planning Commission to forward a recommendation to the City Council to approve Ordinance No. 1772 amending Oak Harbor Municipal Code Chapter 3.63, Impact Fees and Resolution No. 16-20 amending the City of Oak Harbors' Schedule A, Master Fee Schedule.

Commissioners asked staff how the impact fee deferral process would be applied to a development that has infrastructure installed but no buildings are built for several years. Mr. Lefevre explained that once the developer proposes to build structures on the individual parcels if the developer applied for this deferral process the impact fee would be collected upon final inspection or certificate of occupancy of each individual building. Mr. Powers added that there is no impact to the park system or the transportation system until a building is occupied and the impact fee would only be collected at after a building permit was issued.

There being no public comment the public hearing was closed at 7:45 p.m.

Motion: Hal Hovey moved to forward a recommendation to the City Council to approve Ordinance No. 1772 amending Oak Harbor Municipal Code Chapter 3.63, Impact Fees. Motion seconded by Bruce Freeman, majority approved.

Motion: Hal Hovey moved to forward a recommendation to the City Council to approve Resolution No. 16-26 amending the City of Oak Harbor's Schedule A, Master Fee Schedule. Motion seconded by Councilmember Jes Walker-Wyse, majority approved.

6. MARIJUANA RELATED USES CODE AMENDMENT - Public Hearing

Mr. Lefevre displayed a PowerPoint presentation (Attachment 1) and summarized the City's implementation of regulations for recreational marijuana since the State's passage of I-502 which legalized recreational marijuana. While waiting for the State to take action on medical marijuana the City passed a moratorium on the establishment of medical marijuana dispensaries and collective gardens for one year and extended it an additional on year. The one-year extension provided an opportunity to monitor amendments and new legislation pertaining to the Cannabis Patient Protection Act (CPPA) passed in April 2015.

Mr. Lefevre summarized the CPPA implementation steps taken by the Washington State Liquor and Cannabis Board (LCB) and Department of Health (DOH). Mr. Lefevre stated that the proposed code amendments to OHMC Chapter 19.22 are consistent with the State approach which parallels the framework established for recreational marijuana regulations and siting restrictions. Mr. Lefevre noted that Cannabis Patient Protection Act (CPPA) prohibits collective gardens as of July 1, 2016 and replaces them with cooperatives. All potential licensed cooperatives must be locally approved.

Mr. Lefevre reported that the proposed code amendments have no additional restrictions outside of the restrictions contained in the CPPA for cooperatives and medical marijuana producers, processors, and retailers are subject to the same restrictions required for recreational marijuana facilities.

Mr. Lefevre asked the Planning Commission to recommend that the City Council approve Ordinance No. 1773 amending Oak Harbor Municipal Code Chapter 19.22, Marijuana Related Uses.

Planning Commission questioned staff about status of Oak Harbor's current marijuana retailers, whether there was enough area open for cooperatives, whether the State will change the restrictions, whether the distance requirements apply to private parks, and asked what would happen if a cooperative was established and a retailer wanted to locate in a commercial space near the cooperative would the retailer be denied occupying that space. Mr. Lefevre explained that the space available to cooperatives followed the State guidelines, the State has the option to change the restrictions, distance requirements do not apply to private parks and a marijuana retailer would not be denied occupying a commercial space near a cooperative, the distance rule only applies to cooperatives.

Public hearing was opened at 8:05. Seeing none the public hearing was closed.

Motion: Cecil Pierce moved to forward a recommendation to the City Council to approve Ordinance No. 1773 amending Oak Harbor Municipal Code Chapter 19.22 Marijuana Related Uses. Motion seconded by Hal Hovey, majority approved.

Meeting adjourned at 8:06 p.m.

Katherine Gifford,
Development Services
Administrative Assistant

Medical Marijuana Regulations

Code Amendment



Planning Commission

6/28/2016



Background

- I-502 (Nov, 2012)
- OHMC Chapter 19.22 (Feb, 2014)
- COH (Ord Nos. 1666, 1686, 1692, 1740)
- 2SSB 5052 (CPPA) (Apr, 2015)



Planning Commission

6/28/2016

2



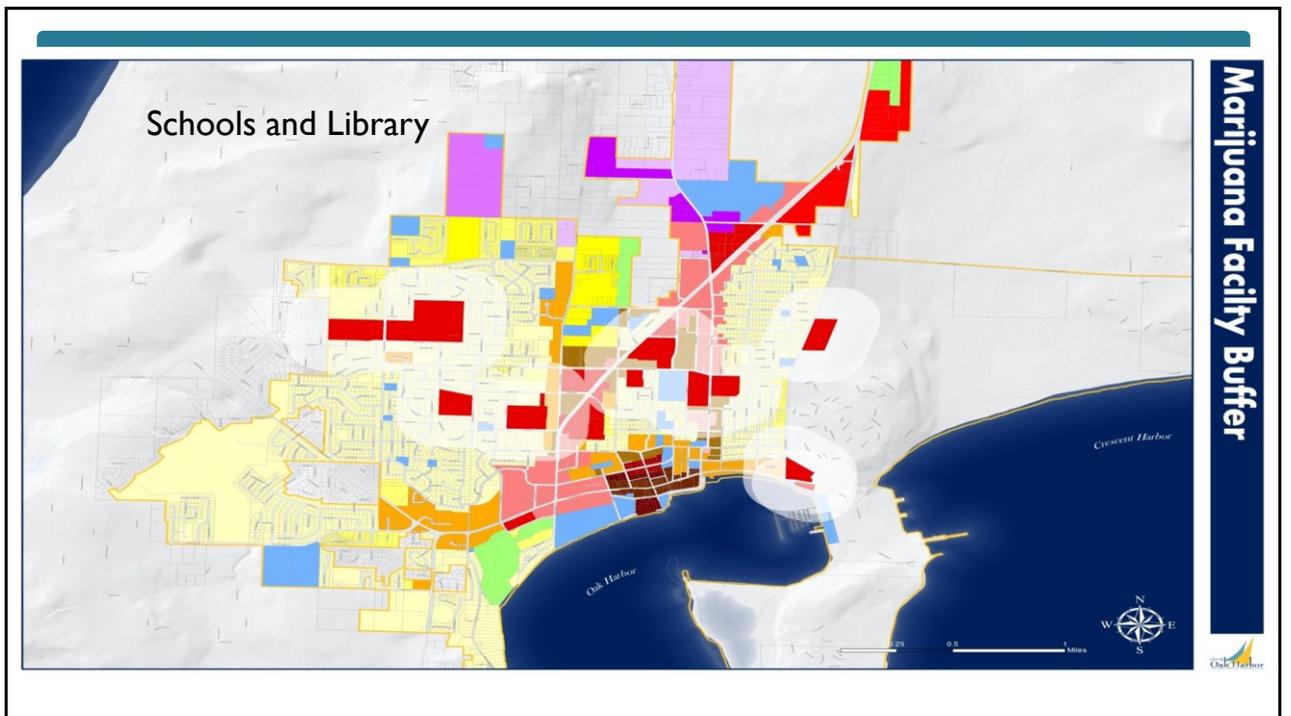
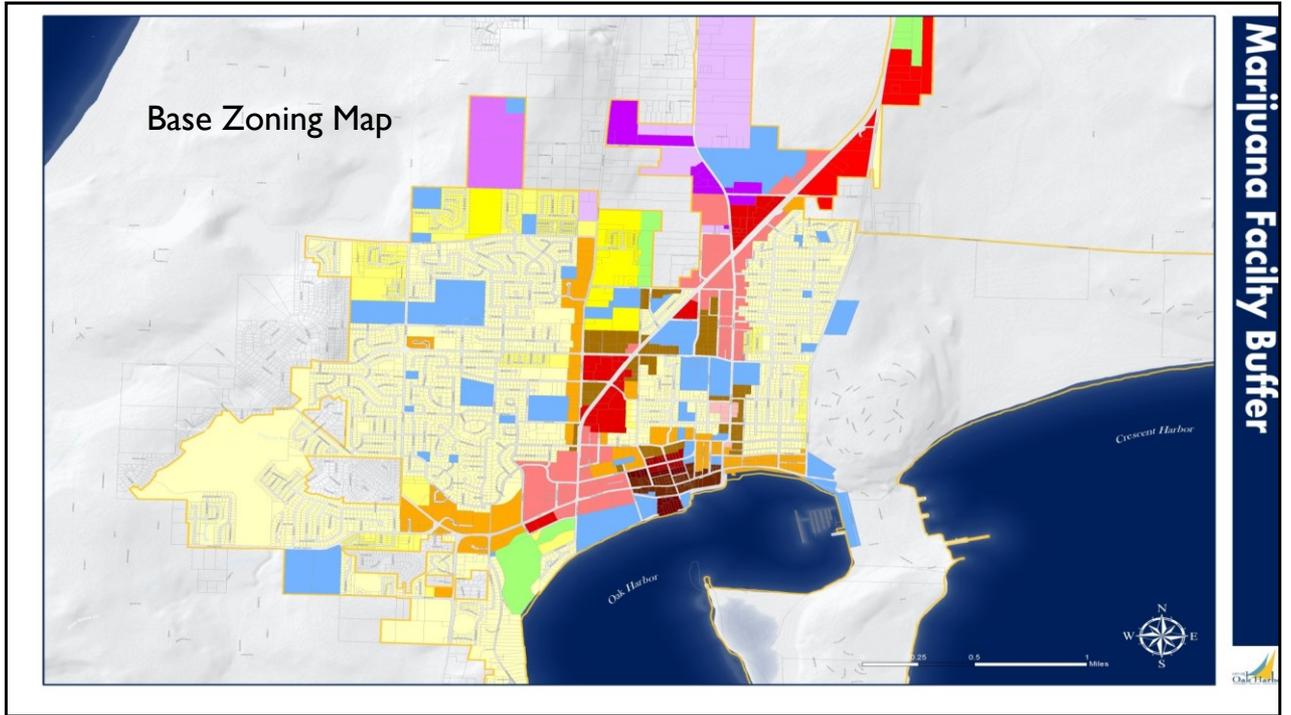
CPPA Summary

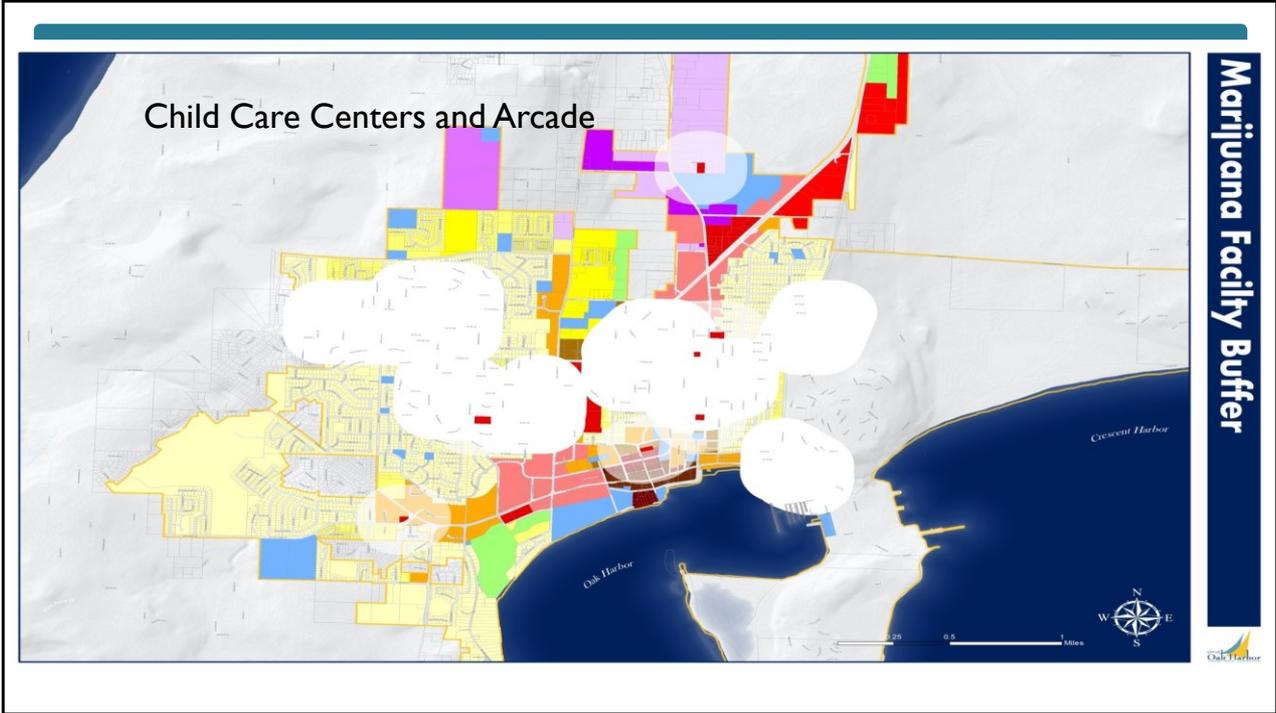
- Marijuana license increase
- Authorization database (qualifying patients)
- Collective gardens (out) Cooperatives (in) July 1
- DOH = process for medical endorsement
- DOH = specialty clinic recommendation



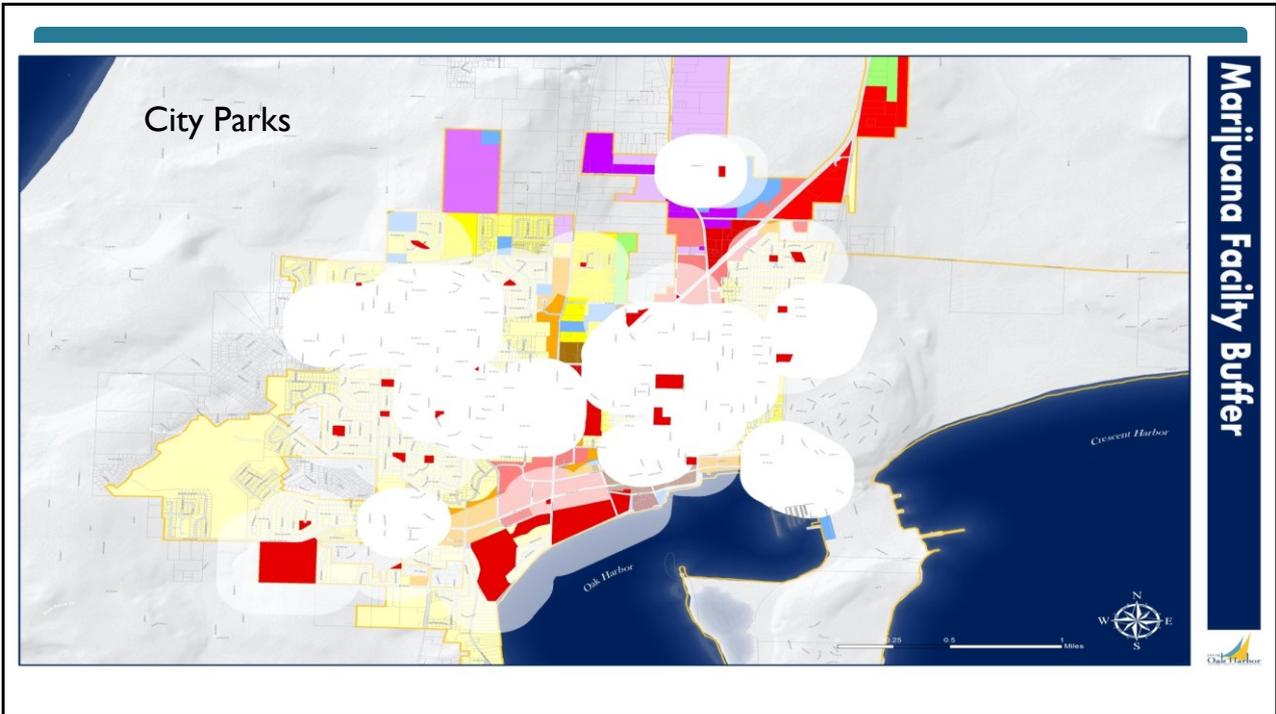
Local Conditions

- Licenses allocated = 2 Retailers
- Both medically endorsed
- Medical locational restrictions = recreational
- Cooperative restrictions (1,000'; 1 mile)
- Cooperative application = local review



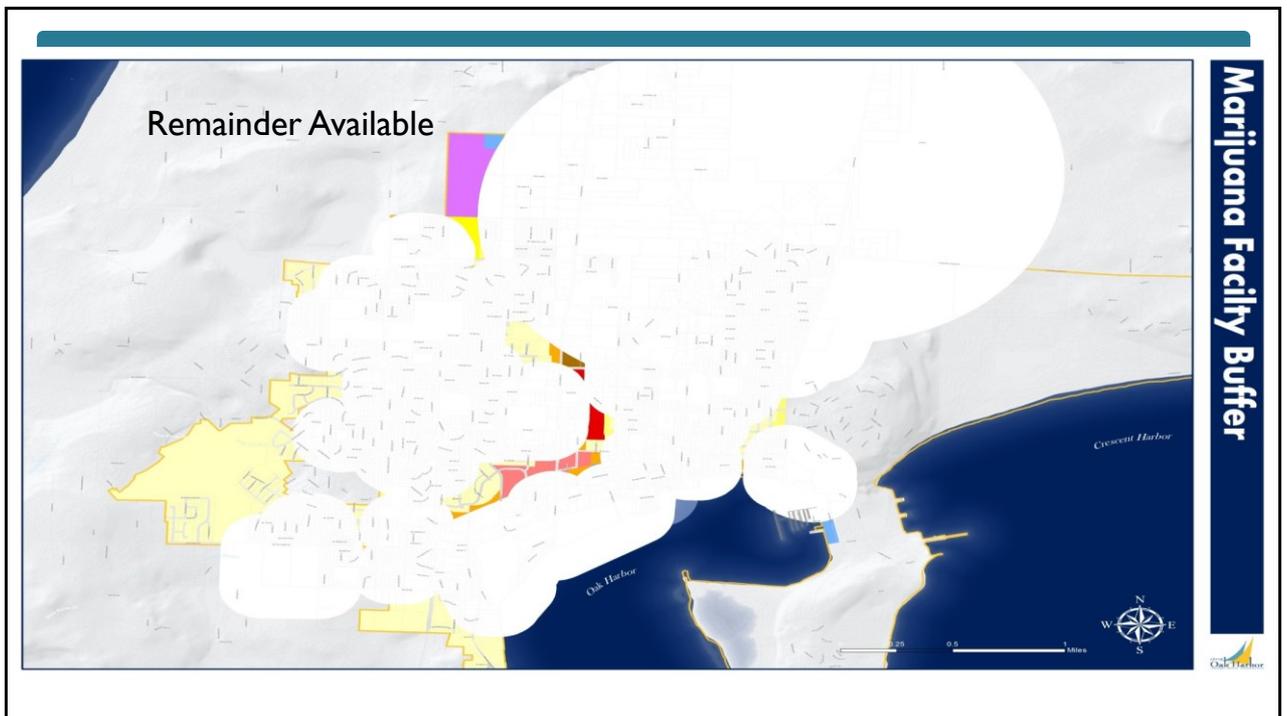
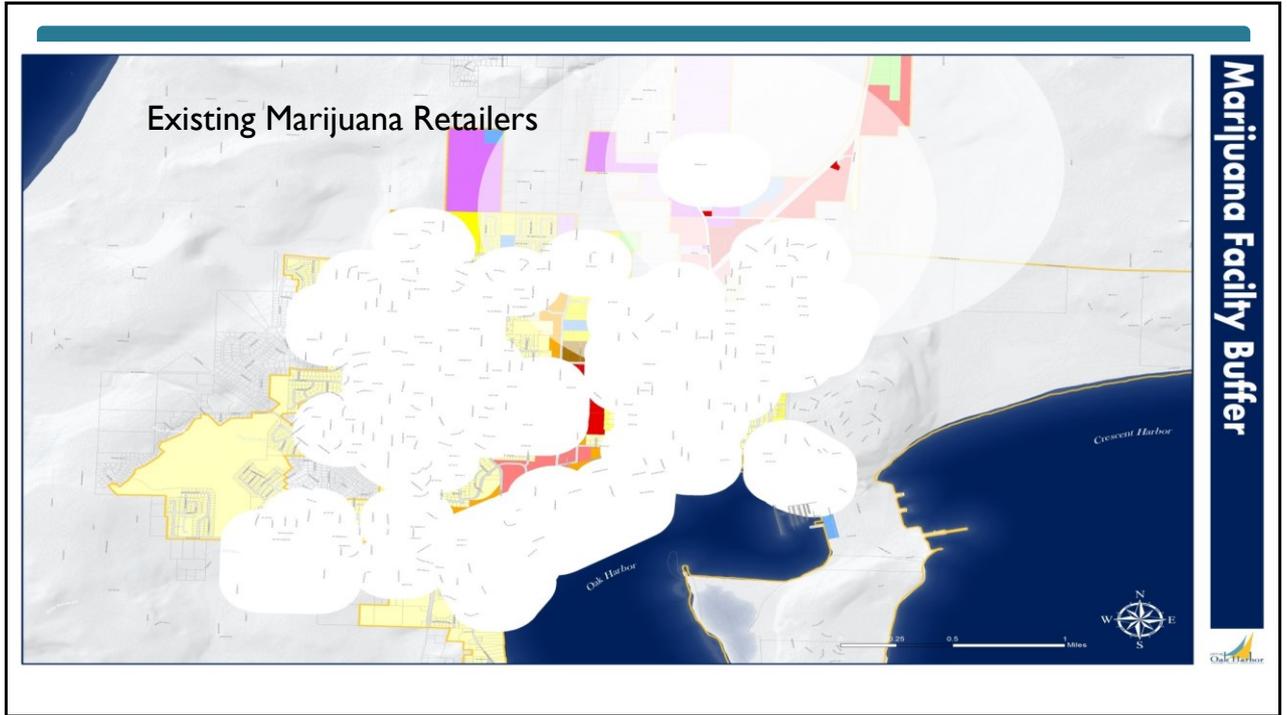


Marijuana Facility Buffer



Marijuana Facility Buffer







NEXT STEPS:

- Planning Commission questions
- Planning Commission recommendation
- City Council workshop: July 27
- City Council adoption: August 3



Transportation Plan Update

Public Hearing

City of Oak Harbor Planning Commission Report

Date: July 26, 2016
Subject: 2016 Oak Harbor Transportation
Plan Adoption

FROM: Dennis Lefevre, Senior Planner, Development Services Department
Arnie Peterschmidt, Project Engineer, Public Works Department

PURPOSE

For the better part of a year, City staff has been working with Fehr & Peers to develop an updated City of Oak Harbor Transportation Plan (OHTP). That plan is now complete and ready for adoption. The purpose of this meeting is to present the final document and adopting resolution (Attachments 1 & 2).

BACKGROUND

This effort ran parallel to the more extensive Comprehensive Plan Update – 2016. The updated information from this plan was used to update the mandatory transportation element (RCW 36.70A.070(6)) of the Comprehensive Plan. The Washington State Department of Commerce establishes several required components of the transportation element. These components are identified in Attachment 3 and all have been addressed in the OHTP.

Along with the requirements, this plan incorporated a substantial amount of public input. This was a key ingredient to ensure the transportation concerns and desires of the citizens were met. To reach a broad public profile, several methods of public engagement were utilized including:

- conducting local and regional stakeholder meetings;
- convening several City staff meetings;
- creating and distributing a public survey;
- participation at the Oak Harbor Farmers Market and Driftwood Days;
- providing plan information on the City's website;
- holding two public workshops; and,
- presenting periodic updates to the Planning Commission and City Council.

DISCUSSION

The OHTP identifies the goals, policies, projects, and programs necessary to implement the City's vision of future mobility in and throughout the City of Oak Harbor. The plan emphasizes a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways.

A current inventory of local and regional transportation facilities, roadway classifications, and existing bicycle and pedestrian amenities was performed. Other local, regional, and state transportation planning efforts were reviewed. A total of 31 intersections were included in the

traffic count analysis and recent accident data was assembled involving vehicles, bicyclists and pedestrians. This database created a point-of-departure for other phases of the plan.

Six concise goals, produced through stakeholder and public input, provided overarching priorities that serve the vision of this plan. A set of policies define the proposed methods to implement the goals. These goals and policies, coordinated with land use and demographic trends, regional influences, and additional public input produced a proposed project list. The 50+ proposed projects represented a broad-range of user needs located in all geographic areas of the city. A priority ranking matrix was prepared integrating the six goals into 14 criteria. A top-tier of projects representing the three travel modes (vehicle, bicycle, pedestrian) was identified.

The plan reviews the city's financial capacities for transportation maintenance and capital project development. A financially sustainable six and twenty-year project list was prepared, identifying an annual pavement maintenance and overlay program and NE 7th Avenue roadway and pedestrian improvements as top projects. Other high-ranking projects that met multiple scoring criteria in terms of effectiveness, benefit to the community, and ability to be implemented were classified as Tier 1 projects. Tier 1 projects further support the development of Oak Harbor's transportation network and are dependent upon available funding.

The OHTP was integrated into the State Environmental Policy Act (SEPA) checklist prepared for the Comprehensive Plan (SEPA No. 16-04). The checklist was submitted on March 29, 2016 with a determination of non-significance being issued April 15, 2016. The appeal window closed May 6, 2016.

The Type V review process requires a public hearing before the Planning Commission. All actions taken by the Planning Commission take the form of a recommendation to the City Council. This meeting has been advertised as a public hearing.

RECOMMENDED ACTION

Staff recommends the Planning Commission approve Resolution No. 16-23 adopting the 2016 City of Oak Harbor Transportation Plan.

SUGGESTED MOTIONS

A positive motion would be: ***I move to recommend to the City Council approval of Resolution No. 16-23 adopting the 2016 City of Oak Harbor Transportation Plan.***

ATTACHMENTS

1. 2016 City of Oak Harbor Transportation Plan. [..\Plan Drafts\Oak Harbor Trans Plan June 2016.pdf](#)
2. Resolution No. 16-23.
3. WA Department of Commerce transportation checklist.

RESOLUTION NO. 16-23

CITY OF OAK HARBOR

A RESOLUTION ADOPTING THE 2016 OAK HARBOR TRANSPORTATION PLAN

WHEREAS, in October 2007, the City of Oak Harbor, with consultant assistance, completed a Transportation Plan for the purposes of updating the transportation requirements of the City of Oak Harbor's Comprehensive Plan; and,

WHEREAS, RCW 36.70A.130(5)(b) required the City of Oak Harbor to review and, if needed, revise the city's Comprehensive Plan by June 30, 2016 and every eight years thereafter; and,

WHEREAS, as part of this 2016 Comprehensive Plan update process, the City Council authorized contracting with Fehr & Peers to assist with updating the transportation element of the Comprehensive Plan; and,

WHEREAS, the Washington State Department of Commerce has established a checklist to ensure comprehensive plan elements meet specific requirements for Growth Management Act (GMA) conformance; and,

WHEREAS, the 2016 City of Oak Harbor Transportation Plan has addressed all GMA transportation requirements; and,

WHEREAS, the 2016 City of Oak Harbor Transportation Plan establishes six goals emphasizing safety, efficient connections, multi-modal options, financial and environmental stability, coordination with other local plans, and regional integration; and,

WHEREAS, an important part of this process was to ensure a public participation process was developed providing several opportunities to engage the community; and,

WHEREAS, successful community outreach was achieved through the distribution of a survey; participation at the Oak Harbor Farmer's Market and Driftwood Days; two community workshops; and project updates on the City of Oak Harbor's website; and,

WHEREAS, additional public input and feedback was obtained through regular briefings of the Planning Commission and City Council; and,

WHEREAS, the City of Oak Harbor Planning Commission moved to forward a recommendation of approval to the City Council at their July 26, 2016 meeting; and,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oak Harbor, Washington that the 2016 City of Oak Harbor Transportation Plan is hereby adopted.

Passed by the City Council of the City of Oak Harbor this 3rd day of August, 2016

CITY OF OAK HARBOR

Bob Severns, Mayor

Approved as to Form:

Nikki Esparza, City Attorney

ATTEST:

Anna Thompson, City Clerk



Periodic Update Checklist for Cities – Updated July 2014

Covers laws through 2012

This checklist is intended to help cities that are fully planning under the Growth Management Act (GMA) to conduct the “periodic review and update” of comprehensive plans and development regulations required by [RCW 36.70A.130\(4\)](#). Cities can use the checklist to identify components of their comprehensive plan and development regulations that may need to be updated to reflect the latest local conditions or to comply with changes to the GMA since their last update.

This checklist includes components of the comprehensive plan and development regulations that are specifically required by the GMA. **Statutory requirements adopted since 2003 are emphasized in highlighted text** to help identify new components of the GMA that may not have been addressed in annual updates or other amendments outside of the required periodic update process.

5. A Transportation Element which is consistent with relevant CWPPs and RCW 36.70A.070(6) and includes:			
a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) and WAC 365-196-430(2)(c) .	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways. RCW 36.70A.070(6)(a)(iii)(B) , New in 1997. WAC 365-196-430	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. RCW 36.70A.070(6)(a)(iii)(D) , Amended in 2005. WAC 365-196-430	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
d. A forecast of traffic for at least 10 years , including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i) , RCW 36.70A.070(6)(a)(iii)(E) WAC 365-196-430(2)(f) .	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
e. A projection of state and local system needs to meet current and future demand. RCW 36.70A.070(6)(a)(iii)(F) WAC 365-196-430(2)(f)	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	

<p>f. A pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii), Amended 2005 WAC 365-196-430(2)(j)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) WAC 365-196-430(2)(i)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>h. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A) WAC 365.196-430(2)(k)(iv)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>i. A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010 WAC 365-196-430(2)(k)(ii)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>j. <i>If</i> probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C); WAC 365-196-430(2)(l)(ii)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v); WAC 365-196-430(2)(a)(iv)</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	

Six-Year Transportation Plan (TIP)

2017-2022

Public Hearing

**City of Oak Harbor
Planning Commission**

Date: July 26, 2016
Subject: Six-Year Transportation
Improvement Program

FROM: Cathy Rosen, Public Works Director
Joe Stowell, City Engineer

PURPOSE:

The Planning Commission is requested to hold a public hearing for the Oak Harbor 2017-2022 Six-Year Transportation Improvement Program (TIP) and make a recommendation to the City Council for consideration and adoption.

AUTHORITY:

The City is authorized and required to adopt a Six-Year Transportation Improvement Program and forward the program to the State of Washington in accordance with RCW 35.77.010.

DISCUSSION

The City is required by State law to submit an approved Six-Year Transportation Improvement Program (TIP). The primary purpose of the TIP is to facilitate use of Federal transportation funds awarded to the City. Projects that have Federal funding must appear in the Six-Year TIP at the local and State level so that the City can obligate and eventually use the Federal funds to reimburse the City for specific projects.

The projects listed on the TIP are coordinated with those listed in the Transportation Element of the Comprehensive Plan. Coordinating projects among the Transportation Comprehensive Plan, the Six-Year TIP, and the Capital Facilities Plan facilitates our collaboration with other agencies and work with utility companies, and our communication with the public on planned transportation projects. It also helps the City remain focused on a manageable list of transportation projects. A revised Transportation Element of the Comprehensive Plan was adopted on June 15, 2016. The new Transportation Element includes a reduced list of capital transportation projects. This is reflected in the reduction of projects listed in the TIP from eight to two.

The following projects are included in the TIP:

1. NE 7th Avenue Reconstruction, SR-20 to N. Oak Harbor St.
2. NW Heller Street Overlay – Whidbey to Crosby

The Six-Year TIP form includes a number of codes and symbols used in the statewide management of the regional TIP documents. A copy of the TIP code key is attached. A symbol

in the status column of “S” means funding is secured while a symbol of “P” indicates the project is not currently funded. The form of the Six-Year TIP includes a priority number associated with each project. Please note that the priority numbering in the TIP is not intended to supersede or be superimposed into the citywide effort of overall capital project prioritization.

As was previously noted, the City is required by State law to submit an approved Six-Year TIP. This submittal process is accomplished in conjunction with the Island Transportation Planning Organization (ITPO). Once approved by the Council, the City’s TIP is submitted to the ITPO. In turn, the RTPO submits a regional TIP to the State each year. The State then prepares a statewide TIP in January of each year. The incorporation of the City’s projects into this statewide TIP is what enables Oak Harbor to spend Federal funds on local transportation projects.

RECOMMENDED ACTION:

1. Conduct a public hearing.
2. Recommend that the City Council adopt the 2017-2022 Six-Year Transportation Improvement Program.

ATTACHMENTS:

1. Six-Year Transportation Improvement Program (TIP)
2. TIP code key from WSDOT
3. Map of improvement locations

Agency: Oak Harbor

County: Island

MPO/RTPO: Island

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	1	NE 7th Ave. Reconstruction NE 7th Ave. N. Oak Harbor St. to SR-20 Street reconstruction, non-motorized facilities, & illumination	WA-09192					03	C G O P S T W	0.480	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017	STP(R)	65,322	TIB	39,440	18,487	123,249
P	PE	2018	STP(R)	195,966	TIB	118,319	55,462	369,747
P	RW	2019	STP(R)	319,958	TIB	193,182	90,554	603,694
P	CN	2020	STP(R)	1,897,450	TIB	1,145,631	537,015	3,580,096
Totals				2,478,696		1,496,572	701,518	4,676,786

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	123,249	369,747	0	0
RW	0	0	0	603,694	0
CN	0	0	0	0	3,580,096
Totals	0	123,249	369,747	603,694	3,580,096

Agency: Oak Harbor

County: Island

MPO/RTPO: Island

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	2	NW Heller Street Overlay NW Heller St. W. Whidbey Ave. to NW Crosby Ave. Overlay surface for maintenance; replace curb ramps; striping.	WA-07425					06	C G P S T W	0.600	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2017	STP(R)	31,192		0	4,868	36,060
S	CN	2017	STP(R)	280,727		0	43,813	324,540
Totals				311,919		0	48,681	360,600

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	36,060	0	0	0	0
CN	324,540	0	0	0	0
Totals	360,600	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Oak Harbor	2,790,615	1,496,572	750,199	5,037,386

APPENDIX A**IMPROVEMENT TYPE CODES**

- 01 – New Construction Roadway
- 03 – Reconstruction, Added Capacity
- 04 – Reconstruction, No Added Capacity
- 05 – 4R Maintenance Resurfacing
- 06 – 4R Maintenance – Restoration & Rehabilitation
- 07 – 4R Maintenance – Relocation
- 08 – Bridge, New Construction
- 10 – Bridge Replacement, Added Capacity
- 11 – Bridge Replacement, No Added Capacity
- 13 – Bridge Rehabilitation, Added Capacity
- 14 – Bridge Rehabilitation, No Added Capacity
- 15 – Preliminary Engineering
- 16 – Right of Way
- 17 – Construction Engineering
- 18 – Planning
- 19 – Research
- 20 – Environmental Only
- 21 – Safety
- 22 – Rail/Highway Crossing
- 23 – Transit
- 24 – Traffic Management/Engineering – HOV

APPENDIX A (continued)**IMPROVEMENT TYPE CODES**

- 25 – Vehicle Weight Enforcement Program
- 26 – Ferry Boats
- 27 – Administration
- 28 – Facilities for Pedestrians and Bicycles
- 29 – Acquisition of Scenic Easements and Scenic or Historic Sites
- 30 – Scenic or Historic Highway Programs
- 31 – Landscaping and Other Scenic Beautification
- 32 – Historic Preservation
- 33 – Rehab & Operation of Historic Transp. Buildings, Structures, Facilities
- 34 – Preservation of Abandoned Railway Corridors
- 35 – Control and Removal of Outdoor Advertising
- 36 – Archaeological Planning & Research
- 37 – Mitigation of Water Pollution due to Highway Runoff
- 38 – Safety and Education for Pedestrians/Bicyclists
- 39 – Establishment of Transportation Museums
- 40 – Special Bridge
- 41 – Youth Conservation Service
- 42 – Training
- 43 – Utilities
- 44 – Other
- 45 – Debt Service
- 47 – Systematic Preventive Maintenance

APPENDIX B

FEDERAL FUNCTIONAL CLASSIFICATIONS

No Functional Classification

< 5,000 Population

Interstate Rural
 Principal Arterial Rural
 Minor Arterial Rural
 Major Collector Rural
 Minor Collector Rural
 Local Access Rural

> 5,000 Population

Interstate Urban
 Freeways & Expressways Urban
 Other Principal Arterials Urban
 Minor Arterial Urban
 Collector Urban
 Local Access Urban

APPENDIX C

FEDERAL FUND CODES

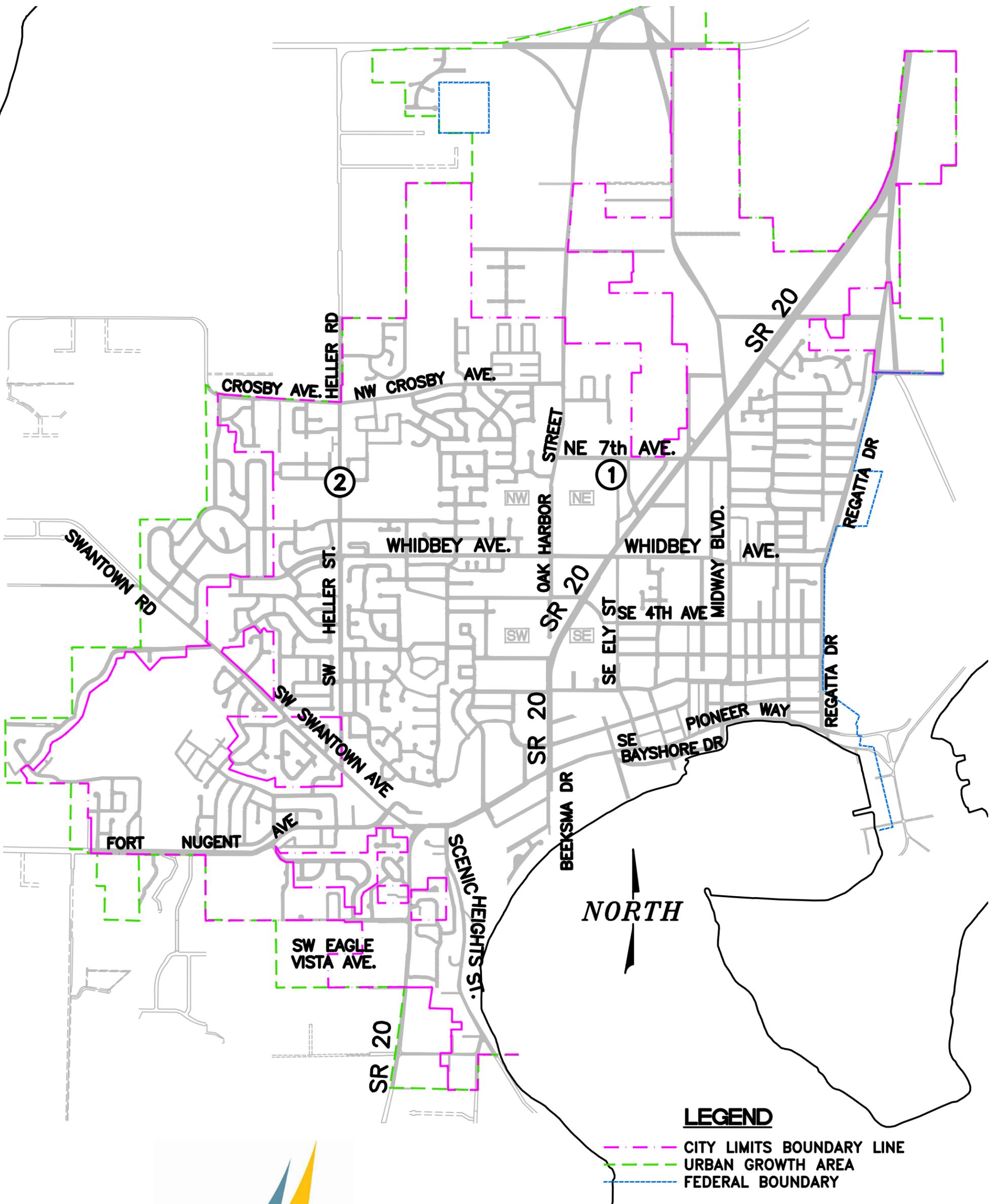
5307	FTA Urbanized Area Formula Program
5309(Bus)	FTA Bus and Bus Facilities
5309(FG)	FTA Fixed Guideway Modernization
5309(NS)	FTA New Starts
5310	FTA Elderly Persons and Persons with Disabilities
5311	FTA Rural Area Formula Grants
5316	FTA Job Access & Reverse Commute Program (JARC)
5317	FTA New Freedom Program
FTA Discretionary	Discretionary Programs such as Alternatives Analysis (5339) and TIGGER Program
BIA	Bureau of Indian Affairs
BR	Bridge Replacement/Rehabilitation Program
CBI	Coordinated Border Infrastructure
CDBG	Community Development Block Grant (Dept. of Commerce)
CMAQ	Congestion Mitigation and Air Quality
DEMO	Demonstration Projects (High Priority, Sect. 112, 115, 117, 125 and 129)
Discretionary – FBD	Ferry Boat Discretionary
Discretionary – IMD	Interstate Maintenance Discretionary
Discretionary – ITS	intelligent Transportation Systems
Discretionary – PLH	Public Lands Highways (Federal Lands)
Discretionary – SB	Scenic Byways
Discretionary – STP	Surface Transportation Priorities

APPENDIX C (continued)**FEDERAL FUND CODES**

Discretionary – TCSP	Transportation, Community & System Preservation Program
DOD	Department of Defense
FMSIB	Freight Mobility Strategic Investment Board
IM	Interstate Maintenance
IRR	Indian Reservation Roads
NHS	National Highway System
SRTS	Safe Routes to Schools
STP	Surface Transportation Program (WSDOT Use Only)
STP(E)	Surface Trans. Program - Enhancements
STP(L)	Surface Trans. Program – Legislative Earmarks
STP(S)	Surface Trans. Program – Safety (Includes Highway Safety Improvement Program, Hazard Elimination, Railway/Highway Crossing Program and 2010-15 County Road Safety Program)
STP(R)	Surface Trans. Program – Rural Regionally Selected
STP(U)	Surface Trans. Program – Urban Regionally Selected

APPENDIX C (continued)**STATE FUND CODES**

CRAB	County Road Administration Board
FMSIB	Freight Mobility Strategic Investment Board
PWTF	Public Works Trust Fund
SRTS	Safe Routes to Schools
TIB	Transportation Improvement Board
TPP	Transportation Partnerships Program
WSDOT	WSDOT funds
OTHER	Any other state funds not listed a



SIX YEAR TRANSPORTATION IMPROVEMENT PLAN 2017-2022

Code Amendments
Time Extensions for Plats

Public Hearing

**City of Oak Harbor
Report to the Planning
Commission**

Date: July 26, 2016
Subject: Code Amendments for Preliminary and
Final Plat Extensions

FROM: **Cac Kamak, AICP
Senior Planner**

Purpose

This memo introduces code amendments to extend the time period for filing final plats, for conformance with the passage of SHB 1074 and RCW 58.17.140.

Background

RCW 58.17.140 sets the time period that an applicant has to file a final plat after the preliminary plat is approved. This time limit is set at five years. In 2010, the legislature (SSB 6544) changed the time period from five to seven years for plats that are approved on or before December 31, 2014. Plats approved after this date reverts back to five years.

In 2012 the legislature tweaked the rule again and provided a nine-year period for submitting a final plat, but only for preliminary plats that were approved before December 31, 2007 and that are not subject to the Shoreline Management Act (SMA).

In 2013, the legislature (SHB 1074) tweaked the rule again and extended that period for filing a final plat to ten years, if the preliminary plat approval was prior to January 1, 2008 and the plat is not subject to the Shoreline Management Act. However, the 2013 amendments did not change the 2012 tweaks and the time period for submitting a final plat when the preliminary plat approval was on or after January 1, 2008, or before that date when the plat is subject to the SMA. That period is seven years, if the preliminary plat approval is before January 1, 2015, and five year if the preliminary plat approval is on or after January 1, 2015.

In addition to extending the time period for filing a final plat, SHB 1074 also extended the time period after final plat approval under which the plat approval is vested in a manner similar to the extensions.

Summary

The applicable time periods for filing a final plat as of July 28, 2013 (effective date of SHB 1074) are as follows:

- Preliminary plat approved before January 1, 2008 and not within SMA jurisdiction: *ten years*
- Preliminary plat approved before January 1, 2015, including those approved

- before January 1, 2008 and within SMA jurisdiction: *seven years*
- Preliminary plat approved on or after January 1, 2015, regardless of where located: *five years*.

The applicable vesting periods for final plats as of July 28, 2013 (effective date of SHB 1074) are as follows:

- Final plat approved before January 1, 2008 and not within SMA jurisdiction: *ten years*
- Final plat approved before January 1, 2015, including those approved before January 1, 2008 and within SMA jurisdiction: *seven years*
- Final plat approved on or after January 1, 2015, regardless of where located: *five years*.

The above changes will need to be reflected in the Oak Harbor Municipal Code sections dealing with preliminary plats and final plats. Staff will provide a brief presentation on this subject at the meeting. This information is to provide the Planning Commission background information for amending the code. No action is required at this time.