



CITY COUNCIL AGENDA

Council Chambers, 865 SE Barrington Drive

June 7, 2016

6:00 PM

CALL TO ORDER

Invocation - Led by Reverend Jon Draskovic of Whidbey Presbyterian Church

Pledge of Allegiance - Led by Mayor Severns

Excuse Absent Councilmembers

1. APPROVAL OF AGENDA

2. PRESENTATIONS

- a. Proclamations
 - i. Proclamation in Recognition of Pride Month - June
- b. Honors & Recognitions
 - i. Fire Department Recognition - National Association of Fire Investigators Award
- c. Community Presentations

3. CITIZEN COMMENT PERIOD

Citizens may comment on subjects of interest not listed on the agenda or items listed on the Consent Agenda. To ensure comments are recorded properly, state your name clearly into the microphone. Please limit comments to three (3) minutes to ensure all citizens have sufficient time to speak.

4. CONSENT AGENDA

Items on the Consent Agenda are considered to be routine by the Council and will be enacted with one motion unless separate discussion is requested. Approval of the Consent Agenda authorizes the Mayor to implement each item in accordance with staff recommendations.

Consent Items

- a. Minutes of the Regular Council Meeting on May 17, 2016, and the Workshop held May 25, 2016
- b. Approval of Payroll and Accounts Payable Vouchers
- c. Ordinance No. 1770 International Building Code and Ordinance No. 1771 International Fire Code

- d. Appointment: Community Police Advisory Board, Position 8 - Sara Hackley

5. STAFF, MAYOR & COUNCIL COMMENTS

- a. City Administrator
 - i. Clean Water Facility Update by City Staff
- b. Mayor
- c. Councilmembers

6. PUBLIC HEARINGS & MEETINGS

To speak during a scheduled public hearing or meeting, please sign-in on the sheet provided in the Council Chambers. To ensure comments are recorded properly, state your name clearly into the microphone. Please limit comments to three (3) minutes to ensure all citizens have sufficient time to speak.

- a. Ordinance No. 1768: 2016 Comprehensive Plan Update and Resolution 16-18: Critical Areas Ordinance Time Extension - No Action

7. ORDINANCES & RESOLUTIONS

- a. Resolution 16-15: Windjammer Park Integration Plan

8. CONTRACTS & AGREEMENTS

- a. None

9. OTHER ITEMS FOR CONSIDERATION

- a. None

10. REPORTS & DISCUSSION ITEMS

- a. None

11. EXECUTIVE SESSION

- a. Discuss Pending Litigation pursuant to RCW 42.30.110 (i)

ADJOURN

It is the policy of the City to assure disabled persons the opportunity to participate in or benefit from City services. Where possible the City will provide reasonable accommodation in compliance with WLAD, ADA, and any other applicable laws. Requests for accommodation should be made two (2) days in advance of the scheduled meeting by contacting the City Clerk at (360) 279-4539.

City of Oak Harbor

OFFICE OF THE MAYOR
BOB SEVERNS
MAYOR



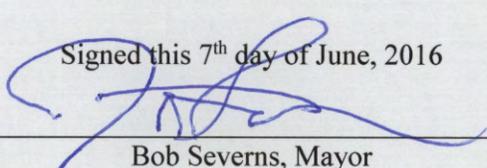
Proclamation

- Whereas:** equality of opportunity and freedom from discrimination are among the basic, inalienable rights of every person, necessary for the development and exercise of our most vital capacities and preconditions of human flourishing; and
- Whereas:** our nation was founded upon and is guided by the set of principles that all people are created equal, that each has rights to their life, liberty and pursuit of happiness, and that each shall be accorded the full recognition and protection of law; and
- Whereas:** over the course of our nation's history, the sphere of its moral recognition has expanded to include many persons previously marginalized, disenfranchised and subjugated; yet this progress remains imperfect and the expansion of full civic recognition and protection remains incomplete; and
- Whereas:** for more than 40 years, the month of June has commemorated the impact that gay, lesbian, bisexual and transgender individuals have had on history, and today these celebrations attract millions of participants all over the world; and
- Whereas:** the President of the United States of America, Barack Obama, the Department of Defense, and the Office of Diversity Management have added LGBT Pride Month as an annual observance; and
- Whereas:** Oak Harbor voted in favor of marriage equality when R-74 was on the ballot, and supports our local high school and college Gay/Straight alliance clubs when they march in our parades; and
- Whereas:** Oak Harbor is strengthened by and thrives upon the rich diversity of ethnic, cultural, racial, gender and sexual identities of its residents; all of whom contribute to the vibrant character of our City; and
- Whereas:** communities and the lives of its residents are enriched by core values of equality, dignity and respect; Oak Harbor wishes to expand this observance to include not just LGBT individuals, but all people, encouraging them to celebrate themselves and have "Pride," regardless of how they self-identify; and
- Whereas:** the City of Oak Harbor is, "...a community where everyone is welcome and encouraged to thrive."

Now Therefore, WE, Bob Severns, Mayor, and Councilmembers of the City of Oak Harbor, do hereby proclaim the month of June as

Pride Month

Signed this 7th day of June, 2016


Bob Severns, Mayor

City of Oak Harbor
City Council Agenda Bill

Bill No. C/A 4.a
Date: June 7, 2016
Subject: Minutes of the Regular Council Meeting on May 17, 2016, and the Workshop held May 25, 2016

FROM: Administration

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Approve the Minutes as presented.

BACKGROUND / SUMMARY INFORMATION

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. [5/17/2016 Minutes](#)
2. [5/25/2016 Minutes](#)

Oak Harbor City Council
Regular Meeting Minutes
May 17, 2016

CALL TO ORDER

Mayor Severns called the meeting to order at 6:00 p.m.

ROLL CALL

City Council Present:

Mayor Bob Severns
Mayor Pro Tem Danny Paggao
Councilmember Jim Campbell
Councilmember Beth Munns
Councilmember Rick Almberg
Councilmember Tara Hizon
Councilmember Erica Wasinger
Councilmember Joel Servatius

Staff Present:

City Administrator Dr. Merriman
City Attorney Nikki Esparza
Assistant Attorney Grant Weed
Finance Director Patricia Soule
Public Works Director Cathy Rosen
Development Services Director Steve Powers
City Engineer Joe Stowell
Project Engineer Brett Arvidson
Senior Planner Dennis Lefevre
Chief of Fire Ray Merrill
Fire Deputy Chief Mike Buxton
Economic Development Director Barbara Spohn
Assistant to the Mayor Deanna Emery
Executive Assistant to City Administrator Nikki Tesch
City Clerk Anna Thompson

INVOCATION

Tom Martin, Associate Pastor of the Life Church of Oak Harbor, provided the invocation, and then Mayor Severns led the pledge of allegiance.

APPROVAL OF AGENDA

Motion: Councilmember Campbell moved to approve the Agenda as presented, seconded by Councilmember Servatius, unanimously approved.

PRESENTATIONS

Proclamation in Honor of National Military Appreciation Month – May 2016

Councilmember Munns read the National Military Appreciation Month Proclamation and presented the proclamation to the following US Navy personnel:

MA1 Andre L. Billingsly – Senior Sailor of the Quarter; AM2 Melody Wooley – Sailor of the Quarter; ET3 Kyle J. Wilson – Junior Sailor of the Quarter; MASN Keizy Lima – Blue Jacket of the Quarter

Proclamation in Recognition of National Public Works Week – May 15- 21, 2016

Mayor Pro Tem Paggao proclaimed May 15-21, 2016 as National Public Works Week, and Public Works Director Cathy Rosen accepted the Proclamation.

Motion: Councilmember Servatius moved to add an Executive Session to discuss the performance of a public employee under RCW 42.30.110 (g). The motion was seconded by Councilmember Campbell, and the motion was unanimously approved.

CITIZEN COMMENT PERIOD

Mayor Severns opened the Citizen Comment Period at 6:16 p.m., no comments, closed at 6:16 p.m.

CONSENT AGENDA

- a. Minutes of the Regular City Council Meeting held on May 3, 2016 and Special Workshop Meeting Minutes held May 5, 2016
- b. Approval of Accounts Payable and Check Numbers
- c. Approve the Surplus List of General Fund Items for the 2016 City Auction
- d. Appointment to the Arts Commission – Sharon Hall

Mayor Severns: If there is no objection, the Consent Agenda will be adopted as is.

There were no objections.

STAFF, MAYOR & COUNCIL COMMENTS

City Administrator

City Administrator Dr. Merriman announced upcoming meetings for the Council. The results of the 2016 Marathon will be presented at the first Council Meeting in June – June 7, 2016.

Clean Water Facility Project Update by City Staff

City Engineer Joe Stowell provided the Council with an update on the Clean Water Facility Project.

Mayor

Mayor Severns read a letter from the National Day of Prayer Committee thanking the Mayor, Councilmembers, and Police and Public Works Departments for announcing the National Day of Prayer on the City's Electronic Reader Board located at Beeksma Drive.

Councilmembers

Mayor Pro Tem Paggao had no comments.

Councilmember Campbell announced that he will not be able to attend the Regency at Whidbey event.

Councilmember Munns commented on the Whidbey Help House.

Councilmember Almberg announced that Island Transit has greatly improved and is doing well under the new Executive Director Mike Nortier.

Councilmember Hizon asked that Barbara Spohn, Economic Development Director, provide an update to Council at a future workshop to share projects on which she is currently working.

Councilmember Wasinger had no comments.

Councilmember Servatius commented on the Lodging Tax Advisory Committee process.

PUBLIC HEARINGS & MEETINGS

Resolution 16-16: Surplus of Enterprise Fund items for 2016 City Auction

Public Works Director Cathy Rosen presented the staff report.

Mayor Severns opened the public hearing at 6:33 p.m., no public comments, closed at 6:34 p.m.

Resolution 16-16: Surplus of Enterprise Fund items for 2016 City Auction

Motion: Councilmember Almberg moved to approve Resolution 16-16 for the 2016 Surplus List - Enterprise Funds. The Motion was seconded by Councilmember Munns, and the motion passed by unanimous vote.

ORDINANCES & RESOLUTIONS

Ordinance No. 1767: Amendment to the Goldie Road Annexation

Associate Planner Dennis Lefevre presented the staff report.

Mayor Severns opened the item for public comment at 6:38 p.m., no public comments, closed at 6:38 p.m.

Ordinance No. 1767: Amendment to the Goldie Road Annexation

Motion: Councilmember Servatius moved to adopt Ordinance No. 1767 amending Ordinance Number 1574. The Motion was seconded by Councilmember Almberg, and the motion passed by unanimous vote.

Motion: Councilmember Servatius moved authorize the Mayor to sign the second amendment to the annexation agreement. Motion seconded by Almberg, and the motion was unanimously approved.

EXECUTIVE SESSION

At 6:39 p.m. the Mayor announced a twenty-five (25) minute recess to discuss the performance of a public employee under RCW 42.30.110 (g) in Executive Session.

At 7:11 p.m. the Mayor extended the Executive Session for an additional ten (10) minutes.

The Mayor reconvened the meeting at 7:21 p.m. No action was taken during Executive Session.

Motion: Mayor Pro Tem Paggao moved to authorize the Mayor to execute the Separation Agreement and Release regarding Ed Green as discussed in Executive Session. The Motion was seconded by Councilmember Munns, and the motion was unanimously approved.

ADJOURN

Motion: Councilmember Servatius moved to adjourn, seconded by Councilmember Campbell, unanimously approved.

Meeting adjourned at 7:23 p.m.

Anna M. Thompson, City Clerk

Oak Harbor City Council
Workshop Meeting Minutes
May 25, 2016

CALL TO ORDER

Mayor Bob Severns called the meeting to order at 3:00 p.m. and asked for introductions from Staff and Council.

ROLL CALL

City Council Present:

Mayor Bob Severns
Mayor Pro Tem Danny Paggao
Councilmember Beth Munns
Councilmember Joel Servatius
Councilmember Rick Almberg
Councilmember Jim Campbell

Staff Present:

City Administrator Dr. Merriman
Finance Director Patricia Soule
City Attorney Nikki Esparza
Public Works Director Cathy Rosen
Development Services Director Steve Powers
Building Official Brian Lee
Senior Planner Dennis Lefevre
Senior Planner Cac Kamak
Project Engineer Brett Arvidson
Budgeting/Purchasing Specialist Sandra Place
Chief of Fire Ray Merrill
Deputy Fire Chief Mike Buxton
Economic Development Director Barbara Spohn
Assistant to the Mayor Deanna Emery

Councilmembers Hizon and Wasinger were absent.

1. DEPARTMENTAL BRIEFINGS

a. Discussion Regarding the Whidbey Island Marathon

City Administrator Dr. Merriman addressed the Council regarding the City-owned Marathon and provided options moving forward.

Question and Comments from Councilmembers.

b. Windjammer Park Integration Plan - Presentation of Preferred Concept

Steve Powers, Director of Development Services presented this item.

Contractors present

Gill Williams, Greenworks
Erin Taylor, EnviroIssues

Discussion and questions from the Council.

2. PENDING AGENDA ITEMS

a. 2016 Comprehensive Plan Update

Cac Kamak, Senior Planner, presented the staff report for this item.

Questions from Councilmembers.

b. 2015 International Building and Fire Code Updates

Building Official Brian Lee and Fire Chief Ray Merrill provided the staff report on their respective department code updates.

3. EMERGING ISSUES

a. Vactor Replacement – PW

Cathy Rosen, Director of Public Works, presented the item for discussion.

Councilmembers asked follow-up questions.

ADJOURN

Meeting adjourned at approximately 4:37 p.m.

Anna M. Thompson, City Clerk

**City of Oak Harbor
City Council Agenda Bill**

Bill No. C/A 4.b
Date: June 7, 2016
Subject: Approval of Payroll and
Accounts Payable Vouchers

FROM: Doug Merriman, Finance Director

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

I move to approve:

Accounts Payable Vouchers and Payroll Checks, see Voucher Numbers listed in the attachments and Check Numbers listed in the June 7, 2016 Regular Agenda.

BACKGROUND / SUMMARY INFORMATION

Oak Harbor Municipal Code Chapter 3.72 establishes procedures for claims (vouchers) payment. The documentation that regularly supports the signature coversheets is attached. Claim coversheets will be provided prior to the City Council meeting for appropriate Council signatures.

The following Voucher and Check Numbers are submitted for approval:

Accounts Payable Voucher Numbers:

- Voucher Numbers 166554 through 166781 in the amount of \$3,268,999.35.

Payroll Check Numbers:

- Direct Deposit check numbers 38080 - 38238.

- EFT check numbers 808-812.

- Payroll check numbers 98877 - 98928.

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. [Voucher Listing](#)

Voucher List
City of Oak Harbor

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166554	5/24/2016	0000950 LICENSING, WASHINGTON STATE DEPT OF	051616		CONCEALED WEAPONS PERMITS	1,008.00
					Total :	1,008.00
166555	5/26/2016	0000960 REVENUE, WASHINGTON STATE DEPT OF	050916		SALES/USE TAX	52,146.54
					Total :	52,146.54
166556	5/27/2016	0004903 US BANK	4485591000119689		CREDIT CARD PURCHASES	2,708.37
					Total :	2,708.37
166557	6/1/2016	0002055 4IMPRINT, INC	4630973 4637982 4648741		DIE-CUT CONVENTION BAG HARD HAT STRESS RELIEVER/COLORI BAG DISPENSER	450.42 1,865.64 1,040.72
					Total :	3,356.78
166558	6/1/2016	0000005 A-1 TOWING	58398		TOWING SERVICES	193.49
					Total :	193.49
166559	6/1/2016	0000007 AA ELECTRIC	9555		HEATER REPAIRS	304.36
					Total :	304.36
166560	6/1/2016	0005094 AAQUATOOLS, INC	43911		CLEANING HEAD	1,919.00
					Total :	1,919.00
166561	6/1/2016	0001609 ALL QUALITY STITCHES	3027		JACKETS	352.19
					Total :	352.19
166562	6/1/2016	0006551 ALPINE FIRE & SAFETY SYSTEMS	28425		RECHARGE/DRY POWDER CHARGE	532.39
					Total :	532.39
166563	6/1/2016	0006984 AMERICAN PETROLEUM	3504051116		FILTERS	92.40
					Total :	92.40
166564	6/1/2016	0000036 AMERICAN PUBLIC WORKS	639792		BALLOONS	1,803.20
					Total :	1,803.20
166565	6/1/2016	0000036 AMERICAN PUBLIC WORKS	40554		MEMBERSHIP RENEWAL	720.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166565	6/1/2016	0000036 0000036 AMERICAN PUBLIC WORKS	(Continued)			Total : 720.00
166566	6/1/2016	0008236 AMERIMARK DIRECT	31011 31044		STICKERS BOOKMARKS	293.75 738.53 Total : 1,032.28
166567	6/1/2016	0000042 ANACORTES, CITY OF	900-9080-00 901-9080-01 901-9080-02		APR 2016 WATER PURCHASED APR 2016 WATER PURCHASED APR 2016 WATER PURCHASED	157,541.00 1,283.62 11,745.11 Total : 170,569.73
166568	6/1/2016	0002044 ANACORTES.NET/HOW IT WORKS	36675 36682		MAY 2016 WEB HOSTING MAY 2016/WEB HOSTING	75.00 15.95 Total : 90.95
166569	6/1/2016	0008237 ANDERSON, NEAL	EXP REIMB		EXP REIMB	102.00 Total : 102.00
166570	6/1/2016	0000050 ARAMARK	16215100 16690013		UNIFORM ITEMS UNIFORM ITEMS	-31.31 693.56 Total : 662.25
166571	6/1/2016	0008226 ARMITAGE, LISA	1		TRAVEL REFUND	55.00 Total : 55.00
166572	6/1/2016	0000053 ARROW PEST CONTROL, INC	167223		PEST CONTROL	108.70 Total : 108.70
166573	6/1/2016	0004019 ASSOCIATED PETROLEUM PRODUCTS	0913830-IN R914946-IN		FUEL FUEL	5,628.89 21,182.64 Total : 26,811.53
166574	6/1/2016	0000055 ASSOCIATION OF WASHINGTON	43445		REGISTRATIONS	2,250.00 Total : 2,250.00
166575	6/1/2016	0000083 BAZA, ALVIN	051816A		WELLNESS INCENTIVE	20.00 Total : 20.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166576	6/1/2016	0000097 BEST WESTERN HARBOR PLAZA	24		HOTEL ACCOMMODATIONS/LORANGEI	1,441.23
Total :						1,441.23
166577	6/1/2016	0008229 BLACK, JANIECE	TRAVEL ADVANCE		TRAVEL ADVANCE	81.50
Total :						81.50
166578	6/1/2016	0002551 BOS, BRYON	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
Total :						40.00
166579	6/1/2016	0003097 BOYER, TALLIE	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
Total :						40.00
166580	6/1/2016	0002943 BRAUNSTEIN, ANGELA	EXP REIMB		EXP REIMB	68.48
Total :						68.48
166581	6/1/2016	0008232 BRIZENDINE, SHANNANDOE	850		MOORAGE REFUND	216.50
Total :						216.50
166582	6/1/2016	0000131 BROADVIEW APPLIANCE	35437		DISHWASHER BRACKETS	19.57
Total :						19.57
166583	6/1/2016	0007926 BROWN, MICHAEL	051816		WELLNESS INCENTIVE	20.00
Total :						20.00
166584	6/1/2016	0000143 CADA	1ST HALF 2016		1ST HALF 2016 CRIMINAL JUSTICE FUN	2,532.50
Total :						2,532.50
166585	6/1/2016	0002993 CAMPBELLS LODGE, INC	2927		HOTEL ACCOMMODATIONS/SPOHN	296.91
Total :						296.91
166586	6/1/2016	0000627 CAPITAL ONE COMMERCIAL	1035249 22244413 43552523 894522 971591		SUPPLIES SUPPLIES SUPPLIES SUPPLIES SUPPLIES	390.34 167.94 1,847.89 340.65 360.82

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166586	6/1/2016	0000627 0000627 CAPITAL ONE COMMERCIAL	(Continued)			Total : 3,107.64
166587	6/1/2016	0008235 CARLETTI ARCHITECTS, PS	9608		PROF SVC/OAK HARBOR FIRE STATIOI	623.10
						Total : 623.10
166588	6/1/2016	0006215 CAROLLO	0148123		PROF SVC/WASTEWATER TREATMENT	471,476.17
						Total : 471,476.17
166589	6/1/2016	0000150 CASCADE NATURAL GAS	03963180678		NATURAL GAS/210	13.13
			08793000004		NATURAL GAS/POLICE STATION	80.06
			11829220273		NATURAL GAS/208	29.16
			12470743597		NATURAL GAS/207	11.44
			13275491754		NATURAL GAS/205	12.29
			36624000000		NATURAL GAS/FIRE STATION	241.69
			40661045647		NATURAL GAS/ANIMAL SHELTER	89.62
			45420760055		NATURAL GAS/202	18.20
			57309970234		NATURAL GAS/201	10.60
			58793000009		NATURAL GAS/CITY HALL	172.42
			62337906945		NATURAL GAS/204	10.60
			67984882349		NATURAL GAS/209	53.65
			80434000008		NATURAL GAS/CITY SHOP	482.14
			82193000005		NATURAL GAS/ANNEX	22.74
			90134000000		NATURAL GAS/ADULT CARE CENTER	45.83
			92612025210		NATURAL GAS/203	10.60
						Total : 1,304.17
166590	6/1/2016	0007943 CAUFFMAN, GIDEON	051816		WELLNESS INCENTIVE	20.00
			051816A		WELLNESS INCENTIVE	20.00
						Total : 40.00
166591	6/1/2016	0000179 CLERKS PETTY CASH	052416		PETTY CASH	10.00
						Total : 10.00
166592	6/1/2016	0004520 COASTAL WEAR PRODUCTS	6179		GUTTER BROOMS	578.87
						Total : 578.87
166593	6/1/2016	0007655 COBAN TECHNOLOGIES, INC	11844		EDGE CAM	6,801.36

Voucher List
City of Oak Harbor

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166593	6/1/2016	0007655	0007655 COBAN TECHNOLOGIES, INC		(Continued)	Total : 6,801.36
166594	6/1/2016	0000188	CODE PUBLISHING COMPANY	53180	MUNICIPAL CODE UPDATES	126.64
						Total : 126.64
166595	6/1/2016	0005773	COMCAST	8498300270032002	INTERNET	119.76
				8498300270032028	XFINITY	19.32
				8498300290363841	INTERNET	241.15
						Total : 380.23
166596	6/1/2016	0003125	COMMERCE, DEPARTMENT OF	PWTF-255071	SR 20 QUIET COVE WATER TRANSMIS:	29,923.13
				PWTF-266154	SR 20 QUIET COVE WATER TRANSMIS:	24,130.22
				PWTFNT-297363	42 INCH OUTFALL RECONSTRUCTION	60,756.69
						Total : 114,810.04
166597	6/1/2016	0001126	COSTCO WHOLESALE MEMBERSHIP	317128271	MEMBERSHIP	110.00
						Total : 110.00
166598	6/1/2016	0007704	CRONIN FORESTRY	051616	PROF SVC/LAND SERVICES	2,685.50
						Total : 2,685.50
166599	6/1/2016	0000220	CUMMINS NORTHWEST, INC	001-3538	COMPRESSOR/GASKETS/SEAL	1,397.53
				001-3656	GASKET/SEAL/SPIDER	40.11
				001-4170	SEAL/KITS	94.69
				018-47158	GASKET/SEALS/WASHERS/O RINGS	85.39
						Total : 1,617.72
166600	6/1/2016	0007908	CXTEC	6826962	PORT	6,767.03
						Total : 6,767.03
166601	6/1/2016	0002584	DEVITT, LINDA	1	TRAVEL REFUND	55.00
						Total : 55.00
166602	6/1/2016	0000247	DIAMOND RENTALS	1-533144-5	PORTABLES	60.00
				1-535465	TENT RENTAL	2,822.96
				1-536945	GENIE GS RENTAL	250.01
				1-537071	BLADES	534.04
				1-537167	STARTER	268.66

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166602	6/1/2016	0000247 0000247 DIAMOND RENTALS			(Continued)	Total : 3,935.67
166603	6/1/2016	0000257 DUTCH MAID CLEANERS	053116 1104		MAY 2016 LAUNDRY SERVICES MAY 2016 LAUNDRY SERVICES	371.43 20.11 Total : 391.54
166604	6/1/2016	0000967 ECOLOGY, WASHINGTON STATE DEPT OF	2016-RS-WAR045554		STORMWATER MONITORING PERMIT	16,131.00 Total : 16,131.00
166605	6/1/2016	0000273 EDGE ANALYTICAL, INC	16-10720 16-11363		TESTING TESTING	475.00 18.00 Total : 493.00
166606	6/1/2016	0000279 EMPLOYMENT SECURITY, WASHINGTON ST. 945052-10-7			1ST QTR 2016/UNEMPLOYMENT	5,824.00 Total : 5,824.00
166607	6/1/2016	0000251 ENTERPRISE SERVICES, WASHINGTON STA 71112353			REGISTRATION/SABALOUSKY	385.00 Total : 385.00
166608	6/1/2016	0006747 EQUINOX RESEARCH & CONSULTING	11-413-19 13-475-16		PROF SVC/PIT ROAD PROF SVC/WWTP	3,587.00 39,779.31 Total : 43,366.31
166609	6/1/2016	0005826 ESPARZA, NIKKI	EXP REIMB		EXP REIMB	25.00 Total : 25.00
166610	6/1/2016	0003355 EZ-LINER	060020		GUN PNT/BEAD/TIP SPRAY/REPAIR KIT	5,252.22 Total : 5,252.22
166611	6/1/2016	0002900 FASTENAL	WAOAK23054 WAOAK23090 WAOAK23107 WAOAK23116 WAOAK23145 WAOAK23146 WAOAK23168 WAOAK23179 WAOAK23184		PIPE CLAMP HOSE CLAMP STEP DRILL/NUT GALV BOLTS RESTOCK CHARGE NYLN FHN FASTENERS HCS/FIN HEX NUT GLOVES/GLASSES/WLDSLIV	62.92 69.10 85.54 2.59 -65.23 1.12 72.29 19.57 29.53

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166611	6/1/2016	0002900 FASTENAL	(Continued) WAOAK23282 WAOAK23283 WAOAK23298		PENCILS/AIR BLOWGUN KIT/TRDSMRK NON SKID TAPE HEX DIE	85.28 103.73 13.38 Total : 479.82
166612	6/1/2016	0007929 FEHR PEERS	107330		PROF SVC/OAK HARBOR TRANSPORT,	16,411.90 Total : 16,411.90
166613	6/1/2016	0007405 FISCHER, MARIA	1		TRAVEL REFUND	55.00 Total : 55.00
166614	6/1/2016	0000314 FISHERIES SUPPLY COMPANY	3522964 3539682 3540933 3574392		AUTO INFLATE ORG AUTO INFLATE ORG GALVANIZED CHAIN REARM KIT	839.96 -839.96 690.00 250.72 Total : 940.72
166615	6/1/2016	0000322 FOSTER PEPPER PLLC	42189/21		PROF SVC/WATERWORKS UTILITY RE\	51,640.00 Total : 51,640.00
166616	6/1/2016	0007141 FREEDOM PROPERTIES, LLC	053116		MAY 2016 ANIMAL SHELTER	2,500.00 Total : 2,500.00
166617	6/1/2016	0004971 FREEMAN, DENISE L	2016-28		JUMPSUITS	1,204.35 Total : 1,204.35
166618	6/1/2016	0008122 FRONDOZO, KEVIN	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00 Total : 40.00
166619	6/1/2016	0000355 FRONTIER	007-9244 240-2350 279-0841 279-2236 675-1568 675-2111 675-3121		CURRENT PHONE CHARGES CURRENT PHONE CHARGES CURRENT PHONE CHARGES CURRENT PHONE CHARGES CURRENT PHONE CHARGES CURRENT PHONE CHARGES CURRENT PHONE CHARGES	258.72 1,388.07 84.56 115.36 248.13 71.54 65.76

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166619	6/1/2016	0000355 FRONTIER	(Continued)			
			675-6794		CURRENT PHONE CHARGES	60.34
			675-6858		CURRENT PHONE CHARGES	65.76
			679-0500		CURRENT PHONE CHARGES	76.91
			679-1640		CURRENT PHONE CHARGES	65.93
			679-1651		CURRENT PHONE CHARGES	65.76
			679-1789		CURRENT PHONE CHARGES	65.93
			679-2628		CURRENT PHONE CHARGES	407.35
			679-3902		CURRENT PHONE CHARGES	70.89
			679-5551		CURRENT PHONE CHARGES	200.00
			679-8477		CURRENT PHONE CHARGES	92.67
			679-8702		CURRENT PHONE CHARGES	74.99
			770-2694		CURRENT PHONE CHARGES	35.11
			770-2715		CURRENT PHONE CHARGES	28.80
					Total :	3,542.58
166620	6/1/2016	0000326 FRONTIER BUILDING SUPPLY	125092		CONCRETE	6.78
			125094		LUMBER	-80.32
			125776		TREATED S4S	142.44
					Total :	68.90
166621	6/1/2016	0000325 FRONTIER FORD	108647		BOLTS	46.00
			108864		LAMP AS	95.68
			108866		LAMP AS	95.68
					Total :	237.36
166622	6/1/2016	0000329 GALLS	003857875C		HOLSTER	-127.12
			003890631		BOOTS/GLOVES/RADIO POUCH/BELTS	853.11
			003890632		BOOTS/BELT/GLOVES/MAG POUCH	355.36
			003909970		UNIFORM ITEMS	320.88
			003915373		PANTS/6 POCKET POLY RAYON	330.27
			003940622		PANTS	87.99
			004243934		TIE BARS	55.44
					Total :	1,875.93
166623	6/1/2016	0000349 GRAINGER	9087693520		LINE CRD	171.63
			9087693538		LINE CORD	164.95

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166623	6/1/2016	0000349 GRAINGER	(Continued)			
			9093720895		CORDLESS IMPACT DRIVER	194.58
			9095541653		CORDLESS BAND SAW	357.63
			9095541661		CORDLESS CIRCULAR SAW	248.93
			9096024204		GLOVES	63.19
			9096507505		SEWAGE PUMP	1,029.94
			9098052849		TAP AND DIE SET	725.03
			9098052856		HAND RATCHETS	139.63
			9098411193		HAND RATCHETS	371.98
			9099587959		IMPACT WRENCH	437.52
			9099587967		CHAIN HOIST	683.73
			9105836465		EAR PLUGS	127.83
			9107549520		GLOVES	178.18
			9108988552		SLINGS	390.78
					Total :	5,285.53
166624	6/1/2016	0000345 GREATER OAK HBR CHAMBER OF COM	051216		ADVERTISING	877.50
			052316		ADVERTISING	1,341.25
			052316A		ADVERTISING	4,653.00
					Total :	6,871.75
166625	6/1/2016	0004974 GREEN LIGHT SOLUTIONS	8375		MAINTENANCE & INSPECTIONS	940.00
					Total :	940.00
166626	6/1/2016	0002747 GUARDIAN SECURITY	655532		FIRE SYSTEM	187.51
					Total :	187.51
166627	6/1/2016	0007236 HAMMOND, JACOB	051816		WELLNESS INCENTIVE	20.00
			051816A		WELLNESS INCENTIVE	20.00
					Total :	40.00
166628	6/1/2016	0004408 HANNAN, ERIC	EXP REIMB		EXP REIMB	22.00
					Total :	22.00
166629	6/1/2016	0005311 HB JAEGER COMPANY, LLC	47350/2		FUSION PIPE	111.54
					Total :	111.54
166630	6/1/2016	0000323 HD FOWLER COMPANY	C381893		STRAIGHT BALL METER VALVE	-430.38

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166630	6/1/2016	0000323 HD FOWLER COMPANY	(Continued)			
			I4183124		FREIGHT	30.56
			I4196366		FREIGHT	39.86
			I4202220		METERS	384.71
			I4202247		METERS	346.67
			I4206549		PIPE/WIRE/CEMENT	151.57
					Total :	522.99
166631	6/1/2016	0000694 HD SUPPLY WATERWORKS	F428341		QT RP	337.93
			F428653		ASSEMBLY/RUBBER KIT/VALVE KIT	814.10
					Total :	1,152.03
166632	6/1/2016	0001251 HEWLETT-PACKARD COMPANY	57157487		ADAPTER	20.45
			57193603		COMPUTER	1,741.18
					Total :	1,761.63
166633	6/1/2016	0007709 HOFFMAN CONSTRUCTION COMPANY	CWFC12		PROF SVC/CLEAN WATER FACILITY	1,799,380.16
			P17		PROF SVC/OAK HARBOR CLEAN WATE	34,456.28
					Total :	1,833,836.44
166634	6/1/2016	0003095 HOME DEPOT CREDIT SERVICES	1024466		BUCKETS	29.22
			1024507		RAT BAIT	28.20
			2024314		ROOF PANELS	132.55
			2024329		CONSTRUCTION SELECT/HOSE/CMPD	149.14
			24630		SPRAYER	13.11
			2563863		REFORMER SPRAY	12.72
			3020600		BOLTS/NUTS	5.57
			3020664		DRILL BIT SET/OIL/PLIERS	42.26
			3581056		CORD	359.67
			4024034		FENCE SLEEVES	9.91
			4164308		BARREL TUB	190.07
			4574165		WASHER/CMB/NIPPLES/TOOL BOX	55.71
			5022329		10FT	51.23
			5563649		COUPLER/PLUG	15.88
			591867		REBAR	53.81
			6020218		RAT BAIT/WASP CONTROL	189.01
			6044904		WRENCH SETS	43.41

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166634	6/1/2016	0003095 HOME DEPOT CREDIT SERVICES	(Continued)			
			6573504		POP-UP	4.27
			7052922		GALVANIZING CMPD	12.02
			7574498		SCHEDULE	91.41
			7971105		BOLTS/WASHER/NUTS	86.45
			8023378		FENCE	156.97
			8163903		PEAT POTS	120.95
			8564133		PRO PACK/CYLINDER/MEASURE	52.34
			9044855		SCRAPER/GRIP	24.64
			9094917		PUMP	111.96
			9163765		BATTERIES/MOISTURE CONTROL	109.60
			9564031		KNIVES/LUBE	34.44
			9573489		TOOL BOX	42.39
					Total :	2,228.91
166635	6/1/2016	0006047 HORIZON	3M192683		CIRCULAR KNOB	64.75
					Total :	64.75
166636	6/1/2016	0000392 HUBBARD, SCOTT	051816		WELLNESS INCENTIVE	20.00
					Total :	20.00
166637	6/1/2016	0003854 ICICLE INN	11378		HOTEL ACCOMMODATIONS/BRAUNSTE	297.45
			11461		HOTEL ACCOMMODATIONS/BUXTON	495.75
					Total :	793.20
166638	6/1/2016	0000253 ID TECHNOLOGY SERVICES	15040866		KINGSTON DDR4	132.46
			15040884		VIDEO ADAPTER	61.63
					Total :	194.09
166639	6/1/2016	0005872 IMPAIRED DRIVING IMPACT PANEL	051616		DUI/UNDERAGE DRINKING PREVENTIC	166.67
					Total :	166.67
166640	6/1/2016	0000417 INDUSTRIAL BOLT & SUPPLY	615142-1		O-RING	27.03
			616266-1		PLUGS/WEDGES/DRAWERS	603.83
					Total :	630.86
166641	6/1/2016	0007465 INKTECHNOLOGIES.COM	1001020-IN		CARTRIDGES	251.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166641	6/1/2016	0007465 0007465 INKTECHNOLOGIES.COM	(Continued)			Total : 251.00
166642	6/1/2016	0008231 INTERNATIONAL ECONOMIC DEVELOP	051916		MEMBERSHIP DUES/SPOHN	405.00
						Total : 405.00
166643	6/1/2016	0008228 IPREO, LLC	10029693A		ELECTRONIC DISTR OF POS	750.00
						Total : 750.00
166644	6/1/2016	0005884 ISLAND COUNTY HUMAN SERVICES	1ST QTR 2016		1ST QTR 2016 EXCISE/PROFIT TAX	1,533.64
						Total : 1,533.64
166645	6/1/2016	0004410 ISLAND COUNTY PUBLIC HEALTH	1583		HEPATITIS IMMUNIZATIONS	515.00
						Total : 515.00
166646	6/1/2016	0000410 ISLAND COUNTY SOLID WASTE	1231625		DUMPING CHARGE	154.00
						Total : 154.00
166647	6/1/2016	0000414 ISLAND CUSTOM UPHOLSTERY	363978		FABRIC/HOOKS/GROMMETS/WASHERS	308.10
						Total : 308.10
166648	6/1/2016	0000415 ISLAND DISPOSAL	050216 4338695		APR 2016 RECYCLING ANIMAL SHELTER	4,788.15 102.41
						Total : 4,890.56
166649	6/1/2016	0007910 ISLAND DIVE SERVICES	77 83 85		FLOTATION BLOCKS VIDEO INSPECTION WATERLINE MAINTENANCE	364.14 97.83 195.66
						Total : 657.63
166650	6/1/2016	0000433 ISLAND DRUG	114509237177		INMATE MEDS	17.26
						Total : 17.26
166651	6/1/2016	0000441 ISLAND SYSTEMS	241391 241632		WATER/MARINA WATER/MARINA	15.30 15.30
						Total : 30.60
166652	6/1/2016	0000445 JACKSON HIRSH, INC	0942634 0942691		LAMINATING SUPPLIES LAMINATING SUPPLIES	125.37 124.09

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166652	6/1/2016	0000445 0000445 JACKSON HIRSH, INC	(Continued)			Total : 249.46
166653	6/1/2016	0008085 JANSEN, JACOB	EXP REIMB		EXP REIMB	24.00
						Total : 24.00
166654	6/1/2016	0007604 JANSEN, JOSH	051816A		WELLNESS INCENTIVE	20.00
						Total : 20.00
166655	6/1/2016	0007313 JASIS, GENEVIEVE	1		TRAVEL REFUND	55.00
						Total : 55.00
166656	6/1/2016	0000454 JET CITY EQUIPMENT RENTAL	201601 201601		HAULING HAULING	1,125.00 -112.50
						Total : 1,012.50
166657	6/1/2016	0000794 JOHN DEERE FINANCIAL	66986		ASSY WHEEL/COLLAR/CIR CLIP	94.09
						Total : 94.09
166658	6/1/2016	0000470 JWC ENVIRONMENTAL, LLC	80862		CAM CUTTERS	9,799.31
						Total : 9,799.31
166659	6/1/2016	0005033 KAY PARK-REC CORP	174787		BENCH	982.00
						Total : 982.00
166660	6/1/2016	0006362 KBA, INC	3002779		PROF SVC/CLEAN WATER FACILITY & (69,495.41
						Total : 69,495.41
166661	6/1/2016	0000476 KERR, JACK	05-16		MAY 2016 PUBLIC DEFENSE SCREENIN	1,400.00
						Total : 1,400.00
166662	6/1/2016	0000494 LAKESIDE INDUSTRIES	5038659MB 5038820MB		ASPHALT ASPHALT	660.51 312.70
						Total : 973.21
166663	6/1/2016	0008227 LATHAM, RORRIELLE	050916		MARATHON WINNER	200.00
						Total : 200.00
166664	6/1/2016	0005277 LEE, STEPHANIE	051816		WELLNESS INCENTIVE	20.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166664	6/1/2016	0005277 0005277 LEE, STEPHANIE			(Continued)	Total : 20.00
166665	6/1/2016	0005996 LEONARDI, CONNIE	1		TRAVEL REFUND	55.00
						Total : 55.00
166666	6/1/2016	0000979 LES SCHWAB	41400248224		TIRES	675.85
			41400248225		TIRES	134.48
						Total : 810.33
166667	6/1/2016	0004863 LIND ELECTRONICS, INC	314601		TIMER	10.00
						Total : 10.00
166668	6/1/2016	0000515 LOGGERS & CONTRACTORS, INC	00065833		FITTINGS/HOSE	-2,535.61
			00065835		FITTINGS/HOSE	1,094.08
			00065939		HOSE	691.96
			00066005		BELTING	162.40
			00066149		HOSE/GASKETS	1,077.35
						Total : 490.18
166669	6/1/2016	0001909 LONG, JAY	1		DRIVING SERVICES	138.00
			1		DRIVING SERVICES	96.00
			1		DRIVING SERVICES	135.00
						Total : 369.00
166670	6/1/2016	0000524 LYNDEN ICE	117007770		ICE	162.00
			18079		ICE	180.00
						Total : 342.00
166671	6/1/2016	0000530 MAILLIARD'S LANDING NURSERY	115734		BARK	130.33
			115740		BARK	78.20
			116345		YARD WASTE	20.00
			116377		YARD WASTE	10.00
						Total : 238.53
166672	6/1/2016	0000660 MARKET PLACE FOOD & DRUG	675665		GROCERIES	462.27
			775851		GROCERIES	293.01
			775875		GROCERIES	398.05
			949442		CHAPSTICK/WATER	15.65

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166672	6/1/2016	0000660 0000660 MARKET PLACE FOOD & DRUG	(Continued)			Total : 1,168.98
166673	6/1/2016	0002871 MASTER METER, INC	151628		VEHICLE READING SYSTEM ANNUAL S	1,500.00
						Total : 1,500.00
166674	6/1/2016	0006072 MASTER'S TOUCH, LLC	P45188 P45189		APR 2016 POSTAGE FOR LATE NOTICE APR 2016 POSTAGE FOR STATEMENTS	451.17 2,924.73
						Total : 3,375.90
166675	6/1/2016	0006072 MASTER'S TOUCH, LLC	45188 45189 A161293 A161302		APR 2016 MAILING SERVICES FOR LAT APR 2016 MAILING SERVICES FOR ST/ STORAGE FOR LATE NOTICES STORAGE FOR UTILITY BILLS	269.58 902.54 339.14 1,423.43
						Total : 2,934.69
166676	6/1/2016	0000040 MATRIX	608478606		LONG DISTANCE	395.06
						Total : 395.06
166677	6/1/2016	0006028 MCI COMM SERVICE	679-3902		LONG DISTANCE	37.21
						Total : 37.21
166678	6/1/2016	0002291 MCYOUNG, MARY	1		TRAVEL REFUND	55.00
						Total : 55.00
166679	6/1/2016	0000558 MERRILL, RAY	EXP REIMB		EXP REIMB	257.40
						Total : 257.40
166680	6/1/2016	0000561 MERRIMAN, DOUGLAS	TRAVEL REIMB TRAVEL REIMB2		TRAVEL REIMB TRAVEL REIMB	247.32 144.50
						Total : 391.82
166681	6/1/2016	0007722 MERRIMAN, RYAN	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
						Total : 40.00
166682	6/1/2016	0004818 MICHAEL BOBBINK LAND USE SRVCS	051216		MAY 2016 HEARING EXAMINER SERVIC	1,708.33
						Total : 1,708.33

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166683	6/1/2016	0005266 MOFFATT & NICHOL ENGINEERS	717962		PROF SVC/OAK HARBOR F DOCK BRE.	14,138.75
Total :						14,138.75
166684	6/1/2016	0006992 MOON, ANDREW	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
Total :						40.00
166685	6/1/2016	0000587 MOTOR TRUCKS, INC	MV136985 MV137271		BRAKE SPRING REM KITS/DRUM	163.76 347.82
Total :						511.58
166686	6/1/2016	0004423 MUNICIPAL EMERGENCY SERVICES	IN1024298 IN1026121 IN1029300		BOOTS/BAER LUBE BOOTS/HAFFNER	532.63 46.70 278.49
Total :						857.82
166687	6/1/2016	0007586 NAGEL, GARRETT	051816A		WELLNESS INCENTIVE	20.00
Total :						20.00
166688	6/1/2016	0002671 NATIONAL BARRICADE CO, LLC	555440		BARRICADE RENTAL	10,438.73
Total :						10,438.73
166689	6/1/2016	0000958 NATURAL RESOURCES, WASHINGTON STAT	4900/0100105661/2016		AQ EAST SANITATION	3,921.00
Total :						3,921.00
166690	6/1/2016	0000608 NC MACHINERY COMPANY	MVCS0260543		SPRINGS	159.84
Total :						159.84
166691	6/1/2016	0000612 NELSON PETROLEUM	0580034-IN		FUEL	1,207.87
Total :						1,207.87
166692	6/1/2016	0007670 NETWORKFLEET, INC	OSV000000397740		APR 2016 MONTHLY SERVICE	243.49
Total :						243.49
166693	6/1/2016	0003074 NICHOLS, DINA	EXP REIMB		EXP REIMB	9.98
Total :						9.98
166694	6/1/2016	0000623 NITCHER, WENDY	051816		WELLNESS INCENTIVE	20.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166694	6/1/2016	0000623 NITCHER, WENDY	(Continued) 051816A		WELLNESS INCENTIVE	20.00
					Total :	40.00
166695	6/1/2016	0000610 NORTH CENTRAL LABORATORIES	372471		BODY PH/BUFFER SOLUTION	595.44
					Total :	595.44
166696	6/1/2016	0000630 NORTHEND TRUCK EQUIPMENT, INC	1032677 1032692		BODY INSTALLATION 1' HIGH FORMED STEEL SIDES AND HA	11,114.58 507.32
					Total :	11,621.90
166697	6/1/2016	0006855 NORTHWEST YACHTING MAGAZINE	50299		ADVERTISING	574.00
					Total :	574.00
166698	6/1/2016	0000672 OAK HARBOR ACE	270547 270587 270592 270594 270606 270669 270682 270711 270718 270726 270744 270759 270763 270770 270782 270810 270821 270838 270842 270861 270943 270984 271000		ROPE DOOR CINCH KEYS OUTLETS HINGE PIN/SCREWS BELTS HOSE ELBOW/PLIERS BATTERIES PAINT RIVET/FLIPP/FASTENERS/BOLTS SHARKBITE COUPLE FASTENERS/PLUGS CORD MOISTURE TESTER CONNECTOR/WAND BATTERY PLASTIC BUCKET O RINGS FILTERS FASTENERS BLADES HYDRANT/ADAPTER/CEMENT/ELBOW/	15.57 28.24 3.46 26.06 3.33 45.59 44.15 20.16 54.82 5.42 39.33 18.46 16.94 5.42 8.69 23.89 9.77 24.40 1.39 60.77 14.59 16.29 94.57

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166698	6/1/2016	0000672 OAK HARBOR ACE	(Continued)			
			271011		PAINT	13.03
			271018		TEE/BUSHING/COUPLE	3.88
			271024		SILCN AUTO/MAR	7.60
			271026		BLADE	17.38
			271049		PAINTBRUSH/COVER	24.10
			271073		COUPLE/ADAPTER/UNION/NIPPLES/CE	84.00
			271090		CABLE/CLAMP/PIPE	19.40
			271146		CORD/STRAPS	8.24
			271184		RUST NTRLZER	41.26
			271208		VALVE REPAIR/HANDLE KIT	23.89
			271249		CLEANER/PLUNGER	35.82
			271253		CABLE TIES	14.12
			271254		SALT	38.03
			271255		MAINTENANCE	23.56
			271359		RAIN-X/FASTENERS	31.41
			271459		WIRE	10.86
			271497		COUPLER/PLUG	18.41
			271535		DIAPHRAGM	10.32
			271543		VALVE REPAIR	24.99
			271544		DIAPHRAGM	-0.54
					Total :	1,031.07
166699	6/1/2016	0000668 OAK HARBOR AUTO CENTER	001-272345		GROMMETS	29.33
			001-272370		TAILGATE CABLE	8.40
			001-272434		FILTERS	4.74
			001-272438		TAILGATE CABLE	8.40
			001-272470		MINI LAMPS	13.63
			001-272497		BARRICADE FUEL LINE	45.60
			001-272627		MOTOR TREATMENT	8.51
			001-273077		FILTERS	9.48
			001-273088		FILTERS	8.41
			001-273114		MICRO-V BELTS	21.11
			001-273332		FILTERS	14.22
			001-273579		FILTERS	26.01
			001-273804		BALL MOUNT	19.61
			001-273805		BALL MOUNT	19.61

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166699	6/1/2016	0000668 OAK HARBOR AUTO CENTER	(Continued)			
			001-273813		FILTERS	12.70
			001-273875		FILTERS	109.58
			001-273947		MICRO-V BELT	35.40
			001-274173		ANTI-FREEZE	20.01
			001-274276		MICRO-V BELT	39.43
			001-274352		FILTERS	11.85
					Total :	466.03
166700	6/1/2016	0000681 OAK HARBOR SCHOOL DISTRICT	0000150162		MAY 2016 COMPUTER NETWORK SUPP	11,092.00
			0000150180		MARATHON TRANSPORTATION	1,608.71
					Total :	12,700.71
166701	6/1/2016	0003092 OAK HARBOR SIGNS	16059		SIGNS	755.47
					Total :	755.47
166702	6/1/2016	0000665 OFFICEMAX, INC	043367		TONER	72.82
					Total :	72.82
166703	6/1/2016	0006007 O'REILLY AUTO PARTS	2532-368997		FILTERS	8.11
					Total :	8.11
166704	6/1/2016	0000688 OVERHEAD DOOR CO	JS70035		ANNUAL DOOR MAINTENANCE	4,071.47
			JS70314		DOOR REPAIR	2,405.97
					Total :	6,477.44
166705	6/1/2016	0002985 PACIFIC TIRE CO. INC	0098462		TIRES	1,072.50
			0098535		TIRES	172.52
			0098912		TIRES	973.30
					Total :	2,218.32
166706	6/1/2016	0001596 PACIFIC TORQUE, LLC	101240		SENSOR ASSEM	221.74
					Total :	221.74
166707	6/1/2016	0007491 PADRTA, NATHAN	TRAVEL ADVANCE		TRAVEL ADVANCE	280.50
					Total :	280.50
166708	6/1/2016	0001615 PART WORKS, INC	426317		URINAL REPAIR KIT/PLASTIC COVER	48.95

Voucher List
City of Oak Harbor

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166708	6/1/2016	0001615 0001615 PART WORKS, INC	(Continued)			Total : 48.95
166709	6/1/2016	0008233 PENN COVE SAILING	2585		MOORAGE REFUND	55.00
						Total : 55.00
166710	6/1/2016	0000709 PERS	01163881		APR 2016/UNFUNDED LIABILITY	26.98
						Total : 26.98
166711	6/1/2016	0001284 PHILIPS HEALTHCARE	932815891		BATTERY PACK	115.87
						Total : 115.87
166712	6/1/2016	0000299 PLACE, SANDRA	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
						Total : 40.00
166713	6/1/2016	0000710 PLATT ELECTRIC SUPPLY, INC	J214725 Z030386		MINI BAYONET WH END CAP	1.88 62.20
						Total : 64.08
166714	6/1/2016	0007877 POLLOCK, JONATHAN	EXP REIMB		EXP REIMB	98.00
						Total : 98.00
166715	6/1/2016	0000724 PONY MAILING & BUSINESS CENTER	258756		SHIPPING	18.69
						Total : 18.69
166716	6/1/2016	0000732 POWERS, RICHARD S.	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
						Total : 40.00
166717	6/1/2016	0004622 POWERS-RANG, LISA	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
						Total : 40.00
166718	6/1/2016	0007801 PRO SPECIALTIES GROUP, INC	INVC00311145		MARATHON MEDALS	7,067.38
						Total : 7,067.38
166719	6/1/2016	0000746 PUGET SAFETY EQUIPMENT	0033094-IN		MAX-1	339.73

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166719	6/1/2016	0000746 0000746 PUGET SAFETY EQUIPMENT	(Continued)		Total :	339.73
166720	6/1/2016	0000743 PUGET SOUND ENERGY	200000881421		ELECTRICITY/DISPLT	834.83
			200000919684		ELECTRICITY/WINDMILL	10.22
			200000947859		ELECTRICITY/CITY SHOP	1,709.25
			200001097589		ELECTRICITY/EBATH	10.60
			200001884218		ELECTRICITY/1888 NE 5TH AVE PUMP	20.05
			200002036164		ELECTRICITY/30505 ST ROUTE 20	81.63
			200002036719		ELECTRICITY/34777 STATE ROUTE 20	71.24
			200002036917		ELECTRICITY/BTWN BAYSHORE DR & I	69.27
			200002037097		ELECTRICITY/2000 SW SCENIC HEIGH	22.37
			200002037261		ELECTRICITY/1780 SW SPRINGFIELD C	10.83
			200002037501		ELECTRICITY/3285 SW SCENIC HEIGH	90.29
			200002170617		ELECTRICITY/552 NW CLIPPER DR	10.22
			200002511539		ELECTRICITY/2075 SW FT	11.17
			200002723381		ELECTRICITY/CMFRTST	132.52
			200003131170		ELECTRICITY/WELL #7	13.80
			200003267636		ELECTRICITY/1000 SE IRELAND ST	18.74
			200003459654		ELECTRICITY/1957 FORT NUGENT RD	94.34
			200004342099		ELECTRICITY/650 NE 7TH AVE SEWAGI	57.00
			200004562878		ELECTRICITY/800 SE MIDWAY BLVD	126.50
			200004856627		ELECTRICITY/1577 NW 8TH AVE	10.22
			200005263310		ELECTRICITY/SMITH PARK	10.22
			200005461666		ELECTRICITY/WKITCH	11.55
			200005933094		ELECTRICITY/700 SE PIONEER WAY LA	3,794.34
			200006103952		ELECTRICITY/5941 STATE ROUTE 20	10.22
			200007268135		ELECTRICITY/SW ERIE ST SW BARRIN	177.94
			200007702943		ELECTRICITY/700 AV W & MIDWAY	162.26
			200007824192		ELECTRICITY/75 SE JEROME ST	10.22
			200008386993		ELECTRICITY/FABER ST & HARVEST D	21.59
			200008816189		ELECTRICITY/ANNEX	15.00
			200010322895		ELECTRICITY/2330 SW ROSARIO PL	30.89
			200010499248		ELECTRICITY/1948 NW CROSBY AVE	108.51
			200010499446		ELECTRICITY/1661 NE 16TH AVE SWRS	19.39
			200010530240		ELECTRICITY/651 SE BAYSHORE DRI L	39.42
			200010530802		ELECTRICITY/CITY BEACH PARK	115.53
			200010531024		ELECTRICITY/940 SE PIONEER WAY C/	270.20

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166720	6/1/2016	0000743	PUGET SOUND ENERGY			
			(Continued)			
			200010531172		ELECTRICITY/1300 NE BIG BERRY LOC	21.59
			200010531354		ELECTRICITY/1500 S BEEKSMA DR CAI	86.79
			200010531941		ELECTRICITY/800 SE DOCK ST	97.94
			200010549943		ELECTRICITY/WELL #6	13.80
			200010699706		ELECTRICITY/BALLPK	69.01
			200011316839		ELECTRICITY/SR 20 & 650 AV W	346.53
			200011551930		ELECTRICITY/ADULT CARE CENTER	59.19
			200011579964		ELECTRICITY/285 SE JEROME ST	28.01
			200012220337		ELECTRICITY/128 E WHIDBEY AVE	20.37
			200012278087		ELECTRICITY/FIRE STATION	808.01
			200012425357		ELECTRICITY/TREATMENT PLANT	2,540.10
			200012838765		ELECTRICITY/PIONEER PARK	13.37
			200013370750		ELECTRICITY/MARINA	2,337.14
			200013734963		ELECTRICITY/672 CHRISTIAN RD PUMI	631.87
			200013968405		ELECTRICITY/1540 SE PIONEER WAY L	108.51
			200014151886		ELECTRICITY/1370 SE DOCK ST	36.84
			200014596478		ELECTRICITY/CITY HALL	731.76
			200015399153		ELECTRICITY/1678 SW 8TH AVENUE	10.21
			200015618321		ELECTRICITY/600 NE 7TH AVE	102.40
			200015685833		ELECTRICITY/287 SE CABOT DR SWRF	65.09
			200017255619		ELECTRICITY/690 SW HELLER RD WTF	319.48
			200017441482		ELECTRICITY/CITY BEACH PARK	573.99
			200017575347		ELECTRICITY/1367 NW CROSBY AVE S	49.31
			200017653656		ELECTRICITY/3300 OLD GOLDIE RD PL	146.26
			200017654415		ELECTRICITY/1000 SW THORNBERRY I	176.40
			200017853025		ELECTRICITY/2081 NE 9TH AVE SWRP	11.37
			200017968427		ELECTRICITY/POLICE STATION	1,095.68
			200019043344		ELECTRICITY/90 SE PIONEER WAY LIG	24.25
			200019500517		ELECTRICITY/1137 NW KATHLEEN DR I	27.59
			200020179194		ELECTRICITY/626 CHRISTIAN RD	35.03
			200020235012		ELECTRICITY/SENIOR CENTER	543.07
			200020308330		ELECTRICITY/KITEST	10.22
			200022441113		ELECTRICITY/980 SW MCCROHAN ST I	36.71
			200022988147		ELECTRICITY/TRAILER PK S END	27.52
			200023231067		ELECTRICITY/945 E WHIDBEY AVE #B	30.26
			200023360569		ELECTRICITY/700 W HELLER RD TRAFI	35.99

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166720	6/1/2016	0000743 PUGET SOUND ENERGY	(Continued)			
			200024715845		ELECTRICITY/1285 NE TAFTSTON ST L	30.63
			200025075157		ELECTRICITY/33500 STATE ROUTE 20	185.47
			220000598098		ELECTRICITY/ANIMAL SHELTER	233.46
			220002244337		ELECTRICITY/END OF GUN CLUB ROA	64.16
			220002247165		ELECTRICITY/SW FARIWAY POINT DR	13.58
			220003651407		ELECTRICITY/101	727.87
			220003735804		ELECTRICITY/275 SE PIONEER WAY	831.70
			220005593946		ELECTRICITY/1770 NE GOLDIE ST PUM	18.16
			220005790955		ELECTRICITY/301 SE PIONEER WAY	181.43
			220007681624		ELECTRICITY/2900 N OAK HARBOR RD	25.13
			300000005003		ELECTRICITY/PARKS	397.65
			300000007421		ELECTRICITY/STREET LIGHTS	52.64
			300000007421		ELECTRICITY/STREET LIGHTS	13,837.02
			300000009906		ELECTRICITY/PARKS	63.82
			300000010409		ELECTRICITY/PARKS	63.71
			300000010458		ELECTRICITY/STREET LIGHTS	111.68
			300000010516		ELECTRICITY/STREET LIGHTS	74.57
			500000365527		DAMAGE CLAIM	3,222.84
					Total :	39,609.55
166721	6/1/2016	0002997 QUINTON DESIGN & ELECTRICAL	2724		COPIER UPGRADE	214.14
					Total :	214.14
166722	6/1/2016	0007885 REDNECK PROPERTIES, LLC	053116		PARKING LOT RENTAL	1,650.00
					Total :	1,650.00
166723	6/1/2016	0008230 RESOURCE RENEWAL, INC	16-013		SLEEPER ROAD REFORESTATION	1,535.00
					Total :	1,535.00
166724	6/1/2016	0007624 RIKER, MELISSA	051316		PAYMENT AUTHORIZATION	4,173.75
					Total :	4,173.75
166725	6/1/2016	0003024 ROBBINS, EPHRAIM	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
					Total :	40.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166726	6/1/2016	0008212 RODGERS, RICH	EXP REIMB		EXP REIMB	28.10
Total :						28.10
166727	6/1/2016	0006727 ROMAINE ELECTRIC	1-080915 1-081120		REGULATOR REGULATOR	61.09 46.51
Total :						107.60
166728	6/1/2016	0002672 ROOTX	44979		SQUARE JARS	433.00
Total :						433.00
166729	6/1/2016	0000781 SAFEWAY	434340 806665		GROCERIES GROCERIES	39.18 7.00
Total :						46.18
166730	6/1/2016	0005967 SEATTLE AUTOMOTIVE DIST	S6-948275		TENSIONER	60.55
Total :						60.55
166731	6/1/2016	0007800 SEBRIS BUSTO JAMES	60267		PROF SVC/BARGAINING	84.00
Total :						84.00
166732	6/1/2016	0005085 SEVERNS, ROBERT	TRAVEL ADVANCE		TRAVEL ADVANCE	134.00
Total :						134.00
166733	6/1/2016	0000816 SHELL FLEET PLUS	0000000065163545605		FUEL	47.91
Total :						47.91
166734	6/1/2016	0000830 SIRENNET.COM	0200855-IN		POWER INPUT CABLE/CONTROL CABL	251.10
Total :						251.10
166735	6/1/2016	0000831 SIX ROBBLEES', INC	14-322613 14-323395		NON CHLORINATED BRAKE GOVERNOR D-2/PURGE VALVE ASS	106.44 147.77
Total :						254.21
166736	6/1/2016	0000814 SKAGIT FARMERS SUPPLY	449448 449808 449882 449896		SPREADER/HERBICIDE GLOVES/BOOTS HERBICIDE HERBICIDE	160.84 41.27 65.21 260.84

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166736	6/1/2016	0000814 0000814 SKAGIT FARMERS SUPPLY	(Continued)			Total : 528.16
166737	6/1/2016	0000853 SKAGIT RIVER STEEL & RECYCLING	64318		PIPE	18.99
						Total : 18.99
166738	6/1/2016	0007890 SMARSH, INC	INV00153733		APR 2016 ARCHIVING PLATFORM	225.00
						Total : 225.00
166739	6/1/2016	0008138 SOULE, PATRICIA	EXP REIMB		MOVING EXPENSES	5,640.23
						Total : 5,640.23
166740	6/1/2016	0000846 SOUND PUBLISHING	7638641 7680247 WCW697871 WCW697898 WCW698592		OCT 2015/PUBLICATIONS-ACCT#80125 APR 2016/PUBLICATIONS-ACCT#80125 CITY ORDINANCES CITY NOTICES CITY NOTICES	1,105.06 720.80 33.64 135.81 58.56
						Total : 2,053.87
166741	6/1/2016	0007992 SPOHN, BARBARA	TRAVEL REIMB		TRAVEL REIMB	75.00
						Total : 75.00
166742	6/1/2016	0007203 STANFORD, TRAVIS	051816 051816A		WELLNESS INCENTIVE WELLNESS INCENTIVE	20.00 20.00
						Total : 40.00
166743	6/1/2016	0003883 STAPLES BUSINESS ADVANTAGE	3298593201 3299727477 3299727479 3300302654 3301450894 3302070965 3302070966 3302070967 3302070968		STAMP COAT TREE HP 950XL HYBLK MONITOR RISER FOLDERS/SCISSORS PENS/HIGHLIGHTERS/TABS/FOLDERS TONER/POST-ITS CABLES COFFEE	21.31 84.78 105.43 78.25 39.93 43.44 165.30 37.15 39.96
						Total : 615.55
166744	6/1/2016	0000980 STEVENS, AMY	EXP REIMB		EXP REIMB	12.99

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166744	6/1/2016	0000980 0000980 STEVENS, AMY			(Continued)	Total : 12.99
166745	6/1/2016	0005786 STOWES SHOES & CLOTHING	0011409		BOOTS/BAILEY	165.96
						Total : 165.96
166746	6/1/2016	0000874 SURETY PEST CONTROL	1102869		PEST EXTERMINATION	30.44
			1102872		PEST EXTERMINATION	43.48
			1102873		PEST EXTERMINATION	38.05
			1102875		PEST EXTERMINATION	43.48
			1102879		PEST EXTERMINATION	32.61
			1102887		PEST EXTERMINATION	30.44
			1107440		PEST EXTERMINATION	391.32
			1108875		PEST EXTERMINATION	54.35
			1109148		PEST EXTERMINATION	59.79
						Total : 723.96
166747	6/1/2016	0008154 TESCH, NICOLE	EXP REIMB		EXP REIMB	19.99
						Total : 19.99
166748	6/1/2016	0007265 THOMPSON, ANNA	EXP REIMB		EXP REIMB	32.71
			TRAVEL ADVANCE		TRAVEL ADVANCE	40.25
						Total : 72.96
166749	6/1/2016	0007568 THYSSENKRUPP ELEVATOR CORP	6000193656		ELEVATOR REPAIR MATERIALS	2,894.14
						Total : 2,894.14
166750	6/1/2016	0004847 TULL, NANCY	1		TRAVEL REFUND	55.00
						Total : 55.00
166751	6/1/2016	0000287 TYLER TECHNOLOGIES, INC	045-158672		FINANCIALS CONVERSION	1,500.00
			045-159062		CASHIERING SUPPORT	4,402.35
						Total : 5,902.35
166752	6/1/2016	0000923 UNITED PARCEL SERVICE	0000A0182W196		SHIPPING	71.88
			0000A0182W206		SHIPPING	-2.53
						Total : 69.35
166753	6/1/2016	0000922 UNUM LIFE INSURANCE COMPANY	051816		LONG TERM CARE	338.12

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166753	6/1/2016	0000922 0000922 UNUM LIFE INSURANCE COMPANY	(Continued)			Total : 338.12
166754	6/1/2016	0004903 US BANK	4485591001332901		CREDIT CARD PURCHASES	3,140.30
						Total : 3,140.30
166755	6/1/2016	0004903 US BANK	4485591000646855		CREDIT CARD PURCHASES	1,098.32
						Total : 1,098.32
166756	6/1/2016	0008167 US BANK AND HOFFMAN CONST	242213000		RETAINAGE-ACCOUNT 242213000	86,758.93
						Total : 86,758.93
166757	6/1/2016	0006156 US POSTAL SERVICE - HASLER	051916		POSTAGE/#182677	3,000.00
						Total : 3,000.00
166758	6/1/2016	0000926 USABLUBOOK	939082		ADAPTERS	91.25
						Total : 91.25
166759	6/1/2016	0000934 UTILITIES UNDERGROUND LOCATION	6040176		APR 2016 LOCATES	86.24
						Total : 86.24
166760	6/1/2016	0000937 VALLEY FREIGHTLINER, INC	2261060003		SERIES 60 EGR WORKSHO	198.24
						Total : 198.24
166761	6/1/2016	0007116 VAN WINGERDEN GREENHOUSES, INC	120106		HANGING BASKETS	3,695.80
						Total : 3,695.80
166762	6/1/2016	0000932 VERIZON WIRELESS	9765085870		CURRENT COMM CHARGES	4,991.30
						Total : 4,991.30
166763	6/1/2016	0007940 VON GREY, PETER	EXP REIMB		EXP REIMB	12.00
						Total : 12.00
166764	6/1/2016	0007388 WALSTAD, TIM	051816		WELLNESS INCENTIVE	20.00
						Total : 20.00
166765	6/1/2016	0001056 WASHINGTON IRON WORKS, INC	2583		DOCK PILE BRACKETS	3,440.36
						Total : 3,440.36
166766	6/1/2016	0001052 WASHINGTON STATE PATROL	00060734		MARATHON TRAFFIC CONTROL	871.09

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166766	6/1/2016	0001052 WASHINGTON STATE PATROL	(Continued) I16007717		BACKGROUND CHECKS	580.50
Total :						1,451.59
166767	6/1/2016	0005870 WEST COAST FIRE & RESCUE	6484		CARBURETOR	70.66
Total :						70.66
166768	6/1/2016	0000995 WEST, GARY	EXP REIMB		EXP REIMB	312.00
Total :						312.00
166769	6/1/2016	0007094 WESTERN EQUIPMENT DIST, INC	8002102-00		BLADE SETS	249.26
Total :						249.26
166770	6/1/2016	0001039 WESTERN PETERBILT, INC	E233666 E233746 E233751 E236758 S877608 S877656 S877977 S878432 S882572 SE42119		HOSE COOLER COOLER GASKET VALVE SWITCHES REGULATOR CYLINDER RADIATOR CAP WARRANTY CREDIT	43.91 1,352.37 -1,217.13 14.88 221.30 74.40 411.53 395.66 20.26 -534.27
Total :						782.91
166771	6/1/2016	0003067 WHIDBEY ANIMALS' IMPROVEMENT	1293		APR 2016 ANIMAL SHELTER	8,500.00
Total :						8,500.00
166772	6/1/2016	0001000 WHIDBEY AUTO PARTS, INC.	283578 283602 283735 283784 284088 284183 284366 284371 284429		ACETYLENE/TIP CLEANER KIT OXYGEN OXYGEN/FLINTS SPRING BRAKE SPARK PLUG OXYGEN IMPACT SOCKET SET ACETYLENE/LIGHTER IMPACT SOCKET SET	72.09 29.89 33.07 328.12 3.21 29.89 10.26 69.48 281.83

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
166772	6/1/2016	0001000 WHIDBEY AUTO PARTS, INC.	(Continued) 284473 284956		OXYGEN ACETYLENE	29.89 65.76 Total : 953.49
166773	6/1/2016	0000675 WHIDBEY COMMUNITY PHYSICIANS	041216 042616 042816		PHYSICAL/BOER PHYSICAL/BEBEE PHYSICAL/PLACE	150.00 150.00 150.00 Total : 450.00
166774	6/1/2016	0001017 WHIDBEY PRINTERS	48496		BUSINESS CARDS/PADRTA	59.79 Total : 59.79
166775	6/1/2016	0007078 WHIDBEY SIGN COMPANY	15277		SIGNS	565.24 Total : 565.24
166776	6/1/2016	0007510 WHIDBEY TECH SOLUTIONS	61693		WIFI TROUBLESHOOTING	138.59 Total : 138.59
166777	6/1/2016	0001010 WHIDBEY TELECOM	3984355 3987215		CURRENT NET CHARGES FIRE ALARM MONITORING	41.45 65.23 Total : 106.68
166778	6/1/2016	0008234 WICKLAND, DAVE	1725		MOORAGE REFUND	55.00 Total : 55.00
166779	6/1/2016	0004961 WOODWARD, GREGORY	051816		WELLNESS INCENTIVE	20.00 Total : 20.00
166780	6/1/2016	0001061 XEROX CORPORATION	084488216 701962475		APR 2016 COPIER RENTAL MAR 2016 COPIER RENTAL	526.71 3,761.47 Total : 4,288.18
166781	6/1/2016	0001061 XEROX CORPORATION	BL-002131		BUSINESS LICENSE PENALTY REFUND	38.50 Total : 38.50
228 Vouchers for bank code : bank						Bank total : 3,268,999.35

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
228	Vouchers in this report					Total vouchers :	3,268,999.35

City of Oak Harbor
City Council Agenda Bill

Bill No. C/A 4.c
Date: June 7, 2016
Subject: Ordinance No. 1770
International Building Code and
Ordinance No. 1771
International Fire Code

FROM: Steve Powers, Development Services Director

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Conduct public hearing.

Adopt Ordinances 1770 and 1771 adopting the 2015 Building and Fire Codes.

BACKGROUND / SUMMARY INFORMATION

This agenda bill proposes to amend the City's Building and Fire Codes to adopt the 2015 International Building Code; 2015 International Residential Code; 2015 International Existing Building Code; 2015 International Mechanical Code; 2015 Uniform Plumbing Code; 2015 International Energy Conservation Code, Residential; 2015 International Energy Conservation Code, Commercial; 2015 International Property Maintenance Code; and the 2015 International Fire Code as amended, regulated and approved by the Washington State Building Code Council on November 13, 2015 with added local amendments reflecting City conditions.

With the exception of the property maintenance code, the City currently uses the 2012 editions of the model codes as adopted by the Washington State Building Code Council. Washington State, like the rest of the country, is on a triennial code adoption cycle and it adopts primarily the "International" family of codes as published by the International Code Council (ICC). The State, also adopts the Uniform Plumbing Code (as published by the International Association of Plumbing and Mechanical Officials - IAPMO) and the National Electrical Code (as published by the National Fire Protection Association - NFPA). In preparation for publication; each code-writing authority (i.e. ICC, IAPMO, and NFPA) holds hearings, takes testimony and votes upon any additions, deletions or revisions considered for the codes during a period of time that extends over many months and which takes place in various locations covering the entire nation.

Effective for local adoption on each July 1st of each three-year code cycle, the Washington State Building

Code Council sets forth under RCW 19.27 the adopted codes with amendments where it was desired to accommodate various conditions found in the built-environment within the State. Cities and counties are provided with the responsibility for adopting and enforcing these codes. Accordingly, cities and counties may also make amendments to the State-adopted codes given the provision that the amendment is in no way less restrictive in the requirements and effectiveness of the code. Listed below is a summary of some of the more significant changes from the 2012 code editions to the soon to be effective 2015 editions:

- 2015 International Building Code; (IBC) one of the most significant changes pertains to the deletion of Chapter 34 – Existing Buildings. Requirements for Existing Buildings will now be found in the new 2015 International Existing Building Code (an amendment to the Oak Harbor Municipal Code is also provided in the attached Ordinance to reflect and effectuate the change). Chapter 10 – Means of Egress has also been completely reorganized. Once design professionals and code officials become familiar with the reorganization, it is anticipated that administration of the chapter will become overall much easier. Lastly, and although not a change from the last code cycle, it is noted that through the adoption of the 2015 IBC that ICC A117.1-2009, Accessible and Useable Buildings and Facilities, is adopted by reference. Rather than the Americans with Disabilities Act (ADA) Standards (which is a federal guideline enforceable through a civil process), the A117.1 provides Oak Harbor and other communities with the means of accommodating the local disabled community within the built-environment.
- 2015 International Residential Code; (IRC) requirements apply to detached one- and two-family dwellings, multiple single-family townhomes, live-work units, apartment houses, assisted living facilities, convalescent facilities, group homes and similar buildings that are three stories or less in height. The 2015 IRC is encouraging innovation. As such, a wide range of alternative means and measures are allowed to be proposed by designers and contractors with the caveat that the building official finds that the proposed materials and/or methods are at least the equivalent of that prescribed by the code. The tiny house industry has also emerged and is securing its place in the market place. In an effort to accommodate these “tiny” structures, the new IRC has deleted the former 120 square-foot minimum habitable area requirement for a residential unit.
- 2015 International Existing Building Code; (IEBC) Although not new to the “International” family of codes, the use of the IEBC will be new to Washington. As stated above, its use is the result of the deletion of Chapter 34 – Existing Buildings, from the 2015 IBC. Through the IEBC, a design professional is allowed to select a “path” for compliance that may best fit their project when it involves an addition, alteration, relocation or change of use or occupancy to an existing, previously-occupied building. The designer may use a prescriptive (compliance with IEBC Chapter 4 and the International Fire Code requirements), work area (compliance with Chapters 5-13 for the level of the work to be performed), or performance (compliance with Chapter 14 - i.e. alterations will be no less complying than the existing building was required to be), based approach. It will be interesting to watch and understand the methods as chosen by the project teams.
- 2015 International Mechanical Code; (IMC) As the IECC continues to “ramp-up” energy efficiency and make the places where we live and work more “air-tight,” the IMC continues to address exhaust and ventilation systems related to ventilating “off-gases” from our interior environments especially within residential dwellings. The definition of whole house ventilation systems has been revised and newly accepted methods for exhausting other equipment and air has

been added. With the IMC, the adoption of the International Fuel Gas Code and the National Fuel Code are also incorporated into our codes by the Washington State Building Code Council by reference.

- 2015 Uniform Plumbing Code; (UPC) an amendment by the Washington State Building Code Council now requires the use of IBC Table 2902.1 for determination of the number of required plumbing fixtures in lieu of the previously required UPC Table 422.1. The change should provide for greater clarity and consistency given the Chapter 29 requirements are based on the same IBC occupant load calculation. One of the newer provisions in the State amendment contains information regarding water bottle filling stations. Filling stations may be either from a plumbing drinking fountain or from a water cooler. If located at a drinking fountain (or other permanent plumbing fixture) the station must be made accessible.
- 2015 International Energy Conservation Code, Residential; (IECC-R) the greatest impact of code changes relates to the goals in the Governor's Office mandate that has required an overall reduction in designed building energy consumption of 70%. The benchmarks required that the energy savings be achieved between the 2006 code requirements and the goal year of 2030.
- 2012 International Energy Conservation Code, Commercial; (IECC-C) The more significant changes include additional and more stringent use of daylighting (i.e. skylight and artificial light controls) systems and systems used to control lighting power and levels. Also, increased efficiency levels of computer room HVAC equipment and increased levels for hot water piping insulation requirements.
- 2015 International Property Maintenance Code; (IPMC) replaces the formerly adopted 2006 IPMC in the Oak Harbor Municipal Code. No significant changes have occurred with this code. The adoption is rather geared to remain current and internally consistent and in conformance with other provisions of the family of codes.
- 2015 International Fire Code; (IFC) Major changes to the 2015 IFC include a re-write of chapter 5 that removes height restrictions on pedestal / podium portions of buildings and the occupancy limitations in buildings incorporating a pedestal / podium design. This is seen as a benefit to residential developers and designers. Of particular note is a new secondary sprinkler water supply requirement for projects located in Seismic Zones C, D, E or F (Oak Harbor is located in the regional Seismic Zone D). Minor changes include revisions to smoke alarm detection systems and to the measurement of exit and exit access configuration. The Fire Code establishes the minimum regulations for fire prevention and fire protection systems using prescriptive and performance-related provisions. This 2015 edition is fully compatible with all the International Codes to be adopted by the City.

LEGAL AUTHORITY

The various codes contained herein are adopted by the Washington State Building Code Council pursuant to Chapter 19.27 and 70.92 RCW. Those codes are periodically updated by the Building Code Council. State law provides that unless amended by the City Council, the State Building Code shall be in effect in the City (RCW 19.27.031).

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

Draft 2015 International Building and Fire Codes were presented to the City Council at the May 25, 2016 workshop.

ATTACHMENTS

1. [Ordinance No. 1771 Fire Codes](#)
2. [Ordinance No. 1770 Building Codes](#)

ORDINANCE NO. 1771

AN ORDINANCE AMENDING TITLE 8 “FIRE” OF THE OAK HARBOR MUNICIPAL CODE TO ADOPT THE 2015 INTERNATIONAL FIRE CODE WITH SPECIFIC PROVISIONS APPLICABLE TO THE CITY OF OAK HARBOR.

WHEREAS, the City of Oak Harbor is authorized to adopt ordinances for the general welfare of its citizens; and

WHEREAS the Washington State Building Code Act requires local jurisdictions to enforce the State Building Code within its jurisdiction; and

WHEREAS, the Washington State Building Code Council has adopted amendments to the fire code to be effective July 1, 2016; and

WHEREAS, the City is further authorized to adopt and enforce fire codes and to adopt and amend provisions of the State building codes under Chapter 19.27 of the Revised Code of Washington; and

WHEREAS, the City Council deems adoption of this ordinance to be in the best interest of its citizens;

NOW, THEREFORE, the City Council of the City of Oak Harbor, Washington does hereby ordain as follows:

Section One. Oak Harbor Municipal Code Section 8.03.020, last adopted by §1 of Ordinance 1596 in 2010 is hereby amended to read as follows:

8.03.020 Applicability of the International Fire Code.

The most recent edition of the International Fire Code as adopted by the Washington State Building Code Council pursuant to Chapter 19.27 RCW and as amended herein shall be in effect in the city of Oak Harbor. A copy shall be filed in the office of the city clerk and is available for public inspection. The copy of codes on file may be placed by the city clerk in the custody of the office of the building official in order to make them more readily available for inspection and use by the general public.

Section Two. Oak Harbor Municipal Code Section 8.03.070, last adopted by §1 of Ordinance 1661 in 2013 is hereby amended to read as follows:

8.03.070 Amendments – Additions.

The following sections and appendix chapters of the International Fire Code as adopted in OHMC 8.03.020 are amended to read as follows:

- (1) Appendix chapters B, C, D, E, F, H, and J of the International Fire Code are hereby adopted.

- (2) Section 101.1 is hereby amended to read as follows:

101.1 Title. These regulations shall be known as the Fire Code of the City of Oak Harbor, hereinafter referred to as “this code.”

- (3) Section 103.1 is hereby amended to read as follows:

103.1 General. The Department of Fire Prevention, also known as the Oak Harbor Fire Department, is established within the City of Oak Harbor under the direction of the fire chief. The function of the department shall be the implementation, administration and enforcement of the provisions of this code.

- (4) Section 105.1.1 is hereby amended to read as follows:

105.1.1 Permits Required. Operational Permits as described in Section 105.1.2(1) as required by this code shall be obtained from the fire code official. Permit fees, if any, shall be as set forth in Section 8.06.010. Fees shall be paid prior to issuance of the permit. Construction Permits as described in Section 105.1.2(2) as required by this code shall be obtained from the fire code official. Permit fees, if any, shall be as set forth in Section 8.06.010, and shall be paid prior to issuance of the permit. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official.

- (5) Section 108.1 is hereby amended to read as follows:

108.1 Board of Appeals Established. All references to the term “Board of Appeal(s)” shall be deemed to mean the hearing examiner as per OHMC 18.40.180. Permits under this chapter shall be Type I review process as per OHMC 18.20.230. Appeals of decisions of applicable codes adopted under this chapter shall be to the hearing examiner.

- (6) The following definitions shall apply to the International Fire Code and supersede other definitions of the same term therein:

“Chief of the bureau of fire prevention” shall mean the person or persons who are assigned by the Chief of the Oak Harbor Fire Department to perform the duties of the fire marshal under the supervision of the chief of the Oak Harbor Fire Department. The Chief of the Oak Harbor Fire Department may appoint any career civil service member of the Oak Harbor Fire Department to fulfill any or all of the duties of the chief of the bureau of fire prevention, fire marshal, or fire code official.

“Jurisdiction” shall be referred to as the City of Oak Harbor.

“Appeal Board” shall refer to the hearing examiner as provided under OHMC Title 18.

- (7) Section 501.4 is hereby amended to read as follows:

501.4 Timing of Installation. When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to issuance of any building permit for the project, except grading permits, except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2.

(8) Section 503, Fire apparatus access roads, shall be provided and maintained in accordance with Sections 503.1.1 through 503.6 of the International Fire Code.

(9) Section 503.2.9 is hereby amended to read as follows:

503.2.9 Distance from Structures. Fire apparatus access roadways shall be a minimum of 5 feet away from the exterior wall of structures, or as otherwise required due to construction type.

(10) Section 503.7 is hereby added to read as follows:

503.7 Enforcement. Enforcement of Section 503.1.4 of the International Fire Code shall be the responsibility of the City Fire Department which shall have the authority to impound or otherwise cause such obstruction to be removed, and said remedies shall be in addition to the criminal penalties provided in the Oak Harbor Municipal Code.

(11) Section 507.5.1 is hereby amended to read as follows:

Section 507.5.1 Where Required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 150 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

EXCEPTIONS:

1. For Group R-3 and U occupancies, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, the distance requirement shall be 600 feet (183 m).

(12) Section 903.3.7 is hereby amended to read as follows:

903.3.7 Fire Department Connections. The location of fire department connections shall be approved by the fire code official. A fire department connection shall be located within 50 feet of a fire hydrant.

(13) Section 5601.1.3 is hereby amended to read as follows:

5601.1.3 Fireworks. The possession, manufacture, storage, sale, handling and use of fireworks are prohibited.

EXCEPTIONS:

1. The use of fireworks for display as allowed in section 5608.
2. The possession, storage, sale, handling and use of specific types of Division 1.4G fireworks where allowed by applicable laws, ordinances and regulation, provided such fireworks comply with CPSC 16 CFR, Parts 1500 and 1507, and DOTn 49 CFR, Parts 100-178, for consumer fireworks.

3. Manufacture of fireworks within the jurisdictional area is prohibited.
 4. Except as hereinafter provided, it shall be unlawful for any person to possess, store, or offer for sale, expose for sale, sell at retail, or use or explode any fireworks.
 - a) The fire code official shall have power to adopt reasonable rules and regulations for the granting of permits for supervised and public displays of fireworks by a jurisdiction, fair associations, amusement parks, and other organization or for the use of fireworks by artisans in pursuit of their trade. Every such use or display shall be handled by a competent operator approved by the fire code official and every operator shall have first obtained a State License pursuant to RCW 70.77.305. The display shall be of such character and so located, discharged or fired as in the opinion of the fire code official after proper investigation so as not to be hazardous to property or endanger any person.
 - b) The fire code official shall make a recommendation to the City Council concerning the issuance of permits for the sale of fireworks to persons, corporations, or organizations, after investigation and his/her determination that the location where the fireworks are to be sold is not hazardous to property or endangers any person and that the persons in charge of selling the fireworks are competent and trained to handle such fireworks. No person under the age of 18 shall be employed by the permittee in connection with such sale.
 - c) The provisions of Oak Harbor Municipal Code Chapter 5.32 shall remain in full force and effect and nothing herein shall be construed as repealing the same.
 5. Applications for permits shall be made in writing at least 10 days in advance of the date of the display in a manner prescribed by the fire code official. After such privilege shall be granted, sale, possession, use and distribution of fireworks for such display shall be lawful for that purpose only. No permit granted hereunder shall be transferable.
 6. Fireworks may be sold, purchased, issued, fired, or discharged in the City, except as provided in Paragraphs (11), (12), (13) and (14) below, as follows:
 - a) It is legal to sell and purchase consumer fireworks within the City from twelve o'clock noon to eleven o'clock p.m. on the twenty-eighth of June, from nine o'clock a.m. to eleven o'clock p.m. on each day from the twenty-ninth of June through the fourth of July, from nine o'clock a.m. to nine o'clock p.m. on the fifth of July, from twelve o'clock noon to eleven o'clock p.m. on each day from the twenty-seventh of December through the thirty-first of December each year, and as provided in RCW 70.77.311.
 - b) Consumer fireworks may be used or discharged each day between the hours of twelve o'clock noon and eleven o'clock p.m. on the twenty-eighth of June and between the hours of nine o'clock a.m. and eleven o'clock p.m. on the twenty-ninth of June to the third of July, and on July Fourth between the hours of nine o'clock a.m. and twelve o'clock midnight, and between the hours of nine o'clock a.m. and eleven o'clock p.m. on July fifth, and from six o'clock p.m. on December thirty-first until one o'clock a.m. on January first of the subsequent year, and as provided in RCW 70.77.311.
- Nothing in this ordinance shall be construed as modifying, repealing or in any way affecting the ordinance regulating noise or nuisance.
7. Approved "No Smoking" signs shall be posted at conspicuous locations on all four sides of the fireworks stand or structure and such other places as may be designated by the inspecting authority. Each sign shall have the words "NO SMOKING BY ORDER OF THE FIRE MARSHAL" in red letters not less than two inches in height on white background. All signs shall be maintained in a legible condition.

8. Smoking and the discharge of fireworks shall be prohibited within 25 feet of any building or stand in which fireworks are sold at retail or stored after hours.

9. Each retail fireworks location shall have at least two water-type extinguishers of at least two and one-half gallon capacity.

10. There shall be no accumulation of dry grass, paper, cardboard, trash, lumber or other combustibles within 100 feet of any retail fireworks outlet.

11. Temporary structures or stands used for the retail sale of fireworks shall be removed from the premises within one week after the sale of such fireworks ends as regulated by RCW 70.77.311. Any such stand or structure remaining beyond one week may be removed by the regulating authority at the expense of the permittee or owner.

12. Fireworks shall not be sold or given to minor children under the age of sixteen.

13. It shall be unlawful to use, fire, or discharge any fireworks along the route of and during any parade or at any place of public assembly or in any commercial use district.

14. It shall be unlawful at any time to throw or toss any fireworks at any person, animal, vehicle or other thing or object.

(14) Section 5601.2.3 is hereby amended to read as follows:

5601.2.3 Permit Restrictions. The fire code official is authorized to limit the quantity of explosives, explosive materials permitted at a given location. Permit restrictions for fireworks shall be as described in section 5601.2.3 No person, possessing a permit for storage of explosives at any place, shall keep or store an amount greater than authorized in such permit. Only the kind of explosive specified in such permit shall be kept or stored.

(15) Section 6104.2 is hereby amended to read as follows:

6104.2 Maximum Capacity within Established Limits. Within the limits established by law restricting the storage of liquefied petroleum gas for the protection of heavily populated or congested areas, the aggregate capacity of any one installation shall not exceed a water capacity of 2,000 gallons in all areas within the City of Oak Harbor except as zoned industrial.

EXCEPTION: In particular installations, this capacity limit shall be determined by the fire code official, after consideration of special features such as topographical conditions.

Section Three. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section Four. Effective Date. This Ordinance shall be in full force and effect five days after publishing.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____
2016.

Robert Severns, Mayor

Date

Attest:

Anna Thompson, City Clerk

Approved as to Form:

Nikki Esparza, City Attorney

Published: _____

ORDINANCE NO. 1770

AN ORDINANCE AMENDING TITLE 17 “BUILDINGS” OF THE OAK HARBOR MUNICIPAL CODE TO ADOPT THE 2015 INTERNATIONAL BUILDING CODES WITH SPECIFIC PROVISIONS APPLICABLE TO THE CITY OF OAK HARBOR.

WHEREAS, the City of Oak Harbor is authorized to adopt ordinances for the general welfare of its citizens; and

WHEREAS the Washington State Building Code Act requires local jurisdictions to enforce the State Building Code within its jurisdiction; and

WHEREAS, the Washington State Building Code Council has adopted amendments to the building codes to be effective July 1, 2016; and

WHEREAS, the City is further authorized to adopt and enforce building codes and to adopt and amend provisions of the State building codes under Chapter 19.27 of the Revised Code of Washington; and

WHEREAS, the City Council deems adoption of this ordinance to be in the best interest of its citizens;

NOW, THEREFORE, the City Council of the City of Oak Harbor, Washington does hereby ordain as follows:

Section One. The table of contents of Title 17 of the Oak Harbor Municipal Code is hereby amended to read as follows for the following chapters:

**Title 17
BUILDINGS**

Chapters:

- 17.05 International Building Code**
- 17.06 International Residential Code**
- 17.08 International Existing Building Code**
- 17.10 International Mechanical Code**
- 17.12 Uniform Plumbing Code**
- 17.15 International Energy Conservation Code, Residential Provisions**
- 17.16 International Energy Conservation Code, Commercial Provisions**
- 17.20 Flood Damage Prevention**
- 17.22 International Property Maintenance Code**
- 17.24 Sidewalks, Curbs and Gutters Installation**
- 17.30 Noise Attenuation Standards**
- 17.40 Survey Monuments**

Section Two. Oak Harbor Municipal Code Section 17.05.015, last adopted by §2 of Ordinance 1660 in 2013 is hereby amended to read as follows:

17.05.015 Applicability of the International Building Code.

The most recent edition of the International Building Code as adopted by the Washington State Building Code Council under the provisions of Chapter 19.27 RCW and as amended herein is in effect as the city's building code. A copy shall be filed in the office of the city clerk for examination by the public. The copy of codes on file may be placed by the city clerk in the custody of the office of the building official in order to make them more readily available for inspection and use by the general public.

Section Three. Oak Harbor Municipal Code Section 17.05.060, last adopted by §4 of Ordinance 1660 in 2013 is hereby amended to read as follows:

17.05.060 Amendments – Additions.

The following sections and appendix chapters of the International Building Code as adopted in OHMC 17.05.015 are amended to read as follows:

(1) Appendix chapters F, G, I and J of the International Building Code are hereby adopted.

(2) Section 101.1 is hereby amended to read as follows:

101.1 Title. These regulations shall be known as the Building Code of the City of Oak Harbor, Washington hereinafter referred to as "this code".

(3) Section 101.4.3 is hereby amended to read as follows:

101.4.3 Plumbing. The provisions of the City of Oak Harbor Plumbing Code as adopted by the Oak Harbor Municipal Code Chapter 17.12 shall apply to the installation, alteration, repair and replacement of plumbing systems, including equipment, appliances, fixtures, fittings and appurtenances, and where connected to a water or sewage system and all aspects of medical gas system. The provisions of the State of Washington requirements for private sewage disposal shall apply to private sewage disposal systems.

(4) Section 101.4.4 is hereby amended to read as follows:

101.4.4 Property Maintenance. The provisions of the City of Oak Harbor Property Maintenance Code as adopted by Oak Harbor Municipal Code Chapter 17.22 shall apply to existing structures and premises; equipment and facilities; light, ventilation, space heating, sanitation, life and fire safety hazards, responsibilities of owners, operators and occupants; and occupancy of existing premises and structures.

(5) Section 101.4.6 is hereby amended to read as follows:

101.4.6 Energy. The provisions of the International Energy Conservation Code, Residential and the International Energy Conservation Code, Commercial as adopted by Oak Harbor Municipal Code Chapter 17.15 and Chapter 17.16 shall apply to all matters governing the design and construction of buildings for energy efficiency.

(6) Section 101.4.7 is hereby added to read as follows:

101.4.7 Electrical. The provisions of the National Electrical Code as set forth in the Washington Administrative Code Chapter 296-46B as regulated and enforced by State of Washington Labor & Industries, Electrical Division shall apply to the installation of electrical systems, including alterations repairs, replacement, equipment, appliances, fixtures, fittings and appurtenances thereto.

(7) Section 101.4.8 is hereby added to read as follows:

101.4.8 Existing Buildings. The provisions of the International Existing Building Code, as adopted by Oak Harbor Municipal Code Chapter 17.08 shall apply to all matters governing the repair, alteration, change of occupancy, addition to and relocation of existing buildings.

(8) Section 105.2 is hereby amended to read as follows:

105.2 Work exempt from permit. Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

Building:

1. One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet (11 m²).
2. Fences not over 7 feet (1829 mm) high.
3. Oil derricks.
4. Retaining walls that are not over 4 feet (1219 mm) in height measured from the bottom of the footing to the top of the wall (provided the wall is set back from any adjacent property lines or structures a distance at least equal to the height of the wall and the material retained slopes 1 vertical to 2 horizontal (or less) up and away from the wall), unless supporting a surcharge or impounding Class I, II or IIIA liquids.
5. Water tanks supported directly on grade if the capacity does not exceed 5,000 gallons (18925 L) and the ratio of height to diameter or width is not greater than 2:1.
6. Sidewalks and driveways not more than 30 inches (762 mm) above adjacent grade, and not over any basement or story below and are not part of an accessible route.
7. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.
8. Temporary motion picture, television and theater stage sets and scenery.
9. Prefabricated swimming pools accessory to a Group R-3 occupancy that are less than 24 inches (610 mm) deep, do not exceed 5,000 gallons (18925 L) and are installed entirely above ground.
10. Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.
11. Swings and other playground equipment accessory to detached one- and two-

family dwellings.

12. Window awnings in group R-3 and U occupancies supported by an exterior wall that do not project more than 54 inches (1372 mm) from the exterior wall and do not require additional support.

13. Nonfixed and movable fixtures, cases, racks, counters and partitions not over 5 feet 9 inches (1753 mm) in height.

Electrical:

Repairs and maintenance: Minor repair work, including the replacement of lamps or the connection of approved portable electrical equipment to approved permanently installed receptacles.

Radio and television transmitting stations: The provisions of this code shall not apply to electrical equipment used for radio and television transmissions, but do apply to equipment and wiring for a power supply and the installations of towers and antennas.

Temporary testing systems: A permit shall not be required for the installation of any temporary system required for the testing or servicing of electrical equipment or apparatus.

Gas:

1. Portable heating appliance.
2. Replacement of any minor part that does not alter approval of equipment or make such equipment unsafe.

Mechanical:

1. Portable heating appliance.
2. Portable ventilation equipment.
3. Portable cooling unit.
4. Steam, hot or chilled water piping within any heating or cooling equipment regulated by this code.
5. Replacement of any part that does not alter its approval or make it unsafe.
6. Portable evaporative cooler.
7. Self-contained refrigeration system containing 10 pounds (5 kg) or less of refrigerant and actuated by motors of 1 horsepower (746 W) or less.

Plumbing:

1. The stopping of leaks in drains, water, soil, waste or vent pipe, provided, however, that if any concealed trap, drain pipe, water, soil, waste or vent pipe becomes defective and it becomes necessary to remove and replace the same with new material, such work shall be considered as new work and a permit shall be obtained and inspection made as provided in this code.

2. The clearing of stoppages or the repairing of leaks in pipes, valves or fixtures and the removal and reinstallation of water closets, provided such repairs do not involve or require the replacement or rearrangement of valves, pipes or fixtures.

(9) Section 105.3.1.1 is hereby added to read as follows:

105.3.1.1 Prerequisites for Issuance of Permit.

The Building Official shall determine whether the following requirements have been met prior to issuance of a permit:

1. Any requirements or regulations imposed on a project as a condition of a land use approval process;
2. Any requirements or regulations imposed on a project as a condition of the site civil process;
3. Any transportation, school, parks or other mitigation or impact fees are paid as adopted by Oak Harbor Municipal Code Sections 11.32 or 19.48 respectively;
4. Approval of Design Review as required by Oak Harbor Municipal Code for Design Guidelines and Regulation as required by Title 19.
5. Compliance with the State Environmental Policy Act, as adopted by Oak Harbor Municipal Code Title 20.
6. Compliance with the Flood Management requirements as adopted by Oak Harbor Municipal Code Title 11 and Title 20.
7. Compliance with environmentally Critical Areas Protection requirements as required by Oak Harbor Municipal Code Title 20.

(10) Section 107.1 is hereby amended to read as follows:

107.1 General. Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed. Where special conditions exist, the building official is authorized to require additional construction documents to be prepared by a registered design professional. All plans for construction, erection, enlargement, alteration or repairs of building or structures 4,000 square feet or over shall be designed, prepared and stamped by an architect or engineer licensed by the state of Washington.

Exception: The building official is authorized to waive the submission of construction documents and other data not required to be prepared by a registered design professional if it is found that the nature of the work applied for is such that review of construction documents is not necessary to obtain compliance with this code.

(11) Section 109.3 is hereby amended to read as follows:

109.3 Building permits valuations. The applicant for a permit shall provide an estimated permit value at time of application. Permit valuations shall include total value of work, including materials and labor, for which the permit is being issued, such as electrical, gas, mechanical, plumbing equipment and permanent systems. If, in the opinion of the building official, the valuation is underestimated on the application, the permit shall be denied, unless the applicant can show detailed estimates to meet the approval of the building

official. Final building permit valuation shall be set by the building official. The valuation for commonly built structures shall be determined by the most current issue of the Building Safety Journal, which offers square foot construction costs table as published by the International Code Council, adopted herein by reference.

- (12) Section 109.6 is hereby amended to read as follows:

109.6 Refunds. The building official is authorized to establish a refund policy. The building official may authorize refunding of any fee paid hereunder which was erroneously paid or collected. The building official may authorize refunding of not more than 80 percent of the permit fee paid when no work has been done under a permit issued in accordance with this code. The building official may authorize refunding of not more than 80 percent of the plan review fee paid when an application for a permit for which a plan review has been paid is withdrawn or canceled before any plan reviewing is done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 180 days after the date of fee payment.

- (13) Section 111.5 is hereby added to read as follows:

111.5 Violation of requirements for certificate of occupancy. The City Council affirms that the issuance of any certificate of occupancy is of vital importance in the safeguarding of life safety, property safety and health of occupants of any structure; and further, that the enforcement of all city development regulations is of vital importance to the city's economic vitality and the public good. Any person allowing a building to be occupied without a certificate of occupancy first being issued as required by this Chapter shall be subject to the civil penalty provisions of the Oak Harbor Municipal Code Section 17.05.090.

- (14) Section 113 is hereby amended to read as follows:

113.1 Board of Appeals. All references to the term "board of Appeal(s)" shall deem to mean the Hearing Examiner as per OHMC 18.40.180. Permits under this chapter shall be Type I review process as per OHMC 18.20.230. Appeals of decisions of applicable codes adopted under this chapter shall be to the hearing examiner.

- (15) Section 202 is hereby amended to read as follows:

GRADE PLANE. A referenced plane representing the average of the finished ground level, adjoining the building at all exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 10 feet from the building between the structure and a point 10 feet from the building.

- (16) Section 3201.5 is hereby added to read as follows:

3201.5 Right-of-Way Permits. A permit is required for any construction, alteration, repair, move, demolish, replace, use or encroachment into the public right-of way as determined by the City Engineer.

- (17) Appendix Section J103.1 is hereby amended to read as follows:

J103.1 Permits Required. Except as exempted in Section J103.2, no grading shall be performed without first having obtained a permit therefor from the City Engineer. A grading permit does not include the construction of retaining walls or other structures.

(18) Appendix Section J104.3 is hereby amended to read as follows:

J104.3 Geotechnical report.

A geotechnical report prepared by a registered design professional shall be provided. The report shall contain the following:

1. The nature and distribution of existing soils;
2. Conclusions and recommendations for grading procedures;
3. Soil design criteria for any structures or embankments required to accomplish the proposed grading; and
4. Where necessary, slope stability studies, and recommendations and conclusions regarding site geology.

Exception; A geotechnical report is not required where the building code official or city engineer determines that the nature of the work applied for is such that a report is no necessary.

(19) Appendix J106.1 is hereby amended to read as follows:

J106.1 Maximum slope. The slope of cut surfaces shall be no steeper than is safe for the intended use, and shall be no steeper than 2 horizontal to 1 vertical (50 percent) unless the applicant furnishes a soils report justifying a steeper slope.

Exceptions:

1. A cut surface may be at a slope of 1.5 horizontal to 1 vertical (67 percent) provided that all the following are met:
 - 1.1 It is not intended to support structures or surcharges.
 - 1.2 It is adequately protected against erosion.
 - 1.3 It is no more than 8 feet (2438 mm) in height.
 - 1.4 It is approved by the city engineer.
 - 1.5 Ground water is not encountered.
2. A cut surface in bedrock shall be permitted to be at a slope of 1 horizontal to 1 vertical (100 percent).

(20) Appendix J108.3 is hereby amended to read as follows:

J108.3 Slope protection. Where required to protect adjacent properties at the toe of a slope from adverse effects of the grading, additional protection, approved by the city engineer, shall be included. Such protection may include but shall not be limited to:

1. Setbacks greater than those required by Figure J108.1.
2. Provisions for retaining walls or similar construction.

3. Erosion protection of the fill slopes.
4. Provision for the control of surface waters.

(21) Appendix J109.3 is hereby amended to read as follows:

J109.3 Interceptor Drains. Interceptor drains shall be installed along the top of cut slopes receiving drainage from a tributary width greater than 40 feet, measured horizontally. They shall have a minimum depth of 1 foot and a minimum width of 3 feet. The slope shall be approved by the city engineer, but shall not be less than 50 horizontal to 1 vertical. The drain shall be paved with concrete not less than 3 inches in thickness, or by other materials suitable to the application. Discharge from the drain shall be accomplished in a manner to prevent erosion and shall be approved by the city engineer.

Section Four. Oak Harbor Municipal Code Section 17.08 is hereby added to read as follows:

**Chapter 17.08
INTERNATIONAL EXISTING BUILDING CODE**

- 17.08.010 Title.
- 17.08.020 Applicability of the International Existing Building Code.
- 17.08.030 Administration and enforcement – Rules and regulations.
- 17.08.040 Administration and enforcement – Building official authority.
- 17.08.050 Notices.
- 17.08.060 Liability limitations.
- 17.08.070 Penalties.
- 17.08.080 Severability.
- 17.08.090 Hearing examiner to function as appeals board.

17.08.010 Title.

This chapter shall be known as the International Existing Building Code of the city of Oak Harbor.

17.08.020 Applicability of the International Existing Building Code.

The most recent edition of the International Existing Building Code published by the International Code Council as adopted by the Washington State Building Code Council under the provisions of Chapter 19.27 RCW and added herein is in effect in city of Oak Harbor. One copy of the document identified in this section shall be filed in the office of the city clerk for examination by the public. The copy of codes on file may be placed by the city clerk in the custody of the office of the building official in order to make them more readily available for inspection and use by the general public.

17.08.030 Administration and enforcement – Rules and regulations.

The city council may, upon notice and hearing, promulgate, adopt, and issue those rules and regulations necessary for the effective and efficient administration of this code.

17.08.040 Administration and enforcement – Building official authority.

The building official of the city shall be deemed to be the “building official” as defined in

the International Building Code. The International Existing Building Code shall be administered and enforced by the building official of the city.

17.08.050 Notices.

It is unlawful for any person to remove, mutilate, destroy or conceal any lawful notice issued or posted by the building official pursuant to the provisions of this code.

17.08.060 Liability limitations.

Nothing contained in this chapter or in the International Existing Building Code is intended to be, nor shall be, construed to create or form the basis for any liability on the part of the city or its officers, employees, or agents, for any injury or damage resulting from the failure of a building to conform to the provisions of the International Existing Building Code.

17.08.070 Penalties.

(1) It shall be unlawful for a person, firm or corporation to erect, construct, enlarge, alter, repair, move, improve, remove, convert or demolish, equip, use, occupy or maintain any building, structure or building service equipment or cause to permit the same to be done in violation of this chapter or the technical codes.

(2) Civil Violation. Except as provided in subsections (4) and (5) of this section, any violation of any of the provisions of this chapter or of the technical codes constitutes a Class 1 infraction as defined in Chapter 1.28 OHMC.

(3) Criminal Penalty. In addition to or as an alternative to any other penalty provided in this chapter or by law, any person who intentionally or knowingly violates any of the provisions of this chapter or the technical codes shall be guilty of a misdemeanor and upon conviction shall be punishable by a fine of up to \$1,000 or a jail sentence of up to 90 days in jail, or both such fine and jail time.

(4) Violations of Orders under This Chapter. Any person constructing, repairing, operating, maintaining, changing any occupancy, occupying or moving a building, structure, occupancy, or premises contrary to the provisions of this chapter or who continues to construct, repair, operate, maintain, change occupancy, occupy or move such building, structure occupancy or premises when ordered by the building official to desist from violating a provision or provisions of this chapter shall be guilty of a misdemeanor punishable by a fine of up to \$1,000 or jail sentence of up to 90 days, or both such fine and jail time.

(5) Separate Offense. Each day or portion thereof upon which a violation occurs constitutes a separate offense under subsections (1), (2), (3), (4) and (5) of this section.

(6) Destruction of Notice. It shall be unlawful for any person to remove, mutilate, destroy or conceal any notice issued and posted by the building official pursuant to the provisions of this chapter or the building code, which violations shall be a civil offense as described in subsection (2) of this section.

17.08.080 Severability.

Should any section, paragraph, sentence or word of this chapter or codes hereby adopted be declared for any reason to be invalid, it is the intent of the city council that it would have passed all other portions of this chapter and of the codes hereby adopted independent of the elimination herefrom of any such portions as may be declared invalid and accordingly such declaration of invalidity shall not affect the validity of this chapter as a whole nor any part hereof

other than the part so declared to be invalid.

17.08.090 Hearing examiner to function as appeals board.

All references to the term “board of appeal(s) shall deem to mean the hearing examiner as per OHMC 18.40.180. Permits under this chapter shall be Type I review process as per OHMC 18.20.230. Appeals of decisions of applicable codes adopted under this chapter shall be to the hearing examiner.

Section Five. Oak Harbor Municipal Code Chapter 17.22 table of contents heading last adopted by §17 of Ordinance 1514 in 2007 is hereby amended to read as follows for the following chapters:

**Chapter 17.22
INTERNATIONAL PROPERTY
MAINTENANCE CODE**

Section Six. Oak Harbor Municipal Code Chapter 17.22.020 last adopted by §12 of Ordinance 1660 in 2013 is hereby amended to read as follows:

17.22.020 Document adopted by reference.

The most recent edition of the International Property Maintenance Code published by the International Code Council as adopted by the Washington State Building Code Council under the provisions of Chapter 19.27 RCW is adopted by reference with the deletions, additions, and exceptions as set out in this chapter and shall be the city's property maintenance code. One copy of each document listed in this section shall be filed in the office of the city clerk for examination by the public. The copy of code on file may be placed by the city clerk in the custody of the office of the building official in order to make them more readily available for inspection and use by the general public.

Section Seven. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section Eight. Effective Date. This Ordinance shall be in full force and effect five days after publishing.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____ 2016.

Robert Severns, Mayor

Date

Attest:

Anna Thompson, City Clerk

Approved as to Form:

Nikki Esparza, City Attorney

Published: _____

City of Oak Harbor
City Council Agenda Bill

Bill No. C/A 4.d
Date: June 7, 2016
Subject: Appointment: Community Police
Advisory Board, Position 8 -
Sara Hackley

FROM: Mayor Severns

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Confirm the Mayoral appointment of Sara Hackley to serve an unexpired term in Position 8 on the Community Police Advisory Board (CAB) beginning June 7, 2016 and ending September 18, 2016.

BACKGROUND / SUMMARY INFORMATION

Mayor Severns appoints Sara Hackley to serve in Position 8 to fulfill an unexpired term beginning June 7, 2016 and ending September 18, 2016. This position became vacant after Ed Johnson resigned on November 18, 2015. Mr. Johnson was appointed on September 18, 2012.

Position 8 is a Business/Manager position located within City limits. Ms. Hackley meets the Position's qualifications as she is a real estate broker at Windermere Real Estate located at 32785 SR 20, Oak Harbor, WA.

LEGAL AUTHORITY

Oak Harbor Municipal Code (OHMC) 2.50.030.

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. [Biography](#)



Boards and Commissions Biography Form

Recommended Board Appointment for: Citizen Advisory Board- Police Department

Name: Sarah Hackley **Date:** 3/31/2016

Address: 871 Park Ave

City, State, Zip: Oak Harbor, Washington, 98277

Phone Number: 970-216-5241 **Email Address:** Sars359@aol.com

Mailing Address: *(if different from above)* Same

Resident of Oak Harbor City Limits? If yes, how long? Live outside of City Limits. October of 2015

Occupation and Place of Employment:

(if retired, reference previous occupation(s))

Before my husband and I relocated to beautiful Whidbey Island where I am now a Real Estate Broker for Windermere Real Estate, I served as a sworn Deputy and Detective with a large Sheriff's Department in New Mexico. During my tenure, I served in the field on patrol, on the Emergency Response Team, and as a Detective investigating special Victim's and Violent crimes. My unit would also assist with homicides and officer involved critical incidents. I am now very active in the Real Estate market for Whidbey Island

Local Group or Civic Affiliations:

As opportunities come up, I am anxious to volunteer and serve the community. Particularly activities involving the youth communities. I am also interested in becoming part of the Red Cross organization

Special Interests:

I greatly enjoy all of the outdoor activities Whidbey Island has to offer. Kayaking, hiking, and exploring the Island with my family are a few of My favorite things. I enjoy real estate and home improvement projects. Helping people is also a passion of mine.

Education and Other General Comments:

Bachelor's Degree in Criminology. Successful completion from nationally Accredited law enforcement academy, certification as a Law Enforcement Officer in the State of New Mexico. Advanced training in crisis intervention and negotiations. Extensive training in investigations. Licensed Real Estate Broker in the State of Washington.

City of Oak Harbor
City Council Agenda Bill

Bill No. 5.a.i
Date: June 7, 2016
Subject: Clean Water Facility Update by
City Staff

FROM: Engineering Department

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Review attached Report.

BACKGROUND / SUMMARY INFORMATION

Regular Council Meeting update on the Clean Water Facility Project as requested by City Council.

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. [CWF Report 6.07.2016](#)

City of Oak Harbor
**Clean Water
 Facility Project**



CITY COUNCIL PROJECT UPDATE – June 7, 2016

The following is a snapshot of project activities and milestones, as well as anticipated upcoming activities and risks being monitored for the Oak Harbor Clean Water Facility Project. These updates are provided to City Council on a bi-weekly basis.

RECENT ACTIVITIES AND MILESTONES (PREVIOUS TWO WEEKS)

- Site Preparation Package B (Deep Excavation)
 - Completed installation of tiebacks
 - Continued excavation activities
- Site Preparation Package C (Micropiles)
 - Completed micropile testing
 - Obtained building permit
 - Started installation of production piles
 - Installed Tower Crane
- Windjammer Park Integration Plan
 - Presented report to the City Council at the May 25 workshop
- Design
 - Review of the Process Building 90% documents has been completed.
 - Carollo continues work on the non-process facilities
- Public Works Family Fun Event
 - The project team participated in the Public Works Family Fun event at Windjammer Park on May 21

ANTICIPATED/UPCOMING ACTIVITIES AND MILESTONES (NEXT SIX WEEKS)

- Continue design process
- Site Preparation Package B and C
 - Continue Micropile installation
- Windjammer Park Integration Plan
 - Present preferred plan to City Council at the June 7 Council meeting.
- Deep Foundation Concrete
 - Begin concrete installation

CLEAN WATER FACILITY DESIGN STATUS

Item	Description	Progress %
Facility Design – Process Structures	Carollo Engineers is preparing the 100% design drawings for the process structures associated with the treatment plant.	90%
Facility Design – Biosolids Building	Design of the Biosolids building is at approximately 60%.	60%
Facility Design – Admin/Maintenance	Design of the Admin, Maintenance and Community room are at approximately 30%.	60%

CONSTRUCTION PACKAGE STATUS

Item	Description	Progress %
Site Preparation Package B	The design for the deep excavation package is complete. Construction has begun.	Completed
Site Preparation Package C	Preliminary work has begun on Site Preparation Package C. Work will include micro-piles in the bottom of the deep excavation and installation of a tower crane	Completed
Concrete Package	Design of the concrete structures for the Membrane Bioreactors and Aeration Basins has been completed. GMP #7 has been approved by Council.	Completed

PERMIT ACQUISITIONS STATUS

Pending Permits	Description
<ul style="list-style-type: none"> Foundation permits Site Plan Amendment 	<ul style="list-style-type: none"> Site Prep C – Micropiles –A building permit has been obtained. The structural review of the Deep Foundation facilities has been completed and the building permit is underway. The design team submitted the revised the site plan submittal to reflect Concept B.

CONSTRUCTION STATUS

Item	Description	Estimated Completion
GMP #2 (Outfall Construction)	The subcontractor has completed their work. We are currently finalizing the paperwork for this phase of work.	Final Closeout
GMP #3 (Site Preparation A)	The subcontractor has completed their work and the contract is being closed out.	Completed
GMP #4 (Site Preparation B)	Construction activities have begun – Driving sheet piles completed. Excavation and tie backs are completed.	May 2016
GMP #6 (Site Preparation C)	Installing test piles and preparing for micropile installation	July 2016
GMP #7 (Deep Foundation Concrete)	Reviewing shop drawings and preparing concrete construction	May 2017

COST AND FUNDING STATUS

Major Cost Item	Cost Estimate	Description
GMP #1 (MBR/UV)	\$2,775,455.58 (includes sales tax)	Awarded by City Council on 12/2/2014 - Includes Membrane Bioreactor and Ultra Violet Disinfection equipment procurement and design support. Does not include installation costs.
GMP #2 (Outfall)	\$2,164,488 (includes sales tax)	Awarded by City Council on 4/21/15 - Construction of a new outfall from approximately the waterfront trail out into Oak Harbor Bay.
GMP #3 (Site Prep A)	\$908,872 (includes sales tax)	Approved by City Council 6/16/15 - Preliminary site excavation and archaeological investigation. Preliminary results indicate

		this work will come in under budget or be delayed until Site Preparation Package B.
GMP #4 (Site Prep B)	\$5,109,549 (includes sales tax)	Approved by City Council on 10/20/15 - Site Preparation Package B will include utility relocates, minor demolition at the existing RBC Plant, stone column installation, sheet pile installation and deep excavation.
GMP #5 (Biosolids Dryer)	\$2,028,222 (includes sales tax)	Approved by City Council on 10/20/15 - Resolution and GMP #5 regarding a biosolids dryer were approved
GMP #6 (Site Prep C)	\$4,311,589 (includes sales tax)	Site Preparation Package C will includes installation of micro-piles, preparation for a tower crane and extension of the outfall to the site.
GMP #7 (Deep Foundation)	\$10,169,937 (includes sales tax)	The Deep Foundation package includes the concrete construction to bring the Membrane building to grade and other construction activities.
Overall Project	TBD	90% design documents have been received by the City. Hoffman initiated cost estimates. 90% design for the non-process buildings is expected in August.

Funding: Pending	Description
2017 CWSRF - WWTP Construction	On January 21, 2016 we received news that the CWF is on the 2017 proposed funding list for an additional \$42,632,742 in SRF Loans at an interest rate of 1.6%. The final approved list comes from the state legislature and typically occurs around July.
Rates	Ordinance 1760 was passed by City Council on March 15, 2016. Staff will continue to evaluate rates as the project progresses.
Funding: In hand	Description
2016 CWSRF – WWTP Construction	The City has been allocated \$15,631,311 at a reduced interest rate of 1.9% for 20 years and an additional \$463,154 forgivable principal for hardship and green project reserve. An additional \$4,586,846 in Centennial Grant has also been obtained.
2015 CWSRF – Outfall Design and Construction	The City has received \$3,200,000 in low interest loans from DOE for design and construction of the new outfall for the wastewater treatment plant. The loan is for 20 years at 2.7% interest.
2015 CWSRF – WWTP Design	The City has received \$8,260,000 in low interest loans for design of the new wastewater treatment plant. The loan is for 20 years at 2.7% interest.
2016 CWSRF – WWTP Construction	The City has been allocated \$15,631,311 at a reduced interest rate of 1.9% for 20 years and an additional \$463,154 forgivable principal for hardship and green project reserve. An additional \$4,586,846 in Centennial Grant was also offered.
Department of Commerce Grant	The City has received a \$2,500,000 grant from the Governors Capital Improvement Program. The city received the grant reimbursement.
Bond Anticipation Note	This note has been repaid with proceeds from the bond sale.
Bonds	The City released bonds and secured a rate of 3.43%. The city closed on the bond sale
Reserves	The sewer fund has been accumulating reserves that have been earmarked for this project.

COMMUNICATIONS AND OUTREACH STATUS

Upcoming activities or In-Progress activities	Description
Project communications plan	The project team continues to implement the project communications plan through weekly e-mail updates, drop-in times at the construction site, project signage and regular mailers at major milestones.
Windjammer Park Integration Plan	The CAG finished the public review of the plan and the preferred plan will be present to City Council tonight (June 7 th).
Public Works Week Family Fun Event	The Public Works Department and the project team participated in a family fun event on May 21.

PROJECT CONTACT INFORMATION

Web

www.oakharborcleanwater.org

Email

treatmentplant@oakharbor.org

General phone (24-hour)

360-914-7000

Project team contact information

Joe Stowell, P.E., City Engineer

[360-720-8796](tel:360-720-8796)

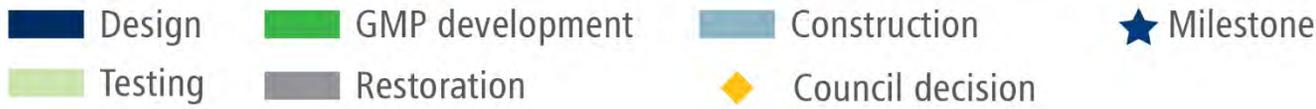
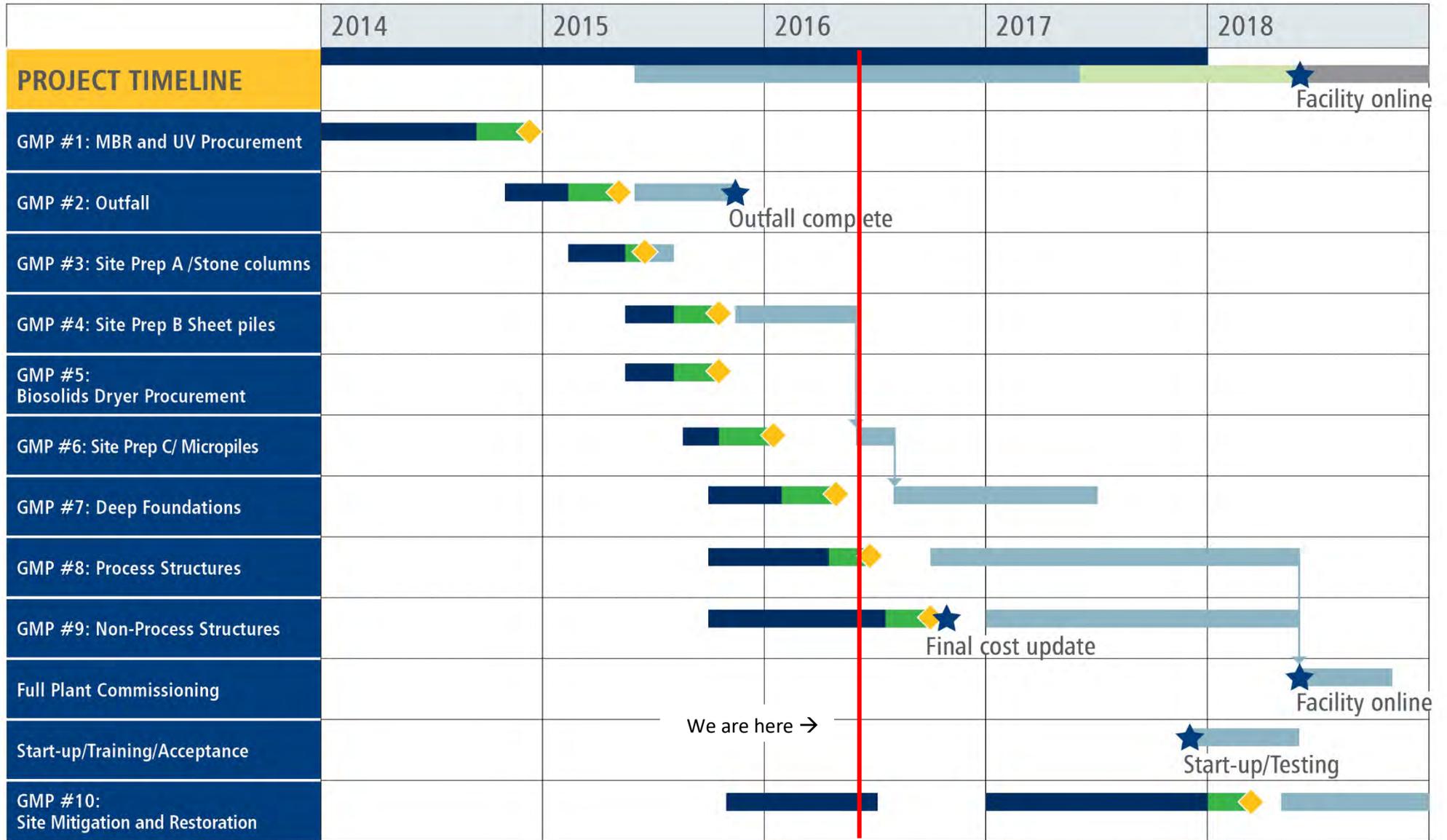
jstowell@oakharbor.org

Brett Arvidson P.E., Project Engineer

[360-914-7987](tel:360-914-7987)

barvidson@oakharbor.org

Schedule



City of Oak Harbor
City Council Agenda Bill

Bill No. 6.a
Date: June 7, 2016
Subject: Ordinance No. 1768: 2016
Comprehensive Plan Update and
Resolution 16-18: Critical Areas
Ordinance Time Extension - No
Action

FROM: Steve Powers, Development Services Director

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

The City Council is requested to open a public hearing on the 2016 Comprehensive Plan Update at its June 7, 2016 meeting, take testimony, and continue the hearing to the June 15, 2016 special meeting. It is anticipated the City Council will close the hearing on June 15, 2016 and take action to adopt the Comprehensive Plan and associated development regulations.

BACKGROUND / SUMMARY INFORMATION

The purpose of this agenda bill is to present the 2016 Update to Oak Harbor's Comprehensive Plan (the Plan) and associated development regulation amendments. The review and update of these documents are a requirement of RCW 36.70A.130.

Oak Harbor adopted its first Growth Management Act (GMA) required comprehensive plan in 1995. Since the original adoption, the Plan has mostly seen minor amendments within the annual amendment process. The main exception was the major update completed in 2005. The GMA requires that cities and counties review, and if needed, revise the Comprehensive Plan to ensure that the plan and regulations comply with the latest requirements (RCW 36.70A.130(5)), and the GMA lays out a schedule for each county and the cities within each county to do so. The schedule for Island County and the cities within requires adoption by June 30, 2016.

Oak Harbor began the update process for its Comprehensive Plan in 2013. The process began by reviewing the current Plan against a checklist prepared by the Washington State Department of Commerce. The checklist identified areas within the Plan that need to be updated. This information was presented to the Planning Commission in a report at their October 24, 2013 meeting. (Attachment 1).

Subsequently a Public Participation Plan (Attachment 2) was adopted in 2014. The Public Participation

Plan identified the Planning Commission as the lead body to review materials prepared for the update since the Commission meetings are at a predictable time, they entertain public input, and are recorded for re-broadcasting twice a week for four weeks.

One of the initial steps that the Planning Commission and the City Council took in the update process was to review the existing Vision statement in the Comprehensive Plan. It was decided that the Vision should be slightly modified to reflect current sentiment, but that most of the original ideas should remain. Therefore the Vision was slightly modified to provide more clarity and structured to address four major themes – Culture, Education, Economy and Recreation. The Vision was also disseminated to the public via a survey that provided an opportunity for input.

Prior to tackling individual elements in the Comprehensive Plan, the Planning Commission and the City Council reviewed the demographics of Oak Harbor to gain a better understanding of its residents, housing and economy. The City also cooperatively worked with Island County in determining the 20-year population projection, which is the basis for determining whether adequate land and services are available for the next 20 years. The population projection, which helps establish planning consistency between the City and County, was adopted by the City Council on August 7, 2013 in Resolution 13-17 (Attachment 3) in 2013.

There are 12 elements in Oak Harbor’s Comprehensive Plan. Not all elements of the Plan are required by the Growth Management Act. The City has chosen to include non-mandatory elements, such as Urban Design, Community Coordination, etc., since these elements are important to fulfilling its Vision. Due to the extensive nature of the update and limited resources, the Planning Commission and the City Council chose to update only elements that required changes to be GMA compliant. The City may choose to update elements of the Plan that were not updated in this cycle at any time as part of the annual amendment process. A short description of the elements that were updated with the 2016 Update is provided below. The revised, and significantly re-formatted Comprehensive Plan is shown in Attachment 4.

Land Use Element

The Land Use Element is the workhorse of the Comprehensive Plan and sets the foundation for most other elements. The 2016 Update introduces a shift from the one-to-one land use category to zoning district ratio, to a more generalized land use scheme where one land use category is implemented by multiple zoning districts. The generalized land use approach allows a more efficient and flexible approach to land use changes by allowing rezoning of property to occur in many instances without first requiring a land use map amendment. The 2016 Update also introduces the concept of identifying and utilizing defined neighborhoods as part of the planning process. The neighborhood concept has a potential to grow as a tool in the future when diverse policies are needed to tackle various issues within the city. The goals and policies within the Land Use Element have been re-organized to form five distinct and simple goals. Most of the content from the existing 20 goals have been transferred to policies within these five goals. Policies that are invalid or irrelevant have been removed. Policy statements have also been re-written to an active tense where applicable.

Housing Element

New demographic information from the US Census and Washington State was incorporated into the Plan along with housing density, availability and affordability information. While there were no major shifts in housing policies, the policies were updated to reflect an active tense.

Utilities Element

This element received minor updates. No major shifts in policy were considered with this update.

Transportation Element

The City is updating its Transportation Plan, concurrent with the 2016 Update process. Information from the new Plan was used to update this element. The new language has five simple goals, each with clear policies. The major projects to be undertaken in the next six years are also identified.

Urban Growth Areas

Although this is not a GMA required element, the City has chosen to include this in the Comprehensive Plan to facilitate coordination with Island County. The City and the County worked cooperatively to update the Countywide Planning Policies (CWPP), which were adopted in 2015. This element was updated to reflect the adopted CWPP.

Environmental Element

The update to this element can be considered minor since there were no significant shifts in policy. Language within this element was refined for clarity. The information within the element was slightly reorganized to remove extensive language discussing policies and clearly state policy directions. Amendments to the Critical Area code (that assist in implementing this element) are necessary to bring these current with State requirements.

Government Services Element

This element has not been updated since its original adoption, therefore a significant amount of information within this element was outdated. The 2016 Update has no significant changes in policy, but statistics and other data-related information was updated.

Community Coordination Element

This element (which describes the City and Navy coordination) is not a required element, but is included in the Comprehensive Plan by community choice. Minor updates to this element have occurred.

Development Regulations (zoning)

The change in the Land Use Element to a generalized land use planning methodology triggers changes to the development regulations in OHMC 19.12.010 that designate the implementing zoning district for each land use. A revised version of this code section (Attachment 5) must be adopted with the Update in order to maintain consistency between the Comprehensive Plan and the Development Regulations (a requirement of State law).

Also part of this packet, is Resolution No. 16-18 (Attachment 6). This Resolution proposes an extension of time to thoroughly review and update the City's Critical Areas Ordinance. Under RCW 36.70A.130 (7) additional time is permitted if substantial progress on the update is demonstrated. Approval of the Ordinance within twelve months establishes substantial progress. Resolution No. 16-18 includes a work plan which serves to meet this requirement.

2017-2022 Capital Improvements Plan (CIP)

The Growth Management Act requires each community to have a capital facilities element to its comprehensive plan. The specific requirements for this element are found at RCW 36.70A.070(3). To be GMA compliant the capital facilities element must identify the infrastructure and other capital projects necessary to support the community's growth, when the projects are required and how they will be funded. The capital facilities element covers two different planning horizons.

The term capital facilities plan (CFP) is typically used to refer to the twenty year planning horizon while the term capital improvements plan (CIP) is typically used to refer to the six year planning horizon. An important distinction between the two plans is that funding sources must be identified for the CIP while they are not required for the CFP. The draft 2017-2022 Capital Improvements Plan meets the requirements for both the six and 20 year planning horizons.

For the purposes of Oak Harbor's CIP a capital facility is defined as any new public facility or public improvement of the City costing \$50,000 or more, (including financing, design, permitting, environmental analysis, land acquisition and construction costs) requiring the expenditure of public funds over and above annual operational expenses and having a life expectancy of more than twenty (20) years.

The CIP includes projects for the following types of facilities: streets, parks, wastewater, water, stormwater, general government, and the marina. The projects identified in the CIP typically were first identified in the individual facility's comprehensive plan (e.g. the Sewer Comprehensive Plan determines the needed sewer projects). For this CIP, the newly completed Windjammer Park Integration Plan provided projects for inclusion with the park projects. The timing and sequencing of necessary projects are also determined by the facility's comprehensive plan. Some facilities such as water, sewer, stormwater and marina are funded by enterprise funds (those that have user fees). Other facilities such as streets, parks and general government are non-enterprise funds (those that rely on general tax or unrestricted revenues). The updated CIP is shown in Attachment 7.

Since the CIP is part of the Comprehensive Plan, revising it is also an amendment to that document. In order for an amendment to be approved, the criteria found at Oak Harbor Municipal Code Section 18.15.080 must be satisfied. Staff's analysis of the draft CIP against those criteria was presented to the Planning Commission on May 24, 2016 (please see Attachment 8).

PROCESS

The 2016 Update, as mentioned earlier, began in 2013. The Planning Commission's public meetings were used as the main forum to discuss the many issues related to updating the Comprehensive Plan. Joint workshops of the Planning Commission and the City Council were also used to discuss the more complex shifts in policy such as the land use planning methodology. Since the Planning Commission meetings are public meetings, opportunities for early and continuous public input were provided

throughout the update process. The update process also included a community wide survey on the vision statement.

The SEPA checklist for the update was submitted on March 29, 2016. A SEPA determination of non-significance was issued on April 15, 2016. The appeal period for the Determination ended on May 6, 2015.

The Planning Commission conducted a hearing on May 10, 2016 and continued it to the May 24, 2016 meeting. The Planning Commission closed the public hearing on May 24th and made a recommendation to the City Council to adopt the 2016 Comprehensive Plan Major Update.

The City Council will open a public hearing on the 2016 Update at their June 7, 2016 meeting and continue it to the June 15, 2016 special meeting. The City Council is expected to close the hearing on June 15, 2016 and approve the 2016 Comprehensive Plan through the adoption of Ordinance No 1768 (Attachment 9).

LEGAL AUTHORITY

FISCAL IMPACT

The adoption of the 2016 Update to the Comprehensive Plan does not in itself create a fiscal impact. However, implementation of the Plan over time will require fiscal expenditure. For example, the Transportation Element identifies projects to be accomplished in the next six years. The adoption of the 2016 Update does not authorize the expenditure of funds to undertake these projects. Each project will be reviewed individually prior to implementation.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

The Planning Commission conducted a hearing on May 10, 2016 and continued it to the May 24, 2016 meeting. The Planning Commission closed the public hearing on May 24th and made a recommendation to the City Council to adopt the 2016 Comprehensive Plan Major Update.

The City Council will open a public hearing on the 2016 Update at their June 7, 2016 meeting and continue it to the June 15, 2016 special meeting. The City Council is expected to close the hearing on June 15, 2016 and approve the 2016 Comprehensive Plan through the adoption of Ordinance No 1768 (Attachment 9).

ATTACHMENTS

1. [October 9, 2013 Planning Commission memo on checklist review](#)
2. [Public Participation Plan](#)
3. [Resolution No. 13-17 approving 20-year projected Island County population](#)
4. [Comprehensive Plan - 2016 Update](#)
5. [OHMC 19.12.010 Establishment and designation of use districts](#)
6. [Resolution No. 16-18 approving an extension of time for Critical Area Ordinance approval](#)
7. [2017-2022 CIP](#)

8. [Planning Commission Report](#)
9. [Ordinance 1768](#)

CITY OF OAK HARBOR

TO: PLANNING COMMISSION
FROM: CAC KAMAK, SENIOR PLANNER
SUBJECT: 2016 COMPREHENSIVE PLAN UPDATE – COUNTY/CITY
DATE: 10/9/2013
CC: STEVE POWERS, DEVELOPMENT SERVICES DIRECTOR

2016 Comprehensive Plan Update – Checklist

The Department of Commerce has provided a checklist that cities can use to determine if their current comprehensive plan meets the requirements of the Growth Management Act (GMA) and other legislation that have been adopted in recent years. City staff has reviewed Oak Harbor’s Comprehensive Plan against this checklist. The checklist is attached to this memo and includes comments related to the requirements.

The checklist provided by the State is formatted with four columns. Column one lists the requirements that the plan must meet. Column two indicates whether the current plan meets that requirement. Column three indicates whether an update is required or whether further research is required to determine that. Check marks have been placed to indicate whether requirements are met or need to be addressed. The last column has notes by staff indicating locations of existing goals and policies that help meet the requirement and other comments if an update is necessary to meet the requirement.

A summary of the potential updates that need to be done for each of the elements is provided below.

Land Use Element

- Update the Future Land Use map to reflect the approved UGA boundaries. These will reflect the County’s decision on the 2005 UGA expansions. The City’s work with the County may lead to other potential amendments if deemed necessary for the 2016 update.
- Demographics and population statistics need to be updated. The population projection must be consistent throughout the Plan, so other elements such as Housing may need to be updated to reflect the most recent projections.

- Population densities and building intensities – acreage of each land use designation, the acreage in each implementing zone, the approximate densities that are assumed, and how it meets the twenty year population projection
- Research on the latest Best Available Science (BAS) needs to be done to determine if the current regulations on critical areas need to be updated.

Housing Element

- Update the statistics on housing that includes an inventory and analysis of existing and projected housing needs for the 20 year population projection.
- Identify sufficient land for housing – government assisted housing, housing for low income families, manufactured housing, group homes, and foster care facilities. – Inclusion in the zoning districts
- Adequate provisions for existing and projected housing needs for all economic segments –
- Policy regarding regulations of manufactured homes may need to be revised

Capital Facilities Plan Element

- Projects need to be identified for impact fees allocation. This can be done by identifying projects that are growth and non-growth related.

Transportation Element

- The Transportation Plan was adopted in 2007 and was intended to be a six year plan to identify improvements. However, it was also a long term plan with forecasts to 2035. The Plan needs to be updated. The Transportation Plan, in goals and policies, meets most requirements needed for the update, however, LOS analysis, financing plan, etc need to be updated.
- Since land use and transportation are closely linked, an update to the transportation plan could consider various land use scenarios and assessments in the long term planning for improvements and level of service.

Consistency

- Consistency is a primary goal for the County Wide Planning Policies (CWPP). The city is working with the county to maintain consistency in policies that impact both jurisdictions.

It can be generally noted from the extensive list of requirements that are in the attached checklist provided by the State that the current plan addresses most of the requirements and may not need to be amended. However, the amendments that do need to be done are fairly significant.

The attached checklist covers only the updates that are required for the Comprehensive Plan. Staff is currently reviewing the Development Regulations that need to be updated. Information on that will be provided at the next meeting.



Periodic Update Checklist for Cities – Updated June 2013

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. Cities within the Puget Sound Regional Council boundaries may want to use this checklist in tandem with [PSRC checklists](#). A separate checklist is available for counties. Expanded checklists (one for [Comprehensive Plans](#), one for [Development Regulations](#)) are also available, which include a more comprehensive list of related good ideas and things to consider.

How to fill out the checklist

With the most recent version of your comprehensive plan and development regulations in hand, fill out each item in the checklist. Select the check box or type in the fields, answering the following questions:

Is this item addressed in your current plan or regulations? If YES, fill in the form with citation(s) to where in the plan or code the item is addressed. We recommend using citations rather than page numbers because they stay the same regardless of how the document is printed. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the [Commerce web page](#) or [contact a Commerce planner](#) assigned to your region.

Is amendment needed to meet current statute? Check YES to indicate a change to your plan or regulations will be needed. Check NO to indicate that the GMA requirement has already been met. Local updates may not be needed if the statute hasn’t changed since your previous update, if your city has kept current with required inventories, or if there haven’t been many changes in local circumstances. Check “Further Review Needed” if you are unsure whether the requirement has already been met or if the city is considering a review, but hasn’t yet decided.

Is your city considering optional amendments? Use this field to note areas where your city may elect to work on or amend sections of your plan or development regulations that are not required by the GMA.

How to use the completed checklist

Commerce strongly encourages you to use the completed checklist to develop a [detailed work plan](#) (see Appendix B) for your periodic update. The checklist can be used to inform the contents of a city council resolution that defines what actions will be taken as part of the GMA periodic update.

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
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I. Required Comprehensive Plan Elements and Components

1. A Land Use Element that is consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1) .			
a. A future land use map showing city limits and urban growth area (UGA) boundaries. RCW 36.70A.070(1) and RCW 36.70A.110(6) WAC 365-196-400(2)(d) , WAC 365-196-405(2)(i)(ii)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	Oak Harbors' Comprehensive Plan has a future land use map. Changes may need to be done to remove areas that were not approved as part of the 2005 update. There may also be amendments based on the 2016 update.
b. Consideration of urban planning approaches that increase physical activity. RCW 36.70A.070(1) , Amended in 2005 WAC 365-196-405 (2)(j)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	The Comprehensive Plan has several goals and policies that encourage physical activity. Urban Planning approaches are: <ul style="list-style-type: none"> • Design for people • Interconnected Streets • Infill Development • Mixed Use centers • Create a network • Amenities for pedestrians • Safe routes These approaches are addressed in various sections of the Plan. LU Goal 6, LU Goal 16 e, UD Goal 4, TE Goal 2, TE Goal 3, TE Goal 4
c. A consistent population projection throughout the plan which should be consistent with the Office of Financial Management forecast for the county or the county's sub-county allocation of that forecast. RCW 43.62.035 , WAC 365-196-405(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	The 2005 Comprehensive Plan Update adopted a 20 year projection of 30,419 (Pg 75). This population will need to be updated for 2036. The population projection impacts the Land Use and the Housing elements in the current plan.
d. Estimates of population densities and building intensities based on future land uses. RCW 36.70A.070(1) ; WAC 365-196-405(2)(i)	<input type="checkbox"/> ✓No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> ✓Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	The Comp Plan currently has housing densities (Pg 74) but does not have population densities. However, all housing related statistics need to be updated. Population density for land uses need to be done by comparing census tracts and land uses using GIS. Building intensities calculations will also need to be done and require spatial analysis tools such as GIS. Building intensities for future land uses are determined by a land capacity analysis. These will have to be done for the City and

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
			the UGA.
e. Provisions for protection of the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Goal 13 of the Environmental Element addresses the protection of Critical Aquifer Recharge areas. Pg 139.
f. Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses. RCW 36.70A.150 and WAC 365-196-340	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The Comprehensive Wastewater Plan, incorporated by reference, identifies the need for a new treatment facility. There are other facilities identified in the transportation, parks and recreation element.
g. Identification of open space corridors within and between urban growth areas , including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. RCW 36.70A.160 and WAC 365-196-335	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The PRO Element includes a greenbelt and trail system around the City connecting drainage ways, wetlands, natural features, state parks etc.
h. <i>If there is an airport within or adjacent to the city: policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports.</i> [RCW 36.70A.510, RCW 36.70.547 , New in 1996] <i>Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455</i>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	This requirement does not apply to Oak Harbor since it is in related to “general” aviation as opposed to military. However, there are land use policies to discourage incompatible land uses and codes for noise abatement construction techniques. LU 9
i. <i>If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases.</i> RCW 36.70A.530(3) , New in 2004. See WAC 365-196-475	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	An entire section is dedicated to NAS Whidbey (Pg 176) to address policies related to the base in Oak Harbor.
j. Where applicable, a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.70(1) and WAC 365-196-405(2)(c) <i>Note: RCW 90.56.010(26) defines waters of the state.</i>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The City’s Comprehensive Stormwater Drainage Plan is adopted by reference in the Comprehensive Plan. The Stormwater plan reviews the drainage and flooding. The Environmental Element of the Comprehensive Plan has goals to address the water quality. EE Goal 3 pg 130. The City also has a NPDES permit that regulates the discharge of pollutants into waters of the United States.
k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	Environmental Element has Goal 7 (Pg 135) that addresses “Best Available Science”. BAS was used in the 2005 update to the critical areas. Staff is still researching to

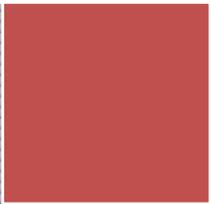
	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
areas, and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.030(5) , RCW 36.70A.172 , BAS added in 1995. See WAC 365-195-900 through -925 , WAC 365-190-080 <i>Note:</i> A voluntary stewardship program was created in 2011 as an alternative for protecting critical areas in areas used for agricultural activities. Counties had the opportunity to opt into this voluntary program before January 22, 2012. See requirements of the voluntary stewardship program . RCW 36.70A.700 through .904 .			determine if there is an update to the BAS from the state that may require changes to the current regulations
1. <i>If forest or agricultural lands of long-term commercial significance are designated inside city: a program authorizing Transfer (or Purchase) of Development Rights.</i> RCW 36.70A.060(4) , Amended in 2005	<input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Not Applicable since there are no lands designated for forest or agricultural uses.
2. A Housing Element to ensure the vitality and character of established residential neighborhoods and is consistent with relevant CWPPs, and RCW 36.70A.070(2) .			
a. Goals, policies, and objectives for the preservation, improvement, and development of housing. RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a)	<input type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Goal 4 (Pg 80) in the housing element.
b. An inventory and analysis of existing and projected housing needs over the planning period. RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c)	<input type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	There are statistics in the Housing Element but they need to be updated. Housing needs will have to be recalculated based on 20 year projections and growth allocations,
c. Identification of sufficient land for housing , including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. RCW 36.70A.070(2)(c)	<input type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	Pg 75 indicates that 170 acres were added to the UGA. Existing analysis will need to be reviewed and updated. Existing language does not identify lands for gov-assisted housing, low-income families, group homes etc.
d. Adequate provisions for existing and projected housing needs for all economic segments of the community. RCW 36.70A.070(2)(d) and WAC 365-196-410	<input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> Further review needed	WAC 365-196-410 lists a lot of requirements that are not specifically addressed in the City's Housing Element
e. <i>If enacting or expanding an affordable housing program under RCW 36.70A.540: identification of land use designations within a geographic area where increased residential development will assist in achieving local growth management and housing policies.</i> RCW 36.70A.540 , New in 2006. WAC 365-196-870	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Since the city does not have an affordable housing program this is not applicable.
f. Policies so that manufactured housing is not regulated differently than site built housing. RCW 35.21.684 , 35.63.160 , 35A.21.312 , and 36.01.225 , Amended in 2004	<input type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review	Existing policy in the HE 1i may need to be revised.

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?	
		needed		
g.	<i>If the city has a population of over 20,000: provisions for accessory dwelling units (ADUs) to be allowed in single-family residential areas. RCW 36.70A.400, RCW 43.63A.215(3)</i>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	HE Goal 1n addresses ADUs.
3. A Capital Facilities Plan (CFP) Element to serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided, and paid for by public entities including local government and special districts, etc.; including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from Park and Recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and RCW 36.70A.070(3) , and include:				
a.	Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. RCW 36.70A.120	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The CFP elements goals 1 and 2 have adequate policies and procedures.
b.	An inventory of existing capital facilities owned by public entities. RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The Capital Improvements Plan (CIP) has a inventory of the Capital Facilities (Pg 13-19) owned by public entities.
c.	A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415 (b) <i>Note: The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.</i>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) Adopted LOS: Future needs:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	The CIP has a forecast of needed capital facilities. The population projections have to be updated with this review process. A review of needs based on the new projection will also need to be done.
d.	Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (3)(C)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The CIP has a list of new capital facilities for the various enterprise funds and a list of non-enterprise funded.
e.	A six-year plan (at least) identifying sources of public money to finance planned capital facilities. RCW 36.70A.070(3)(d) and RCW 36.70A.120 WAC 365-196-415	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	The CIP identifies sources of public money for a six year period but does not have a direct link to the planned CIP projects for the same six years. This needs to be reviewed and changed with the update.
f.	A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) WAC 365-196-415(2)(d)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	There is no current policy to reassess the land use element if funding falls short of existing needs.
g.	<i>If impact fees are collected: identification of public facilities on</i>	<input type="checkbox"/> No	<input type="checkbox"/> Yes	The CIP has a table that identifies

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
which money is to be spent. RCW 82.02.050(4) WAC 365-196-850	<input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> No <input type="checkbox"/> Further review needed	the impact fees collected and a projection over the six year period (Table 6.3 of CIP). However, there are no specific projects identified for the expenditure of these funds.
4. A Utilities Element which is consistent with relevant CWPPs and RCW 36.70A.070(4) and includes:			
a. The general location, proposed location and capacity of all existing and proposed utilities. RCW 36.70A.070(4) WAC 365-196-420	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Though the city's utility plans have the general location and capacities, a comprehensive approach to its location, proposed locations and capacity is not in the Comprehensive Plan.
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 checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The Transportation Plan which is an element of the comprehensive plan includes an inventory of the facilities (Chapter 3).
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 checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	The Transportation Plan lists the LOS standards for all streets and highways within Oak Harbor. The Plan was adopted in 2007 and was intended to be a six year plan. Therefore the Plan will need to be updated.
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 checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	The Transportation Plan identifies two projects that were below the adopted LOS standards and only one was within the city limits. Funding and schedule needs to be identified in the plan to bring them up to established LOS.
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 checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The Transportation Plan includes a six year projection and a 2035 projection.
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 checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	The 2007 plan has a list of projects based on travel forecast to 2013 and will therefore need to be updated.
f. A pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii) , Amended 2005 WAC 365-196-430(2)(j)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Goal 3 of the TP addresses pedestrians and bicycles. The Recommended Plan section (Pg 69) discusses the facilities further.

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
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)	<input type="checkbox"/> ✓No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	None identified in the plan.
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)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> ✓Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	Section 8 of the current plan has a financial assessment. Since the Plan was intended to cover only a 6 year period it will need to be updated.
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)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> ✓Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	Needs to be updated
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)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> ✓Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	The current plan assumed sufficient levels of funding. However, policies to consider a reassessment of land uses should be included in the plan.
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)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	The current plan identifies Island County's trails plan, ferry services and Air Service (Kenmore – currently not operational). Goal 6 of the Plan addresses coordination with State and Regional governments.
6. Provisions for siting essential public facilities (EPFs) , consistent with CWPPs and RCW 36.70A.200 . This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.			
a. A process or criteria for identifying and siting essential public facilities (EPFs) . [RCW 36.70A.200 , Amended in 1997 and 2001] Notes: EPFs are defined in RCW 71.09.020(14) . Cities should consider OFM's list of EPFs that are required or likely to be built within the next six years. Regional Transit Authority facilities are included in the list of essential public facilities RCW 36.70A.200, amended 2010. WAC 365-196-550(d)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	Goal 17 of the LU element addresses a process for siting essential public facilities (Pg 37). OHMC 19.38 has regulations specifically addressing Essential Public Facilities.
b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs . RCW 36.70A.200(5) Note: If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> ✓No <input type="checkbox"/> Further review needed	Same as above. The policies do not preclude the siting of EPFs.
7. Consistency is required by the GMA.			
a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, Multicounty Planning Policies (MPPs), and the GMA .	<input type="checkbox"/> No <input type="checkbox"/> ✓Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> ✓Further	This is in progress currently and will have to be coordinated with discussions at the county

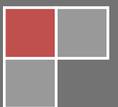
	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amend-ments?
RCW 36.70A.100 and 210 WAC 365-196-400(2)(c), 305 and 520		review needed	regarding the CWPP.
b. All plan elements must be consistent with each other . RCW 36.70A.070 (preamble). WAC 365-197-400(2)(f)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	This needs to be reviewed and monitored.
c. The plan must be coordinated with the plans of adjacent jurisdictions . RCW 36.70A.100 WAC 365-196-520	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	This is in progress currently and will have to be coordinated with discussions at the county regarding the CWPP.
8. Shoreline Provisions			
Comprehensive plan acknowledges that for shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals. The goals and policies of the shoreline master program approved under RCW 90.58 shall be considered an element of the comprehensive plan. RCW 36.70A.480, WAC 365-196-580	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	After DOE approval, the new SMP goals and policies will either be added as an element or the SMP can be adopted by reference into the Comprehensive Plan.
9. Public participation, plan amendments and monitoring.			
Note: House Bill 2834, passed in 2012, eliminates the requirement for cities planning under the GMA to report every 5 years on its progress in implementing its comprehensive plans.			
a. A process to ensure public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and .140; WAC 365-196-600(3) The process should address annual amendments (if the jurisdiction allows for them) [RCW 36.70A.130(2), Amended in 2006], emergency amendments [RCW 36.70A.130(2)(b)], and may include a specialized periodic update process. Plan amendment processes may be coordinated among cities within a county [RCW 36.70A.130(2)(a)] and should be well publicized.	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	The Comprehensive Plan itself does not have a specific element or dedicated goal on public participation. However it is noted within several elements within the plan to include public participation. However, the Municipal Code has an entire chapter 18.15 dedicated to Comprehensive Plan Amendments and updates that includes public participation.
b. A process to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property . See <i>Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property</i> for guidance. RCW 36.70A.370	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	Goal 18 in the LU element addresses this requirement. There are also processes for variance, waivers, and amendments that provide relief.



Public Participation Plan

2016 Comprehensive Plan Update

Section RCW 36.70A.140 of Washington Statutes requires local governments to establish and broadly communicate to the public a Public Participation Plan which identifies procedures providing for “early and continuous public participation” in the amendment of the Comprehensive Plan and development regulations implementing such plan.



Introduction

Oak Harbor's comprehensive plan and development regulations need to be reviewed periodically and updated to reflect current laws, correct errors, input new data, and/or clarify intent.

Washington State's Growth Management Act (GMA) requires Oak Harbor to do this review and update its comprehensive plan and development regulations by June 2016.

As part of this update process, Section RCW 36.70A.140 of Washington Statutes requires local governments to establish and broadly communicate to the public a Public Participation Plan which identifies procedures providing for "early and continuous public participation" in the amendment of the Comprehensive Plan and development regulations implementing such plan.

The city recognizes the importance and necessity of the public involvement process. The city has several boards and commissions that serve in various capacities to foster public input, discuss complex issues, further goals and policies of adopted plans and make recommendations to the governing body. The Planning Commission of Oak Harbor serves as the hearing board for amendments and updates to the city's comprehensive plan and development regulations. The Planning Commission makes recommendations to the City Council who ultimately decides on the adoption of amendments and updates. All meetings of the Planning Commission and the City Council are open to the public and have dedicated time for public input on their agenda.

Goals and Objectives

The goal of the Public Participation Plan is to provide the public with complete information, timely public notice, full public access to key decisions, and support early and continuous involvement in the process. It is also the goal of the PPP to provide the public with sufficient information so that there is an understanding of the process, and opportunities to review and comment on update decisions before they are made. Public is defined broadly to include individual citizens, interest groups, trade groups, government agencies, utilities and service providers and businesses.

The city's current comprehensive plan and development regulations integrates public involvement into its decision making process. OHMC 18.15 outlines the requirements on public involvement during annual amendments to the comprehensive plan and OHMC 18.20 provides the regulations for public noticing for permit process and other development regulated activities. Though the city will abide by all the existing requirements, this Public Participation Plan describes the steps that the City of Oak Harbor will take to involve the community in decisions regarding the 2016 Comprehensive Plan Periodic Update.

Stakeholders and Public Groups

The GMA does not exempt any portion of a comprehensive plan or development regulation from being subject to review and evaluation. However, there are some key elements that need to be

reviewed and updated based on changes to laws. The Department of Commerce has provided a checklist to help cities determine the portions of a comprehensive plan that needs to be updated. A review of the plan against this checklist provides a scope of the amendments necessary to comply with GMA.

The scope of the update will determine the involvement of key stakeholders and interest groups. It is beneficial to identify these groups and involve them early in the process.

Some of the groups and individuals that could have a potential interest in public input and involvement opportunities are identified below. This list serves as an initial identifier of interested groups and is not intended to exclude any groups from the process.

- Government agencies – state, county, school districts etc.
- NAS Whidbey
- Chamber of Commerce and other business groups
- Media – newspaper
- Organizations and individuals who have been notified of public hearings for major projects, or organizations and individuals who have submitted written comments on other major projects.
- Whidbey Environmental Action Network
- SICBA

Information Access

All reports and documents generated for the 2016 Update to the Comprehensive Plan is available to the public for review. This information can be viewed at Oak Harbor's city hall or online at the city's website www.oakharbor.org under the Development Services Department/Planning Division and under the Plans under progress.

Outreach Techniques

As mentioned earlier, the Planning Commission shall serve as the primary body to discuss, review and recommend changes to policies and regulations regarding the 2016 update. The Planning Commission meetings will be advertised on the city's website and in the local newspaper. The agenda for the Planning Commission meeting are noticed in the newspaper two week prior to the meeting date. Reports to the Planning Commission are posted on the city's website five days before the meeting date.

The City maintains an active involvement in the local government access cable channel. All Planning Commission meeting are recorded and then played back on channel 10 at a minimum of 5 times a week till the next meeting. The rebroadcasting provides the public access to the process and information of key decisions during the review process.

The City's website www.oakharbor.org has links on the home page to the Planning Commission's agendas and reports. It lists the date of the next upcoming Planning Commission meeting on the calendar. The website also has an "Oak Harbor News" section on the homepage that will also be used to notice of any special meetings associated with the 2016 update.

The city's website also contains information on the 2016 update in the Development Services section under "Departments" tab on the homepage. It is under the "Plans under progress" section of the Planning Division. This section of the website will have access to reports, studies, and issue papers that are related to the update.

The Development Services Department maintains a list of interested groups and individuals that have expressed interest in Comprehensive Plan related issues since 2005. Notices of meeting related to the 2016 update will be mailed to them.

During the update process, various other methods of outreach may be used based on the kind of input that is most efficient and helpful to the issue under consideration. This can range from open houses, surveys, ad hoc committees, workshops, public displays etc.

Input Mechanisms

The City accepts input and comments from the public through a variety of means. Members of the public can visit with planners in the Development Services Department to make comments and provide input. Members of the public can also make comments by calling the Development Services Department at 360-279-4510. Written comments are the most effective way to get on record with the comprehensive plan update. Comments can be faxed to the city at 360-279-4519 or mailed to

Development Services Department
Attn: 2016 Update
865 SE Barrington Ave
Oak Harbor, WA 98277

Public comments can also be emailed to a dedicated 2016 update email account – 2016update@oakharbor.org.

The public may also make verbal comments or submit written comments at Planning Commission meetings and City Council meetings. There is a dedicated time on the agenda for public input on general issues at these meetings. The Planning Commission and City Council always entertain public comments when a particular comprehensive plan item is on the agenda for discussion.

Interested members of the public or a representative of a group, with expressed comments on a particular topic may request to serve on committees if one it activated.

Contact information

The City of Oak Harbor believes firmly in the essential role of the public in the 2016 Comprehensive Plan update process, welcoming any and all comments from citizens or groups concerning comprehensive plan policies or development regulations. Members of the public can provide comments to any of the planners in the Development Services Department. The primary contact for the update is provided below.

Senior Planner, Cac Kamak, AICP.
Development Services Division
Attn: 2016 Update
865 SE Barrington Ave
Oak Harbor, WA 98277

Email: 2016update@oakharbor.org
Website: www.oakharbor.org

RESOLUTION NO. 13- 17

A RESOLUTION ACCEPTING THE 20 YEAR POPULATION PROJECTION FOR ISLAND COUNTY AS A BASIS FOR THE 2016 COMPREHENSIVE PLAN UPDATE AND THE COUNTY WIDE PLANNING POLICIES

WHEREAS, in accordance with RCW 36.70A.110, counties planning under RCW 36.70A.040 are required to plan for growth projected to occur for the succeeding twenty year period; and

WHEREAS, RCW 36.70A.210 requires each county planning under the Growth Management Act (GMA) to adopt county-wide planning policies (CWPP) in cooperation with cities located within the county; and

WHEREAS, the CWPP is used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to GMA; and

WHEREAS, the framework for the CWPP is to ensure that city and county comprehensive plans are consistent; and

WHEREAS, selecting a twenty year population projection is the basis for planning for growth in the county and the cities within it; and

WHEREAS, accepting the twenty year (2016-2036) population projection for the County provides consistency between City and County Comprehensive Plans; and

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Oak Harbor accepts the population of 87,917 for Island County as the projected population for the 2016-2036 planning period:

PASSED by the City Council and approved by its Mayor this 7th day of August, 2013.

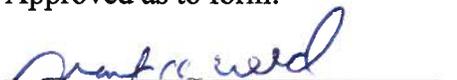
CITY OF OAK HARBOR


SCOTT DUDLEY, MAYOR

Attest:


City Clerk

Approved as to form:


Grant Weed, Interim City Attorney

Comprehensive Plan

Oak Harbor → 2036

***A Vision for the
Future***

Acknowledgements

2013 – 2016 City Council

Mayor Scott Dudley

Danny Paggao

James Campbell

Tara Hizon

Erica Wasinger

Mayor Bob Severns

Rick Almberg

Beth Munns

Joel Servatius

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David Fikse

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Oak Harbor → 2036

A Vision for the Future

Oak Harbor, Whidbey Island's premier waterfront community, takes pride in a diverse culture rooted in history, and boasts a state-of-the-art educational system, a robust economy, and recreational opportunities for the whole family.

Culture: Ancient Garry Oak trees grace the skyline in a city that invests in its waterfront and beautiful views. A town rich in diverse culture, Oak Harbor fosters art and hosts world renowned races, annual concerts, exciting parades, and family-friendly festivals. The city promotes a diverse housing stock, and clean and safe neighborhoods through community watch and policing. The connection between the urban environment and natural areas is highly valued. Here, the native landscapes are preserved and wild life is protected. Adopting innovative and environmentally sensitive development practices, Oak Harbor maintains local ecosystems and promotes green energy opportunities and growth.

Education: Oak Harbor is a place where education will remain at the forefront of our agenda. The school system includes cutting-edge educational, art and sports programs, as well as a community college that constantly expands and tailors its programs to fit the community's needs.

Economy: Oak Harbor is a state-of-the-art city with a vast public transportation system, great infrastructure and fast communication networks. Small businesses thrive and expand, and large, diverse companies locate here, offering high paying, low impact jobs. Oak Harbor's multimodal street network emphasizes interconnectivity of roads and creative levels of service delivery. Downtown is vibrant with diverse businesses, quaint bars, outdoor cafes and street performers. Ultramodern police and fire departments along with local hospitals provide safety, high-quality health care, community services and employment.

Recreation: Emphasizing outdoor recreation, Oak Harbor offers extensive exercise trails from its waterfront promenade to city parks, wildlife corridors, wetlands and state parks. A city-owned marina serves local needs while inviting visitors, sporting events, seaplane transport and more. Safe pedestrian access and bicycle lanes are integrated into the transportation network facilitating easy access to outdoor recreation.

Home of Naval Air Station Whidbey Island and its proud military heritage, Oak Harbor maintains its small-town atmosphere and lifestyle by respecting its history and diverse cultures and by sustaining an affordable cost of living, making this town a place where the children of yesteryear come back to raise their families today.

It is Whidbey Island's premier waterfront community, it is Oak Harbor.

Introduction and Vision

Oak Harbor's Comprehensive Plan is the city's foundational policy document that will guide growth and development for the next twenty years and beyond. Today, Oak Harbor is known as a community with beautiful views, natural areas, Garry Oaks, eclectic neighborhoods, state-of-the-art education, military heritage and recreational opportunities. The Waterfront Trail, Windjammer Park, Oak Harbor Marina, Freund Marsh, and NAS Whidbey are some of Oak Harbor's many assets. This Plan seeks to preserve and improve upon the City's many assets, while striving for the change that the community desires - and steering it toward its long term Vision.

Oak Harbor is the largest city on Whidbey Island with a population of 22,000 (Washington Office of Financial Management, 2015). State Route 20 (SR 20) runs through the town dissecting the town into an east and west area that are distinct in character. Most of the city's commercial services are located along the highway. These services cater not only to Oak Harbor, but also to north and central Whidbey. The area east of SR 20 is characterized by a mix of residential uses - mostly post-war modern ranch homes - with a gridded street pattern and a mix of commercial services along Midway Boulevard and Pioneer Way. The area west of SR 20 is characterized by mostly newer residential development, curvilinear streets, and cul-de-sacs. The commercial area on Pioneer Way between City Beach Street and Midway Boulevard is the original center of commerce for Oak Harbor and is referred to as Old Town

or Downtown. Oak Harbor is also home to NAS Whidbey, a naval aviation installation for tactical electronic attack and reconnaissance squadrons. NAS Whidbey has its Ault Field operation to the north of the city and its Seaplane Base to the east. The Seaplane Base with its commissary and housing is within Oak Harbor's city limits. A portion of the west side of Seaplane base was acquired by the City and is now the Oak Harbor Marina, one of only two city-owned marinas in Washington.

Oak Harbor cherishes its diverse character and history and embraces the future. The Comprehensive Plan sets out the community's vision for the future, lays out a groundwork of planning policies to guide city actions, and provide a framework so that city departments and community organizations work together toward common goals.

The Vision of the Comprehensive Plan establishes the community's desire for how the city should change and what it should retain. The Vision is ambitious, yet achievable. It creates a dynamic tension that will challenge the community to continue to work to improve the qualities of the city.

The Vision ties directly to the plan's elements, or chapters, that provide the city's long-range policy direction for a number of topics. These policies serve as the basis for city regulations, capital investments, programs, and other actions. Together, the Vision and the policies help ensure that the work of the city is coordinated and helping the community achieve its potential.

Chapter 1 → The Comprehensive Plan

A city's comprehensive plan is vital in preparing for future growth and emerging challenges, such as housing needs, transportation improvements and environmental stewardship. People need a safe and secure place to live, an economy that provides jobs, ways to get around, schools and colleges, and recreational opportunities. It is the city government's responsibility to provide public services and facilities to develop policies and to adopt regulations to guide the growth of a city that meets the needs of its people. The Comprehensive Plan captures community goals and establishes specific policies that directly influence how the city will grow and change over time.

Comprehensive Plan Development

The development of a comprehensive plan for a city draws from various sources: community preferences derived from various public participation channels, public discussions, adoption of plans and studies, and other decisions. These preferences indicate the community's desire and should therefore play an important role in developing the plan. Community input is vital. However, a community's profile that includes demographics and other data helps in identifying trends that community preferences may not provide. Therefore, census and other local data help to identify changes that a community as a whole can be facing and to plan accordingly. A city's comprehensive plan should also meet the state requirements and should be consistent with local regional efforts such as the County Wide Planning Policies (CWPP), regional transportation plans etc.



Figure 1- Comprehensive Plan Development

Comprehensive Plan Structure

The Comprehensive Plan structure is designed to meet the needs of the City. The requirements of the GMA are included in this structure either as an element or an implementation plan. For Oak Harbor, the Comprehensive Plan warehouses policies for specific elements of the city. Some of these elements are mandated and others are optional or a community choice. Elements within the Comprehensive Plan can be standalone plans or generalized policy documents governing specific functional or departmental plans.

It is important to maintain a coherent structure to planning efforts within the City. A coherent structure will provide the opportunity to test future plans for consistency. The relationship between the various plans and amendments should be reviewed periodically, along with the Comprehensive Plan major updates, and amended as needed.

Elements of the Plan

The Comprehensive Plan is the City's foundational policy document. It is one of the places that various city plans and programs come together to work toward a single community vision for the future. As an "umbrella" document, the plan's policies guide other city plans, neighborhood area plans, spending on capital projects, development of regulations, and other programs and services, all of which affect the community in large and small ways.

Land Use Element

Growth in Oak Harbor will need to be managed between greenfield and infill development to accommodate the projected population and employment growth. The distribution of land uses are planned with the Generalized Land Use map. Policies provide the foundation for existing codes as well as manage changes within and between land-use categories. The Land Use Element also identifies

unique neighborhoods within Oak Harbor that have a mix of uses, densities and street patterns. The need to preserve or redevelop the character of these different areas will require a varied approach to the creation and application of policies.

Urban Design Element

Oak Harbor is surrounded by breathtaking views and landscapes. Greenery weaved into the urban fabric, along with aesthetically pleasing structures, are important in preserving the essence of what makes Oak Harbor a great place to live and work.

Parks, Recreation and Open Space

Integral to the well-being of a city is its system of parks and trails. A well-connected system will include space, trails and pathways that are accessible to all for a healthy, active community.

Housing

A diverse housing stock provides choices in living styles for the citizens of Oak Harbor. The City strives to accommodate diversity and density in housing, including affordable housing options, by providing a range of choices for all demographic groups.

Utilities

Coordination between all the utilities provides for an efficient system that manages change and growth while maintaining resiliency and peak functionality.

Transportation

State Route 20 runs through the City forming a commercial corridor that serves Oak Harbor and the region. Strategies to improve multimodal connection to and across the highway will increase interconnectivity and accessibility within Oak Harbor. Improving the waterfront trail and its interconnectivity to the regional system, while accommodating bicycle and pedestrian modes into the network, will provide healthy choices and recreational opportunities.

Urban Growth Area

Planning for and within the Urban Growth Area will require coordination with Island County to assure that urban development occurs within the city limit where urban services are available. Designating land uses in the UGA will need to be balanced with transportation and service demands.

Environment

As growth and development occur, Oak Harbor is working to build a healthier, greener and more sustainable future for generations to come. New developments are designed to fit within, and protect or restore, the natural systems, fish and wildlife habitat and natural resources.

Capital Facilities

Oak Harbor should program its limited resources to address the infrastructure and evolving needs created by the community's growth. Improvements must be coordinated with the City's infrastructure plans.

Government Services Element

In order to provide the best public service possible, the City needs to coordinate its activities with the various departments, agencies, districts etc.

Community Coordination

The City understands the importance of NAS Whidbey and its operations on Whidbey Island. The City and the Navy benefit from enhanced communication and coordination between their various activities and services.

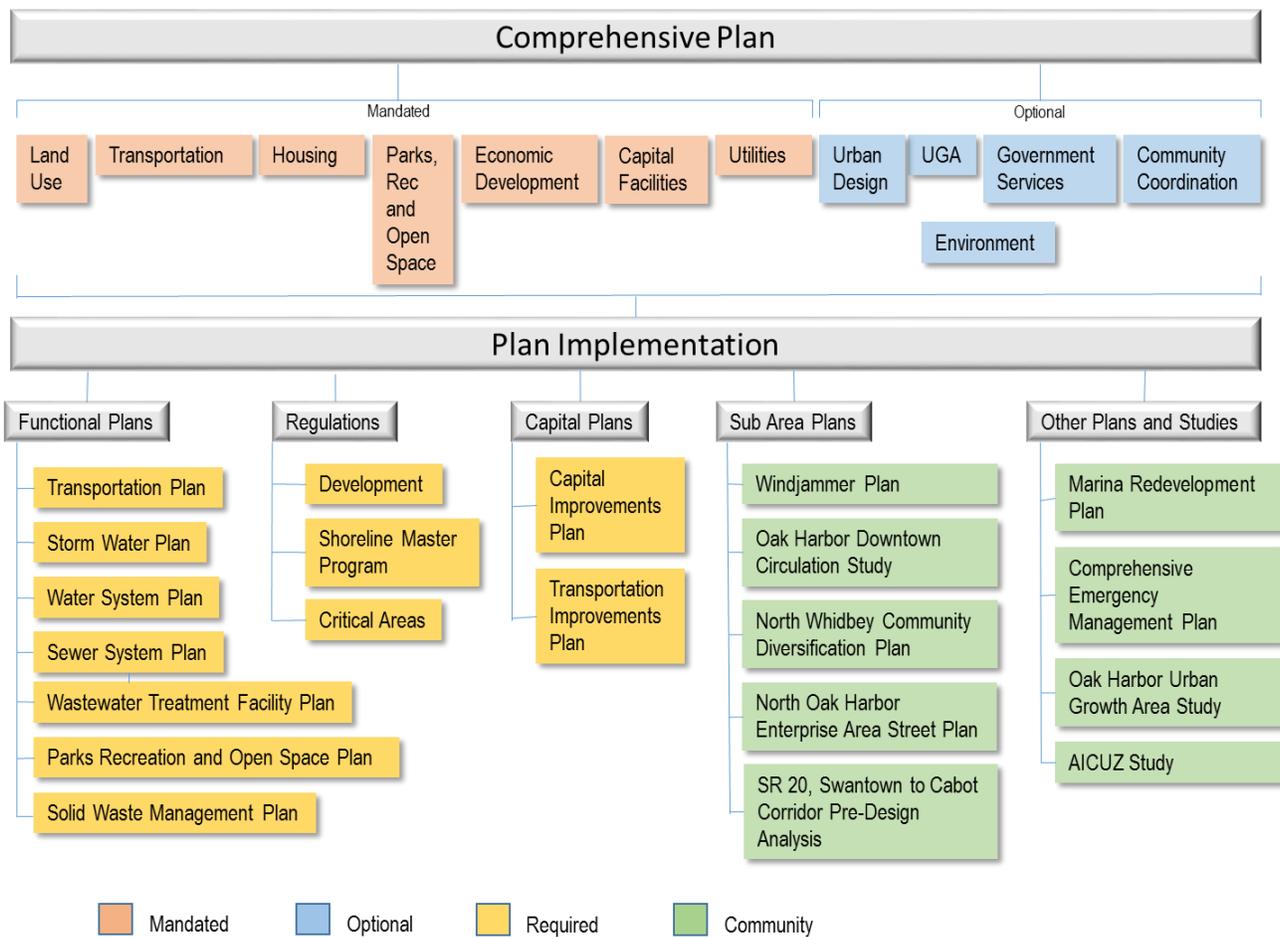


Figure 2 - Plan Implementation

Implementing Documents

	Year Adopted
Shoreline Master Program	2013
Comprehensive Water System Plan	2014
Comprehensive Sewer System Plan	2007
Comprehensive Storm Drainage Plan	2007
Comprehensive Solid Waste Management Plan	1994
Parks, Recreation and Open Space Plan	2009
North Oak Harbor Enterprise Area Street Plan	2001
North Whidbey Community Diversification Action Plan	1994
Windjammer Plan	2005
Wastewater Treatment Plant Facility Plan	2013
Comprehensive Emergency Management Plan	2013
Capital Improvements Plan	Annual
Transportation Improvements Program	Annual
State Route 20, Swantown Road to Cabot Drive	2005
Transportation Plan	2016

To implement the Vision for Oak Harbor, the City adopts plans or studies that are focused on specific elements or issues that provide additional data analysis and policy directions and that identify infrastructure needs and solutions.

Amending the Comprehensive Plan

The Comprehensive Plan is intended to be a living document that is consistently reviewed and referenced. Some elements or plans are required to be updated annually and others by a periodic cycle established by the state. All amendments must follow the public process established by code and include early and continuous public input.

Chapter 2 → Oak Harbor Profile and Projections

Oak Harbor is the largest city in Island County with a population of 22,000¹. The City benefits from the presence of NAS Whidbey, which employs 10,066² personnel that includes workers from outside the north Whidbey area. Washington State Route 20 runs through the city and serves as the primary commercial corridor with large retail stores mixed with strip centers and shopping complexes. Midway Boulevard is a secondary commercial corridor with smaller retail

establishments mixed in with some larger commercial complexes. Old Town, along Pioneer Way, is considered the downtown of Oak Harbor. It was the historical trade center for Oak Harbor before the Deception Pass Bridge was built and the Maylor Dock was destroyed by fire.

Population

According to the 2010 Census, Oak Harbor's population is mainly White, making up approximately 72.6% of the total population, followed by Asian (10.2%) and Black (4.9%).

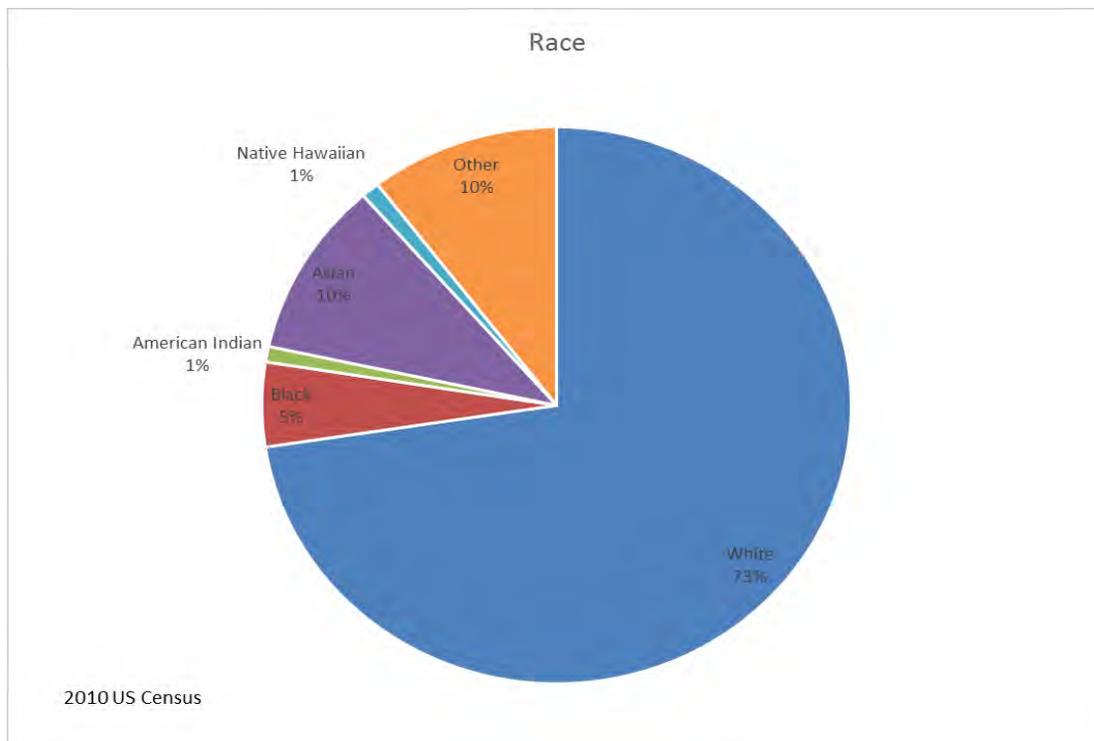


Figure 3- Race in Oak Harbor

¹ 2015 Office of Financial Management projections

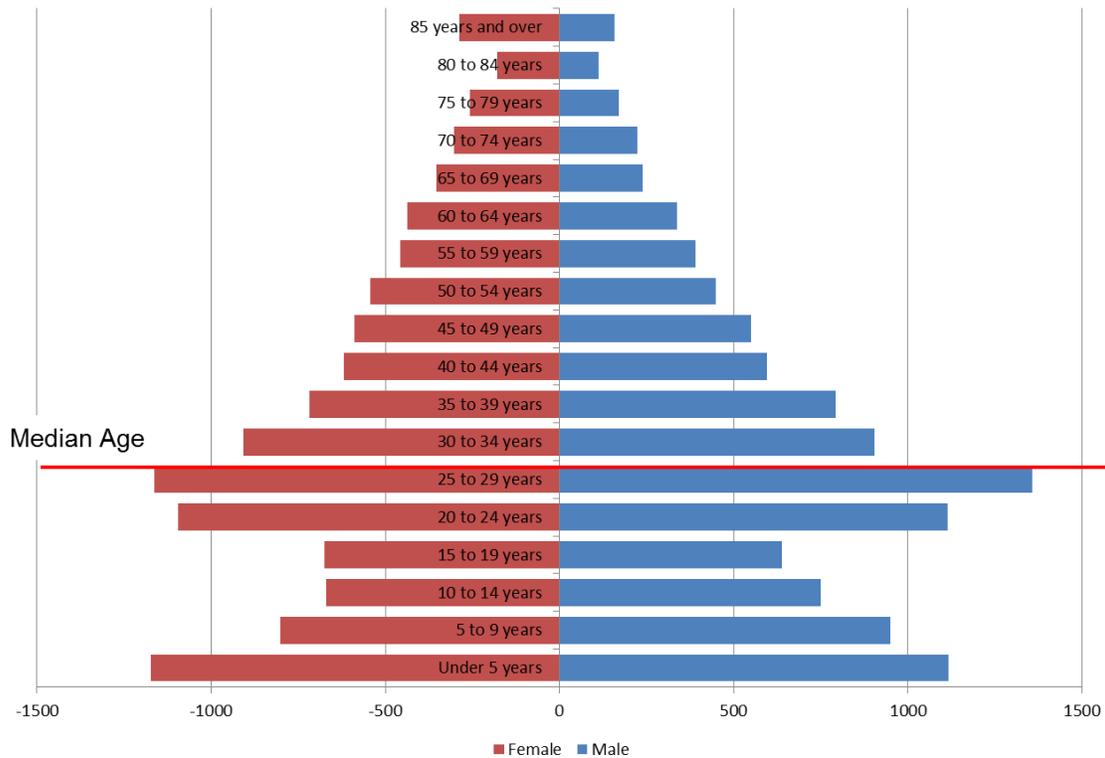
² 2012 Final Environmental Assessment – Transition of Expeditionary EA-6B Prowler Squadrons to EA-18G Growler

The population of Oak Harbor has more females (50.8%) than males. Every age group above age 40 has more females than males with females in the 85+ category almost doubling the males. As seen in the age-sex cohort population distribution below, the overall pyramid shape indicates that 50% of the people in Oak Harbor are below 29 years old (median). This indicates that Oak Harbor’s population is fairly young compared to that of Island County (43.2) and Washington (37.3). This is due to the presence of NAS Whidbey, its young sailors and their families.

Households

There are 8677 households in Oak Harbor, of which approximately 66.7% are family households. In the nonfamily households, 26.9% of residents live alone, and of those who live alone, 8.5% are over the age of 65. Of all households, 38.6% have individuals under the age of 18 and 18.9% have individuals over 65 years old. The average household³ size in Oak Harbor is 2.53 and the average family⁴ size is 3.09.

Age-sex population cohort



2010 US Census Bureau

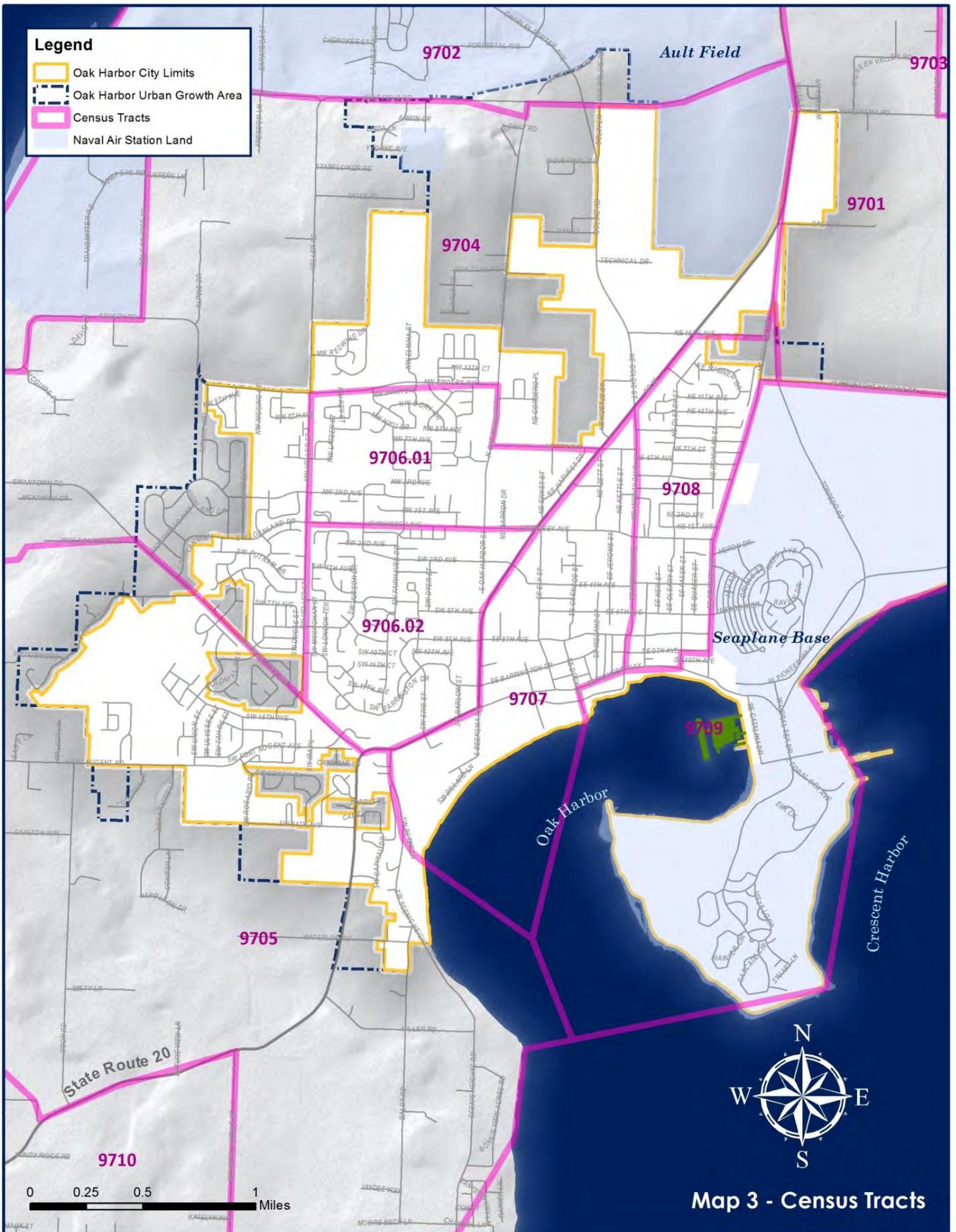
Figure 4- Age-sex population cohort

³ “Household” includes all the people who occupy a housing unit

⁴ “Family” includes householder and one or more persons related to the householder by birth, marriage or adoption

Legend

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Census Tracts
-  Naval Air Station Land



Map 3 - Census Tracts

Employment and Income

According to the US Census Bureau 2013 American Factfinder, 49.4% (8,028) of Oak Harbor's labor force is employed. 83.4% (Island County: 73.9%; Washington: 72.7%; United States: 76.3%) drive alone to work and 9.9% carpool. Approximately 0.7% (IC: 3%; WA: 5.8%; US: 5%) use public transportation, 2.3% walked to work, and 2.5% worked at home. Of employed residents, 63.5% are salary workers in the private sector, 30.7% are government workers, and 5.7% are self-employed. The major industries in Oak Harbor, accounting for 22% of the workforce, are education, health care and social assistance. Public administration follows, accounting for 17% of employed individuals.

The average household income in Oak Harbor is \$56,454. This is less than Island County (\$72,743), Washington State (\$77,827) and the United States (\$73,487). Fifty percent of the households in the city earn less than \$48,955 per year. Nonfamily households earn an average income of \$40,574, while the average family earns an income of \$64,014.

Approximately 8.5% of the families have income below the poverty level⁵ and 10.6% of all Oak Harbor residents are below the poverty level⁶ in 2013. Residents of Oak Harbor are covered by health insurance at a 90.8% rate, with 82.4% of those covered by private health insurance and 23.8% with public coverage (American Factfinder, 2013)

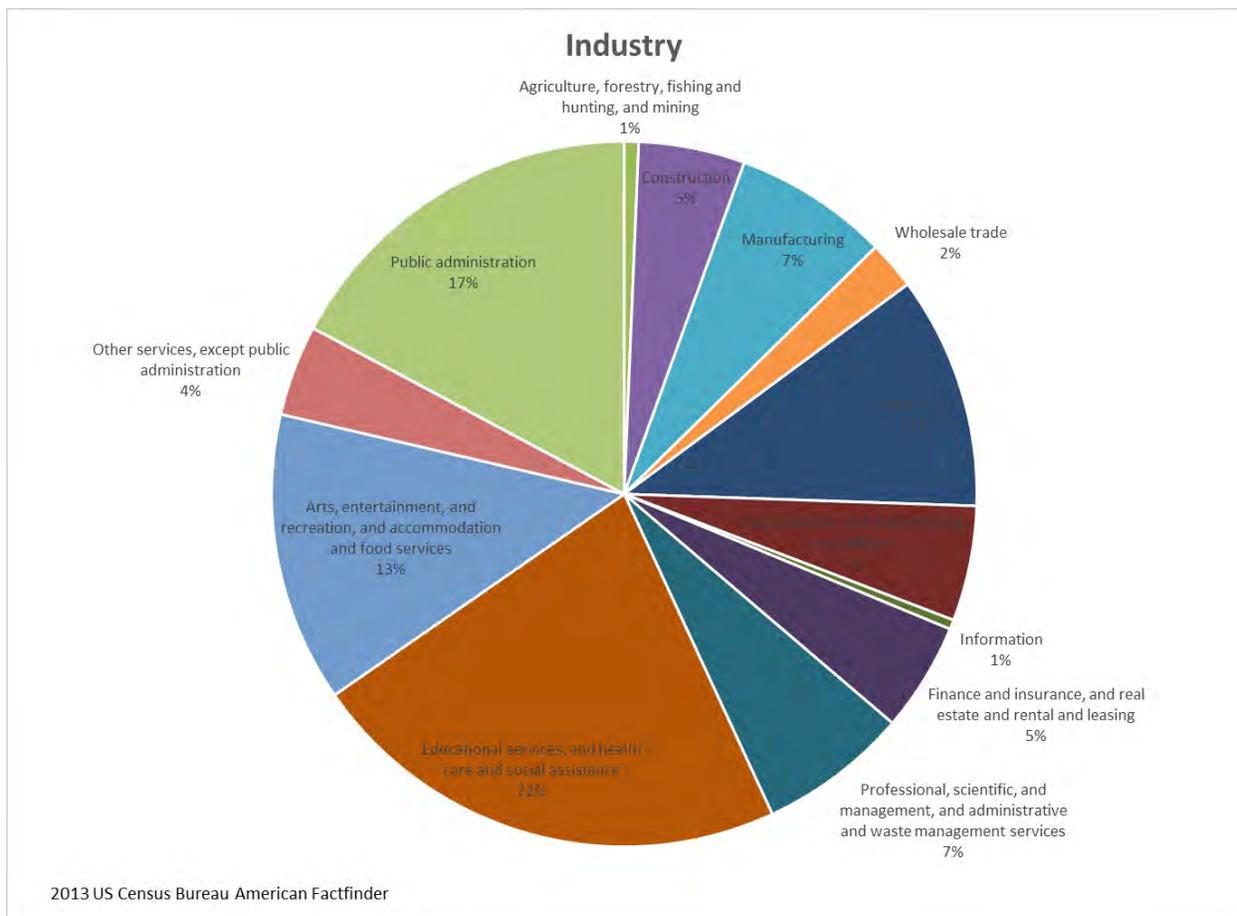


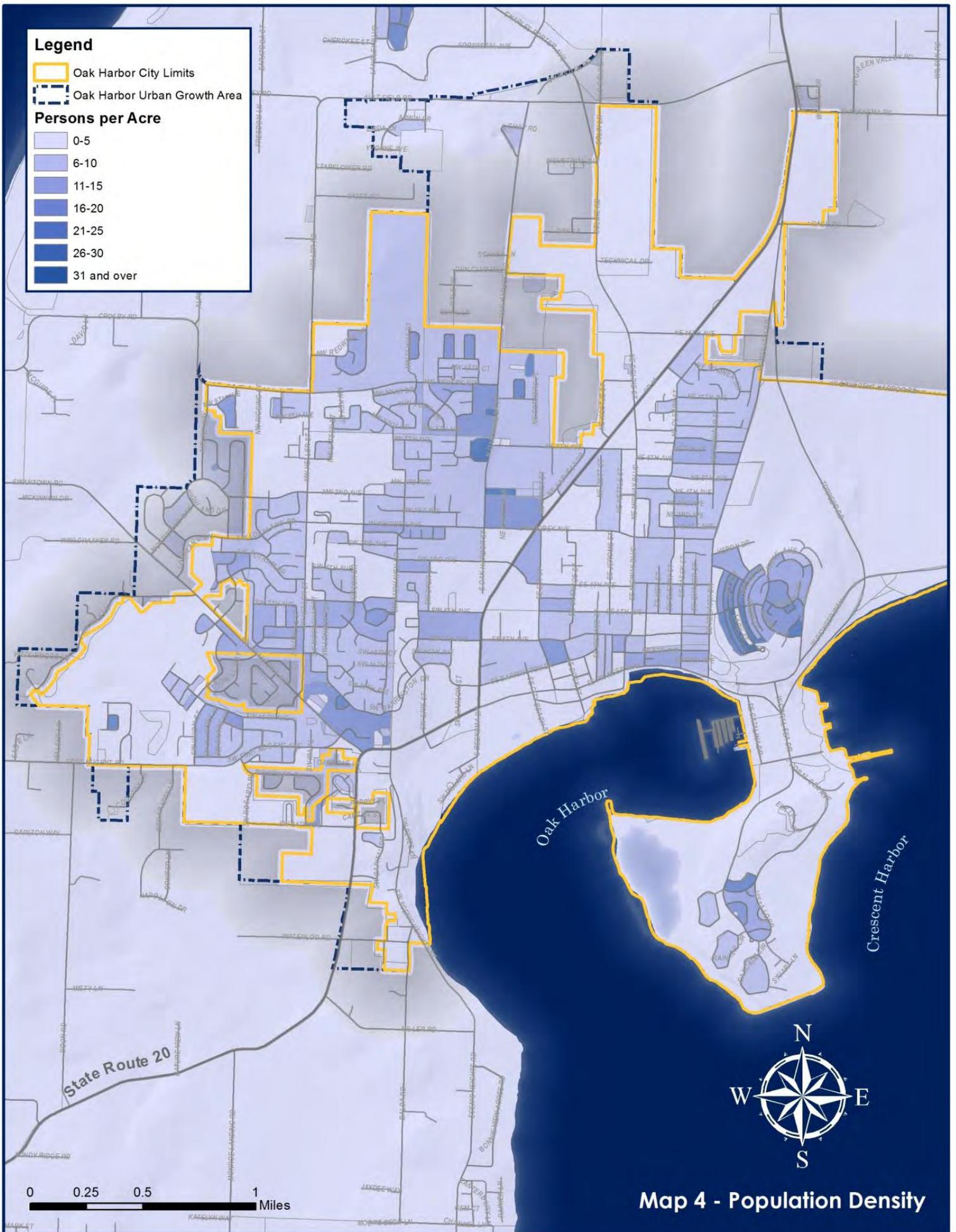
Figure 5- Employment by Industry

⁵ Poverty threshold for family 2013 is \$15,600 and varies by family size

⁶ Poverty threshold for individuals is \$12,119

Legend

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
- Persons per Acre**
-  0-5
-  6-10
-  11-15
-  16-20
-  21-25
-  26-30
-  31 and over



Map 4 - Population Density

Housing

The 2010 Census indicates that there are 9,553 housing units in Oak Harbor. Over 90% are occupied. Of those, 45.9% are owner-occupied and 54.1% are renter-occupied. The remaining 9.2% of housing units that are vacant include 59.7% are for rent, 18.5% are for sale, 8.2% are for seasonal, recreation or occasional use and 13.6% are vacant for other reasons.

By 2013, American Factfinder indicates that the housing units in Oak Harbor total 9,808, an increase of 255 units since the 2010 Census. Of those, 54.8% are single unit detached, 10.6% are 3-4 unit structures, and 7.2% are 5-9 unit structures. Six percent of the units are mobile homes. Multifamily structures constitute 32.6% (IC: 10.9%; WA: 25.7%) of all housing in Oak Harbor. Similar communities have comparable ratios of multifamily stock, such as Bremerton (38%) and Silverdale (37.3%).

A significant portion (43.4%) of the housing stock in Oak Harbor was built between 1970 and 1989. Between 1990 and 1999, approximately 1,460 (14.9%) units were added, and between 2000 and 2009 another 2,194 (22.4%) units were built. Three bedroom units constitute 43.1% of all housing units, while 16.2% have four bedrooms, 28.6% have two bedrooms and 9.4% have one bedroom. The 2013 American Factfinder also indicates that 40.5% of the housing units have two vehicles and 18.2% have three or more.

Forty-nine percent of the owner-occupied housing units are valued between \$200,000 and \$299,000, and 18% are valued between \$150,000 and \$199,000. More than 60% of the monthly mortgages exceed \$1500 with almost 47% of them exceeding \$2000 or more. This is higher than the national (31.5%) and state (40.1%) averages. For rentals, 44.3% (WA: 30.7%; US: 26.3%) pay rent between \$1000 and

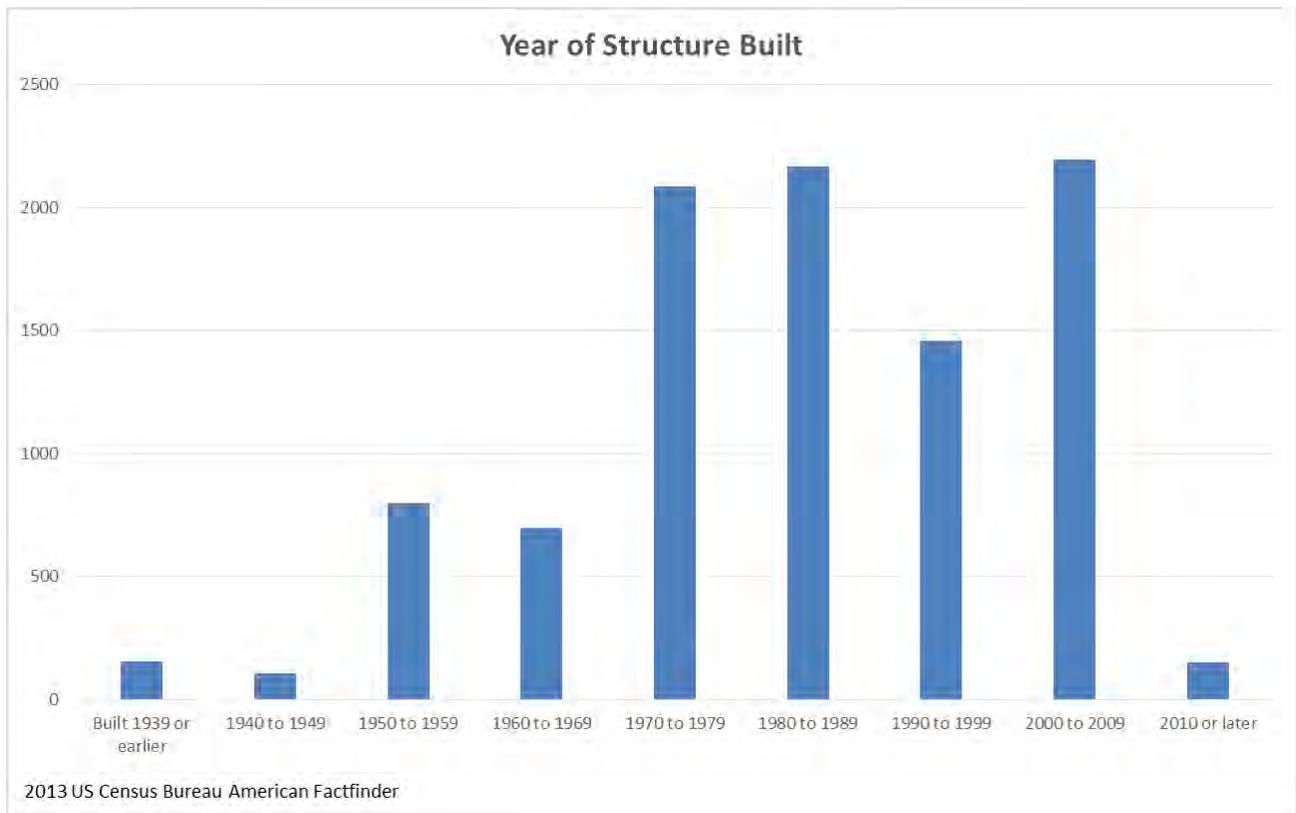


Figure 6- Housing Units - Year Built

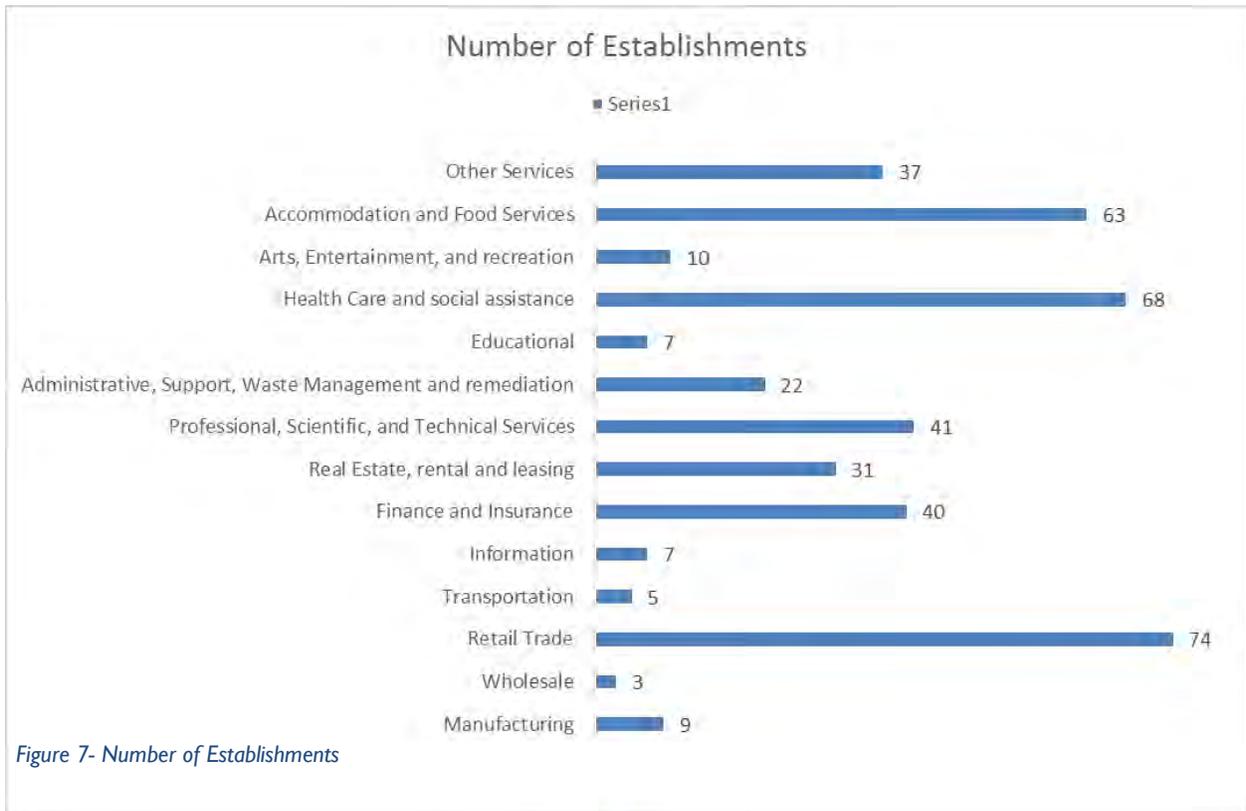
\$1,499 and 14.9% (WA: 16.6%; US: 15%) pay more than \$1500 in rent. In both, owner occupied and rental units, approximately 48% spend more than 30% of their household income in mortgage or rent⁷.

Economy

NAS Whidbey is the largest employer on Whidbey Island and employs 10,066 people. According to the 2012 Final Environmental Assessment – Transition of Expeditionary EA-6B Prowler Squadrons to EA-18G Growler Table 3-11 that summarizes the direct economic impacts of NAS Whidbey on Island County, the annual payroll is approximately \$399.1 million, military retiree pensions are \$91.1 million, contracts for goods and services

are \$12.2 million, on-station retail spending is \$22 million and net direct spending is \$516.5 million.

Within Oak Harbor, American Factfinder indicates that there are 1,510 companies. Retail trade tops the list for annual value of sales, shipments, receipts, revenue, or business (\$207,182,000), which accounts for 45% of Island County’s retail trade. Health care and social assistance produce \$52,997,000 in annual receipts, and accommodation and food services produce \$40,840,000. Retail trade employs 988 people in 74 establishments while health care employed 751 (68 establishments), and accommodation and food service employed 744 (63 establishments).



⁷ According to a 2015 Housing Needs Assessment for the State of Washington, “affordable” is when a household pays no more than 30% of its income for all housing costs, “cost-burdened” when a household pays more than 30% of its income and “severely cost burdened” when a household pays more than 50% of its income on all housing expenses.

Findings

- The age-sex cohort information is instrumental in determining the 20 year population projection for Island County (includes low birth rates in South Whidbey due to the high median age)
- The median age of Oak Harbor is likely to remain low due to the presence of NAS Whidbey and its transitional young sailors.
- There is a low percentage of use of public transportation due to the lack of service by Island Transit to NAS Whidbey Ault Field
- The high demand for affordable housing is potentially due to property values increasing at a faster rate than increases in income and housing allowances for Navy personnel.



Projections 2036

The 20 year population projection for Island County and Oak Harbor will be impacted by an increase in squadrons at NAS Whidbey that is proposed between 2016 and 2020⁸. The proposed squadron increase was incorporated into the 20 year population projections (87,917) for Island County, which was adopted in August 2013 in preparation for the Countywide Planning Policies. Island County also separately allocated the additional 20,136 people to the different regions within the county based on historical growth patterns. North Whidbey was allocated approximately 49% (42,989) of the total 2036 population and 66% (6232) of the 20 year growth. Based on these allocations, Island County projects Oak Harbor's population for 2036 will be 25,814, an increase of 3,739 from the 2010 Census population of 22,075.

The population projection allocation by Island County can be checked for validity by comparing the population projection for Oak Harbor based on historical trends. Figure 8 indicates the historical trend of an average of 1% growth every year, accounts for the squadron increase, and then returns to the normal growth trend of 1%. Based on this trend, the 2036 population is projected to be 25,925. This is fairly close to Island County's allocation for Oak Harbor.

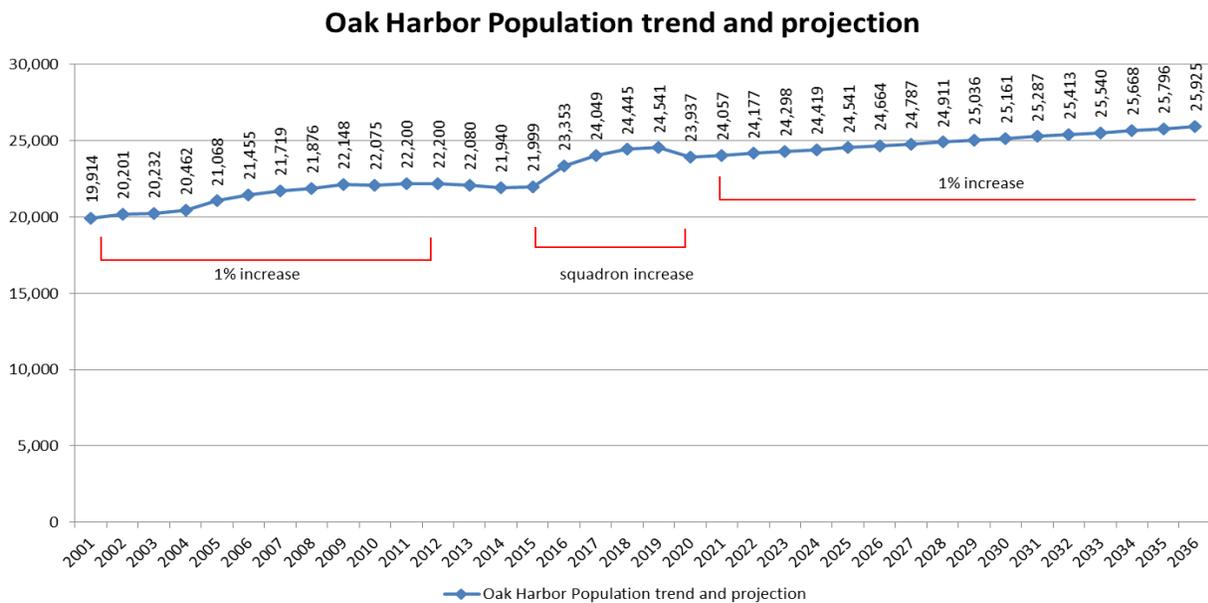


Figure 8 - Population trend

⁸ See Resolution 13-17 and associated agenda bill for information on the 20yr Population Projection for Island County

Chapter 3 → Land Use Element

A fundamental role of the Comprehensive Plan is to anticipate, guide, and plan for growth in a way that helps the City achieve its Vision. The plan is a tool to look ahead to the likely growth and ensure that the City's plans for land uses, infrastructure, and services are aligned with that growth. The Land Use Element addresses the general pattern of land use within the city and provides a framework to guide the city's overall growth and development. It ensures that an appropriate mix of land uses are available to support the City's economic goals, provide services to residents and businesses, and provide an array of housing choices. Land use planning also helps protect environmentally sensitive areas and maintain the character of established neighborhoods while allowing the city to evolve to meet the changing needs of the community.

Existing Conditions

Oak Harbor's land use pattern is a reflection of its history and its relationship with Naval Air Station Whidbey Island (NASWI). Prior to the existence of Deception Pass Bridge and the naval base, Oak Harbor relied on Maylor Dock for supplies, and, therefore, most of the city's commerce was established around the dock. Maylor Dock was destroyed by fire in 1966. However commercial activity continued in the area and is still active today. This area is commonly referred to as Old Town and is currently where the Central Business District is located.

Deception Pass Bridge was built in 1935 and NASWI was established on Whidbey Island in 1942 and expanded in 1949. The first jet squadron arrived in 1956. The Seaplane Base was built adjacent to Oak Harbor's Old Town, and Ault Field was built north of Oak Harbor.

Today the Seaplane Base accommodates naval housing, the Navy Exchange and the Commissary. Ault Field is the active part of the base and features the main airfield, flight operation and supporting facilities. It also accommodates a hospital, a variety of housing units and recreational areas including an 18-hole golf course. The Seaplane Base is within city limits while Ault Field is located in the unincorporated area of Island County.

Transportation Corridors

Today's State Route 20 was originally designated State Route 536 and came to be called SR 20 after the North Cascades Highway was completed. SR 20 through Oak Harbor is flanked by the majority of the City's commercial uses which take advantage of the traffic volumes that on the highway.

Midway Boulevard runs north-south through the city and connects Old Town and SR 20. It is flanked by mixed uses in the south close to Old Town, and commercial uses to the north where it intersects with SR 20. Midway Boulevard connects to Goldie Road north of SR 20 which is flanked by commercial uses close to SR 20 and which becomes predominately industrial as it extends north to Ault Field Road. Goldie Road terminates at one of the major entry points onto NASWI Ault Field.

NAS Whidbey Island

Naval Air Station Whidbey Island (NASWI) is the single largest employer on Whidbey Island. Its Ault Field location and flight operations' proximity to Oak Harbor influences the city's land use patterns. Noise contours emanating from their training flight paths have been mapped⁹ and play a crucial role in building

⁹ Air Installations Compatible Use Zones (AICUZ) for Naval Air Station Whidbey Island Ault Field and

construction techniques to mitigate noise impacts. The orientation of runways at Ault Field also creates Accident Potential Zones (APZ) that overlap on properties within the city. These areas have overlay restrictions on uses to promote compatibility and safety¹⁰. Due to these impacts, the land use patterns to the north of the city have been designated primarily for industrial uses to limit people-intensive uses, reduce potential impacts and promote safety.

The Seaplane Base encompasses approximately 2,897 acres east of the city and is developed primarily with family housing. A large portion of the Seaplane Base is covered by grasslands, wetlands, forests and beaches. It includes approximately 10 miles of shoreline along Crescent Harbor and Oak Harbor Bay.

Residential Development

In Oak Harbor, residential development east of SR 20 is comprised of a mix of single family and multifamily, with styles primarily of post-war modern ranch homes and construction dates typically in the 1950s to early 1970s. Neighborhoods in this area are mostly comprised of grid pattern streets and have limited sidewalks. West of SR 20, the typical dates of residential construction are the late 1970s and early 1980s close to the highway and 1990s to 2000s further away to the west. Neighborhoods in this area utilize curvilinear streets and cul-de-sacs as their primary development pattern.

Commercial Development

Commercial uses in Oak Harbor are primarily located along the major transportation corridors described above. SR 20 is flanked by big-box stores, national chain restaurants and medium-sized national chain drug stores. These national chains along with local commercial strip centers provide a healthy mix of retail services

Outlying Landing Field Coupeville, Washington adopted 2005

¹⁰ See Chapter 5 of the AICUZ study

for Oak Harbor and Whidbey Island. Old Town, located away from the highway, is characterized by smaller lots and denser development. Midway Boulevard between SR 20 and Whidbey Avenue also provides alternate commercial options.

Industrial Development

Industrial land and developments are located primarily along Goldie Road and North Oak Harbor Road. Of these two corridors, Goldie Road is the most highly developed. All of the properties along the east side of Goldie Road are within the city limits, as are a few parcels on the west side. While many of the west side properties are located within unincorporated Island County, their location within the UGA indicates that they are anticipated to annex into the city over time.

Shoreline

The marine shoreline within Oak Harbor is approximately 13 miles long, with a major portion of it on the Navy's Seaplane Base. The stretch within the city is covered predominantly by infrastructure (Pioneer Way, Bayshore Drive) and public lands (Oak Harbor Marina, Flintstone Park, Windjammer Park and Freund Marsh). The remaining shoreline is adjacent to residential uses that are mainly characterized by steep bluffs. The Shoreline Master Program is an overlay for uses adjacent to the shoreline and has seven environment designations¹¹ that guide development and conservation along the coast.

Land Use Distribution

Land use categories are applied to all properties in the city and the UGA. Oak Harbor's land uses have been divided into seven general categories. This is a major change from the original GMA comprehensive plan adopted in

¹¹ Oak Harbor Shoreline Environment Designations – Maritime, Urban Mixed Use, Residential, Residential-Bluff Conservancy, Urban Public Facility, Conservancy and Aquatic.

1995¹², which had more detailed land uses that directly matched zoning districts. The generalized land uses considered with the major update in 2016 are intended to provide a better planning tool and deal with meaningful change within a reasonable amount of time.

Planned Residential Estate

The Planned Residential Estate category is intended to preserve the rural residential character that exists in the Urban Growth Areas that will annex into the city. These areas are intended to be preserved in their existing capacity due to their proximity to the Naval Air Station, noise impacts, surrounding land uses and environmentally sensitive areas.

Low Intensity Residential

The Low Intensity Residential category is intended to accommodate most of the residential uses and to support low intensity uses such as religious institutions, care facilities, schools etc., that create healthy livable neighborhoods. Supporting uses in this category normally provide services that are quiet, low impact and operate in a fashion that does not hinder the residential character of the neighborhood. Residential densities in this category range from a minimum of 3 units per acre to a maximum of 16 units per acre. This land use category is implemented by three zoning districts: Single Family Residential (R1), Limited Multifamily Residential (R2) and Multifamily Residential (R3).

This land use category, where most of the residents of Oak Harbor live, encompasses approximately 5719 parcels (about 1941 acres) and 47% of the total area in the City and the UGA. Approximately 74% of this land use category is within the city limits and 26% is in the UGA. Approximately 82% (1596 acres) of this land use category is developed¹³.

¹² The first comprehensive plan adopted under the Growth Management Act (GMA)

¹³ Properties considered as “developed”, are lots that have an existing structure valued greater than \$4000

High Intensity Residential/Low Intensity Commercial

This land use category accommodates high density residential uses, fringe neighborhood-scale commercial uses and office-type uses. Densities in the residential district range from a minimum of 12 units per acre to a maximum of 22 units per acre.

Professional and administrative offices that have normal working hours are accommodated in this district and form a buffer between the Low Intensity Residential district and other high-intensity uses. This district also accommodates neighborhood-scale commercial uses. This land use is best located on the fringes of neighborhoods and along transportation corridors and intersections and is supported by pedestrian amenities and/or is accessible by mass transit. This land use category is implemented by the following zoning districts: Multifamily Residential District (R4), Residential Office (RO) and Neighborhood Commercial District (CI).

Currently, the 275 acres that include all 366 parcels in this land use category are located within the city limits. Seventy-five percent of the area in this land use category is developed. This is one of the land use categories that should be considered for inclusion in the UGA and future UGA expansions to provide alternative commercial services away from SR 20.

Maritime

The City created this land use category in 2012 to accommodate high intensity water related and water dependent commercial and industrial uses. This land use category and the Maritime designation in the Shoreline Master Program have similar intent. This land use would accommodate uses such as boat building, sail

(Countywide Policies Buildable Land Analysis). Properties that fall under this threshold are considered vacant but can include open space, parks, critical areas etc. and should not be assumed as all developable.

making, water dependent transportation warehousing and other clean industrial uses. This land use also accommodates commercial uses similar to the uses that are allowed in the Central Business District. The commercial uses are intended to draw residents and visitors to the area and enjoy the recreational facilities provided by the marina, Catalina Park and the Maylor Point trail.

High Intensity Commercial

The High Intensity Commercial category is the workhorse commercial district for Oak Harbor and includes all types and scale of retail establishments, wholesale, transportation, and regional centers. This district is located primarily along major transportation corridors and capitalizes on traffic volumes. Large-scale offices and commercial complexes are encouraged to locate in this district. This district is intended to encourage mixed uses that support residential uses, where there are minimal noise impacts from NAS Whidbey and its operations. The zoning districts that implement this land use category are: Community Commercial (C3), Highway Service Commercial (C4) and Highway Corridor Commercial (C5).

There are 310 parcels (approximately 399 acres) in this land use category, of which 326 acres are within the city limits and 73 acres are in the UGA. Approximately 72% of the land in this area has been developed.

Central Business District

The Central Business District is commonly referred to as Downtown or Old Town and is located along SE Pioneer Way between City Beach Street and Midway Boulevard. This district encompasses small- to medium-sized lots with dense building stock and pedestrian environments. Mixed uses and high-density residential complexes are encouraged in the district to create a vibrant mixed and cohesive pedestrian-scale environment. Setbacks and parking are limited mainly to residential uses thus encouraging commercial uses to maximize

the development potential of lots. Due to the high density allowed in this district, heights, views and mixing of residential uses will need to be planned for compatibility. The intent of this district is implemented through the Central Business District (CBD) zoning classification. The CBD zoning district is further divided into CBD-1 and CBD-2 sub-districts to regulate building heights and residential uses.

There are 141 parcels (approximately 41 acres) in this land use category. Of the 141 parcels, 95 (approximately 28.5 acres) are developed.

Industrial/Business Park

The Industrial/Business Park land use category is intended to accommodate industrial uses, industrial parks and business parks. The industrial and business parks provide an opportunity for the City to work with developers to promote large-scaled master planned developments that accommodate office complexes while preserving natural amenities. The zoning districts in this land use category are: Industrial (I), Planned Industrial Park (PIP) and Planned Business Park (PBP).

There are currently 146 parcels totaling 671 acres in this land use category. Fifty-one of these parcels (277 acres) are within city limits and 95 parcels (393 acres) are in the UGA. Approximately 96 acres are within the city, and 185 acres are outside city limits but within the UGA are considered developed.

Public Facilities

This land use category accommodates public facilities and institutional uses such as schools, colleges, churches, governmental offices, public works yards, utility structures and public parks. This land use category is implemented by the Public Facilities (PF) zoning district.

There are approximately 505 acres in this land use category. Approximately 96% are within the city limits.

Open Space

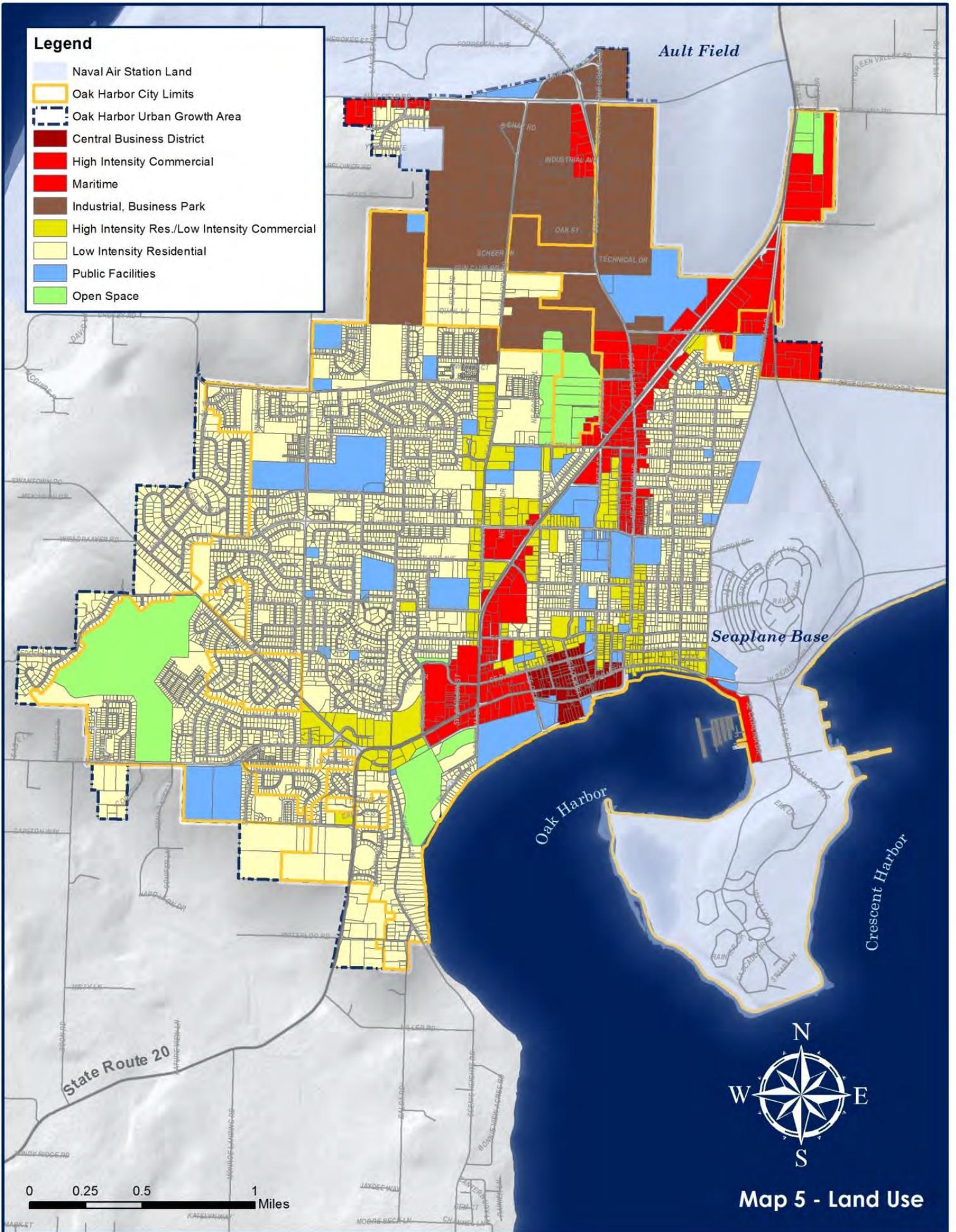
The intent of the Open Space category is to retain and preserve natural ecosystems and recreation areas for community benefit and welfare. Wetlands, forest lands, agricultural uses and golf courses are within this category. It is implemented by the Open Space (OS) zoning district.

There are approximately 325 acres of open space in the city and UGA. Approximately 259 acres are within city limits.



Legend

-  Naval Air Station Land
-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Central Business District
-  High Intensity Commercial
-  Maritime
-  Industrial, Business Park
-  High Intensity Res./Low Intensity Commercial
-  Low Intensity Residential
-  Public Facilities
-  Open Space



Map 5 - Land Use

Land Use Inventory

A land use inventory indicates the amount of land in each land use category. Since every city is different and has unique land use categories there is no universal formula to determine if a city’s land use distribution is ideal.

Figure 9 shows an inventory of the land use categories and the number of acres and lots in each category. As expected, the Low Intensity Residential constitutes the major portion of the city and is likely the most dynamic of all categories as the city grows. Keeping a pulse on this land use category may provide an opportunity to determine future land use needs in other categories.

Twenty-Year Land Use Needs

Island County has estimated the population projections for Oak Harbor to reach 25,814 people by 2036, an increase of 3,739 persons from the 2010 population. The population projection methodology includes the proposed increase in squadrons at NAS Whidbey and the new families additional squadrons will bring. Based on the population projections, the County estimates that approximately 1,626¹⁴ housing units will be needed to meet the demand. The County’s analysis¹⁵ also indicates that Oak Harbor has the capacity for 1,803 units and will therefore be able to accommodate the projected needs.

Land Use Categories	Acres	Percentage	Parcels	Percentage
Low Intensity Residential	1941	46.7%	5719	84.4%
High Intensity Residential/Low Intensity Commercial	275	6.6%	366	5.4%
High Intensity Commercial	399	9.6%	310	4.6%
Central Business District	41	1.0%	141	2.1%
Industrial/Business Park	671	16.1%	146	2.2%
Public Facilities	505	12.1%	67	1.0%
Open Space	325	7.8%	27	0.4%
Totals	4157		6776	

Figure 9 - Percentage of developed acres by Land Use Category

¹⁴ Housing unit demand estimated using housing occupancy of 2.3 person per household -2010 Census

¹⁵ 2015 Buildable Lands Analysis

The County’s analysis also indicates that there is land available in Oak Harbor that once developed, could potentially accommodate an additional 6,781 jobs. The large capacity is probably a result of the amount of industrial land that is in the city’s UGA. The current projections estimate an increase of 1,611 jobs by 2036.

Figure 10 provides information on the total acreage in each land use category and the acreage and percentages considered as developed.

Land Use Categories	Total Acres	Developed Acres	Percentage Developed
Low Intensity Residential	1941	1596	82%
High Intensity Residential/Low Intensity Commercial	275	207	75%
High Intensity Commercial	399	288	72%
Central Business District	41	28	68%
Industrial/Business Park	671	281	42%
Public Facilities	505	308	61%
Open Space	325	--	--
Totals	4157	2708	

Figure 10- Land Use Distribution (includes all land within City Limits and the UGA except the Seaplane Base)

Land Use Goals and Policies

The goals and policies of the Land Use Element help further Oak Harbor's Vision. The policies are intended - but not limited to accomplishing the following:

- Direct change – At a time of change, the community can rely on policies and seize the opportunity to move closer to its Vision.
- Bridge gaps – In some instances codes that implement the plan and its Vision may not be sufficient to address the intent of community plans, so policies can help determine mitigation measures to address potential impacts.
- Support code – Implementing codes have their foundation in the goals and policies of the plan.

Goal 1 – Promote a healthy mix of uses Policies:

- I.a. Encourage land use densities/intensities where services exist or are readily available.
- I.b. Consider land use changes that are compatible with the character of its neighborhood.
- I.c. Promote neighborhood-scale satellite commercial centers to locate in areas away from SR 20.
- I.d. Promote areas for open space and recreational opportunities within residential development.
- I.e. Encourage location of new schools within or adjacent to residential developments and in close proximity to parks.
- I.f. Progress toward a form-based code to regulate the built environment and to foster predictable physical form rather than the separation of uses.
- I.g. Promote a mix of uses and densities in new developments through the Planned Residential Development process.
- I.h. Encourage private and public preservation of undeveloped open space.
- I.i. Designate areas newly incorporated into the UGA as special planning areas to:
 1. Explore the best mix of land uses to serve the area and the city's needs;
 2. Work with property owners in the area to determine land use patterns and development scenarios;
 3. Involve public participation.

Goal 2 – Encourage land use patterns that promote health and safety

Policies:

- 2.a. Promote land use changes that provide services closer to where people live.
- 2.b. Incorporate alternate modes of transportation with development.
- 2.c. Encourage higher land use intensities and densities along major transit corridors.
- 2.d. Discourage long stretches of intersection-less roadway within the city.
- 2.e. Locate neighborhood parks that are easily accessible to residents, and community parks within the level of service distance established in the Parks Recreation and Open Space Plan.
- 2.f. Seek opportunities to establish parks and recreation opportunities in underserved residential areas.
- 2.g. Promote interconnectedness between streets, parks, schools, trails, open spaces, and natural preserves.
- 2.h. Promote interconnectedness from residential areas to commercial areas, parks, and open spaces.
- 2.i. Promote crime prevention through environmental and defensible space design.
- 2.j. Prohibit people-intensive and residential uses from locating in high-noise and aircraft crash zones.
- 2.k. Require noise abatement construction standards based on noise level zones.
- 2.l. Consider flexible standards to encourage redevelopment of underutilized lots.
- 2.m. Limit the development around existing public water supplies to low intensity uses.
- 2.n. Require developments to protect the aquifer recharge areas from contamination.
- 2.o. Promote a pedestrian scale environment by requiring buildings to locate close to street frontages in commercial, office and residential areas.
- 2.p. Promote pedestrian amenities, where feasible, with development and redevelopment of land.

Goal 3 – Support a vibrant economy

Policies:

- 3.a. Facilitate mixed-use developments in all districts that allow commercial uses.
- 3.b. Support efforts to encourage quality development and redevelopment in the Old Town area.
- 3.c. Support NAS Whidbey and its continued operation by discouraging:
 - 1. Encroachment of incompatible uses;
 - 2. Residential uses from locating north of NE 16th Avenue alignment;
 - 3. Structures that are a hazard to flight navigation;
 - 4. People-intensive uses in high noise areas and potential crash zones.
- 3.d. Require the disclosure of potential noise and accident-potential impacts to prospective buyers, renters, or lessees of property and structures in the city and UGA.
- 3.e. Enhance and protect the waterfront as an asset and implement the Waterfront Redevelopment, Branding and Marketing Program.
- 3.f. Promote upland developments adjacent to the marina.
- 3.g. Consider flexible standards to encourage development and redevelopment along Midway Boulevard.
- 3.h. Support the retention and expansion of industrial uses by utility services extensions and public infrastructure improvements.
- 3.i. Support the development of business parks using, where appropriate, master planning

processes to achieve campus type developments.

- 3.j. Facilitate the growth of Skagit Valley College and its facilities.
- 3.k. Accommodate mobile commercial enterprises such as food vendors, coffee trucks, etc. in the Old Town area, near schools and colleges, and along the waterfront and marina.
- 3.l. Promote context-sensitive and proportionately scaled signage.
- 3.m. Consider landscape flexibility along commercial frontages for signs and storefront visibility.
- 3.n. Support home occupations that:
 - 1. Can operate inconspicuously and do not infringe on neighboring residents;
 - 2. Do not infringe on or change the intent of the residential zone;
 - 3. Have limited visitors and do not require additional parking.
- 3.o. Collaborate with the county to promote development practices that:
 - 1. Encourage new development to occur within city limits;
 - 2. Promote urban Oak Harbor development standards in the UGA.

Goal 4 – Promote a diverse and affordable housing stock

Policies:

- 4.a. Maintain a healthy amount of developable and redevelopable land in all residential land use categories.
- 4.b. Support land use changes that accommodate higher density residential uses where services and utilities are available.
- 4.c. Support the development of new, and the conversion of existing, residential structures for accessory dwelling units.
- 4.d. Consider a mix of land uses when expanding urban growth areas.
- 4.e. Support flexible standards for developments that provide affordable housing.
- 4.f. Consider development incentives to include affordable housing within new developments.
- 4.g. Coordinate housing growth strategies with changes in school enrollment projections and NAS Whidbey expansions.
- 4.h. Support efforts to increase affordable housing in the City.

Goal 5 – Respect the character of its natural and built environment

Policies:

- 5.a. Consider flexible standards to protect Garry Oak trees and their habitat.
- 5.b. Protect public view corridors :
 - 1. When considering new developments;
 - 2. From natural encroachments on public property.
- 5.c. Consider flexible standards for building locations, heights, and landscaping plans to preserve views.
- 5.d. Require, where appropriate, buffers and screening between new intensive uses and existing uses.
- 5.e. Promote the use of native vegetation, including Garry Oaks, for landscaping and buffers.
- 5.f. Promote parkways, street trees and landscaped boulevards with development proposals.
- 5.g. Require design and construction standards for development to consider:
 - 1. Protection of fish and wildlife habitat;
 - 2. Geologically sensitive areas for construction;
 - 3. Protecting critical aquifer recharge areas;
 - 4. Protecting and enhancing the shoreline;
 - 5. Frequently flooded areas.
- 5.h. Require development to adhere to design guidelines and regulations that promotes a pedestrian friendly environment by:

1. Locating buildings closer to street frontages;
 2. Encouraging visually interesting facades and people spaces.
- 5.i. Respect and acknowledge the role of historically and architecturally significant buildings in the community.
 - 5.j. Discourage premature land clearing ahead of development proposals.
 - 5.k. Promote revegetation when retaining existing trees is not practical.
 - 5.l. Promote landscaping to achieve visual and noise buffers.
 - 5.m. Require buffers where land use intensities vary.
 - 5.n. Require landscaping standards to efficiently screen for outdoor uses and storage areas.
 - 5.o. Encourage industrial uses to incorporate landscaping, decorative fencing and native vegetation so that they are attractive and complementary to the community.
 - 5.p. Explore creative ways to blend in/camouflage utility towers and devices.
 - 5.q. Place utilities underground whenever feasible.
 - 5.r. Require common/public open spaces within developments to be accessible and visible.

Challenges and Opportunities

Oak Harbor seeks to meet the challenge of achieving the community's land use vision, accommodating future growth and preserving what community-members love about Oak Harbor. Challenges and opportunities include:

- Meeting growth needs – Oak Harbor is constantly faced with the dynamic nature of NAS Whidbey and its changes. Increase in squadrons over the next few years will increase the demand for housing, schools and other services. Although, the Buildable Lands Analysis indicates sufficient land capacity within Oak Harbor, it is hard to predict whether the availability will be able to match the trend of incoming squadrons. The City will continue to support private development proposals and expansion of public facilities such as schools, colleges and other services as they come forward.
- Improvements on SR 20 – There are long standing plans to improve several intersections along Oak Harbor to relieve congestion. Funding is the primary challenge, for both the City and the State, to realize these projects. These proposals also have impacts on potential developments along the corridor. The City and Washington State Department of Transportation will continue to work in moving this project forward.
- Low Impact Development – Stormwater management has become a game changer in communities around Puget Sound. New regulations required through the National Pollutant Discharge Elimination System permitting will impact how development occurs. An increase in development regulations, maintenance requirements, and enforcement are challenges presented by this stormwater management methodology. The City will work with the community in finding practical solutions to meet this requirement.
- Old Town/Downtown Development – Directing more development to the Central Business District will continue to be a challenge due to its physical separation from SR 20 and the perceived drawback of the one-way street configuration. There are also challenges with an aging building stock and high cost of renovations and redevelopments. The City will continue working with the downtown merchants and property owners in supporting the Main Street program.
- Industrial and Business Park – There is a large inventory of land designated for industrial and business parks along NE Goldie Road and NE Oak Harbor Road. However, a major portion is outside the city limits and in the UGA. Infrastructure development, non-conforming uses and annexations are challenges in this area. The city will continue to work with property owners, Island County and potential developers to encourage developments and employment opportunities in this area.
- Home-based Businesses and Accessory Dwelling Units – There is an untapped potential in Oak Harbor to increase home occupations and accessory dwelling units. As demographics change and population grows, the City will continue to support and accommodate home occupations and the building of accessory dwelling units.
- Garry Oaks – The tree that gives the city its name is protected by city ordinance. However, propagating the species for future generations will require proactive measures to promote planting new trees where soils and conditions are suitable. The City will continue its efforts in planting Garry

Oaks on suitable public lands and encourage propagating them within private developments through incentives.

- Neighborhoods – Oak Harbor has diverse neighborhoods ranging in age from the early 20th century to current times. As neighborhoods age they naturally decline and can reach a state of disrepair. The City will have to manage change in these aging neighborhoods through a combination of zoning incentives, improved public services and facilities, public financial assistance and uniform housing code enforcement.
- Midway Boulevard – This corridor was identified in 2006 as a district that could accommodate higher intensity commercial uses. This traditional commercial corridor will benefit from new and infill commercial and mixed use developments that enhance the sense of place. Flexible development standards, such as raising the height limit, allowing development to extend to the street, parking requirement reduction, public/private partnerships and other strategies can be used to support revitalization.
- Supporting growth of school facilities – Oak Harbor Public Schools anticipates an increase in student enrollment will mirror the planned increase in personnel and squadrons at NASWI. The District anticipates enrollment to increase by 750 students and then drop to 500 with the disestablishment of VQ-I squadrons. The District will face challenges in accommodating the increase in enrollment. A partnership between the District and the City is already well-established. The City leases school district property for parks and athletic fields, the City shares technology infrastructure with Oak

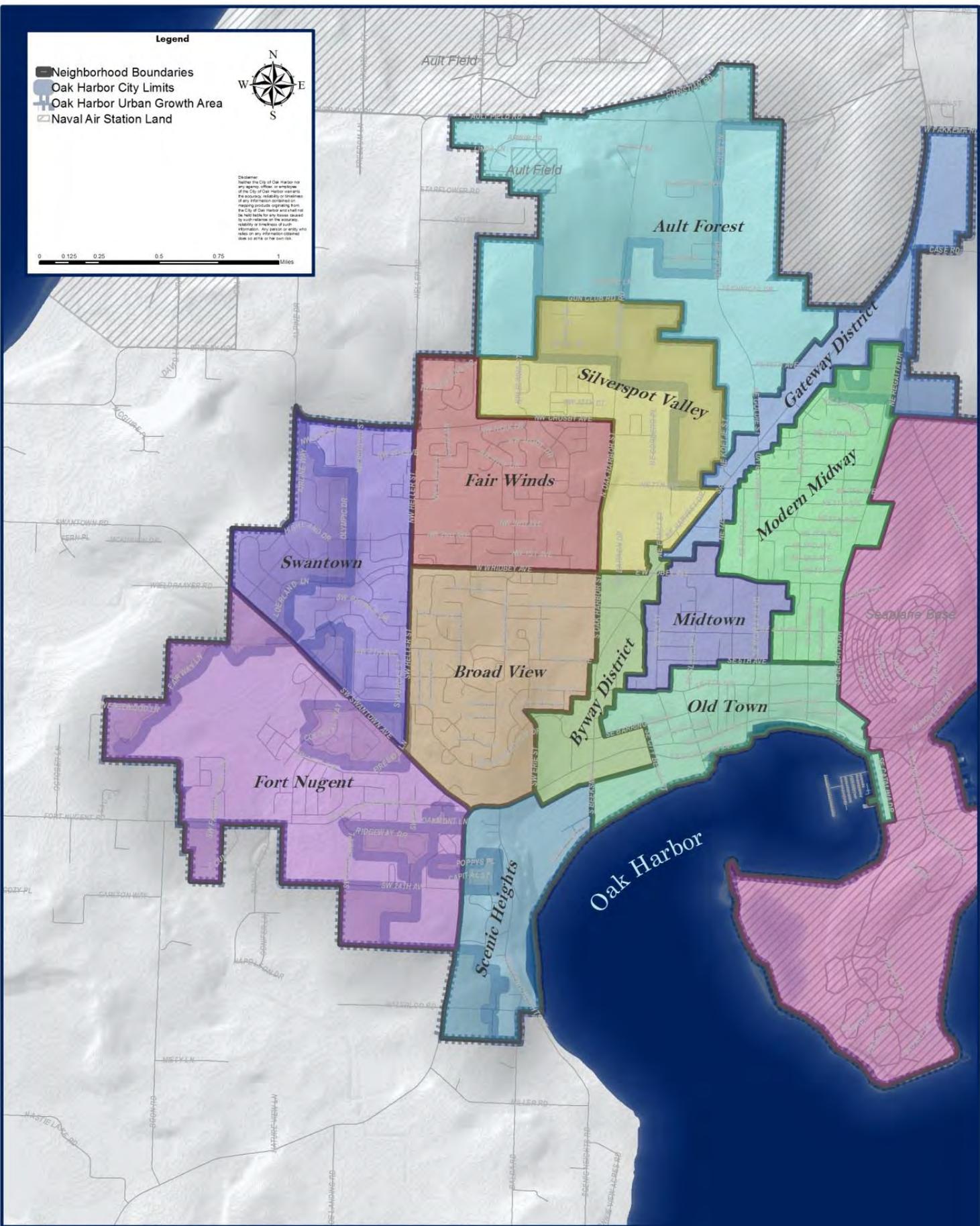
Harbor Public Schools and the City contracts with the school district for technology support services. Through the joint pursuit of grant opportunities and shared advocacy at the state and federal level for resources to address facility needs, the City can be an active partner in advancing the success of the District yielding broad benefits to the Oak Harbor community. The City will also communicate and work with the School District on a regular basis, help expedite the City review processes and support the District in meeting code requirements.

Legend

- Neighborhood Boundaries
- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Naval Air Station Land

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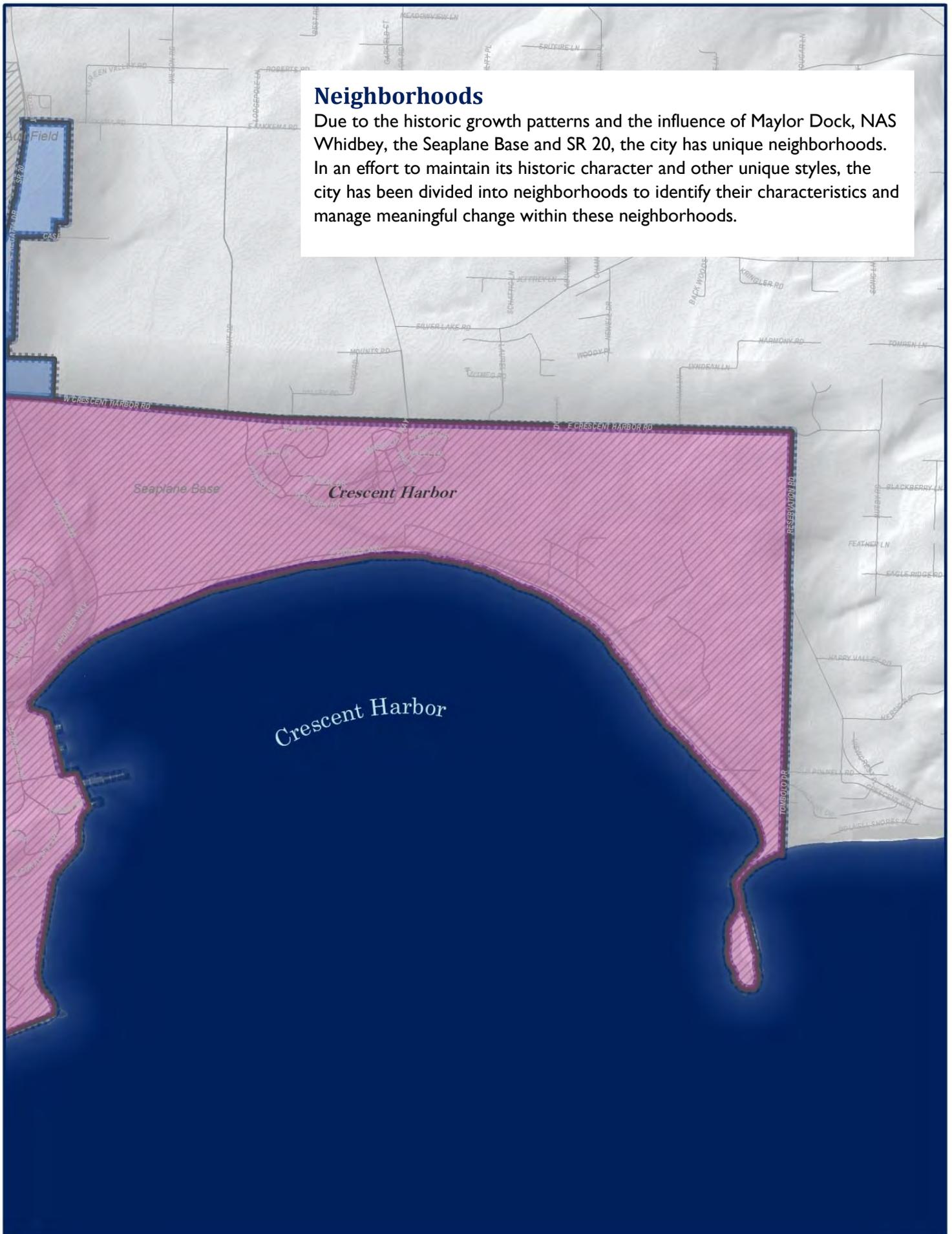
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Neighborhoods

Neighborhoods

Due to the historic growth patterns and the influence of Maylor Dock, NAS Whidbey, the Seaplane Base and SR 20, the city has unique neighborhoods. In an effort to maintain its historic character and other unique styles, the city has been divided into neighborhoods to identify their characteristics and manage meaningful change within these neighborhoods.



Modern Midway

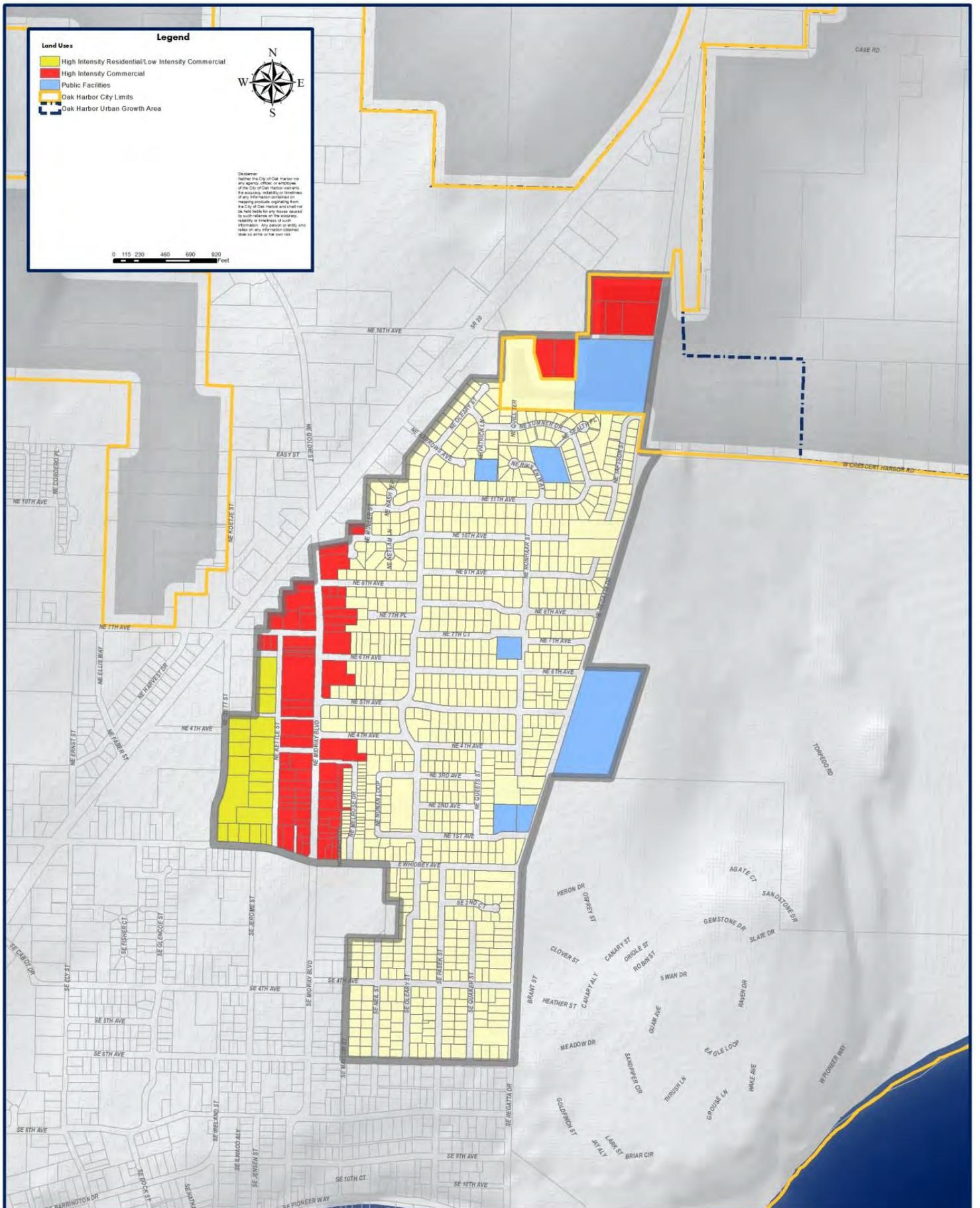
This neighborhood consists of a distinct commercial core along NE Midway Boulevard and stable residential areas generally developed in the years following World War II. Sometimes viewed as Oak Harbor's first suburban-type development, the commercial district is strongly oriented toward visitors arriving by car with spacious parking lots located in front of buildings. Single family residences dominate the gridded streets, with mid-century modern architecture mixing with more traditional styles. With the exception of a very small area at the north end of the neighborhood, Modern Midway is almost entirely within the City limits.

Data

- Modern Midway includes about 353 total acres within its boundaries; it is the 7th largest neighborhood in the City.
- There are approximately 935 total properties within the neighborhood – of which about 89% are in the Low Intensity Residential category.
- 858, or 91.8% of parcels within the neighborhood are currently developed.

Challenges, Opportunities and Strategies

- The neighborhood has a strong grid system allowing for easy and efficient vehicular movement, but in many areas, it lacks infrastructure for pedestrians and alternative modes of transportation.
- Modern Midway is highly developed, and has very few large lots available for infill or redevelopment. A buildable lands inventory shows only a few scattered parcels that could be divided or redeveloped for residential uses.
- Higher-intensity land uses in appropriate locations.
- Pedestrian circulation in the neighborhood should be improved, with particular focus on the NE Regatta Drive, NE O'Leary and NE Kettle Street areas.



Modern Midway

Fair Winds

This neighborhood consists mostly of typical late 20th-century suburban development. A mix of single-family homes - generally built from 1970 to 1990, with some more recent developments – coexist with denser multi-family complexes grouped along the Oak Harbor Street corridor on the eastern edge of the neighborhood. Home of Oak Harbor High School and several churches and small neighborhood parks, the neighborhood is characterized by curvilinear streets and cul-de-sacs and generally lacks a typical street grid.

Data

- The neighborhood is approximately 369 total acres, ranking 6th largest in the City.
- It includes approximately 761 developed Low Density Residential lots, or approximately 17% of the total in the City.
- 59.7 acres, or 16.1% of the neighborhood's total area is dedicated to Public Facilities land uses.
- Approximately 91.7% of parcels in the neighborhood are developed.



Challenges, Opportunities and Strategies

- Fair Winds has little opportunity for infill due to its high level of development and significant areas used by public facilities such as schools and churches.
- Lots are generally larger than minimums required in respective zone districts, but not so large as to allow redevelopment or lot splitting on a large scale. A developable lands survey found potential redevelopment opportunities in an area generally clustered around the intersection of NE Heller Road and NE Crosby Avenue.
- This neighborhood has no commercial uses within its boundaries or within close walking distance.
- Fair Winds is bounded by four major thoroughfares within Oak Harbor. Increasing traffic with additional population in neighboring and outlying neighborhoods will be a concern in the future.
- Where appropriate, higher densities with flexible standards should be considered to promote development without compromising public safety standards.
- Accessory dwelling units should be promoted where viable.

Ault Forest

The Ault Forest neighborhood generally consists of industrial and undeveloped lands at the north end of the city. Close proximity to the NASWI air field limits residential development. Commercial and industrial corridors are mostly situated on one of three roads: Goldie Road, Oak Harbor Street or Ault Field Road. Not including the Crescent Harbor Neighborhood, which includes exclusively US Navy lands, Ault Forest is the largest of the neighborhoods in the City, with over 800 acres in its boundaries.

Data

- Nearly half of the acreage in the neighborhood is located outside Oak Harbor city limits, but within the Urban Growth Area.
- More than 72% of parcels in the neighborhood are located outside City Limits.
- Only about 42% of the acreage within the neighborhood is considered developed by the standards used.

Challenges, Opportunities and Strategies

- While the neighborhood is comprised of large areas of undeveloped business and industrial park designated lands, the transportation network is under-developed and might be a hurdle to development in the area.
- As noted in the data above, most of the land in the neighborhood is under Island County jurisdiction.
- Development will need to account for wetland areas, which are currently unmapped.
- There is no comprehensive sewer system in the area.
- No new residential projects will be permitted in this neighborhood as the majority of it lies north of the 16th Avenue alignment.

Legend

- Open Space
- Public Facilities
- Low Intensity Residential
- Industrial, Business Park
- High Intensity Commercial
- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Naval Air Station Land

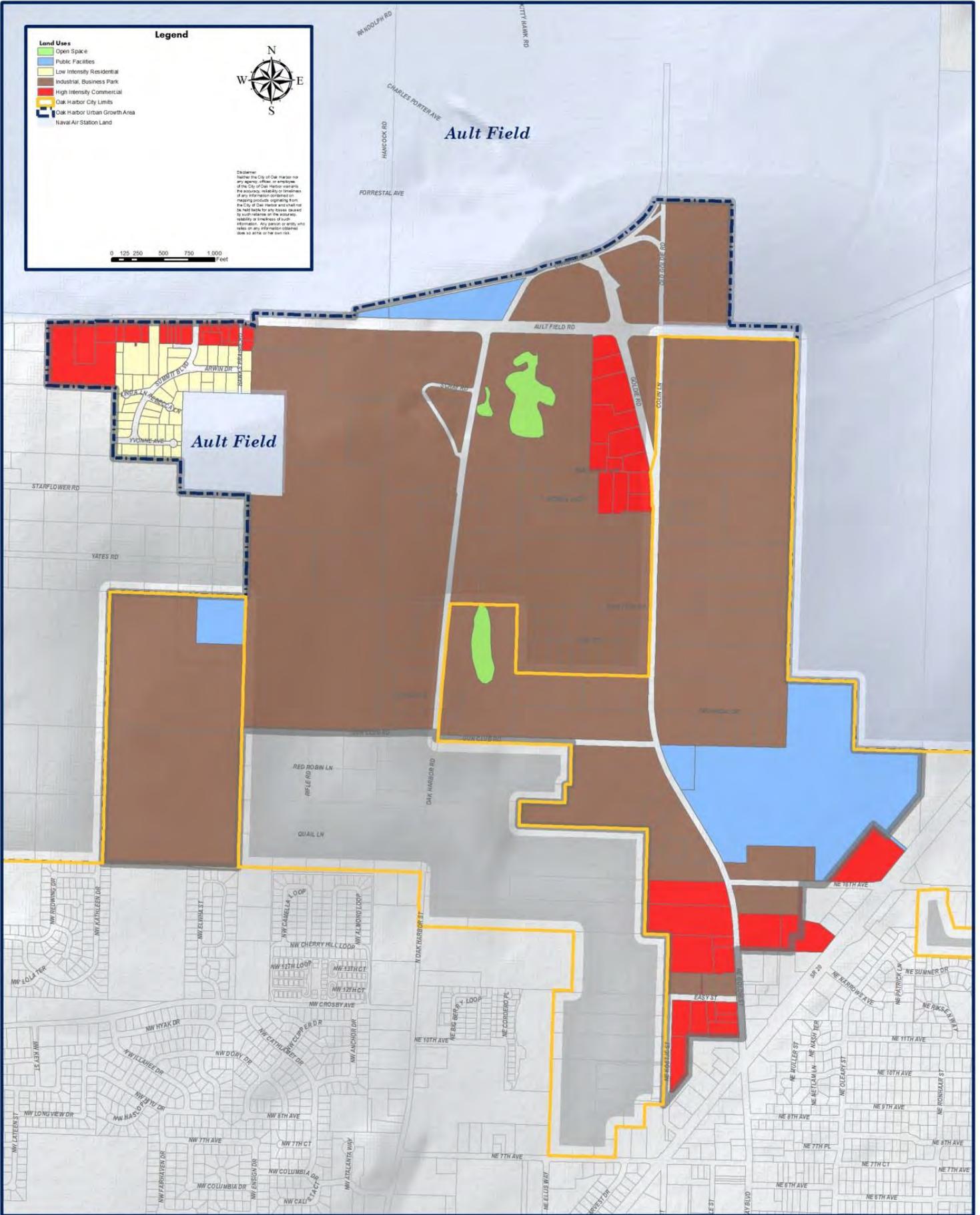
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Ault Field

Ault Field



Ault Forest

Gateway District

The Gateway District neighborhood serves as the northern entry into Oak Harbor via Highway 20. As such, it is a heavily-traveled corridor and the visual first impression for visitors. The neighborhood is mostly commercial in nature, with businesses serving both local residents and visitors alike. Several hotels and restaurants are located along the Highway 20 corridor within the neighborhood. The more developed sections of the highway corridor are planted with mature trees through the Heritage Way program.

Data

- 84% of the neighborhood is designated as High Intensity Commercial land use category
- The neighborhood includes approximately 43% of the City's High Intensity Commercial land.
- Approximately 27 acres within the High Intensity Commercial land use category are vacant according to the buildable lands survey.

Challenges, Opportunities and Strategies

- The City should endeavor to complete the Heritage Way landscaping along the entire Highway 20 corridor.
- Bicycle and pedestrian facilities are lacking in certain areas.
- The northern portion of neighborhood is heavily impacted by Accident Potential Zones for Ault Field. These zones limit development in those areas.



Silverspot Valley

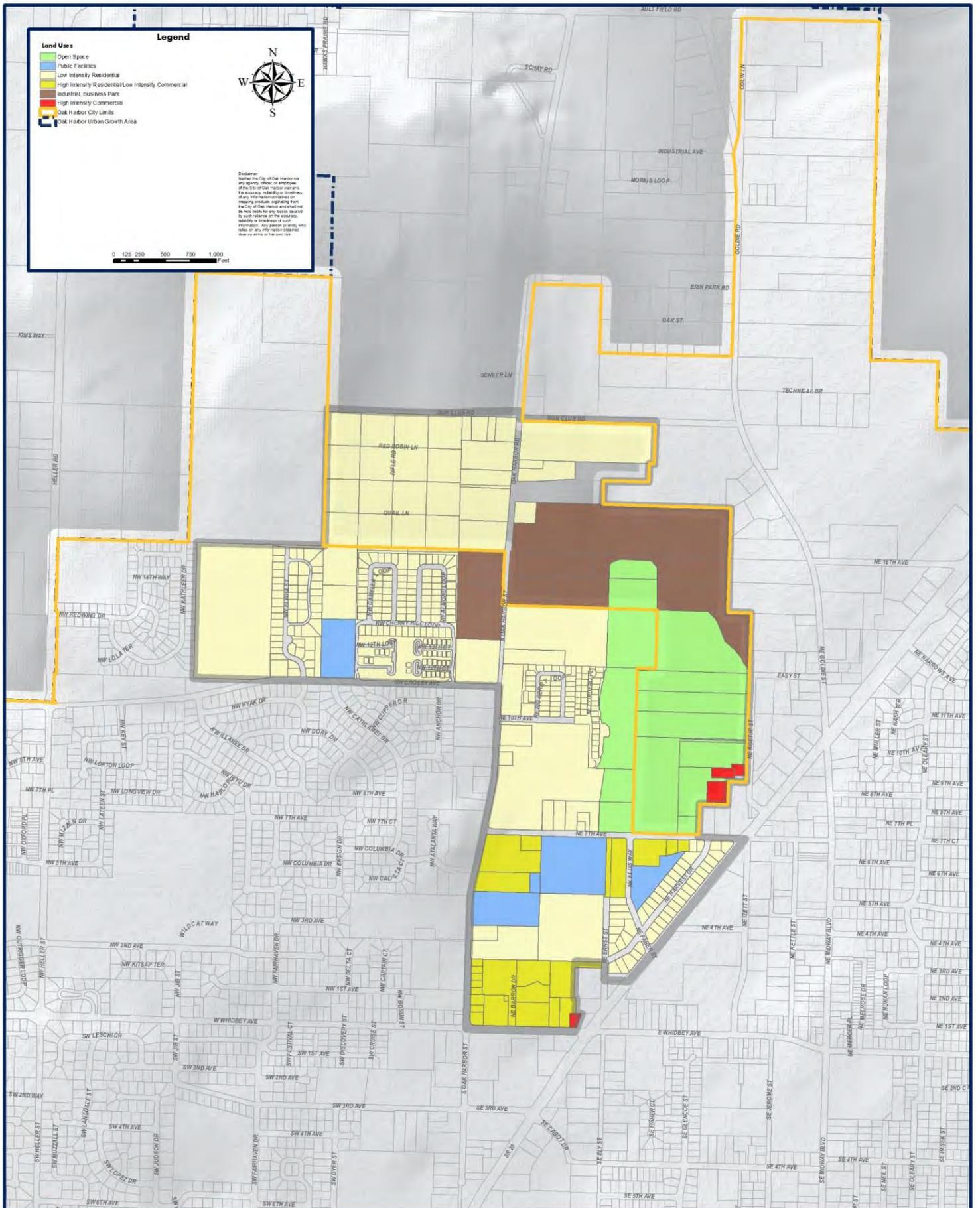
The Silverspot Valley neighborhood includes some of Oak Harbor's denser residential areas, but also a significant area of permanent open space and wetland. The residential areas are a mix of single-family and multi-family residences and manufactured home parks, with higher densities occurring along the Oak Harbor Street and Crosby Avenue corridors.

Data

- Approximately 49% of Silverspot Valley is in the Low Intensity Residential land use category. However, none of that land is in the R-I zone district – meaning there is a higher proportion of multiple-family properties in the neighborhood than would be expected. This contributes to the higher densities as shown in the 2010 Census numbers.
- 44% of the neighborhood is located outside City limits, but within the Urban Growth Area.
- Over 100 acres of land in the neighborhood is in the Open Space land use category.

Challenges, Opportunities and Strategies

- As noted above, a significant amount of land in the Silverspot Valley neighborhood is designated as Open Space. The wetland area that this designation protects is also buffered in many locations and may preclude development based on the distance required for buffering. Therefore, there may be a significant amount of vacant land that may not be available for development.
- Nearly half of the neighborhood is located outside Oak Harbor city limits. These areas may not be fully served by the City and may require sewer, water or other utilities to be extended before development can occur.
- Some of the northern portion of the neighborhood is located north of the 16th Avenue corridor, making it ineligible for residential development.



Silverspot Valley

Swantown

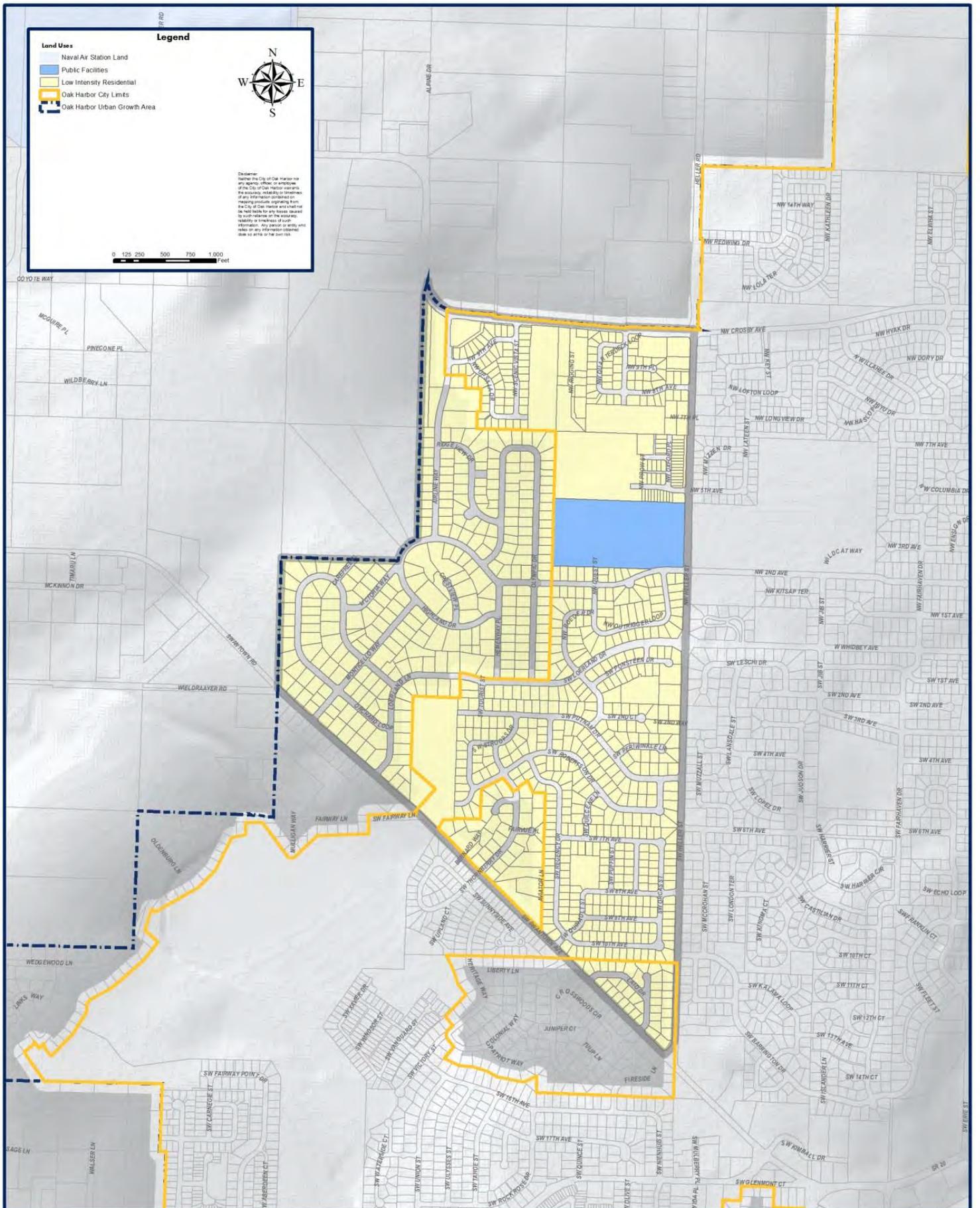
Located on the far western side of the City, the Swantown neighborhood is comprised almost entirely of single-family residences, generally developed since the 1970s. Much of the neighborhood is located outside of the City limits while still in the Urban Growth Area.

Data

- Of the approximately 342 acres located in the neighborhood, 94.3% is in the Low Intensity Residential land use category. The remaining land is in the Public Facilities category.
- Almost 42% of the land is located outside the City limits. All of that land is in the Low Intensity Residential category.
- There are about 45 acres of vacant land in the neighborhood.
- Hillcrest Elementary School is located on land in the Public Facilities land use category. It is the only parcel in the neighborhood that is not in the Low Intensity Residential category.

Challenges, Opportunities and Strategies

- Many residential properties located outside the City limits are not connected to the City sewer system. Generally, they utilize community or individual septic systems.
- The eastern border of the neighborhood is Heller Road – a key north-south corridor in the City.
- Access to public parks is lacking in the neighborhood.



Legend

Land Uses

- Naval Air Station Land
- Public Facilities
- Low Intensity Residential
- Oak Harbor City Limits
- Oak Harbor Urban Growth Area

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Swantown

Broad View

The Broad View neighborhood, named after the elementary school located within its boundaries, is home to established single-family residential areas and a concentration of churches near its eastern boundary. This area generally developed later than neighborhoods on the east side of Highway 20 and has homes dating from the 1960s to the present. Several small parks dot the area, both City-owned and privately held.

Data

- All of the Broad View neighborhood is located within City limits
- Approximately 74% of land in the neighborhood is in the Low Intensity Residential land use classification. 15% fits in the High Intensity Residential/Low Intensity Commercial category.
- According to the buildable lands survey, there are less than 45 acres of vacant land in the neighborhood.

Challenges, Opportunities and Strategies

- Heller Street, a key north-south corridor in the City, forms the western border of the neighborhood.
- Older areas near Highway 20 may be impacted by encroaching commercial development.

Fort Nugent

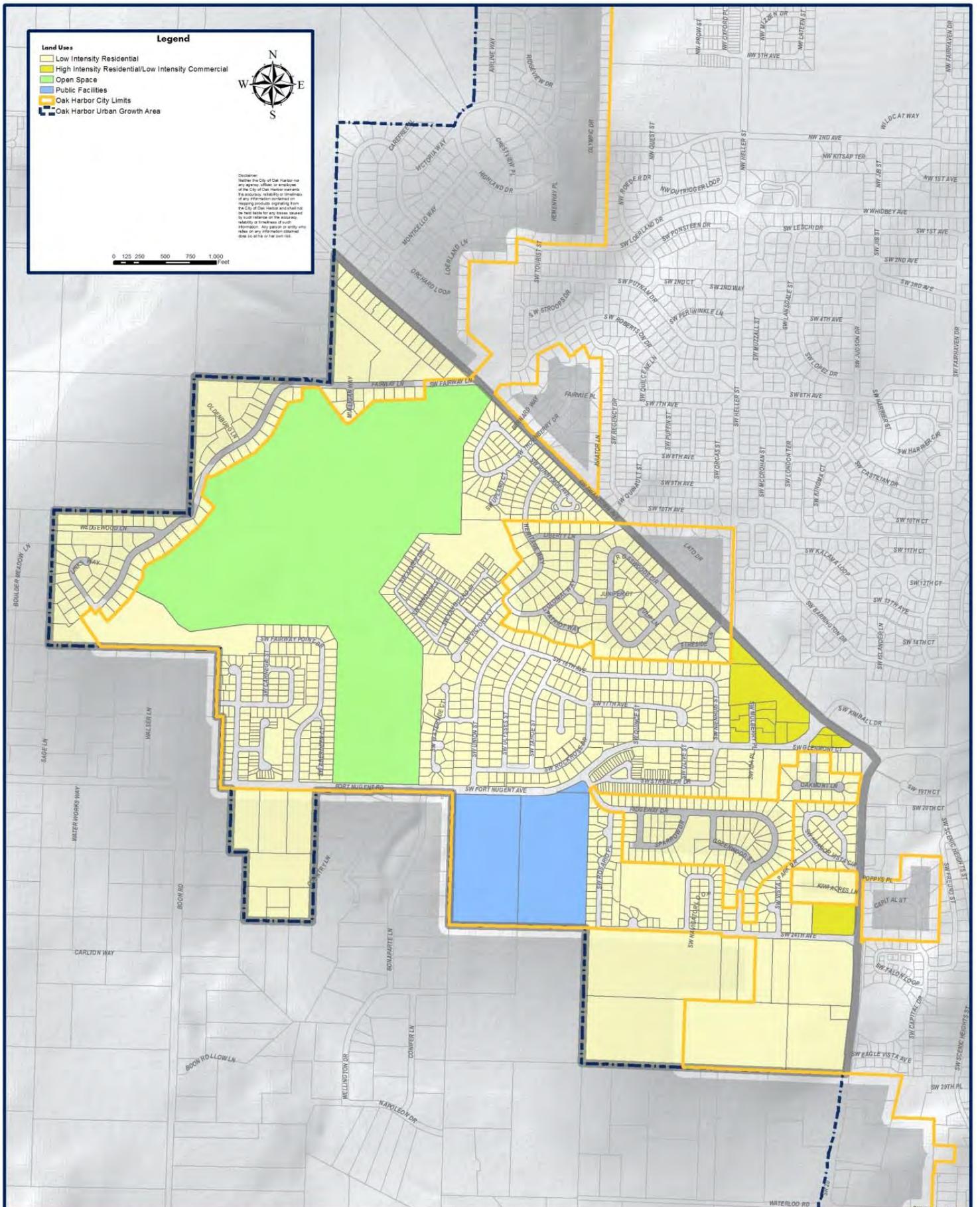
Fort Nugent is Oak Harbor's southwestern frontier and the site of much recent single-family home construction. The neighborhood is also home to a private golf club and Fort Nugent Park, a large regional park with multiple sports fields, a large playground and open spaces.

Data

- Approximately 33% of the land in Fort Nugent is located outside the City limits, but within the Urban Growth Area. Unlike Swantown and other neighborhoods with land outside the City limits, there are several county "islands" that are surrounded by the City limits.
- Just over 68% of the land is in the Low Intensity Residential land use category, but much of that is golf course.
- Fort Nugent contains over 146 acres of land in the Open Space land use category.

Challenges, Opportunities and Strategies

- The neighborhood includes large areas of vacant land that may be open to development.
- Increasing traffic could present problems in the neighborhood, particularly at the intersections of Fort Nugent Road and Swantown Road and at Swantown Road and Highway 20.
- The trail system through the City could be augmented with a connection from Fort Nugent Park to Scenic Heights and on to the waterfront trail.
- The most logical expansion of the Urban Growth Area would include the Fort Nugent neighborhood.



Fort Nugent

Midtown

This neighborhood includes the mostly-residential area just to the north of Oak Harbor's original settlement and the Old Town neighborhood. This small-scale "first ring suburb" is comprised generally of single-family homes, with a few multi-family parcels mixed in and some small-scale commercial businesses along Midway Boulevard.

Data

- This neighborhood has limited diversity in its land uses – nearly half (46.9%) of the land is in the Low Intensity Residential category. The remainder is either High Intensity Residential/Low Intensity Commercial (20.2%) or Public Facilities (32.8%).
- The ratio of Public Facilities land use in this neighborhood is the highest in the City. Much of the land in this category is owned by the Oak Harbor School District and is utilized for Oak Harbor Elementary School and the district offices and support facilities.

Challenges, Opportunities and Strategies

- There is a lack of pedestrian and bicycle infrastructure in the neighborhood – many subdivision streets were built without sidewalks. Bike lanes are absent from major traffic routes.
- The high proportion of land in the Public Facilities land use category may act as an impediment to redevelopment.
- Increasing density may be possible in some areas. Mixed use developments could be encouraged along the Midway Boulevard corridor and along Ely Street.

Old Town

Old Town encompasses the original Oak Harbor town site dating back to its first settlement. This neighborhood includes a wide variety of land uses, from the downtown commercial core to high and low density residential areas. Old Town is also home to the Oak Harbor Marina and all the waterfront property that is not located either in the Scenic Heights neighborhood or in the Navy-owned Crescent Harbor neighborhood.

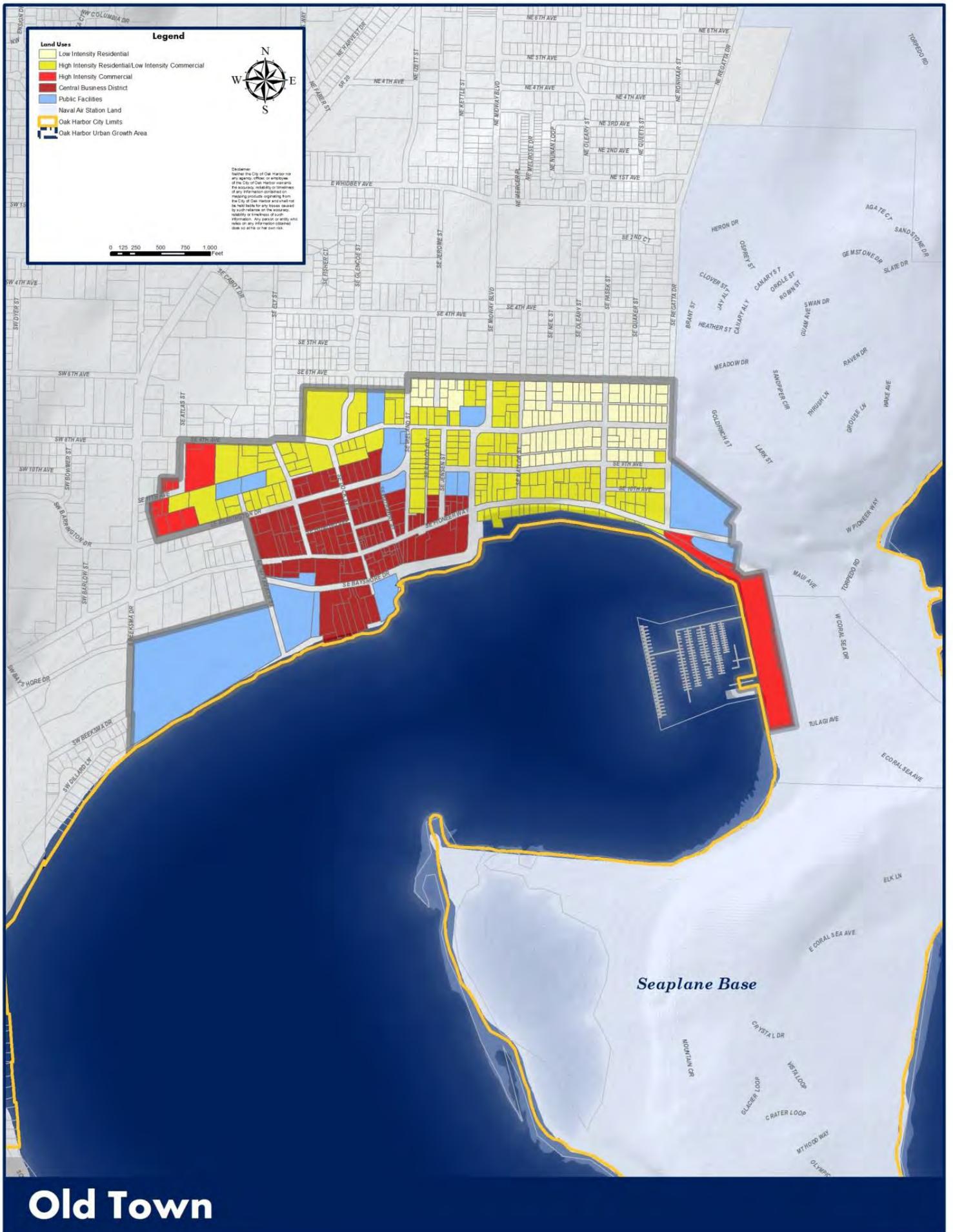
Data

- Old Town includes five of the seven land use categories
- The City's entire Central Business District land use category is within this neighborhood. Of the approximately 41 acres of CBD-zoned land, about 12.8 acres are vacant.

Challenges, Opportunities and Strategies

- This neighborhood includes a large concentration of Garry Oak trees. Protection of existing trees should be a priority and the inclusion of new trees may be considered for future projects.
- The marina area may support redevelopment and inclusion of support services and other commercial enterprises.
- Higher densities, where appropriate, should be considered to support downtown businesses and development and reduce pressure on the urban growth area boundary. Services already exist in all areas of the neighborhood, making it a good location for infill and increased density.
- There is limited parking in the area by design. Uses that do not require significant parking facilities, complementary uses that can share parking, and pedestrian oriented design should be encouraged.





Old Town

Byway District

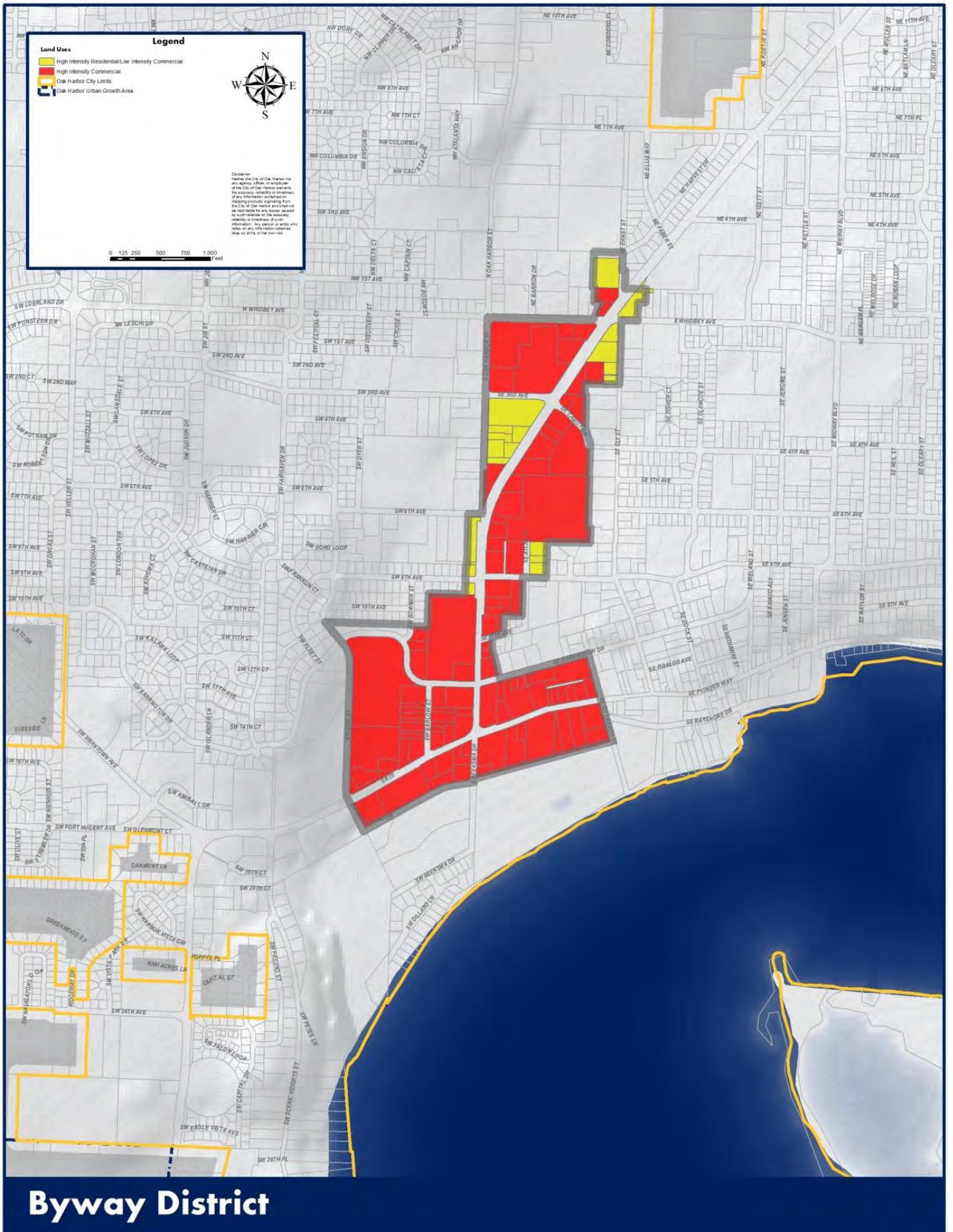
The Byway District is Oak Harbor's auto-oriented commercial district, which is anchored by large retail stores that serve not only the City, but much of Whidbey Island. This neighborhood is characterized by more recent, large scale developments that include grocery, building supply and general merchandise retailers located behind landscaped strips and large parking lots. Most of the development in this area occurred after the 1960s.

Data

- At 164 acres, this is the second smallest neighborhood.
- The buildable lands survey shows only 15.8 vacant acres in the neighborhood.
- 119 acres are in the High Intensity Commercial Land Use category.

Challenges, Opportunities and Strategies

- Heritage Way landscaping themes should be implemented as many areas lack landscaping or could be upgraded.
- Proposed roundabouts at several locations will change traffic flow through the area.
- There are opportunities for redevelopment of under-utilized lands.
- Several high-profile vacant parcels are located in the neighborhood.



Scenic Heights

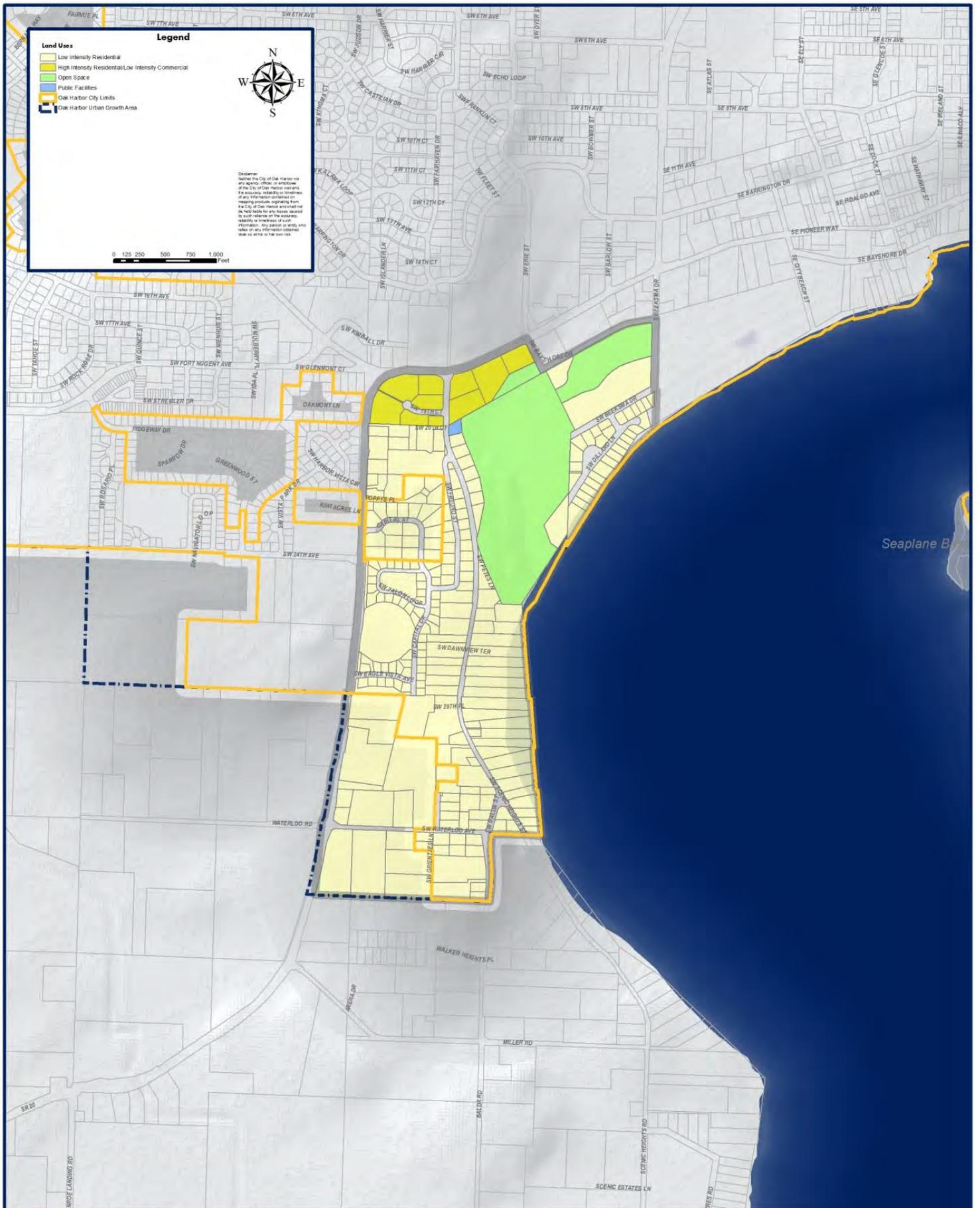
The southern gateway into Oak Harbor, Scenic Heights consists mostly of residential properties and open space along the waterfront. Freund Marsh occupies a large area in the middle of the neighborhood, providing recreational opportunities, wildlife habitat and picturesque views. A walking and biking path that begins in Scenic Heights near the marsh continues into the Old Town neighborhood. Scenic Heights is home to the only waterfront bluff property in the City.

Data

- Approximately 18% of the Scenic Heights neighborhood is designated Open Space.
- More than 45% of the neighborhood is designated Low Intensity Residential, with nearly half (51.5 acres) being located outside the City limits.
- There are approximately 57 acres of developable land within the neighborhood boundaries.

Challenges, Opportunities and Strategies

- As the gateway to the City, special consideration should be made to the landscaping, design and overall appearance of the highway corridor.
- While there is a large parcel of open space in the Freund Marsh, there are no neighborhood parks available for the residents of the area.
- The two main roads through the neighborhood, Highway 20 and Scenic Heights Street, lack pedestrian amenities in many places.
- Infill development may be accomplished on larger lots through short plats or accessory dwelling units.



Scenic Heights

Crescent Harbor

The largest of Oak Harbor's neighborhoods, Crescent Harbor is entirely composed of US Navy-owned property. This area includes much of the housing provided for Naval Air Station Whidbey Island in several different locations. Crescent Harbor Elementary School serves many children in the neighborhood, as well as those residing outside City limits to the east of Oak Harbor. All of Crescent Harbor lies within City limits, but the City has no zoning jurisdiction in the neighborhood.

Data

- With nearly 2800 acres of total land area, this neighborhood is nearly 3 ½ times larger than the Ault Forest neighborhood.

Challenges, Opportunities and Strategies

- The neighborhood includes most of the coastline located in City limits.
- The neighborhood benefits from the recently adopted Shoreline Master Program.
- The City works with the Navy on planning and land lease issues.



Legend

- Crescent Harbor
- Oak Harbor City Limits
- Oak Harbor Urban Growth Areas
- Naval Air Station Land

Because Crescent Harbor is significantly larger than the other neighborhoods, it is presented here at one-third scale.

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Crescent Harbor

Essential Public Facilities

GMA requires that each local jurisdiction planning under the Act provide a process within its Comprehensive Plan for identifying and siting “essential public facilities.” Facilities which fall into this category are those that are typically difficult to site, and are not anticipated by existing plans and zoning, such as airports, state education facilities, state or regional transportation facilities, correctional facilities, solid waste handling facilities and in-patient facilities including substance abuse, mental health and group homes (RCW 36.70A.200). The GMA prohibits communities from imposing outright bans on such land uses. The following policies address Oak Harbor’s process and criteria for siting essential public facilities.

1. Agencies proposing essential public facilities should demonstrate a justifiable need for the public facility and its location in Oak Harbor based upon forecast needs and a logical service area.
2. The City, in cooperation with proponents of essential public facilities, should establish a public process by which Oak Harbor residents have an opportunity to participate in a meaningful way in site selection and development review.
3. The City in coordination with other facility beneficiaries should establish a mitigation agreement to adjust the financial cost of receiving a public facility in exchange for inter-jurisdictional services.
4. The City should establish design criteria for public facilities to promote neighborhood and jurisdiction compatibility.
5. The City should establish a public use category to site facilities that may not otherwise be permitted.
6. Essential public facilities that are county-wide or state-wide in nature, must meet existing State law and regulations requiring specific siting and permitting requirements.
7. At a minimum, essential public facilities shall be subject to all of the requirements of obtaining a Conditional Use Permit. Depending on the type of facility, the city may require additional reports or studies as part of its environmental review process to ensure that the impacts of the proposed development may be reasonably addressed.

Property Rights

The protection of private property rights is one of the goals identified in the Growth Management Act. The purpose of providing local goals and policies on this subject is to maintain consistency between state and local requirements, and to provide a mechanism to ensure that the cumulative effect of local, regional, state and national regulations governing the development of land do not act to deprive a property owner of all economically beneficial use of property. In the relatively rare instance where such a situation should occur, there should be sufficient flexibility in local land use regulations to avoid a claim of “takings.” Such flexibility should provide a reasonable use of property in a manner that balances the legitimate but competing interests of environmental stewardship and private property rights.

To protect the property rights of land owners

1. Allow for variances from the city’s zoning and land use regulations to mitigate undue hardship when the literal application of those regulations would prohibit all reasonable development on a parcel of land.
2. Consider the use of reasonable use exemptions or transfers of development rights when a regulation would deprive an owner of all economically viable use of their property, or have a severe impact on the landowner’s economic interest, or deny a fundamental attribute of ownership.

Chapter 4 → Urban Design Element

"The general tenor of the responses indicates a strong preference to not allow low intensity development into natural areas, resource lands or highly visible open space. On the other hand, there was sentiment against dense urban-style development in town. Resolving these apparently conflicting viewpoints will be a major challenge in the planning process" ("The Oak Harbor Urban Growth Area Report: Draft Three," Appendix: Results of Public Workshops and Community Participation, 83.)

Time and again the desire to protect the "rural feel," the small-town atmosphere, of Oak Harbor is expressed. This has already proven difficult in the face of trying to provide affordable housing, diversify the economy, and meet growth projections, while striving to avoid more intense urban-style development. It seems urban design standards could be used as an effective tool in bridging the gap between these Goals, since the nature of urban design is to address and direct the "feel" of a development project. It may be possible through urban design requirements, to retain a "rural feel" in even the most dense developments. It is at this point the City should ask itself, "What do I want my community to look like; what atmosphere would I like it to project?"

In 2000 an Oak Harbor citizens' group known as Harbor Pride initiated a process focused on improving the design and function of the waterfront and "Old Town" area of the Central Business District (CBD). With assistance from the American Institute of Architects, Harbor

Pride conducted a design charrette and published the goals, findings, study area proposals and recommendations as *Harbor Pride: A Blueprint for Change*. The recommendations

from this community planning initiative are similar to those detailed in Harbor Watch a decade earlier. Because policy planning is intended to be continuous and responsive to the community and citizen initiatives, specific direction from Harbor Pride's report has been incorporated into the Goals and Policies of this element.

This section sets Goals and Policies to implement the vision of Oak Harbor. Development regulations should be consistent with the Goals and Policies.



Goal 1 - The City shall retain the appearance and character established by existing forests within and around the community.

Policies:

- I.a. Plans for new developments should include tree retention where practical, especially regarding healthy, mature trees, and replacement of those unable to be saved.

Discussion - Methods could include: an ordinance requiring a minimum percentage of vegetation be retained in new developments, encouraging developments to seek alternative siting strategies that include existing vegetation, thus providing reduced landscaping requirements for projects that preserve existing trees.

- I.b. Consideration shall be given to designating and protecting a "greenbelt" of wooded area or open land surrounding the urban growth boundary.

Discussion - The area regarded as "greenbelt" is generally within the joint city-county planning area, beyond the urban growth boundary. Greenbelt may contain forested areas, as well as large tracts of farm land which characterize rural Whidbey Island.

- I.c. A new landscaping ordinance shall be prepared which includes replacement of trees lost through land development.
- I.d. Plans for development on sites which contain significant forest areas or a portion there of shall include a forestry report to evaluate trees for retention.

Discussion - Significant forest areas generally include stands of healthy Douglas Fir/Western Hemlock forest of 3 or more acres. Maps and aerial photographs showing forest areas and viewsheds are on file at the Oak Harbor Planning Department. (Also see the Environment Element, policy 6.g)

- I.e. Priorities for tree retention and replanting should be given to buffers

along arterial streets, riparian areas and ridge lines as well as between different land uses and groupings of trees within developments and on rear lot lines.

Goal 2 - Develop design guidelines which maintain and enhance the unique character of Oak Harbor’s natural setting and existing neighborhoods and districts while ensuring new areas develop with contextual sensitivity.

Policies:

- 2.a. Architectural and landscape design standards for multi-family residential units should be established to promote developments which are compatible with existing residential patterns.
- 2.b. Existing rural features, such as farm buildings which are structures of historic or architectural significance, should be retained where possible.
- 2.c. Pedestrian facilities should be maintained and enhanced, as consistent with the Transportation Element, to promote a pedestrian-friendly character.
- 2.d. Consideration should be given to recognizing and visually expressing separate commercial and residential districts in an effort to promote a sense of community.
- 2.e. The City should identify internal “gateways” between districts and neighborhoods and draft polices to help develop these areas with appropriate way-finding and landmarking initiatives.

Discussion - By marking transition points between different areas with specific architecture, built form and public realm designs a more easily understood built environment and comfortable sense of place can be achieved. For example, specific districts such as the CBD or the waterfront could benefit from clearly defined boundaries that reinforce their unique sense of place.

The elements used to define gateways may include: landscaping, streetscape design, signage, building

scale and detailing, small parks, land use designation and public art. Areas for developing internal gateways include major street intersections, areas of change between residential and commercial districts, locations of significant topographic change, development sites at prominent street corners, and public buildings.

- 2.f. Consideration should be given to revising the sign ordinance in order to encourage signage more in keeping with the unique character of Oak Harbor.
- 2.g. Starting with the downtown waterfront area from Midway to State Route 20 and north to Barrington Avenue, the City should develop separate overlay districts for the application of unique design guidelines.

Discussion - The current commercial and industrial design guidelines are applied based upon the applicable zoning district of the project. One set of design guidelines may not be appropriate for every circumstance within that zoning district as areas with similar zoning may have different design needs. Developing design guidelines specifically for the CBD and waterfront areas would be beneficial for ensuring that new development is contextually sensitive to the city’s natural environment, neighborhoods and precincts.

- 2.h. Consideration should be given to establishing corridor specific guidelines for industrial corridors within the Enterprise Area (i.e. Oak Harbor, Goldie Roads, Gun Club Road and NE 16th Avenue). The nature of the design guidelines may vary depending upon the distance the project is located from the corridor. The guidelines should address the retention of a significant tree buffer along the identified streets.

Goal 3 - The City should adopt measures to improve urban design considerations which define the city's character.

Discussion - These measures should be created to promote high quality development and redevelopment in existing commercial areas and corridors such as CBD, the waterfront, and the Midway Boulevard corridor. These measures may include land use and design guidelines which allow for greater flexibility in uses, promote animated streets and develop pedestrian oriented districts and neighborhoods. For example: density transfers; performance based zoning; and, public realm design guidelines.

Policies:

- 3.a. The City should establish design guidelines, which strongly discourage large parking lots located at corners of arterial intersections.
- 3.b. The City should establish design standards, which promote a trend for buildings, rather than parking lots, to dominate street fronts for commercial uses coupled with effective way-finding tools such as signage and parking program requirements.

Discussion - The focus of this policy is toward pedestrian use in commercial areas and reducing the physical and visual dominance of vehicles.

- 3.c. The City should establish design guidelines with stricter landscaping requirements for parking areas located between the street and the building, such as vegetation buffers.
- 3.d. The City should establish design guidelines incorporating wooded, open, and other natural areas into development designs to promote the area's natural setting.

- 3.e. The City should adopt maintenance standards for new landscaping in developments along major corridors.
- 3.f. The City should apply strict requirements for vegetative buffers screening property lines of commercial uses adjacent to single and multiple-family residentially zoned properties.
- 3.g. The City should establish design guidelines developing mandatory architectural and site design guidelines and performance standards with which all new retail development must comply. The City shall explore a plan provisional overlay process as the implementing vehicle to this policy for new retail development that exceeds 50,000 square feet in floor area.

Goal 4 - Develop a public realm that is safe, aesthetically pleasing and interesting while promoting street life, opportunities for community interactions, and commercial and social activities.

Discussion - This goal is interrelated with the creation of guidelines for architectural design, public realm, and streetscape design.

Policies:

- 4.a. The City should develop policies to strengthen the sense of place and unique qualities of its various districts and neighborhoods.

Discussion - Policies should focus on characteristics that define a particular sense of place and support activities and uses that further strengthen those qualities. Waterfront and CBD policies should focus on improving the function of these areas as highly livable districts primarily for the community and secondarily as an attraction for visitors. It is important that these policies build upon the context of the city and not develop as artificial thematic programming. These policies may include public art plans and street furniture design guidelines that add visual and tactile interest throughout the city.

Goal 5 - Protect viewsheds and view corridors.

Discussion - The City of Oak Harbor defines viewsheds as a panoramic view from a single location. Significant viewsheds include views of Mt. Baker, Mt. Rainier, Cascade mountain range, Olympic mountain range, Oak Harbor Bay, Maylor Point (especially wooded and tidal flat areas) and Saratoga Passage. View corridors are defined as views of landmarks or landscapes that are visible along a traveled path such as a public street or trail such as SR 20, SE Pioneer Way and the waterfront trail. The view corridors and viewsheds within the City should be identified and accurately mapped at a useable scale so they can appropriately guide development.

The City conducted a scenic view study in 2014 and determined that the following view corridors are important to protect.

- *Northbound on SR 20 between SW Scenic Heights Street and SW Erie Street*
- *Southbound on SR 20 between NE 16th Avenue and Midway Boulevard*
- *SE Regatta Drive between SE 8th Street and SE 10th Street*
- *Waterfront Trail from Windjammer Park to the Oak Harbor Marina*

The protection of the scenic views identified above should be done in coordination with adjacent property owners at the time of development using the policies listed below in conjunction with the application of existing design guidelines and administrative design flexibility.

Policies:

- 5.a. Consideration of building impacts on viewsheds and view corridors shall be exercised in all developments, and mitigation measures shall be applied to protect existing views.

Discussion - The City may incorporate policies and guidelines to protect these resources, such as developing: a unified bulk program for building envelopes; performance based zoning; and, density bonuses as development incentives.

- 5.b. Landscape buffers shall be required along major arterials, retaining existing vegetation where possible.
- 5.c. Free standing business signs should be consistent with the speed limit of roadways, and the character of land use districts.
- 5.d. Developments along Oak Harbor's waterfront should enhance the area's natural and physical aesthetics.
- 5.e. Scenic transportation routes should be identified. Adjacent property owners will be encouraged to protect scenic values.
- 5.f. The City and the Navy should cooperate on the protection of viewsheds and view corridors.

Goal 6 - The redevelopment of downtown Oak Harbor shall receive continued support, consistent with the Waterfront Redevelopment, Branding and Marketing Program.

Discussion - Enhancing the pedestrian experience and improving connections and access to the waterfront from neighboring areas of the city should have the highest priority. The City may consider guidelines for: a comprehensive signage program to enhance way-finding; pedestrian oriented design elements within the public right-of-way; and, human scaled architectural detailing and building design.

Policies:

- 6.a. The historic character of downtown and Harborside Shops area should be encouraged through the establishment of design guidelines and a design review process.**

Discussion - For example design policies for the CBD should support the development of an interrelated and connected system of pedestrian walkways while maintaining other access options. Additionally they should provide a variety of pedestrian oriented commercial and cultural opportunities along the street.

- 6.b. Building heights should be coordinated in the downtown and Harborside Shops vicinity to enhance the area's view of the harbor.**

Industrial Development Design

As with commercial development, industrial activities can suffer from blight and unsightliness. However, with landscaping and architectural sensitivity to exterior design, color and materials, such activities can be attractive and complementary to the community. The use of dense, native, forest vegetation or the replanting of a variety of coniferous trees to buffer industrial facilities from neighboring land uses and right of ways can contribute significantly to improve their appearance.

Goal 7 - Establish design guidelines for industrial and business park development.

Policies:

- 7.a. Mitigate the visual and traffic impacts of industrial uses on adjacent properties and street corridors.
- 7.b. Require design standards for all development. These development standards could include:
 - 1. Retaining wooded buffers to screen adjacent non-industrial uses.
 - 2. Protecting sensitive natural areas.
 - 3. Buffering service areas, loading docks and storage yards.
 - 4. Providing generous landscaping of parking areas and buildings.

Goal 8 - Preserve, enhance, and promote significant historic and distinctive architectural features of the City.

Policies:

- 8.a. Prepare an inventory of historic structures within the UGA.
- 8.b. Establish design guidelines which protect and enhance historic features within the community. Guidelines should apply to both new construction and renovation projects in order to promote design cohesiveness. Separate street furniture and pedestrian amenity guidelines should be implemented to create a unifying element along identified street frontages.
- 8.c. Adopt historic preservation building codes and incentives to promote renovation and preservation of buildings with historic value.

Discussion - One method may be to establish a property tax structure which favors preservation of historic properties.

- 8.d. Encourage registration of inventoried historic structures as State and National Historic Sites.

Goal 9 - The City should adopt measures to enhance the entryways into Oak Harbor with early and continuous community input.

Policies:

- 9.a. The entryways into Oak Harbor should be identified in the Comprehensive Plan. The following three primary, regional entryways are identified:
1. North: Along SR-20, from Fakkema Road to approximately 1500 feet north of the SR-20/NE 16th Avenue intersection.
 2. South: Along SR-20 from Waterloo Road to the SR-20/Swantown Road intersection.
 3. East: Along Pioneer Way, from Regatta Drive to Midway Boulevard.

The following secondary, local entryways are identified: Oak Harbor Road, Goldie Road, Auvil Road, Regatta Drive, NE 16th Avenue, Swantown Road, Ft. Nugent Road, Heller Road, Crosby Road, Crescent Harbor Road, and Scenic Heights Road.

Note: The three, primary regional entryways were identified and mapped during the 1999-2000 Comprehensive Plan update process.

- 9.b. Design guidelines should be adopted that promote an aesthetically pleasing first impression of Oak Harbor and which will promote tourism. The guidelines should recognize the unique design characteristics and needs of the identified entryways. The guidelines should address various buffering techniques (vegetative or constructed) along the identified streets.
- 9.c. The design guidelines for the identified corridors should be applied outside of the UGA boundary so as to promote a cohesive corridor appearance. Applying

the guidelines in such a manner will require coordination between the City of Oak Harbor, Island County and the Navy.

Discussion - The guidelines should focus on, but not be limited to: 1) providing special setbacks, 2) providing unique landscape features, 3) the inclusion of community signage, 4) a coordination of private signage for developments occurring at or near the identified entry ways, and 5) the preservation of existing trees.

- 9.d. Form partnerships with the Navy, the Washington State Department of Transportation, Island County and other property owners to implement the entryway design guidelines.

Goal 10 - The City should engage in a community visual analysis process with early and continuous community input.

Discussion - A community visual analysis process could be used to identify the desired visual character for the community. In this process the community, through a series of public meetings, reviews examples of existing developments (usually through a series of photographic slides). These examples are reviewed in order to determine which design features may be desirable and which may be undesirable. This process is intended to help the community arrive at a common vision of which design features or characteristics are desired.

Policies:

- 10.a. Once a community visual analysis process has been undertaken, the City should revise existing design guidelines and/or adopt additional design guidelines (including supporting graphics) which implement that vision.

Goal 11- Design guidelines should be established that encourage wireless and satellite communication facilities to be located and designed in such a manner as to minimize their visual impact to the community.

Policies:

- 11.a. Consideration should be given to establishing design guidelines that address the appearance and siting of ground and building mounted satellite facilities.
- 11.b. Design guidelines should be established that require telecommunication facilities (especially monopoles) to blend into the surrounding environment.

Chapter 5 → Parks, Recreation and Open Space Element

Vision

The City of Oak Harbor is a beautiful place where the natural environment is woven into the urban environment with such care and precision that the sense of where the built form stops and nature begins is not known.

It's a place where human nature has the opportunity to find its balance with its surroundings by merging of the urban and natural environment in seamless ways, inviting nature into the community and creating a wide range of spaces and experience where community can gather as one or the energy of one can rest in solitude and peace.

It is a town where the residents of all age groups are active and healthy, and have a wide range of choices for recreation, engaging themselves in mental and physical activity all year round.

It's a City where the environment is clean with beautiful landscapes that line the streets and pathways, opening up to breath taking views of the water and mountains. It invites boaters and kayakers into the community compelling them to spend time at this premier waterfront community.

Guiding Principles

Guiding principles set the basic foundation for the users of this plan. These principles are a memorandum of understanding. The principles help to provide the user/reader with the right perspective, role and understanding necessary to speak or act on behalf of this community accepted Plan.

- 1. The City of Oak Harbor recognizes, respects, preserves and protects areas where nature will and must take its own course in shaping itself. However, the City also recognizes that it is the ambassador for change that is required to create space for the healthy existence of nature within the built environment.*
- 2. The City recognizes, designates and differentiates between the spaces that need to be protected and preserved from the spaces that need to be restored and re-vegetated.*
- 3. The management, acquisition and development of open space, parks and recreation must be done in a fashion concurrent with development so that a resident's mind should seldom contemplate the question of sufficiency or quality.*
- 4. The recreational choices provided by the community, for the community, are of a community nature and will therefore reasonably provide opportunities for all within the community.*
- 5. Man-made structures are designed with aesthetic quality and built with natural and environmentally-friendly materials to last a very long time.*
- 6. City owned lands that are regional attractions must be welcoming so that a visitor to that*

space will savor the experience long after departing.

- 7. Creating the experiences of these spaces includes meaningful public input, balancing the needs of the community, and determining the impacts to the vision.*
- 8. The community of Oak Harbor acknowledges preservation of the natural environment and in the necessity to protect nature and wildlife may restrict or preclude public access from some open space.*
- 9. All open spaces, parks and recreational facilities will be maintained to their designated level of service recognizing that “no-maintenance” is also a chosen form of maintenance.*
- 10. Elements of nature can and should be introduced to all public owned lands that will help connect the various spaces and form a complex network of paths between the community’s open spaces, parks and recreational facilities.*
- 11. The Parks and Recreation Plan must always remain in compliance with the GMA, State and County agencies.*
- 12. A two-way communication system between residents and City administration, to share, inform and receive input, is essential for the success of the Vision.*
- 13. Reasonable safety measures will be incorporated into all aspects of the design of new facilities and equipment, acknowledging that people by choice indulge in sport and recreation activity that do have the potential for risks, accidents and danger.*
- 14. Recreational choices shall be provided to meet the needs of youth, adult, elderly and disabled population.*
- 15. The acquisition of land and easement to meet required levels of service shall be mandated concurrent with development of property. Donation of land for parks, recreation, open*

space and trails, above and beyond the requirements, is encouraged.

- 16. Recreation facilities are planned for use all year and in most weather conditions.*
- 17. Partnerships and relationships with other agencies, such as, but not limited to North Whidbey Parks and Recreation District, Island County, NAS Whidbey Island, Washington State, not-for-profits and other public and private entities, must be continuous, proactive and enhanced through communication, coordination and participation.*
- 18. Funding options and opportunities must be explored to provide a consistent revenue stream that will finance the success of the Vision.*
- 19. Existing facilities shall be upgraded to meet health and safety standards and to assure the longevity of its service.*
- 20. All projects initiated or partnered by the City, from conception to completion, will follow established planning processes, effective notification, public input/discussion, fair treatment and equal opportunity for all.*

Comprehensive Planning Goals

The goals listed below are an end result envisioned for the community. The goal statements in this section are a compilation of goals from the previous plan as well as new ones that have been added based on the most recent public input process. Since the previous plan was an update of the Plan originally drafted in 1989, it is acknowledged that 20 years worth of public input has gone into forming those statements. The spirit and essence of the goals have been included in this plan with the intent that it carries forward a community vision that may take several decades to achieve.

The Comprehensive Planning Goals include two types of goals. Some goals are “continuing” and others are “conclusive”. An example of a continuing goal is “Work with North Whidbey Parks and Recreation District to establish recreational programs in the community”. An example of a conclusive goal is “Provide additional RV spaces in or around Windjammer Park” or “Establish a trail connection between Windjammer Park and Flintstone Park”. A conclusive goal can be removed from this chapter after it has been completed.

The end result of an accomplished goal can also take various forms. Some may result in the construction or acquisition of a physical structure, building or space and some may result in the approval of codes, regulations, policies, agreements etc.

Goals included here can be accomplished or furthered in several ways. Some goals can be accomplished by a proactive approach such as including them in the six-year strategic plan. Others can be furthered by using them in decision making for specific projects. They may also be used to support a private venture that may attempt to accomplish similar goals.

Every six years, when the Plan is updated, goals are selected from this comprehensive list to be included in the Action Plan (Tier II) for implementation. The selected goals are

indicated with a seal and the year they were selected. The 2008 update cycle has “Selected 2008”. When the Plan is updated in the year 2014, a new seal can be created to indicate the chosen goals at that time. Over time, this will not only provide an indication of accomplishments but will also reveal areas that need attention.

The goals have been broadly categorized into open space, parks and recreation. A general category has been created for goals that apply to all the elements. The goals listed within each section are not arranged in any particular order nor are they prioritized.



Open Space

1. Identify, designate and protect open space lands that provide forage, migration, and habitat for wildlife.
2. Partner with NAS Whidbey Island to formulate a Plan acceptable to both parties for the continuation of the Waterfront Trail to Maylor Point.
3. Construct a waterfront trail system linking providing public access to the waterfront from Scenic Heights Road to Maylor Point.
 - a. Connection between Windjammer and Flintstone Park
 - b. City and Navy to determine extension on Navy Property to Maylor Point
 - c. Extend the Freund Marsh Trail to the waterfront
4. Design and build trails around the 7th Avenue Wetlands Tract.
5. Provide safe and convenient trails for walking and bicycling between parks, neighborhood and major activity centers throughout the City, and to other recreation sites on North Whidbey.
6. Prepare a bicycle and pedestrian trails plan that establishes design standards and provides connections between city parks, residential areas and major activity centers.
7. Integrate Island County's proposed Bicentennial Trail, Pacific Northwest Trail and other County-wide trails plans into the City Trail Plans.
8. Identify and preserve open space lands that permit public access to the waterfront, and also to other areas where the public can interact with natural features.
9. Promote the conservation of open spaces that are in both public and private ownership.
10. Utilize open space conservation as a method to establish a "green belt" around the urban core of the city.
11. Identify and protect important "view corridors" that provide visual access to scenic vistas.
12. Protect open spaces that provide important ecological functions and values.
13. Work with Island County staff to identify opportunities for cooperation in preserving open space areas within the city's UGA, as well as within the city/county Joint Planning Area.
14. Promote a coordinated regional effort toward the preservation of open space.
15. Identify properties that may be suitable to create an open space link between Waterloo Marsh and Swantown Lake.
16. Recognize hydrologic and other features that create physical or visual linkages between properties and natural features.
17. Establish an "open space trust fund" for the protection, preservation, and potential acquisition of open spaces through which individuals, organizations, governments, trusts, foundations, businesses, and other entities may contribute.
18. Review and revise as necessary the city's development regulations to ensure that adequate provisions are made to preserve open space as land is developed.
19. Explore options to convert the property located on the southeast corner of SR 20 and Fakkema Road into an Oak Grove.

Parks

1. Develop an informative brochure that includes an easy-to-read map of all the recreation sites on North Whidbey Island and publish it on all popular media.

2. Post a City Parks directory map at Windjammer Park that graphically incorporates key City landmarks.
3. Construct a concert/performance arts pavilion at Windjammer Park.
4. Provide additional public RV spaces in or around Windjammer Park.
5. Provide shoreline access, campgrounds and trail linkages for kayakers and others using human powered watercrafts.
6. Provide more facilities for large group gatherings in parks.
7. Provide upland facilities at Flintstone Park that will support the Municipal Pier Project.
8. Prepare a concessionaire policy and related ordinance for the City's shoreline and community parks.
9. Provide more attractions at Oak Harbor's shoreline parks, including opportunities for community events and vendors of appropriate refreshments and rental sports equipment.
10. Develop guidelines to promote private properties and existing developments to provide pocket parks along the City's arterial streets.
11. Upgrade existing structures and facilities to make them safe and extend their life and usefulness.
4. Work with the School District to establish long term use of existing facilities where feasible to meet established level of service standards for recreational facilities identified as needed in the level of service analysis.
5. Work with North Whidbey Parks and Recreation District to establish recreational programs for youth in the community.
6. Coordinate with Island County to establish funding for recreational programs.
7. Build a community center that serves as an indoor multiple purpose facility for active and passive recreational needs that serve the residents all year round.
8. Prepare a Marina Master Plan that analyses the community's perceptions and demand for marina services, determines market demand for tourism and commercial fishing, determines methods to establish long term funding, upland development alternatives and timing and enhance its connections to downtown.
9. Improve the appearance of the Marina so as to make it welcoming to the boaters and other users that visit Oak Harbor.
10. Investigate long term funding options for the Marina that are consistent and can serve the facility well into the future.
11. Upgrade all existing facilities and utilities in the Marina to meet or exceed current safety standards.

Recreation

1. Develop the former landfill site, were appropriate, with supplemental recreational facilities.
2. Develop a regional ball park complex to serve local needs and attract tournament-level sports competition.
3. Assist in developing programs to utilize existing facilities within the City to provide recreational opportunities for all ages.

General

1. Explore option to increase the revenues for parks, recreation, trails and open space projects.
2. Develop new volunteer programs to improve city parks, recreation and trails system and other areas in need of beautification.

3. Prepare a lighting policy and associated ordinance for the City's community and neighborhood parks.

Recommended Plan

The Recommended Plan is a conceptual approach to planning for parks, recreation and open space in and around the community. This conceptual approach provides a desired scenario to work towards. Recommendations included in this section are targeted towards achieving a specific scenario.

This chapter provides general scenarios to work towards for the following elements of the Plan.

- Neighborhood Parks
- Community Parks
- Open Space
- Trails

The Recommended Plan draws from analyses and standards contained in other chapters of this document. References are provided where feasible.

Neighborhood Parks

Neighborhood Parks serve a smaller area than community parks and have facilities that are usually scaled down to serve the immediate neighborhood. Neighborhood Parks should be designed and located so that they are accessible by foot or bicycle. They should be safe and easy to access through local streets, pathways and trails and located away from barriers such as major streets.

Neighborhood Parks should provide playgrounds and recreational facilities for children and young adults in the neighborhood. However, opportunities to provide passive recreation with natural areas should also be considered.

As the City grows, neighborhood parks should continue to be provided in residential areas as they develop. Opportunities should also be explored to provide neighborhood parks in areas within the City where service is not currently available.

Listed below are recommendations of areas to consider for neighborhood parks. These are general areas and exact park location will vary based on patterns of development, street layout, trail connections, natural features and availability of land. Recommended areas are:

- South of Whidbey Avenue and east of Midway Boulevard
- Between SR 20 and Scenic Heights
- West of SR 20 and south of SW 24th Avenue
- South of Swantown Road and west of Fairway Lane
- North of Swantown Road and west of Loreland Drive
- North of Crosby Avenue and west of Oak Harbor Road

Community Parks

Community Parks serve a larger area than neighborhood parks and include facilities that serve the entire community. Community Parks are larger in area and includes the larger recreational facilities such as playfields for team sports and structures for large community gatherings.

Community Parks are more efficient when various recreational facilities are concentrated in one location. This allows these facilities to share common infrastructure such as water, parking, restrooms, drainage etc. Community Park should also be located along arterial streets since users may access the park by automobiles and mass transit.

The City of Oak Harbor is deficient in many recreation facilities. Most of the needed facilities best serve the City in a Community Park setting. More than one Community Park may be needed to provide the recreation facilities prescribed by the LOS standards. Analysis indicates that the west/northwest portions of the city has the least coverage.

Therefore it would be ideal to locate a future community park to provide coverage in that area.

Open Space

Open space is a signature element that helps to define the quality of life in Oak Harbor. Open spaces are area of land or water in its natural or existing state that is essentially unimproved and designated, dedicated, reserved or preserved for scenic quality, or for sustaining sensitive ecosystems, or for public or private use.

The protection of open space is an issue of importance to city residents, and also to visitors to the city. Open space provides important and sometimes irreplaceable habitat for wildlife. It also provides places where people can enjoy the area's scenic beauty and cultural heritage, which may be passed to succeeding generations of residents and visitors alike.

Open space can serve many functions within a community. Those functions may include agriculture and forestry, wildlife habitat, wetlands protection, groundwater protection, flood management, shoreline access, preservation of view corridors, or similar functions. Individual open space tracts may provide more than one function. While each community may place different priorities on these functions, each can provide an important component of an area's quality of life.

Open space helps to create livable neighborhoods, to soften the edges of the built environment, to enhance property values, and to buffer incompatible land uses. Because the city is already built out to a significant extent, identifying opportunities to acquire or otherwise protect open space can be critical. The extent of the built environment also suggests that the discussion of open space should occur within a regional context.

The City should work with the County and other organizations to help identify and designate natural areas, wetlands, wildlife habitats etc. around the City as open space.

Some of these areas have been identified in Map 3: Recommended Plan –Long Term Trail Layout as nodes.

Trails

Trails can broadly include dedicated (separate from right-of-way) multi-use paths, marked lanes on roadways and sidewalks. Trails also serve multiple purposes. They can be designed, built and located primarily for recreation or they could be integrated into street projects for transportation. An ideal trail system would be designed to serve both purposes.

The Recommended Plan provides two different scenarios for trail development. One scenario provides concepts for connections within the city limits and the other scenario provides concepts for trail development outside the City in the UGA and beyond.

Recommended Plan for Trails within the City

Providing dedicated trails within the city can be challenging because of the existing built environment. Therefore trails within the city should be designed or designated along existing transportation corridors. Since they are adjacent to existing transportation systems, care must be taken to make them safe.

**Map 1: Recommended Plan - City Core
Trails - CBD**

Ideally it is preferred that the entire city be provided with trails and sidewalks to connect the various parks, public facilities, employment centers, commercial centers etc. However, the Recommended Plan identifies two areas specifically for the development of trails within the City. These two areas are the Central Business District (CBD) and the Whidbey Avenue Corridor.

CBD

The CBD is a high density district with a mix of commercial and residential uses. This district's commercial uses are geared towards capitalizing on pedestrian traffic. The CBD district is in an ideal location to create a hub for interconnectedness between some of the City's prime assets - Windjammer Park, Smith Park, Flintstone Park, Skagit Community College and the Marina. The waterfront trail that connects Scenic Heights Road to the Marina is adjacent to this area. The waterfront trail, a community asset, can benefit from a supporting bicycle/pedestrian trail network in the CBD district. The following recommendations are proposed to improve trails in this area:

- Design guidelines and regulations in this district should be written to guide the physical environment toward a pedestrian oriented environment.
- Enhance the existing trail connection between Flintstone Park and the Marina to a multiuse trail and extend the existing trail from the Marina to Maylor Point.
- Provide marked bicycle path along the primary east-west streets (Pioneer Way, Bayshore Drive, and SE Barrington Drive) and the primary north-south streets (City Beach Street, Dock Street, Midway Blvd and Regatta Drive).

Whidbey Avenue Corridor

This corridor has been identified in the Recommended Plan since almost all the public

schools in Oak Harbor are primarily located in the heart of the City along Whidbey Avenue. Several other public facilities such as the Vanderzicht Memorial Pool, the Senior Center, and the skate park are also located along this major east-west arterial.

This corridor should be enhanced for all modes of transportation. The following recommendations are proposed to improve trails in this area:

- Include pedestrian and bicycle trails into the design of the reconstruction of Whidbey Avenue.
- Augment the Whidbey Avenue Corridor trail with similar trails along the other major roadways that intersect it such as SR 20, Heller Road, Midway Blvd and Regatta Drive.
- Support the Whidbey Avenue Corridor trail system with sidewalks or a trail system along local streets so that it can provide for a dispersed funneling system to the major public facilities located in this area from organized/scheduled remote drop-off and pick-up locations, preferably, at nearby parks.

**Map 2: Recommended Plan - City Core –
Whidbey Avenue Corridor**

The above recommendations are further supported by the 2007 Transportation Plan. Since these options consider the existing transportation system as a foundation, it is recommended that the City undertake a pedestrian and bicycle study to establish standards and create a detailed plan to achieve this goal.

Trails along existing roadways do not have to wait for road improvements to be implemented. Normally there is adequate right-of-way to accommodate a trail adjacent to existing pavement or storm drain. Trails can be installed temporarily until funding becomes available for street improvements.

UGA and Beyond

This section of the Plan lays out a vision for the Parks, Recreation and Open Space Plan outside the city limits so that the community can plan ahead of possible growth and development. Recommendations within this section are ideas and general directions to follow. Since the City does not have jurisdictional authority beyond the city limits, it is important to coordinate with Island County to pursue the scenario recommended below.

The challenges in these areas are many such as land ownership patterns, varying lot sizes and shapes, critical areas, right-of-way and easement acquisition etc. Therefore the recommended plan for areas outside the City will rely on a few basic principles to help guide decision making.

The scenario establishes two basic elements – nodes and connectors. A combination of these will result in a network of trails, parks and open space that will provide interconnectedness, preserve critical areas, and provide open space and parks to meet the needs of growth and increase in population.

Nodes – Nodes serve as a hub for connectors (trails). They can be community parks, wetlands, natural areas such as forests, lakes, state and county parks etc. They serve to protect the natural environment, natural

features, views etc. The attached map identifies some potential major nodes around the City. Additional nodes can be added during updates or on closer studies of certain areas. Wetlands and other critical areas can have trails along the periphery or incorporated into an enhanced buffer that protects these natural features.

Connectors – These are primarily trails that connect the various nodes to form a network for pedestrians and bicycles. The proposed connectors are conceptual and additional studies need to be done to determine actual locations and alignments. A good location for connectors is to follow drainage patterns. Following such natural features can provide a quality experience to the recreational activity. Connectors in these new areas should preferably be, were possible, a trail network that provides dedicated right-of-way or easement for pedestrians and bicyclists. Trails in areas outside the City will also rely on existing roads for connection. Care must be taken to design them for safety.

The above recommendations are consistent with the Island County Trails Plan.

**Map 3: Recommended Plan - Long Term
Trail Layout**

Summary of recommendations

1. Continue to develop neighborhood parks as the city grows
2. Find opportunities to provide neighborhood parks in underserved areas of the city.
3. Explore options to develop a community park that can accommodate a concentration of recreational facilities.
4. Work with Island County and other organizations to identify and designate natural areas, critical areas, wetlands, wildlife habitat as open space.
5. Include bicycle paths and sidewalks in the design and reconstruction of Whidbey Avenue.
6. Develop a trail system for bicycles and pedestrians along existing streets in the Whidbey Avenue corridor with links to parks in the area.
7. Incorporate bicycle and pedestrian paths into the design and construction of streets in the CBD.
8. Enhance the trail connection between Flintstone Park and the Marina as a multiuse trail and extend the trail from the Marina to Maylor Point.
9. Develop a trail system that connects SR 20 to Regatta Drive along Barrington and 8th Avenue with connections to the waterfront trail.
10. Work with developers to provide trails in new development that provides connectivity to parks and open spaces.
11. Develop design guidelines for new developments that encourage connectivity and use of the trail system.

REFER TO THE 2009 PARKS, RECREATION AND OPEN SPACE PLAN FOR MORE INFORMATION ON INVENTORY, EXISTING CONDITIONS, LEVEL OF SERVICE, COMMUNITY NEED AND ADMINISTRATIVE POLICIES.

Chapter 6 → Housing Element

The Housing element provides a framework to develop adequate and diverse housing for existing and future residents within the city. This element provides policy guidance on the types and densities of housing that are appropriate to accommodate the city's needs. It addresses issues of affordability, density and how to accommodate the needs of those households that are burdened with housing costs.

Housing Development History

Oak Harbor's housing is relatively young. Less than two percent of the city's housing pre-dates 1939. The city's oldest homes are located in and around the Central Business District, and are mainly in the American Craftsman style (circa 1920).

As one would expect to see in a town that "grew up" with the military build-up of the mid to late 1900s, much of the city's housing (particularly in the city's older east-side

neighborhoods) was developed in the "tract" style of the 1950s, 60s and 70s. These tract homes are characteristically small, simple in form, and inexpensively constructed. Consequently, they are relatively affordable. Even though Oak Harbor's population is primarily transitory, the local supply of tract housing has been well maintained, and it is expected that these homes will have a relatively long lifespan.

In recent years local home builders have responded to demand for greater affordability by expanding the local supply of condominium style housing units, by developing single family homes on smaller lots, and by building more multi-family housing to accommodate the needs of more transient military households. Manufactured housing continues to fill a niche in the local housing market, supplying less than 10% of the city's housing stock.



Demographic and Housing Data

Population

According to the 2010 U.S. Census, Oak Harbor’s population is 22,075. After growing at a rate of 40% during the 1980s, the city’s population increased at a lower rate of 15% in the ‘90s and 12% between 2000 and 2010. Projected population figures suggest that the rate of growth will decrease to 9% and drop to 5% between 2020 and 2030. Figure 11 illustrates the city’s growth from 1980 to 2000, with projected growth to 2036.

Year	Population	Percent Increase
1980	12,271	--
1990	17,176	40.0%
2000	19,795	15%
2010	22,075	12%
2020	23,937	8%
2030	25,161	5%
2036	25,925	3%

SOURCE: U.S. Census Bureau and projections by Island County and City of Oak Harbor

Figure 11- Population growth, 1980-2036

The state’s Office of Financial Management (OFM) projects population growth on an annual basis. Their data indicates that the city’s population has been slightly decreasing since 2010. This is mainly due to decreases in personnel at NAS Whidbey Island as they transition to acquire new squadrons in the later part of the decade. The new squadrons will cause a minor spike in Oak Harbor’s population, after which the rate of population increase will fall back to historical levels. Failing any more large increases in squadrons in the next decade, the population is expected to have slight increases at an average of approximately 1% a year.

Housing Units

The 2000 Census indicated that there were a total of 7,772 housing units in Oak Harbor. In 2010 the number of housing units increased by 1,781 units to 9,553. The population during that time frame increased by 2,280. In that same time period, vacancy rates increased from 5.6% (439 units) to 9.2% (876 units). Owner-occupied housing units rose by 2.6% from 3,172 to 3,979.

The percentage of owner-occupied housing in Oak Harbor is significantly lower than in Island County, and in the State of Washington. The low occupancy rate likely results from the high incidence of military personnel located at NAS Whidbey Island. The mobile nature of military employment acts to discourage home ownership investment among enlisted personnel. A comparison of home ownership rates is shown below in Figure 12.

Area	% Owner Occupied	% Renter Occupied
Oak Harbor	45.9	54.1
Island County	70.9	29.1
Washington	63.9	36.1

SOURCE: U.S. Census Bureau.

Figure 12- Population Growth, 1980-2036

Household Size

As the city’s population has increased over time, its average household size has decreased. From nearly 3 persons per household in 1980, the average household size has continued to decline to today’s 2.53 persons per household. The decrease in household size seems to follow the national trend that saw a decline from 2.76 in 1980 to 2.59 in 2010.

Year	Population	# of Households	Avg. Household Size
1980	12,271	4,107	2.99
1990	17,176	5,971	2.88
2000	19,795	7,333	2.70
2010	22,075	8,677	2.53

SOURCE: U.S. Census Bureau.

Figure 13 - Household size

Failing extenuating circumstances, the household size is not expected to continue to decrease at the current rate and will likely stabilize at the current level. This is an important assumption since population projections for 2036 are based on the household size remaining at the current level.

Housing Density

The city has approximately 1,941 acres of land devoted to Low Intensity Residential and 275 acres for High Intensity Residential/Low Intensity Commercial land uses. In the Low Intensity Residential land use areas, housing densities are permitted at between 3- and 16-dwelling units per acre. In the High Intensity Residential areas, densities are permitted at up to 22 units per acre of land.

Historically over the past fifteen years, the overall housing density in the city has averaged approximately 7.47 dwelling units per acre which is up from the 5.7 units per acre noted in the last update in 2005. This may be due to a trend toward smaller households and the popularity of smaller homes. Housing densities from development during the last fifteen years are provided below. It should be noted that in 2016 the land uses were generalized.

Therefore Low Intensity Residential has densities ranging from 3 to 16 units per acre and High Intensity Residential/Low Intensity Commercial can have densities ranging from 12 to 22+ units per acre.

Land Use Category	Units	Acres	Avg Density
Low Intensity Residential	1280	292.3	4.38
High Res/Low Com	134	8.56	15.65

Figure 14 - Density by Land Use Category

Developments	Land Use	Units	Total Acreage	Density
Cherry Hills	Low Intensity Residential	151	29.5	5.12
Spring Hollow	Low Intensity Residential	32	4.03	7.94
Whidbey Links	Low Intensity Residential	28	7.93	3.53
Woodbury Park	Low Intensity Residential	37	6.06	6.11
Island Place	Low Intensity Residential	105	19.45	5.40
Crosby Commons	Low Intensity Residential	74	19.4	3.81
Whidbey Greens	Low Intensity Residential	90	16.04	5.61
Harbor Place	Low Intensity Residential	56	6.3	8.89
Rose Hill	Low Intensity Residential	38	4.01	9.48
Fairway Point	Low Intensity Residential	140	36	3.89
Highland Park	Low Intensity Residential	25	4.75	5.26
Summer Wind	High Res/Low Com	48	2.42	19.83
Scenic View	High Res/Low Com	24	1.24	19.35
Foxwood Condos	High Res/Low Com	48	4.1	11.71
Kettle Cove	High Res/Low Com	14	0.8	17.50
East Park	Low Intensity Residential	38	9.13	4.16
Redwing	Low Intensity Residential	111	28.86	3.85
Barrington Heights	Low Intensity Residential	23	7.6	3.03
Frostad Pond	Low Intensity Residential	45	8.74	5.15
West Meadows	Low Intensity Residential	61	15.4	3.96
Fireside	Low Intensity Residential	226	69.1	3.27
			Total Average	7.47

Figure 15 - Multi-family complexes

Housing Trends and Conditions

As the table below indicates, Oak Harbor experienced significant growth between 1981 and 1990. This growth prompted the 1993 study, *Housing Needs Assessment; Island County, Coupeville, Langley, Oak Harbor*.¹⁶ This study documented housing shortages and affordability concerns primarily affecting low-income households throughout Island County. After the release of this study the county’s rate of growth slowed significantly, for a variety of reasons.

In the area surrounding Oak Harbor, growth has historically been linked to the fortunes of NAS Whidbey Island. While the military base faced great uncertainty during much of the mid-1990s, existing conditions appear to be more stable. In 2012, NAS Whidbey announced the arrival of new squadrons by the end of the decade. Since the old squadrons will be transitioning out, the increase in population is expected to be small. Moderate or normal growth patterns are expected to continue.

While it is certain that housing affordability remains a significant issue for low- and moderate-income persons, the decline in the area’s rate of growth suggests that housing pressures may have eased somewhat.

Year	Population Increase	Building Permits	Census Household size	# of Households	Population
1973-1980	1971	1223	2.99	4107	12,317
1981-1990	4859	1800	2.88	5971	17,176
1991-2000	2619	1154	2.70	7333	19,795
2001-2010	2280	1433	2.53	8677	22,075

Figure 16 - Increases by decade

¹⁶ Judith Stoloff Associates.

Housing Availability

Between 1980 and 1990, the number of housing units in Oak Harbor increased from 4,407 to 6,173, a jump of 40%. By 2000, that number increased to 7,772 units, representing a more modest increase of 21% during the '90s. By 2010, the Census indicates that the number of housing units grew to 9,553, which is an increase of approximately 22%. If the rate of growth in the last two decades is a sign of stability, it can be expected that the growth between 2010 and 2020 will also be approximately 22% which is approximately 2,054 units (approximately 205 units per year). However, the American Factfinder estimates that in 2014, housing units totaled 9,944, which indicates a slower rate of growth (less than 100 units per year). With the squadron increase at NAS Whidbey anticipated in 2017, the rate of growth in the latter part of the decade can be expected to increase.

In 2000, according to the U.S. Census, the city's vacancy rate for housing was 5.6%. The 2010 Census indicates that the vacancy rate has increased to 9.6. This may be due to a slight decrease in population that Oak Harbor has been experiencing since 2012. The decrease is primarily due to the Navy preparing for the transition in squadrons.

Housing Affordability

In January 2015, the State released a report titled *Housing Needs Assessment for Washington*. It was commissioned by a diverse, governor-appointed membership of the Washington State Affordable Housing Advisory Board to create an unbiased accounting of housing affordability in Washington State. The assessment considered housing to be affordable when a household pays no more than 30% of its income for all housing costs. When a household pays more than 30% of its income for housing costs it is considered "cost-burdened" and when it pays more than 50% it was considered "severely cost-burdened." American Factfinder for 2014 (Figure 17) indicates that 46.8% of home owners and 48.7% of renters in Oak Harbor are considered cost-burdened.

	Owner	Renter
Less than 20 percent	19%	16.80%
20 to 24.9 percent	17.70%	16.70%
25 to 29.9 percent	16.50%	17.80%
30 to 34.9 percent	7.60%	10.10%
35 percent or more	39.20%	38.60%

Figure 17 - Housing cost as a percentage of income

Housing Needs

The Buildable Lands Analysis (BLA) conducted in 2016 by Island County indicates that there is adequate capacity within the UGA to accommodate the 20-year population projection. The BLA estimates that Oak Harbor has an average¹⁷ capacity for 1,985 units and that 1,629 units are needed to accommodate the 20-year population projections.

As part of the 2016 Update, Island County is considering policies to encourage more of the projected growth to occur within the UGA. To determine the impacts of such policy shifts, Island County calculated development capacities under 10%- and 20%-shift scenarios. The tables below indicate the capacities under these scenarios. The County eventually chose to not consider policies for an increased shift with the 2016 update, however this may be an option that will continue to be considered and discussed after the update cycle. The City will continue to work in collaboration with the County to ensure that services can be provided to support any increase in population shifts.

2010	2036		
	Baseline	10%	20%
22,075	25,822	26,447	27,071

Figure 18 - Projected Oak Harbor population, with allocations

	Baseline		10% shift		20% shift	
	Allocation	Growth	Allocation	Growth	Allocation	Growth
North Whidbey						
Oak Harbor	60%	3,747	70%	4,372	80%	4,996
Rural	40%	2,498	30%	1,874	20%	1,249
Regional Allocation	100%	6,245	100%	6,245	100%	6,245

Figure 19 - Population growth allocation and shift

¹⁷ The density for the various zoning districts in Oak Harbor accommodates a range from low to high. Therefore the BLA uses the average of these densities to determine capacity.

	Housing Capacity (Housing Units)	Baseline		10%		20%	
		Additional Housing Units Need*	Excess Housing Units	Additional Housing Units Need*	Excess Housing Units	Additional Housing Units Need*	Excess Housing Units
Low	1,016	1,629	(613)	1,901	(885)	2,172	(1,156)
Average	1,985	1,629	356	1,901	84	2,172	(187)
High	2,490	1,629	861	1,901	590	2,172	318

Figure 20 - Land Capacity, 2036

Summary

The local housing market is driven primarily by conditions at NAS Whidbey Island. While the area is undertaking efforts to diversify its economy, it is expected that changes in base population will continue to dominate local housing issues.

The census data for the last two decades and population projections suggest that area growth will continue at moderate levels in the foreseeable future. As growth continues, the city will need to remain diligent in implementing strategies that will continue to provide housing that is affordable to all economic segments within the community.

Goals and Policies

Goal 1 - Ensure that adequate opportunities exist for low and moderate-income families to obtain affordable housing.

Policies:

- I.a. Provide land use policies and development regulations that allow for a variety of housing types and residential life styles, to accommodate households in varying income ranges.
- I.b. Encourage alternative housing types from the standard single-family residences by using contemporary building and planning concepts, including apartments, condominiums, small lot, zero lot line, attached patio, townhouse, and manufactured housing.
- I.c. Promote the inclusion of affordable housing units developments through incentives, density bonuses, and flexible development regulations.
- I.d. Promote the inclusion of subsidized units throughout the community to diversify neighborhoods.
- I.e. Promote the location of affordable housing in proximity to transit routes to ensure the most efficient and cost-effective use of public transportation.
- I.f. Support efforts to develop self-help housing programs.
- I.g. Allow provisions in development regulations for inclusionary affordable housing and density bonus performance standards.
- I.h. Allow for the development and preservation of manufactured home communities, using design guidelines

that ensure that such communities are compatible with existing neighborhoods.

- I.i. Support and monitor mediation services for tenant/landlord dispute issues.
- I.j. Encourage the development and implementation of affordable housing as part of the City's annexation program.
- I.k. Monitor affordable housing availability for low and moderate-income populations.
- I.l. Encourage the development of accessory units to address housing needs and increase capacity.

Goal 2 - Promote housing opportunities for special needs population.

Policies:

- 2.a. Accommodate land uses and housing that provides for the needs of the elderly, disabled, and infirm.
- 2.b. Support the Island County Housing Authority and Opportunity Council to address siting and development of housing for special needs populations.
- 2.c. Work cooperatively with social service providers, local churches, other organizations and individuals, to address the needs of homeless persons by establishing options for short-term homeless shelters and encampments.
- 2.d. Allow for the development of assisted housing in appropriate locations.
- 2.e. Ensure compliance with State and National Standards for group homes and family day care facilities.

Goal 3 - Identify and provide sufficient and appropriate land for housing.

Policies:

- 3.a. Monitor inventory of developable land, to ensure adequate land is available for projected housing needs.
- 3.b. Allow for a range of densities to ensure maximum choice in housing options.
- 3.c. Consider incentives and flexibility in development standards to promote mixed uses that include housing in commercial development .

Goal 4 - Preserve, maintain and improve the value of existing neighborhoods.

Policies:

4.a. Enforce existing housing codes and maintain code enforcement efforts in residential areas.

4.b. Invest in existing infrastructure as a means to encourage private reinvestments

4.c. Encourage redevelopment and infill of underdeveloped residential properties.



Chapter 7 → Transportation Element

This element aims to provide a 20 year vision for Oak Harbor's transportation system, which respects the community's history, culture and character, supports anticipated growth in the region, and builds on Oak Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2036.

The vision for this element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth. Guidance from City staff, stakeholders, citizens, Planning Commission, and City Council helped identify several priorities:

- Improve safety for all road users in Oak Harbor through thoughtful planning and street designs that accommodate all modes;
- Encourage the efficient movement of people and goods through an interconnected transportation network that includes streets, sidewalks, bike paths, public transit, and other transportation facilities; and,
- Ensure Oak Harbor's transportation element compliments the City's land use vision and adopted plans and Island County's transportation network.

The transportation element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Oak Harbor achieve its vision.

Planning Framework

The State's Growth Management Act of 1990 requires communities to prepare a transportation plan that links directly to the City's land use decisions and financial planning. This transportation element fulfills the mandate.

Additionally, given the status of State Route 20 as a major transportation corridor that travels through Oak Harbor, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) to ensure that this state facility can adequately serve the region's needs.

As part of this planning process, several local, regional, and state plans and documents that influence transportation planning in the City of Oak Harbor were reviewed. This section summarizes some of the key regional plans that were reviewed.

The Skagit and Island Counties Metropolitan & Regional Transportation Plan (2010-2035), prepared by the Skagit Council of Governments, lays out the long term goals for growth management, economic, and transportation issues.

Island County's Transportation Element is intended to serve as a guide for making transportation decisions to address both short and long term needs. The overarching goals of the plan are to provide a safe and integrated transportation system that maintains and preserves the existing system, while supporting the land use development and economic vitality. The projects outlined within the county's 20-year project list focus on preserving and managing the existing transportation system and implementing safety projects, rather than adding more roadway capacity.

State Route 20, Swantown Road to Cabot Drive (WSDOT, 2005). WSDOT partnered with the City of Oak Harbor to review SR 20 corridor needs and develop a detailed plan that will facilitate design and construction of future highway improvements. The goal of the analysis was to determine how best to redesign the section of the corridor, between Swantown Road to Cabot Drive, to improve levels of safety and mobility, while encouraging better access to land uses and improving the aesthetics of the corridor to match the city character.

Based on the traffic analysis of six key intersections within the project area, roundabouts were determined to be the best solution to improve safety and mobility along the corridor. In 2012, WSDOT released a briefing report and technical update to the 2005 plan, which further analyzed traffic within the study area and updated the costing estimates of the improvements recommended in the pre-design analysis. As of June, 2015, the project was funded by WSDOT as part of the Connecting Washington Projects Highway Improvements Program¹⁸. The project is scheduled for implementation between 2027 and 2029.

The Whidbey Scenic Isle Way Corridor Management Plan (CMP) was created for the state scenic byway that consists of SR 525 and SR 20 on Whidbey Island. The corridor, which spans from Deception Pass to the Clinton Ferry Terminal, is characterized as a “ribbon of commerce and connectivity for island communities”. The vision of the Whidbey Scenic Isle Way is to enhance visitors’ experience and preserve the quality of life enjoyed by island residents.

The CMP serves as a tool that provides recommendations for specific strategies and actions that improve, enhance, and sustain the corridor’s unique intrinsic qualities and the many enjoyable experiences it offers. In regards

to transportation, the plan outline several goals such as promoting the non-driving experience, improving the aesthetics of the transit system and park-and-ride lots, expanding the multiuse trail system, and providing safe and convenient crossing opportunities for pedestrians.

The Oak Harbor Transportation Plan, (April 2016), prepared by Fehr & Peers, serves as the principal functional plan for this element and includes level of service reports, land use and travel demand, and travel demand modeling documentation supporting this element.

Existing Conditions and Trends

The way people travel is greatly influenced by the built environment, which includes land use and travel corridors, as well as the key destinations where people live, work, play, shop, and recreate. This section also describes trends in how people are traveling based on anticipated development patterns and travel mode data.

Land Use

The main commercial areas in Oak Harbor, where people tend to shop, are located downtown and along State Route (SR) 20; these areas are zoned Central Business District (CBD) and high intensity commercial as shown on Map I in the Land Use Element of this document.

Oak Harbor’s Old Town District (downtown) features older buildings that are home to a variety of commercial uses including a mix of office and retail uses, as well as restaurants. The area along SR 20 is characterized by auto-oriented commercial development that features larger scale buildings and parking lots. Other areas of commercial and industrial land uses are located in the northern portions of Oak Harbor, and military land uses are adjacent to the eastern and northern city limits. Much of the remaining City area is zoned for single-family residential.

¹⁸ Leap Transportation Document 2015 NL-1

It is important to consider that areas of commercial, industrial, and dense residential land use tend to have more concentrated trips and can be supportive of alternative modes of travel such as transit, whereas areas of low density residential tend to have dispersed trip patterns more conducive to trips made by personal vehicle.

Oak Harbor's Old Town District functions as the historical city center. It is a major trip generator for all modes. It features a mix of commercial, residential, and civic destinations such as City Hall and the public library.

Island Transit's Harbor Station

Island Transit's Harbor Station serves a major transit hub and transfer center in Island County. Located on Bayshore Drive, the Harbor Station is served by nine transit routes, and connects to destinations as far as the Anacortes and Clinton Ferry Terminals. The Harbor Station is well connected to the Old Town District, and provides access to a nearby surface lot for passengers who access transit by car. There are also bicycle and pedestrian amenities at the station area, including shelters, bathrooms, benches, and bike parking.

Oak Harbor Waterfront

Located on the south side of Oak Harbor's Old Town District, the Oak Harbor Waterfront provides access to parks, trails, and the Marina. Many residents and visitors alike enjoy the waterfront area and travel and recreate on Oak Harbor's Waterfront Trail, which spans the entire City waterfront. The Waterfront Trail serves as a major nonmotorized route for residents and visitors. It connects trail users to destinations in Old Town such as shops, restaurants, and the Skagit Valley College. The trail also provides important connections for residents who live on their boats in the Oak Harbor Marina.

Naval Air Station Whidbey Island

The Naval Air Station Whidbey Island (NASWI) is located on two pieces of land near Oak Harbor. The primary section of the base, Ault Field, is located about three miles north of Oak Harbor. Ault Field, totaling approximately 4,250 acres in size, features the main airfield, administrative and industrial buildings, a hospital, a variety of housing units, and several recreational areas including an 18-hole golf course.



The secondary section of the base, the Seaplane Base, is located just east of Oak Harbor's Old Town District. The Seaplane Base encompasses approximately 2,820 acres. About twenty percent of this land area is developed, primarily with single family housing.

NASWI's personnel contribute to a significant amount of traffic on roadways leading to Ault Field and the Seaplane Base. Traffic near the bases becomes backed up during shift changes, as personnel enter/exit the base at Goldie Road and West Ault Field Road; Langley Boulevard and West Ault Field Road; and West Crescent Harbor Road and Torpedo Road.

Although the majority of personnel commute by private vehicle, many young personnel do not own a vehicle, and rely heavily on Island Transit, walking, and/or biking for their travel. The anticipated growth in population (see below) is expected to increase the number of young personnel, who typically lack access to a personal vehicle and are dependent on other modes.

Today, approximately 7,000 personnel are stationed at NASWI. By 2020, the active duty population is projected to reach 8,000. Anticipated growth and development near NASWI bases may necessitate roadway and operation improvements.

Oak Harbor Public Schools

The Oak Harbor Public School system operates neighborhood schools that serve the City and surrounding areas. In addition to School District facilities, there are several private schools located within Oak Harbor. The City of Oak Harbor, the Oak Harbor School District, and neighborhood groups have made a commitment to provide safe access to the City's schools through the State Safe Routes to School (SRTS) program. The Oak Harbor SRTS program has been successful in securing grant funding for a variety of programs that support a safer transportation network near schools.

Growth within the City of Oak Harbor will necessitate the need for new schools. NASWI alone is expected to add another 750 elementary students by 2019. Given this growth, the Oak Harbor School Board has approved a plan to create two "hybrid schools". Instead of two middle schools for grades 6-8, there will be one school for grades 5-6 and one school for grades 7-8.

This could create challenges for school children who may need to cross SR 20 more often, given that their home school will not necessarily be the one closest to them.

Skagit Valley College

A branch of Skagit Valley College is located in Oak Harbor at the east end of Pioneer Way. Approximately 1,400 students enroll on the campus annually. The college is served by three Island Transit routes (3, 10, and 12), however the majority of students access the campus by car.

Transportation Network Overview

Oak Harbor's transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. Vehicular travel still is the primary choice for most travelers in and around Oak Harbor.

City streets form the foundation of the transportation framework with roadways shaping how residents and visitors experience Oak Harbor. The main travel corridors in Oak Harbor are mostly roadways with sidewalks but also include nonmotorized trails. The Old Town District has a relatively well-connected street grid, while the remaining areas of the city are characterized by larger blocks and curvilinear streets, which can make direct connections difficult.

The network classifies Oak Harbor's roadways into principal arterials, collectors, and local streets, as shown in Figure 1. While Oak Harbor utilizes a traditional classification system, future projects may incorporate alternatives to the classification to accommodate road diet options. Road diets serve to utilize existing right-of-way and

pavement to provide greater multi-modal opportunities.

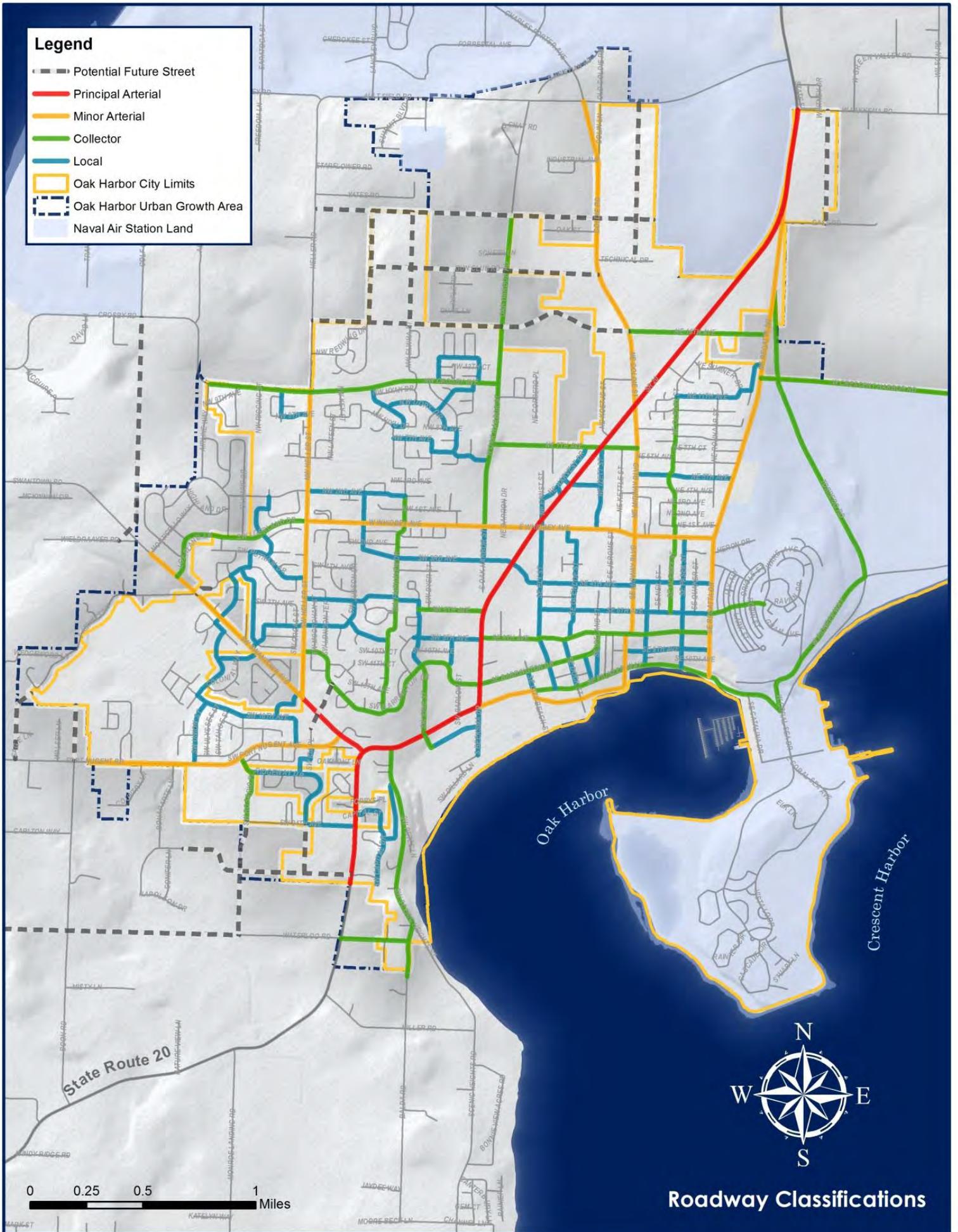
Residents and visitors in Oak Harbor walk and bike as a part of their daily travel for many reasons. Children attending school, commuters taking the bus or connecting with a carpool to get to work and senior citizens making midday trips, all require safe amenities. Over the past five years, Oak Harbor has made great strides in creating a more bicycle friendly and walkable community.

In 2012, Oak Harbor completed the Pioneer Way improvements as part of a downtown revitalization project. The reconstruction project converted Pioneer Way from a two-way to a one-way street and added pedestrian-friendly streetscape enhancements including wider sidewalks, landscape planters, and angled on-street parking.

South of Pioneer Way is Oak Harbor's waterfront trail. Oak Harbor's waterfront trail has grown into a popular pedestrian and recreational facility that spans the entire City waterfront. It connects to some of Oak Harbor's busiest parks and key destinations such as downtown, Skagit Valley College, the public library, and Oak Harbor's Marina.

Legend

- Potential Future Street
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Naval Air Station Land



Oak Harbor’s bicycle circulation is supported by a network of low speed and low volume residential streets, which offer the basic components of a safe bicycling environment. The City is working to make Oak Harbor more bicycle-friendly by investing in bike facilities such as bike lanes and multiuse trails that support local and regional connections.

Locally, Oak Harbor has improved the bike network through projects such as the Freund's Marsh Trail from Scenic Heights Road to Windjammer Park. Regionally, Oak Harbor has worked with Island County, through planning efforts such as the Island County Non-Motorized Transportation Plan, to further develop Oak Harbor’s bicycle network; identify short-term, mid-term, and long-term priority projects; and support a regional trail system that connects Oak Harbor with Deception Pass, Joseph Whidbey State Park, Dugualla State Park, and a number of additional parks and beach access areas. Figure 2 shows the existing bicycle network.

Island Transit provides local bus, express bus, and para-transit service with connections in Oak Harbor. The majority of transit riders access this transit service by walking or driving to a parking lot or on-street parking and then walking to connect to transit. Six Island Transit routes serve Oak Harbor with frequencies ranging from 20 – 60 minutes. Service is offered throughout all of Whidbey Island’s eight park-and-ride lots, which are located along the state scenic byway that consists of the SR 525 and SR 20.

Island Transit connects to each of the ferry terminals on Whidbey Island, and many communities along the scenic byway. In addition, several transit agencies connect to Oak Harbor’s transit network including Sound Transit, Skagit Transit, Community Transit, Everett Transit, Jefferson Transit and Whatcom Transit. Island Transit also offers a very successful vanpool and rideshare program. Figure 3 shows existing Island Transit fixed routes.

Legend

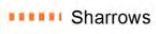
Existing Facility Type

 Bike Lane

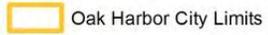
 Sharrow

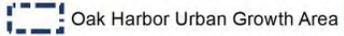
New Facility Type

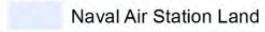
 Bike Lane

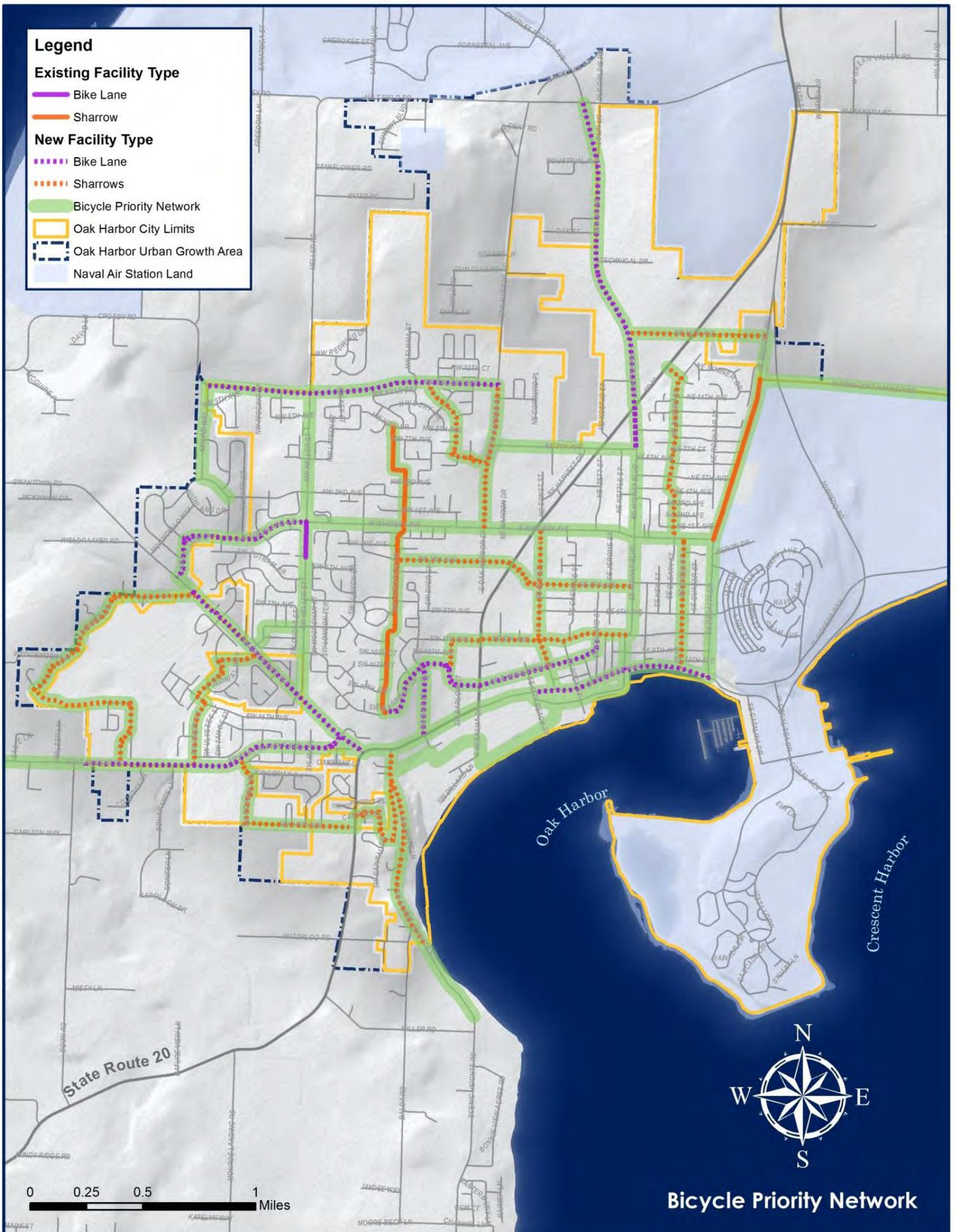
 Sharrows

 Bicycle Priority Network

 Oak Harbor City Limits

 Oak Harbor Urban Growth Area

 Naval Air Station Land



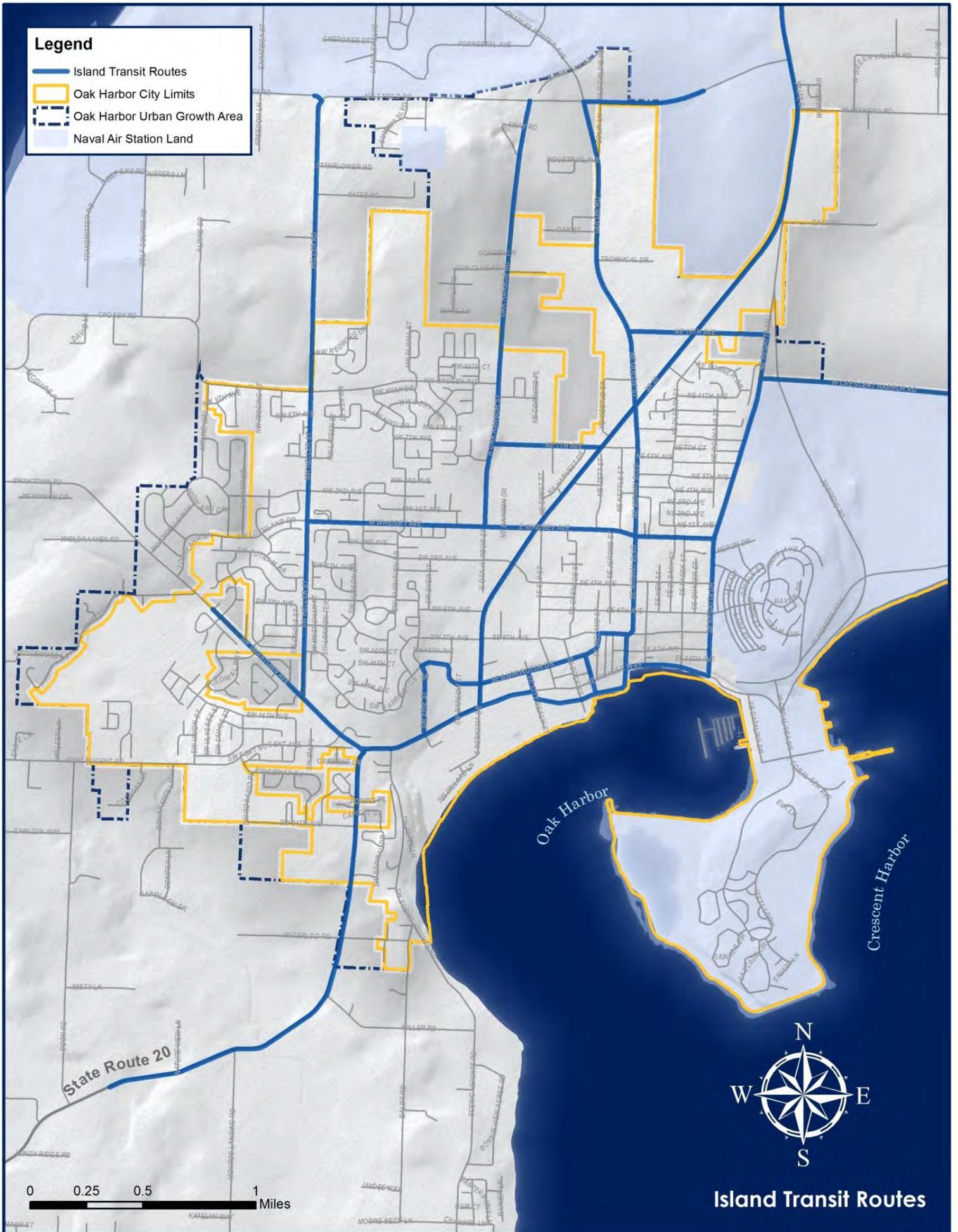
0 0.25 0.5 1 Miles



Bicycle Priority Network

Legend

- Island Transit Routes
- Oak Harbor City Limits
- - - Oak Harbor Urban Growth Area
- Naval Air Station Land



Freight and goods movement is a vital and often underappreciated element of the transportation network. Everyone is directly impacted by how goods are delivered to ports, distribution centers, stores and their homes. The City of Oak Harbor is a key regional player in the movement of goods with major highway and arterial connections to distribution facilities. Further, NAS Whidbey's Ault Field and Seaplane Base rely heavily on the efficient movement of goods.

SR 20, from Deception Pass Bridge through the City of Oak Harbor, is the most heavily-traveled roadway facility in Island County, with approximately 3.6 million tons of freight carried annually along the corridor. In addition, local city arterials such as Regatta Drive, Midway Boulevard, Oak Harbor Street, Whidbey Avenue, Swantown Avenue, and Heller Street serve as key freight arterials that provide connections to regional facilities.

Level of Service Standards

With many Oak Harbor residents, employees, and residents relying on vehicles as their primary mode of transportation, the City's street network is critical to the transportation system. Growth within the region has increased traffic congestion along some of Oak Harbor's roadways.

To understand roadway operations in the City today, 31 intersections in the City of Oak Harbor were evaluated to identify the need for future roadway improvements. The study intersections were within the area bounded by NE 16th Avenue (north), Regatta Drive (east), Swantown Avenue (west), and Pioneer Way (south). Intersection operations were evaluated and assigned a level of service (LOS) grade based on their operations in terms of vehicle delay.



The City’s existing level of service policy sets the following standards for its roadways:

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

Table 21 describes the Level of Service definitions established in Chapter 16 of the Highway Capacity Manual (HCM) (Transportation Research Board, 2010), which is a standard methodology for measuring the performance of intersections and corridors.

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.

Figure 21 - Level of service definitions

Of the 31 intersections analyzed, all intersections operate at LOS D or better today. These intersections are generally located along key north-south arterials. Given the land use growth anticipated in Island County between now and 2036, some of the intersections that are currently meeting the City’s LOS D standard would degrade to LOS E or F by 2036 without the infrastructure improvements identified in this plan. The locations of these intersections are shown in Figure 4. Detailed reports of LOS are available in the Transportation Plan.

Travel Demand Forecasting

An important component of this element was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Oak Harbor’s transportation network. A description of the travel demand modeling process is provided below with more detail about land use assumptions in Appendix C of the Transportation Plan (May, 2016).

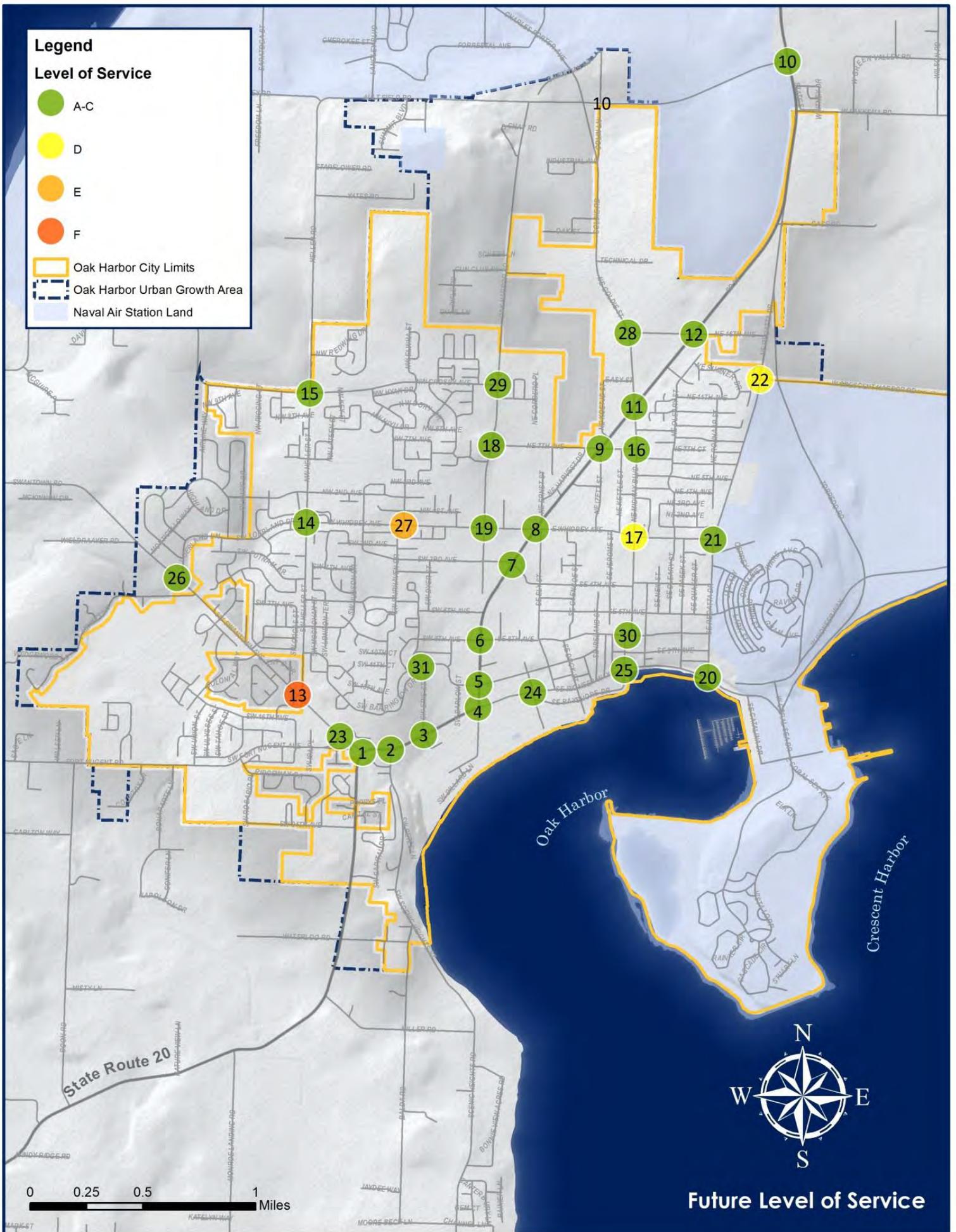
As a part of previous planning efforts, the Skagit Council of Governments created a travel model with the Visum software package. This model forecasted traffic volumes during the evening commute hour (4-6pm) along Oak Harbor’s key streets and intersections. This tool provides a reasonable foundation for developing year 2036 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.

Legend

Level of Service

- A-C
- D
- E
- F

- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Naval Air Station Land



Future Level of Service

These land use assumptions include:

- *Estimate Land Use Growth in the City.* As a part of the Comprehensive Plan update, the City is planning for expected growth in housing units and employment over the next 20 years through 2036. Based on growth estimates from Island County and reviewed by City staff, Oak Harbor is preparing for 1,600 new housing units and 2,000-3,000 new workers by 2036. The City then allocates the growth throughout Oak Harbor based on adopted zoning, observed development patterns, and other city policies.
- *Capture Regional Growth Patterns.* Other communities throughout the region are going through this very same process. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Oak Harbor's streets.
- *Translating Land Uses into Trips.* The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.

Opportunities and Challenges

The City of Oak Harbor has several important challenges to face as it prepares for future growth and development. Motor vehicle travel currently dominates the City's transportation network. Oak Harbor is working to create a more balanced network and addressing the transportation challenges below will be a key to the City's success.

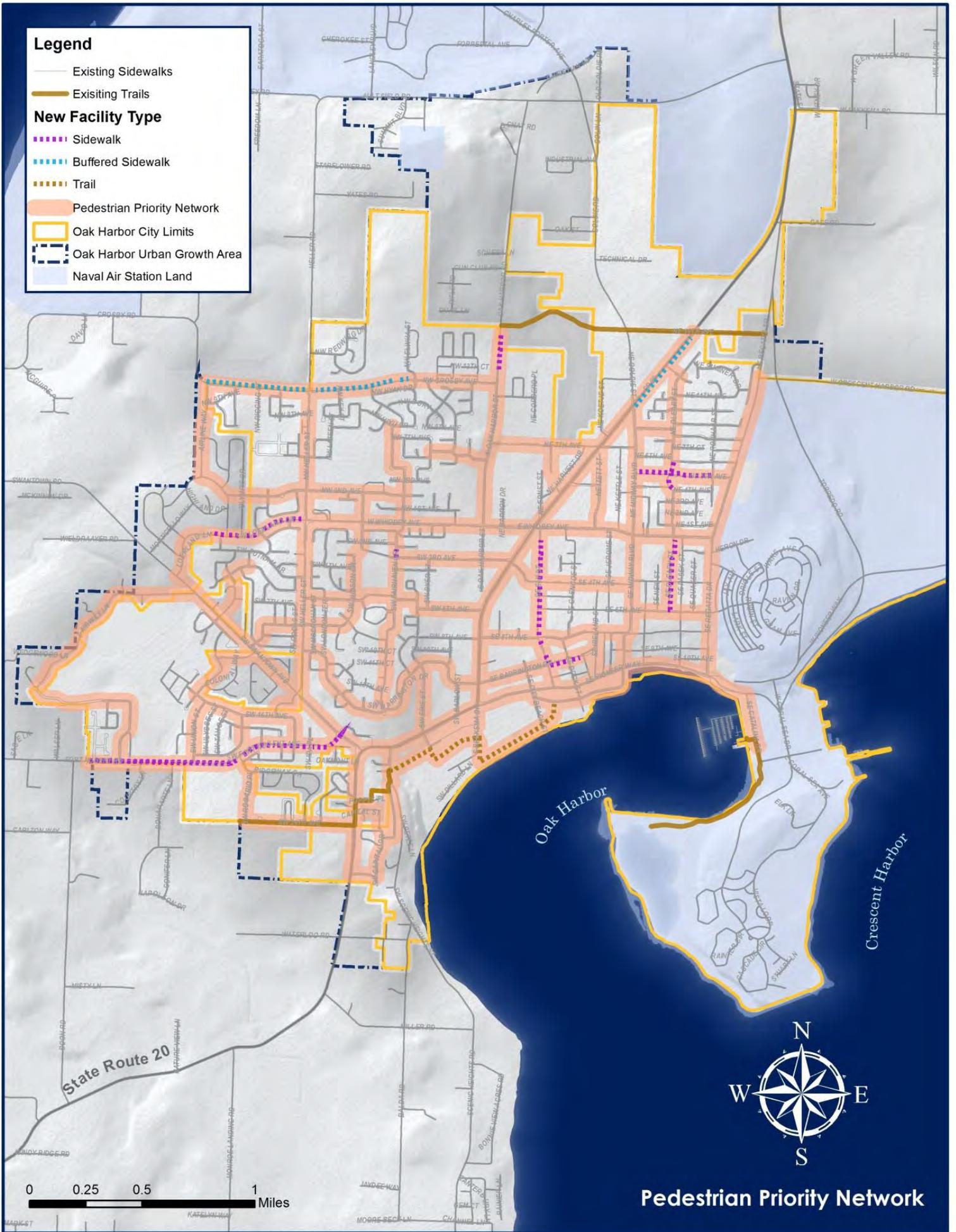
Network Connectivity

Barriers to Mobility: The City's roadway network creates several challenges for local traffic. Few east-west and north-south arterials serve the entire City. Further, poor connections between local streets (e.g. dead ends, cul-de-sacs, misaligned roads, etc.) encourage the use of SR 20 for local trips. This contributes to congestion on SR 20, especially during peak periods. In addition, SR 20 bisects the center of Oak Harbor creating barriers for walking and biking. Proposed enhancements to the City's roadway network to partially address these issues are identified in Figure 1.

Pedestrian and Bicycle Infrastructure: Sidewalks are generally available along all arterials, most streets within the Old Town District, and in newer subdivisions. However, many older residential areas, have incomplete or poorly maintained sidewalks. This limits the mobility of pedestrians between major destinations. Figure 5 highlights the pedestrian priority network and identifies where pedestrian infrastructure should be provided.

Legend

- Existing Sidewalks
- Existing Trails
- New Facility Type**
 - Sidewalk
 - Buffered Sidewalk
 - Trail
 - Pedestrian Priority Network
- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Naval Air Station Land



Pedestrian Priority Network

The City's existing bicycle network is limited to a small number of trails and on-street facilities. These gaps in infrastructure, along with a topography that includes many hills, create challenges for bicycle travel within the City. Figure 6 identifies potential bicycle network segments.

Transit Access and Availability: With no high capacity local transit system, bus service in Oak Harbor must be reliable and provide significant mobility. The bus routes that currently serve Oak Harbor operate on infrequent service schedules. This creates challenges for transit-dependent riders for accessing their needs, and it forces many potential transit users to drive instead. The City should look for ways to encourage enhanced transit service from Island Transit through investment in transit-supportive amenities to help residents, employees, and visitors access and use transit.

Downtown Mobility

The City is working to develop safer connections to the Old Town District as part of this Transportation Element update. By improving bicycle and pedestrian amenities, by adding flashing beacons at crosswalks and bike lanes along Pioneer Way, the City will create a more accessible and attractive downtown. This will enhance the appeal of spending time in the downtown area.

Safe Routes for All, Especially Pedestrians and Bicycles

Since 2010, Oak Harbor has seen 150 to 200 traffic collisions per year. Figure 7 displays traffic crashes around the City over a five-year period spanning 2010-2014. **Of the total collisions during this 5-year period, ___ collisions, or about ___ percent, involved pedestrians or bicycles.** In an effort to increase pedestrian safety, Oak Harbor has improved pedestrian facilities in the downtown. Sidewalk and crosswalk improvements have created a more welcoming environment for pedestrians moving around downtown, but busy corridors, such as Pioneer Way, SR 20, and Regatta Drive, have still seen a significant number of collisions involving pedestrians and bicyclists.

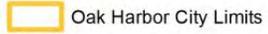
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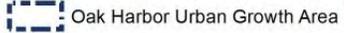
Project

ID Number in Red

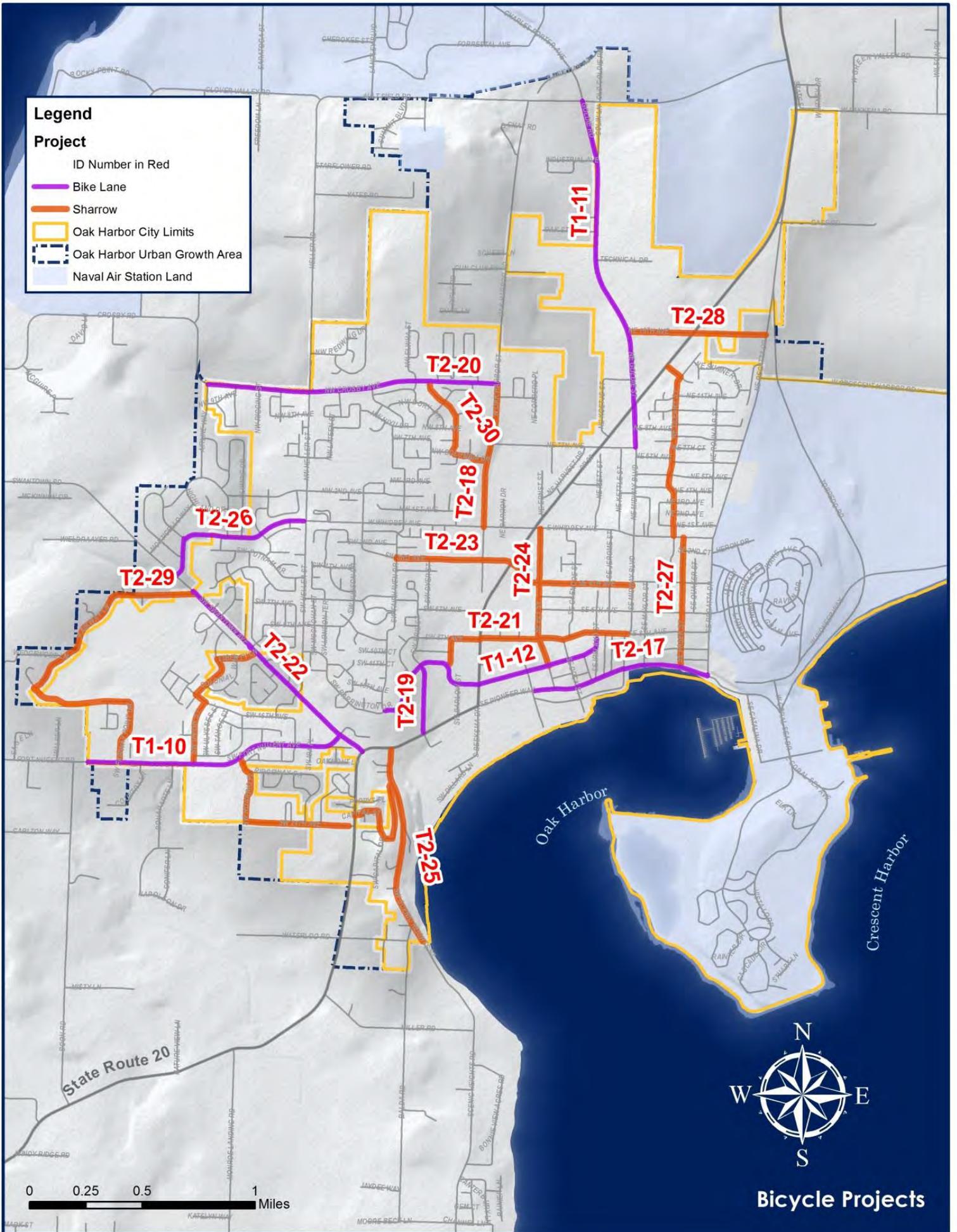
 Bike Lane

 Sharrow

 Oak Harbor City Limits

 Oak Harbor Urban Growth Area

 Naval Air Station Land



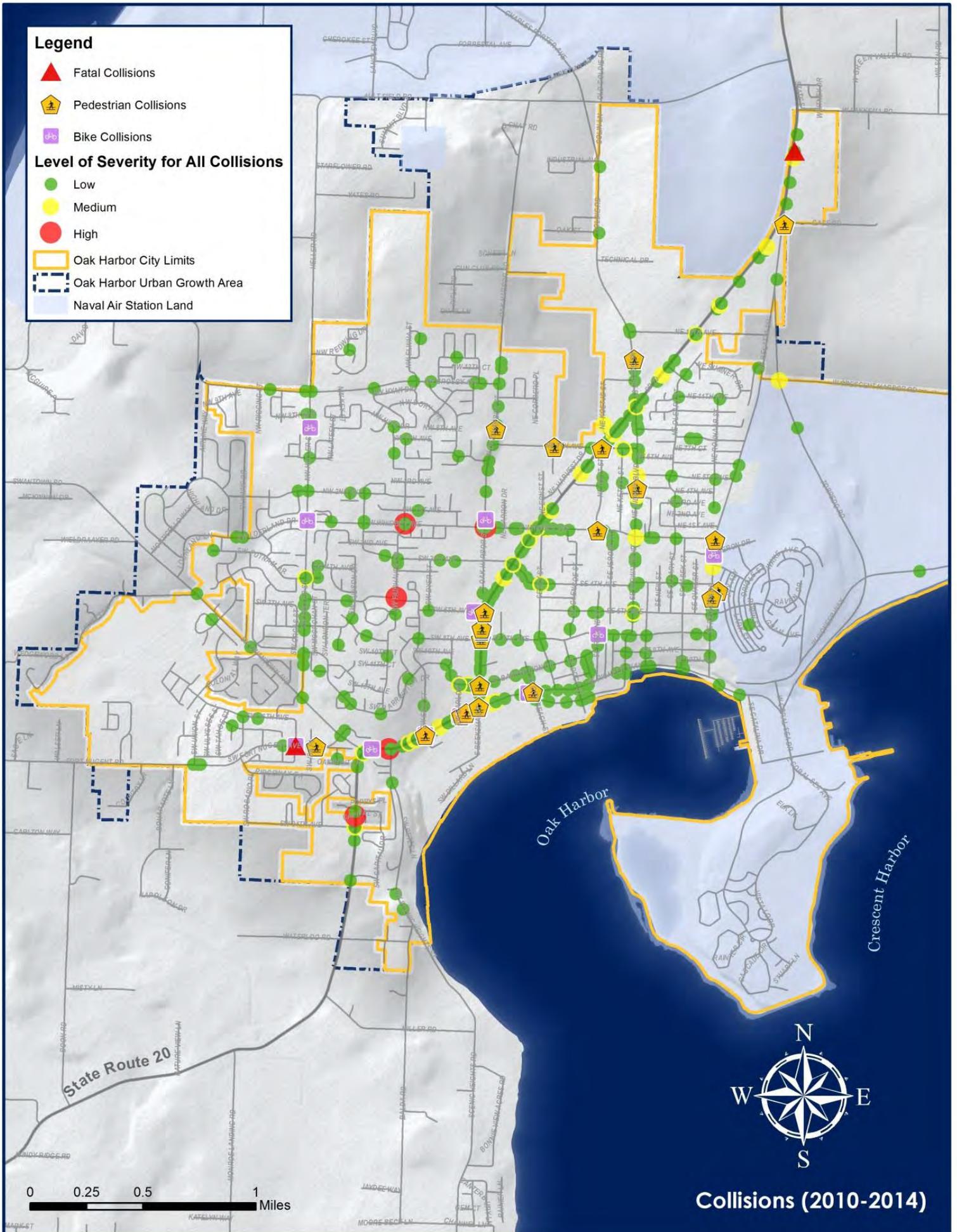
Legend

-  Fatal Collisions
-  Pedestrian Collisions
-  Bike Collisions

Level of Severity for All Collisions

-  Low
-  Medium
-  High

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Naval Air Station Land



Collisions (2010-2014)

Goals and Policies

Oak Harbor has established six goals to accomplish its overall vision for transportation. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. Together, the goals and policies lay the foundation for the remainder of this Plan, including the proposed project list and ongoing implementation of the Plan.

Goal 1 - Safe for all Users

Policies:

- I.a. Strive to reduce traffic deaths and serious injuries in Oak Harbor to zero by 2030 as part of the State of Washington's traffic safety efforts using education, enforcement, engineering, emergency medical services, and leadership / policy.
- I.b. Prioritize locations with a history of collisions or other identified safety issues when selecting transportation projects to implement.
- I.c. Keep roadways operating in safe condition by taking steps to secure roadway funding from a variety of sources to maintain, rehabilitate, or replace roadways.
- I.d. Design street improvements to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate.
- I.e. Design new streets and, when the opportunity arises, redesign streets in order to reduce lane widths to accommodate vehicles that use the street most frequently; rather than large vehicles that may use the street only occasionally.
- I.f. Coordinate with emergency response services to ensure adequate and timely access as the city builds out the transportation network.

Goal 2 - Connected and Efficient

Policies:

- 2.a. Encourage the efficient movement of people and goods through an effective and inter-connected transportation network that includes: collector and arterial streets, trails, bike paths, public transit and other transportation facilities and is in balance with the land use and transportation requirements in the City of Oak Harbor.
- 2.b. Provide for the efficient movement of people and goods on arterial streets through a balanced approach that only increases the automobile capacity of roadways when necessary.
- 2.c. Work toward development of a multi-modal transportation system that achieves the following level of service metrics:
 - 1. Vehicular LOS: Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for PM peak hour for allowable PM peak hour delay at intersections, with the exception of intersections along SR 20 within the City UGA, where LOS E operations will be considered acceptable during the PM peak period.
 - 2. Pedestrian LOS: Provide sidewalks, trails, and/or separated paths, as defined in Pedestrian Priority Network.
 - 3. Bicycle LOS: Provide bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Bicycle Priority Network.
 - 4. Transit LOS: Partner with Island Transit and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.
- 2.d. Maintain concurrency between land development and installation of required transportation facilities, consistent with the Capital Improvement Plan.
- 2.e. Facilitate efficient connections by encouraging street system design in a rectangular grid pattern with smaller block sizes, frequent interconnections, and clear wayfinding; strongly discourage cul-de-sacs or dead end streets.
- 2.f. Coordinate all modes of transportation to enhance effectiveness and efficiency. Promote a transportation network, including non-motorized modes, that allows for convenient access to major destinations within the City of Oak Harbor.

Goal 3 - Multimodal, Offering User Friendly Transportation Options

Policies:

- 3.a. Coordinate with private transportation providers to boost the effectiveness of public transportation providers.
- 3.b. Coordinate with Island Transit to identify locations for future transit infrastructure and improvements that will more effectively serve the developing areas of Oak Harbor, such as bus stops, bus pullouts, bus stop shelters, and park-and-ride facilities.
- 3.c. Provide incentives for the use of car and van pools through City development standards that support providing park-and-ride lots, designated car pool parking spaces, van pool pick-up areas, and other supportive amenities.
- 3.d. Participate and support in the planning for long-term sustainability of air and water transportation and facilities.
- 3.e. Develop a bicycle priority network for the City of Oak Harbor and the UGA that promotes bicycling as an efficient choice for transportation and recreation. The priority network shall include but not be limited to the following: future on-street bicycle facilities, multi-use paths, and bike rack locations, using context-sensitive designs for bicycle facilities on the different roadway classifications and intersections.
- 3.f. Enhance and beautify the Waterfront Trail, from Scenic Heights to Maylor Point, with widening, scenic viewpoints, historical signage and art.
- 3.g. Develop and construct a pedestrian priority network for all streets and highways that interconnects with other

modes of transportation and prioritizes streets used frequently by school children, senior citizens, people with disabilities, and streets in heavily congested areas. Use the Safe Routes to School program as a model for identifying locations for these facilities.

- 3.h. Maintain a pedestrian-oriented atmosphere in the Old Town District (Downtown).

Goal 4 - Financially and Environmentally Sustainable

Policies:

- 4.a. Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.
- 4.b. Integrate Transportation Demand Management goals with the development review process such that they become a part of any traffic impact assessment and mitigation program.
- 4.c. Prioritize roadway preservation projects, review potential roadway preservation funding programs and consider the long term maintenance costs of new transportation capacity projects.
- 4.d. Prioritize projects on the City of Oak Harbor Capital Improvement Plan (CIP) by evaluating and ranking them, taking into account their costs and benefits, to ensure effective investment of city funds.
- 4.e. Maintain an Impact Fee Program that determines the proportionate share of infrastructure improvement costs to be assessed to new and redevelopment projects. Require proportionate funding of required transportation improvements by property owners and by developers whose developments impact the streets.
- 4.f. Evaluate potential federal, state, and other funding (grants and loans) programs that may be compatible with prioritized transportation projects.
- 4.g. Coordinate with state and regional agencies to obtain funding for identified improvements for SR-20 within the UGA.
- 4.h. Promote property owners to finance neighborhood street improvements, for

example through local improvement districts (LIDs).

- 4.i. Protect air quality by improving the operating efficiency of the overall transportation system and boosting the non-single occupant vehicle mode share in Oak Harbor.
- 4.j. Consider the potential of using roundabouts in lieu of installing new signalized intersections or reconstructing existing signalized intersections.
- 4.k. Protect and/or mitigate the preservation of natural vegetation in transportation rights-of-way, particularly regarding the City's trademark Garry Oak trees, in the construction and repair of streets.
- 4.l. Protect and/or mitigate environmentally sensitive areas and resource lands when maintaining existing streets and planning for future ones (See Environmental Element.)

Goal 5 - Complementary of the City's Land Use Vision and Other Adopted Plans

Policies:

- 5.a. Locate and design transportation facilities to meet the demands of existing and projected land uses as provided for in the Comprehensive Plan, including the growth anticipated within the Oak Harbor UGA.
- 5.b. Implement transportation improvements that respect the community's residential character, natural features, and quality of life.
- 5.c. Manage the supply of parking to ensure it serves the community's needs and maintains a positive aesthetic.
- 5.d. Support the use of public transit, walking, and bicycling through development regulations and design guidelines that create infrastructure, land use patterns, and developments that are conducive to these modes. Require public transit opportunities for new and re-developed projects. Maintain an emphasis on a bicycle and pedestrian oriented atmosphere during development review.

Goal 6 - Integrated with the Regional Transportation Network to Address a Diverse Range of Transportation

Interests

Policies:

- 6.a. Ensure efficient management of all transportation resources through cooperation in planning and project development with Federal, State, regional, and local jurisdictions. Work with Island County to continue consistency and interconnectedness in Oak Harbor's Unincorporated UGA.
- 6.b. Coordinate planning for transportation improvements and projects with other agencies in order to reduce costs, minimize environmental impacts, reduce duplication of services, and minimize disruption to the general public.
- 6.c. Work with adjacent jurisdictions and transportation agencies to identify necessary improvements to the regional roadway system to ensure adequate regional access to and from the City of Oak Harbor.
- 6.d. Coordinate with the Washington State Department of Transportation (WSDOT) on capacity improvements, access management and safety issues for SR 20.
- 6.e. Continue to encourage the implementation of transportation demand management (TDM) strategies through coordination with WSDOT, Island County, and Island Transit.

Project List Development

Extensive community outreach during the development of the Transportation Plan, including, staff workshops, stakeholder meetings, surveys, and public forums provided the basis to develop an initial list of city projects.

A 20 year project list was developed to create a transportation system that realizes Oak Harbor's ultimate transportation vision: to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and goals and adequately serves anticipated growth.

The draft project list included over 50 potential projects. Each project was evaluated and scored relative to the transportation goals using a scoring matrix. The scoring matrix included 14 metric covering the 6 goals (City of Oak Harbor Transportation Plan, 2016, Appendix E). The scoring matrix, combined with other sources of community outreach, were utilized to prepare a 20 year project list which identified projects as Tier 1 projects representing roadway and intersection, pedestrian and bicycle network improvements (City of Oak Harbor Transportation Plan, 2016, Table 8). Tier 1 projects are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. Tier 2 projects, while ranked lower than Tier 1 projects, are considered contingency projects based on available funding (City of Oak Harbor Transportation Plan, 2016, Table 9).

Oak Harbor will maintain its current LOS D standard for allowable PM peak hour delay at intersections in most locations, with the exception of intersections along SR 20 within the City and UGA, where LOS E operations will be considered acceptable during the PM peak period in recognition of the need to balance driver experience with other considerations, such as regional travel, cost, right of way, and other modes. This plan also provides an

exception for the LOS E operations measured at the intersection of Whidbey Avenue and Fairhaven Drive, since the higher delays would only be experienced by a relatively small number of left-turning vehicles during a short period of the day.

Maintaining intergovernmental coordination, Oak Harbor will work with Island County in their improvement and signalization at the intersection of SW Heller Street and Fireside Lane and intersection improvements at Regatta Drive and Crescent Harbor Road.

Capital Plan

Since the scope of the 20 year project list exceeds revenues from exclusively city sources over the next few decades. As shown in Table 2, the project list has been sized to represent projects which provide a balance of safety, maintenance, and operational improvements for all modes. These projects provide a starting point for the City in developing its financially constrained Six-Year Capital Improvement Plan, which is updated annually and is developed based on knowledge related to project feasibility and funding availability.

The components of the transportation program include \$2.3 million in maintenance, operations and roadway rehabilitation. Maintaining Oak Harbor's transportation system is important for sustaining the quality and safety of roadways. The program also includes full reconstruction of NE 7th Avenue between N Oak Harbor Street and SR 20.

Funding to support this program will come from a number of sources including Oak Harbor's general funds, gas taxes, property taxes, impact fees, as well as federal and state grants.

Investment	Project Description	Planning Level Cost
Pavement Maintenance	Annual pavement maintenance and overlay program	\$2.3 M
NE 7 th Avenue Roadway and Pedestrian Improvements	Full reconstruction of the Roadway; Construct missing sidewalks on the north side, multiuse path on south side of the road.	\$4.7 M
TOTAL		\$7 M

Figure 22 - Six-year Transportation Program

Implementation

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Plan for the City of Oak Harbor contains approximately \$7 million worth in transportation investments over the next 20 years. The Transportation Plan focuses on capital projects that will complete the layered network plan, as well as ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Funding Approach

Not all of the transportation needs are affordable with existing revenue sources during the 20 year period. Should supplementary funding become available, projects that would further support the development of the transportation network have been identified and prioritized.

Other funding options available to the City include:

- Increase the amount of revenue from existing sources, including impact fees or increased general fund revenues;
- Adopt new sources of revenue, such as creating a Transportation Benefit District;
- Develop a grant strategy to secure additional funding for capital projects.

Chapter 8 → Utilities Element

The Utilities Element sets forth City policies for water, sanitary sewer and storm drainage services, and relates the Comprehensive Plan to development plans of independent utility providers in a coordinated and consistent manner. It incorporates by reference the Oak Harbor Comprehensive Water System Plan, 2014, and Oak Harbor Comprehensive Sewer System Plan, 2007, and any updates thereto.

The Utilities Element was prepared in accordance with Section 36.70A.070 of the Growth Management Act (GMA). The Utilities Element contains a statement of Goals and policies, and a general inventory of existing and planned utilities.

Scope and Organization of the Utilities Element

GMA requires that the, "utilities element [consist] of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines" (RCW 36.70A.070). The City is also required to plan for water, sanitary sewers, storm drainage and solid waste facilities, and has elected to address these services in the Utilities Element (WAC 365-195-210).

The format of this chapter is consistent with WAC 365-195-320, Growth Management Act -- Procedural Criteria for Adopting Comprehensive Plans and Development Regulations. Section II provides an inventory of the utilities serving the City of Oak Harbor and its Urban Growth Area (UGA), analyzing existing capacity, future needs and planned improvements. This is followed by a statement of City Goals and policies for utility siting and service in Section IV. Technical and financial

information about city utilities is found in the Capital Facilities Element, Comprehensive Water System Plan (2014), Comprehensive Sewer System Plan (2007), and Comprehensive Storm Drainage Plan (2007).

Inventory and Planned Improvements

City Owned Utilities

The City manages the water system, sanitary sewers system, storm drainage system and solid waste. Non-city owned utilities are natural gas, electricity, telecommunications, television, and internet services.

Water System

Oak Harbor obtains water from Anacortes via 10- and 24-inch transmission lines, and from an aquifer below the city via three wells. The Anacortes supply is the primary source. The City updated its Comprehensive Water System Plan in 2014.

Oak Harbor has entered into a 20-year Water Supply Agreement with Anacortes, and renegotiates water charges and committed water volume with an annual amendment. The most recent water service amendment (2006) allows Oak Harbor to withdraw 970 million gallons/year, or adequate water through the year 2025. The Navy and the City have an equal allocation of water capacity through the existing transmission lines.

The supply and transmission system has sufficient capacity to meet the projected 2025 peak-day demand for the UGA service area. The Water System Plan analyzed the City's need for reservoir capacity and proposes additions to the system to meet projected demand, including required fire flows.

Sanitary Sewer System

The City of Oak Harbor Comprehensive Sewerage Plan, adopted by City Council in 2007, contains all pertinent information concerning the sanitary sewer system. The plan contains a description of the existing system, population projections, design criteria for future systems, and proposed improvements. In 2015, the City began the construction of a new wastewater treatment facility located immediately north of the existing RBC plant in Windjammer Park. The new facility is designed to handle 2.7 million gallons per day and with minor upgrades can handle the projected growth until 2060.

Storm Drainage

A Comprehensive Storm Drainage Plan was adopted by the Mayor and City Council in 2007. The Plan contains background information, water quality assessment, alternative solutions for improving Oak Harbor's run off quality, and funding alternatives for implementing the Comprehensive Plan.

Solid Waste

In July of 1980, the City of Oak Harbor terminated its sanitary landfill operations and began, through an interlocal agreement, to use the County's landfill site for disposal of its municipal solid waste. All operating revenues are obtained through collection and container fees and storage rentals. User charges are adjusted according to present needs.

Natural Gas

Washington State law requires gas providers to demonstrate that existing customers will not subsidize new customers. Thus, gas transmission line extensions are not planned in advance but are initiated only when there is sufficient customer demand.

Natural gas is piped to North Whidbey Island through a six inch high-pressure submarine line connecting Brown's Point on Camano Island to Strawberry Point east of the NAS-Whidbey Seaplane Base (Figure 1). Within the City of

Oak Harbor, gas pipelines are typically located in street rights-of-way, however, some developments may receive service through utility easements on adjoining properties. Service is limited to the incorporated city limits, NAS Whidbey Island, and surrounding unincorporated areas within a short distance of the transmission main.

Future Demand and Proposed Facilities

Natural Gas

The location, capacity and timing of improvements to the Compressed Natural Gas (CNG) distribution system are driven purely by demand. This means that, unlike electrical or telephone service, improvements are initiated solely by customer requests. This applies to both new service connections and conversion from other energy sources to natural gas. Requests for natural gas service may legally be refused if the extension is not cost-effective to the company.

No major new facilities, upgrades, or extension of services beyond the existing service areas are planned or anticipated within the next 20 years, but the utility may serve new development outside present service areas if it is relatively close to existing mains.

Electric Utility and Provider

Company Overview: Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in Puget Sound region and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE's regional and local electric and natural gas planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to more than 1.2 million electric customers throughout eight counties.

Regulatory Environment: PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of The City of

Oak Harbor and the region rely on the coordinated effort between PSE and the County for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management is required to maintain compliance with FERC, NERC, and WECC regulations.

Integrated Resource Plan: In order for PSE to meet regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers to provide dependable and cost effective service over the next 20 years. The current plan, which was filed in May of 2013, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated in the fall of 2015, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly more than half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. This reduces the need down to 2,200 MW by 2033. The rest of PSE's gap in long-term power resources, the IRP stated is likely to be met most economically with added natural gas-fired resources.

PSE generates approximately 46 percent of the electricity for its customers' from its own generation specifically generation plants; hydro, thermal, solar and wind. PSE currently has about 3,000 megawatts of power-generating capacity, and purchases the rest of its power

supply from a variety of other utilities, independent power producers and energy marketers across the western United States and Canada.

System Overview: To provide the City of Oak Harbor (the City) with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

Electricity provided by PSE to the City is produced nearby in Skagit County (Baker River Dams) and elsewhere as PSE is interconnected to the Northwest's regional transmission grid through an extensive network of transmission facilities providing bulk transmission service to meet the demands of electricity customers within the region's eight states. PSE electric transmission facilities within and near the City are important components of the electric energy delivery grid serving the Puget Sound region. As electricity reaches the homes and businesses in the city, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters.

PSE is prudently and systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

PSE serves commercial and residential locations within the City and operates and maintains approximately 43 miles of overhead facilities and 70 miles of underground cables, see map.

Future Projects: To meet local electric demand, new transmission lines and substations may need to be constructed. In addition, existing facilities are always being maintained and at times rebuilt to serve current and future demand. The system responds differently year to year and PSE is continually adding or modifying infrastructure to meet electrical demands.

PSE continues to evaluate the growth and development on Whidbey to determine when a third transmission line may be added to serve the needs of the Island. That transmission line would utilize a submarine cable from some point near SW Snohomish County to the south end of the Island.

Telecommunication Facilities

Telephone

Like investor-owned gas and electric companies, telecommunications companies are regulated by the WUTC, which establishes service levels and rates. Standard telephone facilities include a central plant, which houses switching gear (usually in the same building as central offices), utility poles, and overhead or underground lines. Underground installation of telephone lines and use of efficient fiber optic systems is becoming more common as technology advances and regulators respond to aesthetic concerns.

Cellular Telephone Service

A cellular system consists of cells (geographic areas served by a transmitting and receiving tower), cell sites (the tower site, base station radio and interconnecting equipment), a switching station (which receives and distributes signals from the cell sites via conventional lines and microwave signals), and the cellular phones themselves. Cellular phones can operate only

within the range of a given cell site. Therefore, in order to cover broad service areas, cell sites must be located close enough to one another to provide uninterrupted service as the user moves from one location to another. With advances in digital technology, the capacity of cell sites will increase. Therefore, capacity is not anticipated to be a problem in the future. There are several providers of cellular telephone service within the Oak Harbor UGA. These providers operate a network of cell sites within the City of Oak Harbor, Island County and surrounding counties in order to provide adequate coverage. Additional cell sites will be constructed in response to consumer demand as regulated by the Federal Communications Commission.

Siting Issues: Cellular towers can pose siting problems due to aesthetic concerns and conflicts with competing radio signals. The towers can be free-standing, but are often placed on top of existing structures. As service demands change, cell sites may need to be reconfigured. For example, as additional cell sites are added to the system, tower heights may need to be changed to prevent overlapping radio coverage. The Federal Communications Commission (FCC) regulates the public airwaves, assigning frequencies and licensing cellular telephone utilities. The FCC requires that transmitting towers be located such that signals are unobstructed. Local governments may regulate tower siting to the extent that a utility's federally-licensed right to use the airwaves is not impeded. A local jurisdiction can deny approval of an individual tower site based on established policy, but cannot impose an outright ban on towers, or effectively prohibit towers within its jurisdiction through repeated denials or excessive conditions.

The Federal Aviation Administration (FAA) also reviews proposed towers when they exceed 200 feet in height or when the proposed location is within 20,000 feet of a major airport (i.e., serving military or commercial aircraft), or

within 10,000 feet of a smaller airport. While the FAA does not have the authority to deny siting proposals, it coordinates its review process with the FCC, who may deny a particular site if the FAA objects.

Cable

Cable utilities transmit television programming via coaxial cable from trunk lines, which originate at "head-end" or data processing sites. Though the term "cable" implies wiring throughout the system, many cable systems also rely on satellite dishes and microwave antennas. Overhead utility poles are often used to run cable distribution lines, however, underground installation is becoming more common.

Goals and Policies

The following Goals and Policies serve as a framework for the expansion of public and private utilities serving Oak Harbor. They are intended to provide a long-range plan for utilities to protect the public health, welfare and safety. Utility construction projects must be consistent with Goals and Policies. The Utilities Element meets the requirements of GMA, and is consistent with the County Wide Planning Policies and Urban Growth Area Agreement between the City of Oak Harbor and Island County.

Goal 1 - Facilitate the orderly and cost-effective development of all utilities at adequate levels of service to accommodate the projected growth..

Policies:

- I.a. Ensure that all public utility services within the Urban Growth Area (UGA) are at a level that is consistent with an urban community.
- I.b. Sound growth management principles should be used to guide extension of utilities within the UGA.
- I.c. Consider allowing phased upgrading of utilities for existing uses, for example, meeting fire flow and city sewer requirements, when immediate upgrading of existing properties would create an undue hardship.
- I.d. No new water and sewer extensions should be allowed beyond the UGA and the boundaries of existing service districts.
- I.e. Consider actual usage fee rates on an income needs-based scale that will assist low-income adults to remain in their own homes (for example: actual water and solid waste, sewer and direct-cost service hook-up fees).
- I.f. Coordinate land use and utility planning to promote cost-effective utility services. Specifically, the Land Use Element and level-of-service standards shall be used to determine future service requirements, and utilities shall be designed accordingly.
- I.g. Encourage innovative solutions for reducing utility costs, managing growth and protecting the public health, safety and welfare.
- I.h. Encourage co-location of utilities should be encouraged when co-location reduces impacts and does not

- substantially increase costs. Utility lines should be co-located in trenches whenever possible.
- I.i. Flexible and innovative construction techniques which reduce cost and impacts of utilities should be encouraged.
 - I.j. Seek to recover costs for extending utilities, including overhead costs, and the costs to maintain and operate these systems. Debt financing shall be minimized whenever possible.
 - I.k. Consider exceptions to extend utilities into the enterprise areas in the UGA ahead of annexation to promote economic development.
 - 1. As a condition of the City granting sewer service prior to annexation within an enterprise area, property owners shall be required to commence annexation proceedings within a timeframe established by agreement with inclusion of an intended completion date.
 - 2. Sewer service may be provided prior to annexation within enterprise areas only for non-residential uses.
 - 3. Any new construction on properties within enterprise areas provided sewer service prior to annexation shall comply with current standards of the Aviation Environs Overlay Zone and with current Noise Attenuation Standards.
 - 4. Financing of utility extensions into enterprise areas should be mainly borne by the properties receiving the extended service unless grants or other outside financial sources are found or made available. The City may wish to participate in financing utility extensions in order to encourage economic development.
 - I.l. Review annually the capacity of the shared sewer treatment facility with the Navy
 - I.m. Minimize service interruptions for utility siting and related construction..
 - I.n. Conditions which facilitate a utility' s ability to meet its public service obligations under state law should be included in contract and franchise agreements between City and private utilities.

Goal 2 - Process permit requests for utilities in a fair and timely manner to ensure predictability.

Policies:

- 2.a. Provide timely, effective notice to private utilities and customers regarding the review and approval of major projects.
- 2.b. Work with private utilities and other jurisdictions to coordinate long-range plans for service expansion.
- 2.c. Facilitate public participation in utility siting decisions early on in the design and site development process.
- 2.d. Review and amend existing regulations as necessary to provide clear and objective standards for maintenance, repair, installation and replacement of utilities. Such changes shall be consistent with other Goals and policies of the Comprehensive Plan for construction practices, restoration of City property/rights-of-way, environmental protection and oak tree preservation.

Goal 3 - In conformance with the Comprehensive Plan use the Utilities Element and consult with utility providers, to guide decision-making and achieve community Goals.

Policies:

- 3.a. Review proposed utility projects based on Comprehensive Plan policies and other regulations. Land use, transportation, urban design and environmental elements should guide the decision-making process. Appropriate conditions for compliance shall be established as needed.
- 3.b. Encourage public involvement in finalizing location of utility corridors and other planned facilities..
- 3.c. Coordinate with Island County and utility providers to encourage orderly extension of services.
- 3.d. Encourage the joint use of land for utilities, when feasible.

Discussion - When practicable, new utility distribution lines should be installed in shared rights-of-way. Development of surface water detention and infiltration areas jointly with parks and open spaces should be encouraged when mutually compatible. The City should initiate agreements with private utilities and property owners to allow joint use of utility corridors for trails, open space and storm water management, to the extent that the uses are consistent with the Comprehensive Plan, and corridors are determined to be suitable for the proposed use (See Comprehensive Parks and Recreation Plan; Comprehensive Storm Drainage Plan).

- 3.e. Require easements to be provided by property owners during development applications as necessary to install and maintain utilities.
- 3.f. Observe the Island County wellhead protection program for development in vicinity of operating wells in the unincorporated areas.

Goal 4 - Minimize aesthetic and environmental degradation from utility operation, installation, replacement, repair and maintenance.

Policies:

- 4.a. Strive to reduce the environmental and aesthetic impacts of the construction, operation and maintenance of utilities when practical.
- 4.b. Avoid, or minimize and mitigate impacts on environmentally sensitive areas, based on best available science.
- 4.c. Regulate utility construction to mitigate construction-related disruptions to neighborhoods and disturbances to the environment.
- 4.d. Require undergrounding of utility distribution lines in all new developments.
- 4.e. Require above ground utilities to be screened within a building, sight obscuring fence or landscape, or locate the utilities out of public view.
- 4.f. Continue to implement Puget Sound Water Quality Management Plan standards for storm water.
- 4.g. Meet National Pollution Discharge Permit requirements for storm and sanitary sewer discharge.
- 4.h. Coordinate utility projects to avoid or mitigate impacts to Garry Oak Trees.

Discussion - Permits must be obtained prior to any tree-trimming projects involving Garry Oak trees.

Goal 5 - Encourage sustainable design and alternatives that are efficient and encourages resource conservation.

Policies:

- 5.a. The City should adopt site design standards, which provide for solar access, and installation of solar energy systems where feasible.
- 5.b. Continue to support energy efficiency by encouraging low impact sustainable development through building practices, landscaping and site designs, which promote natural resource conservation.
- 5.c. Continue to develop the City's solid waste recycling program as a means of resource conservation. Encourage site designs, which allow for co-collection of trash and recyclables.
- 5.d. Encourage use of storm drainage solutions, which use natural processes to make existing infrastructure more efficient while protecting wetlands and drainage functions.
- 5.e. Protect groundwater recharge capacity through sustainable development practices to the greatest extent practicable.
- 5.f. Require preservation and/or replanting of landscaping in developments to support energy conservation Goals.
- 5.g. Implement the Water Conservation Program, as outlined in the Comprehensive Water System Plan, including adoption of a conservation rate structure.
- 5.h. Explore using gray water as a method of water conservation.
- 5.i. Promote water conservation, facilitate recycling and manage sanitary sewer treatment capacity.

Goal 6 - Coordinate with the City of Anacortes to ensure Oak Harbor's water needs are addressed.

Policies:

- 6.a. Coordinate with the City of Anacortes to maintain water supply needs with consistency in projecting growth for Oak Harbor and NAS Whidbey.
- 6.b. Maintain a long-term contract to address forecasted water demands and long-term viability of water resources.
- 6.c. Support the City of Anacortes in maintaining water rights.

Goal 7 - The City should develop a program, in cooperation with the affected utilities, to encourage the under grounding of overhead utility lines.

Policies:

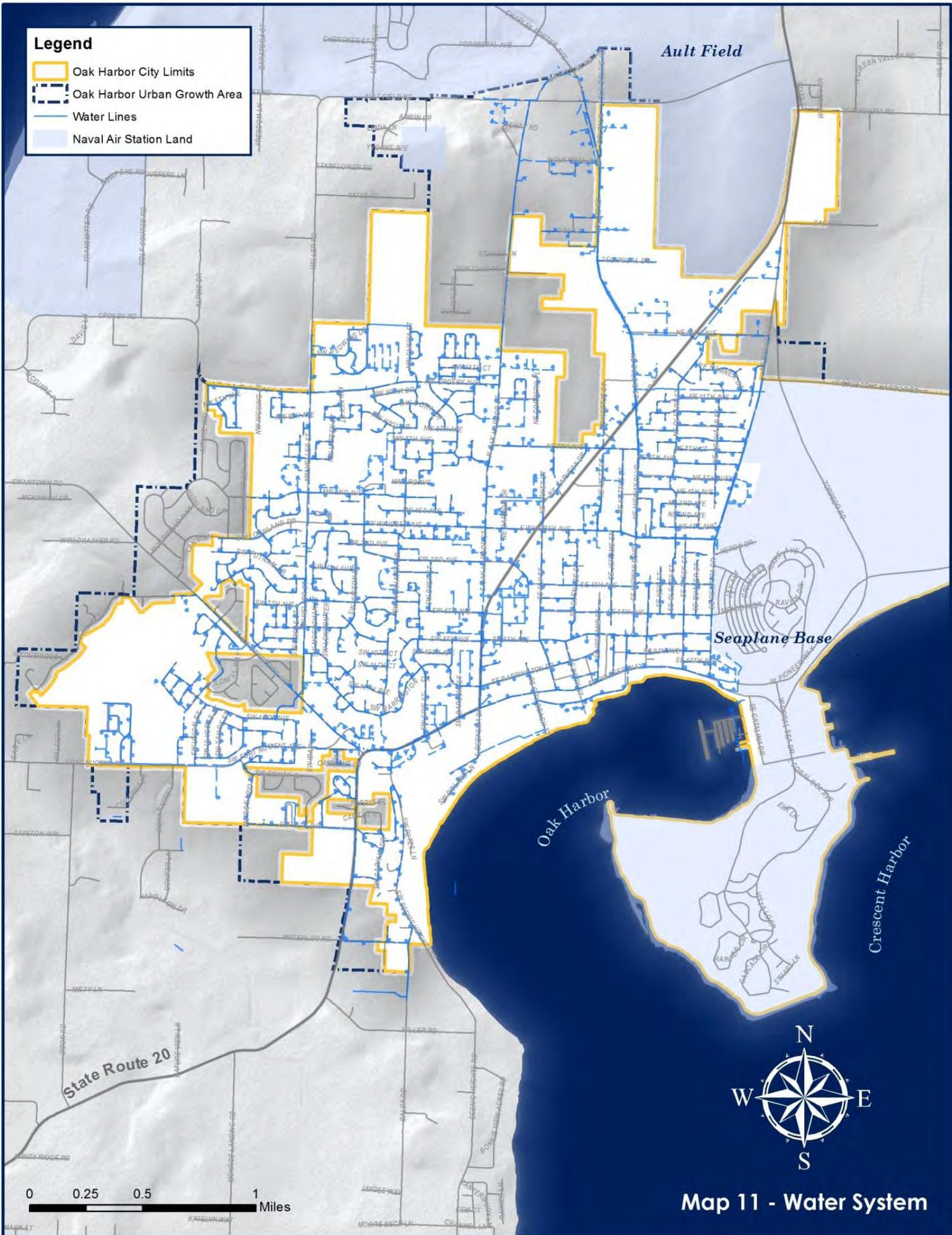
7.a. Be opportunistic on retrofitting and burying of overhead distribution lines adjacent to City arterial streets and other areas.

7.b. Budget for and coordinate burying of overhead utilities with other street upgrade projects and include this activity in the capital facilities budget.

7.c. Work with the local utility providers to develop a plan that will provide for underground power lines in the downtown business core.

Legend

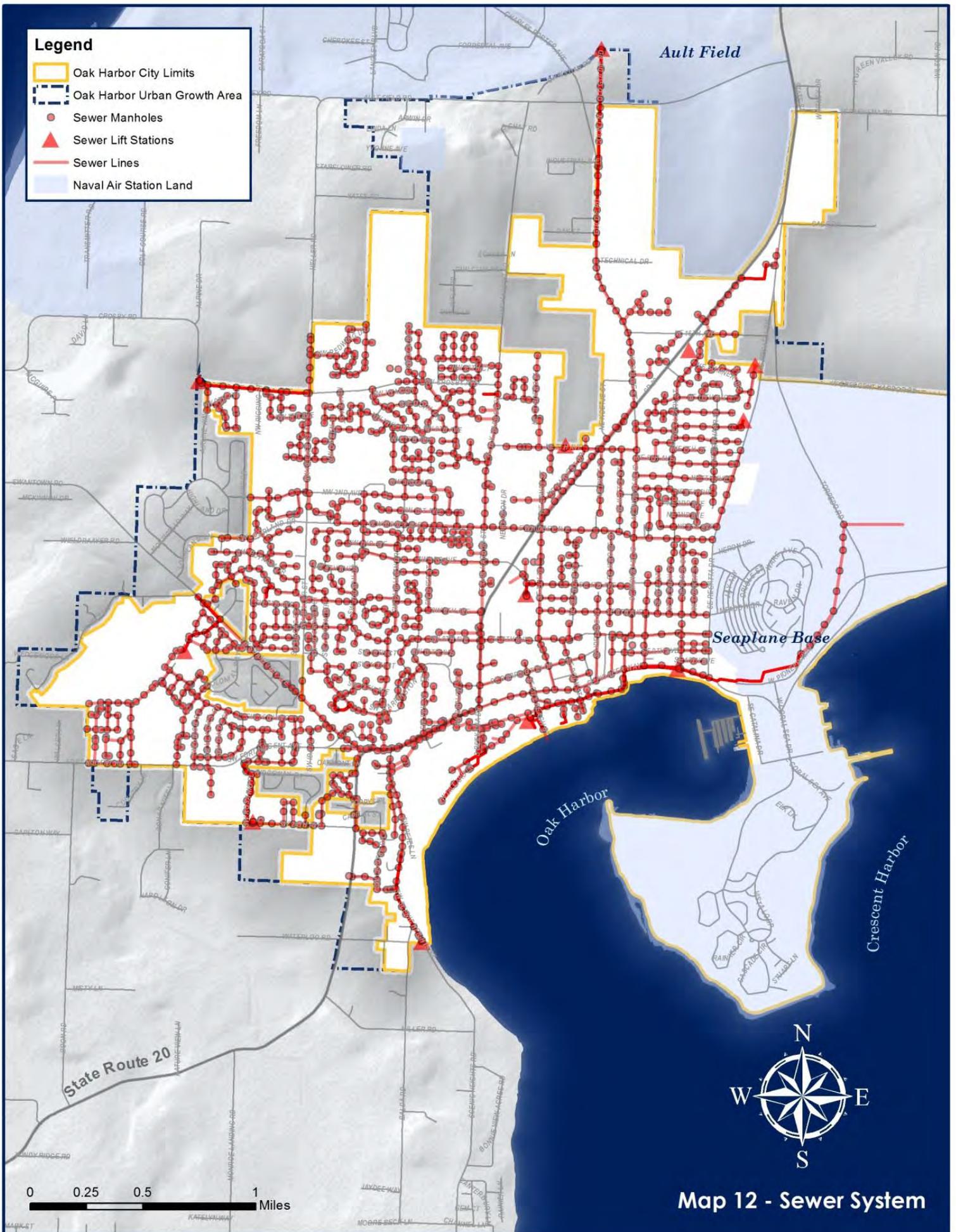
-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Water Lines
-  Naval Air Station Land



Map 11 - Water System

Legend

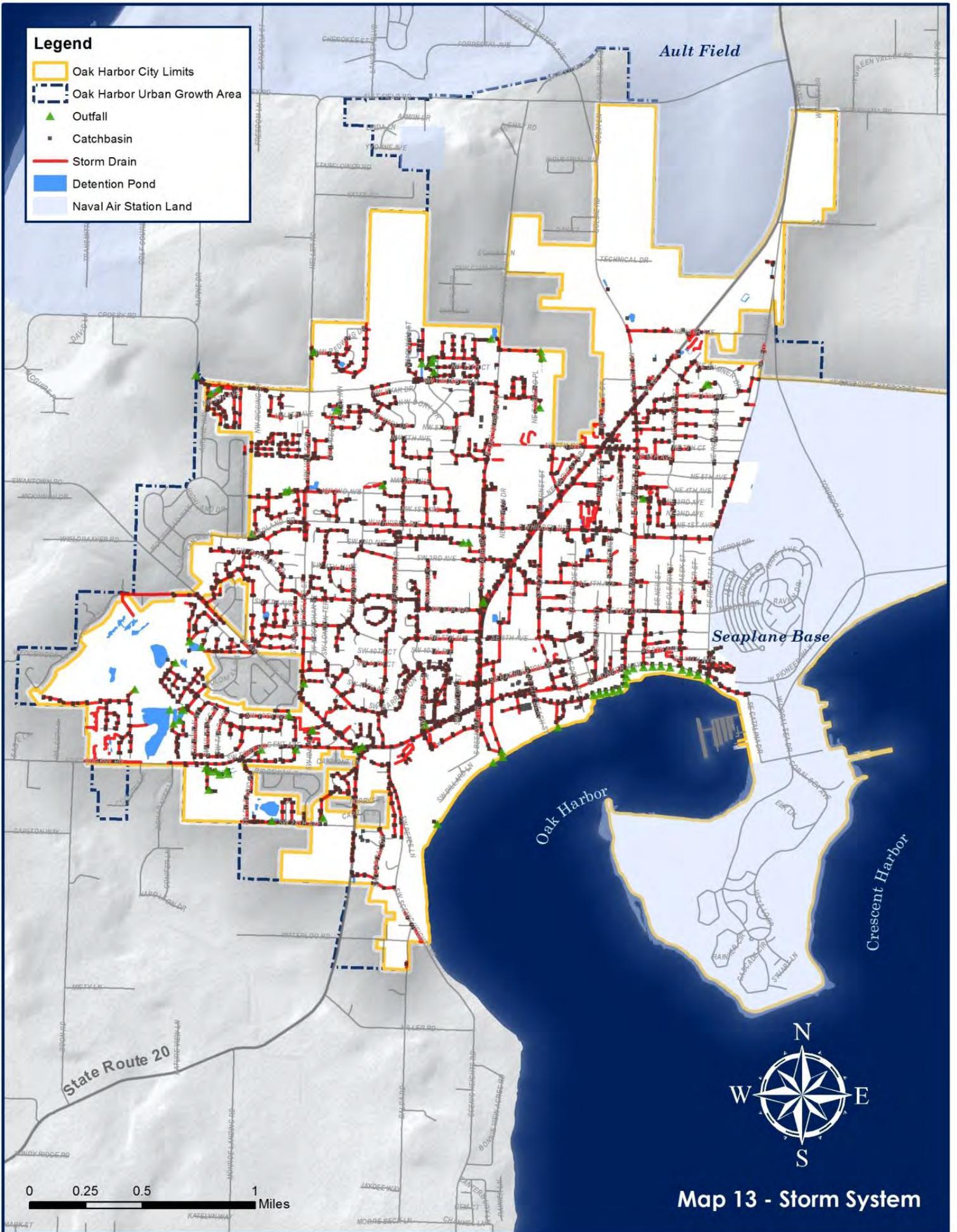
-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Sewer Manholes
-  Sewer Lift Stations
-  Sewer Lines
-  Naval Air Station Land



Map 12 - Sewer System

Legend

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Outfall
-  Catchbasin
-  Storm Drain
-  Detention Pond
-  Naval Air Station Land



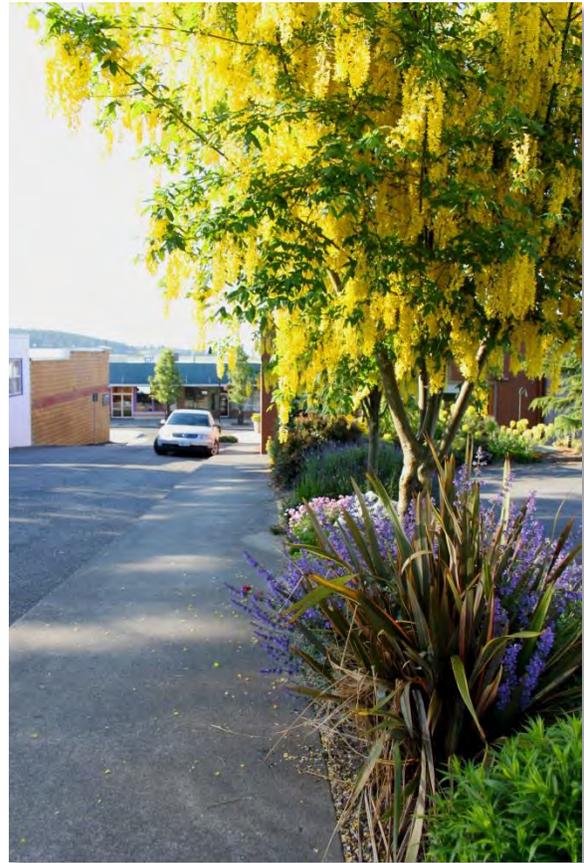
Map 13 - Storm System

Chapter 9 → Economic Development

In March of 1991, the Department of Defense recommended the closure of NAS Whidbey Island. Although the base was later removed from the closure list, the original action created economic instability in Oak Harbor and the greater north Whidbey Island area. As a result, the "North Whidbey Economic Diversification Action Plan" was prepared to assist the community in diversifying its economy.

This chapter of the Comprehensive Plan is in part based upon the "North Whidbey Economic Diversification Action Plan," which contains the following mission statement:

"North Whidbey is committed to creating a planned and diversified local economy that creates opportunities for fairly paid employment and a strong local tax base, while respecting the unique quality of life we treasure. To accomplish this mission, we will create proactive community and customer service support programs which will maintain NAS Whidbey, support the vitality of existing businesses and encourage compatible new economic activities."



Goal 1 - Encourage coordination between Oak Harbor and Island County governments with local, state, and federal entities as well as the public to promote economically diverse opportunities for Oak Harbor.

Policies:

- I.a. To ensure community consensus, representation should be sought from all Oak Harbor Stake-Holders in planning for economic diversification. "Stake-holders" include, but are not limited to, the School District, Skagit Valley Community College, NAS Whidbey, Greater Oak Harbor Chamber of Commerce, Island County Economic Development Council, Downtown Development Council, Partnership Oak Harbor, and the public at large.

- I.b. The City and County should monitor the implementation of the North Whidbey Economic Diversification Action Plan and regularly meet to refine economic development programs.

- I.c. To achieve economic development Goals, the City and County should coordinate, where applicable, zoning, development standards, permit review processes, and land use within the urban growth area.

Discussion - These Goals include, but are not limited to, those listed within the North Whidbey Economic Diversification Action Plan.

- I.d. Ensure that economic development addresses all levels of the demography, including, the youth and retired.

- I.e. The City, working with other governmental agencies and the public sector, shall seek to provide employment opportunities for older adults, particularly those with low-to-moderate incomes.

Goal 2 - Implement the Waterfront Redevelopment, Branding and Marketing Program to increase visitor spending and enhance the quality of life and economic vitality of Oak Harbor.

Discussion - The Waterfront Redevelopment, Branding and Marketing Program focuses on capital and non-capital projects intended to improve the community's economic and recreational opportunities along the waterfront. The mix of existing assets ripe for redevelopment, combined with future development opportunities, will contribute significantly to the community's livability and economic vitality. The existing commercial core area, referred to as the Harborside Shops area, receives special prominence in the program.

Policies:

- 2.a. The City shall pursue a variety of funding strategies as outlined in the Waterfront Redevelopment, Branding and Marketing Program in order to bring about its implementation.
- 2.b. The City will assist the Harborside Shops businesses in forming a Business Improvement District, or other similar funding mechanism, to help implement the capital and non-capital projects identified in the Waterfront Redevelopment, Branding and Marketing Program.
- 2.c. The City should seek, support and assist in grant applications to help fund construction of planned circulation improvements in the downtown area.

- 2.d. The City should support and assist private property owners in the Harborside Shops area with planning projects in conformance with the Waterfront Redevelopment, Branding and Marketing Program.
- 2.e. Improve Harborside Shops area identity from State Highway 20 through signage and other projects identified in the Waterfront Redevelopment, Branding and Marketing Program.

Goal 3 - Increase Oak Harbor's market share of retail sales to reduce the economic leakage off-island.

Policies:

- 3.a. Adequate land should be zoned, where compatible with existing uses, to meet the retail needs of the local community.
- 3.b. The City should support consolidation of segmental strip development into organized groupings by assisting with planning and upgrading of site improvements.

Goal 4 - Continue working with the Navy to enhance economic opportunities.

Policies:

- 4.a. The City supports the continuing operation of NAS Whidbey as a military installation. Should the present character of operations and mission change in the future such that the Navy can support joint use, then the opportunity for joint use of Ault Field should be explored.

Discussion - The opportunity for joint use of Ault Field was explored in the North Whidbey Community Diversification Action Plan of April, 1994. The Plan's conclusion; "The operations of NAS Whidbey and related directives regarding military, security and other logistical, environmental and surplus issues clearly make joint use not a viable option, particularly for the scope of time of this study". Laws, regulations, policies, and criteria regarding joint use of military airports can be found in the Federal Aviation Act of 1958, the Federal Airport and Airways Development Act of 1970, the Federal Airport and Airways Improvement Act of 1982, and Secretary of the Navy Instruction 3770.2. Associated airspace, land use, facilities, environmental, etc., regulations, policies, and/or criteria may also apply and can be found in applicable Public Law, Executive Order, the National Environmental Policy Act, Department of Defense and Department of the Navy policies and regulations, Federal Aviation Regulations, etc..

- 4.b. Consider surplus military lands for economic diversification potential.
- 4.c. The City should work together with the Navy to encourage Naval procurement of local products and services.

Goal 5 - Implement long-range economic diversification projects to provide job opportunities and reduce economic reliance on Naval Air Station Whidbey Island.

Discussion- The majority of the policies within this Goal can be referenced directly to the "North Whidbey Community Action Plan".

Policies:

- 5.a. The City, in cooperation with Island County and other stake-holders, should work to increase the number of jobs in primary industries and the retention of existing employment.
- 5.b. Diversification assistance should be directed towards helping businesses and employees most likely impacted by military realignments.
- 5.c. The City should work to establish the North Whidbey Enterprise Area to facilitate the creation of primary jobs in targeted business sectors (see North Whidbey Economic Diversification Action Plan and map).
- 5.d. The City should plan to annex the Enterprise Area and coordinate the extension of utilities, in conformance with the UGA and Utilities Element.
- 5.e. For consistency with the Enterprise Area concept, review existing standards, such as requirements for fire flow and sanitary sewer.
- 5.f. The City should pursue the financing and construction needed to upgrade Goldie Road and Oak Harbor Road corridors and extension of Cemetery Road, in conformance with the Transportation Element.

- 5.g. Adopt performance zoning and design standards for the Enterprise Area to allow flexibility in site design and use, while requiring a high standard of aesthetics, circulation, and overall compatibility with the small-town character of Oak Harbor and unincorporated Island County.
- 5.h. The City should adopt a minimum target to increase the share of North Whidbey area manufacturing jobs from 4 to 8 percent as well as increase transportation and utility jobs from 1 to 3 percent of all non-agricultural workers by the year 2013.

Discussion - The wording of this policy is to suggest an increase in private sector jobs, rather than governmental jobs.

- 5.i. Encourage non-polluting industries to locate within the city and/or urban growth area.
- 5.j. The City should pursue funding and construction of the North Whidbey Enterprise Area sewer as a means of encouraging economic growth and job creation within this area.

Goal 6 - Ensure tourism with an emphasis on strengthening Oak Harbor as a tourist destination.

Policies:

- 6.a. The City, Oak Harbor Chamber of Commerce and other tourism agencies should participate in regional tourism planning.
- 6.b. Allocate hotel/motel tax funds and leverage additional support for tourism.
- 6.c. The City should encourage the Tourism Promotion and Visitor Information Center programs of the Chamber of Commerce.
- 6.d. Encourage the Economic Development Council to promote and assist existing and new tourist oriented businesses.
- 6.e. A hotel/special events center should be encouraged to locate in the the downtown waterfront area, as determined in the Downtown Redevelopment, Branding and Marketing Program.
- 6.f. The City should explore and encourage the development and expansion of eco-tourism and military related tourism, such as reunions and a military museum.

Chapter 10 → Urban Growth Area

The Urban Growth Area (UGA) plays a significant role in planning for Oak Harbor's future. Oak Harbor's UGA also assists the City in meeting State planning Goals; such as encouraging development in urban areas where public facilities and services exist or can be provided in an efficient manner, reducing the inappropriate conversion of undeveloped land into sprawling low density developments, and protecting the environment and enhancing the state's high quality of life.

Consistent with the County-Wide Planning Policies, the term UGA includes both the incorporated land and the surrounding unincorporated area that is planned to accommodate future urban development. For a complete outline of urban governmental service standards, the reader is referred to the Government Services Element.

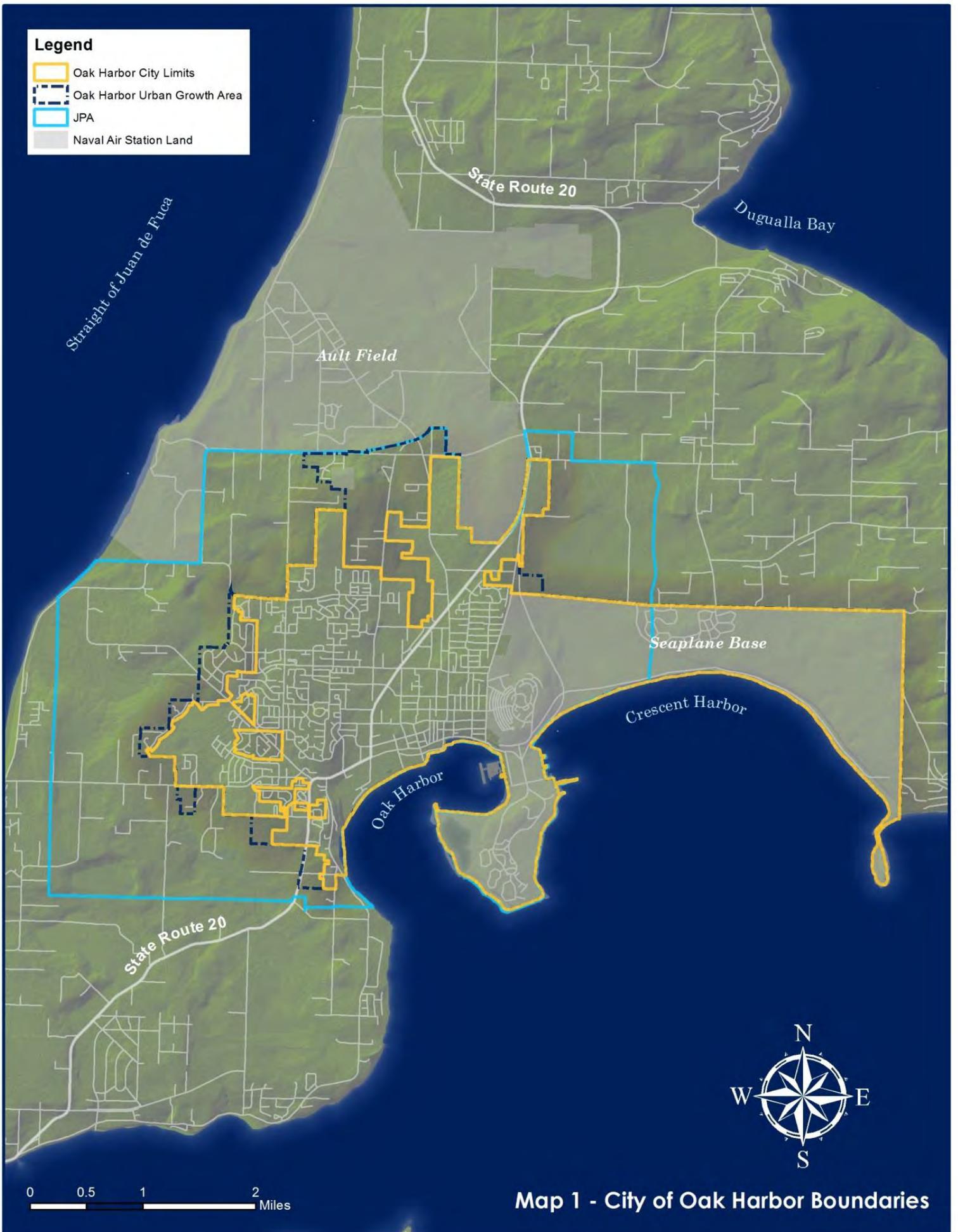
Goal 1 - Support and encourage urban uses and densities to occur within the UGA boundaries.

Policies:

- I.a. Include urban density growth, and municipal public facilities serving that growth, only within the UGA boundary, as mandated by the Washington State Growth Management Act.
- I.b. Ensure that sufficient land in the UGA is available to provide reasonable development opportunities to accommodate twenty years of population and employment growth.
- I.c. Progress toward eliminating unincorporated enclaves in order to provide for the most efficient provision of urban services within the UGA.

Legend

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  JPA
-  Naval Air Station Land



Map 1 - City of Oak Harbor Boundaries

Goal 2 - Engage the County cooperatively in determining expansions to the UGA boundary in accordance with the County Wide Planning Policies.

Policies:

- 2.a. The UGA boundary expansion may be activated by a proposal from either the City or County. Both governments must agree on the boundary as required by the Washington State Growth Management Act.

- 2.b. Base proposed expansion of the UGA on the percentage of developable land existing within the UGA as determined by the City Council as well as changes in the city or amendments to the Comprehensive Plan.

Discussion – The City may choose to initiate discussion with the County for a UGA boundary change when the city reaches a threshold of approximately 15% undeveloped acres of any one major land use category, i.e. residential, commercial and industrial land use categories, within the city UGA as defined in the Land Use Plan.

Goal 3 - The City and County shall adopt inter-jurisdictional cooperation policies regarding land within and surrounding the UGA.

Policies:

- 3.a. Joint planning should identify, in advance, the priority areas of future boundary expansion.

- 3.b. Ensure regional growth capacity issues be a part of the consideration of the boundary expansion by the City and County.

Discussion - The City and County base their comprehensive plans on official population forecasts developed by the State of Washington Department of Financial Management. The forecasts are allocated to the four regions of Island County, with Oak Harbor located in the North Whidbey Island region.

- 3.c. Continue to use and amend as necessary the Interlocal Agreement between Oak Harbor and Island County as the primary means of implementing compatible land use policies, procedures, public facility planning and development standards and regulations within the UGA.

- 3.d. Plan development within the UGA for future annexation to the City by ensuring uses are compatible with the adopted Comprehensive Plan.

- 3.e. A portion of Ault Field should be included in the Oak Harbor UGA in the event the base is closed, lands are surplus, or the base's mission is changed and joint use becomes possible. The City shall coordinate with the County, the Department of Defense and other agencies involved to develop a Master Plan for reuse of the air

station should any of these events occur.

Discussion - Portions of Ault Field which could be included in the UGA are airfield functions such as operation areas, runway, structures, and clear zones (see UGA map). These areas are urban in character and served by water systems interconnected with the City.

Goal 4 - Annexations to the City will occur in compliance with the Washington State Growth Management Act and the following policies.

Policies:

4.a. Land to be annexed should include only areas seen as logical extensions of the City, located adjacent to existing urban development.

Discussion - This policy is to be used solely as a guide to prevent leap-frogging and not as a means of preventing growth.

4.b. The City should avoid annexations that would result in unincorporated enclaves within the UGA.

Discussion - An unincorporated enclave is an area completely surrounded by incorporated parts of the city. However, the City may make exceptions to this policy in cases where the potential enclave is already characterized by urban density. In such cases, the City should first encourage petitioners to work with property owners inside the potential enclave to include them in the annexation area. Failing this preferred option, only then should the City consider whether the annexation would further other Comprehensive Plan goals, such as economic development, and otherwise be consistent with annexation policies.

4.c. Annexations to the City should be based on evidence that public facilities and service capacities already exist or are planned for and can be efficiently, economically, and practically provided by either public or private sources.

4.d. Annexations should not diminish the present LOS or create an excessive financial burden to existing and prospective property owners in the City.

- 4.e. Ensure property owners within an annexing area are aware of foreseeable obligations or requirements that may be imposed upon them by the City at the time of annexation.

Discussion - Provide foreseeable cost estimates where possible.

- 4.f. Require existing buildings, within annexed areas, to meet the City's fire and safety requirements.

Discussion - Public safety shall be ensured by the following:

- * An inspection will be conducted of all properties within the proposed annexation area. The Fire Department will identify deficiencies of fire and life safety codes to property owners and City Council. Actions for addressing the deficiencies within specified time frames as recommended by the Fire Department and subject to approval by City Council, will be in the annexation agreement.*
- * Upon annexation, existing buildings will be required to have minimum fire-flow within three years for mobile home parks, and two years for all other buildings, or by annexation agreement. Smaller, individually developed properties should not be burdened by excessive costs of utility improvements beyond their normal proportional share of costs. Costs should be proportionate to benefit.*
- * Existing buildings not conforming to the City's requirement for fire sprinkler systems, will not be subject to retrofitting until the building is remodeled, modified or has an occupancy reclassification. Occupancies or portions thereof classified as hazardous and/or required to have fire suppression systems in accordance with the Uniform Building Code will be required to install an approved system within one year.*

- 4.g. Assure that the City's fire rating is not reduced because of annexation.

Discussion - The intent is to preserve the City's current fire rating and LOS and protect public welfare by providing a water supply of sufficient quantity and pressure for fire protection. In all instances, areas to be annexed should be analyzed for their potential effect on the City's fire rating. Programs should be established to assure improvements are made in the annexed area or to correct identified deficiencies made elsewhere in the City to balance rating deficiencies in the annexed area. Property owners in the annexing area may be required to pay all or a portion of the cost to correct the deficiencies in their area.

- 4.h. Maintain the existing level of police service when annexing new areas.

Discussion - The intent is to protect the residents of the City from a reduced level of police services due to annexation. In all instances the areas to be annexed should be analyzed for their potential effect on the City's current level of police protection. Increases in police personnel may be necessary in order to remain at its present LOS. The City should have a method for analyzing the fiscal impacts of annexation on police services.

- 4.i. Annexation proposals should describe the method and level of funding for capital facilities needed to serve the annexed area.

- 4.j. Proponents of annexation in developed or partially developed areas should pay their fair share of the costs of urban services and public improvements required to meet the City's LOS standards.

Discussion - This commitment to meet the City's LOS standards should be identified by all annexation agreements, including pre-annexation agreements.

- 4.k. The City may require the preparation of a fiscal impact study which addresses long and short-term economic impacts to the City.
- 4.l. Annex, when possible, areas of sufficient size that square off City boundaries and enhance circulation.

Discussion - This policy makes subarea planning for local roads and utilities more efficient.

- 4.m. Proposed annexations shall not result in the long-term reduction of the City's established LOS standards.

Goal 5 - New neighborhoods annexed into the City should contribute in a positive manner to sustain and enhance the quality of life for all Whidbey Island citizens while promoting a strong sense of place for Oak Harbor.

Policies:

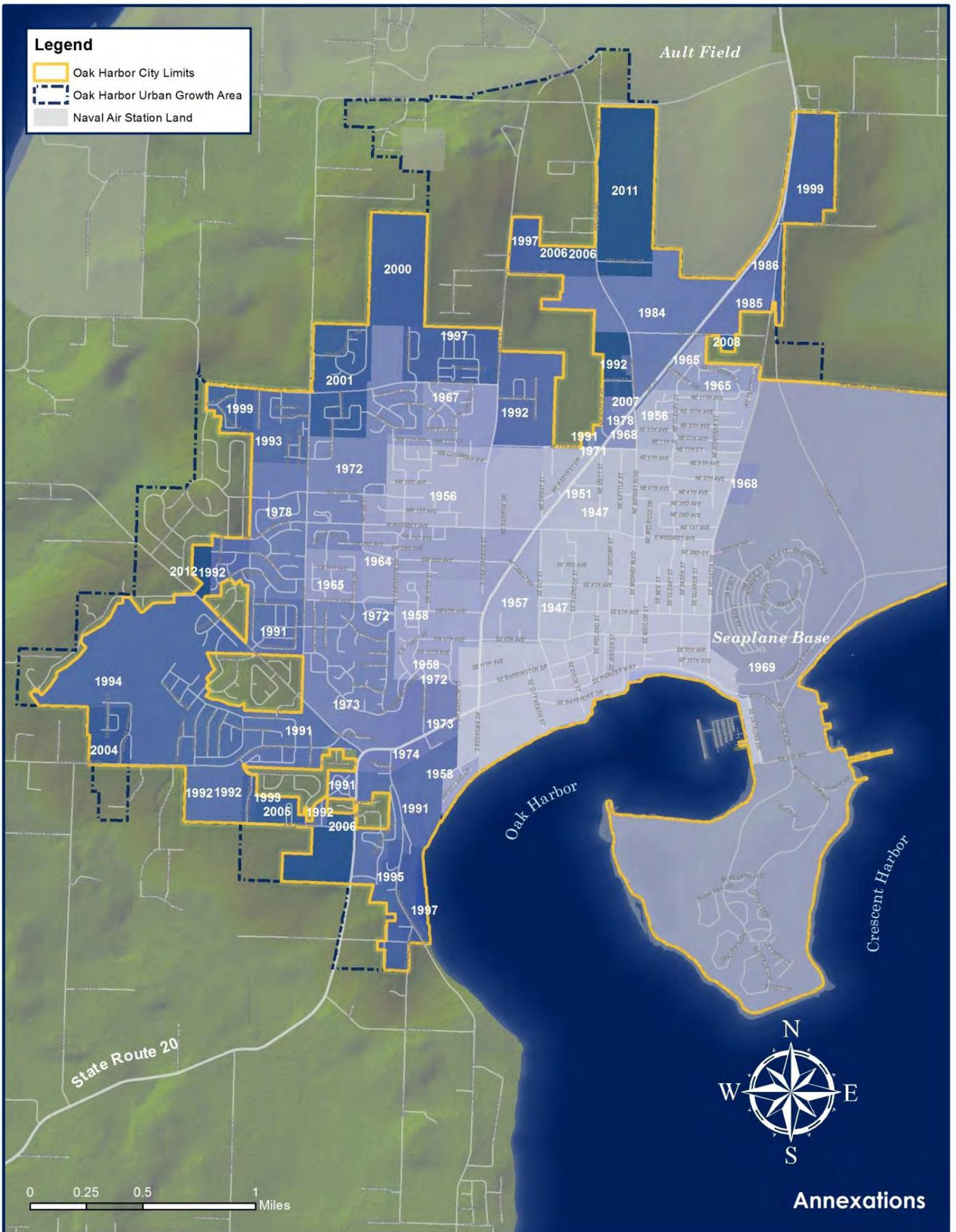
- 5.a. Annexation agreements should include a preliminary plan for a transportation network that emphasizes connections to existing neighborhoods, streets and pedestrian facilities.
- 5.b. Where topography allows, new annexation areas should develop in the traditional lot and block grid pattern that typified early Oak Harbor development and enhances the provision of public facilities and services.
- 5.c. The City should consider the desirability of acquiring potential new public facilities, such as trails, parks or open space lands, during the annexation review process with the cooperation of the petitioners.
- 5.d. In annexation requests where the surrounding land uses could be significantly affected by the potential land uses in the annexing area, the City should require a greenbelt designation of an appropriate width to ameliorate the negative impacts.

Discussion - This policy would apply to the annexation of new industrial lands that abut properties that have historically been used for residential purposes.

- 5.e. The City should adopt standards that support the Comprehensive Plan annexation policies.

Legend

-  Oak Harbor City Limits
-  Oak Harbor Urban Growth Area
-  Naval Air Station Land



Annexations

Chapter 11 → Environmental Element

The City of Oak Harbor recognizes the value of its natural environment and supports environmental protection and enhancement. The community recognizes that total preservation may not be feasible in an urban area. Rather, the City should seek to implement environmental goals within the context of planned growth. This approach acknowledges and accepts the demand for growth, and suggests that urbanization can be sensitive to those resources found to be valuable to the community.

Along with the Land Use Element, the Environmental Element is one of the central components of the comprehensive plan. While the Land Use Element is the cornerstone for the Capital Facilities, Utilities, Housing, Economic Development and Open Space elements of this Plan, the Environmental Element is the key for planning the protection and enhancement of the City's natural environment. The Environmental Element goals and policies and the critical areas designations shown on the Critical Areas Maps are important for planning appropriate land uses and establishing meaningful open space areas and corridors. The Environmental Element is closely coordinated with the Land Use Element so the City can meet its land use, housing and economic development goals, while protecting and enhancing the natural environment. The Environmental Element is also coordinated with the City's Shorelines Master Program (SMP) to ensure that shoreline uses are consistent with protection of these valuable environmental resources.

The SMP applies to all shoreline areas under the jurisdiction of the City. Management of shorelines is mandated by the State's Shoreline Management Act (RCW 90.58). Mapped

shorelines include Oak Harbor Bay and Crescent Harbor. The SMP provides goals, policies, and regulations for shoreline areas, generally described as aquatic environments and tidelands of Oak Harbor Bay, and land areas within 200 feet of the ordinary high water mark. Crescent Harbor lies within federal jurisdiction and as such is governed by the Naval Air Station. The Naval Air Station has developed the Integrated Natural Resources Management Plan to guide activities at the base. The following policies serve as general goals for shoreline use of Oak Harbor Bay, as identified by the Master Program.

Existing Environmental Conditions

The City has a rich natural environment that shapes the land uses and development patterns in the City. The City's natural environment includes critical areas, shorelines, and cultural resources. Each of these features contributes to the health and special character of Oak Harbor. These natural resources include tidal flats, wetlands, fish and wildlife habitat conservation areas (including species and habitats of local importance such as Garry Oak), geologically sensitive areas, frequently flooded areas, and aquifer recharge areas. Urban forest areas are also found in the City.

A key amenity of Oak Harbor's natural environment is the visual and physical association with the marine waters of Puget Sound. The marine shoreline is addressed in greater detail under the City's Shorelines Master Program. The unique marine relationship, critical areas, and other environmental values such as air and water quality, are discussed below. Inventories and mapping of these critical areas and environmental features within the City of Oak

Harbor and the Urban Growth Area (UGA) are included in this Element.

- Tidal flats are found along the shoreline of Oak Harbor Bay.
- Wetlands are found throughout the UGA, with one large wetland system associated with the shoreline.
- Frequently flooded areas associated with several of the wetland and tidal areas are also mapped.
- Geologically sensitive areas are primarily associated with the bluffs along the shoreline and other steep slopes. Potential liquefaction areas exist in the downtown area and Maylor Point.
- Fish and wildlife habitat conservation areas primarily include marine resources such as eelgrass communities, shellfish, forage fish spawning areas, great blue heron, and bald eagle habitats. Of local significance, areas of Garry Oak habitat are also included.
- Critical aquifer recharge areas are mapped based on the susceptibility of current or possible future potable water supplies to pollution.

Goals and Policies

Growth Management Act Goals

RCW 36.70A.020 sets forth fourteen Planning Goals for use by jurisdictions in developing comprehensive plans. These goals are not stated in any order of priority. One of those goals, as shown below, directly addresses the environment:

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Implementing this goal, the City of Oak Harbor finds that it is in the public interest to protect critical areas from adverse impacts to preserve public health, safety, and welfare. The State's Growth Management Act mandates designation and protection of environmentally critical lands and their functions and values.

City of Oak Harbor Goals and Policies

The goals and policies address protection and enhancement of the natural environment features found in Oak Harbor. These features include shorelines and tidal flats, wetlands, fish and wildlife habitat conservation areas (including species and habitats of local importance such as Garry Oak), geologically hazardous areas, frequently flooded areas, and critical aquifer recharge areas, urban forests, surface water quality, air quality, stormwater management, and cultural resources.

Goal 1 - To protect the public health, safety and welfare by preventing adverse impacts to critical areas, their functions and values

Policies:

- I.a. Update and implement regulations for the protection of critical areas consistent with state law.
- I.b. Update and maintain inventories of all critical areas within the City and its UGA.
- I.c. Coordinate with Island County to jointly prepare a critical areas field reconnaissance study for proposed transportation and utility corridors in the Enterprise Area.
- I.d. A monitoring and management program should be developed to prevent adverse impacts to the environment and critical areas from noxious, invasive and non-native plant and animal species.

Goal 2 - Encourage alternative methods of resource protection and stewardship

Policies:

- 2.a. Encourage acquisition by public agencies and non-profit organizations that have the benefit of long-term preservation and direct control over the resource.
- 2.b. In all but the most extreme cases, acquisition should occur with the voluntary participation of the property owner.
- 2.c. Financial incentives such as reductions in property taxes have the advantage of reduced public costs for acquisition and maintenance and represent a more collaborative approach between private owners and the City.
- 2.d. Encourage regulatory options, such as zoning and subdivision controls and incentives such as density bonuses for clustered development, to reduce public costs for acquisition and maintenance of resources.
- 2.e. The method of resource preservation should be based on the public benefit derived from preservation, resource sensitivity, maintenance requirements, and related planning goals and policies.
- 2.f. Designate existing and potential open space areas on land use, park and recreation, and open space plans. Open space may include public and private parks, greenbelts, corridors, and critical areas.
- 2.g. Work with the Navy and other agencies to acquire open space lands in a coordinated regional effort to preserve open space.
- 2.h. Continue to pursue advanced acquisition of park lands within the UGA, ahead of development pressures.

- 2.i. Provide incentives to promote conservation of open space on private land, such as tax incentives, density credits, and various alternatives in the city's development regulations.
- 2.j. Promote Island County's Public Benefit Rating System to provide tax incentives.

Goal 3 - Preserve and enhance water quality in conformance with the Puget Sound Partnership's Action Agenda for Puget Sound and other Clean Water Act and Growth Management Act requirements

Policies:

- 3.a. Use a comprehensive system of drainage facilities (and public education) to control the quality and quantity of storm water runoff.
- 3.b. Update the Comprehensive Storm Drainage Plan to incorporate appropriate guidance and information from The Stormwater Management Manual for Western Washington (2012).
- 3.c. Update the Oak Harbor Municipal Code to incorporate low impact development best management practices as the required method of stormwater treatment.
- 3.d. Coordinate with Island County to protect water quality when stormwater drainage affects both jurisdictions.
- 3.e. Approve erosion and sediment control plans for construction activities that include approved best management practices, control sedimentation of waterways, tracking of sediment onto public roads, erosion of denuded soils, and runoff damage to adjacent properties.
- 3.f. Include storm water management facilities to protect water quality and limit maximum discharge to pre-development rate conditions in new developments and substantial redevelopment projects.
- 3.g. Maintain natural drainage patterns and discharge locations to the maximum

extent practicable, while protecting functions and values of wetlands.

- 3.h. Provide regulations to guide corrective actions necessary to mitigate or cleanse those discharges that pollute waters of the state.
- 3.i. Meet National Pollution Discharge Permit requirements for sanitary sewer discharge.
- 3.j. Be prepared to respond to toxic spill incidents, including monitoring cleanup and assisting permitting agencies with enforcement of related laws. Require large developments and industries to maintain Spill Prevention and Contingency Plans to effectively respond to any spill incidents.

Goal 4 - Maintain and improve air quality in the Oak Harbor Area

Policies:

- 4.a. Cooperate with the Northwest Clean Air Agency and federal agencies in efforts to implement regional air quality standards.
- 4.b. Prohibit open burning associated with land clearing and encourage chipping and use of woody material on-site wherever possible.
- 4.c. New developments should address air quality and establish mitigation measures to avoid significant impacts. Prior to approval of industrial emissions, the City shall coordinate with the Northwest Clean Air Agency and other affected agencies.
- 4.d. Prohibit land uses which create excessive amounts of point-source pollution.
- 4.e. Consider land use and transportation linkages in planning decisions to reduce air quality impacts.

Goal 5 - To conserve the urban forest to enhance air quality, energy conservation, noise abatement, community aesthetics, wildlife habitat, and the general quality of life appropriate to a small urban community.

Discussion - The urban forest includes the interconnected system of trees and shrubbery on public or private property within the City and the UGA. Components of this system may include remnant forest lands, parks, street trees, forested ridge lines, private open space tracts within subdivisions, greenbelts between land use districts, arterial landscape buffers, landscaping on residential lots, landscaping within parking areas, individual Garry Oaks and hedge rows and trees of significant size or historical importance.

Policies:

- 5.a. Increase community awareness about the importance of the urban forest and the positive impact trees and shrubs have upon the environment.
- 5.b. Provide adequate funding to assure safe, well-maintained, and healthy trees and shrubs on public property.
- 5.c. Promote public and private tree planting as well as replacement and preservation programs to sustain and improve the urban forest.
- 5.d. Require retention or planting of trees and shrubs with new development and substantial redevelopment projects.
- 5.e. Encourage City departments, other agencies, and the public to work together to identify opportunities for cooperative projects to enhance the urban forest.

- 5.f. Continue to work together with Island County to implement a program for greenbelt protection around the UGA.
- 5.g. Require developers to submit and receive City approval of erosion control and limits-of-clearing plans, as applicable, prior to release of land clearing permits.
- 5.h. Prevent indiscriminate removal or destruction of trees and ground cover on undeveloped and partially developed property.

Goal 6 - Protect, preserve and restore significant historical and cultural resources in the City to the maximum extent practicable

Policies:

- 6.a. Protect areas of known historic and cultural value from incompatible development and ensure that newly discovered areas are documented by the appropriate experts and authorities.
- 6.b. Develop an inventory of potential historical and cultural resource sites for City reference.
- 6.c. Use the following preferences to address identified historical and cultural resources:
 - 1. Avoid adverse impacts to the historical or cultural resource.
 - 2. Protect the historical or cultural resource to the maximum extent possible.
 - 3. Inventory the historical or cultural resource prior to development activity through archaeological surveys and subsurface testing.
 - 4. Monitor the resource during development activity.
- 6.d. Coordinate with the appropriate Native American Tribe(s) or Nation for identified Native American cultural resources prior to development activity.
- 6.e. Encourage voluntary protection of significant historical and cultural resources, using acquisition, incentives, conservation easements, transfer of development rights, and alternative re-use of structures.
- 6.f. Develop educational materials as appropriate to educate the public and increase awareness and appreciation for historical and cultural resources.

- 6.g. Incorporate the preservation of historical and cultural resources into development permit and land division reviews.

Goal 7 - Include “Best Available Science” in the process of designating critical areas and developing environmental regulations

Policies:

- 7.a. Include the best available science in developing policies and regulations to protect the functions and values of critical areas and shorelines.
- 7.b. Identify the best available science (science obtained through valid and reliable scientific process) used in developing the regulations.
- 7.c. Identify any non-scientific information used as a basis for departing from science-based recommendations for policy and regulations. The reasoning for use of non-scientific information shall be specified.
- 7.d. Where scientific information is lacking or non-scientific information is used in developing policies and regulations, implement a precautionary or “no-risk” approach or an adaptive management and monitoring program to monitor the protection of the functions and values of the critical area or resource.

Goal 8 - Integrate and streamline the environmental review process with the development review process

Policies:

- 8.a. Use the Comprehensive Plan and its supportive environmental impact statement to assess the environmental impact of development proposals to the greatest extent possible.
- 8.b. Review and amend existing regulations to integrate and streamline the environmental review process.
- 8.c. Coordinate with Island County on development policies and regulations to optimize predictability for development and environmental reviews in the UGA.

Wetlands Goal

Goal 9 - Protect wetlands from a net loss in functions, values and acreage

Policies:

- 9.a. Designate, classify, and regulate wetlands based on functions, values and acreage.
- 9.b. Establish standards for wetland protection including use limitations and buffers based on wetland classification and habitat value.
- 9.c. Allow for variances based on potential impacts.
- 9.d. Establish a mitigation sequence reducing impacts to wetlands and their buffers which range from impact avoidance to compensation and monitoring.

Fish and Wildlife Habitat Conservation Areas Goal

Goal 10 - To protect fish and wildlife habitat conservation areas from loss or adverse impacts

Policies:

- 10.a. Designate and classify critical fish and wildlife areas based on type and/or association with priority species.
- 10.b. Identify priority species based on Federal or State status or based on local importance.
- 10.c. Maintain standards for buffers and timing or activity restrictions based on the habitat class and priority species use.
- 10.d. Establish a mitigation sequence reducing impacts to critical habitat functions and values which range from impact avoidance to compensation and monitoring.
- 10.e. Develop conservation or protection measures necessary to preserve or enhance anadromous fish habitat.

Geologically Sensitive Areas Goal

Goal 11 - Prevent hazards resulting from incompatible development being sited on geologically sensitive areas

Policies:

- 11.a. Designate and classify areas on which development should be prohibited or limited due to danger from geologic hazards, based on level of hazard or risk.
- 11.b. Regulate significant geologic impacts resulting from development by avoiding or mitigating impacts to identified critically geologically sensitive areas.

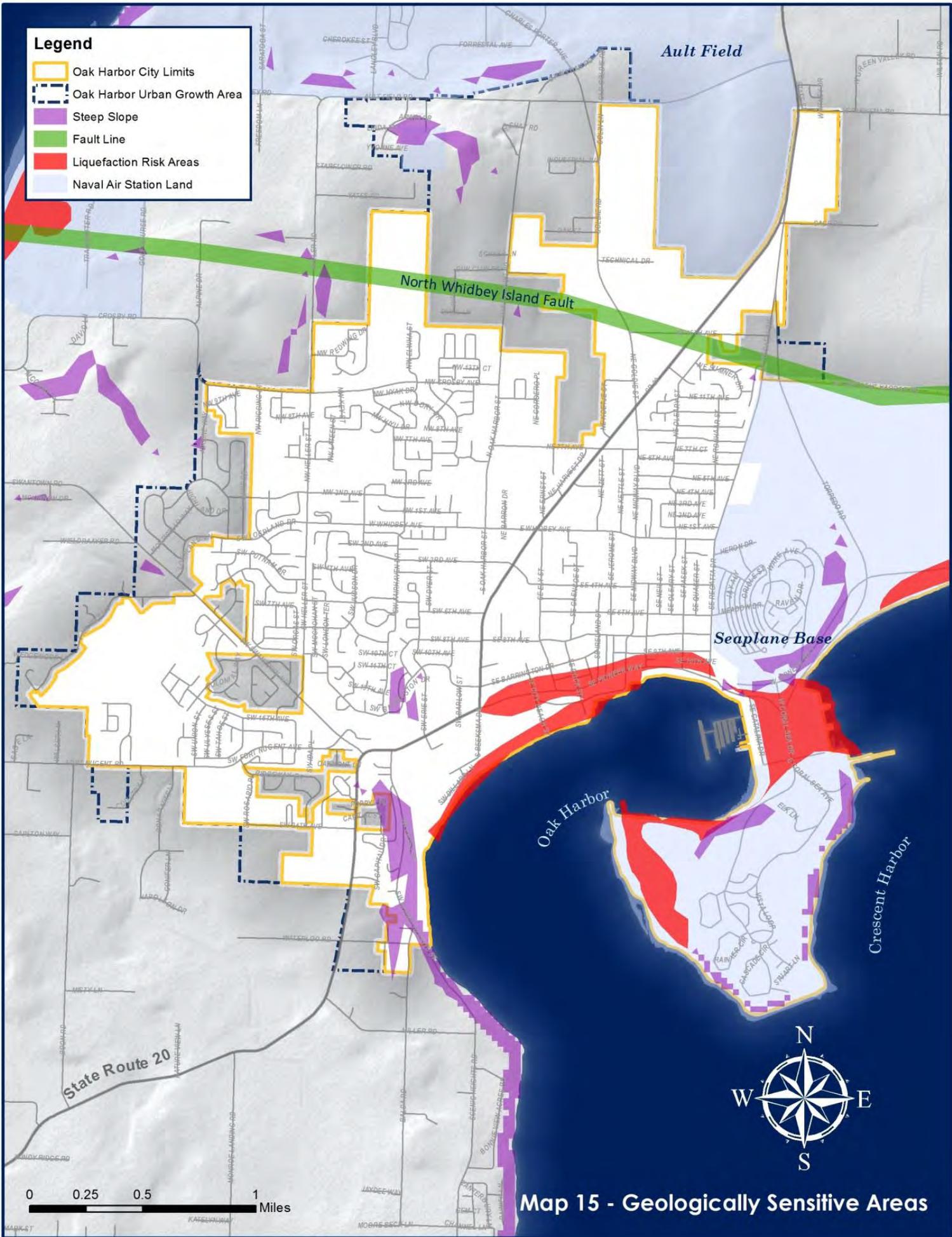
Frequently Flooded Areas Goal

Goal 12 - Minimize public and private losses due to flood hazards

Policies:

- 12.a. Designate those areas subject to frequent flooding or inundation as flood hazard areas.
- 12.b. Protect the important hydrologic role of frequently flooded areas by preventing or mitigating disruption of frequently flooded areas, which may result in hazards to safety or property.
- 12.c. Limit/restrict development within flood hazard areas to reduce flood control and disaster relief costs.





Legend

- Oak Harbor City Limits
- Oak Harbor Urban Growth Area
- Steep Slope
- Fault Line
- Liquefaction Risk Areas
- Naval Air Station Land

Ault Field

North Whidbey Island Fault

Seaplane Base

Oak Harbor

Crescent Harbor

State Route 20



0 0.25 0.5 1 Miles

Map 15 - Geologically Sensitive Areas

Critical Aquifer Recharge Areas Goal

Goal 13 - Protect critical aquifer recharge areas from contamination and maintain long-term recharge potential

Policies:

- 13.a. Designate and classify critical aquifer recharge areas.
- 13.b. Regulate activities that could have negative impacts on ground water quality and or recharge potential within critical aquifer recharge areas.
- 13.c. Limit impervious surfaces to reduce stormwater runoff by incorporating low impact development best management practices into new developments.

Shoreline Goal

Goal 14 - Conserve, protect, and enhance shoreline resources through implementation of the Oak Harbor Shoreline Master Program

Policies:

- 14.a. Assure protection of the unique character of the City of Oak Harbor and its shoreline environment while providing for compatible use of the shoreline.
- 14.b. Evaluate proposals for economic development along the shoreline or over the water with regard to the degree to which the natural environment and the social qualities of the city will be enhanced and/or affected. Evaluate such proposals with a preference for long-term benefits over short-term benefits. Evaluate development proposals with a preference for proposals that concentrate development in areas where current development already exists.
- 14.c. Ensure safe, convenient, and diversified public access to the water and shoreline, while protecting the natural environment and maintaining quality of life.
- 14.d. Designate, protect and enhance forage fish spawning areas, eelgrass, shellfish areas and shoreline areas used by bald eagles or great blue herons as fish and wildlife habitat conservation areas.
- 14.e. Ensure efficient movement of people, with minimum disruption of the shoreline environment and minimum conflict between different types of uses, through transportation systems developed along the shoreline.

- 14.f. Encourage diverse, water-oriented recreational opportunities that are compatible with and appropriate to the shoreline locations on which they are planned without degrading the shoreline environment.
- 14.g. Conserve natural resources unique to the shoreline for the benefit of existing and future generations. Utilize the following prioritized mitigation sequence in addressing potential impacts to the natural resources associated with the shoreline when evaluating development proposals:
 1. Avoid impact by not taking certain action or parts of an action.
 2. Minimize impact by limiting the degree or magnitude of action by use of technology or other means.
 3. Rectify impact by repair, rehabilitation, or restoration.
 4. Reduce or eliminate impact over time by preservation and maintenance operations.
 5. Compensate for impact by replacing, enhancing, or providing substitute resources.
 6. Monitor the impact and compensation project, taking appropriate corrective measures.
- 14.h. Protect and/or restore shoreline or water areas that have educational, scientific, archaeological, historic, or cultural value.
- 14.i. Recognize that areas lying seaward from the line of extreme low tide of Oak Harbor Bay as shorelines of statewide significance and manage the uses along these shorelines with the recognition of their regional importance.

Opportunities and Challenges

As is the case with several other plan elements, there are specific areas that present opportunities for future action and challenges which may have to be overcome. Below are the opportunities and challenges pertinent to the Environmental Element.

The appropriate agency to acquire open space lands depends upon management objectives, available resources, and various land use considerations. For example, management of wildlife habitat may best be accomplished by a land trust, wildlife agency or conservation organization, while the City or a parks district may be the appropriate steward of recreational lands. Island County's Open Space Public Benefit Rating System may be a useful tool in helping to prioritize the specific open spaces to be acquired or protected. This system was originally developed following extensive public input, including input from residents of Oak Harbor.

Greenbelt protection may include clustered development incentives, critical areas regulation, educational support for agriculture and forestry uses through the Washington State extension service, and transfer of development rights as administered by Island County. The City should work with the County to implement the interlocal agreement that allocates a portion of Conservation Futures funds generated from Oak Harbor toward open space preservation in the Joint Planning Area or UGA. Where practical, valuable open space areas outside the UGA should be considered for acquisition or protection to benefit future generations.

Chapter 12 → Capital Facilities

A capital facility is a structure, improvement, piece of equipment, or other major asset, including land, that has a useful life of at least 10 years. The Capital Facilities Element links adequate physical infrastructure and facilities with development. In addition the Capital Facilities Element also proposes maintaining or improving existing level-of-service (LOS) standards.

Oak Harbor's Capital Facilities Element complies with the Washington State Growth Management Act (GMA), RCW 36.70A.070(3) and WAC 365-195-315 (Capital Facilities Requirements) and the Island County, County Wide Planning Policies.

In meeting GMA requirements the Capital Facilities Element includes the following information:

1. An inventory of existing capital facilities owned by public entities, showing the locations and the capacities of public facilities.
2. A forecast of the future needs for such capital facilities.
3. The proposed locations and capacities of expanded or new capital facilities.
4. At least a six-year plan to finance such facilities within projected funding capacities that clearly identifies sources of public money for such purposes.
5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs. This ensures coordination of the Land Use Element and the Capital Facilities Element.

See Technical Appendices, Elements to be Adopted with the Comprehensive Plan, Volume III, for the entire Capital Facilities Element. The following Goals and policies apply to the Capital Facilities Plan Element.

Goal 1 - Provide adequate capital facilities and services necessary to serve Oak Harbor's existing and future population without causing decreased service levels below adopted LOS standards.

Policies:

- I.a. Predict facility needs for the next 20 years based on projections of anticipated population and business growth.
- I.b. Prepare phased plans to identify needed public facilities to support existing and future growth projected in policy I.a.
- I.c. Coordinate with other jurisdictions to establish priorities of county-wide facility improvements, identify services needed to achieve adopted service levels, and protect public health, safety and the environment.
- I.d. Review growth projections and capital facilities plans annually congruent with the City budget process to ensure that the City's ability to provide and maintain adequate public facilities and services is consistent with growth.
- I.e. Phase the development of capital facilities to ensure sufficient lead-time financing, planning, and construction to provide the facilities when needed.
- I.f. Coordinate land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources.
- I.g. Support and encourage joint development and use of cultural and community facilities among governmental and/or community organizations.
- I.h. Approve development only when the LOS for a capital facility is assured to meet the standards set forth in the

Comprehensive Plan. Limited short term reduction in LOS is acceptable when a capital improvement or strategy to accommodate the impacts is made concurrent with development.

Discussion - When adequate facilities do not exist to serve proposed development and funds have not been allocated to provide such facilities, the City may consider the following alternatives: change LOS standards, modify the land use element, or require the developer to mitigate.

- I.i. The City will cooperate with private developers to address Capital Improvements financing programs when necessary.

Goal 2 - Implement capital facilities projects in accordance with the funding policy priorities of Oak Harbor.

Policies:

- 2.a. Program and prioritize City capital improvements for consistency with the Comprehensive Plan. The City's capital improvement funding priorities should be:
 - 1. Urgent projects which cannot reasonably be postponed including, but not limited to, those reconstruction, upgrading or new construction projects which are needed to protect public health, safety and welfare.
 - 2. Reconstruction, major maintenance or expansion of the City's existing infrastructure in order to provide for service to the existing community.
 - 3. New projects where the need or demand for service already exists.
 - 4. Expansion projects in partially developed or developing areas where demand is anticipated as a result of, or in preparation for, future growth.
- 2.b. Evaluate capital projects that are included in the Six-Year Capital Facilities Plan for consistency with the Comprehensive Plan.
- 2.c. Coordinate with the Navy, Island County, and other applicable agencies during planning stage for timely siting and development of facilities of regional significance to ensure the consistency of each jurisdiction's plans.
- 2.d. Locate only compatible public facilities in designated resource lands or critical areas.

- 2.e. Promote high quality design and site planning in the construction of capital facilities.
- 2.f. Encourage citizen involvement in the planning and siting of capital facilities.
- 2.g. Ensure that all City departments review changes to the Capital Facilities Plan and participate in an annual review.

Discussion - The City should avoid deferring necessary maintenance in favor of new capital projects except for reasons of public safety and other urgent Community needs. Funding programs for specific revenue sources should be linked to priority categories.

Goal 3 - Finance Oak Harbor's needed capital facilities in the most economic, efficient, and equitable manner possible.

Policies:

- 3.a. Ensure that the burden of financing capital improvements is equitably borne by the primary beneficiaries of the facility.
- 3.b. Use general revenue only to fund projects that provide a general benefit to the entire community.
- 3.c. Determine which services or facilities are delivered most cost-effectively by the City and which services should be contracted to private entities.
- 3.d. Where appropriate, use special assessment, revenue and other self-supporting bonds instead of tax-supported general obligation bonds.
- 3.e. Consider adopting impact fees when appropriate to mitigate the short-term fiscal impacts of increased development.

Discussion - A mitigation fee has been proposed for meeting park level-of-service standards, and a fee may be necessary to address transportation concurrency. The City currently collects system development charges to allocate long-term costs for improving water and sewer systems. (See Utilities Element, Policy 1.i.)

Goal 4 - Provide a full range of cost-effective urban governmental services to residents within the Oak Harbor City boundaries and the Urban Growth Area as annexed.

Policies:

- 4.a. Monitor annually school, fire, police, waste disposal, utilities and other capital facilities to ensure existing and future needs are met.
- 4.b. Require development proposals to be reviewed for available capacity to accommodate development and needed system improvements by the various providers of services, such as school districts, utilities, police and fire departments.
- 4.c. Encourage joint-use of corridors for major utilities, trails, and transportation rights-of-way. (See Utilities Element)

Chapter 13 → Government Services

Local governments are charged with the responsibility of providing certain public services and facilities. Often, the quality of such services is an important indicator of quality-of-life in a particular area, and may shape the decisions of employment and residents as to where they choose to locate. The City of Oak Harbor provides police and fire protection, senior, parks and recreation, utilities, streets, and various community development services. In addition, Oak Harbor School District, Skagit Valley College, Sno-Isle Regional Library, Island County, North Whidbey Parks and Recreation District and Island Transit, provide educational, public health, recreational and public transportation services within the City and the unincorporated UGA.

An important planning consideration is the relationship between the ability of local government to provide public services and the increased demands that growth and development place upon local government. If this relationship is not properly addressed through advanced planning, the demand for services and facilities may exceed available supply resulting in a reduction of service levels and deterioration of infrastructure.

This element explores the public facilities and services provided by the City and other agencies within the planning area, and the potential impact of growth and development. An underlying philosophy of the Comprehensive

Plan is that growth and development should not detrimentally affect the level of public services and facilities that residents, businesses and property owners presently enjoy. For a discussion of required public improvements and

methods of funding, see the Capital Facilities Element technical plan. The reader is referred to the Utilities Element technical plan for a discussion of water, sanitary sewer, storm drainage, solid waste, electricity, natural gas, and telecommunications services. Marina services are addressed in the Comprehensive Park and Recreation Plan.

Law Enforcement

Law enforcement services within the urban growth area are provided by the Oak Harbor Police Department within City limits, Island County Sheriff's office in unincorporated areas, and the US Navy within the Seaplane Base. In 2016, the Police Department maintained approximately 1.63 non-management law enforcement officers including sergeants, for every 1,000 persons living in the City (non-military lands). This ratio is close to the national average of 1.7 officers per 1,000 population, and the State average of 1.5 officers per 1000.

The department has 38 total employees. This translates into 1.72 employees per 1000 people. It is important that the City maintain an adequate level of police staffing to ensure a safe environment for residents and businesses. The Police Department provides auxiliary response if requested to the Navy Seaplane Base for dependents.

The physical facilities for the Police Department are all located in one building across from City Hall within the Central Business District. The Police Station contains approximately 12,000 square feet of floor area, including 1,250 square feet of jail area. Equipment assets operated by the Police Department includes 23 motor vehicles broken down as follows: 9 marked, 2 traffic motorcycles, 1 prisoner transport van, 1

drug prevention, 2 administrative, 5 investigative, 1 volunteer/reserve units, 1 animal control truck and 1 armored responsive vehicle.

In addition to law enforcement, the municipal police department is also responsible for providing animal control services throughout the city and contractually on the Navy Seaplane Base.

Goal 1 - Maintain and enhance law enforcement services to protect the public health, safety and welfare of Oak Harbor residents.

Policies:

- I.a. Ensure that existing public safety and emergency service levels are not diminished as a result of urban growth.

Discussion - At any one time there may be shortfalls when the City would not meet level-of-service standards (LOS), however, over the long-term, the City will meet or exceed standards.

- I.b. Continue to maintain its law enforcement response time standard of two minutes or less for emergency calls, and five to seven minutes for non-emergency calls.

Discussion - These service standards are meant to serve as general targets. The City recognizes that circumstances beyond the control of the Police Department may prevent staff from achieving the target on individual cases. Preservation and improvement of this response time as the City grows will require expanded staff levels, equipment and facilities, as well as proper planning, construction and upkeep of City streets and individual developments.

- I.c. Seek to maintain adequate Police Department staffing.

Discussion - The preferred method of measuring demand for law enforcement services is the "24-hour unit" concept. This unit of measurement describes the manpower necessary to support a single patrol officer in the field over a 24-hour period. Each 24-hour unit is supported by one investigator and one clerical support position. In order to maintain existing law enforcement service levels the City needs to add one additional 24-hour unit for each 5,000 to 5,500 increase in population. For simple calculation purposes an additional method of evaluating police LOS is used, a ratio which compares number of non-management officers per 1,000 population.

- I.d. Require that new development and redevelopment designs incorporate crime prevention and public safety measures, as practicable, to mitigate the need for law enforcement expenditures.

Discussion - Street designs that ensure proper grades, turning radii, surface width and sight distances contribute to public safety and reduce the occurrence of traffic accidents. Further, development projects can be designed to ensure that inhabitants enjoy relative freedom from burglaries and assaults. By simply enhancing visibility to the general public through outdoor lighting, landscape maintenance and creation of defensible spaces, much can be done to reduce potential crime situations.

- I.e. Continue to offer neighborhood-based crime prevention programs to help educate local residents and employers about actions they can take to reduce the threat of crime.

Discussion - Examples of successful crime prevention programs include D.A.R.E., Citizens on Patrol (Volunteers) and the Citizens Academy.

- I.f. Work cooperatively with the Island County Sheriff's office and other law enforcement agencies to address regional crime prevention issues and cases.
- I.g. Engage in law enforcement programs which protect the City's large percentage of children for their own inexperience and the criminal conduct of others.

Discussion - Community police programs and cooperative youth intervention programs should be encouraged and developed as the needs of the community change. (also see Youth Services)

Fire Protection

The Oak Harbor Fire Department and North Whidbey Fire and Rescue provide fire protection services within the UGA planning area. The Oak Harbor Fire Department provides services in public education, inspections, and fire/medical incident responses. These services are essential to protect lives and property. The department also provides support to Whidbey General Hospital through an agreement to assist with pre-hospital medical care.

The City relies upon a combination of career and paid-on-call personnel, and preventative means, such as strict enforcement of building and fire codes, to protect lives and property. In 2015, the Fire Department employed eleven (11) career, and 30 paid-on-call personnel. Career personnel include an Administrative Assistant, four Firefighter/EMTs, four Captains, a Deputy Chief and a Fire Chief.

Headquarters Station 81 was completed in April, 1992, and is located at 855 E. Whidbey Avenue. The facility includes a 2,800 square foot training structure and is centrally located on a major arterial street. It is anticipated that the City will need a new fire sub-station in the southwest portion of the UGA to serve future growth.

Goal 2 - Maintain and enhance fire protection services to safeguard life, property and firefighting personnel.

- 2.a. Ensure that existing fire protection levels are not diminished as a result of urban growth (See also Urban Growth Area Element).
- 2.b. Maintain a fire protection response time standard of five minutes or less for fire-related incidents, and four minutes or less for medical-related incidents.

Discussion - This service standard is meant to serve as a general target. The City recognizes that circumstances beyond the control of the Fire Department may prevent staff from achieving the target on individual cases. Preservation and improvement of this response time as the City grows will require expanded staff levels, apparatus, equipment and facilities, as well as proper planning, construction and upkeep of City streets and individual developments (See Capital Facilities Element for capital project requirements).

- 2.c. Maintain minimum fire flow standards in conjunction with building and fire codes to protect life and property.

Discussion - Developers may be required to install appropriate public and/or private improvements for fire safety based on potential risk to life and property. For annexation policies, see Urban Growth Area Element, Goal 4.

- 2.d. Maintain adequate fire protection staffing in order to meet its LOS standards.

Discussion - Career positions will continue to provide Fire Department administration, training, fire prevention and education, code enforcement services, planning, and fire investigations. Paid-on-call personnel will remain the primary force for fire suppression and response to medical incidents. In order to continue with this structure, it will be necessary to maintain a ratio of firefighters to population, and career personnel to firefighters,

which will enable the City to continue providing all of the essential functions described above. This plan recognizes that such ratios may change over time, however, the current level-of-service is a general bench-mark:

Fire Department Officers
0.223 per 1,000 population

Support Staff
0.045 per 1,000 population

Firefighters (paid-on-call and career)
1.519 per 1,000 population

Training Staff (paid-on-call)
0.024 per paid-on-call

- 2.e. Maintain or improve the City's Survey and Rating Bureau rating.

Discussion - The City was reviewed by the Washington Survey and Rating Bureau in 2013, and rated a Class 4 on a scale from one to ten. Some insurance companies use this rating to assist in establishing premium costs for property owners. The rating is based on a number of factors, including personnel, facilities, training, existing fire hazard conditions, City policy toward fire protection, water system for fire flow, emergency communications, and the Fire Department in general, among other things.

- 2.f. Adopt and implement zoning, subdivision codes and other regulations that address the relationship between development design and protection of property against fire hazards.

Discussion - Subdivision and site design regulations must consider the relationship between fire protection, street design and layout. Zoning regulations must compliment fire protection regulations.

- 2.g. Maintain routine inspection programs to enforce building and fire codes.

Discussion - The intent of these programs is to maintain compliance with the code requirements and thereby reducing risk from fire and other catastrophic events.

- 2.h. Work cooperatively with adjacent fire protection agencies to coordinate fire delivery service within the Urban Growth Area.
- 2.i. Continue to educate residents and business owners on fire safety and prevention.
- 2.j. Require proposed annexations provide, when requested by the Fire Department, a Fire Response Time Analysis to ensure that the City's response time can be maintained.
- 2.k. Consider establishing a fire service impact fee in order to ensure that capital facilities can be provided to maintain the adopted level of service as the community grows, and should also consider a variety of financing mechanisms in combination with non-capital alternatives.

Discussion - Financing mechanisms to ensure adequate capital facilities to provide fire services include, but are not limited to, impact fees and service or user charges and dedication of land for facilities in lieu of impact fees. Non-capital alternatives can include private installation of infrastructure, sprinkler systems or interlocal agreements. Other options may include intersection and roadway improvements to maintain response times.

Emergency Management

"Emergency management is an umbrella system of planning and preparing for emergencies that are larger than can be handled on a routine basis by law enforcement and fire service first responders... Disaster research reveals that communities which are not prepared and which do not have viable emergency management plans, generated through an interagency planning process, will experience greater difficulty managing resources, delays and misunderstandings during response actions... It is a high probability that these difficulties increase threats to life safety; cause higher, more costly property damage; and lead to more serious degradation of the environment." (*Growth Management Applications to Emergency Services, Department of Community Trade, and Economic Development, 1994*).

The Fire Department is responsible for updating the Emergency Management Plan for Oak Harbor. In particular, the following potential hazards were identified by the community during the Comprehensive Plan update: *earthquakes, wind storm damage, aircraft accidents, bridge and utility failure, and hazardous materials releases and spills*. The purpose of the emergency management plan is to describe the roles and responsibilities each part of the community will play in responding to the above emergencies.

Goal 3 - Prepare for natural disasters and other emergencies which may require extraordinary response measures.

Policies:

- 3.a. Cooperate with other responsible agencies to update and maintain a current Emergency Management Plan.

Discussion - The Fire Department is responsible for maintaining the Emergency Management Plan for Oak Harbor. Such a plan should include an assessment of hazards, identification of responses and facilities, equipment, training, exercises to test effectiveness, public education, and appropriate mitigation to avoid hazards.

- 3.b. Ensure that Enhanced 911 and all other emergency communications plans are consistent with planned future growth.
- 3.c. Avoid building critical public facilities, such as hospitals, schools and electric transmission lines, in areas likely to experience severe seismic effects, flooding, hazardous material releases or intense fire.
- 3.d. Maintain current information on land use, transportation, utility and communications systems to assist in emergency planning.

Educational Services and Facilities

Private Primary and Secondary Schools

Colleges

Skagit Valley College operates a full-service campus in Oak Harbor on 2.5 acres of the Navy Seaplane Base at the east end of Pioneer Way. The campus serves about 1,250 students per quarter and is comprised of 4 buildings totaling 114,025 square feet which hold 19 instructional spaces including general classrooms, basic science, nursing and computer labs, and fitness facilities. Skagit Valley College degrees include a Bachelor of Applied Science in Environmental Conservation, six Associate of Arts degrees, one Associate in Science degree, 19 Associate of Technical Arts degrees, and many certificate programs including an Oak Harbor-based Practical Nursing certificate. Various undergraduate and graduate degrees are offered to the general public by a branch of Chapman University, which is located on the Navy Seaplane Base. Embry-Riddle Aeronautical University at NAS Whidbey Resident Center offers both Associate and Baccalaureate degrees in aviation-related fields.

Oak Harbor Public Library

The Oak Harbor Library is a branch of Sno-Isle Libraries, a two-county library system serving Island and Snohomish counties. The City of Oak Harbor annexed to the Sno-Isle library district through voter approval in 1981, allowing residents to pay for library services directly through their property taxes. The library facility, including all major furnishing and shelving, remains the responsibility of the City, in agreement with the library district. The Oak Harbor Library is currently located in the east end of Hayes Hall on the Whidbey Island Campus of Skagit Valley College (SVC). Completed in 1993, Hayes Hall is jointly owned and maintained by SVC and the City of

Oak Harbor, although the City is responsible for all elements related to the public library. The City's share of the building is estimated at approximately 12,000 sq. ft., or 43%. The boundaries of the Oak Harbor Library service area correspond with those of the Oak Harbor School District and include the City of Oak Harbor and the unincorporated North Whidbey area. According to the U.S census, the 2010 population of the area was 37,813. Island County Planning and Community Development projections show the population North Whidbey area increasing to 42,989 by the year 2036.

The current library meets the informational and recreational needs of community members and supports early literacy and school readiness. It serves as a resource for teachers and students in public and private schools from preschool through college. Economic development and local business needs are met through information services, access to online data and entrepreneur/small business support. The library offers many services and resources to families, children and caregivers, teens, adults and seniors including reference and information, programming, access to digital and physical collections and interlibrary loan. Library services include, but are not limited to:

- Story times and events for babies, toddlers, preschoolers and caregivers to promote reading and early literacy
- Programs and outreach for school aged children to promote academic success
- Homework assistance
- Access to online electronic databases via the library website
- Books, eBooks, digital materials, DVD's, CD's, magazines and other materials for checkout
- Library Online Catalog access to 1.5 million titles plus digital resources
- Internet access (including filtered access for children)

- Free eBook, audiobook, movie and music downloads
- Free classes and one-on-one computer help for adults
- Wi-Fi access throughout library and lobby areas
- Professional, friendly, well-trained staff
- Express check out and holds pick up
- Reference and information services during all open hours
- Online reference services accessible 24/7
- Outreach services to the homebound individuals, retirement facilities and local daycares
- Open seven days per week

In 2013, the library circulated more than 400,000 items, not including digital titles. The library shares a collection of more than 1.5 million items. In 2013, out of a total of 433,182 Sno-Isle Libraries customers, 28,271 were registered at the Oak Harbor Library. The use of digital resources by library customers is significant and increasing. In 2013 Sno-Isle Libraries customers accessed the library web site nearly 47 million times to access online data and download digital materials. Usage statistics gathered by the Sno-Isle Libraries for the Oak Harbor Library indicate that 46% of borrowers are residents of the City of Oak Harbor and the remaining 54% live outside the city limits. It is advisable to use population projection estimates for both the city of Oak Harbor and unincorporated North Whidbey when planning a library facility to serve Oak Harbor Library patrons. A potential source of funding for expanded library facilities is legislation signed into law in 1995 and codified in RCW 27.15 which allows the formation of library capital facility areas in the state of Washington. A library capital facility area is an independent taxing unit formed within the boundaries of an existing rural county library district. Funds approved by voters can be used to finance a new library or remodel an existing library or building.

Goal 4 - Encourage and promote public and private institutions dedicated to the pursuit of education.

Policies:

- 4.a. Coordinate with Oak Harbor School District, Skagit Valley College and other educational institutions in preparing long-range plans, development regulations and capital projects.
- 4.b. Coordinate with the Oak Harbor School District, Skagit Valley College and other public entities for joint use, including maintenance, of facilities for public use.
- 4.c. Continue to include the Oak Harbor School District in the City's development review process and advise the administration of all municipal activities that may affect the District.
- 4.d. Coordinate its economic diversification plans with Skagit Valley College and other educational institutions and support reasonable plans for campus expansion (See also, Economic Development and Land Use elements).
- 4.e. Work cooperatively with the Oak Harbor School District, Skagit Valley College and Oak Harbor Public Library to share information and resources.
- 4.f. The Library Board is responsible for advising City Council on all matters related to the Oak Harbor Public Library.
- 4.g. The City and Sno-Isle Regional Library should continue to implement library expansion and improvements to advance customer service, information technology and operational efficiency.

Educational services and facilities are principal contributors to a community's quality-of-life. Often the level and quality of such services

become key factors in where families and businesses choose to locate. Elementary schools are an integral part of neighborhoods in which they are located. Middle schools, high schools and other district facilities host a range of community-based events from concerts to trade shows. District and school events bring visitors and revenue into the City. School athletic fields and facilities serve and support community-based programs for children, youth and adults. Libraries and museums symbolize the community's regard for the past and interest in the future. The availability of higher education in either vocational or academic fields is an important determinate in where industries choose to locate.

Usually the agencies responsible for providing the educational services conduct their own long-range planning programs that anticipate future demands on staffing and capital facilities. However, the City has an interest in assuring that its activities recognize and support the ability of these organizations to provide their services. In fact, a partnership between educational services and the City is already well-established. The City leases school district property for parks and athletic fields, the City shares technology infrastructure with Oak Harbor Public Schools and the City contracts with the school district for technology support services. Through the joint pursuit of grant opportunities and shared advocacy at the state and federal level, the City can be an active partner in advancing the success of educational services yielding broad benefits to the Oak Harbor community.

The information presented in this section was prepared by the Oak Harbor Public Schools in 2016 to assist the City in understanding the challenges facing the School District in the years to come.

Oak Harbor Public Schools

The Oak Harbor community is served by Oak Harbor Public Schools. In 2016, the district operated one high school, two grade 6-8 middle

schools, five grade K-5 elementary schools, and an early learning center and K-12 parent-partnership school (on one site). The district serves over 5,650 students that live both within and outside the Oak Harbor Urban Growth Area Boundary. About half of the students in Oak Harbor Schools are Navy-connected and 92.5% of the dependents connected with Naval Air Station Whidbey Island (NASWI) attend Oak Harbor Schools with only 7.5% attending neighboring districts. Oak Harbor Public Schools is also the second largest employer on Whidbey Island. The strong Navy presence in the schools, due to NASWI, drives the community's and Oak Harbor Public Schools' goal to support the military and ensure its children, military and civilian, receive a high quality education.

By October 2016, a new P-8 Poseidon squadron (VP-4) will have relocated from Hawaii to Whidbey Island. The full squadron will eventually include nearly 300 personnel and is expected to bring about 100 new students to Oak Harbor Schools. Two additional P-8 squadrons will arrive subsequently between 2017 and 2018. Depending on the results of an Environmental Impact Statement, NASWI may

also be home to additional squadrons or expansion of current squadrons of E-18A Growlers. The full integration is expected to occur by 2020, and will substantially increase military personnel. Official NASWI estimates conclude that the military population in Oak Harbor will increase from about 7,000 to as many as 9,000 personnel. This could mean an approximately 30% increase in personnel over 4 years. This estimate does not account for dependents who will travel with Navy personnel.

As shown in Figure 1, current models used by Oak Harbor Schools predict a conservative enrollment increase of nearly 750 Navy-connected students by 2020.¹⁹ Department of Defense (DoD) studies predict .65 dependent children (K-12) per active duty personnel. However, based on historical data, the district's projections are based on a conservative .4 dependent children per active duty personnel. This formula suggests the district should prepare for an increase of up to 15% in district enrollment. However, in FY2022 VQ-1 is slated for disestablishment and a drop of about 250 students is expected. Nevertheless, after the drop, the district expects to have about 500

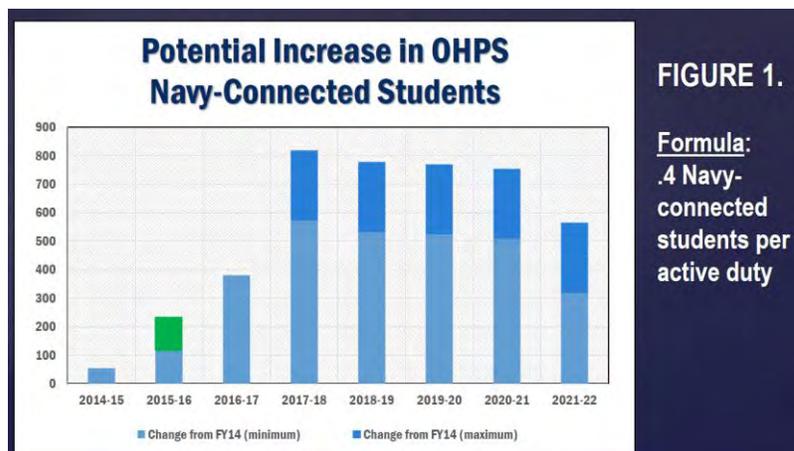


FIGURE 1.

Formula:
 .4 Navy-connected students per active duty

¹⁹ Projections for the increased numbers of students, based on planned expansions at NASWI, were compiled by Oak Harbor Public Schools staff.

more Navy-connected students than today. It is important to note that the projections for military students do not account for increases in Oak Harbor's civilian student numbers, which have steadily risen for the past three years. Navy-connected students increased by over 180 students in the fall of 2015 with 160 of those students at the elementary level. Civilian growth is anticipated at about 50 students per year, which could result in up to 300 more civilian students by 2021-22. This would leave the district with a sustained enrollment of 750 more students than today, even after the drop in FY2022.

In addition to incoming students, Oak Harbor Schools faces facility challenges from state-mandated reductions in class sizes. In November 2014, Washington State voters passed Initiative 1351, the "Washington Class Size Reduction Measure." This initiative mandates a reduction in class sizes across Washington such that no classroom will have more than seventeen (17) students.²⁰ While the initiative was suspended, lowered K-3 class size caps were implemented statewide under the McCleary Decision with calculated averages dropping to near seventeen by fall 2018. Because of incoming students, it will be impossible for the district to achieve class sizes of seventeen without additional classroom spaces. All elementary schools in Oak Harbor are already operating at or above maximum capacity. In fact, at one school in the fall of 2016 music had to be taught on a cart and remedial classes were taught in the hallways. Without significantly expanded facilities, Oak Harbor Schools could break the state class size mandate, negatively impacting state funding.

Oak Harbor Public Schools has already been required to accommodate all-day kindergarten for all kindergarten students. This demanded an additional five classrooms fall 2015. It also

coincided with an unexpected surge in elementary enrollment. Elementary enrollment grew by 160 students in fall 2015, 100 more than projected. This required five more classrooms than planned. Between enrollment growth, class size reduction and full-day kindergarten, the district had to find thirteen (13) additional classrooms in fall 2015 and this was prior to any growth related to the Navy. This space was created by eliminating computer labs, adding portables and consolidating other programs all at district expense. Between 2014 and 2016, the district spent nearly \$2.5 million on portable classrooms, facility modifications and new furniture and equipment to accommodate additional students and classroom demands. This reduced the district fund balance to minimum levels leaving no dedicated funding source for any future growth.

The district had considered whether or not new attendance boundaries would mitigate the space issues. However, since all of its elementary schools were full, new boundaries would not have alleviated its space issues. In fact, elementary school enrollment is both higher and the most balanced it has been with over 500 students in each school. Despite the space issues, the district reports that it was still able to honor over 80% of parent school-to-school transfer requests. In many cases parent requests helped the district achieve this balance. Depending on the solutions used to create additional space, boundaries may be a consideration, but they are not part of the solution at this time. At both middle schools, there is still physical space for new middle school students. Therefore, there is no need for new boundaries at the middle school level at this time. Alternative uses for this space are discussed later.

The district does have an elementary school facility (Clover Valley) that was closed in 2007 due to declining enrollment. However, in 2008 it was reopened and served as the "North Campus" for the high school during

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http://sos.wa.gov/_assets/elections/initiatives/FinalText_578.pdf

construction and since 2010 has served two growing district programs. In fact, the school now serves over 400 school district students. It is home to Hand-in-Hand Early Learning Center, which includes the district's developmental (special education) preschool, Title I Preschool and Head Start programs, and HomeConnection, a K-12 public school that enrolls part-time homeschool students in public school classes. The students in both of these programs are school district students and the district receives state and federal funding to serve them. The school has a principal, secretaries, certificated teachers, paraeducators, custodians, a school lunch program, library, gym and more that currently are using the facility to full capacity. The school is actually on the verge of needing additional space as well.

Washington State initiated a grant program in fall 2015 to fund capital construction to provide spaces for full-day K and to meet new K-3 class size reduction targets. The district expended significant resources to apply for funds through this grant. However, due to high statewide demand for these funds, only a handful of projects were funded. Oak Harbor's request was not among the approved projects. The district may reapply in subsequent years if this program is continued. However, even if its grant request is approved, the district will be required to secure matching funds of up to \$2 million to access up to the maximum \$4 million possible through the grant. Without help from an outside source (most likely the federal government), securing the state grant would require the district to borrow the matching funds through a limited general obligation bond (LGO). This type of financing is typically unadvisable without a dedicated funding source to service the debts. Without a dedicated funding source, the district would be required to make budget cuts in order to make annual payments on the loans. This could negatively affect services and support for students given the district's existing budget constraints. The total of \$6 million, including match and state

funds, would fall far short of the funds needed to meet the district's space demands, let alone construct a new elementary school. The current new construction cost for a typical elementary school is approximately \$25 million. It is important to note that state class-size grant funds cannot be used for portables. That means the only options the district may consider include modular construction on existing district property, expansion of existing sites through traditional or modular construction and/or the purchase and modernization of an existing facility not currently owned by the district.

Without state and federal funding, the district has been forced to come up with a viable cost-effective stop-gap solution to provide facilities and classroom space relief at the elementary school level. The district is already using twenty (20) portable classrooms to serve elementary students and this number will increase to twenty-eight (28) by fall 2016. By fall 2016, average enrollment at elementary schools is expected to be nearly 600 students, far exceeding the designed facility capacity at each school. The district has some classroom space available at the two middle schools. As a result, in winter 2015 the district conducted a facilities review process to determine how best to use this capacity to provide relief at the elementary level. After gathering parent, staff and community input and holding public hearings, the Oak Harbor School Board decided to reorganize the district's grades K-8 into five K-4 elementary schools, one 5-6 intermediate school and one 7-8 middle school beginning in fall 2017. The reorganization will result in the intermediate school and middle school sites eventually serving over 900 students in each. While this will provide temporary space relief in the elementary schools and capacity for growth, the two buildings were designed for less than 750 students. Consequently, facility modifications and the addition of portables will be necessary at both of the current middle school sites. Meeting these needs will impact

the district's operating budget since no other funding source is available. Facility modifications are expected to cost about \$300,000 and the additional portables (12 classrooms) will cost between \$700,000 and \$1.6 million, depending on whether or not the district purchases or leases the portables. While many students will be displaced through the reorganization, it should provide the additional capacity needed at the elementary level to absorb additional the students anticipated.

By the 2019-20 school year, the district is expected to have 40 portable classrooms serving students in grades K-8. Portables may be cheaper than permanent facilities initially, but continuing with this strategy will likely cost the district more money in the long run. The average acceptable life of a portable unit is approximately ten years. Across Washington, it is uncommon for portables to be replaced at this rate. Instead, they are generally replaced every twenty (20) years or more, creating high

maintenance costs. Portables are also generally viewed as less preferential learning spaces when compared with permanent construction. The current price for a two classroom portable including installation is \$250,000 plus \$50,000 for furniture, equipment and curriculum. These costs do not include water or bathrooms to the portables, which are features that can increase costs by about \$50,000 per unit. It is clear that the district will eventually need a long-term permanent facilities solution.

The required number of portable classrooms has been somewhat difficult to fit onto Oak Harbor Public Schools' existing property. With at least twenty-eight (28) portable classrooms on elementary sites by the end of the 2015-16 school year, the physical capacity for additional portables is nearing site maximums. Whenever new portable classrooms are added, playground space is compromised. Furthermore, since gym and lunchroom space are already filled to

PROJECT	SQ. FTG.	CCA	%	ESTIMATE
ANY K-8 NEW SQUARE FOOTAGE FOR UNHOUSED STUDENTS (NEGATIVE NUMBER INDICATES OVERHOUSED)	(67,363)	\$200.40	60.19%	\$0
ANY K-8 MODERNIZATION OR REPLACEMENT (NEW-IN-LIEU) (NEGATIVE NUMBER INDICATES NO ELIGIBILITY)	65,656	\$200.40	60.19%	\$7,919,477
ANY 9-12 NEW SQUARE FOOTAGE FOR UNHOUSED STUDENTS (NEGATIVE NUMBER INDICATES OVERHOUSED)	(36)	\$200.40	60.19%	\$0
ANY 9-12 MODERNIZATION OR REPLACEMENT (NEW-IN-LIEU) (NEGATIVE NUMBER INDICATES NO ELIGIBILITY)	38,662	\$200.40	60.19%	\$4,663,440

Notes:

- 1 ESTIMATES SHOWN HERE ARE CONSTRUCTION COSTS. OTHER COMPONENTS ARE ELIGIBLE FOR STATE ASSISTANCE.
- 2 DOES NOT INCLUDE CURRENT CLASSROOM/HANDICAPPED STUDENT COUNTS.
- 3 CCA: CONSTRUCTION COST ALLOWANCE FOR JULY 2014 RELEASE OF FUNDS.
- 4 %: FUNDING ASSISTANCE PERCENTAGE FOR 2014 FOR OAK HARBOR SCHOOL DISTRICT NO. 201

capacity alternative locations and plans to serve students must be developed. Ensuring adequate restrooms access is an additional concern and would increase costs if sewer and water lines needed to be added to the portables. Finally, there is virtually no resale value on portable classrooms, so any monies directed toward them are sunk costs.

Permanent construction is the preferable solution for space issues. In 2009, an OSPI-supported “study and survey” of district facilities recommended the replacement of Oak Harbor Elementary south buildings due to their condition and high costs for modernization. However, that project has not been initiated due to a lack of available funds. Table I details estimated state aid for construction projects. The estimate comes from the Office of the Northwest Regional Coordinator for the Office of Superintendent of Public Instruction. Oak Harbor Public Schools would prefer to build 65,656 square feet of permanent facilities (through brick and mortar or modular construction). It is important to note that these numbers were calculated prior to the recent influx of additional students and fails to take into account expected new Navy students. Permanent construction would avoid maintenance costs from installing portable classrooms for several hundred incoming students. Additionally, permanent facilities would bolster Oak Harbor Public Schools’ ability to accommodate future surges in students. This means that over the life of the expansion, permanent facilities will save money on housing students. While state funding is available for construction, the match requirements are significant and would require a federal funding source to cover the match since the district’s bond rate is already at a high level due to the 2007-09 construction of a new stadium, career & technical education facility and high school modernization and expansion. The bonds for these projects will not be paid off until 2023.

Oak Harbor Public Schools is the local education agency serving students in the greater Oak Harbor community. It is inexorably tied to NASWI. This is a point of pride to the community, the students and their families, many of whom are connected to the Navy. As personnel and operations expand at NASWI, so too does the need for facilities at Oak Harbor Public Schools. The District currently experiences space constraints that will be exacerbated by a significant influx of students, most of whom will be Navy dependents. To continue providing a high quality education to all of the students of Oak Harbor Public Schools, civilian and military, Oak Harbor School District, NASWI, the City of Oak Harbor and Island County must maintain a strong relationship and pursue policies to address the issue of growth. This must include finding a solution to current facilities constraints. The Oak Harbor community and school district have consistently demonstrated support, both financially and morally. The local community should continue to seek assistance with this challenging situation from the federal government.

Regarding a levy increase, with a projected nearly 20% increase in student enrollment since the last levy, a corresponding levy increase is already necessary just to maintain current student programs and services. This is likely to be the maximum amount feasible for Oak Harbor citizens at this time. Such an increase will only maintain current programs and not provide additional funding for permanent facilities or other expansion. Oak Harbor residents already pay a higher rate per \$1000 of assessed value for schools (as compared with neighboring districts) to make up for lost local funds due to the presence of NASWI. Non-taxable federally-owned property constitutes more than half of the assessed value in the district. Federal Impact Aid is intended to offset this impact, but it only makes up for less than half of this lost revenue and has significantly diminished over the past eight years. In fact,

Impact Aid for Oak Harbor was 50% higher in 2008 with fewer federally-connected students in the district. This has left the district far below neighboring districts in dollars per student from these funding sources.

Finally, concerns about long-term involvement are reduced because construction funding would actually directly benefit the Navy, its personnel and families. The extra space requirements are caused by a surge in both personnel and their children. Whenever new squadrons are introduced, staffing increases at NASWI. By creating additional classroom spaces, Oak Harbor Schools will be able to more easily accommodate new students regardless of future Navy contributions.

While the district has a stop-gap plan in place to address its immediate facility and space issues, it is clear that a more permanent solution will be required. Forty (40) portables housing students is not sustainable in the long-term. However, a long-term facility solution for Oak Harbor Schools will require a combination of federal, state and local support and funding. The district has adequate land available for construction of additional and/or expanded school facilities. Some of this property has already been zoned for school construction. Moving forward, it is clear that funding for additional facilities is the primary barrier for the district.

Senior Services

Oak Harbor Senior Services serves a fast growing population of citizens of Oak Harbor and North Whidbey Island who are age 50 and over. Senior Services is dedicated to improving quality of life, fostering community partnerships, responding to diverse needs and interests, enhancing dignity, supporting independence and encouraging local older adults to be involved in the community.

The City's Senior Services operates an 8,000 square foot facility (or center) which is home to a variety of programs, activities and events geared towards meeting the needs of the community's seniors. Many of the programs are offered by other entities, who utilize the center's space to meet with clients. The center currently has approximately 950 members and is operated by three paid staff and over 50 volunteers. Funding for its operation comes from a variety of sources, including Island County, the City, grants, private donations and staff-led fund raising efforts.

Goal 5 - Continue to provide our senior residents with recreational, social, educational, and health maintenance services specifically designed to meet their current and emerging needs.

Policies:

- 7.a. The City should identify barriers to service access and define emerging needs of this group while updating planning strategies as needed.
- 7.b. The City should expand the senior center as use increases and unmet needs are identified.
- 7.c. Establish an interlocal Agreement with Island County to assure that the Senior Center remains capable of providing its services and adequate staffing is maintained.

Public Involvement

Local government is a democratic institution governed by elected representatives. As such, its policies, actions, and decisions should reflect the majority view of its constituency, tempered by the parameters of the state and national constitutions. Further, local government must ensure that its constituency is informed about the implications of its activities so that people can effectively express their opinions. This is particularly important in the establishment of policies affecting community growth and development.

The growth in technology and communication devices has increased the venues for distribution of information as well as gathering input. The City has been using the web and social media as avenues for citizen engagement. For younger generations, social media has become the default means of interacting with organizations and individuals. Also for busy professions, especially those with families, participating in civic issues through more traditional public engagement tools, such as public hearings or open houses, is impractical. By using internet and social media, the city can make participation easier, more convenient, and consistent with the expectations of our citizens.

However, there are still a large demographic in the community that is familiar with the traditional public engagement approaches that were effective before the current technology boom. The City should continue to offer these avenues of public participation as a default and enhance them with the more modern technology avenues where feasible.

Local Boards, Commissions and Advisory Committees

The City of Oak Harbor maintains several special purpose boards with varying powers to advise and act in matters affecting public services and development. These include the Civil Service Commission, the Library Board,

Park Board, Senior Advisory Board, Community Police Advisory Board, Marina Advisory Committee, Arts Commission, and Planning Commission. Of these, the Planning Commission has the most responsibility for addressing growth and development issues.

In addition to formally adopted boards and commissions, the City has, from time to time, established ad-hoc citizens committees to accomplish a specific task. This approach increases public exposure and involvement in municipal activities, providing greater assurances that new policies are consistent with the interests of the general citizenry.

Inter-governmental Relations

From the City's perspective, it is desirable to understand the role and intentions of each level of government and to establish policies that guide its approach to inter-governmental relationships affecting the community's growth and development. Oak Harbor coordinates its development review and planning activities with other governmental agencies and service providers. In particular, the establishment of an Urban Growth Area boundary and supportive interlocal agreement with Island County is an integral part of the Comprehensive Plan (See Urban Growth Area Element).

Goal 6 - Encourage early and continuous public involvement in the planning process and ensure coordination between the City and other jurisdictions to advance community Goals.

Policies:

- 8.a. Design a process that involves early citizen input and review for city plans, policies and regulations..
- 8.b. Strive to provide timely information to the citizens on public meeting and discussions using traditional methods of notification along with web and social media postings.
- 8.c. For large scale and complex projects, create and disseminate a public involvement plan designed to encourage early and continuous public involvement.
- 8.d. Seek to maintain diverse public involvement, and expeditiously appoint new advisory board and commission members as vacancies occur.

Discussion - Consideration should be given to announcing vacancies in the local newspaper as a means of encouraging community interest.
- 8.e. Strive to create diversity in advisory groups and commissions to provide a broad spectrum of experience, knowledge and insights regarding city matters
- 8.f. Provide timely and effective public notification of land use actions.
- 8.g. Coordinate with other public agencies to promote city goals and further adopted statewide and countywide goals and policies.

Permitting

Various City departments are responsible for issuing permits and licenses. Some permits, such as major land use approvals, require authorization by the City Council, after recommendations by the Planning Commission, while other approvals, such as short subdivision plats and building permits, are administered by City staff. The City recognizes that fair and efficient processing of permits is in the interest of property owners, private businesses, and the City Administration.

Goal 7 - Process land use and development permits in a fair and timely manner, with City decisions based upon clear and objective standards to ensure predictability.

Policies:

- 9.a. Combine review and notification procedures for multiple permits, whenever possible, to eliminate unnecessary delay in review of development applications.

Discussion - This policy is intended to improve communications between City departments and applicants in an effort to concurrently process multiple permits and prevent unnecessary delays, possibly through presubmittal discussion. The policy is not intended to reduce public participation or limit statutory review procedures, such as notification requirements.

- 9.b. Consider streamlining procedures under the State Environmental Policy Act and Shoreline Management Act, as such programs may be developed by the State of Washington.

- 9.c. Process development applications within the legal time frames established by state law.

Discussion - In the event of a heavy work load, the Planning Commission may consider auxiliary meetings or workshops to address planning and development problems.

- 9.d. Consider establishing a fee structure for development permits which is graduated to reflect demands on staff time.

Discussion - For example, larger, more complex projects require more time for review by City staff than smaller projects which presently fall under the same classification and fee. Further, it may be in the city's best interest to obtain a special fee for projects requiring outside consultant review and technical support.

Property Rights

Goal 8 - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions. (Also see the United States Constitution, 5th Amendment)

Policies:

Discussion - In addition to the following policies, the City of Oak Harbor will abide by the State of Washington Attorney General's recommended process for evaluation of proposed regulatory or administrative actions to avoid Unconstitutional Takings of Private Property, 1993.

10.a. Preserve the rights of property owners, operating under current land use regulations, unless a public health, safety or welfare purpose is served by more restrictive regulation.

10.b. Proposed regulatory or administrative actions shall not result in an unconstitutional taking of private property without just compensation.

10.c. The City shall not exceed its valid authority as granted to it under police powers or by any other grant of power.

Chapter 14 → City of Oak Harbor and Naval Air Station Whidbey Island Community Coordination

Just as the Defense Base Closure and Realignment Commission recognized the importance of the NAS Whidbey to the Navy, the City of Oak Harbor recognizes its importance to the greater Oak Harbor community. This section of the Comprehensive Plan provides a summary of the goals and policies that support the mission of NAS Whidbey and displays the spirit of cooperation between the City of Oak Harbor and the Navy. NAS Whidbey and Oak Harbor are interconnected by planning issues. Goals and policies that either directly support NAS Whidbey Island or that support the military and civilian personnel who are employed there, can be found in every element of the Comprehensive Plan. Listed below are key some key statement, goals and policies. Please note that not all policies associated with a particular goal are shown.

Comprehensive Plan Elements

Land Use Element

NAS Whidbey

NASWI is the single largest employer on Whidbey Island. Its Ault Field location and flight operations' proximity to Oak Harbor influences the city's land use patterns. Noise contours emanating from their training flight paths have been mapped and play a crucial role in building construction techniques to mitigate noise impacts. The orientation of runways at

Ault Field also create Accident Potential Zones (APZ) that overlap on properties within the city. These areas have overlay restrictions on uses to promote compatibility and safety. Due to these impacts, the land use patterns to the north of the city have been designated primarily for industrial uses to limit people intensive uses, reduce potential impacts, and promote safety.

Goal 2 – Encourage land use patterns that promote health and safety

- 2.j. Prohibit people intensive and residential uses from locating in high noise and aircraft crash zones.
- 2.k. Require noise abatement construction standards based on noise level zones.

Goal 3 – Support a vibrant economy

- 3.c. Support NAS Whidbey and its continued operation by discouraging:
 - 1. Encroachment of incompatible uses;
 - 2. Residential uses from locating north on NE 16th Avenue alignment;
 - 3. Structures that are a hazard to flight navigation;

- 4. People-intensive uses in high noise areas and potential crash zones.
- 3.d. Require the disclosure of potential noise and accident potential impacts to prospective buyers, renters, or leases of property and structures in the city and UGA.

Goal 4 – Promote a diverse and affordable housing stock

- 4.g. Coordinate housing growth strategies with changes in school enrollment projections and NAS Whidbey expansions.

Urban Growth Area Element

The Urban Growth Area (UGA) plays a significant role in planning for Oak Harbor's future. Oak Harbor's UGA also assists the City in meeting State planning Goals; such as encouraging development in urban areas where public facilities and services exist or can be provided in an efficient manner, reducing the inappropriate conversion of undeveloped land into sprawling low density developments, and protecting the environment and enhancing the state's high quality of life. Consistent with the County-Wide Planning Policies, the term UGA includes both the incorporated land and the surrounding unincorporated area that is planned to accommodate future urban development. Policies that relate to NAS Whidbey include:

Goal 3 - The City and County shall adopt inter-jurisdictional cooperation policies regarding land within and surrounding the UGA.

- 3.c. Continue to use an amend as necessary the Interlocal Agreement between Oak Harbor and Island County as the primary means of implementing compatible land use policies, procedures, public facility planning, and development standards and regulations within the UGA.
- 3.d. Plan development within the UGA for future annexation to the City by ensuring uses are compatible with the adopted Comprehensive Plan.

Housing Element

The ability to provide adequate opportunities for housing, and affordable housing, is important to the City of Oak Harbor. It is especially important to the City's relationship with NAS Whidbey as the personnel employed by the Navy are only partially housed in Navy housing. Affordability of housing is recognized as a key factor in the ability of Oak Harbor to meet the needs of all its citizens.

Two Comprehensive Plan goals directly support the City's efforts in providing for adequate housing:

Goal 1 - Ensure that adequate opportunities exist for low and moderate-income families to obtain affordable housing.

Goal 3 - Identify and provide sufficient and appropriate land for housing.

Utilities Element

Water

Oak Harbor obtains water from Anacortes via 10- and 24-inch transmission lines, and from an aquifer below the City via three wells. The Anacortes supply is the primary source. Oak Harbor has entered into a 20-year Water Supply Agreement with Anacortes, and renegotiates water charges and committed water volume with an annual amendment. The Navy is a wholesale water customer of the City. The Navy and the City have an equal allocation of water capacity through the existing transmission lines. The supply and transmission system has sufficient capacity to meet the projected 20 year population demand for the UGA service area, with an excess capacity of 16% if the City's wells are not producing and 21% if the wells are producing.

Wastewater treatment

The City and the Navy share a wastewater treatment facility on the Seaplane Base. An existing contract determines the amount of treatment capacity allocated to both entities.

Existing goals and policies address wastewater discharge requirements:

Goal 4 - Minimize aesthetic and environmental degradation from utility operation, installation, replacement, repair and maintenance.

4.g Meet National Pollution Discharge Permit requirements for sanitary sewer discharge.

Transportation Element

Transportation within Oak Harbor and to and from the Ault Field and the Seaplane Base is addressed in general terms by the goals and policies of the Transportation Element. The City of Oak Harbor recognizes that efficient transportation systems support NAS Whidbey operations.

Goal 1 - Safe for all Users

Goal 2 - Connected and Efficient

- 2.f. Coordinate all modes of transportation to enhance effectiveness and efficiency. Promote a transportation network, including non-motorized modes, that allows for convenient access to major destinations within the City of Oak Harbor.

Goal 3 - Multimodal, Offering User Friendly Transportation Options

- 3.b. Coordinate with Island Transit to identify locations for future transit infrastructure and improvements that will more effectively serve the developing areas of Oak Harbor, such as bus stops, bus pullouts, bus stop shelters, and park-and-ride facilities.

Goal 6 - Integrated with the Regional Transportation Network to Address a Diverse Range of Transportation Interests

- 6.a. Ensure efficient management of all transportation resources through cooperation in planning and project development with Federal, State, regional, and local jurisdictions. Work with Island County to continue consistency and interconnectedness in Oak Harbor's Unincorporated UGA.
- 6.c. Work with adjacent jurisdictions and transportation agencies to identify necessary improvements to the regional roadway system to ensure adequate

regional access to and from the City of Oak Harbor.

Capital Facilities Element

The Capital Facilities Element links adequate physical infrastructure and facilities with development. As with the other elements, coordination between the City and the Navy on capital facility projects benefits both parties.

Goal 2 - Implement capital facilities projects in accordance with the funding policy priorities of Oak Harbor.

- 2.c. Coordinate with the Navy, Island County, and other applicable agencies during planning stage for timely siting and development of facilities of regional significance to ensure the consistency of each jurisdiction's plans.

Economic Development Element

As was noted earlier, as the largest employer in North Whidbey, NAS Whidbey has a significant economic impact on the greater Oak Harbor area. Yet it is realized that additional economic growth is required in order for Oak Harbor to maintain economic stability. This chapter of the Comprehensive Plan is in part based upon the 'North Whidbey Economic Diversification Action Plan,' which contains the following mission statement:

"North Whidbey is committed to creating a planned and diversified local economy that creates opportunities for fairly paid employment and a strong local tax base, while respecting the unique quality of life we treasure. To accomplish this mission, we will create proactive community and customer service support programs which will maintain NAS Whidbey, support the vitality of existing businesses and encourage compatible new economic activities."

The Economic Development Element provides the goals and policies intended to assist in meeting this goal.

Goal 4 - Continue working with the Navy to enhance economic opportunities.

- 4.a. The City of Oak Harbor supports the continuing operation of NAS Whidbey as a military installation. Should the present character of operations and mission change in the future such that the Navy can support joint use, then the opportunity for joint use of Ault Field should be explored.

Discussion - The opportunity for joint use of Ault Field was explored in the North Whidbey Community Diversification Action Plan of April, 1994. The Plan's conclusion; "The operations of NAS Whidbey and related directives regarding military, security and other logistical, environmental and surplus issues clearly make joint use not a viable option, particularly for the scope of time of this study" (Chapter 1, page 10).

Laws, regulations, policies, and criteria regarding joint use of military airports can be found in the Federal Aviation Act of 1958, the Federal Airport and Airways Development Act of 1970, the Federal Airport and Airways Improvement Act of 1982, and Secretary of the Navy Instruction 3770.2. Associated airspace, land use, facilities, environmental, etc., regulations, policies, and/or criteria may also apply and can be found in applicable Public Law, Executive Order, the National Environmental Policy Act, Department of Defense and Department of the Navy policies and regulations, Federal Aviation Regulations, etc.

- 4.c. The City should work together with the Navy to encourage Naval procurement of local products and services.

Goal 5 - Implement long-range economic diversification projects to provide job opportunities and reduce economic reliance on Naval Air Station Whidbey Island.

Discussion - The majority of the policies within this Goal can be referenced directly to the "North Whidbey Community Action Plan".

- 5.a. The City, in cooperation with Island County and other stake-holders, should work to increase the number of jobs in primary industries and the retention of existing employment.
- 5.c. The City should work to establish the North Whidbey Enterprise Area to facilitate the creation of primary jobs in targeted business sectors (see North Whidbey Economic Diversification Action Plan and map).
- 5.d. The City should plan to annex the Enterprise Area and coordinate the extension of utilities, in conformance with the UGA and Utilities Element.
- 5.e. For consistency with the Enterprise Area concept, review existing standards, such as requirements for fire flow and sanitary sewer.
- 5.f. The City should pursue the financing and construction needed to upgrade Goldie Road and Oak Harbor Road corridors and extension of Cemetery Road, in conformance with the Transportation Element.
- 5.g. Adopt performance zoning and design standards for the Enterprise Area to allow flexibility in site design and use, while requiring a high standard of aesthetics, circulation, and overall compatibility with the small-town character of Oak Harbor and unincorporated Island County.

- 5.h. The City should adopt a minimum target to increase the share of North Whidbey area manufacturing jobs from 4 to 8 percent as well as increase transportation and utility jobs from 1 to 3 percent of all non-agricultural workers by the year 2013.

Discussion - The wording of this policy is to suggest an increase in private sector jobs, rather than governmental jobs.

- 5.i. Encourage non-polluting industries to locate within the city and/or urban growth area.
- 5.j. The City should pursue funding and construction of the North Whidbey Enterprise Area sewer as a means of encouraging economic growth and job creation in this area.

Urban Design Element

The Urban Design Element provides the goals and policies that direct the visual appearance of the community. These goals and policies directly contribute to the quality of life for all the citizens of Oak Harbor.

Goal 4 - Protect viewsheds and view corridors.

Discussion - The City of Oak Harbor defines a viewshed as a panoramic view from a single location. Significant viewsheds include views of Mt. Baker, Mt. Rainer, Cascade mountain range, Olympic mountain range, Oak Harbor Bay, Maylor Point (especially wooded and tidal flat areas) and Saratoga Passage.

- 4.f. The City and the Navy should cooperate on the protection of viewsheds and view corridors.

Goal 8 - The City should adopt measures to enhance the entryways into Oak Harbor with early and continuous community input.

- 8.c. Form partnerships with the Navy, the Washington State Department of Transportation, Island County and other property owners to implement the entryway design guidelines.

Related Documents

Comprehensive Plan Non-Project Environmental Impact Statement

A non-project environmental impact statement (EIS) was prepared during the drafting of the first GMA comprehensive plan (1995). This EIS evaluated five alternatives for addressing growth in Oak Harbor. Each of the alternatives analyzed issues previously discussed above such as housing, employment and the environment. Throughout this analysis the presence of NAS Whidbey played a critical role in planning for the future of Oak Harbor. For instance, noise and safety issues resulting from aircraft operating from Ault Field are addressed in the Comprehensive Plan through the designation of uses compatible with the Accident Potential Zones (APZ's) and noise sensitivity areas (DNL or Ldn contours) established by the Navy. In addition, it is projected that NAS Whidbey will provide 500 additional residential units to serve military families over the next 20 years, including the necessary roads and utilities, and has joint agreements with Oak Harbor on sewer treatment and potable water.

Shoreline Master Program

The City of Oak Harbor Shoreline Master Program contains an applicability to federal agencies section. Direct federal agency actions and projects occurring on lands subject to the Washington State Shoreline Management Act and within the City's shoreline jurisdiction shall comply with WAC 173-27-060 (as filed on 9/30/96, effective 10/31/96).

Oak Harbor Municipal Code Chapter 6.90, Noise Disclosure Requirement

This chapter requires that any person selling, leasing or offering for sale any property within the noise contours of 60Ldn or above must give notice to the prospective buyer or lessee of the fact that property is in an area impacted by noise.

Oak Harbor Municipal Code Chapter 17.30, Noise Attenuation Standards

The purpose of this chapter is to safeguard life, health, property and public welfare by establishing minimum requirements regulating the design and construction performance standards of buildings for human occupancy in the noise sensitive vicinity of the Whidbey Island Air Station and Ault Field, to ensure compatibility between the air station and surrounding land uses, and to protect the air station from incompatible encroachment.

Oak Harbor Municipal Code Chapter 19.50, Aviation Environs Overlay Zone

This chapter serves as an overlay district that applies additional standards and requirements to properties located within an underlying zoning district. It also shares the same purpose statement of OHMC 17.30, Noise Attenuation Standards. The two subdistricts of this chapter (Noise Zone A and B) determine which of the noise attenuation standards from OHMC 17.30 apply to a given project.

Chapter 19.12

ESTABLISHMENT OF DISTRICTS

Sections:

19.12.010 Establishment and designation of use districts.

19.12.010 Establishment and designation of use districts.

In order to classify, regulate, restrict and segregate the uses of land and building, to regulate and restrict the height and size of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, classes of use districts are established. The following table identifies the zoning districts which implement the land use designations from the comprehensive plan:

Comprehensive Plan Land Use Designation		Zoning District	
PRE	Planned Residential Estate	PRE	Planned Residential Estate
LD	Low Density Residential	R-1	Single Family Residential
		R-2	Limited Multifamily Residential
		R-3	Multifamily Residential
HR/LC	High Intensity Residential/Low Intensity Commercial	R-4	Multifamily Residential
		RO	Residential Office
		C-1	Neighborhood Commercial
HIC	High Intensity Commercial	C-3	Community Commercial
		C-4	Highway Service Commercial
		C-5	Highway Corridor Commercial
CBD	Central Business District	CBD	Central Business Districts
MAR	Maritime	MAR	Maritime District
IBP	Industrial/Business Park	PBP	Planned Business Park
		PIP	Planned Industrial Park
		I	Industrial
PF	Public Facilities	PF	Public Facilities
ORA	Open Space, Recreation and Agriculture	OS	Open Space

ATTACHMENT F

RESOLUTION NO. 16-18

CITY OF OAK HARBOR

A RESOLUTION APPROVING AN EXTENSION OF TIME TO COMPLETE AMENDMENTS TO OAK HARBOR MUNICIPAL CODE TITLE 20, ENVIRONMENT

WHEREAS, the Growth Management Act (GMA) requires that comprehensive land use plan and development regulations shall be subject to continuing review and evaluation by the county or city that adopted them (RCW 36.70A.130(1)(a)); and,

WHEREAS, under RCW 36.70A.130(5) counties and cities shall take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with GMA requirements; and,

WHEREAS, RCW 36.70A.130(5)(b) requires the City of Oak Harbor to complete this review and revision on or before June 30, 2016; and,

WHEREAS, the City of Oak Harbor began the comprehensive plan update process in 2013; and,

WHEREAS, the update involved an extensive effort to revise the land use, housing, utilities, transportation, urban growth areas, environmental, government services, and community coordination elements of the plan; and,

WHEREAS, the updated comprehensive plan will be locally adopted on or before June 30, 2016; and,

WHEREAS, due to the work effort expended for the comprehensive plan, the city will need additional time to thoroughly update their critical areas ordinance encompassed in Title 20 of the Oak Harbor Municipal Code; and,

WHEREAS, as established in RCW 36.70A.130(7)(a)(ii) a city or county which demonstrates substantial progress towards compliance with critical areas ordinance adoption will not result in negative repercussions provided the city adopts this ordinance in fewer than twelve months (RCW 36.70A.130(7)(b)); and,

WHEREAS, the City of Oak Harbor adopts the workplan identified in Exhibit "A" to guide conformance with the requirements in RCW 36.70A.130(7)(b).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oak Harbor, Washington that an extension is hereby adopted for the adoption of the city's critical areas ordinance consistent with the workplan attached as Exhibit "A".

Passed by the City Council of the City of Oak Harbor this 15th day of June, 2016

CITY OF OAK HARBOR

Bob Severns, Mayor

Approved as to Form:

Nikki Esparza, City Attorney

ATTEST:

Anna Thompson, City Clerk

**EXHIBIT “A”
 WORKPLAN TO COMPLETE THE CITY OF OAK HARBOR’S
 CRITICAL AREAS ORDINANCE (CAO)**

July 2016 – October 2016	<ul style="list-style-type: none"> • Identify existing code sections requiring update • Identify and incorporate best available science • Maintain consistency with comprehensive plan and GMA guidance documents • In-house review/revision • Draft CAO • SEPA checklist/60-day notice of intent
November 2016 – December 2016	<ul style="list-style-type: none"> • Planning Commission review/public hearing
January 2017 – February 2017	<ul style="list-style-type: none"> • City Council review/adoption



City of Oak Harbor
Capital Improvements Plan
2017-2022

_____, 2016

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Section One • Introduction

The Capital Improvement Plan

The Capital Improvement Plan (CIP) is a document covering a six-year period that identifies capital projects being proposed by the City during the planning term.¹ The CIP provides a planning schedule and provides options for financing the plan. The CIP provides a link between the various city department projects and the annual budget.

For the purposes of the CIP, a **capital facility** shall mean *any facility owned or maintained by the City costing \$50,000 or more, requiring the expenditure of public funds over and above annual maintenance and operational expenses, and having a life expectancy of 20 years or more.*

In addition to planning for the acquisition of new capital facilities, the CIP assists the City in identifying what capital maintenance projects are to be funded. For the purposes of the CIP, **capital maintenance** shall mean *any maintenance or upkeep expense to an existing capital facility requiring the expense of public funds in excess of \$50,000 and extending the useful life of the facility for 10 years or more.*

The City of Oak Harbor has identified the period 2017-2022 as the planning term for this CIP. The CIP should not be confused with the capital budget. The capital budget represents the first year of the CIP and in the case of this document, is the 2017/2018 biennium City budget. The projects identified in subsequent years of the CIP are not authorized until the biennium budget for those years is adopted.

The Requirement to Plan

The State Growth Management Act (GMA) of 1990 requires that communities adopt CIPs as part of their comprehensive plans. The intent of this CIP is to comply with the Growth Management Act (RCW 36.70A.070 (3) and WAC 365-195-315). It is also intended to meet the concurrency requirements of RCW 36.70A.020 (12) and (13), WAC 365-195-210.

¹ **Planning term**—The planning horizon for the CIP is 6 years with the first year of the planning term being the capital budget for that year.

Benefits of Capital Improvement Planning

The Capital Improvements Plan serves a number of important functions. The Government Finance Officers' Association identifies four major purposes². They are to:

1. **Create a formal mechanism for decision making.** A basic function of the CIP is to provide a framework for decision makers. Decisions about what to buy, when to buy it and how to pay for it can all be answered by a comprehensive CIP.
2. **Provide a link to long range plans.** The CIP guides the implementation of the community's comprehensive plan, sub area plans and strategies.
3. **Serve as an important management tool.** A major organizational purpose is served by the CIP providing a mechanism to help prioritize capital projects and match projects with existing funding options.
4. **Function as a reporting document.** A CIP communicates to citizens, businesses, and other interested parties the government's capital priorities and plans for implementing capital projects.

There are numerous benefits of a CIP. Benefits include:

- *Focused attention on community goals, needs, and financial capability.* It encourages decision makers and the public to connect future plans and the actions needed to achieve them.
- *Building public consensus for projects and improves community awareness.* The process elevates public awareness of the needs and financial resources of the community.
- *Improved inter-/intra governmental cooperation.* A CIP enhances coordination between departments and agencies thereby reducing conflicts and overlapping projects.
- *Assistance in ensuring financial stability.* Capital projects are prioritized and scheduled to fit within expected funding levels, thereby limiting the need for dramatic tax increases or unanticipated bond issues in any one year.

Determining What is Included in the CIP

The process to determine need for new capital facilities is rather straightforward. Most facility needs are easy to determine as they are based on the principle of maintaining or meeting technically derived service standards. Levels of Service (LOS) standards are established by a technical based measure, e.g. water flow levels to serve a certain population or park space needed per one thousand citizens. Capital needs are also derived from special plans and strategies developed for a special purpose. For example, the Parks, Recreation and Open Space Plan and the Windjammer Plan have identified capital needs that are necessary to meet specific goals identified and discussed by the public and adopted by the City Council in that specific planning process. The needs identified by the processes mentioned above are divided into two basic categories for further review, comparison and consideration. These categories, based on revenue source, are:

² Major elements of the introduction material for this plan have been taken from *Capital Improvement Programming, A Guide for Smaller Governments*, Patricia Tigue, Government Finance Officers' Association, 1995.

- *Enterprise Fund Capital Facility Needs.* Enterprise funds are identified as those functions (departments) that derive their revenues from user fees or charges. Capital needs for these functions are identified in this document but are not prioritized, as their funding requirements are mostly met by user fees.
- *Non-Enterprise Fund Capital Facility Needs.* Non-enterprise funded activities are, for the most part, dependent on General Fund revenues, special assessments; grants and other inter-governmental transfers. Streets, parks, public safety, general administration and special projects all must compete for these revenues.

Capital Facilities Not Provided by the City

The GMA also requires jurisdictions to plan or coordinate with the responsible authorities for schools and solid waste collection and disposal. This plan, in addition to these requirements, will report the capital needs of the Oak Harbor public schools, Sno-Isle Library District, North Whidbey Parks District and Island Transit.

Summary

This document is designed to answer several questions for the community, professional managers, and elected decision makers. They are, quite simply:

- What do we have?
- What do we need?
- When do we need it?
- How do we pay for it?



Section Two • The Planning Context

Capital facilities planning does not take place in a vacuum. Plans and strategies that are developed with extensive community involvement set the framework for the decisions necessary to guide the City's economic, social and cultural evolution. The result of this community effort in Oak Harbor is contained in three basic areas of work:

- The Comprehensive Plan
- Sub area and functional area plans
- The Comprehensive Financial Management Policy

These documents have provided the framework for the CIP detailed in this document. These three critical guides are discussed below.

The Comprehensive Plan

Everyone plans all of the time. Families make financial plans, plan for vacations or plan for their children's' college education. Planning allows a look into the future, a decision on what the future should look like, and then an identification of the actions that will make that future come to pass.

A Comprehensive Plan is a community's vision for its future. The plan details what citizens want the community to look like, where streets and roads should go, how much park and open space should be provided and where growth should occur. Without a living, active and well used plan, community health and well-being would be in serious jeopardy. The Comprehensive Plan should also be a tool for helping government officials to think strategically about all aspects of the community and the way these elements interact. Without a clear picture of community wants and needs, decision-makers may not make choices that are in the best interests of its citizens. Comprehensive planning should also be a community development process that initiates action rather than simply reacting to events. A comprehensive plan without an implementation strategy is limited in its effectiveness.

The Washington State Growth Management Act (GMA) of 1990 requires that the City of Oak Harbor prepare and maintain a comprehensive plan capital facility element. This element is required "in order to assure that public facilities will be reasonably available to accommodate planned growth over the next twenty years." This requirement is referred to as concurrency and specifically means:

- Public facilities that are needed to serve new development and population within a jurisdiction or service area must be in place at the time of development.
- Such facilities must be sized to adequately serve the area without decreasing the services levels established by the jurisdiction.

The GMA identified the following goals to be obtained by local comprehensive planning efforts:

- Focus urban growth in urban areas
- Reduce sprawl
- Provide efficient transportation
- Encourage affordable housing
- Encourage sustainable economic development
- Protect property rights
- Process permits in a timely manner
- Maintain and enhance natural resource based industries
- Retain open space and habitat areas and develop recreation opportunities
- Protect the environment
- Encourage citizen participation and regional coordination
- Preserve important historic resources
- Manage shorelines wisely

The GMA also requires that the comprehensive plan be of at least a twenty year planning horizon and be based on population projections supplied by the state Office of Financial Management (OFM). Comprehensive plans must contain, at a minimum, these elements:

- A capital facilities element, with a six-year plan for financing identified capital needs.
- A land use element.
- A housing element.
- A utilities element.
- A transportation element.
- An economic development element.
- A parks and recreation element.

WAC 365.195.315 requires that the capital facilities plan address the following:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- At least a six year plan that will finance such capital facilities, within project funding capacities and clearly identifies sources of public money for such purposes;
- If a jurisdiction is unable to provide or finance capital facilities in a manner that meets concurrency and level-of-service requirements, it must either: (a) adopt and enforce ordinances which prohibit approval of proposed development if such development would cause levels-of-service to decline below locally established standards, or (b) lower established standards for levels-of-service.

In addition, GMA requires that comprehensive plans be put into action through zoning and development regulations.

The City is conducting a major update to its comprehensive plan in 2016 in response to a state mandate. The updated revision of the land use element and updates to other elements such as urban growth areas, housing, utilities etc. The 2016 update does not change any of the policies in the Capital Facilities Element. The comprehensive plan identifies the following goals and policies for the development and location of capital facilities in Oak Harbor and serves as a general guide for the creation of this document.

Goal 1

Provide adequate capital facilities and services necessary to serve Oak Harbor's existing and future population without causing decreased service levels below adopted LOS³ standards.

Policy

- a. Predict facility needs for the next 20 years based on projections of anticipated population and business growth.
- b. Prepare phased plans to identify needed public facilities to support existing and future growth projected in policy 1.a.
- c. Coordinate with other jurisdictions to establish priorities of county-wide facility improvements, identify services needed to achieve adopted service levels, and protect public health, safety and the environment.
- d. Review growth projections and capital facilities plans annually congruent with the City budget process to ensure that the City's ability to provide and maintain adequate public facilities and services is consistent with growth.
- e. Phase the development of capital facilities to ensure sufficient lead-time financing, planning, and construction to provide the facilities when needed.
- f. Coordinate land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources.
- g. Support and encourage joint development and use of cultural and community facilities among governmental and/or community organizations.
- h. Approve development only when the LOS for a capital facility is assured to meet the standards set forth in the Comprehensive Plan. Limited short term reduction in LOS is acceptable when a capital improvement or strategy to accommodate the impacts is made concurrent with development.
- i. The City will cooperate with private developers to address Capital Improvements financing programs when necessary.

³ For a complete discussion of Level of Service (LOS), see Section Four.

Goal 2

Implement capital facilities projects in accordance with the funding policy priorities of Oak Harbor.

Policy

- a. Program and prioritize City capital improvements for consistency with the Comprehensive Plan. The City's capital improvement funding priorities should be:
 - Urgent projects which cannot reasonably be postponed including, but not limited to, those reconstructions, upgrading or new construction projects which are needed to protect public health, safety and welfare.
 - Reconstruction, major maintenance or expansion of the City's existing infrastructure in order to provide for service to the existing community.
 - New projects where the need or demand for service already exists.
 - Expansion projects in partially developed or developing areas where demand is anticipated as a result of, or in preparation for, future growth.
- b. Evaluate capital projects that are included in the Six-Year Capital Facilities Plan for consistency with the Comprehensive Plan.
- c. Coordinate with the Navy, Island County, and other applicable agencies during planning stage for timely siting and development of facilities of regional significance to ensure the consistency of each jurisdiction's plans.
- d. Locate only compatible public facilities in designated resource lands or critical areas.
- e. Promote high quality design and site planning in the construction of capital facilities.
- f. Encourage citizen involvement in the planning and locating of capital facilities.
- g. Ensure that all City departments review changes to the Capital Facilities Plan and participate in an annual review.

Goal 3

Finance Oak Harbor's needed capital facilities in the most economic, efficient, and equitable manner possible.

Policy

- a. Ensure that the burden of financing capital improvements is equitably borne by the primary beneficiaries of the facility.
- b. Use general revenue only to fund projects that provide a general benefit to the entire community.
- c. Determine which services or facilities are delivered most cost-effectively by the City and which services should be contracted to private entities.
- d. Where appropriate, use special assessment, revenue and other self-supporting bonds instead of tax-supported general obligation bonds.
- e. Consider adopting impact fees when appropriate to mitigate the short-term fiscal impacts of increased development.

Goal 4

Provide a full range of cost-effective urban governmental services to residents within the Oak Harbor City boundaries and the Urban Growth Area as annexed.

Policy

- a. Monitor annually school, fire, police, waste disposal, utilities and other capital facilities to ensure existing and future needs are met.
- b. Require development proposals to be reviewed for available capacity to accommodate development and needed system improvements by the various providers of services, such as school districts, utilities, police and fire departments.
- c. Encourage joint-use of corridors for major utilities, trails, and transportation rights-of-way. (See Utilities Element).

Related Plans

Each chapter of the Comprehensive Plan contains goals and policy statements. These goals and policy statements serve as the guiding principles of all City actions. Actions taken by the City should always have a comprehensive plan implementation rationale. Water Department plans would be based on the implementation of comprehensive plan goals and policies, for example, as would the other department and division actions.

Often though, these administrative sub-units of the City develop additional plans that complement the comprehensive plan by providing much more detail and specificity. The following subarea plans and strategies were also used to guide the selection of new capital facilities in this plan;

- The City of Oak Harbor Comprehensive Water System Plan, 2014
- The City of Oak Harbor Comprehensive Sewer System Plan, 2008
- The City of Oak Harbor Comprehensive Stormwater Drainage Plan 2006
- The City of Oak Harbor Park, Recreation and Open Space Plan, 2009
- The Windjammer Project Plan, 2005
- Shoreline Master Program, 2012
- The City of Oak Harbor Comprehensive Transportation Plan, 2016
- The Six Year Traffic Improvement Plan, 2016-2021
- The Marina Redevelopment Program, 2006
- The Windjammer Park Integration Plan, 2016

The Comprehensive Financial Management Policy

The Comprehensive Financial Management Policy was adopted by the Oak Harbor City Council in December 2004. The purpose of the policy was to recognize that the “financial strategy of the City of Oak Harbor is to develop a sound financial resource base for the purpose of ensuring public safety, maintaining the physical infrastructure and surroundings of the City, and promoting the social well-being of the citizens of Oak Harbor.” This policy provided helpful direction in preparing this CIP. The key elements from that policy are.

General Revenue Policies

- a. A well-diversified and stable revenue system will be maintained to shelter public services from short-run fluctuations in any particular revenue source. Revenue estimates will be as realistic as possible based on the best available information.
- b. Revenue forecasts will encompass all resources that can be utilized for public services.
- c. Revenues of a one-time, limited or indefinite term will be used for capital projects or one-time operating expenditures to ensure that no ongoing service program is lost when such revenues are reduced or discontinued.
- d. The City will project revenues for the next three years and will update this projection annually.
- e. The City will not utilize deficit financing or short-term borrowing as a revenue source to finance current operating needs without full financial analysis and prior approval of the City Council. Interfund loans are permissible to cover temporary gaps in cash flow.

Grant Revenues

- a. All potential grants shall be carefully examined for matching requirements. If local matching funds are not available, some grants may not be accepted. Grants may also be rejected if programs must be entirely funded with local resources after the grant program is completed.
- b. When considering grants for the purposes of capital construction or other projects of an acquisition nature, an analysis will be made of the City's ongoing ability to maintain, repair, or commit the facilities to a specific economic purpose.

Enterprise Revenues

- a. To ensure that the enterprise funds remain self-supporting, user fees and rate structures will be incorporated to support the total direct and indirect costs of operations, capital facilities maintenance, debt service, depreciation, and pass-through rate increases from source of supply vendors.
- b. Revenues received for enterprise purposes will be restricted to the respective funds.

User Fee Revenues

- a. The City will establish all user fees and charges at a level related to the cost of providing the service.
- b. As much as is reasonably possible, authorized City services that provide direct benefit to a specific group, organization, or citizen should be supported by fees and charges to recover the costs of providing such benefit.

General Expenditure Policies

- a. A high level of priority will be given to expenditures that will reduce future operating costs, such as increased utilization of technology, equipment, personnel, and prudent business methods.
- b. Before the City undertakes any agreements that would create fixed ongoing expenses, the cost implications of such agreements will be fully determined for current and future years through the use of strategic financial planning models.

Short-Term Debt Policies

- a. Short-term debt covers a period of one year or less.
- b. The City may use short-term debt to cover temporary cash flow shortages that may be caused by a delay in receipting tax revenues or issuing long-term debt.
- c. The City may issue interfund loans rather than outside debt instruments to meet short-term cash flow needs. Interfund loans will be permitted.

Long-Term Debt Policies

- a. The City will confine long-term borrowing to capital improvements that cannot be financed from current revenues.
- b. Acceptable uses of bond proceeds can be viewed as items that can be capitalized and depreciated.
- c. Where possible, the City will use special assessment revenue, or other self-supporting bonds instead of general obligation bonds.
- d. The City will not use long-term debt for current operations.

General Obligation Bond Policy

- a. Every project proposed for financing through general obligation debt should be accompanied by a full analysis of the future operating and maintenance costs associated with the project.
- b. Bonds cannot be issued for a longer maturity schedule than a conservative estimate of the useful life of the asset to be financed.

Limited Tax General Obligation Bond Policies

- a. As a precondition to the issuance of limited tax general obligation bonds, all alternative methods of financing should have been exhausted.
- b. Limited tax general obligation bonds should only be issued under the following conditions:
 - A project in progress requires monies not available from alternative sources,
 - Matching fund monies are available which may be lost if not applied for in a timely manner, or
 - Catastrophic conditions.

Summary

The Comprehensive Plan and related sub-area and sub-unit plans detail the general and specific direction for community development in Oak Harbor. The CIP identifies what physical developments need to take place, where they are needed and how they will be paid for by the community. None of these actions can be undertaken separately without significant negative impact. The Capital Improvement Plan that follows represent the City of Oak Harbor’s first for planning and coordinating the needed public capital investment.



Section Three • Existing Capital Facilities

The City of Oak Harbor owns and operates a wide array of capital facilities and performs a variety of services. Capital facilities are required to provide adequate service to the citizens of the community.

In addition to the City, a number of other governmental agencies build and manage capital facilities as well. The school district for example, owns and operates a large capital plan as does the library district and transit system. While the City does not manage any of these capital facilities, the City does have responsibility under the Growth Management Act to ensure that the planning for these facilities takes place and that provision for the facilities necessary for the orderly growth of the community is considered by the responsible agency.

City services are divided into two general categories based on the origin of their operation and maintenance revenue, as explained in Section Two. In order to maintain consistency, City assets are grouped below into these two categories. The following is a summary of each City service. Detailed information on existing capital facilities will be found in Appendix A.

Non-Enterprise Funded Activities-Capital Facilities

Streets and Roads

A detailed description of Oak Harbor's existing street and road system is discussed within the GMA Transportation Element of the City of Oak Harbor Comprehensive Plan. As of year-end 2015 there were 69.06 miles of public streets in Oak Harbor. Within the City of Oak Harbor, SR 20 and Swantown Road from SW Heller Road to SR 20 are the only principal arterials. Minor arterials include:

- Bayshore Drive; City Beach Street to Midway Blvd
- Ft. Nugent Road; Swantown Avenue to City Limits
- Whidbey Ave.; Heller Rd to SE Regatta Drive
- Heller Street; Swantown Road to north City limits
- Midway Boulevard; SE Pioneer Way to SR 20
- Goldie Street; SR 20 to north City limits
- SE Regatta Drive; E Pioneer Way to north City limits.

Collector arterials include:

- NW Crosby Road
- Oak Harbor Street
- NE 7th Avenue
- Loerland Drive
- SE 8th Street
- Barrington Drive
- Erie Street
- Scenic Heights Street
- SE Pioneer Way
- 6th Avenue

Most other streets in Oak Harbor are classed as local access roads. For a graphic representation of the street system, see Appendix C Map 2.

Parks and Recreation

A detailed description of the City's parks and recreation system is contained in the 2009 City of Oak Harbor Comprehensive Parks, Recreation and Open Space Plan and is only summarized here. North Whidbey Island has a system of parks and open areas that include approximately 2,000 acres. The City of Oak Harbor has 25 parks on 124 acres of developed land, has approximately 73 acres of open space and owns over 196 acres providing recreational opportunities such as walking trails, picnic areas, athletic fields, playgrounds, shorelines and a marina. For a graphic representation of the Parks system assets, see Appendix C Map 3.

The Oak Harbor Public Schools owns approximately 85 acres of playgrounds and athletic fields, and Naval Air Station Whidbey Island manages 207 acres of park and athletic fields for use by Navy personnel, dependents and retirees. Island County and Washington State Parks also have extensive park systems on North Whidbey Island, which are available to serve Oak Harbor residents.

Fire Protection and Suppression

The Oak Harbor Fire Department provides fire suppression, fire and life safety inspections, fire and explosion investigation services, emergency medical services, and public education programs for the City of Oak Harbor. There are 11 full time employees, 30 paid-on-call firefighters, and 2 volunteers. The department responded to 1,173 calls for service in 2015 with an average response time of 4 minutes, 17 seconds. Calls types included: 6% fire, 46% medical, 13% service calls, 21% false alarms, 5% hazardous conditions, and 9% other.

The department operates from one station located in the City's southeast quadrant on Whidbey Avenue. The 21,000-sq. ft. facility houses apparatus, administrative offices, training facilities, meeting rooms, an emergency operations center, and

personnel quarters. The department enjoys a Class 4 rating from the Washington Survey and Rating Bureau. Ratings range from one to ten, with one representing the best score. These ratings evaluate available water supply, fire department staffing and equipment, fire alarm system, fire protection program, building department enforcement of building laws and structural conditions of buildings.

Law Enforcement

Law enforcement services within the City of Oak Harbor are provided by the Oak Harbor Police Department. While never signed, the Police Department and Navy Security have operated under a memorandum of understanding drafted in 1993, which determines the range of service available to the NAS Whidbey Seaplane Base. The Oak Harbor Police Station is located at 860 S.E. Barrington Dr. across from City Hall and consists of approximately 12,000 gross sq. ft., of which 1,250 sq. ft. is a 30-day jail holding facility.

In 2006, the Police Department maintained a staffing level of approximately 1.41 commissioned law enforcement officers for every 1,000 persons living in the City. The national average is 2.30 officers per 1,000 citizens, with the State average of 1.65 officers per 1000 citizens.

Senior Services

Oak Harbor Senior Services serves a fast growing population of citizens of Oak Harbor and North Whidbey Island who are age 50 and over. Senior Services is dedicated to improving quality of life, fostering community partnerships, responding to diverse needs and interests, enhancing dignity, supporting independence and encouraging local older adults to be involved in the community. There are three employees (one full time/two .875 FTE) and over 40 active volunteers involved in managing: over 40 activity/support groups; meals on wheels/meal services (over 20,000 meals/yr); a travel program (local, national, international trips); passport processing (900-1000 applications/yr); an information & assistance office; health insurance counseling as well as dozens of informational/special activity events throughout the year.

Senior Services operates out of three facilities: Senior Center building (6300 sq.ft.) at 51 SE Jerome Street; an adjacent garage building (900 sqft) used as a lapidary workshop; and a modular building (2000 sq.ft.) at 917 N. Whidbey Avenue on loan from a local non-profit agency (Island Thrift) used for various senior support programs.

General Governmental Services

General governmental services in the City of Oak Harbor are provided by the Mayor and City Council, City Administrator, Finance Department, City Attorney, Development Service Department and Public Works Department. These functions provide policy, legislative, regulatory and administrative services to the residents of Oak Harbor. Together, these departments have 132 regular fulltime employees.

For a graphic representation of the general physical assets of the City, see Appendix C Map 4.

Enterprise Funded Activities—Services/Capital Facilities

Water

The City of Oak Harbor Comprehensive Water System Plan contains a detailed description of the City's water system. The Oak Harbor water system currently serves about 23,360 people. As of 2016, the City operates 106 miles of water main pipe. The City's water system obtains water supply from the City of Anacortes, supplemented by three Oak Harbor owned wells. The City currently purchases approximately 99% of its water from Anacortes. An agreement with the City of Anacortes extending through the year 2025 provides a basis for the City of Oak Harbor to provide water. Water is transported from Anacortes through two City-owned transmission pipelines to the City of Oak Harbor. The 24 inch transmission main is approximately 13 miles long and the 10 inch Transmission main is approximately 6 miles long.

Three City-owned wells have the capacity to produce 160 gallons per minute (GPM), 56 GPM and 160 GPM respectively. The City also operates one major pump station at Ault Field, two booster pump stations at Heller Street and Redwing housing development. Four reservoirs store water for the system. The North Reservoir holds up to 4 million gallons (MG), the Heller reservoirs hold 2 MG and .5 MG and the East Reservoir is 0.5 MG. The East Reservoir is planned for demolition due to the age of the structure and lack of a foundation.

About 74% of the City's current water demand is residential with the remaining 26% of demand being commercial/industrial. Average daily water demand in Oak Harbor's water system is about 1.44 million gallons per day (MGD). In addition to the City's demand, the Whidbey Island Naval Air Station's (NAS) average daily demand averages about 0.78 MGD. The water inter-ties with the NAS Whidbey Island were completed in 1999. Both the Navy and Oak Harbor view these connections as mutually beneficial. There is a planned capital project including a regional booster pump station and transmission main between the North Reservoir and the NE neighborhood. These facilities are intended to improve the level of service to the higher areas of the City and serve the southern and eastern navy facilities. The schedule and scope of the projects are pending financial commitment from the Navy.

Sewers

The City of Oak Harbor's Comprehensive Sewerage Plan contains a detailed description of the City's sewer system. The City of Oak Harbor sewer collection system is municipally owned, operated and maintained. The existing system consists of more than 67 miles of gravity sewers ranging in size from 8 to 21 inches in diameter. The system also has 11 lift stations and approximately 2.5 miles of force mains and a total of 69.90 miles of sewer lines.

The City currently operates two wastewater treatment facilities. The first of these two facilities is the Oak Harbor Wastewater Treatment Plant, a secondary treatment plant which uses the rotating biological contactors (RBC) process. This plant is located adjacent to Oak Harbor Windjammer Park at approximately City Beach Street and Bayshore Drive. Another secondary treatment facility was established in October of 1987 when the City signed a 50-year agreement to operate and maintain the sewage lagoons at the NAS. The City owns the facility and leases the land for the facility from the Navy. The lagoons are located on Navy property, northwest of the intersection of Pioneer Way and Torpedo Road, adjacent to Crescent Harbor. These lagoons currently have the capacity to treat approximately 2.5 mgd (average daily flow).

The City is currently pumping all its wastewater flow from the RBC plant to the lagoons due to the failure of the RBC outfall. The City treats an average daily flow of 1.69 mgd of wastewater.

The City has decided on the Windjammer Park area as the site for the new treatment plant. The goal is to replace the two aging treatment facilities with a new system by 2018.

Stormwater Detention and Treatment

A detailed analysis of storm drainage requirements in Oak Harbor are discussed in the Comprehensive Stormwater Drainage Plan adopted 2007. This plan describes the existing conditions of the stormwater detention and treatment systems within the City and the requirements for improvements over the next 20 years. The City currently has approximately 49.96 miles of storm sewers in the City. It maintains 2706 catch basins and manholes and inspects 186 private stormwater detention facilities.

Solid Waste

Municipal waste is generated in Oak Harbor at a rate of approximately 10,085 tons per year. The City of Oak Harbor uses the County's transfer station site in Coupeville for disposal of its municipal solid waste. Within the City limits, 68% of Oak Harbor's present population is serviced by the City's solid waste collection and disposal system. The remainder of the City's population is resident naval personnel and their families on the Seaplane Base, who utilize solid waste disposal services provided by the Navy in a service agreement with Island Disposal. For the non-Navy portion of the population, all operating revenues are obtained through collection and container fees.

Areas outside of the Oak Harbor City limits are currently served by Island Disposal through a franchise agreement with Island County. Island Disposal has an agreement with the City to continue serving existing homes within any area being annexed for an additional seven years to twelve years. New homes within the annexed area would be served by the City.

Corrections and Detention

Oak Harbor currently has a 12-bed jail with an average daily population of 11 inmates. Prisoners are held for up to 30 days. At times, the capacity of the jail is exceeded when new inmates are awaiting preliminary court appearances. Currently, longer-term prisoners and overflow are sent to the Island County jail facility at Coupeville. As the existing jail is approximately 35 years old, it is recommended that funding sources be studied which could provide for a new facility to meet growing community needs.

Marina

The Marina was constructed in 1974 and was intended to provide the best and most affordable boat moorage in the northern Puget Sound. It was also intended to promote and encourage recreational boating in the Puget Sound and the San Juan Islands.

The marina was expanded in 1987 and again in 1998-99 to incorporate a unique breakwater design which provides superb protection to the marina while at the same time affording outstanding accommodations for visiting yacht clubs and individual boaters transiting the Sound. The breakwater dock provides 52, 40-foot slips with patios and picnic tables plus water and power. The facility is within walking distance of most retail services including motels and restaurants in the City of Oak Harbor.

Today's Oak Harbor Marina accommodates permanent moorage tenants in 217 open and 135 covered slips, ranging in size from 24 to 50 feet. Up to 100 additional vessels (depending on size) can be accommodated in guest moorage. The Marina also operates 96 dry storage garage-type sheds which are 25 feet in depth and can accommodate smaller boats on trailers.

Non City Provided Capital Facilities

Oak Harbor School District

The City of Oak Harbor is served by Oak Harbor Public Schools. In 2016, the district operated one high school, two grade 6-8 middle schools, five grade K-5 elementary schools, and an early learning center and K-12 parent-partnership school (on one site). The district serves over 5,650 students that live both within and outside the Oak Harbor Urban Growth Area Boundary. Thanks to voter support, the high school has undergone a recent major renovation and expansion that added a new Career and Technical Education wing and Student Union Building. A new sports stadium that serves the community was also built with voter support and private community donations. The stadium has bleachers seating up to 3,000 spectators and parking for 750 vehicles. Additional funding support from a recent levy has enabled the district to initiate upgrades to all schools, improving energy efficiency, maintenance and space usage to accommodate growing enrollment.

Libraries

The Oak Harbor Library is a branch of Sno-Isle Libraries, a two-county library system serving Island and Snohomish counties. The City of Oak Harbor annexed to the Sno-Isle library district through voter approval in 1981, allowing residents to pay for library services directly through their property taxes. The library facility, including all major furnishing and shelving, remains the responsibility of the City, in agreement with the library district. The Oak Harbor Library is currently located in the east end of Hayes Hall on the Whidbey Island Campus of Skagit Valley College (SVC). Completed in 1993, Hayes Hall is jointly owned and maintained by SVC and the City of Oak Harbor, although the City is responsible for all elements related to the public library. The City's share of the building is estimated at approximately 12,000 sq. ft., or 43%. The boundaries of the Oak Harbor Library service area correspond with those of the Oak Harbor School District and include the City of Oak Harbor and the unincorporated North Whidbey area. According to the U.S census, the 2010 population of the area was 37,813. Island County Planning and Community Development projections show the population North Whidbey area increasing to 42,989 by the year 2036.

The current library meets the informational and recreational needs of community members and supports early literacy and school readiness. It serves as a resource for teachers and students in public and private schools from preschool through college.

Economic development and local business needs are met through information services, access to online data and entrepreneur/small business support.

The library offers many services and resources to families, children and caregivers, teens, adults and seniors including reference and information, programming, access to digital and physical collections and interlibrary loan. Library services include, but are not limited to:

- Story times and events for babies, toddlers, preschoolers and caregivers to promote reading and early literacy
- Programs and outreach for school aged children to promote academic success
- Homework assistance
- Access to online electronic databases via the library website
- Books, eBooks, digital materials, DVD's, CD's, magazines and other materials for checkout
- Library Online Catalog access to 1.5 million titles plus digital resources
- Internet access (including filtered access for children)
- Free eBook, audiobook, movie and music downloads
- Free classes and one-on-one computer help for adults
- Wi-Fi access throughout library and lobby areas
- Professional, friendly, well-trained staff
- Express check out and holds pick up
- Reference and information services during all open hours
- Online reference services accessible 24/7
- Outreach services to the homebound individuals, retirement facilities and local daycares
- Open seven days per week

In 2013, the library circulated more than 400,000 items, not including digital titles. The library shares a collection of more than 1.5 million items. In 2013, out of a total of 433,182 Sno-Isle Libraries customers, 28,271 were registered at the Oak Harbor Library. The use of digital resources by library customers is significant and increasing. In 2013 Sno-Isle Libraries customers accessed the library web site nearly 47 million times to access online data and download digital materials.

Usage statistics gathered by the Sno-Isle Libraries for the Oak Harbor Library indicate that 46% of borrowers are residents of the City of Oak Harbor and the remaining 54% live outside the city limits. It is advisable to use population projection estimates for both the city of Oak Harbor and unincorporated North Whidbey when planning a library facility to serve Oak Harbor Library patrons. A potential source of funding for expanded library facilities is legislation signed into law in 1995 and codified in RCW 27.15 which allows the formation of library capital facility areas in the state of Washington. A library capital facility area is an independent taxing unit formed within the boundaries of an existing rural county library district. Funds approved by voters can be used to finance a new library or remodel an existing library or building.

North Whidbey Parks and Recreation District

The District operates two primary facilities:

- Clover Valley Park which consists of a Babe Ruth level baseball field, practice field and a leash-free dog park.
- The Vanderzight Pool, on Jerome Street, which consists of a 25 meter pool and training pool.

Plans are under consideration to expand the Vanderzight Pool by adding additional swimming area, waterslide and warm water therapy pool sometime in the next few years.

Island Transit

The transit needs of the City are served by the Island County Public Transportation Benefit Area (PTBA), which operates as Island Transit. The agency's services include: fixed route service, para-transit service, a vanpool program and a ride matching program. All of Island Transit's services are fare-free to its users. The system is fully funded by a 0.9% sales tax, which is matched by funds from the Motor Vehicle Excise Tax revenues generated within the PTBA. The Levels of Service for Transit Routes in Oak Harbor will conform to that identified in Island Transit Comprehensive Plan as approved by the Public Transportation Benefit Area (PTBA).

Island Transit operates seven (7) routes within the City of Oak Harbor utilizing eleven buses and ten para-transit vehicles. Ridership for the entire Island County system topped 850,000 in 2013 with a quarter of that ridership occurring in the City. In addition to numerous bus stops the system maintains Harbor Station on Bayshore Drive. The center contains three passenger shelters and kiosks as well as an Operator lounge and administrative office.



Section Four • Future Capital Facility Needs

How Are Future Needs Determined?

Capital facility needs for the community are identified in a number of ways. First, traditional planning, involving much citizen involvement, determines the community's wishes for open space, economic development options and land use compatibility, for example. Traditional planning produces documents like the Comprehensive Plan, the Windjammer Plan and the Parks and Recreation Plan. In addition, specialized or technical planning addresses infrastructure development, generally, through the Comprehensive Sewer Plan, the Comprehensive Storm Water Plan and the Six Year Traffic Improvement Plan, to mention just three. Specialized planning relies more on traditional technical specifications or industry standards and less on general community input. Generally speaking, the non-enterprise funded⁴ projects are based more on traditional planning products⁵ while enterprise funded projects are derived from specialized planning exercises. The provision of both types of capital facilities is, of course, guided by the Comprehensive Plan and appropriate sub-area plans.

Determining Basic Public Service Levels

The term Level of Service Standards (LOS) refers to the minimum capacity for public facilities or service that is planned to be provided per unit of demand or other appropriate measure of need. LOS can range from a precise measurement such as the time needed for a fire engine to reach the typical call-out to as imprecise a measure as public perception of how much open space should be provided. Establishing the LOS for an area of service area then directs the decision makers and managers to make the necessary plans to ensure that LOS is met.

LOS need to be consistent with the growth projections of the Land Use Element of the Comprehensive Plan. Under the concurrency requirements of GMA, if LOS are set too high, they may result in the community not achieving its growth objectives. On the other hand, if LOS are set too low, they may adversely impact the quality of life in the community. Even if concurrency is not required, the LOS tool is valuable in planning and budgeting. LOS also provide excellent measures of system performance.

Table 4.1, below, presents the LOS for a broad array of public facilities and services in Oak Harbor. The LOS were initially proposed by City staff based on technical and industry sources. These proposed standards were then reviewed and approved by the Citizens Comprehensive Plan Task Force.

⁴For a clear definition of non enterprise and enterprise funds, see Section Three.

⁵ Street projects are the most obvious exception.

Table 4-1. Level of Service Standards

Facility	Adopted LOS
Streets and Roads	
Major and Minor	LOS D
Arterials	
Highway—SR20	LOS E
Transit	Comprehensive Plan
Domestic Water	
Domestic Supply	73 gpcd
Commercial/Industrial	37 gpcd
Fire Flow	
	Per UFC
Sewer	60 gpcd
Stormwater Detention	25 year storm
Schools	
Grades K through 6	5 acres+1 acre/per 100 students
Grades 7+	10 acres+1 acre/per 100 students
Grades K through 6	80 square feet/student
Grades 7 through 8	110 square feet/student
Grades 9 through 12	120 square feet/student
Handicapped	140 square feet/student
Fire Protection	
Fire Response	5 minutes
Medical Response	4 minutes
Law Enforcement	
Emergency	2 minute response
Non-emergency	7 minutes
Parks and Recreation	
Spatial LOS	
Neighborhood Parks	90% within ½ mile
Community Parks	90% within ½ mile
Trails	75% within ½ mile
Ratio based LOS	
Neighborhood Parks	2 acre per 1,000 population
Community Parks	7 acres per 1,000 population
Multiuse Field	1 field per 10,000 population
Basketball Courts	1 court per 5,000 population
Tennis Courts	1 court per 2,000 population
Baseball Diamond	1 field per 7,000 population
Football Field	1 field per 7,500 population
Volleyball Courts	1 court per 5,000 population

Facility	Adopted LOS
Softball Fields	1 field per 5,000 population
Little League Fields	1 field per 4,000 population
Soccer Fields	1 field per 7,5000 population
Libraries	
Building	0.7 square feet per capita
Solid Waste	2.5 pounds per capita per day
Other Government Services	450 s.f. per 1,000 population
Corrections and Detention	0.5 beds per 1,000 population

The LOS must, of course, be compared to population projections to assure that the proper ratios can be met. The following table (Table 4.2) provides that population comparison.

Table 4.2. City of Oak Harbor Population Projections

City of Oak Harbor Population Projection						
1990	2000	2005	2010	2015	2020	2025
17,176	19,795	21,720	22,075	22,000	23,937	24,541

Source: U.S. Census and projections using information from Washington State Office of Financial Management

Capital Facilities

The following is a listing of capital facility projects that have been identified in various adopted City plans. Some of these projects are needed within the six year planning timeframe to enable the City to meet Comprehensive Plan goals, LOS or to further a sub-area plan or strategy. Others are needed outside of that time frame, but within the twenty-year planning horizon. For detailed information on these projects, see Appendix C.

Capital Improvement Plan 2016-2021

Table 4.3 Streets (Non-Enterprise Funded)

Projects	Total Project Costs	2017	2018	2019	2020	2021	2022
		Pavement Maintenance	\$3,200,000	\$500,000	\$500,000	\$550,000	\$550,000
Whidbey Avenue Crosswalk	224,500	224,500	0	0	0	0	0
NE 7 th Avenue	4,700,000	0	4,700,000	0	0	0	
Capital Project Expenditures	\$8,124,500	\$724,500	\$5,200,000	\$550,000	\$550,000	\$550,000	\$550,000
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
Contributions from Beginning Fund Balance:							
<i>Streets (Fund 101)</i>	\$1,964,916	\$378,810	\$586,106	\$250,000	\$250,000	\$250,000	\$250,000
<i>Arterials (Fund 104)</i>	300,000	0	0	100,000	100,000	100,000	100,000
<i>Transportation Capital Improvements (Fund 105)</i>	800,000	0	0	200,000	200,000	200,000	200,000
Transportation Impact Fees	221,984	35,190	35,894	36,612	37,344	38,091	38,853
REET 1 (50% of annual)	525,000	87,500	87,500	87,500	87,500	87,500	87,500
REET 2 (50% of annual)	525,000	87,500	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	4,313,500	224,500	4,089,000	0	0	0	0

Table 4.3 Streets (Non-Enterprise Funded) *continued*

Revenue Sources (continued)	6-Year Total	2017	2018	2019	2020	2021	2022
Other City Funds	611,000	0	611,000	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0
Total Available Revenue	\$9,411,400	\$838,500	\$5,522,000	\$786,612	\$787,344	\$788,091	\$788,853
Total Revenues less Total Capital Expenditures	\$1,286,900	\$114,000	\$322,000	\$236,612	\$237,344	\$238,091	\$238,853

Notes:

1. Revised project list based on new Transportation Plan
2. NE 7th Avenue is a grant funded project (87%)

Table 4.4 Parks and Recreation (Non-Enterprise Funded)

Projects	Total Project Costs	2017	2018	2019	2020	2021	2022
		Windjammer Park					
Windjammer Park Integration Plan Phase 1B includes splash park	\$2,149,000	\$0	\$2,149,000	\$0	\$0	\$0	\$0
Windjammer Park Integration Plan Phase 2	2,167,000	0	0	0	2,167,000	0	0
Land Acquisition	0	0	0	0	0	0	0
<i>Open Space Land Acquisition Near Ft. Nugent Park</i>	250,000	250,000	0	0	0	0	0
<i>Future Park</i>	250,000	250,000	0	0	0	0	0
<i>Future Park</i>	1,500,000	0	1,500,000	0	0	0	0
Total Capital Expenditures	\$6,316,000	\$500,000	\$3,649,000	0	\$2,167,000	\$0	\$0
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
Contributions from Beginning Fund Balance							
<i>Neigh. Parks (Fund 125)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Comm. Parks (Fund 126)</i>	50,000	0	50,000	0	0	0	0
<i>Combined Parks (Fund 127)</i>	0	0	0	0	0	0	0
Park Impact Fees	387,951	62,730	63,985	65,265	66,570	67,901	67,901
<i>(Park Impact Fees: to be combined with above)</i>	<i>320,986</i>		<i>320,986</i>				
REET 1 (50% of annual)	525,000	87,500	87,500	87,500	87,500	87,500	87,500
REET 2 (50% of annual)	525,000	87,500	87,500	87,500	87,500	87,500	87,500
Paths and Trails	16,085	2,601	2,653	2,706	2,760	2,815	2,815
General Fund	895,000	500,000	200,000	120,000	75,000	0	0
<i>(General Fund: to be combined with above)</i>	<i>1,434,046</i>		<i>1,086,376</i>		<i>347,670</i>		
Grants	5,500,000	0	4,000,000	1,500,000	0	0	0
Developer Contributions	0	0	0	0	0	0	0
Total Available Revenue	\$7,899,036	\$740,331	\$4,491,638	\$1,862,971	\$319,330	\$245,716	\$245,716
Total Revenues less Total Capital Expenditures	\$1,179,036	\$240,331	\$116,638	\$242,971	\$244,330	\$245,716	\$245,716

Notes:

Revised project list based in part on Windjammer Integration Plan

\$1,500,000 future park funded by grant

\$250,000 splash park funded by general fund

Table 4.5. Wastewater System (Enterprise Funded)

Projects	Total Project Costs	2017	2018	2019	2020	2021	2022
		Wastewater Treatment Plant	\$74,000,000	\$64,000,000	\$10,000,000	\$0	\$0
Wastewater Treatment Plant - Outfall	0	0	0	0	0	0	0
Biosolids Removal (Lagoon Treatment Facility)	587,000	0	587,000	0	0	0	0
Sewer Line Replacements	700,000	170,000	170,000	180,000	180,000	0	0
SW 6th Ave & Erie St Line Replacement	150,000	0	150,000	0	0	0	0
Ely St Line Replacement	0	0	0	0	0	0	0
NE 9th to Taftson Line Installation	250,000	0	250,000	0	0	0	0
Downtown Area Restrooms	750,000	0	250,000	250,000	250,000	0	0
Capital Project Expenditures	\$76,437,000	\$64,170,000	\$11,407,000	\$430,000	\$430,000	0	0
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
Contribution from Beginning Fund Balance							
<i>Sewer (Fund 402)</i>	\$1,313,059	\$0	\$715,793	\$136,369	\$460,897	\$0	\$0
<i>Cumulative Reserve (Fund 412)</i>	0	0	0	0	0	0	0
System Development Charges	643,428	102,000	104,040	106,121	108,243	110,408	112,616
Trunk Line Fees	106,165	16,830	17,167	17,510	17,860	18,217	18,581
Rates	1,315,000	420,000	170,000	180,000	180,000	180,000	185,000
Loans	49,500,000	39,000,000	10,500,000	0	0	0	0
Grants	0	0	0	0	0	0	0
Revenue Bond Proceeds	25,070,000	25,070,000	0	0	0	0	0
Total Available Revenue	\$77,947,652	\$64,608,830	\$11,507,000	\$440,000	\$767,000	\$308,625	\$316,197
Total Revenues less Total Capital Expenditures	\$1,510,652	\$438,830	\$100,000	\$10,000	\$337,000	\$308,625	\$316,197

Notes:

Table 4.6 Water System (Enterprise Funded)

Projects	Total Project Costs						
		2017	2018	2019	2020	2021	2022
Well No. 9 Replacement (S-1)	\$251,000	\$251,000	\$0	\$0	\$0	\$0	\$0
Deception Pass 10-inch Main Hanger Replacement	\$750,000	\$750,000	\$0	\$0	\$0	\$0	\$0
Emergency Supply Study (S-2)	109,000	0	0	109,000	0	0	0
Ault Field Booster Station Surge Protection Analysis (BS-1)	46,000	46,000	0	0	0	0	0
Ault Field Booster Station Surge Protection Const. (BS-1)	208,000	0	0	208,000	0	0	0
Crescent Harbor/Regatta Water Main Lowering	240,000	240,000	0	0	0	0	0
Steel/AC line replacement (DS-9)- NE 4th	0	0	0	0	0	0	0
Steel/AC line replacement (DS-9)- NE 11th	0	0	0	0	0	0	0
O'Leary St. Water Main (PZ-1)	636,000	636,000	0	0	0	0	0
North O'Leary St. Water Main (PZ-2)	527,000	527,000	0	0	0	0	0
Telemetry upgrades wells/west tank	55,000	0	55,000	0	0	0	0
Cross City Transmission Main (T-1A)	1,751,000	0	0	1,751,000	0	0	0
Emergency Supply Well (S-4)	64,000	0	0	0	64,000	0	0
West 384 Zone Development (PZ-4) - design	71,000	0	0	0	0	71,000	0
Steel/AC line replacement (DS-9) - design	160,000	0	0	0	160,000	0	0
Telemetry upgrades wells/web viewing	54,000	0	0	0	54,000	0	0
NE Regatta Drive Pipeline (DS-1)	127,000	0	0	127,000	0	0	0
Eastside Reservoir Demolition (S-3)	110,000	0	110,000	0	0	0	0
Steel/AC line replacement (DS-9) - construction	929,000	0	0	0	929,000	0	0
Develop emergency well supply (S-4)	280,000	0	0	0	0	280,000	0
West 384 Zone development (PZ-4) - construction	294,000	0	0	0	294,000	0	0
Glencoe Street Fire Flow Improvements (DS-2) - design	217,000	0	0	0	0	217,000	0
West 384 Zone Extension: Phase 1 (T-3)	3,015,000	0	3,015,000	0	0	0	0
Capital Project Expenditures	\$9,894,000	\$2,450,000	\$3,180,000	\$2,195,000	\$1,501,000	\$568,000	0
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
Contributions from Beginning Fund Balance							
Water (Fund 401)	\$1,071,746	\$308,000	\$200,000	\$200,000	\$200,000	\$163,746	\$0
Cumulative Reserve (Fund 411)	800,000	350,000	150,000	150,000	150,000	0	0

Table 4.6 Water System (Enterprise Funded) continued

Revenue Sources (continued)	6-Year Total	2017	2018	2019	2020	2021	2022
System Development Charges	930,000	155,000	155,000	230,000	265,000	250,000	250,000
Rates	1,570,000	350,000	225,000	200,000	200,000	200,000	250,000
Loans	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0
Revenue Bonds	5,776,203	1,050,000	2,487,526	1,498,677	740,000	0	0
Developer Contributions	262,500	262,500	0	0	0	0	0
Total Available Revenue	\$10,410,449	\$2,475,500	\$3,217,526	\$2,233,677	\$1,510,000	\$568,746	\$405,000
Total Revenues less Total Capital Expenditures	\$516,449	25,500	\$37,526	\$38,677	\$9,000	\$746	\$405,000

Table 4.7 Stormwater System (Enterprise Funded)

Projects	Total Project Costs	2017	2018	2019	2020	2021	2022
		Capital Project Expenditures	\$0	\$0	\$0	\$0	\$0
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
Contributions from Beginning Fund Balance							
<i>Stormwater (Fund 404)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Cumulative Reserve (Fund 414)</i>	0	0	0	0	0	0	0
Rates	0	0	0	0	0	0	0
Loans	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0
Total Available Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues less Total Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Notes:

Table 4.8 General Government

Projects	Total Project Costs						
		2017	2018	2019	2020	2021	2022
New West Side Fire Station	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0
Animal Shelter	400,000	400,000	0	0	0	0	0
Capital Project Expenditures	\$4,400,000	\$4,400,000	\$0	\$0	\$0	\$0	\$0
Revenue Sources	6-Year Total	2017	2018	2019	2020	2021	2022
General Fund	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0
Grants	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0
Bond Levy Proceeds - Voter Approved	4,000,000	4,000,000	0	0	0	0	0
Total Available Revenue	\$4,570,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0
Total Revenues less Total Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Notes:

\$4,000,000 fire station funded by bond proceeds

Table 4.9 Marina (Enterprise Funded)

Projects	Total Project Costs						
		2017	2018	2019	2020	2021	2022
Capital Project Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Sources	6-Year Totals	2017	2018	2019	2020	2021	2022
Contributions from Beginning Fund Balance							
<i>Marina (Fund)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Cumulative Reserve (Fund)</i>	0	0	0	0	0	0	0
Rates	0	0	0	0	0	0	0
Loans	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0
Total Available Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues less Total Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Capital Improvement Plan 2015-2035 (Years 2021-2035)

Table 4.10 Streets (Non-Enterprise Funded)

Projects	Total Project Costs
Midway Blvd Road Diet & Reconstruction	\$10,100,000
Whidbey Avenue Reconstruction	10,200,000
Whidbey Road Diet between N. Oak Harbor St./SR 20	375,000
Whidbey Avenue Crossing Improvement	200,000
Whidbey Avenue Pedestrian Refuge Island at Fairhaven Dr. and Jib St.	140,000
Fort Nugent Avenue Sidewalks	788,000
SR 20 Sidewalks	500,000
Fairhaven Drive Sidewalks	78,000
Freund Marsh Trail Improvements	156,000
SW Fort Nugent Ave Bike Lane	154,000
Midway Blvd./Goldie Road Bike Lane	180,000
Barrington Drive Bike Lane	154,000
Citywide Wayfinding Program	200,000
Total	\$23,225,000

Table 4.11 Parks and Recreation (Non-Enterprise Funded)

Projects	Total Project Costs
RV Park Redevelopment	\$1,240,000
Trail Extension at Freund Marsh	162,000
Neighborhood Park - Scenic Heights and Other	450,000
Windjammer Park Integration Plan Phase 3	3,786,000
Windjammer Park Integration Plan Phase 4	2,573,000
Windjammer Park Integration Plan Phase 5	3,497,000
Freund Marsh	1,700,000
Neighborhood Park Improvements	150,000
Open Space/Park Near Crosby & Oak Harbor	4,000,000
Trail Development/Link Opportunities - Park Plan	300,000
Total	\$17,858,000

Table 4.12 Wastewater System (Enterprise Funded)

Projects	Total Project Costs
Goldie Road Sewer Expansion Phase 2	\$2,350,000
Technical Drive Sewer	262,000
Total	\$2,612,000

Table 4.13 Water System (Enterprise Funded)

Projects	Total Project Costs
Cross City Transmission Main (T-1B)	\$1,809,000
Westside Water Main Extension (T-5)	7,609,000
East 384 Zone Development (PZ-3)	90,000
North Booster Pump Station (BS-3)	2,398,000
North-end Trunk Main: Phases 1 and 2 (T-2)	1,767,000
Heller Reservoir Extension (DS-8)	696,000
Glencoe Street Fire Flow Improvements (DS-2) - const.	869,000
SW 10th Court Pipe Replacement (DS-3) - design	45,000
SW 11th Court Pipe Replacement (DS-4) - design	45,000
Steel/AC line replacement (DS-9) - design	174,000
Campbell Lake Main Replacement (T-6) - design	457,000
SW 10th Court Pipe Replacement (DS-3) -construction	180,000
SW 11th Court Pipe Replacement (DS-4) - construction	180,000
Steel/AC line replacement (DS-9) - construction	1,015,000
Campbell Lake Main Replacement (T-6) - construction	1,882,000
Erin Park Main Road Extension (DS-5)	691,000
Erin Park Road Tie-In (DS-6)	60,000
Industrial Avenue Tie-In (DS-7)	60,000
322 Zone Development (PZ-5)	580,000
Total	\$20,607,000

Table 4.14 Stormwater System (Enterprise Funded)

Projects	Total Project Costs
Freund Marsh Stormwater Improvements	\$238,000
Total	\$238,000

Table 4.15 General Government

Projects	Total Project Costs
Oak Harbor Municipal Pier Project	\$12,000,000
New Senior Center	\$5,200,000
Special Events Center	\$10,030,000
Total	\$27,230,000

Table 4.16 Marina (Enterprise Funded)

Projects	Total Project Costs
Marina Redevelopment	\$16,285,745
Total	\$16,285,745

Non–City Funded Capital Facilities

Oak Harbor School District

Models used by Oak Harbor Schools predict a conservative enrollment increase of nearly 750 Navy-connected students by 2020. However, in FY2022 VQ-1 is slated for disestablishment and a drop of about 250 students is expected. Civilian growth is anticipated at about 50 students per year, which could result in up to 300 more civilian students by 2021-22. This would leave the district with a sustained enrollment of 750 more students than today, even after the drop in FY2022.

Library

Statistics indicate that currently 52% of library customers are residents of the City of Oak Harbor, and the remaining 48% live outside the City limits. Legislation signed into law in 1995 and codified in RCW 27.15 allows the formation of library capital facility areas in the state of Washington. A library capital facility area (LCFA) is an independent taxing unit formed within the boundaries of an existing rural county library district and is limited to financing construction of a new library. Two ballot issues would need to be approved by voters in the proposed LCFA. The first would ask voters to approve the formation of the LCFA; the second would ask voters to authorize financing for the new library.

In 2005, the Oak Harbor Library Board and Library Building Committee developed a building program for a new library to serve the North Whidbey community, including the City of Oak Harbor, for the next twenty years. Based on nation-wide standards, a library designed to adequately serve the current and projected population of the district would be approximately 25,000 sq. ft. In addition, circulation areas, including book drop and interior book returns areas, need to be upgraded to accommodate increasing demands of Oak Harbor citizens.

Island Transit

Island Transit foresees no new capital improvements within the City of Oak Harbor during the CIP planning period.

Section Five - Capital Facility Funding Options and Projections

Capital facilities in the State of Washington and the City of Oak Harbor are funded in a variety of ways. Capital facilities in the enterprise fund category (waste water, water, storm drainage, and the Marina) are generally funded by system user fees, one time impact fees, revenue serviced bonds and grants in aid from the county, state, and federal governments. Non-enterprise fund facilities must rely on revenue from taxes or bonding retired with general tax revenue and grants in aid.

The Growth Management Act requires the City to identify the sources of funding for each type of capital facility. This section provides a general overview of funding sources that have been or are being used, an historical look at revenues from these sources and projections for these revenues to the year 2016. In addition, some typical funding sources that are not currently being used are outlined in Appendix F, with a complete listing of grant and loan programs.

Non Enterprise Activities—Capital Facility Funding Sources

Tax Revenue

Property Tax

RCW 84.52 authorizes this tax on the assessed valuation of real and personal property. Presently the maximum rate is \$3.375 per \$1,000 assessed valuation, subject to two limitations: RCW 84.55 limits growth of regular property tax to 6% of the highest amount levied in the last 3-years, before adjustments for new construction and annexations; and, the State Constitution limits the total regular property taxes to 1% of assessed valuation or \$10.00 per \$1,000 of value.

Timber Harvest Excise Tax

RCW 84.33 imposes a 4% tax on the total value of the gross harvest value of timber. 7% of this amount is distributed to local taxing districts in lieu of property tax on timber. The City is not currently receiving funds from this source but has in the past.

Retail Sales and Use Tax

The state levies an 8.0% tax on all retail sales except for off-premises food and drugs in Oak Harbor. Of this amount, 1.0% goes to the City and 0.5% goes to the County. Of the 1.0% the City receives, 0.15% goes to the County and 0.1%± is taken by the State for administration. This leaves the City with a net of .840%. Of the 0.5% the County receives, 0.2% is distributed to the City for criminal justice purposes and the remaining 0.3% is given to the County for the Island County Public Transportation Benefit Area Authority for public transit.

Business Taxes

The City collects fees for a number of licenses and permits including business licenses, and fees for permits, plan review inspections, and utility taxes

CAPRON Funds

CAPRON funds are a reimbursement of motor vehicle license fees and are based on the City’s percentage of the assessed valuation in Island County. Island and San Juan Counties and municipalities within these counties are the only recipients of CAPRON funds. Revenues are used for maintenance of the City streets.

Gambling Tax

The City levies a use tax of up to 5% on bingo, raffles, card rooms and amusement games.

Liquor Tax/Profits

RCW 82.08 authorizes a distribution of the taxes to the City from liquor sales (28% for spirituous liquors and 32% for wine) on a per capita basis. It also distributes 40% of the net profit from liquor sales.

Lodging Excise Taxes

RCW 67.28 authorizes a base 2% tax and an additional 2% tax, for a total of 4%, on all charges for lodging furnished for a continuous period of less than one month. This tax is taken as a credit against the 6.5% State sales tax and is intended for the promotion of tourism or for the development and operation of specific stadium, convention, performance or visual arts facilities.

Motor Vehicle Fuel Tax

The State of Washington provides a State-collected gasoline tax that is shared with cities. The base tax in Washington State is 17 cents per gallon. Of this amount, the City receives 6.92%. The City also receives an additional 4.61% which is restricted for the construction, improvement, chip sealing, seal-coating, and repair of arterial highways and City streets as defined in RCW 46.04.030 and 46.04.120.

Real Estate Excise Taxes

The state authorizes a tax of 1.28% on the sale of all real estate. RCW 82.46 authorizes cities, planning under the GMA, to assess an additional tax on real estate sales of ¼%. These funds must be spent for capital facility projects listed in their Capital Facilities Plan. A second ¼% may also be levied to help defray the costs of implementing the GMA. See Table 6.1 below for past performance and future projections

Table 5.1 General Fund Revenues from All Sources

Description	2015	2016	2017	2018	2019	2020
Property Taxes	\$4,066,316	\$4,156,979	\$4,235,962	\$4,316,445	\$4,398,458	\$4,482,028
Sales & Use Taxes	2,750,230	2,777,732	2,805,510	2,833,565	2,861,900	2,890,519
Business Taxes	2,460,736	2,524,080	2,653,746	2,760,149	2,854,853	2,948,805
Gambling Taxes	9,700	9,800	9,996	10,196	10,400	10,608
Liquor Excise Taxes	40,000	40,000	40,800	41,616	42,448	43,297
Lodging Taxes	199,000	200,000	200,000	200,000	200,000	200,000
Motor Vehicle Fuel Taxes	442,000	444,500	444,500	444,500	444,500	444,500
Excise Tax - REET 1	170,000	175,000	175,000	175,000	175,000	175,000
Excise Tax - REET 2	170,000	175,000	175,000	175,000	175,000	175,000
Total Tax Revenues	\$10,307,982	\$10,503,091	\$10,740,513	\$10,956,470	\$11,162,559	\$11,369,758

Impact Fees

Transportation Impact Fees

ESHB 2929 authorizes impact fees to pay for roads required to serve new development. Ordinance 1051 of the City of Oak Harbor allows for the collection of traffic mitigation fees at the time of the issuance of a Certificate of Occupancy. Impact fees are based on a flat rate for dwelling units, and per square foot for non-residential uses, based on PM peak hour trips created by the development. Adjustments have been made to the fee calculations to account for road costs that are paid by other sources of revenue. Additional credit is also given to developers who contribute land, improvements, or other assets.

Park Impact Fees

ESHB 2929 authorizes impact fees to pay for park and recreation facilities required due to new development. These fees are usually collected at the issuance of building permits or certificates of occupancy. Park and Recreation fees are usually based on a flat rate for dwelling units by type and per square foot for non-residential uses.

Adjustments must be made to fee calculations to account for park and recreation costs that are paid by other sources of revenue. Additional credit can also be given to developers who contribute land, improvements or other assets. These impact fees are in addition to any mitigation or voluntary payments authorized by SEPA or local improvement districts for example.

Impact fees must be used for capital facilities needed for growth. They can not be used to meet current deficiencies or cannot be used for operating expenses.

Table 5.2 Impact Fee Revenue

Description	2015	2016	2017	2018	2019	2020
Transportation	\$33,725	\$34,500	\$35,190	\$35,894	\$36,612	\$37,344
Park - Neighborhood	15,500	16,000	16,320	16,646	16,979	17,319
Park - Community	44,750	45,500	46,410	47,338	48,285	49,251
Total Impact Fees	\$93,975	\$96,000	\$97,920	\$99,878	\$101,876	\$103,913

Enterprise Activities—Capital Facility/Maintenance Funding Sources

System Development Fees

System development charge is an impact fee imposed on utilities such as water, sewer, natural gas, or drainage that is a proportionate share to the utility system capital costs which the City can demonstrate is attributable to the property being charged.

Table 5.3 System Development Charges Revenue

Description	2015	2016	2017	2018	2019	2020
Water	\$180,000	\$185,000	\$188,700	\$192,474	\$196,323	\$200,250
Sewer	100,000	100,000	102,000	104,040	106,121	108,243
Trunk Line	16,000	16,500	16,830	17,167	17,510	17,860
Total Sys Dev. Charges	\$296,000	\$301,500	\$307,530	\$313,681	\$319,954	\$326,353

User Fees/Rates

Water User Fees

These are state authorized rates charged to each residential and commercial customer, based on the volume of water used. Revenue may be used for capital facilities, operations and maintenance.

Wastewater User Fees

The state authorizes sewer charges to wastewater generators. In Oak Harbor, these fees are usually based on the amount of potable water consumed based on the assumption that there is a correlation between water consumption and wastewater generation.

Storm Drainage Utility Fees

These are state authorized fees usually based on a flat rate per month per residential equivalency or on the average impervious surface area. Revenue may be used for capital facilities, operations and maintenance.

Solid Waste User Fees or Tipping Fees

These fees may be charged either at the point of pickup by the container or by using a flat rate. They may also be charged at the point of delivery at the disposal facility. User or tipping fees may be used for capital facilities, as well as maintenance and operating expenses

Bonds

Bonds that are identified below are available for the use of both non-enterprise and enterprise funded capital facilities.

General Obligation Bonds.(GO)

They are backed by the full faith and credit of the City. Bondholders have legal claim on general income of the City if default occurs. There are two types:

Councilmanic Bonds (Limited Tax General Obligation Bonds)

- May be issued by a vote of City Council
- Backed by general fund revenues because voters have not been asked to pay increased property taxes
- May be used for any City purpose and does not have to be capital

Unlimited General Obligation Bonds

- Backed by the full faith and credit of the local government
- Raises property tax to pay for projects and must be approved by a 60% majority of the voters, turnout must be 40% of those voting in the last general election
- Only used for capital purposes and there are limits to amount of debt that can be issued

Debt Limits

There are three pots of 2 ½% of assessed valuation each: (1) general government purposes, (2) municipally owned water, sewer and electric utilities, and (3) open space and parks. Pots two and three are voted and must be 60% yes, 40% voter turnout. Pot 1 is a mixture of voted and non-voted.

Revenue Bonds

These bonds are used to finance projects for an enterprise fund or a facility that generates income sufficient to pay debt service. Examples include water and wastewater projects or convention center. Payment of debt service comes from user fees generated by enterprise fund or the capital facility that is being built. Interest rates are higher than in GO bonds since these bonds are not backed by the full faith and credit of the City. They are not subject to statutory debt limits. However, the bond market provides an effective limit to the amount of bonds that can be issued.

Levy Lid Lift

A simple majority of voters can approve a “levy lid lift” allowing the City to levy an amount of property tax approved by its voters up to the applicable statutory rate (\$3.375 per \$1000 assessed valuation) limitations. The City can lift its levy for the following year or for up to six consecutive years. This technique is particularly helpful in funding maintenance or property acquisition projects.

Table 5.4 Schedule of Limitation of Indebtedness: As of 12/31/2016

		Remaining Debt
Total Taxable Property Value	1,596,639,892	Capacity
2.5% General purpose limit is allocated between:	39,915,997	
Up to 1.5% debt without a vote	23,949,598	
Less: Outstanding Debt	2,040,000	
Less: Excess of Debt with a Vote	0	
Add: Available Assets		
Equals remaining debt capacity without a vote		\$21,909,598
Up to 1.0% debt with a vote	15,966,399	
Less: Outstanding Debt		
Add: Available Assets		
Equals remaining debt capacity with a vote		\$15,966,399
2.5% Utility purpose limit, voted	39,915,997	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
Equals remaining debt capacity- Utility purpose, voted		\$39,915,997

2.5% Open Space, park & capital facilities, voted	39,915,997	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
Equals remaining debt capacity - Open space, park & capital facilities voted		\$39,915,997

Special Assessment Districts ⁶

The State of Washington provides for several special assessment techniques to assist communities in funding both non-enterprise and enterprise capital projects.

Local Improvement Districts/Road Improvement District/Utility Local Improvement District

When a capital project is going to provide a benefit that primarily or wholly benefits only a portion of the community, a LID/RID/ULID can be formed as part of the project. These are commonly used for projects such as street improvements, street lights, sidewalks, water and sewer systems, and underground power lines. Property owners may petition to form an LID/RID/ULID, or council can pass a resolution of intent to form one.

Special Purpose District

RCW 67.38.130 authorizes a specified service often encompassing more than one jurisdiction. Included are districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries.

Parks & Recreation Service Area

RCW 36.68.400 authorizes voters to approve the formation of park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreational facility.

Parking & Business Improvement Areas

The Transportation Improvement Act (ESHB 6358) also authorizes a tax to be collected on commercial businesses based on gross proceeds or property acreage or the number of parking stalls or the customers similar to an admissions and operations tax.

⁶ For a detailed discussion of Special Assessment Districts, see Appendix F.

Community Revitalization Financing (TIF)

Designated “community revitalization financing” in RCW 39.89 but commonly called TIF (tax increment financing), this financing allows local government to capture a portion of new tax revenue resulting from the increase of valuation from new development within a designated area. The captured tax, referred to as “tax allocation revenues” in RCW 39.89, can be used to service the debt incurred by the local government when constructing “public improvements” necessary to encourage new development within the designated area.

Grants and Loans

For a complete listing of applicable grants and loans available to the City of Oak Harbor, see Appendix B.

Conclusions

It has been stated throughout this document that non-enterprise funded capital facilities have limited funding available for implementation. The discussion above points out clearly that the capital facility needs of both non-enterprise and enterprise funded activities will require user fee revenue, general and special tax revenue, bonds and/or grants in aid from outside source funding sources. Funding the capital facility needs of the City of Oak Harbor will require innovative planning, but it is a task that can be accomplished.

Appendix A • Inventory of Existing Facilities

Traffic

Level of service standards (LOS) analysis serves as an indicator of the quality of operation at an intersection. The LOS grading ranges from A to F where A is assigned when there are no delays and low volumes. E, on the other hand, represents the “at capacity” condition—more vehicles could not be added to the intersection without a breakdown in traffic flow. F is an unacceptable level of service and indicates long delays and/or strained traffic flows.

Manual p.m. peak-hour traffic volume surveys were conducted by the City of Oak Harbor at 31 intersections in 2015. Average daily traffic counts were also conducted at 53 locations. The table below summarizes the existing LOS calculated for each of the intersections and roadway section surveyed.

Table A.1. 2015 Level of Service Standards for Traffic

Peak Hour Signalized Intersections	2015 LOS
SR 20/Ault Field Road	B
SR 20/Goldie Rd/Midway Boulevard	C
SR 20/NE 7th Avenue	B
SR 20/Whidbey Avenue	C
SR 20/SW 3rd Avenue	B
SR 20/SW 8th Avenue	B
SR 20/NE 16th Avenue	A
SR 20/SE Barrington Drive	B
SR 20/W Pioneer Way/Beeksma	C
SR 20/SW Erie Street	B
SR 20/Swantown Road	C
SR 20/Scenic Heights St	C
SW Barrington Drive/SW Erie St	B
Whidbey Ave/Heller Road	B
Whidbey Ave/Oak Harbor St	C
Whidbey Ave/Midway Boulevard	D
SE 8th Ave/Midway Boulevard	B
NE 7 th Ave/Midway Boulevard	C
W Pioneer Way/City Beach Dr	B
W Pioneer Way/Midway Boulevard	C
Ft Nugent Rd/Swantown Road	C
Heller St/Swantown Rd	D
Heller St/NW Crosby Rd	B

Peak Hour Signalized Intersections	2015 LOS
SE Regatta Dr/SE Pioneer Way Se Regatta Dr/E Whidbey Ave NE Regatta Dr/W Crescent Harbor Rd	C C C
Loerland/Swantown Rd W. Whidbey Ave/Fairhaven Dr. Goldie Rd/NE 16 th Ave N Oak Harbor Rd/NW Crosby St.	A D B C

Wastewater Inventory and Conditions Survey 2014

Table A.2. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–40	41–50	51–60	61–70
4	570	2544	1400	0	0	0
6	482	500	0	607	521	0
8	126801.47	29704	50679	26273	47194	19603
10	6110	820	820	1962	2866	511
12	3109	2106	0	0	0	4190
15	7355	0	0	2963	802	0
16	8047	0	0	0	0	0
18	4493	0	0	0	0	0
20	0	0	0	0	0	0
21	3730	0	0	0	0	807
24	85	0	0	0	0	0

Note: Numbers above are linear feet.

Table A.3. Pump List

Pump Station	Location	Size	Age
No. 1	Taftson	2 – 7.5 hp	1982
No. 2	N.E. 9th	2 – 3 hp	1984
No. 3	N.E 7th	2 – 15 hp	1993
No. 4	Crosby Road	2 – 10 hp	1994
No. 5	Cabot Street	2 – 5 hp	1986
No. 6	E. Pioneer Way	2 – 15 hp	2001
No. 7	Golf Course	2 – 30 hp	1997
No. 8	Capital Street	2 – 7.5 hp	1994
No. 9	East Park	2 – 3 hp	2001
No. 10	Harbor Terrace	2 – 3 hp	2003
No. 11	Scenic heights	2 – 25 hp	2008

Note: Assumed life of sewer lines, manholes, appurtenances, etc. is 70 years.

Water System Inventory And Conditions Survey—2014

Table A.4. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–40	41–50	51–60
4	877	10	2029	2721	9008
6	1327	15901	25887	29661	9653
8	153117	54993	24497	10045	6445
10	14252	9065	7571	5226	349180
12	22241	23783	10270	1390	0
16	10656	1128	130	324	0
24	1067	0	0	61852	0

Note: Numbers above are linear feet.

Table A.5. Source and Pump Station List

Name	Location	Year built	Description	Initial Cost
East side Reservoir	Regatta Dr.	1959	0.5mg reservoir	\$ 400,000
Westside Reservoir	Heller St.	1963	0.5mg reservoir	\$ 400,000
Westside Reservoir 2mg	Heller St.	1976	2.0mg reservoir	\$1,500,000
Ault Field Pump station	Ault Field	1974	pumping station	\$ 253,710
Westside pump station	Heller St.	1989	booster station	\$ 113,451
Redwing pump station	Redwing subdivision	2004	booster station	\$ 550,000
Well # 11	Lueck Park	1977	emergency well	\$ 39,004
Well # 9	Heller St.	1961	emergency well	\$ 17,204
Well # 8	Heller St.	1961	Emergency well	\$17,204

Note The assumed life of water system lines and appurtenances is 50 years.

Street Inventory And Conditions Survey 2014

Table A.6. Street Conditions

Classification	100-90	89-80	79-70	69-60	59-50	<49
Major Arterial	0.38 SR 20 is State owned/maintained					
Minor Arterials	2.15	5.05	1.95	0.92	0.31	0.60
Collectors	2.62	2.23	2.71	2.32	0.37	0.44
Residential/Local	12.22	14.75	7.49	6.12	1.31	6.72

Storm Water Drainage Inventory And Conditions Survey 2014

Table A.7. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–70
4	24	325	0
6	2619	1413	158
8	9585	20171	5946
10	3007	12408	866
12	77926	25839	8577
15	2382	3298	842
18	0	798	2343
21	24	798	0
24	343	492	1394
36	555	65672	0
42	0	2705	0
60	80	0	0

Note: Numbers above are linear feet.

Note: The assumed design life for storm drain lines, manholes, etc. is 70-years.

City Capital Assets Inventory and Conditions Survey, 2014

Table A.8. Capital Assets Inventory

Managing Department	Description	Address	Cost	Size Sq. Ft.
ADMINISTRATION				
-	BIG BROTHER HOUSE	913 E. WHIDBEY AVE	\$104,265	900
-	CADA RENTAL HOUSE	845 SE IRELAND ST.	\$55,776	800
-	SWIMMING POOL	85 SE JEROME ST.	\$412,500	0
-	YACHT CLUB	1301 SE CATALINA	\$250,000	1,000
-	CITY HALL	865 SE BARRINGTON DR.	\$1,294,614	14,000
-	LIBRARY	100 E. REGATTA DR.	\$1,351,003	12,100
-	RENTAL HOUSE	945 E. WHIDBEY AVE.	\$75,285	900
-	RENTAL HOUSE	935 E. WHIDBEY AVE.	\$84,437	900

Appendix A • Inventory of Existing Facilities

Managing Department	Description	Address	Cost	Size Sq. Ft.
	RENTAL HOURS A & B	1045 IRELAND DR.	\$124,326	400
FIRE				
	FIRE DEPARTMENT	855 E. WHIDBEY AVE.	\$2,682,521	21,000
	FIRE DEPT. TRAINING TOWER	855 E. WHIDBEY AVE.	\$265,302	2,100
MARINA				
	MARINA - FUEL TANK	1401 SE CATALINA DR	\$382,362	
	MARINA - HARBORMASTER BUILDING	1401 SE CATALINA DR	\$126,293	
	MARINA - MACHINERY & EQUIPMENT	1401 SE CATALINA DR	\$1,411,513	
	MARINA - WET STORAGE	1401 SE CATALINA DR	\$972,546	
	MARINAN DOCKS & BREAKWATER	1401 SE CATALINA DR	\$3,374,342	
PARKS				
	BEEKSMA GATEWAY PARK	1501 BEEKSMA DR.	N/A	.5 ACRES
	BEEKSMA GATEWAY	1501 BEEKSMA DR. (.25 ACRES)	\$170,410	
	FIRESIDE PARK	N/A	N/A	1.2 ACRES
	FLINTSTONE/ MINI HARBOR PARK	BAYSHORE DR.	N/A	1.5 ACRES
	FLINTSTONE PARK FLOATING DOCKS & EQUIP. (1.5 ACRES)	BAYSHORE DR.	\$517,339	
	FLINTSTONE PARK RESTROOMS	BAYSHORE DR.	\$95,509	
	FREUND MARSH	ERIE STREET/BEEKSMA DRIVE	N/A	35 ACRES
	FT. NUGENT PARK	2075 SE FT. NUGENT AVE.	NA	40 ACRES
	FT. NUGENT PARK BALLFIELDS	2075 SE FT. NUGENT AVE.	\$129,135	
	FT. NUGENT PARK RESTROOMS	2075 SE FT. NUGENT AVE.	\$211,264	
	FT. NUGENT PARK COMMUNITY BUILT PLAYGROUND	2075 SE FT. NUGENT AVE.	\$180,405	
	FT. NUGENT PARK PARKING LOT	2075 SE FT. NUGENT AVE.	\$307,300	
	LUECK PARK	1270 SW BARRINGTON DR.	N/A	1.5 ACRES
	LUECK PARK EQUIPMENT	1270 SW BARRINGTON DR.	\$94,461	
	KIMBALL MEMORIAL PARK	580 SW HELLER ST.	N/A	.8 ACRES
	KOETJE PARK	500 NE ELLIS	NA	3.5 ACRES
	HAL RAMALY DISPLAY PARK	526 SE BAYSHORE DR. (.5 ACRES)	\$83,624	.5 ACRES
	HOLLAND GARDENS & GIRL SCOUT HUT	759 SE 4TH AVE.	\$67,551	
	MARINA PARK	1401 SE CATALINA DR.	N/A	2.9 ACRES
	MEADOW RIDGE PARK	N/A	N/A	.5 ACRES
	NEIL PARK EQUIPMENT (3.5 ACRES)	500 NE ELLIS ST.	\$127,345	
	NEIL WATER TOWER	NE BARRON DR.	\$106,121	
	REDWING PARK			1 ACRE
	RIDGE HAVEN PARK	1000 SW KITTITAS CT.		.8 ACRES
	HAWTHORNE PARK			.35 ACRES
	HOLLAND GARDEN / NEIL PARK			3.5 ACRES
	RIDGEWOOD PARK	1587 NE NARROWS		5.8 ACRES
	RUTH COHEN MEMORIAL PARK EQUIPMENT	1678 SW 8TH AVE	\$59,692	5 ACRES

Appendix A • Inventory of Existing Facilities

Managing Department	Description	Address	Cost	Size Sq. Ft.
	SHADOW GLEN PARK	386 NW DORY DR.	NA	.8 ACRES
	SHADOW GLEN PARK EQUIPMENT	386 NW DORY DR.	\$53,060	
	SKATEBOARD PARK - NORTH WHIDBEY	175 SE JEROME ST.	\$71,452	
	SMITH PARK EQUIPMENT		\$161,304	9 ACRES
	SPRING TREE PARK			1.5 ACRES
	SR-20 POCKET PARKS			.25 ACRES
	SUMNER PARK TENNIS COURTS & EQUIPMENT		\$55,320	4 ACRES
	TYHUIS PARK			.8 ACRES
	VFW PARK			.8 ACRES
	VOLUNTEER PARK EQUIP - BALLFIELDS	175 SE JEROME ST.	\$99,289	6 ACRES
	WINDJAMMER PARK	BAYSHORE DRIVE	N/A	28.5 ACRES
	WINDJAMMER PARK - BALLFIELDS	BAYSHORE DRIVE	\$79,591	
	WINDJAMMER PARK BATHHOUSE & SHOWER	BAYSHORE DRIVE	\$106,121	
	WINDJAMMER PARK COMFORT STATION	BAYSHORE DRIVE	\$125,035	
	WINDJAMMER PARK WINDMILL	BAYSHORE DRIVE	\$82,421	
	WINDJAMMER PARK KITCHEN A & B	BAYSHORE DRIVE	\$79,591	
	WINDJAMMER PARK KITCHEN C	BAYSHORE DRIVE	\$79,591	
	WINDJAMMER PARK RESTROOMS	BAYSHORE DRIVE	\$106,121	
PUBLIC WORKS				
	NEW CITY SHOP	1400 NW 16TH AVE.	\$4,841,685	
	WHIDBEY ISLAND BANK	321 SE PIONEER WAY	\$2,600,000	
POLICE				
	POLICE DEPARTMENT / ICOM	860 BARRINGTON DR.	\$1,872,728	
	ANIMAL SHELTER	3057 GOLDIE RD.	\$267,000	
SENIOR CENTER				
	SENIOR CENTER	51 SE JEROME ST.	\$758,956	
	SKYLINE GREENBRIAR MANUFACTURED HOME	917 E. WHIDBEY AVE.	\$147,053	
STREETS				
	INTERSECTION LIGHTING	ALL OTHERS	\$3,395,864	
	LIGHT POLES	VARIOUS LOCATIONS	\$1,771,000	
	PARKING LOT	IRELAND	\$63,672	
	PARKING LOT	DOCK STREET & PIONEER WAY	\$63,672	
WASTEWATER				
	TREATMENT PLANT	1501 CITY BEACH ST	\$2,251,671	
	TREATMENT PLANT EQUIPMENT	1501 CITY BEACH ST	\$908,801	
	NE 7TH LIFTSTATION	638 NE 7TH AVE	\$94,448	
	PIONEER WAY LIFT STATION		\$997,756	
	CROSBY ROAD LIFT STATION	1765 NW CROSBY RD	\$65,795	
	DIVERSION PUMP STATION	1501 CITY BEACH ST	\$265,302	

Appendix A • Inventory of Existing Facilities

Managing Department	Description	Address	Cost	Size Sq. Ft.
	EAST PARK LIFT STATION	2330 SW ROSARIO DR	\$64,733	
	GOLF COURSE LIFT STATION	980 SW UPLAND CT	\$161,828	
	LAGOON NAS		\$2,251,671	
WATER				
	REDWING PUMP STATION	REDWING	\$583,664	
	STORAGE TANK #2	HELLER (.5MILLION GAL.)	\$424,483	
	STORAGE TANK #4		\$424,483	
	STORAGE TANK BY OVE (2 MILLION GAL.)		\$1,591,812	
	AULT FIELD PUMP STATION & EQUIPMENT	AULT FIELD	\$269,239	
	WESTSIDE BOOSTER PUMP STATION	WESTSIDE	\$120,395	
	DIVERSION PUMP STATION	1501 CITY BEACH ST.	\$265,302	

Note: Replacement cost was calculated with an annual 3% inflation factor for the number of years from date built or acquired added to the cost of acquisition.

Appendix B • Financial Resources for Capital Facility Planning and Implementation⁷

1—General Planning

1.0. State grants—WA Office Trade & Economic Development (OTED)

- 1.0.0: Community Development Block Grants (CDBG) Planning-only – grants provide support to eligible small communities and rural counties carrying out planning activities leading to the implementation of priority projects that principally benefit low- and moderate-income persons including:
 1. Small area and neighborhood plans,
 2. Strategies and action programs to implement plans including development of codes, ordinances, and regulations, and
 3. Infrastructure planning.

2—Business Development

2.0. State grants—WA Office of Community Development (OCD)

OCD focuses on programs that develop communities, urban areas, and economic activities directly related to urban development. Funding programs include:

- 2.0.0: Regional Micro-enterprise Development Grant Funds—a component of the Community Development Block Grant (CDBG) Program. Funds may be used to provide assistance to public and private organizations, agencies, and other entities (including nonprofits) to enable such entities to facilitate economic development. Projects must benefit low and moderate income persons.
- 2.0.1: CDBG Float Loan: Community Development Block Grant Float Loans—available to businesses from CTED through cities and counties that are eligible to receive Small Cities CDBG program assistance. Principal and interest on the loans will be due at maturity or on demand for a normal term of 24-30 months. Interest rates are negotiated based on the contribution the project will make to job creation or retention. A City or county is eligible to apply for a grant under this program in order to extend a short-term loan to a private business entity under the following conditions:
 4. demonstrates that public financing of the project is necessary and appropriate to create or retain jobs,
 5. provides an unconditional, irrevocable Letter of Credit in the full amount of the principal and interest of the due as collateral for the loan,
 6. agrees to create jobs and make the majority of them available to qualified lower-income candidates (job retention may also be considered as a qualifying factor),

⁷ Not an exclusive list. Funding programs change over time, and staff will respond as necessary.

7. agrees to enter into an agreement with CTED and the local job service center to obtain referrals of qualified lower income job candidates for new non-managerial jobs to be created.
- 2.0.2: Rural Washington Loan Fund—provides gap financing for businesses that will create new jobs or retain existing jobs, particularly for lower-income persons. Only businesses in non-entitlement areas of the state are eligible for these loans. Gap is that portion of a project that cannot be financed through other sources, but which is the last portion needed before the investment can occur. The “gap” and competitive factors determine the loan amount, which cannot exceed 33% of total project costs up to \$700,000. Funds can be lent for acquisition, engineering, improvement, rehabilitation, construction, operation, or maintenance of any property, real or personal that is used or is suitable for use by an economic enterprise. Priority is given to timber-dependent and distressed areas. RWLF priority projects include:
 8. Manufacturing and other industrial production,
 9. Agricultural development or food processing,
 10. Aquaculture development or seafood processing
 11. Development or improved utilization of natural resources,
 12. Tourism facilities,
 13. Transportation or freight facilities,
 14. Other activities that represent new technology or a type of economic enterprise needed to diversify the economic base of an area,
 15. Retail or service enterprises that will expand the community’s economic base rather than primarily redistribute the existing customer base.

2.1. Federal grants—Economic Development Administration (EDA)

- 2.1.0: Economic Adjustment Program—supports strategic planning, project implementation, and revolving loan funds. Strategy grants help organize and carry out a planning process resulting in a Comprehensive Economic Development Strategy (CEDS) tailored to a community’s specific economic problems and opportunities. Implementation grants support activities identified in an approved CEDS which may include, but are not limited to, the creation or expansion of strategically targeted business development and financing programs such as, construction of infrastructure improvements, organizational development, and market or industry research and analysis. Revolving Loan Fund (RLF) grants may also be used to implement a CEDS.

2.2. Federal grants—Small Business Administration and HUD)

- 2.2.1: Small Business Administration Loan 7(a)—the most common SBA loan or guaranty loan. The lender lends its own funds and the SBA guarantees up to 90% of the loan against default, which the lender may sell on the secondary market. The 7(a) program may be used to obtain long-term financing for business needs including working capital, machinery, equipment, furniture, fixtures, leasehold improvements, building acquisition or construction, and in some cases, debt consolidation. Maximum size limits for SBA eligibility are under \$3,500,000 in retail or service business sales, less than 100 wholesale employees, and less than 500 manufacturing employees.
- 2.2.2: Small Business Administration Loan 504—may lend loans for economic growth on a ratio of \$35,000 for each job created. Loan funds can be used for fixed asset acquisition including land, building, and equipment for more than \$200,000 in project size on a below market fixed rate. The SBA loan is subordinated to the first private loan or lien.
- 2.2.3: HUD Section 108 Guaranteed Loans—available to businesses from CTED through cities and counties that are eligible to receive CDBG Small Cities program assistance. A City or county eligible to apply may obtain a 108 Loan Guarantee for a private business that meets the following criteria:

16. Need for assistance is appropriate given the type of project,
17. Project will create jobs, and if qualified lower-income candidates are available, the majority of jobs will be made available to them (job retention may be considered),
18. Proposed repayment is 20 years or less,
19. Other reasonable financing alternatives have been exhausted,
20. Request is not less than \$700,000 nor more than \$7,000,000,
21. The sponsoring jurisdiction has less than \$7,000,000 in outstanding Section 108 Loan Guarantees.

2.3. State grants—OTED Economic Development Division Business Assistance Center

- 2.3.1: Business Finance—helps businesses obtain capital for start-up and expansion projects that create or retain jobs, stimulate private investment, increase local tax base, and strengthen community economic vitality.
- 2.3.2: Community Development Finance—combines private financial resources with federal and state lending assistance and local leadership to focus on business expansion through community development activities.
- 2.3.3: Business Loan Portfolio—provides capital necessary to fund loans to small businesses statewide. Federal dollars are combined with local revolving loan fund programs and private funds from banks and other sources. Local community leadership is relied upon to access the priority of proposed projects. Projects may be funded through 1 or more of the program’s 8 federally funded loan programs.
- 2.3.4: Minority and Women Business Development—assists minority and women-owned businesses to access resources and technical assistance to start or expand a business. MWBD provides entrepreneurial training, contract opportunities, bonding information, export assistance, and access to capital for start-ups or expanding businesses.

3—Infrastructure Planning and Implementation

3.0. Local multi-purposes levies

- 3.1.0: Real Estate Excise Tax—RCW 82.46 authorizes local governments to enact up to 0.25% of the annual sales for real estate for capital facilities. The Growth Management Act authorizes another 0.25% for capital facilities. Revenues must be used solely for financing new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of the voters of the county.

The first and second REET may be used for the planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems, or the planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the second REET may be used for:

22. The acquisition of parks and recreational facilities, or
23. The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

3.1. Local single purpose levies

- 3.1.0: Hotel/Motel Tax—a sales tax levy collected on certain hotel and motel business categories for the purpose of promoting tourism. Revenues may be used for planning, promotional programs, or capital facilities that directly enhance tourism and benefit the hotel and motel industry.
- 3.1.1: Transportation Improvement Board—the Washington State Transportation Improvement Board (TIB) disburses revenues generated from motor vehicle taxes to cities, urban counties, and transportation benefit districts for the purpose of alleviating and preventing traffic congestion caused by economic development or growth. Projects must be multi-agency, multi-modal, congestion related, related to economic development activities, and partially funded locally.
- 3.1.2: Local Option Vehicle License Fee—the Transportation Improvement Act (ESSB 6358 – RCW 82.80) authorizes countywide (no county levy) local option fees up to \$15.00 maximum per vehicle registered in the county. Revenues are distributed back to the county and cities within the county levying the tax on a prorated per capita basis (1.0 for population in incorporated areas). Revenues must be spent for "general transportation purposes" including the construction, maintenance, and operation of county streets, county roads and state highways, policing of local roads, public transportation, high capacity transportation, transportation planning and design and other transportation related activities. The local option fee does not require voter approval.
- 3.1.3: Street Utility Charge—RCW 35.95.040 authorizes cities to charge for City street utilities to maintain, operate, and preserve City streets. Facilities that may be included in a street utility include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Businesses and households may be charged a fee up to 50% of the actual cost of construction, maintenance, and operations, while the City provides the remainder. The fee charged to businesses is based on the number of employees and may not exceed \$2.00 per full-time employee per month. Owners or occupants of residential properties are charged a fee per household that may not exceed \$2.00 per month.
- 3.1.4: Local Option Fuel Tax—RCW 82.80 authorizes a countywide voter approved tax equivalent to 10% of the statewide Motor Vehicle Fuel Tax and a special fuel tax of \$0.023 cents per gallon. LOFT revenue is to be distributed to the City on a weighed per capita basis. Revenues must be spent for highway (City streets, county roads, and state highways) construction, maintenance, or operation; the policing of local roads; or highway related activities.
- 3.1.5: Transportation Benefit District—RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any City street, county road, or state highway improvement within the district. The special district's tax base is used to finance capital facilities.

The district may generate revenues through property tax excess levies, general obligation bonds (including Councilmanic bonds), local improvement districts, and development fees. Voter approval is required for bonds and excess property tax levies. Council approval is required for Councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

- 3.1.6: Storm Drain Utility Fee—a City or county authorized fee to support storm drainage capital improvements. The fee is usually a flat rate per residential equivalency based on an average amount of impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies.
- 3.1.7: Storm Drainage Payment in Lieu of Assessment—cities may authorize storm drainage charges in lieu of assessments that can be used for construction, maintenance, and/or repair of storm drainage facilities, acquisition of property or related debt service.

3.2. Local non-levy financing mechanisms

- 3.2.0: GMA Growth Impact Fees—the Washington State Growth Management Act (GMA - Chapter 36.70A of the Revised Code of Washington and RCW 82.02.050-090) authorizes cities and counties to collect growth impact fees from developers to offset the impact caused by new developments within each jurisdiction's boundaries. The growth impact fees may be collected from developers in an amount less than 100% of the cost of sustaining the jurisdiction's schools, transportation, and park facility existing level-of-service (ELOS) as a result of the developer's project impact. The growth impact fees are usually collected at the issuance of building permits or certificates of occupancy.

Impact fees authorized by ESHB 2929 do not include any other form of developer contributions or exaction. Other forms of exaction that are excluded consist of mitigation or voluntary payments authorized by the Washington State Environmental Policy Act (SEPA - RCW 43.21C), local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

In accordance with the Washington State Growth Management Act (GMA), a City must have an adopted comprehensive plan in place that satisfies GMA requirements before the jurisdiction can implement a growth impact fee.

- 3.2.1: Storm water User Fees—under state law, cities may collect rate charges from each generator of storm water runoff. Impact or user fees are based on the amount of storm water generated per developed property that is not held on-site, on the assumption there is a correlation between off-site discharge and storm water improvements elsewhere in the City. Storm water utility user fees may be charged on a flat fee per account and are usually collected at the time of development, and thereafter on an assessed charge per volume of storm water generated per account. Fee revenues may be used for capital facilities as well as operating and maintenance fees.
- 3.2.2: Local Improvement District—property owners may petition (or vote in response to a request from a local government) to adopt an annual tax assessment for the purpose of improving the public right-of-way abutting their property.

A majority approval (the percentage to be decided by the local government) can establish an amortized payment schedule to finance sidewalk, landscaping, parking, streetscape, or other improvements to the public or private abutting properties.

- 3.2.3: Special Assessment District—service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Special assessment districts include local improvement districts (LIDs), road improvement districts (RIDs), utility improvement districts (UIDs), and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.
- 3.2.4: Special Purpose District—RCW 67.38.130 authorizes a specified service often encompassing more than one jurisdiction. Included are districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries.

Voter approval is required for airport, parks and recreation, and cultural arts/stadium and convention districts. Special assessment districts have the authority to impose levies or charges up to a funding limit of \$0.25 per \$1,000 assessed valuation. Special assessment district funds must be used solely to finance the purpose for which the special purpose district was created.
- 3.2.5: Parks & Recreation Service Area—RCW 36.68.400 authorizes voters to approve formation of park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreational facility. PRSAs may assess up to \$0.15 per \$1,000 assessed valuation subject to voter approval. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue must be used for capital facilities maintenance and operation.
- 3.2.6: Parking & Business Improvement Areas—the Transportation Improvement Act (ESHB 6358) also authorizes a tax to be collected on commercial businesses based on gross proceeds or property acreage or the number of parking stalls or the customers similar to an admissions

and operations tax. Like the PIA, the revenues must be spent for "general transportation or business improvement purposes" including those outlined under the PIA but also allowing for the management, operation, and accomplishment of business promotional efforts including marketing studies, tenant recruitment, advertising and promotions of special events, and other promotion related activities.

A majority approval of the participating property owners (the percentage to be decided by the local government) can establish an amortized payment schedule to finance off-street parking or other business improvements of benefit to the participating properties. The assessments may be amortized over generous time periods at low interest charges, based on each property's proportionate share of the improvement cost - usually assessed on a per linear foot, acre, parking stall or other formula.

- 3.2.7: State Environmental Protection Act—Washington State Environmental Policy Act (SEPA - RCW 43.21C) allows local governments to impose mitigated on-site improvements or fee assessments with which to finance off-site improvements that are caused by a property's development. SEPA mitigation may cover a variety of physical improvements that are affected by the property's proposed land use including sidewalks, trails, roads and parking areas, utilities, and other supporting infrastructure systems. SEPA mitigation must be proportionately related to the property's impact on infrastructure requirements.
- 3.2.8: Lease Agreements—allow the procurement of a capital facility through lease payments to the owner of a facility. Several lease package methods can be used. Under the lease-purchase method, the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

3.3. State grants and loans

- 3.3.0: Community Economic Revitalization Board—low interest loans (rate fluctuates with state bond rate) and occasional grants to finance infrastructure projects for a specific private sector development. CERB funding is available only for projects that will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state's borders. CERB projects must create or retain jobs. The Department of Trade and Economic Development distributes CERF funds primarily to applicants who indicate prior commitment to project. CERB revenue is restricted in the type of project and may not be used for maintenance and operations.

CERB supports the following business sectors: manufacturing, production, food processing, assembly, warehousing, industrial distribution, advanced technology and research and development, recycling facilities or businesses that substantially support the trading of goods and services outside of Washington State borders.

In rural counties, CERB can support tourism development projects that meet the program's primary goal of supporting business growth and job creation.

- 3.3.1: Historic Preservation Grants—available on an annual basis from the Office of Archaeology and Historic Preservation (OAHP) to local historic preservation programs. Historic preservation grants may be used for:
 24. historic preservation planning;
 25. cultural resource survey and inventory;
 26. nomination of properties to the National Register of Historic Places; and
 27. public education and awareness efforts.

To be eligible for grants, communities must be a Certified Local Government (CLG) as approved by OAHP. In addition, when funds are available, OAHP awards grants for the acquisition or rehabilitation of National Register listed for eligible properties. Grant awards are predicated on the availability of funds and require a match.

- 3.3.2: Historic Preservation Tax Certification Program—a federal investment tax credit available for buildings in Washington that are listed on the National Register of Historic Places. National Register properties must be income producing, which includes commercial, retail, office, residential, rental or industrial uses, to be eligible.
- 3.3.3: Certified Local Government—can be awarded to a local government that establishes a historic preservation program meeting federal and state standards. CLG status requires a local government to encourage, develop, and maintain its local preservation efforts with development plans. CLGs may also apply for special grants from the State Historic Preservation Office (SHPO), obtain technical assistance and training from the SHPO, participate in the National Register nomination process, and assist with statewide preservation programs and planning. CLGs may also qualify for a Special Tax Valuation available for both commercial and residential properties that have rehabilitation costs equaling 25% or more of the buildings assessed value. The rehabilitation costs may be subtracted from the assessed value of the property for a period of 10 years.
- 3.3.4: Public Works Trust Fund—low interest loans for financing capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the City must have a capital facilities plan in place and must be levying the original 0.25% real estate excise tax (REET). The Washington State Department of Community Development distributes Public Works Trust Funds. Public works trust fund loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at a 5% interest rate, and capital improvement planning loans are no interest loans with a 25% match. Public works trust fund revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities. PWTF funds may be used for domestic water, storm sewer, solid waste recycling, and sanitary sewer, road, and bridge projects.
- 3.3.5: Washington State Interagency Committee for Outdoor Recreation—federal monies available for the construction of outdoor park and trail facilities from the National Park Service's Land and Water Conservation Fund (LWCF). The Washington State Interagency Committee for Outdoor Recreation (IAC) administers NPS grants.

NPS grants usually do not exceed \$150,000 per project and must be matched on an equal basis by the local jurisdiction. The IAC assigns each project application a priority on a competitive statewide basis according to each jurisdiction's need, population benefit, natural resource enhancements, and a number of other factors.
- 3.3.6: Aquatic Lands Enhancement Act—the 1985 Aquatic Lands Enhancement Act (ALEA) initiated on a trial basis, and since renewed and expanded, uses revenues obtained by the Washington Department of Natural Resources from the lease of state owned tidal lands. The ALEA program is administered by the IAC for the development of shoreline related trail improvements and may be applied for the full cost of the proposal.
- 3.3.7: Motor Vehicle Excise Tax—Paths and Trails Reserve Washington State (RCW 82.44) collects an annual excise tax that is paid by motor vehicle owners and administered by the Washington State Department of Licensing. Cities receive 17% of the base allocation. Cities are required to spend these funds for police and fire protection and the preservation of public health. The revenues may also be spent on capital facilities including roadway improvements.

RCW 47.30.050 requires that local governments collect and dedicate not less than 0.005 of the total amount of MVET funds received during the fiscal year for the purpose of developing paths and trails (the Paths and Trails Reserve). The Paths and Trails Reserve was established under State of Washington RCW 47.30 to provide for the establishment and maintenance of paths and trails within the right-of-way of public roads.
- 3.3.8: TEA-21–SAFETEA-W— Safe, Accountable, Flexible, Efficient Transportation Equity Act. The grants, which may total up to 86.5% of a project's cost, are decided on a competitive basis on a regional level for the purpose of expanding the inter-modal use of and transportation enhancement of roadways for other than vehicular activities, including bicycle, pedestrian, and transit. Transportation enhancement activities may include improvements to any of the following surface transportation facilities:

28. Facilities for pedestrians and bicycles,
 29. Safety and educational activities for pedestrians and bicycles,
 30. Acquisition of scenic easements and scenic or historic sites,
 31. Scenic or historic highway programs including the provision of tourist and welcome center facilities,
 32. Landscaping and other scenic beautification,
 33. Historic preservation,
 34. Rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals,
 35. Preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails,
 36. Control and removal of outdoor advertising,
 37. Archaeological planning and research,
 38. Environmental mitigation to address water pollution due to highway runoff,
 39. Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
 40. Establishment of transportation museums.
- 3.3.9: Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. An average of \$700k is available annually for the Island County sub-regional transportation planning organization (RTPO)
 - 3.3.10: Transportation Improvement Board invests state gas tax funds in local community through grant programs serving cities, urban counties, and transportation benefit districts in Washington State. The TIB identifies and funds the highest-ranking transportation projects based on criteria established by the Board. TIB programs include:
 41. Urban Arterial Program—best suited for roadway projects that improve safety and mobility
 42. Urban Corridor Program— best suited for roadway projects with multiple funding partners that expand capacity.
 43. Sidewalk Program—suited for sidewalk projects that improve safety and connectivity.
 44. Road Transfer Program—provides state funding to offset extraordinary costs associated with the transfer of state highways to cities.
 45. Pedestrian Safety & Mobility Program (SCPSMP—funds pedestrian improvements for safety, pedestrian generators, convenience, public acceptance, and project cost.
 46. New Streets for Small Cities—
 - 3.3.11 Centennial Clean Water Fund—grants and loans administered by the Department of Ecology under the Centennial Clean Water Program (Referendum 39), a water quality program that provides grants for up to 75% of the cost of water quality/fish enhancement studies. CCWF monies can be applied to public and park developments that propose to restore, construct or otherwise enhance fish producing streams, ponds or other water bodies. CCWF funds are limited to the planning, design and construction of water pollution control facilities, storm water management, ground water protection, and related projects.

- 3.3.12: Water Pollution Control State Revolving Fund—low interest loans and loan guarantees for water pollution control projects. The Washington State Department of Ecology distributes WPCSRF loans. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.
- 3.3.13: Building for the Arts—provides state grants through CTED to performing arts, art museums, and cultural organizations to defray up to 20% of the cost of new facilities or major renovation projects to match monies raised locally from non-state sources. The program intent is to fund temporary construction jobs as well as permanent arts-related jobs and employment opportunities in businesses that support new arts facilities.
- 3.3.14: Local Capital Projects—provides state appropriates for capital construction projects that benefit local governments and nonprofit organizations. Each appropriate, sponsored by the Governor or the Legislature, is tailored to the needs of the recipient organization.
- 3.3.15: Job Creation & Infrastructure—provides targeted capital facilities funding for local governments and community nonprofits to stabilize and stimulate the state’s long-term economic through infrastructure development. Previous JCIP projects have funded a wide range of capital facilities including small business incubators, ball fields, wastewater treatment plants, parks, and museums.
- 3.3.16: Department of Health Water Systems Support—grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. The Washington State Department of Health (DOH) distributes DOHWSS grants through intergovernmental review and with a 60% local match requirement.

3.4. Direct Federal grants and loans

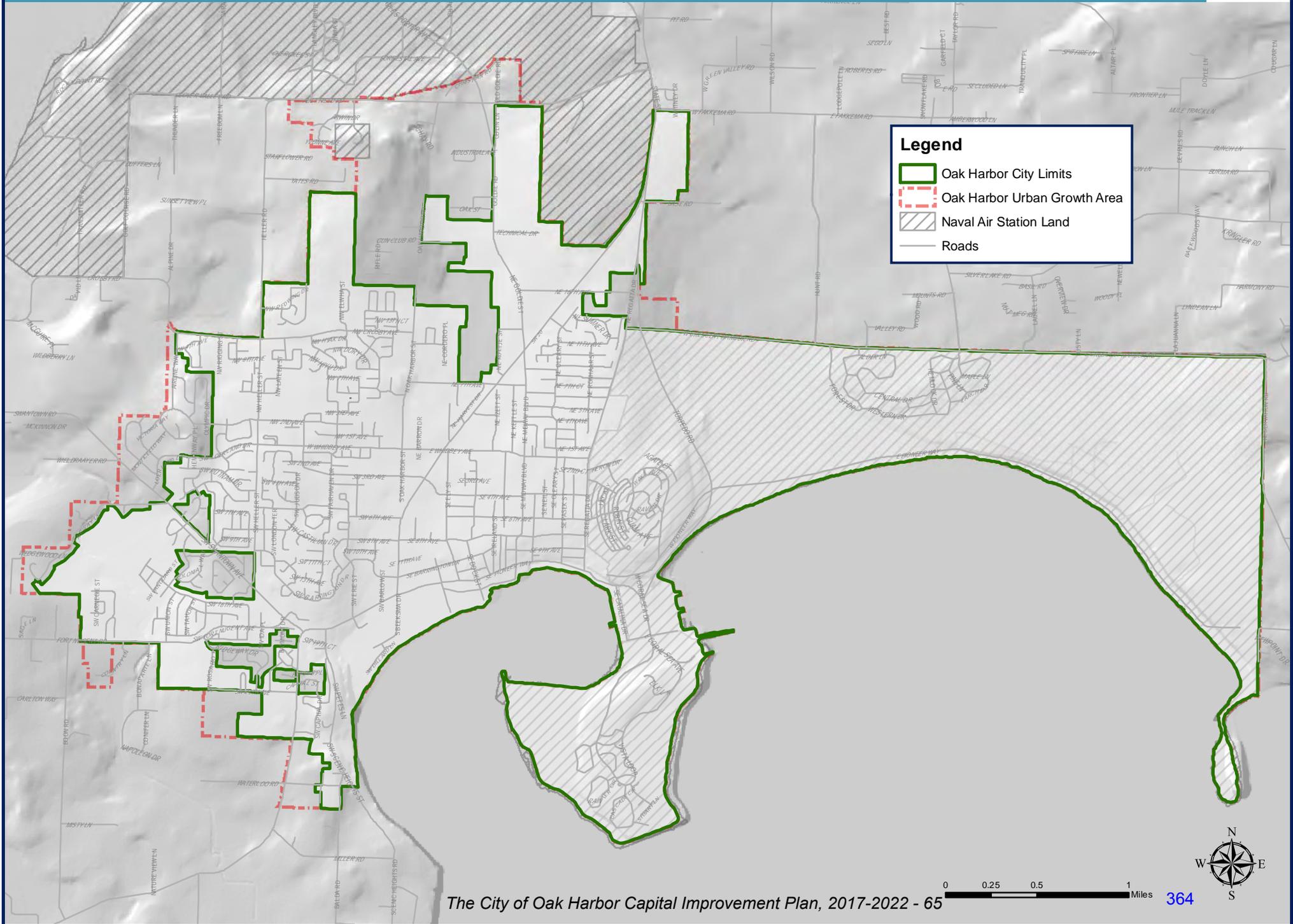
- 3.4.0: Federal Aid Urban System are revenues available for the construction and reconstruction improvements to arterial and collector roads that are planned for by an MPO and the Federal Highway Administration. FAUS funds may also be used for non-highway related public mass transit projects. The Washington State Department of Transportation distributes FAUS funds with a 16.87% local match requirement.
- 3.4.1: Federal Aid Safety Programs are revenues available for improvements at specific locations that constitute a danger to vehicles or pedestrians as shown by frequency of accidents. The Washington State Department of Transportation distributes FASP funds from a statewide priority formula with a 10% local match requirement.
- 3.4.2: CDBG: Community Development Block Grants (CDBG)—the U.S. Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program dispense discretionary funds to local governments for the development of local public facilities or services assisting low income or disadvantaged neighborhoods.
- CDBG grants are available through CTED for non-entitlement cities and towns of less than 50,000 population and counties with less than 200,000 population. Projects must principally benefit low- and moderate-income persons (less than 80% of county median income) under 8 different programs dealing with:
 47. General Purpose Grants,
 48. Planning-Only Grants,
 49. Housing Enhancement Grants,
 50. Float-Funded Activity Grants,
 51. Community Investment Fund,
 52. Public Service Grant,
 53. Imminent Threat Grant

54. Section 108 Loan Guarantees

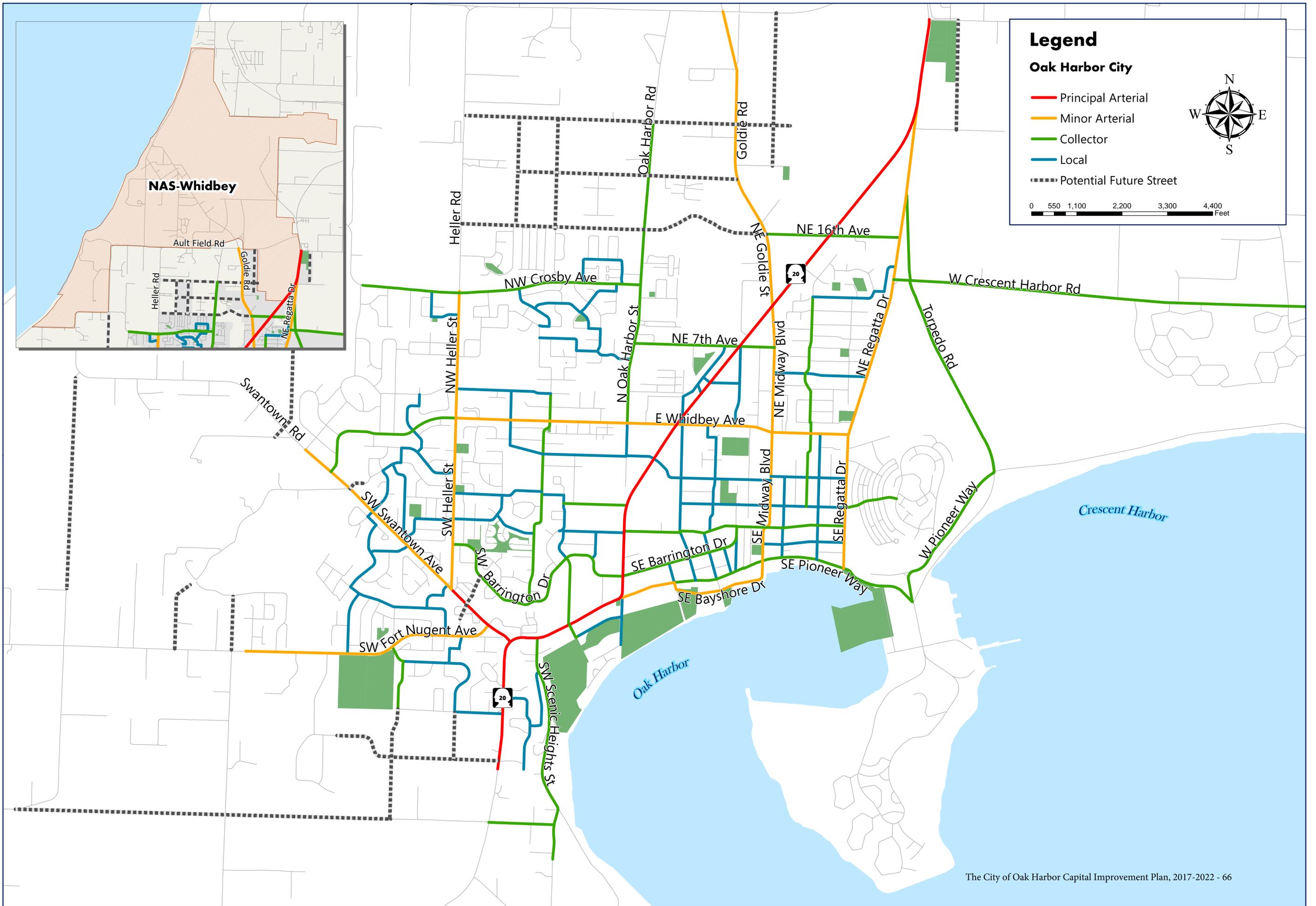
CDBG funds are primarily intended for facility construction and may not be used to finance operation and maintenance costs. The program is authorized and funded by annual federal appropriations that have fluctuated widely in recent years due to other federal budgetary needs and philosophies. Eligible activities include:

- 55. New housing construction and rehabilitation projects,
- 56. Economic development revolving loan funds, infrastructure, and incubators,
- 57. Community facilities including community centers, health care facilities, and ECEAP/Headstart facilities,
- 58. Public facilities including water, wastewater, storm sewer, and streets,
- 59. Comprehensive projects requiring a combination of activities such as housing rehabilitation and infrastructure improvements,
- 60. Public services providing counseling, job training, or other benefits,
- 61. Barrier removal for handicap accessibility.

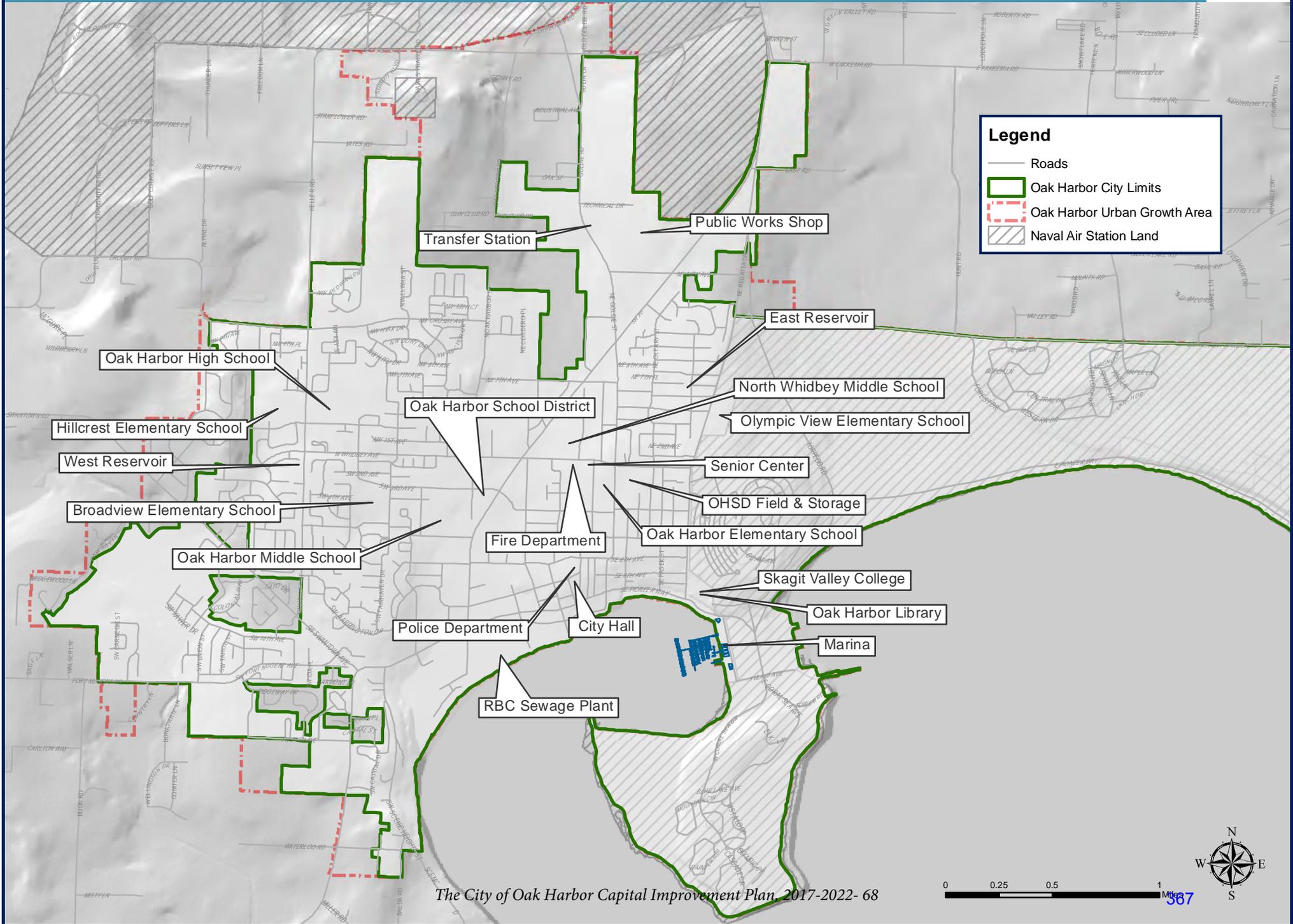
Map 1. City of Oak Harbor Boundaries



Roadway Classification

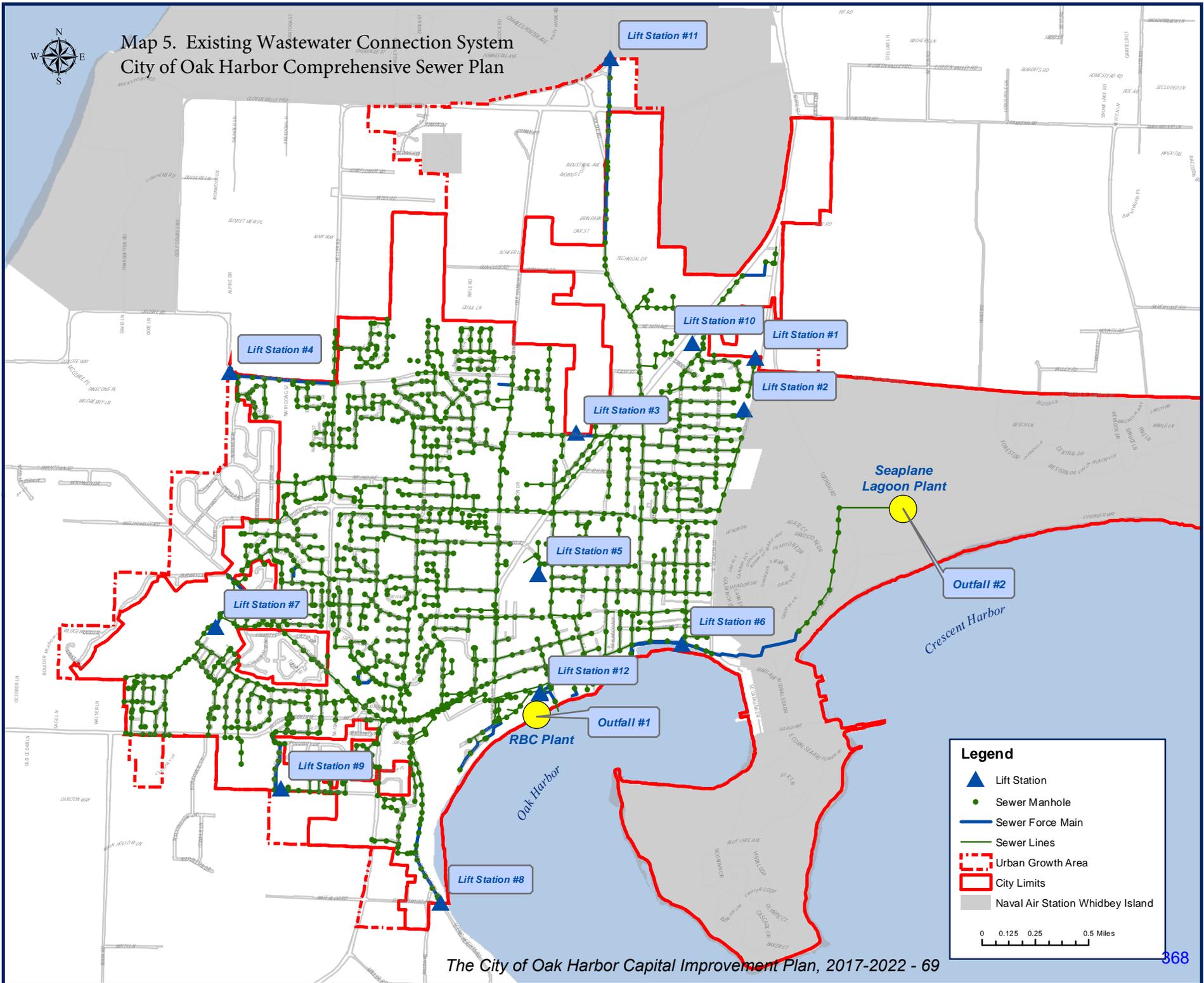


Map 4. City of Oak Harbor Public Facilities Inventory



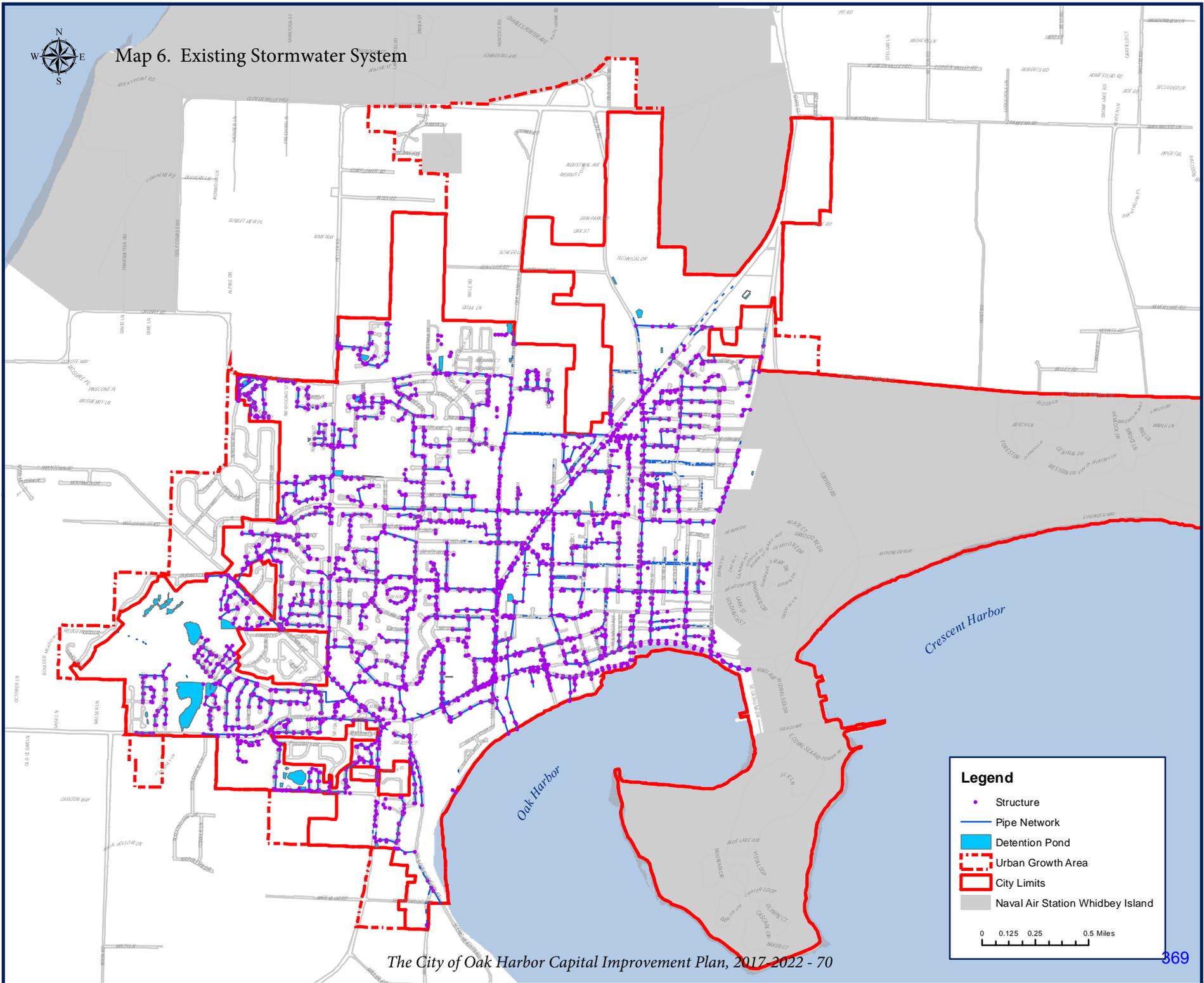


Map 5. Existing Wastewater Connection System
City of Oak Harbor Comprehensive Sewer Plan





Map 6. Existing Stormwater System



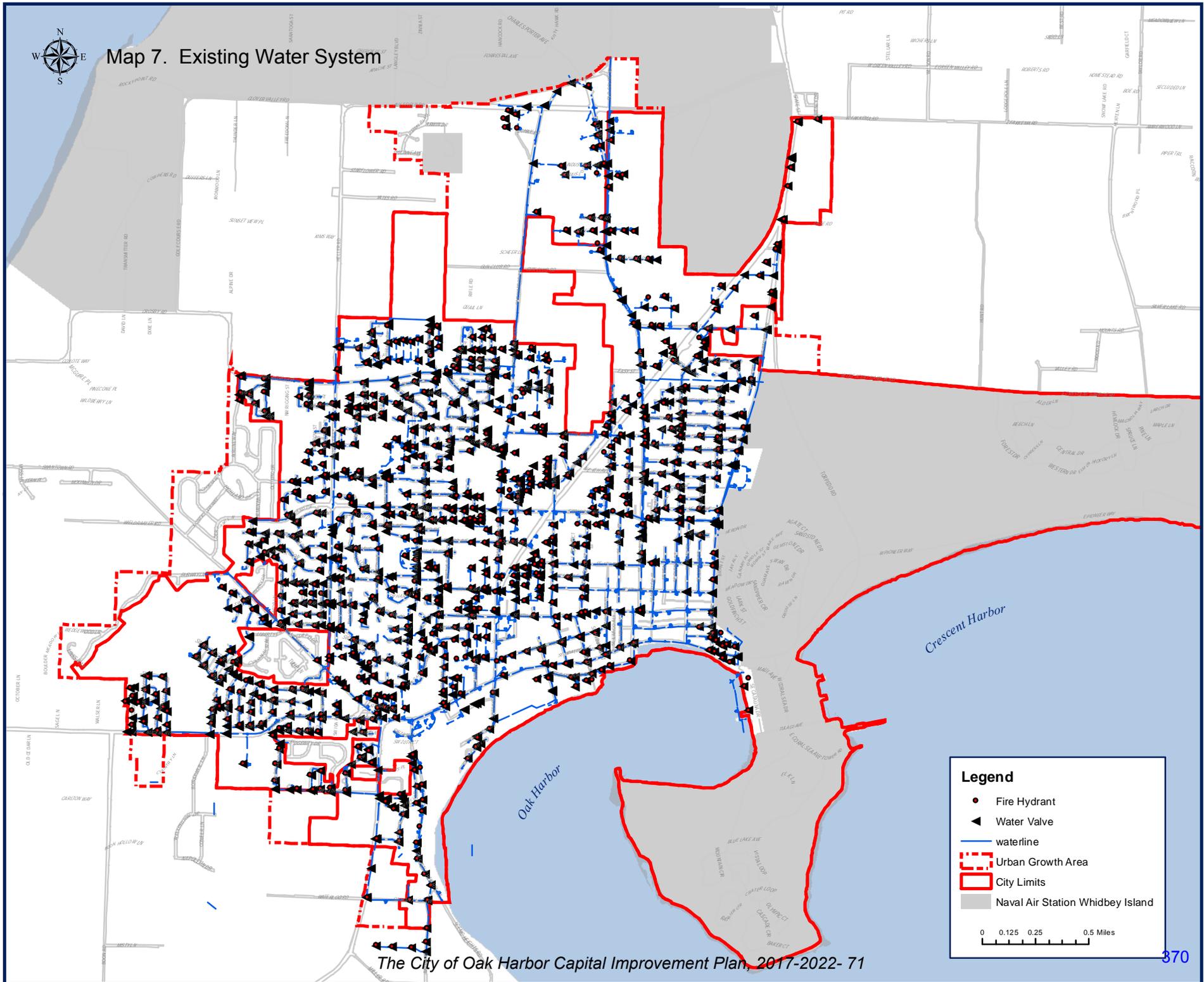
Legend

- Structure
- Pipe Network
- Detention Pond
- Urban Growth Area
- City Limits
- Naval Air Station Whidbey Island

0 0.125 0.25 0.5 Miles



Map 7. Existing Water System



Legend

- Fire Hydrant
- ▲ Water Valve
- waterline
- - - Urban Growth Area
- ▭ City Limits
- Naval Air Station Whidbey Island

0 0.125 0.25 0.5 Miles



**City of Oak Harbor
Planning Commission Memo**

Date: May 24, 2016
Subject: 2016 Comprehensive Plan
Major Update

FROM: Cac Kamak, AICP
Senior Planner

2016 Comprehensive Plan Update

The Planning Commission opened a public hearing on the 2016 Update to the Comprehensive Plan on May 10, 2016. Staff made a presentation outlining the process for the update that began back in 2013 and the various elements that were updated. The memo provided on May 10, 2016 has been attached to this memo for your reference. The draft Plan has also been attached. The attached draft has been further refined since the Planning Commission meeting on May 10th. Changes are minor and are primarily corrections of grammatical errors, labeling of tables and figures, formatting corrections and refined maps.

Planning Commission

The Commission is requested to review the material provided (attached) and discuss comments and thoughts at the meeting. The Planning Commission is requested to close the public hearing after taking any public testimony and formulate a recommendation to the City Council.

Recommended Motion

I move that the Planning Commission forward the 2016 Comprehensive Plan Major Update to the City Council with a recommendation for adoption.

Attachments

1. Planning Commission report on the Update from May 10, 2016
2. Draft 2016 Comprehensive Plan

Bill No. _____
Date: May 10, 2016
Subject: 2016 Comprehensive Plan
Update

FROM: Cac Kamak,
Senior Planner

RECOMMENDED ACTION

The Planning Commission is requested to open a public hearing on the 2016 Comprehensive Plan Update, take testimony, and continue the hearing to the May 24, 2016 meeting. The Planning Commission will be expected to close the hearing on May 24th and make a recommendation to the City Council.

BACKGROUND / SUMMARY INFORMATION

Oak Harbor adopted its first Growth Management Act (GMA) required comprehensive plan in 1995. Since the original adoption, the Plan has mostly seen minor amendments, mostly within the annual amendment process. The exception was the major update completed in 2005. The GMA requires that cities and counties review, and if needed, revise the Comprehensive Plan to ensure that the plan and regulations comply with the latest requirements (RCW 36.70A.130(4)), and lays out a schedule for each county and the cities within each counties to do so. The schedule for Island County and the cities within is June 30, 2016.

Oak Harbor began the update process for its Comprehensive Plan back in 2013. The process began by reviewing the current plan against a checklist prepared by the Washington State Department of Commerce. The checklist identified areas within the Plan that need to be updated. This information was presented to the Planning Commission in a report (Attachment A).

Subsequently a Public Participation Plan (Attachment B) was adopted in 2014. The Public Participation Plan identified the Planning Commission as the lead body to review the updates since the commission meetings are at a predictable time, they entertain public input, and are recorded for re-broadcasting twice a week for four weeks.

One of the initial steps that the Planning Commission and the City Council took in the update process was to review the Vision statement in the Comprehensive Plan. It was decided that the Vision should be slightly modified to reflect current sentiment, but most of the original ideas should remain. Therefore the Vision was slightly modified to provide more clarity and structured to address four major themes –

City of Oak Harbor Planning Commission

Culture, Education, Economy and Recreation. The Vision was also disseminated to the public via a survey that provided an opportunity for input.

Prior to tackling individual elements in the comprehensive plan, the Planning Commission and the City Council reviewed the demographics of Oak Harbor to get a better understanding of its residents, housing, and its economy. The City also cooperatively worked with Island County in determining the 20 year population projection, which is the basis for determining whether adequate land and services are available for the next 20 years. The population projection, which establishes consistency between the City and County, was adopted by the City in Resolution 13-17(Attachment C) in 2013.

There are 12 elements in Oak Harbor's Comprehensive Plan. Not all elements of the Plan are required by the Growth Management Act. The City has chosen to include elements, such as Urban Design, Community Coordination etc., since these elements are important to fulfilling its vision. Due to the extensive nature of the update and limited resources, the Planning Commission and the City Council chose to update only elements that necessitated changes to be GMA compliant. The City can choose to update elements of the Plan that were not updated in this cycle at any time as part of the annual amendment process. A short description of the elements that were updated with the 2016 Update is provided below.

Land Use Element

The Land Use Element is the workhorse of the comprehensive plan and sets the foundation for most other elements. The 2016 Update introduces a shift from the one-to-one land use to zoning ratio to a more generalized land use ratio where one land use category is implemented by multiple zoning districts. The generalized land use approach allows a more efficient and flexible approach to land use changes. The 2016 Update also introduces the concept of true neighborhoods. The neighborhood concept has a potential to grow as a tool in the future when diverse policies are needed to tackle various issues within the city. The goals and policies within the land use element have been re-organized to form five distinct and simple goals. Most of the content from the existing 20 goals have been transferred to policies within these five goals. Policies that are invalid or irrelevant have been removed. Policy statements have also been re-written to an active tense where applicable.

Housing Element

New demographic information from the US Census and Washington State were incorporated into the update along with housing density, availability and affordability information. There were no major shifts in housing policies, however, the policies were update to reflect an active tense.

Utilities Element

This element received minor updates with the 2016 Updates. No major shifts in policy were considered with this update.

Transportation Element

The City is updating its Transportation Plan, concurrently with the 2016 Update process, and will therefore contribute towards new language in this element. The new language will have five distinct and simple goals with clear policies. The element will also identify the major projects to be undertaken in the next six years.

Urban Growth Areas

Although this is not a GMA required element, the City has chosen to include this in the Comprehensive Plan to facilitate coordination with Island County. The City and the County worked cooperatively to update the Countywide Planning Policies (CWPP), which were adopted in 2015. This element was updated to reflect the adopted CWPP.

Environmental Element

The update to this element can be considered minor since there were now significant shifts in policy. Language within this element was refined to reflect clarity and intent. The information within the element has been slightly reorganized to remove extensive language discussing policies and clearly state policy directions.

Government Services Element

This element has not been updated since the original adoption. Therefore a lot of information within this element was outdated. The 2016 Update has no significant changes in policy, but statistics and other data related information was updated.

Community Coordination Element

This element is not a required element and is included in the Comprehensive Plan by community choice. Some minor updates will be done to this element to remove irrelevant and out dated information.

Development Regulations

The change in the Land Use Element to a generalized land use planning methodology triggers changes to the development regulations in OHMC 19.12.010 that designates the implementing zoning district for each land use. A new revised version (Attachment D) will need to be adopted with the Update.

A DRAFT of the updated plan is included in your packet (Attachment E). The DRAFT is still a work in progress and refinements are continuing to be incorporated into the document as it goes through the hearing process for final adoption.

FISCAL IMPACT

The adoption of the 2016 Update to the Comprehensive Plan does not in itself create a fiscal impact. However, implementation of the Plan over time will require fiscal expenditure. For example, the Transportation Element identifies projects to be done in the next six years. The adoption of the 2016 Update does not authorize the expenditure of funds to do these projects. These project will be reviewed individually prior to implementation.

PROCESS

The 2016 Update, as mentioned earlier, began back in 2013. The Planning Commission's public meetings where used as the main forum to discuss the many issues related to the comprehensive plan. Joint workshops of the Planning Commission and the City Council were also used to discuss the more complex shifts in policy such as the land use planning methodology. Since the Planning Commission meetings are public meetings, opportunities for early and continuous public input was provided throughout the update process. The update process also included a community wide survey on the vision statement.

The SEPA checklist for the update was submitted on March 29, 2016. A SEPA determination of non-significance was issued on April 15, 2016. The appeal period for the Determination ended on May 6, 2015.

The Planning Commission is scheduled to hold a hearing on the 2016 Update on May 10, 2016 and continue it to the May 24, 2016 meeting. The Planning Commission is expected to close the public hearing on May 24th and make a recommendation to the City Council.

The City Council will open a public hearing on the 2016 Update at their June 7th meeting and continue it to the May 15th special meeting. The City Council is expected to close the hearing on May 15th and take action.

ATTACHMENTS

Attachment A – October 9, 2013 Planning Commission memo on checklist review
Attachment B – Public Participation Plan
Attachment C – Resolution approving 20 year projected Island County population
Attachment D – OHMC 19.12.010 Establishment and designation of use district
Attachment E – DRAFT Comprehensive Plan – 2016 Update

CITY OF OAK HARBOR

TO: PLANNING COMMISSION
FROM: CAC KAMAK, SENIOR PLANNER
SUBJECT: 2016 COMPREHENSIVE PLAN UPDATE – COUNTY/CITY
DATE: 10/9/2013
CC: STEVE POWERS, DEVELOPMENT SERVICES DIRECTOR

2016 Comprehensive Plan Update – Checklist

The Department of Commerce has provided a checklist that cities can use to determine if their current comprehensive plan meets the requirements of the Growth Management Act (GMA) and other legislation that have been adopted in recent years. City staff has reviewed Oak Harbor’s Comprehensive Plan against this checklist. The checklist is attached to this memo and includes comments related to the requirements.

The checklist provided by the State is formatted with four columns. Column one lists the requirements that the plan must meet. Column two indicates whether the current plan meets that requirement. Column three indicates whether an update is required or whether further research is required to determine that. Check marks have been placed to indicate whether requirements are met or need to be addressed. The last column has notes by staff indicating locations of existing goals and policies that help meet the requirement and other comments if an update is necessary to meet the requirement.

A summary of the potential updates that need to be done for each of the elements is provided below.

Land Use Element

- Update the Future Land Use map to reflect the approved UGA boundaries. These will reflect the County’s decision on the 2005 UGA expansions. The City’s work with the County may lead to other potential amendments if deemed necessary for the 2016 update.
- Demographics and population statistics need to be updated. The population projection must be consistent throughout the Plan, so other elements such as Housing may need to be updated to reflect the most recent projections.

- Population densities and building intensities – acreage of each land use designation, the acreage in each implementing zone, the approximate densities that are assumed, and how it meets the twenty year population projection
- Research on the latest Best Available Science (BAS) needs to be done to determine if the current regulations on critical areas need to be updated.

Housing Element

- Update the statistics on housing that includes an inventory and analysis of existing and projected housing needs for the 20 year population projection.
- Identify sufficient land for housing – government assisted housing, housing for low income families, manufactured housing, group homes, and foster care facilities. – Inclusion in the zoning districts
- Adequate provisions for existing and projected housing needs for all economic segments –
- Policy regarding regulations of manufactured homes may need to be revised

Capital Facilities Plan Element

- Projects need to be identified for impact fees allocation. This can be done by identifying projects that are growth and non-growth related.

Transportation Element

- The Transportation Plan was adopted in 2007 and was intended to be a six year plan to identify improvements. However, it was also a long term plan with forecasts to 2035. The Plan needs to be updated. The Transportation Plan, in goals and policies, meets most requirements needed for the update, however, LOS analysis, financing plan, etc need to be updated.
- Since land use and transportation are closely linked, an update to the transportation plan could consider various land use scenarios and assessments in the long term planning for improvements and level of service.

Consistency

- Consistency is a primary goal for the County Wide Planning Policies (CWPP). The city is working with the county to maintain consistency in policies that impact both jurisdictions.

It can be generally noted from the extensive list of requirements that are in the attached checklist provided by the State that the current plan addresses most of the requirements and may not need to be amended. However, the amendments that do need to be done are fairly significant.

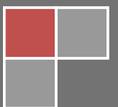
The attached checklist covers only the updates that are required for the Comprehensive Plan. Staff is currently reviewing the Development Regulations that need to be updated. Information on that will be provided at the next meeting.



Public Participation Plan

2016 Comprehensive Plan Update

Section RCW 36.70A.140 of Washington Statutes requires local governments to establish and broadly communicate to the public a Public Participation Plan which identifies procedures providing for “early and continuous public participation” in the amendment of the Comprehensive Plan and development regulations implementing such plan.



Introduction

Oak Harbor's comprehensive plan and development regulations need to be reviewed periodically and updated to reflect current laws, correct errors, input new data, and/or clarify intent.

Washington State's Growth Management Act (GMA) requires Oak Harbor to do this review and update its comprehensive plan and development regulations by June 2016.

As part of this update process, Section RCW 36.70A.140 of Washington Statutes requires local governments to establish and broadly communicate to the public a Public Participation Plan which identifies procedures providing for "early and continuous public participation" in the amendment of the Comprehensive Plan and development regulations implementing such plan.

The city recognizes the importance and necessity of the public involvement process. The city has several boards and commissions that serve in various capacities to foster public input, discuss complex issues, further goals and policies of adopted plans and make recommendations to the governing body. The Planning Commission of Oak Harbor serves as the hearing board for amendments and updates to the city's comprehensive plan and development regulations. The Planning Commission makes recommendations to the City Council who ultimately decides on the adoption of amendments and updates. All meetings of the Planning Commission and the City Council are open to the public and have dedicated time for public input on their agenda.

Goals and Objectives

The goal of the Public Participation Plan is to provide the public with complete information, timely public notice, full public access to key decisions, and support early and continuous involvement in the process. It is also the goal of the PPP to provide the public with sufficient information so that there is an understanding of the process, and opportunities to review and comment on update decisions before they are made. Public is defined broadly to include individual citizens, interest groups, trade groups, government agencies, utilities and service providers and businesses.

The city's current comprehensive plan and development regulations integrates public involvement into its decision making process. OHMC 18.15 outlines the requirements on public involvement during annual amendments to the comprehensive plan and OHMC 18.20 provides the regulations for public noticing for permit process and other development regulated activities. Though the city will abide by all the existing requirements, this Public Participation Plan describes the steps that the City of Oak Harbor will take to involve the community in decisions regarding the 2016 Comprehensive Plan Periodic Update.

Stakeholders and Public Groups

The GMA does not exempt any portion of a comprehensive plan or development regulation from being subject to review and evaluation. However, there are some key elements that need to be

reviewed and updated based on changes to laws. The Department of Commerce has provided a checklist to help cities determine the portions of a comprehensive plan that needs to be updated. A review of the plan against this checklist provides a scope of the amendments necessary to comply with GMA.

The scope of the update will determine the involvement of key stakeholders and interest groups. It is beneficial to identify these groups and involves them early in the process.

Some of the groups and individuals that could have a potential interest in public input and involvement opportunities are identified below. This list serves as an initial identifier of interested groups and is not intended to exclude any groups from the process.

- Government agencies – state, county, school districts etc.
- NAS Whidbey
- Chamber of Commerce and other business groups
- Media – newspaper
- Organizations and individuals who have been notified of public hearings for major projects, or organizations and individuals who have submitted written comments on other major projects.
- Whidbey Environmental Action Network
- SICBA

Information Access

All reports and documents generated for the 2016 Update to the Comprehensive Plan is available to the public for review. This information can be viewed at Oak Harbor's city hall or online at the city's website www.oakharbor.org under the Development Services Department/Planning Division and under the Plans under progress.

Outreach Techniques

As mentioned earlier, the Planning Commission shall serve as the primary body to discuss, review and recommend changes to policies and regulations regarding the 2016 update. The Planning Commission meetings will be advertised on the city's website and in the local newspaper. The agenda for the Planning Commission meeting are noticed in the newspaper two week prior to the meeting date. Reports to the Planning Commission are posted on the city's website five days before the meeting date.

The City maintains an active involvement in the local government access cable channel. All Planning Commission meeting are recorded and then played back on channel 10 at a minimum of 5 times a week till the next meeting. The rebroadcasting provides the public access to the process and information of key decisions during the review process.

The City's website www.oakharbor.org has links on the home page to the Planning Commission's agendas and reports. It lists the date of the next upcoming Planning Commission meeting on the calendar. The website also has an "Oak Harbor News" section on the homepage that will also be used to notice of any special meetings associated with the 2016 update.

The city's website also contains information on the 2016 update in the Development Services section under "Departments" tab on the homepage. It is under the "Plans under progress" section of the Planning Division. This section of the website will have access to reports, studies, and issue papers that are related to the update.

The Development Services Department maintains a list of interested groups and individuals that have expressed interest in Comprehensive Plan related issues since 2005. Notices of meeting related to the 2016 update will be mailed to them.

During the update process, various other methods of outreach may be used based on the kind of input that is most efficient and helpful to the issue under consideration. This can range from open houses, surveys, ad hoc committees, workshops, public displays etc.

Input Mechanisms

The City accepts input and comments from the public through a variety of means. Members of the public can visit with planners in the Development Services Department to make comments and provide input. Members of the public can also make comments by calling the Development Services Department at 360-279-4510. Written comments are the most effective way to get on record with the comprehensive plan update. Comments can be faxed to the city at 360-279-4519 or mailed to

Development Services Department
Attn: 2016 Update
865 SE Barrington Ave
Oak Harbor, WA 98277

Public comments can also be emailed to a dedicated 2016 update email account – 2016update@oakharbor.org.

The public may also make verbal comments or submit written comments at Planning Commission meetings and City Council meetings. There is a dedicated time on the agenda for public input on general issues at these meetings. The Planning Commission and City Council always entertain public comments when a particular comprehensive plan item is on the agenda for discussion.

Interested members of the public or a representative of a group, with expressed comments on a particular topic may request to serve on committees if one it activated.

Contact information

The City of Oak Harbor believes firmly in the essential role of the public in the 2016 Comprehensive Plan update process, welcoming any and all comments from citizens or groups concerning comprehensive plan policies or development regulations. Members of the public can provide comments to any of the planners in the Development Services Department. The primary contact for the update is provided below.

Senior Planner, Cac Kamak, AICP.
Development Services Division
Attn: 2016 Update
865 SE Barrington Ave
Oak Harbor, WA 98277

Email: 2016update@oakharbor.org
Website: www.oakharbor.org

RESOLUTION NO. 13- 17

A RESOLUTION ACCEPTING THE 20 YEAR POPULATION PROJECTION FOR ISLAND COUNTY AS A BASIS FOR THE 2016 COMPREHENSIVE PLAN UPDATE AND THE COUNTY WIDE PLANNING POLICIES

WHEREAS, in accordance with RCW 36.70A.110, counties planning under RCW 36.70A.040 are required to plan for growth projected to occur for the succeeding twenty year period; and

WHEREAS, RCW 36.70A.210 requires each county planning under the Growth Management Act (GMA) to adopt county-wide planning policies (CWPP) in cooperation with cities located within the county; and

WHEREAS, the CWPP is used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to GMA; and

WHEREAS, the framework for the CWPP is to ensure that city and county comprehensive plans are consistent; and

WHEREAS, selecting a twenty year population projection is the basis for planning for growth in the county and the cities within it; and

WHEREAS, accepting the twenty year (2016-2036) population projection for the County provides consistency between City and County Comprehensive Plans; and

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Oak Harbor accepts the population of 87,917 for Island County as the projected population for the 2016-2036 planning period:

PASSED by the City Council and approved by its Mayor this 7th day of August, 2013.

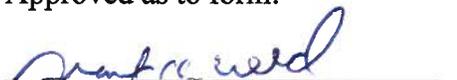
CITY OF OAK HARBOR


SCOTT DUDLEY, MAYOR

Attest:


City Clerk

Approved as to form:


Grant Weed, Interim City Attorney

Chapter 19.12**ESTABLISHMENT OF DISTRICTS**

Sections:

19.12.010 Establishment and designation of use districts.

19.12.010 Establishment and designation of use districts.

In order to classify, regulate, restrict and segregate the uses of land and building, to regulate and restrict the height and size of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, classes of use districts are established. The following table identifies the zoning districts which implement the land use designations from the comprehensive plan:

Comprehensive Plan Land Use Designation		Zoning District	
PRE	Planned Residential Estate	PRE	Planned Residential Estate
LD	Low Density Residential	R-1	Single Family Residential
		R-2	Limited Multifamily Residential
		R-3	Multifamily Residential
HR/LC	High Intensity Residential/Low Intensity Commercial	R-4	Multifamily Residential
		RO	Residential Office
		C-1	Neighborhood Commercial
HIC	High Intensity Commercial	C-3	Community Commercial
		C-4	Highway Service Commercial
		C-5	Highway Corridor Commercial
CBD	Central Business District	CBD	Central Business Districts
IBP	Industrial/Business Park	PBP	Planned Business Park
		PIP	Planned Industrial Park
		I	Industrial
PF	Public Facilities	PF	Public Facilities
ORA	Open Space, Recreation and Agriculture	OS	Open Space

ORDINANCE NO. 1768

AN ORDINANCE AMENDING OAK HARBOR MUNICIPAL CODE SECTION 18.10.010, COMPREHENSIVE PLANS, SECTION 18.10.011 ADOPTING A REVISED FUTURE LAND USE MAP AND AMENDING SECTION 18.10.015 ADOPTING AN UPDATED CAPITAL IMPROVEMENTS PLAN AND AMENDING SECTION 19.12.010

WHEREAS, the City of Oak Harbor first adopted a Comprehensive Plan consistent with the requirements of the Washington State Growth Management Act (Chapter 36.70A RCW) in 1995 by Ordinance 1027, and adopted amendments to the plan in 1997 by Ordinance 1100, in 1998 by Ordinance 1161, in 2000 by Ordinance 1215, in 2001 by Ordinance 1287, in 2003 by Ordinance 1340, in 2004 by Ordinance 1396, in 2005 by Ordinance 1439 and in 2007 by Ordinance 1488 and in 2008 by Ordinance 1542; and in 2009 by Ordinance 1564; and 2010 by Ordinance 1594; and 2012 by Ordinance 1647; and in 2014 by Ordinance 1703; and in 2015 by Ordinance 1753;

WHEREAS, all cities and counties in Washington State are required to “review, and revise if necessary” (aka, update) their comprehensive plans and development regulations adopted under the state’s Growth Management Act (RCW 36.70A.130); and

WHEREAS, an analysis of the comprehensive plan and development regulations currently in effect was prepared in 2013 identifying the proposed revisions, and was presented to the Planning Commission on September 24, 2013 and October 22, 2013; and

WHEREAS, on September 16, 2014, the City of Oak Harbor adopted resolution no. 14-17 establishing a public participation plan in accordance with RCW 36.70A.130(2) that identified procedures and schedules for reviewing and, if needed, revising the comprehensive plan and development regulations; and

WHEREAS, the public participation plan identified the Planning Commission as a primary body to review the update and its meeting to gather and disseminate information along with surveys, and television broadcasts; and

WHEREAS, the Planning Commission held public meetings on the 2016 update to the comprehensive plan, including the proposed revisions identified in the analysis, on May 28, 2013, June 25, 2013, September 24, 2013, October 22, 2013, January 28, 2014, February 25, 2014, November 19, 2014, March 24, 2015, April 28, 2015, May 26, 2015, June 23, 2015, June 17, 2015, July 28, 2015, August 25, 2015, September 22, 2015, October 27, 2015, November 24, 2015, December 8, 2015, January 26, 2016, February 19, 2016, February 23, 2016, March 22, 2016, April 13, 2016, and April 26, 2016; and

WHEREAS, the city adopted the Countywide Planning Policies (CWPP) on February 16, 2016, thus adopting the methodology and procedures for the Buildable Land Analysis; and

WHEREAS, the Buildable Land Analysis review and evaluation concluded that sufficient capacity exists to accommodate projected growth and that no inconsistencies exist between

adopted comprehensive plan policies and the actual growth pattern since the adoption of the comprehensive plan; and

WHEREAS, changes proposed from a one-to-one land use to zoning to a generalized land use to zoning in the Land Use Element, amends the Future Land Use Map on OHMC 18.10.011 and the establishment of zoning districts in OHMC 19.12.010; and

WHEREAS, a notice to state agencies of the City's intent to adopt the update to the comprehensive plan and development regulations was provided to the Department of Commerce at least sixty days before the amendments are adopted in accordance with RCW 36.70A.106; and

WHEREAS, a SEPA Determination of Nonsignificance was issued for the 2016 Update to the Comprehensive Plan on April 15, 2016 with an appeal period ending on May 6, 2016, which received no substantive comment; and

WHEREAS, the Planning Commission held a public hearing on the update May 10, 2016 and May 24, 2016, and a public hearing for the Capital Improvements Plan on May 24, 2016; and

WHEREAS, after due and proper notice, public hearings were conducted by the City Council on June 7, 2016 and June 15, 2016 on the update;

WHEREAS, based on its review of requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by the city, the recommendation of the proposed revisions forwarded by the Planning Commission, the public comments received, the City Council finds and declares that the review and needed revisions have been prepared in conformance with applicable law, including Chapter 36.70A RCW, and OHMC 18.15.090;

THE CITY COUNCIL OF THE CITY OF OAK HARBOR do ordain as follows:

Section One. Section 18.10.010 of the Oak Harbor Municipal Code last amended by Section 1 of Ordinance 1753 in 2015 is amended to read as follows:

The comprehensive plan, a copy of which is on file with the city clerk, and is available for inspection, is hereby adopted on June 15, 2016 as Oak Harbor's Comprehensive Plan, amending and revising the comprehensive plan as adopted under Ordinance No. 1768.

Section Two. Section 18.10.011 of the Oak Harbor Municipal Code last amended by Section 2 of Ordinance 1753 in 2015 is hereby amended to read as follows:

The Oak Harbor Comprehensive Plan Future Land Use Designation Map, a copy of which is on file with the city clerk, and is available for inspection, is hereby adopted on June 15, 2016 as Oak Harbor's Future Land Use Designation Map, amending and revising the Future Land Use Designation Map adopted under Ordinance No. 1753.

Section Three. Section 18.10.015 of the Oak Harbor Municipal Code last amended by Section 1 of Ordinance 1708 is hereby amended to read as follows:

The Capital Improvements Plan 2017-2022, a copy of which is on file with the city clerk, and is available for inspection, is hereby adopted on June 15, 2016 as Oak Harbor's Capital Improvements Plan, amending and revising the Capital Improvements Plan adopted under Ordinance No. 1768.

Section Four. Section 19.12.010 of the Oak Harbor Municipal Code last amended by Ordinance 1555 in 2009 is amended to read as follows:

In order to classify, regulate, restrict and segregate the uses of land and building, to regulate and restrict the height and size of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, classes of use districts are established. The following table identifies the zoning districts which implement the land use designations from the comprehensive plan:

Comprehensive Plan Land Use Designation		Zoning District	
PRE	Planned Residential Estate	PRE	Planned Residential Estate
LD	Low Density Residential	R-1	Single Family Residential
		R-2	Limited Multifamily Residential
		R-3	Multifamily Residential
HR/LC	High Intensity Residential/Low Intensity Commercial	R-4	Multifamily Residential
		RO	Residential Office
		C-1	Neighborhood Commercial
HIC	High Intensity Commercial	C-3	Community Commercial
		C-4	Highway Service Commercial
		C-5	Highway Corridor Commercial
CBD	Central Business District	CBD	Central Business Districts
IBP	Industrial/Business Park	PBP	Planned Business Park
		PIP	Planned Industrial Park
		I	Industrial
PF	Public Facilities	PF	Public Facilities
ORA	Open Space, Recreation and Agriculture	OS	Open Space

Section Five. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section Five. Effective Date. This Ordinance shall be in full force (5) five days following publication.

PASSED by the City Council this 15th day of June, 2016.

APPROVED by its Mayor this _____ day of _____, 2016.

THE CITY OF OAK HARBOR

Mayor Bob Severns

Attest:

City Clerk

Approved as to Form:

City Attorney

Published: _____

City of Oak Harbor
City Council Agenda Bill

Bill No. 7.a
Date: June 7, 2016
Subject: Resolution 16-15: Windjammer
Park Integration Plan

FROM: Steve Powers, Development Services Director

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Approve Resolution 16-15 adopting the Windjammer Park Integration Plan.

BACKGROUND / SUMMARY INFORMATION

Construction of the Clean Water Facility (CWF) in Windjammer Park presents a special opportunity; one that allows the community and the City to collaborate on how to integrate the CWF into this unique waterfront park and to shape its future for years to come. In October 2015, City Council authorized staff to work with a subset of the CWF design team (Greenworks, MWA Architects and Enviroissues) for the purposes of:

1. Developing an approach to integrating the CWF into Windjammer Park so it (the CWF) is an asset to the community's unique waterfront park; and
2. Engaging the community in a master planning process to envision what park elements should be included in the reconstructed park.

An important part of the public engagement process involved the formation of a community advisory group (CAG) that served as a sounding board for ideas as well as a conduit for community feedback. Beginning in January 2016, the CAG met five times over the course of five months. Two of those meetings were combined with public open houses. Additional feedback was obtained through regular briefings of the Parks Board, Arts Commission, Planning Commission and City Council. An on-line open house provided another forum for citizen input.

The final meeting of the CAG was held on May 5, 2016. That meeting began with discussing community feedback obtained at an open house and concluded with the CAG reaching a general consensus on a preferred concept for Windjammer Park.

The preferred concept and supporting information leading to that concept is reflected in the draft

Windjammer Park Integration Plan. Hard copies of the Plan were provided to the City Council in advance of this meeting. See Attachment 2 for an electronic copy of the Plan.

The following information, summarizing community feedback on this planning effort and the park elements in the recommended plan, is adapted from the Executive Summary of the Plan.

Community Feedback for Windjammer Park

The following feedback was thematic throughout the process, and is reflected in the recommendation for the Windjammer Park Integration Plan.

- There is consensus that the waterfront park is a resource and asset for the City of Oak Harbor and should be welcoming for locals and visitors.
- The following park elements should be considered ‘a given’ in any future Windjammer Park: canopies, existing wetlands, kayak campsite, kitchens, parking, restrooms, site furnishings and the iconic windmill.
- Family-friendly elements and activities should be prioritized, especially installation of a new splash park. In addition, renovation of the existing lagoon, an event plaza, stage/amphitheater and waterfront trail have high priority for a future park.
- Flexibility of spaces is important. There have been observations that there are a lot of different elements in the park plan, so spacing between elements should allow for these activities, but provide for logical connections between them.
- Removal of the existing RV park is preferred over renovating it to current standards, requiring either additional space for equal number of stalls, or smaller number of stalls to remain in the same footprint.
- Neighbors of Windjammer Park should be considered in its final design, particularly for automobile infrastructure that could be adjacent the Waterside Condos.
- Views of the water from the park are important both for daily casual users, and for formal events where seeing to the water are important, for example 4th of July and Race Week.
- Removal of the current, formal ball fields can allow for other activities within Windjammer Park. This removal should occur if and when there is another in-city venue sited for these fields.

Park elements in recommended plan

Incorporating public feedback, considering the site analysis and current uses, and integration of the new Clean Water Facility, the following park elements are shown in the recommended plan:

- *A New Grand Entrance* –Relocation of the existing historic windmill to the intersection of SW Beeksma Drive and SW Bayshore Drive. This focal point will be highly visible for locals and tourists alike, truly making Windjammer Park a destination in the community.

- *Improved Beach Access* – Beach access will be safe and accessible for everyone. The plan identifies four access points located along the harbor with adjacent overlooks to provide views of Oak Harbor.
- *Recreation Amenities* – The plan includes a renovated swimming lagoon, hiking trails along the waterfront, multi-purpose lawn, playgrounds, hardcourts, and bocce courts.
- *Splash Park* –The splash park will be coupled with a playground, offering complementary activities and maximizing year-round use.
- *Multi-use lawn* – This plan does not show organized ballfields; once the existing ballfields are relocated, additional lawn will be reconstructed in its place. These multi-use lawns could be lined for formal sports activities, or used for various events such as festivals, car shows, and Fourth of July events.
- *Structures* – New kitchens, wind shelters, restrooms and picnic and overlook canopies will be added to Windjammer Park.
- *Event Spaces* – Two event plazas and a large stage are included to potentially host a myriad of events including farmers markets, open air markets, art shows, weddings, and holiday events. The stage can accommodate large music, dance, and theatrical performances. Space was also created to accommodate a future community center if desired. These spaces would be new additions to Windjammer Park.
- *Gardens and Native Vegetative Spaces* – The plan shows gardens, natural areas, and wetlands. Trees and shrubs will be spread throughout the park, including along a new north-south promenade stretching from Pioneer Way to the water’s edge. Plantings throughout Windjammer Park and adjacent the Clean Water Facility will include grasses, native shrub plantings, and wetland enhancements that will provide flood retention during large storms.

LEGAL AUTHORITY

The City’s general authority to determine how its park space will be used is found within RCW 35A.11.020, Powers vested in legislative bodies of noncharter and charter code cities. This statute reads in part as follows:

“...The legislative body of each code city shall have all powers possible for a city or town to have under the Constitution of this state, and not specifically denied to code cities by law. By way of illustration and not in limitation, such powers may be exercised in regard to the acquisition, sale, ownership, improvement, maintenance, protection, restoration, regulation, use, leasing, disposition, vacation, abandonment or beautification of public ways, real property of all kinds, waterways, structures, or any other improvement or use of real or personal property.”

FISCAL IMPACT

Funds Required: N/A

Appropriation Source: N/A

Adoption of the Windjammer Park Integration Plan will not create any fiscal impacts by and of itself. Implementation of the various phases, and the projects within those phases, will require the expenditure of funds. It is anticipated that a variety of funding sources will be utilized for each project undertaken. Projects will require separate authorization by City Council prior to the expenditure of funds.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

Community Advisory Group meetings were held on the following dates:

- January 20, 2016
- February 4, 2016 (combined with a public open house)
- March 8, 2016
- March 29, 2016 (combined with a public open house)
- May 5, 2016

The Parks Board, Arts Commission and Planning Commission were briefed at their regularly occurring meetings throughout the duration of the project.

The City Council received updates on the project during the CWF update portion of their regular City Council meetings and they were also briefed at their March and April workshops.

ATTACHMENTS

1. [Ordinance No. 16-15](#)
2. [Windjammer Park Integration Plan](#)

RESOLUTION NO. 16-15

CITY OF OAK HARBOR

A RESOLUTION ADOPTING THE WINDJAMMER PARK INTEGRATION PLAN

WHEREAS, construction of the Clean Water Facility (CWF) in Windjammer Park presents an opportunity for the community to integrate the CWF into this unique waterfront park and shape its future for years to come; and,

WHEREAS, in October 2015 the City Council authorized a public planning process to arrive at the future vision for the Park; and,

WHEREAS; an important part of this process was public engagement through the formation of a Community Advisory Group (CAG) that served as a sounding board for ideas as well as a conduit for community feedback; and,

WHEREAS, the CAG met five times over five months, including two public open houses, which provided opportunity for citizen engagement; and,

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

WHEREAS, this process evaluated a wide variety of elements and topics related to Windjammer Park, both in its current and potential future state; and,

WHEREAS, this process also evaluated three different design concepts prior to selecting a preferred concept, which was in turn further refined through additional public review; and,

WHEREAS, this process culminated with the CAG arriving at a consensus supporting the preferred alternative; and,

WHEREAS, the preferred alternative and various supporting materials are shown in the Windjammer Park Integration Plan, dated June 2016, a copy of which is attached to this resolution by reference.

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

Passed by the City Council of the City of Oak Harbor this 7th day of June, 2016

CITY OF OAK HARBOR

Bob Severns, Mayor

Approved as to Form:

Nikki Esparza, City Attorney

ATTEST:

Anna Thompson, City Clerk

CITY OF OAK HARBOR
WINDJAMMER PARK
INTEGRATION PLAN

JUNE 2016

WINDJAMMER PARK INTEGRATION PLAN

JUNE 2016

Acknowledgements

MayorRobert Severns

City Council.....Danny Paggao
Rick Almberg
James M. Campbell
Beth Munns
Tara Hizon
Bob Severns
Joel Servatius

Community Advisory CommitteeFranji Christian
John Fowkes
Karla Freund
David Goodchild
Hal Hovey
Ferd Johns
Kristi Krieg
Cheryl Leuder
Erik Mann
Jon Phillips
Skip Pohtilla
Melissa Riker
Kara Vallejo
Jes Walker-Wyse
Michael Wright

City of Oak Harbor.....Steve Powers
Joe Stowell
Brett Arvidson
Hank Nydam

MWA Architects.....Jeff McGraw

GreenWorks, PC.....Gill Williams
Jennifer D'Avanzo
Jeff Boggess
Derek Sergison
Robin Moodie

EnviroIssues.....Erin Taylor
Zack Ambrose
Kerri Franklin



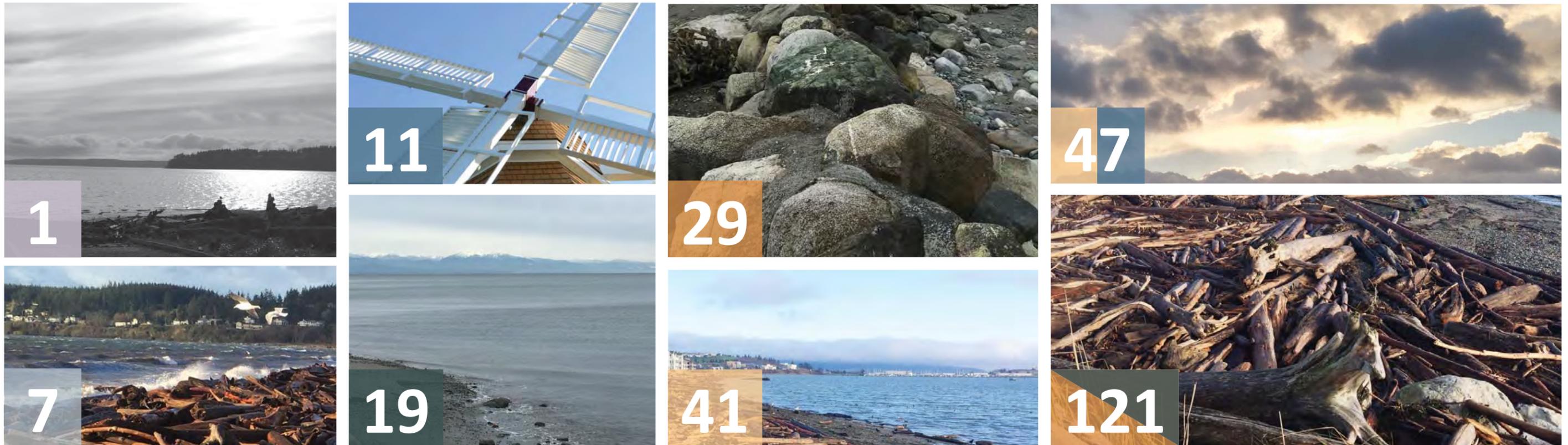


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Executive Summary

Windjammer Park is at the center of Oak Harbor, Washington. It is a jewel of the community: situated adjacent to the central business district, extending into Oak Harbor Bay, off SR 20 in a key location for tourism, and a venue where many locals have experienced annual events since their childhood. It is also home to an aging wastewater treatment facility. After much deliberation and community engagement, in 2012, the Oak Harbor City Council decided to locate a new Clean Water Facility in the vicinity of Windjammer Park, recognizing this public works project could also be a catalyst for additional rejuvenation of the city's park and adjacent downtown.

Final design and construction of the Clean Water Facility are currently underway, affecting areas of Windjammer Park that are used for construction lay down and storage for approximately three years. City permits require that these effects be mitigated and restored at project completion. The City of Oak Harbor is seeking opportunity to make these restorative actions contextually integrated within a broader Windjammer Park master plan. To that end, this document identifies that larger master plan, the "Windjammer Park Integration Plan" (WPIP), building upon previous studies of the Windjammer area. The first phase of work associated with the WPIP will address construction impacts to the park, and are considered part of the project cost for the Oak Harbor Clean Water Facility.

Developing the Plan: Community-Driven Design

As a community asset, Oak Harbor City Council recognized the need for this plan to be representative of community uses and desires. As part of the city's commitment to work with the community, a Community Advisory Group (CAG) representing the diverse interests in Oak Harbor was convened in January 2016. Members were selected based on areas of expertise and expressed interest in the project, after advertisement to the entire community in December 2015. The CAG was chartered as a sounding board of diverse community representatives for the design team, offering meaningful community input on:

- Prioritization and definition of program elements to be included in the WPIP;
- Location and layout of selected program elements in Windjammer Park to inform final design; and
- Phasing of the WPIP.

The group met for five, in-depth workshops in 2016, helping steer direction on priority park

elements for the WPIP, providing feedback on conceptual designs, and providing insight for this recommended plan. Their work was also bolstered with two in-person public meetings, an online open house, and through regular briefings to City Boards and Commissions. When amassed, there was formal participation from nearly 500 members of the Oak Harbor community throughout this iterative planning process.

The CAG concluded their work with a meeting on May 5, 2016. Their conclusions at the end of this workshop series were:

- 1. The group supports the recommended plan, because the process has been inclusive, the design team listened to their input, and the plan incorporates that feedback.**
- 2. The community engagement process has built momentum for the plan, and should be continued as phases or specific park elements are contemplated for implementation. Community engagement and transparent reporting on park progress has a strong potential to support turning the vision into reality.**



COMMUNITY FEEDBACK FOR WINDJAMMER PARK

The following feedback was thematic throughout the process, and is reflected in the recommendation for the Windjammer Park Integration Plan.

- There is consensus that the waterfront park is a resource and asset for the City of Oak Harbor and should be welcoming for locals and visitors.
- The following park elements should be considered ‘a given’ in any future Windjammer Park: canopies, existing wetlands, kayak campsite, kitchens, parking, restrooms, site furnishings and the iconic windmill.
- Family-friendly elements and activities should be prioritized, especially installation of a new splash park. In addition, renovation of the existing lagoon, an event plaza, stage/ amphitheater and waterfront trail have high priority for a future park.
- Flexibility of spaces is important. There have been observations that there are a lot of different elements in the park plan, so spacing between elements should allow for multiple activities, but provide for logical connections between them.
- As advised by the Community Advisory Group, removal of the existing RV park is preferred over renovating it to current standards, which would require either additional park space for equal number of stalls, or smaller number of stalls to remain in the same footprint.
- Neighbors of Windjammer Park should be considered during final design, particularly for automobile infrastructure that could be adjacent the Waterside Condos.
- Views of the water from the park are important both for daily casual users, and for formal events where seeing to the water are important, for example 4th of July and Race Week.
- Removal of the current, formal ball fields can allow for other activities within Windjammer Park. This removal should occur if and when there is another in-city venue sited for these fields.

Park Elements in the Plan

Incorporating public feedback, considering the site analysis and current uses, and integrating the new Clean Water Facility, the following park elements are shown in the recommended plan:

A New Grand Entrance – Relocation of the existing historic windmill to the intersection of SW Beeksma Drive and SW Bayshore Drive. This focal point will be highly visible for locals and tourists from SR 20, truly making Windjammer Park a destination in the community.

Improved Beach Access – Beach access will be safe and accessible for everyone. The plan identifies four access points located along the harbor with adjacent overlooks to provide views of Oak Harbor.

Recreation Amenities – The plan includes a renovated swimming lagoon, hiking trails along the waterfront, multi-purpose lawn, playgrounds, hardcourts, and bocce courts.

Splash Park – The splash park will be coupled with a playground, offering complementary activities and maximizing year-round use.

Multi-use lawn – This plan does not show organized ballfields; once the existing ballfields are relocated, additional lawn will be reconstructed in its place. These two multi-use lawns could be lined for formal sports activities, or used for various events such as festivals, car shows, and Fourth of July events.

Structures – New kitchens, wind shelters, restrooms and picnic and overlook canopies will be added to Windjammer Park.

Event Spaces – Two event plazas and a large stage are included to potentially host a myriad of events including farmers markets, open air markets, art shows, weddings, and holiday events. The stage can accommodate large music, dance, and theatrical performances. Space was also created to accommodate a future community center if desired. These spaces would be new additions to Windjammer Park.

Gardens and Native Vegetative Spaces – The plan shows gardens, natural areas, and enhanced wetlands. Trees and shrubs will be spread throughout the park, including along a new north-south promenade stretching from Pioneer Way to the water's edge. Plantings throughout Windjammer Park and adjacent the Clean Water Facility will include grasses, native shrub plantings, and wetland enhancements that will provide flood retention during large storms. An enhanced shoreline area is shown waterward of an improved sinuous waterfront trail.

Implementing the Plan Over Time

The plan will be realized through an ongoing, dedicated effort to identify funding sources, establish opportunities for community and broader partnerships, and complete final design. Initial work following spring 2016 adoption of the plan will be to design areas that will be restored when the Clean Water Facility is complete in 2018. While any portion of the park could feasibly be built at any point after the first phase, the plan illustrates how a series of six phases could be constructed, concluding with relocation and renovation of the existing ball fields.



Preferred Alternative: Plan Overview





Introduction

Purpose of the Integration Plan

Siting the Clean Water Facility in Windjammer Park presents a unique opportunity to develop a long term plan for the park. To help guide the future vision of this special community space, the City of Oak Harbor has developed a Windjammer Park Integration Plan. The Plan will integrate existing and new elements and build upon past park planning efforts. The Windjammer Park Integration Plan sets the stage for the 28.5 acre park as a long-term vision and guide integrating existing and new program elements, including, public access, recreation, circulation, event spaces and gardens. This Plan identifies overall goals for the park, a summary of the public process and feedback received, concept development, the preferred alternative and overall costs and phasing approach.

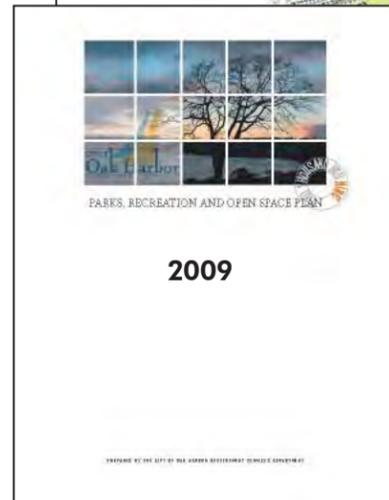
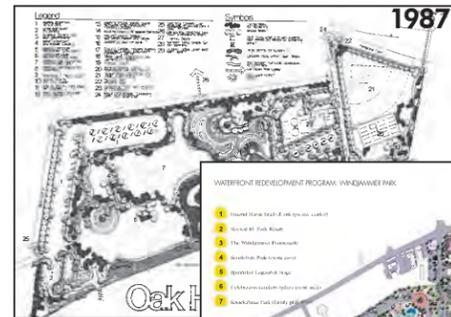
Project Development

The WPIP is the synthesis of past planning efforts, existing reports and required mitigation for the Clean Water Facility (CWF). There were three master plans that preceded the WPIP including, The City Beach Park Master Plan from 1987, The Windjammer Plan from 2005 and the Revised Windjammer Plan in 2007. Existing reports include the Parks, Recreation and Open Space Plan of 2009. These plans and reports contain park elements and park improvements that have been considered and integrated into the WPIP.

Per the Mitigated Determination of Nonsignificance dated September 11, 2013, impacts to the park facilities, structures, equipment, access and other features must be replaced with new facilities, structures, and equipment that meet the current codes. Major impacts caused by the CWF include portions of an existing 57 space RV park that are being used as a laydown yard and staging area. Park land and facilities have been displaced by the expansion of the CWF. Specific park features impacted by the construction that need to be restored include; the RV Park, park land and the restroom and kitchen facilities south of the CWF. Other impacts included the temporal effect the construction will have on park users. The construction of the CWF will take approximately 30 months which will have an impact on the public's ability to use and enjoy Windjammer Park. The restoration, replacement and mitigation of these impacts are the impetus for the WPIP.

INTEGRATION PLAN GOALS

1. Integrate existing and new park elements (such as the windmill and Clean Water Facility) within Windjammer Park
2. Prioritize and define park elements
3. Detail the location and layout of park elements
4. Identify potential funding sources
5. Propose a phased implementation schedule



Park and CWF Interface







Site Description

Windjammer Park, a community park and valuable resource, located in Oak Harbor, Washington is referred to as the jewel of the city. The park is host to a myriad of events including the Polar Plunge, various organized runs and marathons, Forth of July Community Festival. Military Appreciation Day, NW Lions Car Show, Driftwood Day and summer concerts.

The park is adjacent to the Central Business District on the eastside. It is accessed via trails from the downtown, adjacent Waterside Condominiums and Flintstone Park. On the west side of the park walking trails connect to a trail system within the Freund Marsh.



LEGEND

- CITY OWNED PROPERTY
- CENTRAL BUSINESS DISTRICT
- PARKS
- A RAMALEY PARK
- B FLINTSTONE PARK
- C SMITH PARK
- D CORNER PARK
- WATERFRONT TRAIL
- ~ NORH PARK COMMERCIAL REDEVELOPMENT

PARK BY NUMBERS

- 28.5 Acres
- 2,100 Oak Harbor Waterfront Trail
- 2 Playgrounds
- 3 Little League Fields
- 1 Basketball Courts
- 2 Restrooms
- 3 Kitchens



Context Map



1



3



2



4

Existing Program Elements

1 EXISTING ACCESS

Existing signage directing access into the park is provided by a small sign on HWY 20 that is visible to drivers heading south toward SE Pioneer Way. There is also a sign located at the intersection of SE Bayshore Drive and SE City Beach Street that was installed in 2005. This sign was meant to be temporary until a grand entrance was constructed, per the 2005 master plan.

Park explorers can access the harbor via a non-motorized boat ramp located on the southwest parking lot or by climbing over the driftwood at the park edge. The non-motorized boat ramp requires continued maintenance due to accumulated driftwood blocking access, deterring beachcombers and boaters from using the ramp safely.

It is important to note that the accumulated driftwood that separates the entire waterfront edge of the park from the water is a protected natural resource as determined by the Washington Department of Natural Resources. Moving or displacing the driftwood is illegal.

2 EXISTING TRAILS/CIRCULATION/PARKING

Existing pedestrian circulation through the park is provided through a network of internal park trails and a main waterfront trail along the harbor edge. The trails give the park visitor an opportunity to travel through the park along the linear waterfront asphalt path connecting downtown and the Flintstone Park to Freund Marsh or along curvilinear concrete and asphalt paths connecting different park spaces and features. The trails throughout the park are in need of an overlay treatment due to cracks in the asphalt, and erosion from the harbor and weather. In addition, comments identified in the 2014 Comprehensive Plan, listed trails to the lagoon and play areas as needing to be ADA accessible.

Existing vehicular traffic enters the park off of SW Beeksma Drive and SE City Beach Street. Travelers entering the park

off of SW Beeksma Drive can drive through the Staysail RV park just off of SE Pioneer Way or they can drive south on SW Beeksma Drive to another entrance that leads to the southwest parking lot. Travelers entering the park off of SE City Beach Street can drive south and park along SE City Beach Street or turn off of SE City Beach Street into a parking lot. The southwest lot is primarily used as a park and view site and there is unused space that causes traffic not to flow well. There is no vehicular circulation through the park except for emergency vehicles. Roads and parking lots need to be regraded, resurfaced and repaved. The master plans that preceded the WPIP exhibit reconfigured parking areas for efficiency.

3 EXISTING RECREATION AMENITIES

Windjammer Park has recreational activities throughout the park. In the heart of the park is a swimmable lagoon that is primarily used in the summer months. The water that fills the lagoon at high tide is controlled by a weir structure at the interface with the shoreline. At high tide the water enters the lagoon and is impounded for recreational users. There are numerous playgrounds comprised of two tot lots, one large playground, a small swing area, a large swing set area and one older playground structure adjacent to the RV Park. Additional recreation amenities for park users consist of three baseball fields used by little league teams and two unlit hard surface courts used for basketball.

The lagoon and adjacent infrastructure is in need of aesthetic improvements as well as repair of the wood bench terraces around it. The wood terraces have deteriorated and pose safety issues. The large and small playgrounds adjacent to the lagoon have been reported to need upgrades, where minor repairs would be necessary for the eastern playground near the ball fields. The play structure near the RV Park is outdated and should be replaced. Other repairs reported in the 2009



5



7



6



8

Parks, Recreation and Open Space Plan would be to regrade and resurface of the hard courts because rainwater and floodwater collect on the courts causing deterioration.

4 EXISTING STRUCTURES

Structures at Windjammer Park include the iconic windmill, three kitchens and two restroom facilities, a canopy with picnic tables beneath it, and a gazebo. The roofs on the kitchen and restroom facilities are in need of repair and updates. Picnic tables and benches are scattered throughout the site and along the waterfront trail. There are five wind shelters along the shoreline pathway that are either unusable or in advanced stages of disrepair. Much of this is due to significant erosion along the shoreline caused by severe storms and constant pounding by the driftwood.

5 MONUMENTS, SCULPTURE AND MEMORIALS

Within Windjammer Park there are monuments, sculpture and memorials. These features include the Blarney Stone dedicated in 1920 to the local Irish Settlers, the Teacher Tribute Garden with sculpture dedicated to four Oak Harbor educators, the little Dutch boy sweeper statue next to the Lagoon and numerous benches with dedication plaques.

6 EXISTING NATIVE AND VEGETATED SPACES

Windjammer Park has vegetated areas throughout the park in the form of multi-purpose lawn, gardens, tree stands and a wetland. The expansive multi-purpose lawn is used for events throughout the year including a car show, festivals, concerts, and unstructured play. There are limited formal gardens located around the windmill and east of the RV Park which is the Teachers Tribute Garden. Trees line the RV Park on the east and south side, creating a green living wall.

There is an existing jurisdictional linear wetland and buffer that line the north border of the park, west of the CWF. The CWF is impacting the buffer of the wetland. Mitigation for impacts will be rectified on site at Windjammer Park.

7 EXISTING EVENT SPACES

The multi-purpose lawn is used as an event space. Today, Windjammer Park does not have an official event plaza or amphitheater. All three master plans prior to this integration plan incorporate a stage and/or amphitheater and an event plaza in the park.

8 EXISTING OVERNIGHT USE

Windjammer Park provides overnight uses for RV drivers, kayakers, and occasional campers. The City-owned and operated Staysail RV Park has 57 hook-ups sites and 23 parking spaces for park parking and campers. The RV Park would benefit with upgrades to the electrical system, parking stall size to accommodate modern RV and possible reconfiguration for pull through spaces. In addition, the lot needs to be resurfaced. In the 2005 and 2007 master plans, the RV Park was moved out of the park and assumed under ownership of a private entity. The RV Park Lot North Lot is currently being used as a staging area for the CWF during construction.

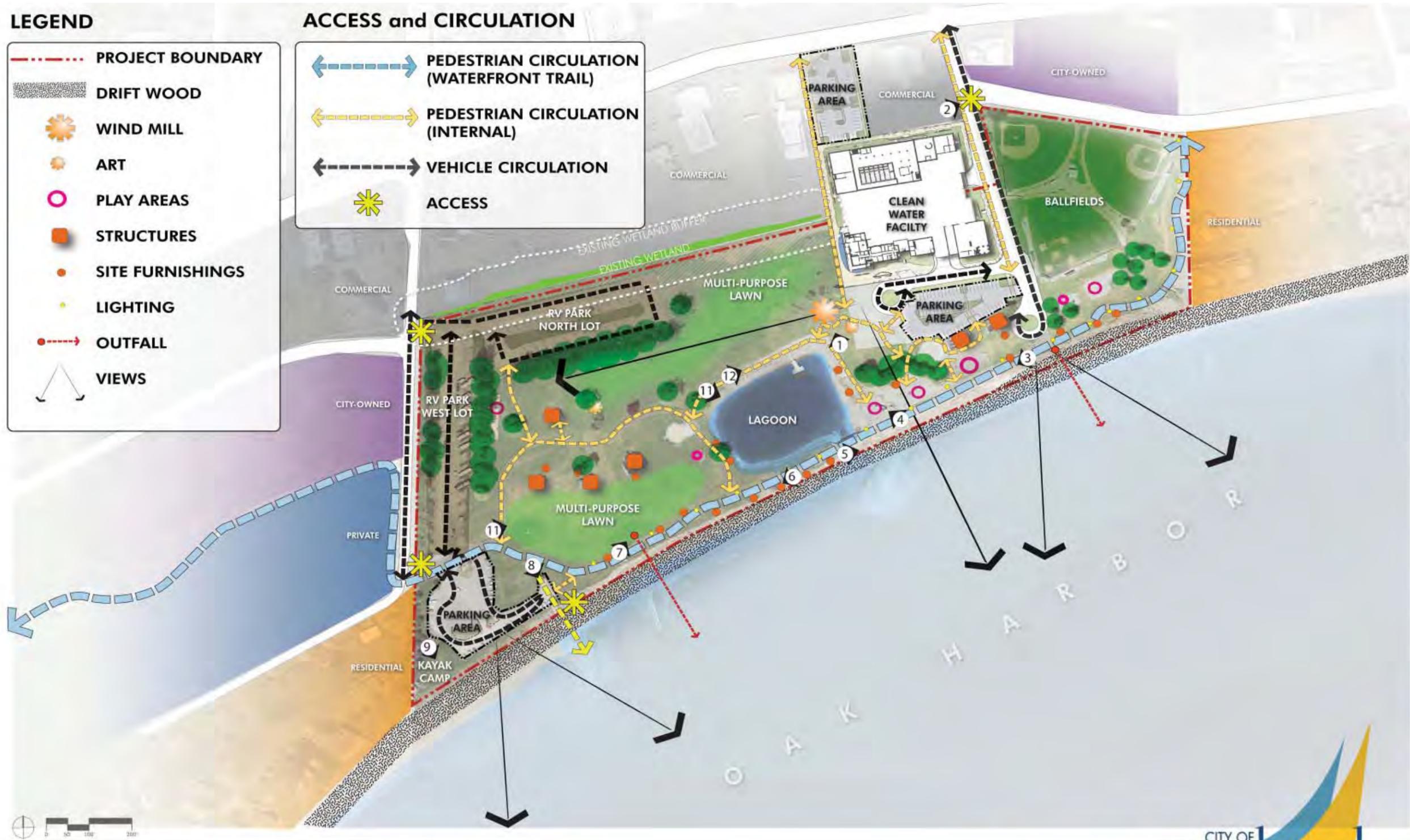
The kayak campsite in the southwest corner of the park is a campground that is part of a larger water trail, Cascadia Marine Trail, which extends from the southern inlets of the Puget Sound to the Canadian border. The site has little visibility and few people know it is there.

LEGEND

- PROJECT BOUNDARY
- DRIFT WOOD
- ✶ WIND MILL
- ✶ ART
- PLAY AREAS
- STRUCTURES
- SITE FURNISHINGS
- LIGHTING
- OUTFALL
- ↖ ↗ VIEWS

ACCESS and CIRCULATION

- ↔ PEDESTRIAN CIRCULATION (WATERFRONT TRAIL)
- ↔ PEDESTRIAN CIRCULATION (INTERNAL)
- ↔ VEHICLE CIRCULATION
- ✶ ACCESS



Site Analysis and Inventory

mwa architects
GREENWORKS
enviroissues
31
CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON



1 WIND MILL



2 ENTRY SIGNAGE OFF OF SE CITY BEACH ST.



3 WATERFRONT TRAIL



4 PLAY STRUCTURE



5 DRIFT WOOD



6 WIND SHELTERS



7 RESTROOMS AND OUTFALL STRUCTURE



8 BOAT LAUNCH



9 KAYAK CAMP GROUND



10 GAZEBO, CANOPY, AND MULTI-USE LAWN



11 LAGOON



12 TERRACED STEPS AND DOCK AT LAGOON

Site Analysis and Inventory Photographs







The Planning and Design Process

Overview of Engagement Process

The City of Oak Harbor worked closely with the community on developing the Windjammer Park Integration Plan. Through public meetings, City Commissions and the Community Advisory Group (CAG), the Oak Harbor community provided their input on park elements and design as the Plan progressed. As part of the City's commitment to work with the community, a Community Advisory Group representing the diverse interests in Oak Harbor was convened in January 2016. The group met through May 2016, and served as a sounding board for the Windjammer Park Integration Plan design team. Members were selected based on areas of expertise and expressed interest in the project, after December 2015 mailed news letter advertisement to the entire community.

The Community Advisory Group was charged by City Council with providing input and advice regarding proposed layout options, including definitions and locations of programmatic elements. Two public meetings, including an online open house, offered opportunities for the broader community to contribute to the Windjammer Park Integration Plan development. Summaries of the meetings, open house and online survey comments are included in Appendix I.

Summary of Meetings

January 20, 2016 – Community Advisory Group Meeting #1

- Review and adopt CAG charter
- Clarify program elements
- CAG Exercise – Prioritize Park Elements

February 4, 2016 – Community Advisory Group Meeting #2 and Open House

- Introduce WPIP and CAG to the Public
- Park Element Priority List
- Understanding space constraints
- Developing Park Concepts – space trade-offs
- Gather public feedback on park elements at the Open House

March 8, 2016 – Community Advisory Group Meeting #3

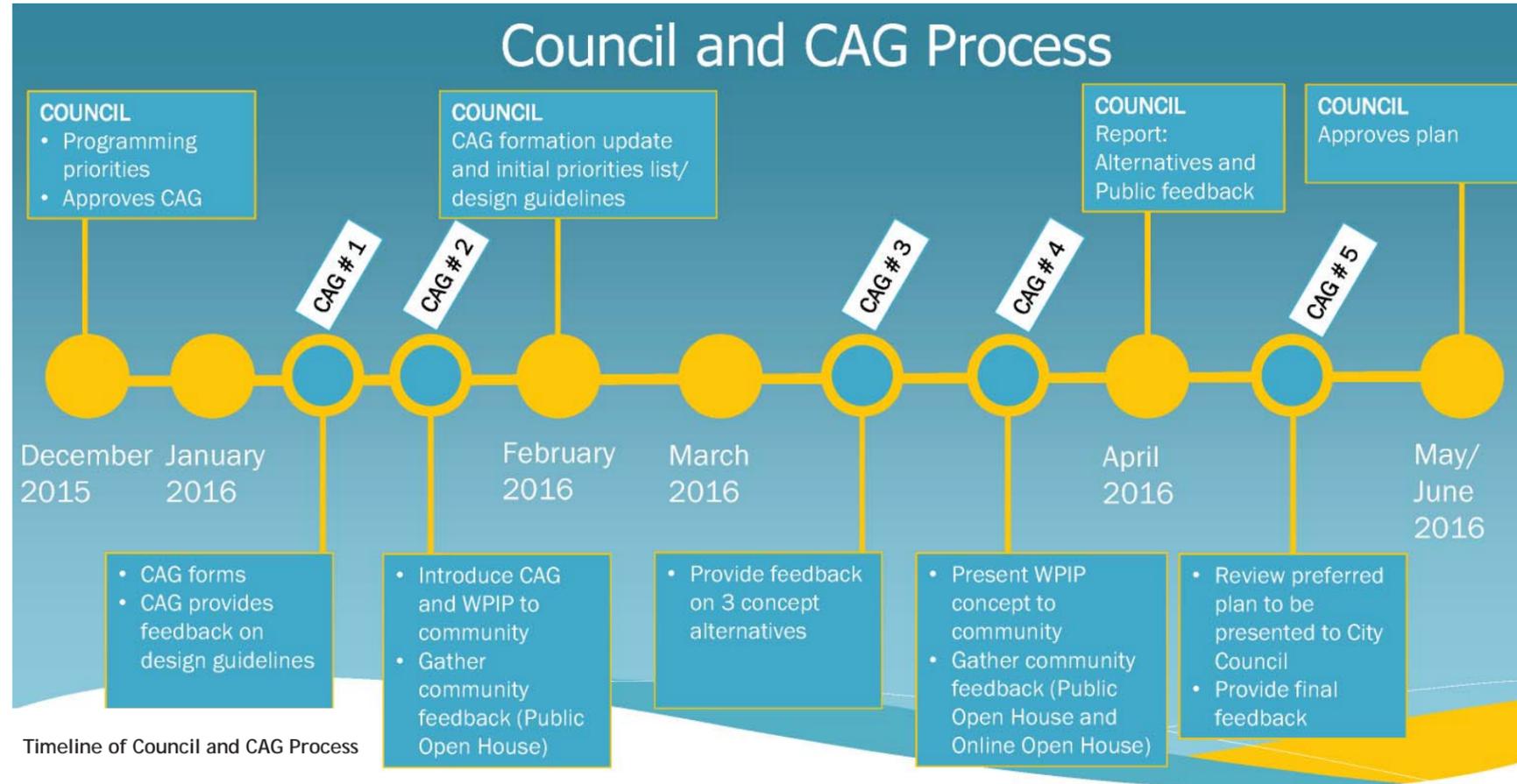
- Presentation on three draft concepts
- CAG Exercise- Concept preference discussion for each concept
- Set stage for preferred concept development

March 29, 2016 – Community Advisory Group Meeting #4 and Open House

- Recap the three concepts
- Present the draft Preferred Concept Plan
- Gather public feedback on park elements at the Open House

May 5, 2016 – Community Advisory Group Meeting #5

- Present feedback received on draft plan
- Present and discussed preferred plan
- Gather feedback for completion of WPIP





Development of Concepts

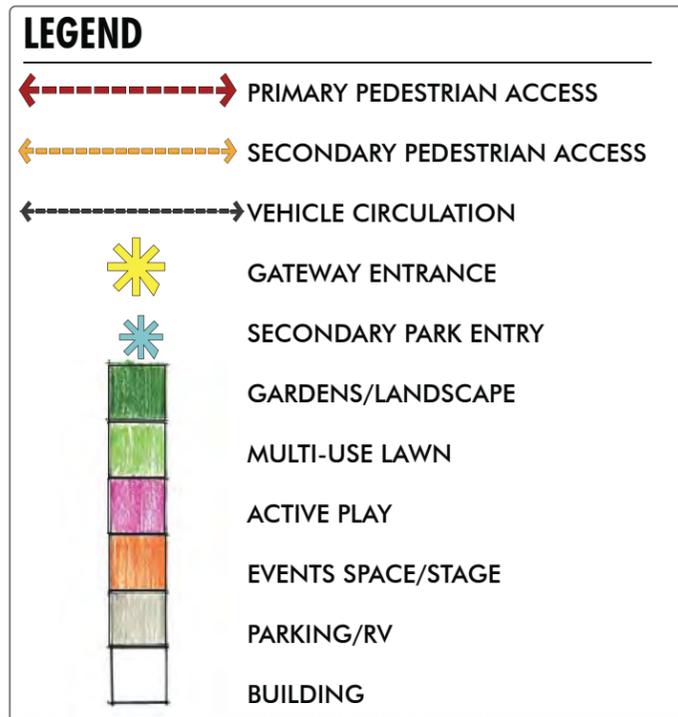
The Community Advisory Group initially provided input on priority park elements for the future Windjammer Park. A park element is an activity, design feature, or structure, that could be included in the final design of Windjammer Park. In any park, examples of park elements include play structures, water features, gardens, multi-use fields, restrooms, and event spaces such as a plaza. The CAG provided input to break park elements into three categories: “given” elements, “high priority” elements and “medium priority” elements (Table 1). The given ranking refers to existing park program elements that will remain, but will likely be renovated, and from the CAG’s point of view, should be available in any future Windjammer Park. High priority elements are features that ranked high in both CAG exercises throughout the planning process.

The next step was incorporating park elements into three concepts. Both given program elements and high priority elements have been incorporated into all three concepts. Medium priority ranking elements were considered in concepts where space was available or for comparison purposes. Themes were assigned to each concept focusing on different aspects of each. They included: a Recreation, Naturalistic, and Civic .

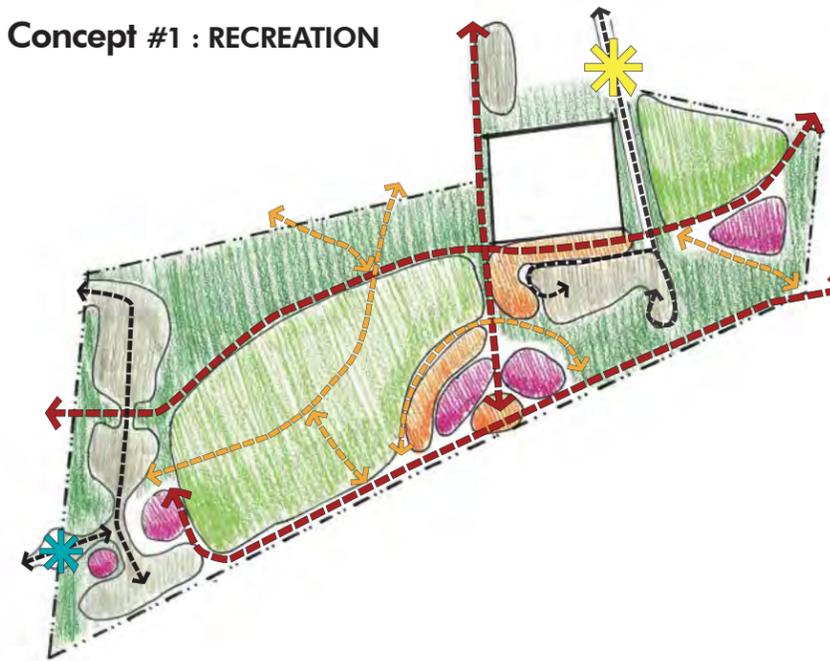
All concepts focused on providing a visible entry to the park, enhancing the user experience with safer trails and beach access, adding more family-friendly park amenities, and creating green spaces. The three concepts explored keeping and removing key elements, such as the RV park and ball fields.

TABLE 1: PRIORITIZED PARK PROGRAM ELEMENTS

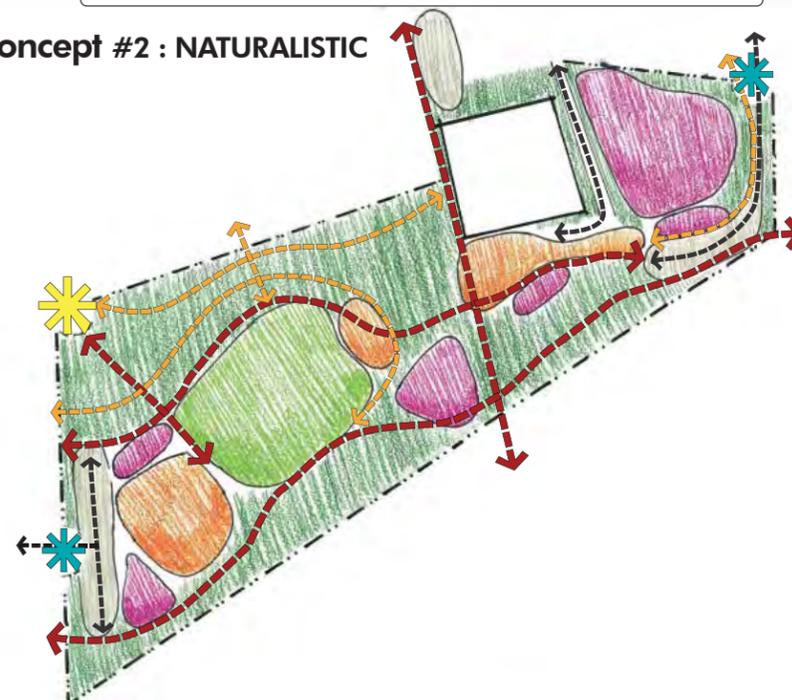
GIVEN	HIGH PRIORITY	MEDIUM PRIORITY
Windmill	Lagoon Renovation	Multi-use Hard Court
Site Furnishings	Splash Park	Educational Elements
Restrooms	Events Plaza	Fitness Trail
Parking	Stage/Amphitheater	Wind Shelters
Kayak Campground	Waterfront trail/Park Trail	Safe connection to trails off-site
Kitchens	Multi-purpose lawn	RV park
Canopy	Playgrounds	Baseball fields
Wetland	Landscape and Gardens	
	Beach Access	
	Grand Gateway	



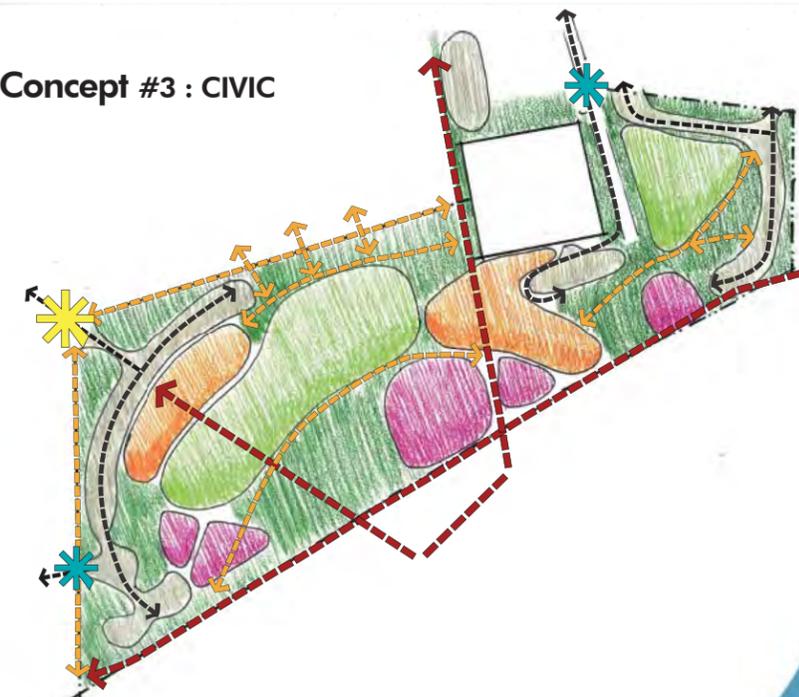
Concept #1 : RECREATION



Concept #2 : NATURALISTIC



Concept #3 : CIVIC




Organizing Diagrams

CONCEPT 1 – RECREATION

The Recreation Concept focused on providing an updated RV Park but did not keep the existing ball fields. The modernized RV Park had 24 spaces that included upgraded hookups and re-sized lots to conform to new RV sizes, but remained within the existing footprint of Staysail RV Park.

The park’s grand entrance was located on SE Beach Street, with a secondary entrance south on SW Beekma Drive. Both entries provided access for vehicles that lead to parking lots. Additional parking was located along SE City Beach Street. The parking lot on the west edge of the park was a “park and view.”

Pedestrians, cyclists, dog walkers and joggers had options to access the park trails either from downtown, along the existing waterfront trail from Flintstone Park, a new north-south promenade from SE Pioneer Street on the east side of the CWF, or trail connections from Freund Marsh. The windmill was relocated to the terminus of the new north-south promenade to enhance the iconic feature. Natural spaces and wetlands bordered the northern edge of the park, with nature trails and boardwalks over the wetlands. The existing wetland was enhanced as an amenity to the park and park users for environmental education and help with flood retention during large storms.

Recreationalists had a plethora of active and passive options. There was a large multi-purpose lawn in the center of the park that was divided by trails allowing various activities to occur at the same time. There was also another multi-purpose lawn on the east end of the park. These spaces were envisioned to be used for festivals, sports games, car shows and passive activities. Two large playgrounds were situated at opposite ends of the park with a splash park in the center located next to the renovated and re-sized lagoon. The main stage for the park was located at the lagoon, and small events plazas located outside the CWF and near the relocated windmill.



Concept #1: Recreation - Plan Overview





Concept #2: Naturalistic - Plan Overview



CONCEPT 2 – NATURALISTIC

The Naturalistic Concept focused on providing the user an organic park experience with sweeping interior trails, a curvilinear waterfront trail, and garden space to replace the RV Park, and green space connecting the west and east sides of the park.

Similar to the Recreation Concept, the grand entry with a small entry plaza and kiosk was located at the intersection of SW Beeksma Drive and SW Bayshore Road. Different from the Concept 1, vehicles could not enter at SW Beeksma Drive and SW Bayshore Road, but could enter at the secondary park entries south on SW Beeksma Drive and new drive on the east edge of the park. Both of these secondary entrances led to parking lots. Parking on the south side of the CWF was removed to create open space and an east-west connection. The north-south promenade from SE Pioneer Way had a pier at the terminus, where park users could access the beach. Additional beach access was achieved at the boat launch near kayak campground.

The windmill was slightly relocated from its existing site centering on a curving stage north of the lagoon. Additional event spaces consisted of a medium plaza south of the CWF to be used for farmers markets and other events.

Natural spaces were scattered throughout the park including expansive garden plots and wetlands on the north edge, trees lining the north-south promenade, and new tree plantings near the ball fields and new parking areas. Similar to the Recreation Concept, the wetland was enhanced as an amenity to the park. On the harbor side of the curvilinear waterfront trail, the shoreline was enhanced with natural vegetation and trails for users to have a quiet place for contemplation but also served as flood retention.

The Naturalistic Concept considered a variety of active and passive recreation options. The ball fields were left in their original location with some proposed access and landscape improvements. A splash park, centrally located near the plaza had an adjacent lawn for parents to relax and watch their children. The centralized multi-purpose lawn was intended for sports games, the car show, festivals and passive activities. On the west side of the park, there were spaces for basketball and tennis players, bocce ball clubs, and a large playground for all ages. Co-located in this area are picnic shelters and a kitchen building.

CONCEPT 3 – CIVIC

The Civic Concept focused on events spaces, plazas, and stages by connecting the east and west sides of the park through a plaza, located south of the CWF. This concept did not include an RV Park or structured ball fields. The grandest event plaza was located on the west side of the park, with an option to build a community center. A small stage was located off this event plaza with a canopy for performers with audience members watching from the multi-purpose lawn. South of the CWF was a large event plaza that could be used for farmers markets and special events, such as weddings. This plaza connected to a large square stage, where the windmill was left in its existing location.

The grand entrance to the park was located at SE Beach Street. Similar to the Recreation Option, it provided vehicular access, and similar to the Naturalistic Concept, safe pedestrian access was also located at the entrance. The two secondary entrances, south on SW Beeksma Drive and the new drive on the east edge of the park, led to expanded parking areas. A crescent-shaped parking lot on the west side was intended to better connect users to the southwest and the north areas. Another wide u-shaped parking lot was designed on the east edge. Both parking areas contained harbor side parking as park and view facilities. Additional parking was located south of the CWF. From SE Pioneer Street, the north-south promenade ended at the harbor and connected to a boardwalk that crosses over the harbor side. A raised angular walkway connected to the west side trails and provided a harbor experience without requiring passage over the driftwood. For the adventurous beachcomber, the kayak campground and two overlooks on either side of the park, provided beach access. The waterfront trail was straight, and did not curve, similar to the existing configuration but improved for ADA accessibility.

Natural spaces were dispersed throughout the park, including garden plots flanking the west side grand event plaza, wetland enhancements at the park entry and the west side of the CWF. Trees were scattered throughout the event plaza near the CWF with grove plantings near the new east side parking area. Like the previous options, the wetland was enhanced as an amenity to the park. A nature walk was designed to connect the multiuse field on the west side to the splash park.

Recreation options included in the Civic Concept include playgrounds, splash park, hard surface courts, and multi-purpose lawn spaces. The redesigned lagoon with terraced steps was disconnected from the harbor and converted to a potable water system.



Concept #3: Civic - Plan Overview





TABLE 2: WINDJAMMER PARK CONCEPT DEVELOPMENT COMPARISON

	CONCEPT 1: RECREATION	CONCEPT 2: NATURALISTIC	CONCEPT 3: CIVIC
AMPHITHEATER/STAGE	Location: Lagoon	Location: Windmill Plaza	Location: Windmill Plaza
BALL FIELDS	Four multipurpose fields. Relocate little league facility.	Three formal baseball fields (similar to existing).	One multi-purpose ball field. Relocate little league facility.
BEACH ACCESS	Boardwalk extends off of waterfront promenade.	Mid-park path leading to beach.	Via Boardwalk.
EVENT PLAZA	Smallest, with vehicle access and parking.	Large, relocated parking, integrated splash pad, lawn, and playground.	Large, between hill and splash park with limited parking and drop-off area.
EXISTING WETLANDS	Enhanced with boardwalks and mounding.	Enhanced, bordering landscaped gardens and plaza.	Smallest, mixed with formal gardens.
GATEWAY ENTRANCE	SE City Beach/SE Bayshore Dr.	SW Beeksma Dr. and SW Bayshore Dr.	SW Beeksma Dr. and SW Bayshore Dr.
INTERIOR TRAIL NETWORK	Through multi-purpose lawn and wetlands, connecting to SE Beeksma Dr. and northern businesses.	Multiple trails throughout the park and frames great lawn.	Multiple trails throughout the park and frames great lawn.
LAGOON	Smallest with event steps and central stage.	Reshaped and reduced with access steps.	Slightly reduced with access steps to plaza and windmill.
LANDSCAPE AND GARDENS	Fewest formal garden areas. Many trees.	Formal gardens near wetlands, multi-purpose lawn and windmill.	Formal gardens, near lawn and possible community center site.
MULTI-PURPOSE LAWN	Large, separated by pathways.	Graded lawn for events and performances.	Smaller, graded lawn for events and performances.
PARKING	Adjacent clean water facility; near west restroom, near water.	Near ballfields, playground and kitchen on the beach; near west playground and rentable space.	Included near ballfield and east playground, clean water facility, the kayak campsite and the possible community center.
RESERVABLE SPACES	Two kitchens and a picnic area; informal picnic spaces.	Three wooded picnic shelters, one kitchen.	One shelter/kitchen.
RV PARK	A 20-space park includes green space on west side.	Not included. Relocate to adjacent site.	Not included. Relocate to adjacent site.
VEHICULAR ACCESS	Access via SE City Beach St. Parking off SW Beeksma Dr. Downtown via SE Bayshore Dr.	SE City Beach St. access only to facility. SE Bayshore Dr. connects to parking lot via new entry drive.	Major streets connect directly to parking. SE City Beach St. also connects to facility.
WATERFRONT PROMENADE	Straight	Meandering	Straight
WINDMILL	Relocated to the beach in the middle of the park.	Slightly relocated to the middle of the park.	Remains in current location.



THE PREFERRED ALTERNATIVE INTEGRATION PLAN



The Preferred Alternative Integration Plan

Overall Integration Plan Description

The Windjammer Park Integration Plan envisions the park to be a safe and friendly community space for families. The WPIP embraces a variety of recreational activities, meandering trails, and hardscaped event spaces and plazas. The renewed park will promote a healthy lifestyle, offers opportunity for local stewardship, and provides connections to surrounding trail networks, businesses and other local points of interest. The park is also seen as a catalyst for economic development.

Such a Plan for the public realm could not be considered without integrating the community in the process. The Windjammer Park Integration Plan represents the culmination of a substantial amount of effort among the City of Oak Harbor, City Council, Community Advisory Group members, stakeholders, concerned citizens, and consultants. Existing and new park components, such as the iconic windmill and splash park, were intertwined with the current desires of the community while taking into consideration past planning efforts and integrating the design with the CWF to develop this plan. This Plan will give the City a guide to future development of Windjammer Park

Program Elements of the Integration Plan

ACCESS

A new grand entrance has been designed by relocating the historic windmill to the intersection of SW Beeksma Drive and SW Bayshore Drive Windjammer Park, which will be highly visible for locals and tourists. The location of the historic windmill will identify the park as a community destination. The community expressed the need for the windmill to have a function and by relocating it as a focal element, it becomes a beacon to the park. A secondary entrance is planned at SE City Beach Street and SE Bayshore Drive. This location will have new signage, renovated small plaza and improved streetscape.

Beach access has been improved so it is safe and accessible for everyone. The plan includes four access points that are located along the harbor including the kayak campsite non-motorized boat launch, an overlook just east of the boat launch, the terminus of the new north-south promenade, and finally at the overlook on the far west side of the park. Not all access points are accessible to everyone but at least one is ADA accessible.

RECREATION AMENITIES

Windjammer Park's recreation amenities will appeal to many visitors, and includes: swimming lagoon, splash park, hiking trails, multi-purpose lawn, playgrounds, hardcourts, and bocce ball courts. The lagoon will be reduced in size and will have renovated terraced steps surrounding the north and east sides; however, it will continue to receive water from the harbor as it does today via a weir under a pedestrian bridge. The west edge of the lagoon will have a natural edge for a more organic feel since higher concentrations of swimmers use the east edge.

A splash park was identified as a desired element by the community and will be located to the plaza south of the CWF, close to the harbor. Coupled with the splash park will be a playground. The splash park will also incorporate play equipment so it can be used in the winter as a playground when it is too cold to play in the splash park. Just north of the play area, a lawn is proposed so adults can sit and watch their children while they are playing



PROPOSED PARK ELEMENTS

- | | | | |
|-----------------------------|-----------------------------|------------------------------------|----------------------------|
| A SPLASH PARK | G PLAYGROUNDS | M RESTROOM | S SHELTERS |
| B RENOVATED LAGOON | H LANDSCAPE /GARDENS | N WINDSHELTER | T BOCCE BALL COURTS |
| C EVENTS PLAZA | I BEACH ACCESS | O NATURE WALK | U HARD COURTS |
| D STAGE/AMPHITHEATER | J GATEWAY ENTRANCE | P WETLAND ENHANCEMENT | |
| E WATERFRONT TRAIL | K PARKING | Q KAYAK CAMPGROUND | |
| F MULTI-USE LAWN | L KITCHENS | R NON MOTORIZED BOAT LAUNCH | |

PARK BY NUMBERS

ACRES	~28.5
WATERFRONT TRAIL	~2,150 feet
PLAYGROUNDS	3
HARD COURTS	2
EVENTS PLAZA	2
MULTI-USE LAWN	~7.8 acres
STAGE	2
KITCHEN	3
BATHROOM	4
PARKING SPACES	220
SHELTERS	5
WINDSHELTERS	6

Preferred Alternative: Plan Overview



Preferred Alternative: Enlargement 1



1 Grand Entrance with Windmill



2 DIAGRAM: Community Center



3 DIAGRAM: Multi-use Lawn



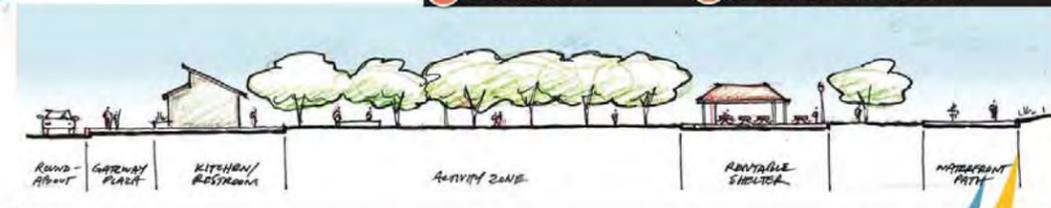
1 Hardcourts 2 Waterfront Trail



3 Playground

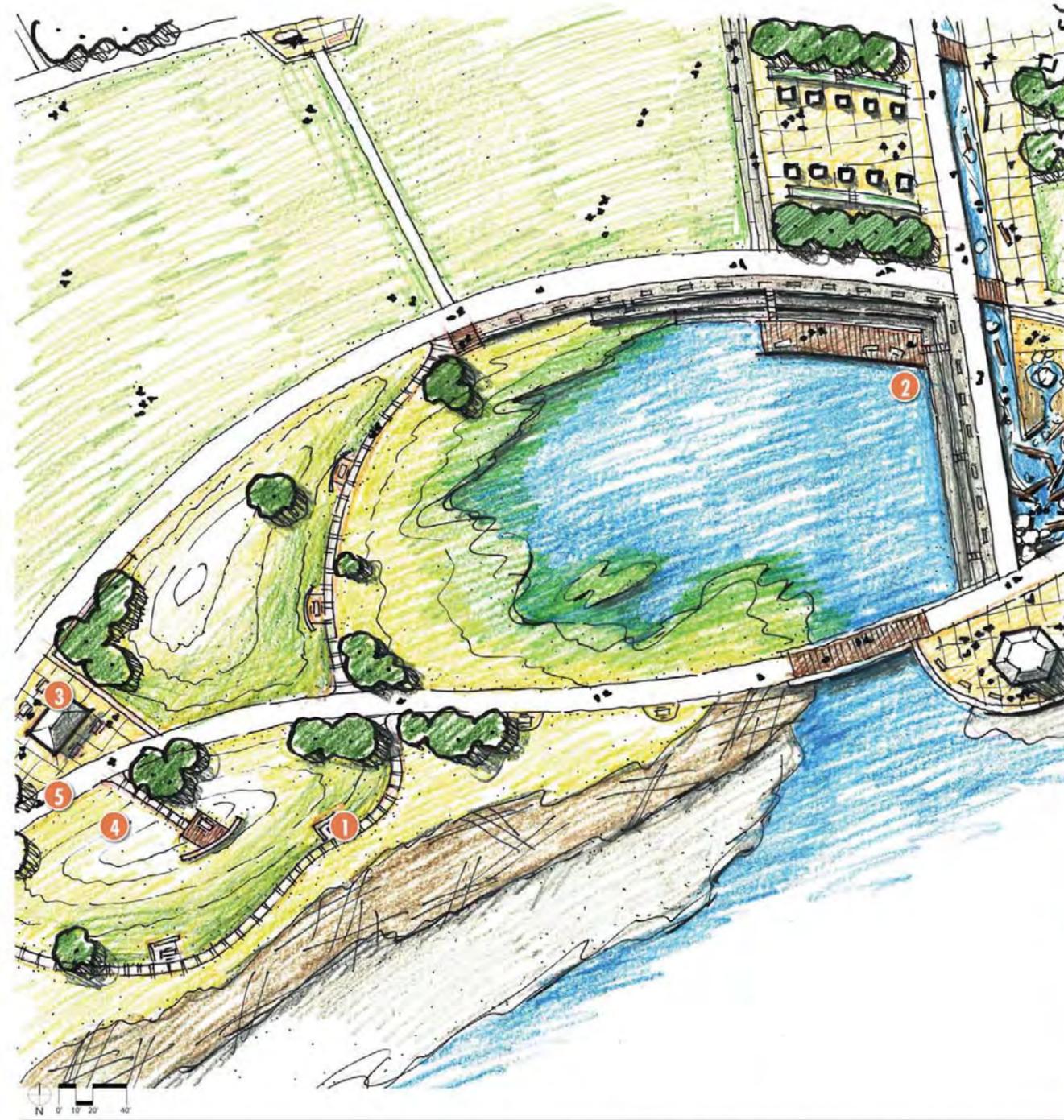


4 Overlook 5 Kitchen/Restroom

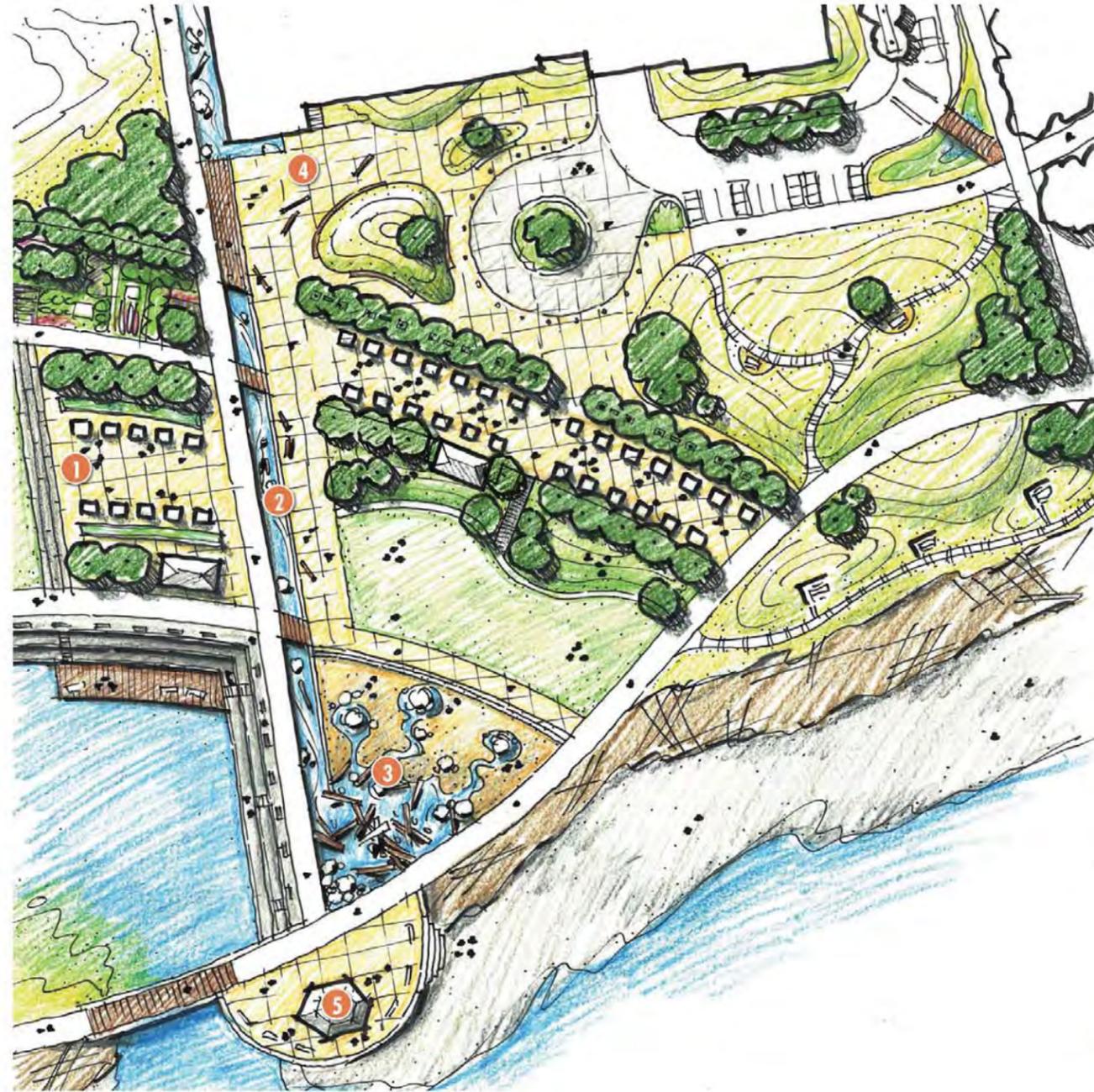


SECTION A-A' SCALE: 1" = 30'

Preferred Alternative: Enlargement 2



Preferred Alternative: Enlargement 3



Preferred Alternative: Enlargement 4





Preferred Alternative: Enlargement 5



1 Multi-use lawn



2 Overlook



3 Playground



4 Parking



5 Shelter



6 Kitchen/Bathroom



RECREATIONAL AMENITIES, CONTINUED

at the playground and splash park or use it as a location to watch fireworks. In addition, there will be playgrounds located on the west and east sides of the park. The east side playground will be a larger structure, where the smaller west side playground is a segment of a collection of other park elements such as bocce ball courts, multi-use hard courts and picnic areas. The proposed layout on the west side has a kitchen facility with play and picnic areas stemming off for families to be close by while enjoying different activities.

The final plan does not have organized ball fields. After the little league fields have been relocated, the area in the Park will be reconstructed into a multi-use lawn, with a large playground on the south edge. Sports teams can use the lawn, as well as the large central multi-purpose lawns in the center of the park. The large central multi-purpose lawn is divided by trails; therefore, various activities can occur simultaneously, making space for all types of events. These multi-use lawns will also accommodate festivals, the car show, and Fourth of July events.



GARDENS AND NATIVE VEGETATIVE SPACES

Windjammer Park will contain gardens, natural areas, and wetlands. There are two areas shown for formal gardens in the park, either as community gardens or contemplative spaces. One is located north of the large multi-purpose lawn, bordering both sides of a small plaza, and another is located as part of the south wetland enhancement, adjacent the CWF. Trees will be scattered throughout the park, and will formally line SW Beeksma Drive to Pioneer Street, SE City Beach Street, and along the first half of the north-south promenade coming from SE Pioneer Street. Natural areas dispersed throughout Windjammer Park will include grasses, native shrub plantings and wetland enhancements. Enhancements on the harbor side of the waterfront trail will be planted with a coastal plant palette of grasses. The existing wetland will be enhanced as an amenity, available to park users for environmental education and to support flood retention during large storm events. There will be two main wetland features: one at the main entry with a vehicular and pedestrian bridge over it, and one near the CWF with a viewing platform. Vegetation heights for the wetland and shoreline areas will be low for visibility and safety.



STRUCTURES

Structures in the integration plan include the existing windmill, new kitchens and restroom facilities, new wind shelters, picnic and overlook canopies and a new contemporary windmill. The existing windmill is proposed to be relocated to the grand entry at SW Beeksma Drive and SW Bayshore Drive. This gesture was well received by the CAG members since the iconic structure will mark Windjammer Park as a destination with high visibility from SR 20. Dispersed within the park are three new kitchen facilities. These buildings are located near the southwest parking lot and playground, south of the main multi-purpose lawn, and south of the west side multi-purpose lawn. Kitchen facilities will also have either a restroom in it or adjacent to it. An additional restroom will be located on the large plaza north of the splash park. Picnic shelters are located adjacent to the playgrounds located on the east and west sides of the park. Other structures include wind shelters along the walks at the harbor edge to break harsh gusts coming off the harbor, and canopies located on the overlooks at either end of the park. A new helix windmill is proposed at the terminus of the north-south promenade leading from SE Pioneer Street to the harbor, creating a strong visual element. This modern windmill references the iconic structure, and is proposed to function, whether it is merely kinetic or actually generates power.



EVENT SPACES

Two events event plazas and a large stage are shown in the Windjammer Park Integration Plan. The events plazas are located on opposite sides of the park, where one is close to the main entrance, and the other is south of the CWF. The events plaza near the main entrance can also be used as a smaller, intimate stage. Space was also created on either side of this plaza to accommodate the development of a future community center, if desired. The large events plaza south of the CWF can host a myriad of activities, including farmers markets, open air markets, art shows, weddings, and holiday events. The large stage is to the west of the large events plaza adjacent to the multi-purpose lawn. This venue can accommodate large music shows and dance and theatrical performances. These proposed event spaces are prominent improvements to the existing park, since the current the park does not have a performance area or stage other than at the gazebo.



OVERNIGHT USES

The Windjammer Park Integration Plan does not include an RV Park within the park boundary, however, it does have an expanded and improved kayak campground for overnight use. The campground is in the same location as it currently exists (due to its inclusion on the Cascade Marine Trail) and there is a parking lot adjacent for ease of carrying gear and boats to the site. This site can also serve as a park campground for the community and visitors.

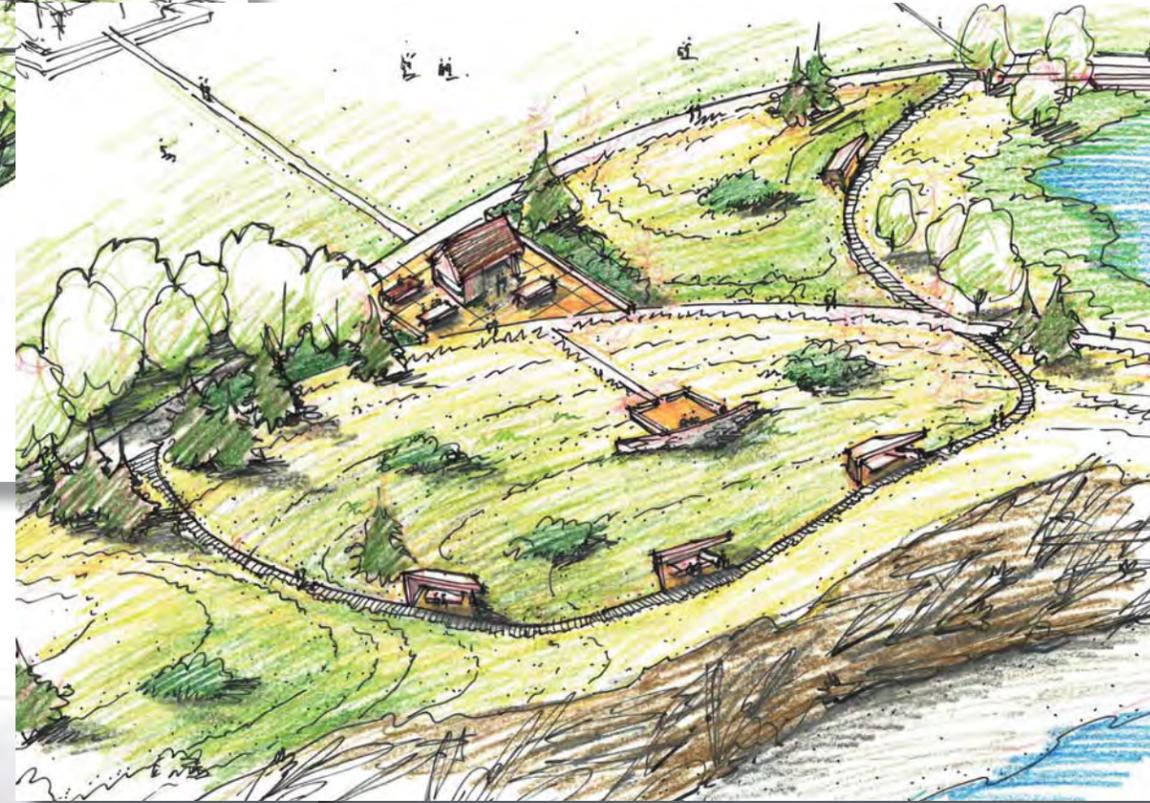
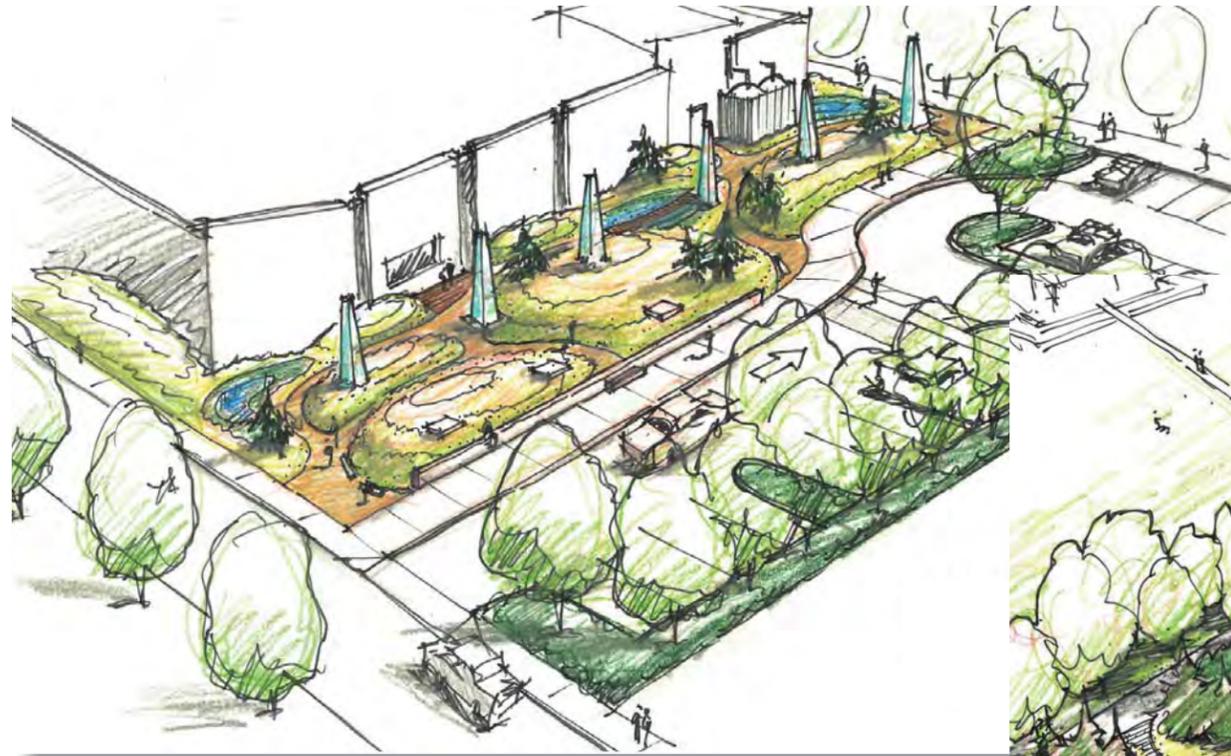


CIRCULATION

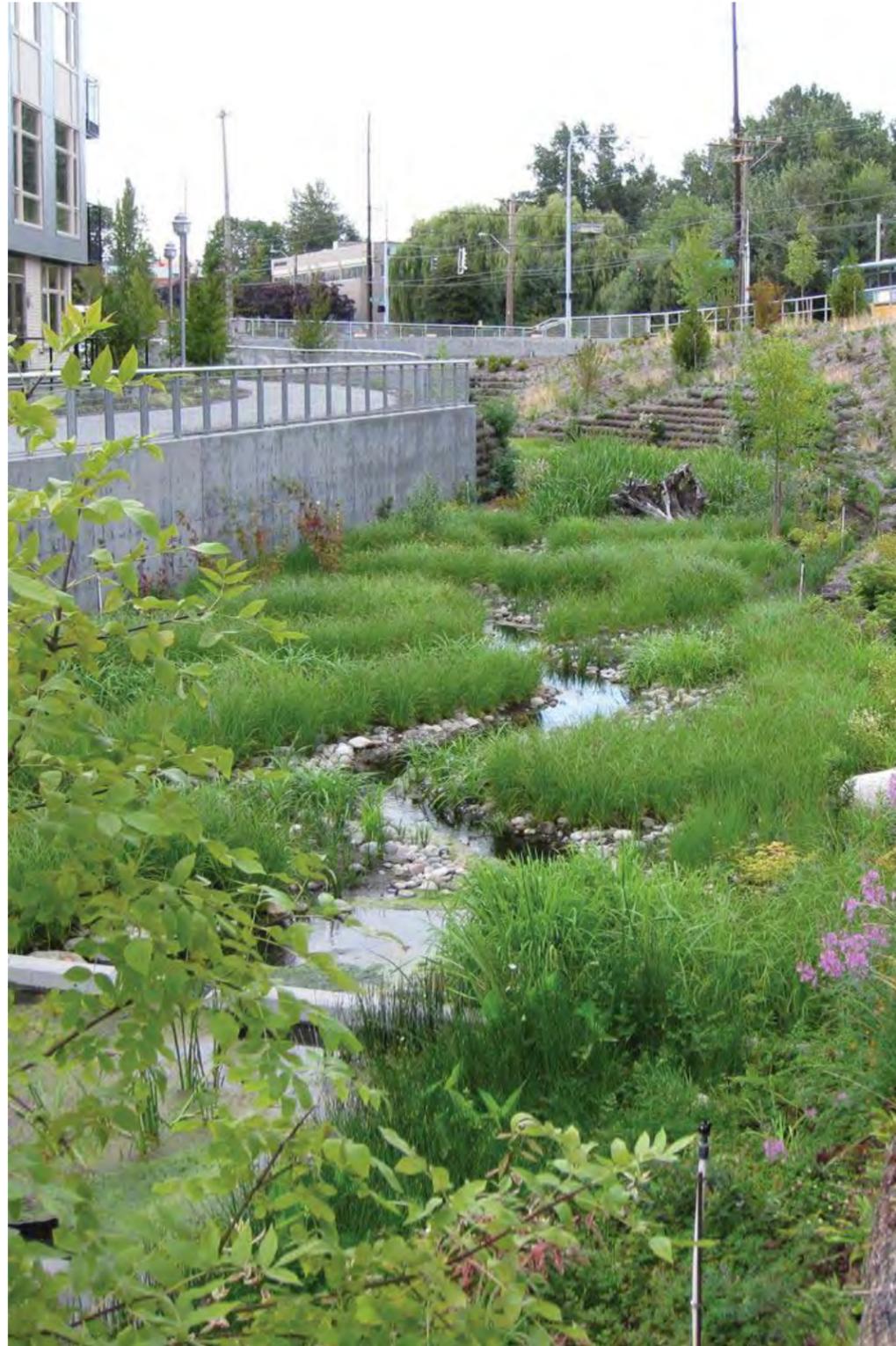
Pedestrian and vehicular circulation into and through the park supports primary entries, parking and anticipated connections within the future Windjammer Park. An undulating concrete waterfront trail moves toward and away from the harbor giving the user a meandering experience with varying views. The interior trails are a combination of straight and curved concrete paths that connect to the waterfront trail, to downtown, to Flintstone Park, and to Freund Marsh. North-south trails are predominately straight, where east-west trails curve. The north-south promenade from SE Pioneer Street is a major downtown linkage to park as well as the CWF. There are nature walks proposed with soft surfacing or concrete treads closer to the harbor. These walks may be used as a reprieve from other park activities or extensions of the waterfront trail, providing users a choice of trails.

To enhance the vehicular circulation and create additional parking, a crescent-shaped parking lot has been created on the west side of the park. Moreover, parking has been created along SE City Beach Street and SE Bayshore Drive, north of the multi-use field. The crescent parking lot will double the amount of parking on the west side, and will increase access to different areas of the park. South of the crescent shaped parking lot is park and view lot. Parking on SE City Beach Street will connect to a drop-off loop in front of the CWF.

Although park users cannot drive entirely through the park, some of the interior east-west trails are wide enough for maintenance and emergency vehicle to drive on, in anticipation of event logistics.



Landscape Concepts within the Park and CWF Interface.



Wetland Enhancement Precedent Images



OVERALL COSTS AND PHASING PLAN



Phasing Plan and Overall Costs

Preliminary Phasing

The Windjammer Park Integration Plan is expected to be implemented in phases over time. Based on preliminary costs and the construction of the CWF, the site has been divided into six phases. Implementation of the Plan is dynamic, meaning phasing is flexible depending on what types of funding may be available. Below is a preliminary list of major items that would be accomplished for each preliminary phase. The first phase of the park will predominately be associated with the construction of CWF and the last phase will take place once the little league fields are relocated to a new site.

The first phase of construction, Phase 1, is generally in the same location where the CWF is impacting the park as depicted on the figure on page 42 and the aerial image taken in May 2016 on page 43. This location coincides with the construction of CWF building footprint, and laydown and staging areas. As outlined in Section 1, Project Development, impacts to the park facilities must be replaced. Phase I of the Park will be constructed on the same timeline as the CWF, with anticipated completion in 2018.

PHASE 1

- Parking at City Beach
- Parking south of the CWF
- Begin plaza and fountain
- Enhance wetland and add overlook
- Begin crescent parking on west side of park
- Install interior trails

PHASE 1B

- Install splash park and playground
- Complete plaza and fountain from Phase 1
- Add a restroom
- Begin shoreline enhancement
- Begin waterfront trail

PHASE 2

- Extend streetscape along SW Beeksma Dr to Pioneer St
- Construct round about at grand entrance
- Relocate windmill
- Complete crescent parking
- Build bridge over wetland
- Complete wetland expansion
- Integrate small plaza south of crescent parking

PHASE 3

- Renovate kayak campsite and non-motorized boat launch
- Reconfigure parking
- Install overlook with beach access
- Construct new kitchen and bathroom facility
- Install playground, bocce ball courts and hard courts
- Continue waterfront trail and interior trails
- Install great lawn
- Build large stage

PHASE 4

- Renovate lagoon and add terraced steps
- Install terminus of north-south promenade with an overlook, new windmill and beach access
- Continue shoreline enhancement, waterfront trail and interior trails
- Install kitchen

PHASE 5

- Relocate ball fields
- Lay sod for multi-purpose lawn
- Add parking along SE Bayshore Dr
- Install kitchen and restroom facilities
- Build large playground
- Continuation of shoreline enhancements, waterfront trail and interior trails
- Construct overlook with beach access

Costs

Overall costs for Windjammer Park are estimated in 2016 at \$18,000,000. This equates to \$630,000 per acre. The planning and construction costs based on preliminary phases are shown in the Project Cost Estimate, Appendix II.

A cost comparison was conducted with other parks that had similar park elements. This comparison is located in Appendix II. The outcome of the cost comparison exercise showed that the cost per acre at Windjammer is slightly less than the average cost per acre, \$640,000, of other parks with similar types of park program elements.

Costs for Phase 1 are associated with the CWF construction and will come from CWF project costs for construction, restoration and mitigation. For additional funding information please refer to page 37.



Preferred Alternative: Phasing

LEGEND

- PROJECT BOUNDARY
- DRIFT WOOD
- ✻ WIND MILL
- ✻ ART PIECE
- PLAY AREAS
- STRUCTURES
- SITE FURNISHINGS
- LIGHTING
- OUTFALL
- ↖ ↗ VIEWS
- CWF CONSTRUCTION within WINDJAMMER PARK

ACCESS and CIRCULATION

- ↔ PEDESTRIAN CIRCULATION (WATERFRONT TRAIL)
- ↔ PEDESTRIAN CIRCULATION (INTERNAL)
- ↔ VEHICLE CIRCULATION
- ✻ ACCESS



Site Analysis and CWF Construction Footprint



TABLE 3: WINDJAMMER PARK POTENTIAL FUNDING SOURCES

Phase	GRANTS AND POTENTIALLY APPROPRIATED CITY FUNDING	POTENTIAL FUNDING SOURCES
1	CWF Project Costs	
1B	Grants and Funding	City General Fund Park Impact Fees Washington State Recreation and Conservation Office(WRSRCO)- Washington Wildlife and Recreation Program (Waterfront parks, picnic shelters, play areas, restrooms) WRSRCO- Estuary and Salmon Restoration Program (Shoreline Enhancements)
2	TBD Based on Funding and available opportunities	WRSRCO- Aquatic Lands Enhancement Account (Parking lots and entry drives) WRSRCO- Land and Water Conservation Fund (Parking) WRSRCO- Washington Wildlife and Recreation Program (Waterfront parks, amphitheater/stage)
3	TBD Based on Funding and available opportunities	WRSRCO- Estuary and Salmon Restoration Program (Shoreline Enhancements) WRSRCO- Washington Wildlife and Recreation Program (Waterfront parks, hardcourts, picnic shelters, play areas, playing fields, restrooms)
4	TBD Based on Funding and available opportunities	WRSRCO- Aquatic Lands Enhancement Account (Lagoon Renovation, waterfront parks, waterfront boardwalks) WRSRCO- Estuary and Salmon Restoration Program (Shoreline Enhancements) WRSRCO- Washington Wildlife and Recreation Program (Waterfront parks, picnic shelters, play areas, playing fields, restrooms)
5	TBD Based on Funding and available opportunities	WRSRCO- Youth Athletic Fields Grant (Relocation of ball fields) WRSRCO- Estuary and Salmon Restoration Program (Shoreline Enhancements) WRSRCO- Washington Wildlife and Recreation Program (Waterfront parks, picnic shelters, play areas, playing fields, restrooms)

POTENTIAL CITY FUNDING, WHERE APPROPRIATE	COLLABORATION WITH LOCAL GROUPS	OTHER IDEAS	OTHER POTENTIAL GRANT RESOURCES FOR PARKS AND RECREATION
General Fund City 2% Lodging Tax .09 Rural County Economic Development Real Estate Tax Park Impact Fees	Arts Commission Knights of Columbus Rotary Club Safeco Community Grants	Fundraising Brick Sales Community Garden and Craft Shows	Weyerhaeuser Company Foundation Wells Fargo Corporate Giving Grants Seattle Fund Safeco Community Grants LL Bean Construction and Recreation Grants Home Depot Community Impact Grants American Express Grant Program Robert Wood Johnson Foundation HUD Community Development Grant Program



CWF Construction Footprint, May 2016



Graphic created by Ecem Afacan from Noun Project.





Graphic created by Ecem Afacan from Noun Project.

**CAG MEETING #1 SUMMARY NOTES
AND AGENDA**





**Windjammer Park Integration Plan
Community Advisory Group Meeting 1 Summary**
 Wednesday January 20, 2016
 5:30 – 7:30 p.m.
 Former Whidbey Island Bank Building

Background

The Windjammer Park Integration Plan (WPIP) will be a long-term plan for the park, integrating existing and new elements (such as the Clean Water Facility, currently in construction) in this community space. The WPIP Community Advisory Group (CAG) will provide a forum for community members to inform the future vision of Windjammer Park.

The purpose of the January 20, 2016, first CAG meeting, was three-fold:

- ≠ Introduce and formalize the CAG
- ≠ Clarify program elements for Windjammer Park
- ≠ Prioritize program elements

A summary of the meeting follows.

Meeting Proceedings

Participants

Community Advisory Group Members

- Franji Christian
- John Fowkes
- Karla Freund
- Greg Goebel
- David Goodchild
- Hal Hovey
- Ferd Johns
- Kristi Krieg
- Cheryl Lueder
- Erik Mann
- Skip Pohtilla
- Jonathan Phillips
- Melissa Riker
- Norvin Stanley
- Kara Vallejo
- Jes Walker-Wyse
- Michael Wright

Absent Community Advisory Group

Members

- Mike Horrobin

Project staff:

- Steve Powers, City of Oak Harbor
Development Services Director
- Gill Williams, GreenWorks
- Jennifer D’Avanzo, GreenWorks
- Jeff McGraw, MWA Architects

Audience

- Brett Arvidson, Project Engineer, Clean Water Facility
- Hank Nydam, Operations Manager, Oak Harbor Parks and Recreation
- Joe Stowell, City Engineer, Clean Water Facility

- Bryan Shirley, Hoffman Construction, Clean Water Facility
- Dwight (member of the public)

Erin Taylor, EnviroIssues

Note taker:

Zack Ambrose, EnviroIssues

Facilitator:

Welcome and Introductions

Erin Taylor, Facilitator, EnviroIssues, began the meeting and introduced Mayor Bob Severns. Mayor Severns addressed the CAG and thanked them for their commitment to the project to help envision the future of the City of Oak Harbor’s downtown waterfront jewel, Windjammer Park. Erin introduced the WPIP project team including Gill Williams and Jennifer D’Avanzo, GreenWorks (landscape architecture), Jeff McGraw with MWA Architects (built architecture/Clean Water Facility architect), and Steve Powers with the City of Oak Harbor Development Services Department. Erin Taylor asked CAG members to introduce themselves and share their homework, “elements of parks that they find inspiring.” A general summary follows:

Melissa Riker, Representative of the City Park Board, Whidbey Island Race Director -- She and her child use the park, and family-friendly programs in parks inspire her.

Mike Wright, Chair of City Park Board -- He is inspired by stone and timber accents, similar to those at Fort Nugent Park in Oak Harbor.

Kara Valejo – She is inspired by family-friendly activities and activities that bring people together year-round, including examples like a splash pad and fire pit area.

Jes Walker-Wyse, Representative of the Oak Harbor Planning Commission -- She is inspired by inclusive playground equipment and activities for all abilities, lush native landscaping, and water recreation.

Jonathan Phillips – He is inspired by recreational activities including kayaking, bicycling, paddle boarding, and connecting the park to downtown Oak Harbor.

Greg Goebel – He is inspired by community centers, one example being the Puyallup Community Center.

Hal Hovey, representative of the neighboring condominiums -- He is inspired by a courtyard at Western Washington University, which replicates the San Juan Islands and his interest in using creative hardscapes in the park.

Franji Christian, representative of the neighboring condominiums -- She is inspired by integrating hardscape and soft scape, and rose gardens.

Kristi Freig, Representative of the Oak Harbor School District -- She is inspired by facilities for family barbecues, field trips, and playgrounds.

Norvin Stanley, Representative of the Whidbey Island Kite Flyers -- He is interested in maintaining open space to take advantage of the south winds.

John Fowkes, local business owner/arts -- He is inspired by parks that have opportunities for theatrical / performance purposes (more substantial than a gazebo).

Karla Freund, Representative of the Oak Harbor Music Festival --She is inspired by greenery, art, and items that promote fitness and interactivity in the park.

Erik Mann, Representative of Windermere Real Estate -- He is inspired by elements that in turn stir activity at all hours, for example a splash park with LED lights and creative and aesthetically pleasing hardscapes. He is also interested in natural amphitheater and small kiosks for vending.

David Goodchild – He is inspired by active and passive park elements, with events that draw people to the area. Also interested in making sure funds are available to implement the Plan.

Cheryl Lueder, Representative of N Whidbey Little League, – She expressed that baseball fields are important. She is inspired by places that are for families all year round, not just big summer holidays.

Ferd Johns, Community member at large / Professor emeritus of architecture Montana State University - He is inspired by parks that are interactive with downtown.

Skip Pohtilla, Representative of the Oak Harbor Art Commission -- He is inspired by using the Clean Water Facility to spur park thinking, including more water elements and making the park available for events throughout the year.

Review and adopt CAG charter

Erin Taylor discussed the purpose of the CAG and reminded the group that the Clean Water Facility will be integrated into Windjammer Park. The Clean Water Facility design process and WPIP are working in parallel, ensuring consistency and coordination. Steve explained that in siting the Clean Water Facility in Windjammer Park, and using portions of the park for construction, there are inherent impacts to the Park must be mitigated. Solutions for that mitigation may be developed by the CAG through this process, but the entire park will be envisioned as a whole. The WPIP will also contain a phasing schedule with expected funding; areas directly impacted by the Clean Water Facility could be eligible for funding through the sewer fund, while other recommendations for the park could be funded in other ways (to be determined). Gill clarified that as the plan comes together, park phasing will identify different avenues to fund specific park elements.

The group is being asked to:

- ≠ Be prepared for all meetings.
- ≠ Review information to understand elements that have been included in previous park plans.

- ≠ Provide feedback to Oak Harbor’s project team and advice on the definitions and locations of programmatic elements for Windjammer Park.
- ≠ Advise the city on interests of the community for the future Park, acting as a sounding board for the project team.
- ≠ Serve as a liaison to the public and/or their organizations in a timely manner.

Erin Taylor walked through the CAG’s purpose and charter, further explaining the group’s role as sounding board for the design team, and schedule to reach a final WPIP. Steve Powers explained the WPIP schedule is designed to be fast-paced, purposeful, and focused. Parts of the WPIP may be eligible for inclusion in Clean Water Facility construction, therefore need to be coordinated with the facility final design and construction schedule. Time will be taken, if needed, to ensure that a quality plan is achieved.

Erin Taylor discussed the CAG’s roles and her role as facilitator, and the group’s role as participants. She asked the group if the charter could be adopted, including roles, responsibilities and ground rules. The CAG members unanimously adopted the charter.

Plan background and schedule

Steve Powers introduced the WPIP, explained its purpose, and described existing park elements. The design team presented examples of parks comparable in acreage, location, and city size to Windjammer Park. Programming elements would serve as inspiration for Windjammer Park. Parks included:

- ≠ Riverfront Park - Corvallis, OR
- ≠ McEuen Park – Coeur d’Alene, ID
- ≠ Waterfront Park – Hood River, OR
- ≠ Riverfront Park - Milwaukie, OR

Review of Past Planning Efforts

Gill Williams provided an overview of existing park plans and previous planning efforts, emphasizing that the WPIP would be based on this existing work. The following plans offer basis for the WPIP:

- ≠ 1987 Park Plan
- ≠ 2005 Waterfront Enhancement Program
- ≠ 2007 Master Plan
- ≠ 2009 Parks, Recreation and Open Space Plan

Gill Williams explained the challenge is three fold: 1) integrating the Clean Water Facility into the park, 2) connecting the park to the growing downtown, and 3) connecting the park and facility to points east and west. Space activation and programming is vital to the park’s success. Gill provided an overview of the context map and explained that the park’s location within a larger park system. He discussed the existing conditions, explaining how the existing park could have improved program definition and “flow” or adjacency between park elements. The WPIP will help determine what a future park looks like, and recognizing the tone of the park and its relationship to surrounding activities and downtown core.

Park Programming Elements

Gill Williams led CAG members through a discussion of park element categories with sample images intended to be example inspiration. Gill explained that the park must serve many functions, including how parts can have year-round use. Creating multi-purpose spaces can maximize that park usage and relevancy, offering different reasons for people to visit. The following summary highlights the CAG's discussion only.

Question: Is there a formula or rule of thumb for programming 28.5 acres?

Response: No. Different variables have to be addressed in each park, depending on if it is rural or urban, major park function (soccer vs. garden), etc.

Access

Access was discussed in terms of either a grand entrance or smaller entrance at Beeksma Drive or City Beach. Access also includes access to the beach. The existing entry at Beeksma Drive and HWY 20 does not clearly provide direction to the park.

- ≠ The roundabout at the intersection of HWY 20 and Pioneer Way would be a good location for an entrance to downtown and Windjammer Park. Placing the entrance near the existing RV Park would be in an area not seen by the public.
- ≠ The existing Oak Harbor City logo should be incorporated into the design of the park or used to brand Windjammer Park.
- ≠ Beach access would be preferable, but programming should have a return on investment, which might be limited due to driftwood.
- ≠ To maintain beach access, accumulating driftwood would need to be controlled.
- ≠ The future of the RV Park should be considered in concert with a grand entryway?

Recreation

Lagoon

- ≠ A grand promenade could help activate the lagoon.
- ≠ The lagoon could be considered to be frozen for winter ice-skating.

Multiuse hard court

- ≠ Location of existing courts are oddly adjacent Oak Harbor Bay and affected by wind, but are still used regularly.

Splash Park

Splash parks vary in terms of art and aesthetic and tend to be active with kids and families. Splash parks can be programmed for nighttime use.

- ≠ The Experience Music Project in Seattle was discussed as a play space that was utilized during day and night.

Question: Does Windjammer Park close at night?

Response: It currently closes at 10 p.m.

Ballfields

The ballfields require increased acreage and can possibly be relocated and replaced with a multi-use space.

Playground

Playgrounds have evolved from traditional platform play to inclusive / barrier-free. A lot of creative thinking can happen for a new playground.

Open Space / Fields

Open space and fields can be composed of a variety of materials with various tradeoffs and benefits including combining turf and grass.

Question: Has there been any leading study about the safety of turf vs. grass?

Response: Crumb rubber and cork surfaces have been tested and the findings have assured safety for both impact and materials.

Gardens and Native Vegetative Spaces

Existing Wetlands

Wetlands can be an amenity to the park and can be enhanced by boardwalks. Wetlands can be integrated in a useful and graceful way with the rest of the park.

Question: What is the plan for the wetland? Is it categorized as a wetland?

Response: The wetland is categorized as a wetland and must be mitigated in some way: either mitigated off site, enhanced, or expanded.

Question: Can the wetland function to clean the storm water?

Response: Since it is categorized as a wetland, it becomes regulated by certain standards. Enhancements could be a way to mitigate some storm water.

Question: Is part of the CAG process going to determine the interface between the park and the northern commercial properties?

Response: Yes, these properties can become attractive places for commercial realty and / or green streets.

Landscape and Gardens

Passive garden spaces could include educational components.

Structures

Existing structures such as restrooms, kitchens, gazebos and windmill could be maintained depending on operations and maintenance of these facilities. The character of the structure could be unique but also cohesive.

- ≠ It was noted that if the existing buildings are determined to stay, the façades could be updated.

Site Furnishing

Furnishings create continuity in a broader park system and current options can provide character, a sense of place, and identity. The furnishings can reflect the character and personality of Oak Harbor.

Plantings

Plantings can function aesthetically to create spaces, delineate spaces, and can be functional and may include community gardens.

Event Space*Stage / Amphitheater*

A stage or amphitheater may resemble a traditional or formal amphitheater or be created by natural mounds that could serve as an event space. These types of facilities can serve multiple purposes and include a mix of hard and soft surfaces.

Overnight Use*RV Park*

The Staysail RV Park currently generates income for the City but its location disrupts the park's open space and the challenge is to integrate the RV Park or move it to another location.

Question: How many spaces are in the RV Park?

Response: Currently there are 56 hook up sites with 23 dry sites for tents.

Kayak Campsite

The kayak campsite at Windjammer Park is included on the existing Cascadia Marine Trail.

Automobile Infrastructure

Automobile infrastructure can be integrated into the park but will displace green space.

Question: Is there a way to incorporate a pedestrian bridge over Beeksma Drive to access the trailhead, especially for running races?

Response: The design team noted the need for a safe connection.

Question: Did the transportation plan adopt this current wetland area for a future Bayshore Drive?

Response: The transportation plan and the WPIP are dovetailing as the update processes are occurring simultaneously. If the street is not needed, it can be removed from the WPIP.

Non-motorized Boat Launch

The non-motorized boat launch may have maintenance concerns due to driftwood and tides and this space could be formalized.

Trail

The existing waterfront trail can be widened and soft surface paths can provide circulation in the park, potentially being a signature element of the future park.

Adjacent Uses/ North Park Commercial Redevelopment

The interface between the North Park Commercial area and the park could improve.

Question: Can a raised parking facility be constructed over the wetland to connect the northern commercial area with the park since there is some parking lost from the construction of the Clean Water Facility?

Response: There are ways to integrate these areas.

Prioritization Activity

Erin Taylor asked the CAG to participate in an activity to prioritize program elements they would like to see included in the WPIP. CAG members were provided five green stickers to place on elements they deemed priorities and one red stickler for elements that may not be considered a priority for inclusion. Erin asked the CAG members if there were any additional elements that should be included in the prioritization exercise. The following elements were added:

- ≠ Safe connection between bike trail and park
- ≠ Town / Municipal Dock
- ≠ Educational elements
- ≠ Fitness trail
- ≠ Improved linkages to downtown

(It should be noted that this prioritization exercise was similar to the prioritization exercise completed by City Councilmembers in December. For the CAG, additional specificity for descriptions were added to further clarify certain park elements.)

Erin Taylor summarized the dot exercise as follows:

Elements that were considered highest priority (received green dots) included:

- ≠ Waterfront park trails
- ≠ Splash park
- ≠ Amphitheater
- ≠ Ball field relocation
- ≠ Gardens
- ≠ RV Park (include in redesign)
- ≠ RV Park (relocate)

Elements that were not considered priorities (red dot) included:

- ≠ City / Municipal dock
- ≠ Bayshore Drive

The following elements received no dots. Erin Taylor asked the CAG to explain why these elements did not receive dots.

- ≠ North Park Commercial Redevelopment – The CAG felt that this element was difficult to understand; it is unclear what will happen with these properties in the future. They noted that the WPIP should show attainable actions.
- ≠ Parking – The CAG explained that parking will be available, is being addressed in concert with the Clean Water Facility, and would be included in the park regardless of priority by the group.
- ≠ Kayak Campground – The CAG explained that the kayak campground currently exists and if nothing was done, it would most likely stay.
- ≠ Site Furnishings – The CAG explained that site furnishings seem like a standard element in parks; they clarified that contemporary or Oak Harbor materials for these furnishings would be preferred over traditional aesthetic.
- ≠ Wetland – The CAG explained that it was unclear what the options would be for the wetland, and permitting may be part of a driver for its treatment.

Erin Taylor asked each CAG member if they were surprised by the results of the dot exercise. Most CAG members were not surprised by the results but the following elements and their prioritization or lack of prioritization, did cause some CAG members surprise:

- ≠ RV Park, including split between remain/renovate and relocate
- ≠ Ballfield (relocation)
- ≠ City Dock
- ≠ Bayshore Drive
- ≠ Bayshore Drive (relocation)

Erin Taylor provided the group an overview of the City Council’s priorities and clarified that the next step for the team would be to combine the two lists into a recommended, cohesive prioritization.

Next Steps

Erin Taylor clarified that the next meeting (Feb. 4, 2016) would have opportunity to see the draft list of priorities, and would be a chance for broad public review of the priorities. A more specific agenda would be provided prior to the next meeting. Erin adjourned the meeting.

Appendix A



**Windjammer Park Integration Plan
Community Advisory Group Meeting 1**
Wednesday, January 20, 2016
5:30 – 7:40 p.m.

WORKSHOP OBJECTIVES

- ≠ Introduce and formalize CAG
- ≠ Clarify program for Windjammer Park
- ≠ Prioritize park elements/program

DETAILED AGENDA

Note: Facilitator will check in for potential break after 60 minutes

<i>Time</i>	<i>Agenda topic</i>	<i>Speaker</i>
5:30 – 6:00	Introductions and “homework review”	Steve Powers Erin Taylor
6:00 – 6:25	Review and adopt CAG charter	Erin T.
6:25 – 6:45	Plan background and schedule	Steve P. Gill Williams
	<ul style="list-style-type: none"> ≠ Define WPIP schedule ≠ Clarify program for Windjammer Park, using previous plans as starting documents ≠ Provide examples of waterfront parks and park elements for consideration 	
6:45 – 7:15	Park program elements	Gill W. Jeff McGraw Erin T.
	<i>Discuss and define starting point for Park program</i>	
	<ul style="list-style-type: none"> ≠ Access ≠ Recreation ≠ Native / Vegetated space ≠ Structures ≠ Event spaces ≠ Transportation and circulation ≠ Adjacent uses ≠ Additional elements 	

7:15 – 7:25	Prioritize park elements Dot exercise, discussion / themes	Erin T. Gill W. Jeff M. CAG Members
If time allows	Last words / Round-robin	All
7:25 – 7:30	Next steps	Erin T.
Adjourn		

Appendix B: Prioritization Exercise





Graphic created by Ecem Afacan from Noun Project.

**CAG MEETING #2 SUMMARY NOTES
AND AGENDAS**





Windjammer Park Integration Plan Community Advisory Group Meeting 2 Summary

Thursday, February 4, 2016

5:30 – 6:30 p.m.

Elks Lodge

Additional staff (continued):

Joe Stowell, City Engineer, Clean Water

Facility

Bryan Shirley, Hoffman Construction, Clean

Water Facility

Facilitator:

Erin Taylor, EnviroIssues

Note taker:

Zack Ambrose, EnviroIssues

Background

The Windjammer Park Integration Plan (WPIP) will be a long-term plan for the park, integrating existing and new elements (such as the Clean Water Facility, currently in construction) in this community space. The WPIP Community Advisory Group (CAG) will provide a forum for community members to inform the future vision of Windjammer Park.

Objectives for the Feb. 4, 2016 second CAG meeting:

- ≠ Introduce WPIP and CAG to public
- ≠ Present draft priority park elements
- ≠ Discuss space constraints and launch points for park concept development
- ≠ Gather public feedback on park elements at an open house following the meeting

A summary of the CAG meeting follows. Comments received during the open house are also included for reference.

Meeting Proceedings

Participants

Community Advisory Group Members:

Franji Christian
John Fowkes
Karla Freund
David Goodchild
Mike Horrobin
Hal Hovey
Ferd Johns
Kristi Krieg
Cheryl Lueder
Erik Mann
Skip Pohtilla
Jonathan Phillips
Melissa Riker
Kara Vallejo
Jes Walker-Wyse
Michael Wright

Absent Community Advisory Group

Members:

Greg Goebel
Norvin Stanley

Project staff:

Steve Powers, City of Oak Harbor
Development Services Director
Gill Williams, GreenWorks
Jennifer D'Avanzo, GreenWorks
Jeff McGraw, MWA Architects

Additional staff:

Brett Arvidson, Project Engineer, Clean
Water Facility
Hank Nydam, Operations Manager, Oak
Harbor Parks and Recreation

Welcome and Introductions

Erin Taylor, Facilitator, EnviroIssues, called the meeting to order and explained the CAG's operating ground rules. Erin acknowledged City Councilmember Joel Servatius and City Administrator Dr. Doug Merriman. Erin introduced the WPIP project team including Steve Powers with the City of Oak Harbor Development Services Department, Gill Williams and Jennifer D'Avanzo, GreenWorks (landscape architecture), and Jeff McGraw with MWA Architects (built architecture/Clean Water Facility architect). CAG members introduced themselves.

Steve Powers thanked the group for attending. He recognized the sudden passing of CAG member Bob McNeil, acknowledging his volunteer spirit.

Erin recapped the first CAG meeting and introduced Gill Williams to discuss park elements.

Windjammer Park Integration Plan: Draft park element priority list

Gill Williams provided an overview of the list of prioritized park elements. This list was generated through both CAG and Council feedback. Gill clarified that space constraints will dictate how many of these elements will fit in the park. The design team will continue to consult the CAG to identify how priority elements that should move forward in the design process. Those elements were outlined as follows:

"Standard":

- ≠ Automobile infrastructure (City Beach and Beeksma bookend the park, and if Bayshore Dr. is to be relocated in or out of park)
- ≠ Canopy
- ≠ Existing wetlands
- ≠ Kayak campsite
- ≠ Kitchens
- ≠ Parking
- ≠ Restrooms
- ≠ Site furnishings - contemporary design or designed from materials found in Oak Harbor
- ≠ Windmill

High priority:

- ≠ Event plaza
- ≠ Lagoon (renovate)

- ≠ Splash park
- ≠ Stage / amphitheater
- ≠ Waterfront trail / park trails

Medium priority:

- ≠ Beach access
- ≠ Educational elements
- ≠ Gateway entrance (grand)
- ≠ Landscape and gardens
- ≠ Linkage to downtown
- ≠ Multi-purpose lawn
- ≠ North park commercial redevelopment
- ≠ Playground
- ≠ RV Park (relocate in or out of park)
- ≠ Safe connection bike trail to park (relocate in or out of park)

Low priority:

- ≠ Baseball fields (relocate in or out of park)
- ≠ Boat launch
- ≠ Fitness trail / equipment
- ≠ Gazebo
- ≠ Multi-use hard court / basketball court

Identified for removal:

- ≠ City dock
- ≠ Site furnishings – traditional
- ≠ Wading pools

Question: Why was automobile infrastructure (Bayshore Drive) categorized as “standard” in the prioritization list? I recall that most CAG members did not identify it as a priority.

Response: Bayshore Drive will be addressed through the Transportation Plan update process. City Beach Street and Beeksma Drive, that bound the park, will have to be integrated in Windjammer Park regardless of the outcome of Bayshore Drive. In addition, the Transportation Plan is likely to identify that Bayshore will not be extended, or that there is not enough benefit to the transportation network to extend it.

How big is that?

Erin explained that as Windjammer Park is modernized, some elements will be given more contemporary treatment, which may take more space. To demonstrate size of modern park elements, Gill discussed the size of the current RV Park and baseball fields, and various options to configure these larger elements out in a future Windjammer Park. The goal of this activity

was to show size and scale within the park and demonstrate tradeoffs, and how a landscape architect begins to explore these park “sketches.”

Steve clarified that “sketches” were not intended to show a City-endorsed proposal for use of space in Windjammer Park, or to endorse removal of Staysail RV Park or baseball fields. The team encouraged CAG members to consider the size of these elements and imagine what other park elements might be included in their place.

Gill showed several illustrations for using the space currently occupied by the Staysail RV Park and baseball fields.

Exchanging existing baseball fields for several multi-purpose fields



Illustration: configuration of multi-use fields in current baseball fields

Configuring multi-use fields elsewhere in park

Multi-purpose fields could also fit elsewhere in the park. For illustration, the existing ballfields remain. This also might constrain space on the existing Staysail RV Park, but still accommodate up to 17-20 updated spaces.



Illustration: space available for multi-use fields in Windjammer Park

Upgrading RV Park to current standards

Gill explained that the current Staysail RV park is not comparable to other, modern RV parks, and expectations of those RV campers. Newer parks have larger bays, pull-through spaces, increased privacy, and utility connections. There are currently three bookends for the RV Park:

1. Keep updated stalls within the existing footprint of Staysail RV Park, 17-20 updated spaces could be accommodated.
2. Update equal number of stalls to those today, using an expanded park footprint to accommodate those 57 spaces.
3. Remove the RV Park



Illustration: required space for 57 RV spaces at modern configuration

Question: How big are the small soccer fields shown in the second sketch?

Response: The soccer field is for U-12 (Under-12 players), approximately 50 yards x 80 yards.

Question: Would removable fencing be included in the multi-purpose fields?

Response: Multi-purpose fields would generally imply having availability of removable fencing and set up for a variety of sports.

Question: Could the fields be lit?

Response: Lighting can be considered based on possible impacts to the surrounding properties.

Question: Does a modern RV Park need to include green space between each stall?

Response: An updated RV Park could be designed to meet the needs of Oak Harbor.

Question: Should the RV Park be located outside park boundaries?

Response: The RV Park could be located elsewhere if it is determined that it is a future priority.

Question: Has the City explored other real estate options for an RV park?

Response: No. The City has the opportunity to decide if (as a public agency) it wants to continue to operate an RV Park, or if it is a service better operated by a third party/private enterprise.

Question: Does the park need to include all of these programming elements?

Response: No. These sketches are for illustration purposes. The CAG now has the opportunity to make recommendations for what should be included in the final plan presented in the WPIP.

Developing park concepts

Erin Taylor explained that the next step is to develop concepts with combinations of elements: standard, priority, and a combination of other park elements. Gill explained that depending on availability of space and size of park elements, each configuration may have more or less additional elements. It is likely that three park concepts will be developed, with and without the RV park and ballfields.

Erin asked the CAG to take a step back and think about available park space, those elements that have been established as standard and priority elements, and those that had not been further prioritized. She walked the CAG through a prioritization activity. Erin directed CAG members to focus on five elements in the park and rank them between 1 (most important) to 5 (least important).

The chart below summarizes the CAG’s responses.

		Priority				
		1	2	3	4	5
Elements within park	Grand gateway	1	0	0	1	4
	Beach access	0	2	3	5	0
	Playground	6	1	2	1	1
	Educational elements	0	1	1	0	1
	Landscape and gardens	4	2	4	3	1
	Wetland	0	0	0	1	0
	Multi-purpose lawn	1	8	0	2	2
	Multi-use hard court	0	1	1	0	2
	Fitness trail	0	0	2	0	2
	Contemporary site furnishings	0	0	1	0	0
	Material site furnishings	0	0	0	0	0
	Wind shelters	1	0	0	1	0
	Boat launch	0	0	0	0	0
	Gazebo	0	0	0	0	1
Elements outside park	North Park Redevelopment					
	Linkage to Downtown	1				1
	Safe connection / bike trail				1	

**Note: most CAG members did not focus on space outside the park; these elements should not be considered fully prioritized.*

Erin asked for general questions and comments about medium priority park elements.

Comment: Should the Staysail RV Park be included in the WPIP? Some consideration should be given to this type of space especially during festivals and events or the fear is that RV users will park elsewhere (without permission).

Comment: The RV Park attracts people to downtown but should not be upsized to meet today’s standards as it is out of scale with the rest of the park. The RV Park could be located in other areas close to the park on nearby properties.

Comment: The Staysail RV Park should stay due to its unique location on the water.

Comment: Coupeville has a pier to get out to a floating dock.

Comment: A more secluded area may be more appropriate for the Staysail RV Park. Upgrading the existing footprint is preferred over expansion.

Comment: RVs will park whether there are spaces or not. There will be RVs along the streets, which could affect events held at Windjammer Park.

Comment: Windjammer Park should be planned for the people of Oak Harbor first.

Question: Should the Staysail RV Park’s income determine the potential for a future upgrade?
Response: The RV Park generates approximately \$80,000 net profit per year but costs have not remained consistent.

Question: Can a fourth concept that would include ball fields and an upgraded RV park be developed?
Response: The Staysail RV Park can be upgraded and the revenue may be reduced. The 57 spaces could be improved or the current RV Park’s footprint could be maintained and spaces could be upgraded.

Question: How would improvements to the RV Park be funded? If funds are from the Clean Water Facility, would the RV Park’s revenue be used to pay off the Clean Water Facility?
Response: Question was tabled for a future discussion.

Question: If a city / municipal pier were a reality in the future, would it be included in Windjammer Park?
Response: The pier would go to Flintstone Park based on WPIP’s boundaries.

Question: What would the gazebo be?
Response: The gazebo would be a larger structure that could be rented for public use.

Question: The previous park plan included the adjacent marshland, could this land be used for the Staysail RV Park?
Response: Yes, this is a possibility depending on real estate acquisition, etc.

Erin asked the project team if there was enough feedback provided to begin developing concepts. Gill confirmed that this was the case and asked the CAG if he was correct in assuming that the CAG does not want the Staysail RV Park to look as it does today. CAG members

confirmed. Jeff McGraw suggested that one of the concepts will include the Staysail RV Park as it exists today.

Erin asked Gill to provide a preview of what would be coming next. At the next meeting, the CAG and design team will begin mixing layouts and developing drawings and vignettes. This activity will be used by the design team to further develop park concepts.

Public Questions and Answers

Erin asked the public for clarifying questions for the design team:

Question: Will there be a road (Bayshore Extension) that cuts through the park?

Response: The Transportation Planning process currently dictating that the road is not necessary and City Council was informed of this analysis on February 3.

Question: Will improvements to the lagoon be considered?

Response: Functional improvements to the lagoon will be included in park concepts.

Question: Regarding the Staysail RV Park, one option might be to reduce the size, include modern facilities, and charge more. Why would revenue decrease?

Response: If the size of the existing Staysail RV Park were reduced by a third, raising the rates would be one way to recoup the lost revenue. A study would need to be developed.

Question: How much will tourism be impacted if the Staysail RV Park is lost in any form?

Response: Currently, the city has been unable to draw a conclusive connection between the Staysail RV Park and downtown business revenues.

Question: What prevents someone with an RV from taking up three parking spaces on the street otherwise?

Response: This question was tabled for a future conversation.

Erin recapped the purpose of the CAG meeting for members of the public who arrived late and clarified that the purpose of the WPIP is to examine the park holistically, and understand how the new Clean Water Facility could be integrated into the park. Erin described the open house, asking members of the public take a look at inspiration/precedent images of park elements, provide their feedback, and offer input toward placement of those elements in the park.

Erin adjourned the CAG meeting and transitioned to the Open House.

Appendix A: “Adjacency Matrix”

CAG members completed the adjacency matrix above and could place an ‘X’ indicating that there is a critical connection between two elements or a ‘C’ indicating that a connection was apparent but it was not critical. The table above includes the combined weighted results. A color scale has been applied to highlight which items received the majority of points. The following table shows which elements received more than 5 points. Elements receiving less than 5 points are not included.

Element	Automobile infrastructure	Baseball fields	Beach Access	Boat launch	Canopy	Event plaza	Existing wetlands	Fitness trail/equipment	Gateway entrance	Gazebo	Kayak campsite	Kitchens	Lagoon	Landscape and gardens	Linkage to downtown	Multi-purpose lawn	Multi-use hard court/basketball court	Parking	Playground	Restrooms	RV Park	Site furnishings	Splash park	Stage/amphitheater	Waterfront trail/park trails	Windmill
Automobile infrastructure																										
Baseball fields	8																									
Beach Access	2	0																								
Boat launch	9	0	8																							
Canopy	2	0	0	0																						
Event plaza	7	1	0	2	1																					
Existing wetlands	2	0	2	0	0	0																				
Fitness trail/equipment	0	4	1	0	0	0	0																			
Gateway entrance	11	0	0	1	0	2	0	0																		
Gazebo	2	0	0	0	7	3	2	0	0																	
Kayak campsite	0	0	8	1	2	0	0	1	0	0																
Kitchens	3	1	0	0	14	5	0	0	1	6	2															
Lagoon	0	0	3	0	0	0	0	0	0	2	2	0														
Landscape and gardens	0	2	4	2	6	8	8	0	7	6	2	2	3													
Linkage to downtown	11	0	5	0	1	4	2	5	7	0	4	0	0	5												
Multi-purpose lawn	0	1	3	0	5	9	0	1	2	6	0	5	8	3	2											
Multi-use hard court/basketball court	2	1	0	0	3	1	0	0	1	0	0	0	0	1	0	1										
Parking	14	4	2	7	1	10	0	0	7	4	2	3	1	4	7	5	4									
Playground	3	3	0	0	3	1	0	0	3	4	0	8	7	4	2	5	4	4								
Restrooms	2	9	0	4	7	6	0	0	3	6	6	16	6	3	1	7	7	5	12							
RV Park	7	0	3	2	0	0	0	0	3	0	2	0	1	3	4	2	0	3	2	5						
Site furnishings	0	5	0	0	2	1	0	0	2	2	0	11	0	4	2	2	2	1	5	2	0					
Splash park	1	0	0	0	1	3	0	0	0	0	0	3	3	1	0	0	0	4	11	10	1	2				
Stage/amphitheater	5	0	0	0	2	5	2	0	0	2	2	10	1	3	2	2	0	4	0	6	0	4	0			
Waterfront trail/park trails	2	0	10	0	2	1	4	2	2	2	8	2	3	6	3	6	1	3	0	2	3	5	1	0		
Windmill	0	0	0	0	0	0	0	3	0	2	0	0	4	4	0	0	0	0	0	0	0	1	0	1	2	

WEIGHTED: X's (x2), C's (x1)



Automobile infrastructure	<ul style="list-style-type: none"> ≠ Baseball fields ≠ Boat launch ≠ Event plaza ≠ Gateway entrance ≠ Linkage to downtown ≠ Parking ≠ RV Park
Baseball fields	<ul style="list-style-type: none"> ≠ Restrooms
Beach access	<ul style="list-style-type: none"> ≠ Boat launch ≠ Kayak campsite ≠ Waterfront trail / park trails
Boat Launch	<ul style="list-style-type: none"> ≠ Parking
Canopy	<ul style="list-style-type: none"> ≠ Gazebo ≠ Kitchens ≠ Restrooms
Event plaza	<ul style="list-style-type: none"> ≠ Landscape and gardens ≠ Multi-purpose lawn ≠ Parking ≠ Restrooms
Existing wetlands	<ul style="list-style-type: none"> ≠ Landscape and gardens
Gateway entrance	<ul style="list-style-type: none"> ≠ Landscape and gardens ≠ Linkage to downtown ≠ Parking
Gazebo	<ul style="list-style-type: none"> ≠ Kitchens ≠ Landscape and gardens ≠ Multi-purpose lawn ≠ Restrooms
Kayak campsite	<ul style="list-style-type: none"> ≠ Restrooms ≠ Waterfront trail / park trails
Kitchens	<ul style="list-style-type: none"> ≠ Playground ≠ Restrooms ≠ Site furnishings

	≠ Stage / amphitheater
Lagoon	≠ Multi-purpose lawn ≠ Playground ≠ Restrooms
Landscape and gardens	≠ Waterfront trails / park trails
Linkage to downtown	≠ Parking
Multi-purpose lawn	≠ Restrooms ≠ Waterfront trail /park trails
Multi-use hard court / basketball court	≠ Restrooms ≠ Waterfront trail / park trails
Playground	≠ Restrooms ≠ Splash park
Restrooms	≠ Splash park ≠ Stage / amphitheater

**Appendix B
Public Comments**

The following comments were received during the open house. Participants provided comments via comment cards and flip charts. Comments are transcribed verbatim and scanned versions are included in this summary.

Comment Card 1

Bird watching, don't remove baseball field, restort windmill and gen. power, cleen lagoon from jelly fish and seaweed, make playground smaller

Comment Card 2

Make walkways wide enough for police cars to drive on so they can easily patrol the park at night.

Comment Card 3

- *Move RV park and ballfields out of park*
- *Park should allot space to activities that a majority of people use*
- *Cost would be helpful in evaluating different use options*

Comment Card 4

Please consider preserving the mid-century modern architecture of the kitchen and restroom buildings. This could be cost effective and unique – Oak Harbor has much interesting modern design that other small cities in the area don't have.

Comment Card 5

Don't put high noise programs near condos. High noise = basketball, splash park.

Comment Card 6

Thought: Next time provide Post-Its so that feedback can be provided more anonymously and more than one person can contribute to a poster at a time (they are compostable). Thanks for the interesting meeting.

Letter from Dwight Galbraith

To: City Beach Advisory Committee

From: Dwight Galbraith, Retired School Teacher, Local business owner for 35 years

Date: February 1, 2016

1. The parking at City Beach on a nice day during the summer is scarce as it is. When we create the plan for redevelopment of the park we will need more parking.
2. We need to look at repurposing the area that the outdated lagoon occupies. In other words, "Fill it in."
3. Creating a splash park for the young kids would be a much safer option. It would have a much higher utilization by all, and much more easily supervised. You **must** visit the Kiwanis Splash Park near Hillcrest Park in Mt Vernon. It is a great exciting place for the kids.
4. The skateboard park should be moved from its remote location behind Oak Harbor Elementary to City Beach. This would allow much better supervision and visibility. This could also allow the park to become an integral part of the community, instead of hidden away and adversely impacting the local neighborhood. Many parents will not let their kids visit the skateboard park because of stories about what goes on there. It is almost impossible to supervise. Set it up so local police could drive by it without getting out of their patrol cars. Make it a positive part of the community. Perhaps contests and events focused on skating.
5. Remove the baseball fields. They are used very few days/hours during the year. Times have changed; we need to concentrate on utilization. We used to have tennis courts, slides, swings, wading pools and barbecue shelters. They are gone. Now the lagoon and baseball fields need to go.
6. A well protected outdoor amphitheater would also be great for summer music events. It would serve all ages with music, movies and events. The city beach gazebo is not adequate.
7. Create spaces for vendors to rent & store kayaks, bicycles, etc. Reserved spaces for food trucks would be a plus, also.
8. **City Beach Park is the Jewel of Oak Harbor.** We need to keep in mind the park is for the residents of Oak Harbor first, and then for tourists. If we create a great place for our own residents, the tourists will come.

Comments from flip charts

- ≠ Signage – pick up after dog, within park – currently only on either end.
- ≠ Play grounds a must
- ≠ Sea wall (small) along walkway
- ≠ Love to see an amphitheater!!
 - Amphitheater – music fest
 - Need a stage, music / drama
 - Concerts?
- ≠ All park structures have green roofs
- ≠ Windmill – bring it back to life, show actual workings and power meter
- ≠ Trail to beach to bird viewing blind
- ≠ Relocate RVs and ballpark
- ≠ Waterfront – heart of the city park
- ≠ Build yurts instead of RV park
- ≠ Relocate RV Park and ballfields
- ≠ LED – a must, change colors with events.

Appendix C



City of Oak Harbor
Windjammer Park Integration Plan CAG Meeting and Open House
 February 4, 2016
 5:30 – 7:30 p.m.

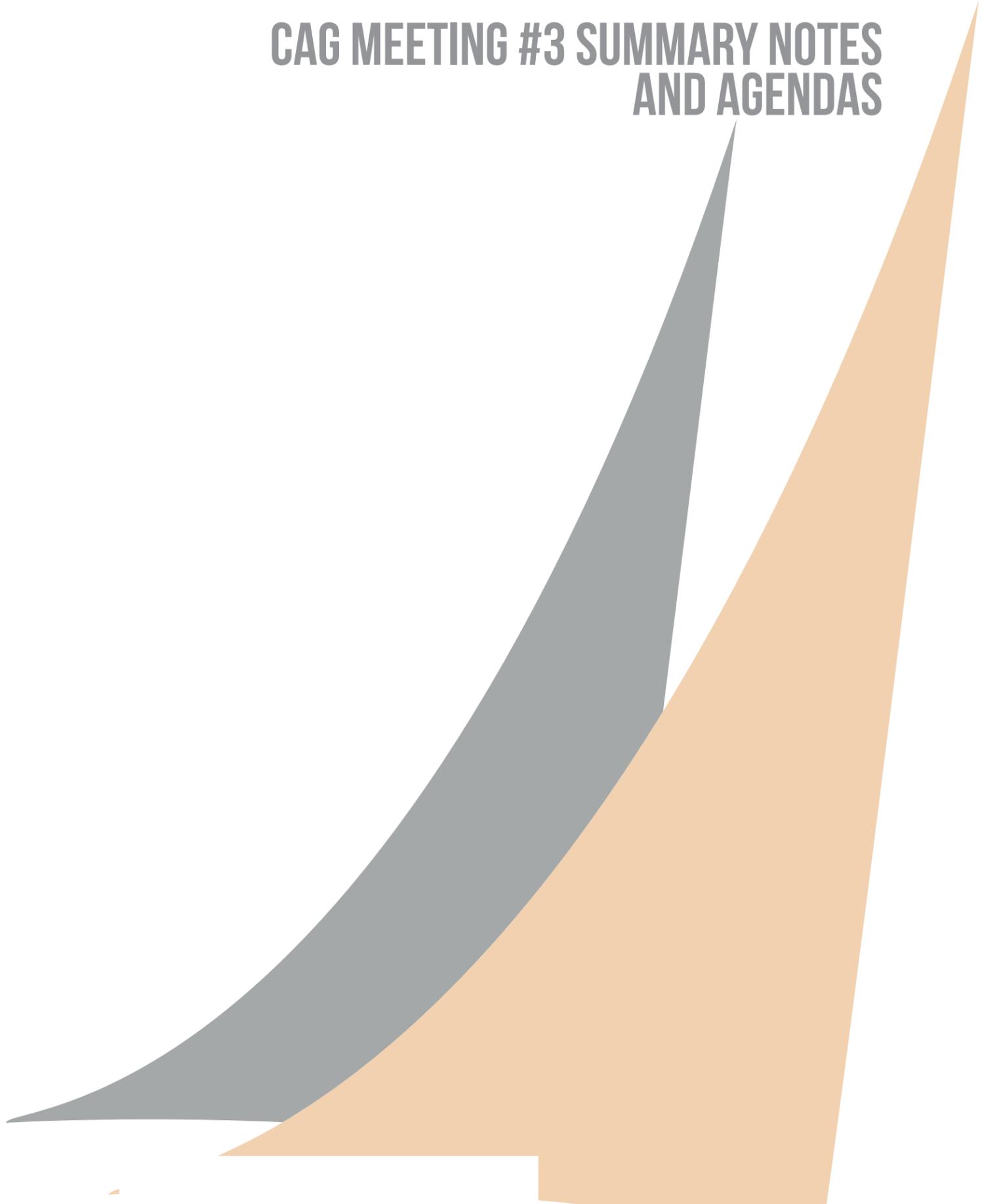
MEETING OBJECTIVES

- ≠ *Introduce Windjammer Park Integration Plan and Community Advisory Group to public*
- ≠ *Present draft priority park elements*
- ≠ *Discuss space constraints and launch points for park concept development*
- ≠ *Gather public feedback on park elements*

AGENDA

5:30 – 5:40	Introductions and ground rules <i>*CAG “homework” collected</i>
<hr/>	
5:40 – 5:45	Windjammer Park Integration Plan: draft park element priority list <i>Presentation of priorities, as defined by City Council and CAG</i>
<hr/>	
5:45 – 6:00	<i>“How big is that?”</i> <i>Presentation to understand scale of modern park elements</i>
<hr/>	
6:00 – 6:30	Developing park concepts <i>Discussion: Begin considering space trade-offs</i>
<hr/>	
6:35 – 6:40	Public Q&A
<hr/>	
6:50 -7:30	Adjourn to Public Open House <i>Gather public feedback on park element priority list and initial thoughts on placement of specific park elements</i>

CAG MEETING #3 SUMMARY NOTES AND AGENDAS





Windjammer Park Integration Plan Community Advisory Group Meeting 3 Summary

Tuesday, March 8, 2016

5:30 – 8:30 p.m.

Former Whidbey Island Bank Building

Background

The Windjammer Park Integration Plan (WPIP) will be a long-term plan for Windjammer Park, integrating existing and new elements (such as the Clean Water Facility, currently in construction) in this community space. The WPIP Community Advisory Group (CAG) will provide a forum for community members to inform the future vision of Windjammer Park.

Objectives for the Mar. 8, 2016 third CAG meeting:

- ≠ Introduce and review design concepts
- ≠ Evaluate park elements as presented in each concept
- ≠ Set stage for preferred concept development

A summary of the CAG meeting follows.

Meeting Proceedings

Participants

Jonathan Phillips

Community Advisory Group Members:

Mike Horrobin

Franji Christian

John Fowkes

Karla Freund

David Goodchild

Hal Hovey

Kristi Krieg

Erik Mann

Skip Pohtilla

Melissa Riker

Kara Vallejo

Jes Walker-Wyse

Michael Wright

Project staff:

Steve Powers, City of Oak Harbor

Development Services Director

Gill Williams, GreenWorks

Jennifer D'Avanzo, GreenWorks

Jeff McGraw, MWA Architects

Additional staff:

Brett Arvidson, Project Engineer, Clean

Water Facility

Hank Nydam, Operations Manager, Oak

Harbor Parks and Recreation

Joe Stowell, City Engineer, Clean Water

Facility

Cathy Rosen, Public Works Director

Absent Community Advisory Group

Members:

Cheryl Lueder

Ferd Johns

Greg Goebel

Facilitator:

Erin Taylor, EnviroIssues

Note taker:

Zack Ambrose, EnviroIssues

Welcome and introductions

Erin Taylor, Facilitator, EnviroIssues, called the meeting to order and reviewed the CAG's operating ground rules. Erin introduced the WPIP project team including Steve Powers with the City of Oak Harbor Development Services Department, Gill Williams and Jennifer D'Avanzo, GreenWorks (landscape architecture), and Jeff McGraw with MWA Architects (built architecture/Clean Water Facility architect). CAG members introduced themselves.

Erin recapped the second CAG meeting and discussed the evening's agenda.

Recap priorities established at last meetings

Gill Williams provided an overview of the list of prioritized park elements and recapped previous CAG discussions, including the adjacency matrix completed by the CAG members at the previous meeting. Gill noted that the feedback and information collected to this point has been used to create three design concepts, to be presented this evening.

Question: Will implementation of the park plan be discussed at tonight's meeting?

Response: No. Phasing and implementation options will be shown as part of the preferred concept, and as certain park elements are determined to be feasibly completed as part of the Clean Water Facility's construction.

Question: Will there be a cost estimate?

Response: Cost will be discussed in future meetings, in conjunction with a preferred concept/plan.

Windjammer Park Integration Plan draft design concepts

Gill explained that the design team had developed three concepts based on feedback received from the CAG and members of the public. He also noted:

- ≠ Each concept should not be seen as "mutually exclusive"; elements from each concept could be included in an eventual preferred concept.
- ≠ Feedback received at this meeting would be incorporated to further refine the preferred concept.
- ≠ The next iteration of the design would include various ideas, and likely a hybridized concept would be available for additional comment.

Steve Powers reiterated that the concepts presented represent ideas and should not be interpreted as construction drawings. The concepts show how elements can relate to each other.

Erin distributed a "cheat sheet" (see appendix) for CAG members to take notes as each concept was discussed. Erin asked CAG members to take notes and asked that questions be held until the end of the design presentation.

Gill proceeded to walk through each design concept explaining the various differences and options included in each. The following includes brief descriptions as presented in the presentation and includes plan views, bird's-eye-views, and close-up views of specific elements (see appendix).

Design Concept 1: Recreation

Element	Concept 1: Recreation
Amphitheater/Stage	<i>Location: Lagoon</i>
Ball fields	<i>Four multipurpose fields. Relocate little league facility.</i>
Beach access	<i>Boardwalk extends off of waterfront promenade.</i>
Event plaza	<i>Smallest, with vehicle access and parking.</i>
Existing wetlands	<i>Enhanced with boardwalks and mounding.</i>
Gateway Entrance	<i>SE City Beach/SE Bayshore Dr.</i>
Interior Trail Network	<i>Through multi-purpose lawn and wetlands, connecting to SE Beeksma Dr. and northern businesses.</i>
Lagoon	<i>Smallest with event steps and central stage.</i>
Landscape and gardens	<i>Fewest formal garden areas. Many trees.</i>
Multi-purpose lawn	<i>Large, separated by pathways.</i>
Parking	<i>Adjacent clean water facility; near west restroom, near water.</i>
Rentable spaces	<i>Two kitchens and a picnic area; informal picnic spaces.</i>
RV Park	<i>A 20-space park includes green space on west side.</i>
Vehicular access	<i>Access via SE City Beach St. Parking off SW Beeksma Dr. Downtown via SE Bayshore Dr.</i>
Waterfront promenade	<i>Straight</i>
Windmill	<i>Relocated to the beach in the middle of the park.</i>

Design Concept 2: Naturalistic

Element	Concept 2 Naturalistic
Amphitheater/Stage	<i>Location: Windmill Plaza</i>
Ball fields	<i>Three formal baseball fields (similar to existing).</i>
Beach access	<i>Mid-park path leading to beach.</i>
Event plaza	<i>Large, relocated parking, integrated splash pad, lawn, and playground.</i>
Existing wetlands	<i>Enhanced, bordering landscaped gardens and plaza.</i>
Gateway Entrance	<i>SW Beeksma Dr. and SW Bayshore Dr.</i>
Interior Trail Network	<i>Multiple trails throughout the park and frames great lawn.</i>
Lagoon	<i>Reshaped and reduced with access steps.</i>
Landscape and gardens	<i>Formal gardens near wetlands, multi-purpose lawn and windmill.</i>
Multi-purpose lawn	<i>Graded lawn for events and performances.</i>
Parking	<i>Near ballfields, playground and kitchen on the beach; near west playground and rentable space.</i>
Rentable spaces	<i>Three wooded picnic shelters, one kitchen.</i>
RV Park	<i>Not included. Relocate to adjacent site.</i>
Vehicular access	<i>SE City Beach St. access only to facility. SE Bayshore Dr. connects to parking lot via new entry drive.</i>
Waterfront promenade	<i>Meandering</i>
Windmill	<i>Slightly relocated to the middle of the park.</i>

Design Concept 3: Civic

Element	Concept 3: Civic
Amphitheater/Stage	Location: Windmill Plaza
Ball fields	One multi-purpose ball field. Relocate little league facility.
Beach access	Via Boardwalk.
Event plaza	Large, between hill and splash park with limited parking and drop-off area.
Existing wetlands	Smallest, mixed with formal gardens.
Gateway Entrance	SW Beeksma Dr. and SW Bayshore Dr.
Interior Trail Network	Multiple trails throughout the park and frames great lawn.
Lagoon	Slightly reduced with access steps to plaza and windmill.
Landscape and gardens	Formal gardens, near lawn and possible community center site.
Multi-purpose lawn	Smaller, graded lawn for events and performances.
Parking	Included near ballfield and east playground, clean water facility, the kayak campsite and the possible community center.
Rentable spaces	One shelter/kitchen.
RV Park	Not included. Relocate to adjacent site.
Vehicular access	Major streets connect directly to parking. SE City Beach St. also connects to facility.
Waterfront promenade	Straight
Windmill	Remains in current location.

Questions and answers regarding concepts

Erin asked the CAG for clarifying questions for the design team. The following questions have been organized by concept:

Concept 1: Recreation

Question: How big is the stage in Concept 1? Has it been executed elsewhere?

Response: It is approximately 60 feet wide and similar-sized stages have been created in other parks.

Concept 2: Naturalistic

Question: In Concept 2, is there room for the road along Bayshore Drive?

Response: Yes, this concept assumes the existing ballfields are located closer together.

Question: Are the kitchens on the east side of the park in Concept 2?

Response: Yes.

Concept 3: Civic

Question: Would the water feature (using reclaimed water) in Concept 3 outfall to the bay?

Response: The water feature would have to be separate due to reclaimed water regulations.

Question: Regarding the potential North Park Development, where would the road go?

Response: The road would extend from Pioneer Avenue. In Concept 3, the buildings shown

represent the density that could be built and the connection to the park, and are conceptual, based solely on what zoning is currently permitted in this area of Oak Harbor.

Question: Would the kitchens in Concept 3 be the same size as they are now?

Response: Yes, they would be of similar size.

Question: Would the waterfront path in Concept 3 be a hardscape?

Response: Yes, the path would be a hardscape and wider than what currently exists.

Question: The North Park Development is zoned as community commercial, can this be changed?

Response: From planning perspective, zoning can be changed to a certain degree. However, mixed-use commercial, including residential units, seems to be the best fit for this area.

Question: Have other parks been designed using various ‘rooms’ as presented in Concept 3?

Response: Yes, other parks include spaces that are broken up by sidewalks that delineate spaces that could be rented for events. Or, a large event could rent all of the spaces.

Comment: The big issue is access for cars and people who may not be able to walk long distances.

Response: Concept 3 has been designed with transportation hubs that include various elements surrounding each hub to maximize access.

General Questions / Comments

Question: Would the path on the west side of the Clean Water Facility remain in all the design concepts?

Response: Yes, the path would remain regardless of the design concept and extend to Pioneer Avenue through a new parking area and include a 15 foot promenade lined with trees. This is assumed as part of the Clean Water Facility plan and construction.

Question: Would there be vehicular access to the park near the People’s Bank building?

Response: No, the proposed path is 14 feet wide and would be for pedestrians only.

Question: How much maintenance is required for forested / planted areas?

Response: Typically for a park like this, forested areas would have high canopy trees and grass underneath. A maintenance plan will have to be developed for the park.

Question: Will open spaces have semi-truck access for load/unload for events?

Response: Yes, paths will be wide enough and have load bearing to accommodate truck access for events.

Question: Which design concept has the largest amphitheater?

Response: Concept 3 has the largest amphitheater and formal seating could accommodate approximately 180 people.

Question: Is there a need for additional soccer fields during all seasons?

Response: These concepts are for space illustration purposes only and multi-use fields could be included.

Question: How much space would a carnival occupy?

Response: The total amount of space would depend on the type of carnival.

Concept preferences discussion

Erin walked the CAG members through the preference elements exercise. Erin asked the CAG members to focus on specific treatments of individual elements that they preferred. CAG members received one dot for each of the elements and were instructed to place them on the element treatment that they preferred between the three concepts. For example, a “lagoon” dot could be placed on one of the three concepts. The tallies below show the results of this exercise.



	Concept 1: Recreation	Score	Concept 2: Naturalistic	Score	Concept 3: Civic	Score
Amphitheater/Stage	<i>Location: Lagoon</i>	5	<i>Location: Windmill Plaza</i>	0	<i>Location: Windmill Plaza</i>	7
Ball fields	<i>Four multipurpose fields. Relocate little league facility.</i>	0	<i>Three formal baseball fields (similar to existing).</i>	6	<i>One multi-purpose ball field. Relocate little league facility.</i>	3
Beach access	<i>Boardwalk extends off waterfront promenade.</i>	0	<i>Mid-park path leading to beach.</i>	5	<i>Via Boardwalk.</i>	5
Event plaza	<i>Smallest, with vehicle access and parking.</i>	2	<i>Large, relocated parking, integrated splash pad, lawn, and playground.</i>	3	<i>Large, between hill and splash park with limited parking and drop-off area.</i>	4
Existing wetlands	<i>Enhanced with boardwalks and mounding.</i>	6	<i>Enhanced, bordering landscaped gardens and plaza.</i>	0	<i>Smallest, mixed with formal gardens.</i>	3
Gateway Entrance	<i>SE City Beach/SE Bayshore Dr.</i>	2	<i>SW Beeksma Dr. and SW Bayshore Dr.</i>	0	<i>SW Beeksma Dr. and SW Bayshore Dr.</i>	8
Interior Trail Network	<i>Through multi-purpose lawn and wetlands, connecting to SE Beeksma Dr. and northern businesses.</i>	3	<i>Multiple trails throughout the park and frames great lawn.</i>	2	<i>Multiple trails throughout the park and frames great lawn.</i>	3
Lagoon	<i>Smallest with event steps and central stage.</i>	4	<i>Reshaped and reduced with access steps.</i>	4	<i>Slightly reduced with access steps to plaza and windmill.</i>	4
Landscape and gardens	<i>Fewest formal garden areas. Many trees.</i>	2	<i>Formal gardens near wetlands, multi-purpose lawn and windmill.</i>	1	<i>Formal gardens, near lawn and possible community center site.</i>	4
Multi-purpose lawn	<i>Large, separated by pathways.</i>	3	<i>Graded lawn for events and performances.</i>	4	<i>Smaller, graded lawn for events and performances.</i>	4
Parking	<i>Adjacent clean water facility; near west restroom, near water.</i>	0	<i>Near ballfields, playground and kitchen on the beach; near west playground and rentable space.</i>	1W 1E	<i>Included near ballfield and east playground, clean water facility, the kayak campsite and the possible community center.</i>	1(P/v) 7(Crescent) 2W
Splash Park	<i>Located east of lagoon. Largest</i>	5	<i>Located south of plaza</i>	3	<i>Located east of lagoon. Smaller</i>	4
Rentable spaces	<i>Two kitchens and a picnic area; informal picnic spaces.</i>	0	<i>Three wooded picnic shelters, one kitchen.</i>	8 1W	<i>One shelter/kitchen.</i>	1w
RV Park	<i>A 20-space park includes green space on west side.</i>	3	<i>Not included. Relocate to adjacent site.</i>	0	<i>Not included. Relocate to adjacent site.</i>	0
Vehicular access	<i>Access via SE City Beach St. Parking off SW Beeksma Dr. Downtown via SE Bayshore Dr.</i>	1	<i>SE City Beach St. access only to facility. SE Bayshore Dr. connects to parking lot via new entry drive.</i>	2	<i>Major streets connect directly to parking. SE City Beach St. also connects to facility.</i>	2 Beeksma 4 newdrive
Waterfront promenade	<i>Straight</i>	3	<i>Meandering</i>	7	<i>Straight</i>	2
Windmill	<i>Relocated to the beach in the middle of the park.</i>	6	<i>Slightly relocated to the middle of the park.</i>	2	<i>Remains in current location.</i>	2

Gill lead the CAG members through a general discussion of each element.

Stage / amphitheater

Question: Gill asked "Is there a need for a small intimate stage and larger venue?"

Response: The CAG responded stating two stages would be preferable and would serve different purposes.

Comment: Concept 1 is interesting, but intimacy is lost.

Comment: On Concept 1, I appreciate the design but it does not look practical. A smaller stage may be more useful.

Comment: Like the lagoon layout but a smaller band/performer may not find much functionality in this venue.

Comment: Not convinced there is a need for two stages and feel that the windmill should be incorporated in the stage design.

Windmill

Question: What is the hardscape around the windmill in Concept 1 and would there be space for street performers?

Response: There would be enough space, but would not be the right location for street performers.

Comment: The windmill is iconic and could be relocated to improve the view corridor depending on the cost.

Comment: The windmill's maintenance would be an issue if it is moved to the point (closer to the beach); also, erosion might be an issue that needs to be further examined (if placed closer to the shoreline).

Ballfields

Question: If at some future point the ballfields were relocated elsewhere, would removing the ballfields be supported?

Response: The ballfields would not be removed until they could be located elsewhere. (*The CAG was generally supportive of this idea.*)

Question: If the park is designed without baseball fields and it takes 10-20 years to relocate them, have we limited ourselves?

Response: The implementation plan will be dynamic and change based on each city budget year.

Comment: Some of us enjoy watching little league and the close proximity to the playground allows families to play in the area while games are occurring.

Comment: In the future, if the ballfields can be relocated, it should be done to clear the areas for other multi-purpose uses. It is not practical to set up and tear down a temporary baseball field as illustrated in Concept 3.

Response: Temporary fields are very common and can be a lot of work, but a multi-use field could be set up for baseball.

Parking

Comment: Prefer the radial arc parking lot in Concept 3, that has better access to more park elements.

Response: Parking would be appropriately sized for the park and Clean Water Facility.

Comment: Prefer parking in Concept 3, as it does not dominate the park.

Vehicular access

Comment: Prefer no parking on the waterfront but understand the need to locate it near kitchens.

Gateway entrance

Question: The City Beach Street and Bayshore Drive intersection is currently a difficult intersection. Should there be an access point near the Clean Water Facility?

Response: The grand entrance can be a hybrid to emphasize the park's 'front door.' There could also be a major entrance and other minor entrances designated by signage.

Comment: Façade treatment for the north side of the Clean Water Facility has been considered and some improvements to the intersection of City Beach Street and Bayshore Drive could be made if this location were to become the main entrance.

Comment: Prefer some connection to Pioneer Avenue to unify the park with the old town.

Beach access

Comment: Removing the existing non-motorized boat ramp would remove access to the beach over the driftwood. There is a need for an accessible path to the beach.

Comment: Not in favor of the boardwalk due to low-tide issues.

Response: The boardwalk shown in Concept 2 is intended to provide access over the driftwood and onto the beach.

Event Plaza

Question: Would the event plaza in Concept 3 be accessible by vehicles?

Response: The plaza would be accessible for vehicles and would include removable bollards.

Waterfront promenade

Question: How far from the beach are the paths?

Response: The paths are approximately 10-20 feet from the beach.

Comment: The meandering path doesn't provide waterfront views from the entire length of the path.

Comment: Like the idea that the path is not straight and the meandering path is more interesting. However, the dunes may not be practical.

Response: The path's height can be increased to provide views over the dunes, and have a diversity of views throughout the park.

Comment: Runners may prefer the meandering path.

Comment: A meandering path may remove usable park space.

Comment: Prefer the lines and geometry of straight paths.

Interior paths

Preferences were tallied but CAG members did not provide comments on this element.

Landscape and gardens

Preferences were tallied but CAG members did not provide comments on this element.

Wetlands

Comment: Wetlands will have to be addressed regardless of concept.

Multi-purpose lawn

Preferences were tallied but CAG members did not provide comments on this element.

Rentable spaces

Preferences were tallied but CAG members did not provide comments on this element.

Staysail RV Park

Gill asked the CAG to participate in an informal "straw poll" about the future of the Staysail RV Park. Concept 1 is the only concept to include an RV Park. The CAG members voted in the following manner: nine CAG members saw value in removing the RV Park; one member indicated a preference to keep the RV Park, and two members were undecided.

Comment: Do not think the city should be managing an RV Park.

Comment: There should not be an RV Park in the Park.

Comment: Parking north of the Clean Water Facility could be designed to have larger parking spaces.

Response: This is not an option at that location and size constraints/turning radius availability.

Comment: Spaces for larger vehicles should be considered for day-use.

Response: Space already exists along Bayshore Drive and is currently used for this purpose (though not formally).

Comment: Would like to hear from the Chamber of Commerce regarding removing the RV Park.

Comment: The RV Park is unique in that is the only RV Park on Whidbey Island that is on the water.

Question: How often are RV Parks located in parks and are managed by cities?

Response: Very few RV Parks fit this description.

Round robin

Erin facilitated a round robin discussion asking the CAG members the following questions:

1. If you had to pick one design concept, which would it be?
2. If you had one preferred program element treatment, what is it?

CAG member's responses are as follows:

Preferred Concept	Preferred Element Treatment	Notes
Concept 2	Parking crescent (Concept 3)	
Concept 2	Parking crescent (Concept 3)	
Concept 2	Parking crescent (Concept 3)	
Concept 1	Parking crescent (Concept 3)	
Concept 3	Parking crescent (Concept 3)	
Concept 2	Community space	
Concept 3	Stage (Concept 3)	
Concept 1	Ballfields and plaza	Sees the value of existing RV park
Concept 2 (Western portion)	Eastern part of Concept 3- Event plaza, field, parking lot	
Concept 3	Event plaza Parking crescent(Concept 3)	
Concept 3	Open space (Concept 1) Lagoon (Concept 1)	Assumes the RV park would be relocated nearby

Totals:

- ≠ Concept 1 preference: 2
- ≠ Concept 2 preference: 5
- ≠ Concept 3 preference: 4
- ≠ Parking crescent/Concept 3: 6
- ≠ Community space/room: 1
- ≠ Stage, Concept 3: 1

- ≠ Event Plaza: 1
- ≠ Eastern portion of Concept 3, including parking crescent: 1
- ≠ Lagoon/open space, Concept 1: 1

Jeff McGraw thanked the group for their feedback and explained that the design team would begin creating a preferred alternative based on the feedback received. Steve Powers also thanked the group for their work and noted that the design team will begin to create cost estimates for the elements.

Erin reminded CAG members that the next meeting would be held on Mar. 29 at the Elks Lodge and would be combined with a public open house.

Erin adjourned the meeting.

Appendix A: “Design Concept Cheat Sheet”

CAG members were provided the cheat sheet to refer to during the meeting. This sheet was also used during the preference exercise.

	Concept 1: Recreation	Concept 2: Naturalistic	Concept 3: Civic
Amphitheater/Stage	<i>Location: Lagoon</i>	<i>Location: Windmill Plaza</i>	<i>Location: Windmill Plaza</i>
Ball fields	<i>Four multipurpose fields. Relocate little league facility.</i>	<i>Three formal baseball fields (similar to existing).</i>	<i>One multi-purpose ball field. Relocate little league facility.</i>
Beach access	<i>Boardwalk extends off of waterfront promenade.</i>	<i>Mid-park path leading to beach.</i>	<i>Via Boardwalk.</i>
Event plaza	<i>Smallest, with vehicle access and parking.</i>	<i>Large, relocated parking, integrated splash pad, lawn, and playground.</i>	<i>Large, between hill and splash park with limited parking and drop-off area.</i>
Existing wetlands	<i>Enhanced with boardwalks and mounding.</i>	<i>Enhanced, bordering landscaped gardens and plaza.</i>	<i>Smallest, mixed with formal gardens.</i>
Gateway Entrance	<i>SE City Beach/SE Bayshore Dr.</i>	<i>SW Beeksma Dr. and SW Bayshore Dr.</i>	<i>SW Beeksma Dr. and SW Bayshore Dr.</i>
Interior Trail Network	<i>Through multi-purpose lawn and wetlands, connecting to SE Beeksma Dr. and northern businesses.</i>	<i>Multiple trails throughout the park and frames great lawn.</i>	<i>Multiple trails throughout the park and frames great lawn.</i>
Lagoon	<i>Smallest with event steps and central stage.</i>	<i>Reshaped and reduced with access steps.</i>	<i>Slightly reduced with access steps to plaza and windmill.</i>
Landscape and gardens	<i>Fewest formal garden areas. Many trees.</i>	<i>Formal gardens near wetlands, multi-purpose lawn and windmill.</i>	<i>Formal gardens, near lawn and possible community center site.</i>
Multi-purpose lawn	<i>Large, separated by pathways.</i>	<i>Graded lawn for events and performances.</i>	<i>Smaller, graded lawn for events and performances.</i>
Parking	<i>Adjacent clean water facility; near west restroom, near water.</i>	<i>Near ballfields, playground and kitchen on the beach; near west playground and rentable space.</i>	<i>Included near ballfield and east playground, clean water facility, the kayak campsite and the possible community center.</i>
Rentable spaces	<i>Two kitchens and a picnic area; informal picnic spaces.</i>	<i>Three wooded picnic shelters, one kitchen.</i>	<i>One shelter/kitchen.</i>
RV Park	<i>A 20-space park includes green space on west side.</i>	<i>Not included. Relocate to adjacent site.</i>	<i>Not included. Relocate to adjacent site.</i>
Vehicular access	<i>Access via SE City Beach St. Parking off SW Beeksma Dr. Downtown via SE Bayshore Dr.</i>	<i>SE City Beach St. access only to facility. SE Bayshore Dr. connects to parking lot via new entry drive.</i>	<i>Major streets connect directly to parking. SE City Beach St. also connects to facility.</i>
Waterfront promenade	<i>Straight</i>	<i>Meandering</i>	<i>Straight</i>
Windmill	<i>Relocated to the beach in the middle of the park.</i>	<i>Slightly relocated to the middle of the park.</i>	<i>Remains in current location.</i>

Appendix B: Agenda



City of Oak Harbor
Windjammer Park Integration Plan CAG Meeting 3
 March 8, 2016
 5:30 – 8:30 p.m.

MEETING OBJECTIVES

- ≠ *Introduce and review design concepts*
- ≠ *Evaluate park elements as presented in each concept*
- ≠ *Set stage for preferred concept development*

AGENDA

5:30 – 5:40	Introductions	Erin Taylor
5:40 – 5:45	Recap priorities established at last meetings	Gill Williams
5:45 – 6:30	Windjammer Park Integration Plan draft design concepts <i>Presentation to describe draft design concepts</i> <ol style="list-style-type: none"> 1. <i>Design Concept 1 – Recreation</i> 2. <i>Design Concept 2 – Naturalistic</i> 3. <i>Design Concept 3 – Civic</i> 	Gill, Jeff McGraw
6:30 – 6:45	Q & A regarding concepts <i>Clarification questions regarding concepts</i>	All
6:45 – 6:50	Break: review concepts	All
6:50 – 8:10	Concept preferences discussion <i>Preference exercise about park elements</i> <i>Comparison and discussion of park elements</i>	Erin Erin/Gill/Jeff
8:10 – 8:30	Round robin	Erin/All
	Next steps and adjourn	Erin





Graphic created by Ecem Afacan from Noun Project.

CAG MEETING #4 SUMMARY NOTES AND AGENDAS





Windjammer Park Integration Plan Community Advisory Group Meeting 4 Summary

Tuesday, March 29, 2016

5:30 – 6:30 p.m.

Elks Lodge

Background

The Windjammer Park Integration Plan (WPIP) will be a long-term plan for Windjammer Park, integrating existing and new elements (such as the Clean Water Facility, currently in construction) in this community space. The WPIP Community Advisory Group (CAG) will provide a forum for community members to inform the future vision of Windjammer Park.

Objectives for the Mar. 18, 2016 fourth CAG meeting:

- Recap park concept to date
- Present draft plan/draft preferred concept
- Gather public feedback on draft plan

A summary of the CAG meeting follows.

Meeting Proceedings

Participants

Community Advisory Group Members:

Franji Christian

John Fowkes

Karla Freund

David Goodchild

Hal Hovey

Ferd Johns

Kristi Krieg

Cheryl Leuder

Erik Mann

Jon Phillips

Skip Pohtilla

Melissa Riker

Kara Vallejo

Jes Walker-Wyse

Michael Wright

Mike Horrobin

Project staff:

Steve Powers, City of Oak Harbor

Development Services Director

Gill Williams, GreenWorks

Jennifer D'Avanzo, GreenWorks

Jeff McGraw, MWA Architects

Additional staff:

Brett Arvidson, Project Engineer, Clean

Water Facility

Joe Stowell, City Engineer, Clean Water

Facility

Facilitator:

Erin Taylor, EnviroIssues

Note taker:

Zack Ambrose, EnviroIssues

Absent Community Advisory Group

Members:

Greg Goebel

Welcome and introductions

Erin Taylor, Facilitator, EnviroIssues, called the meeting to order and reviewed the CAG's operating ground rules. Erin introduced the WPIP project team including Steve Powers with the City of Oak Harbor Development Services Department, Gill Williams and Jennifer D'Avanzo, GreenWorks (landscape architecture), and Jeff McGraw with MWA Architects (built architecture/Clean Water Facility architect). CAG members introduced themselves.

Erin recapped the third CAG meeting and discussed the evening's agenda.

Recap of general design options

Gill Williams provided an overview of the CAG's activities to date, including: prioritization of park elements, completion of an adjacency matrix, and development of three draft concepts. Gill explained the themes of the three concepts, including recreational, naturalistic, and civic. Gill discussed the various concepts including the inclusion or exclusion of the baseball fields and RV Park as they exist currently. *(For more information about the three draft concepts, please see Meeting 3 Summary).*

Windjammer Park Integration Plan preferred design concept

Gill reminded the CAG that throughout the process, the plan will continue to be refined and evolve based on feedback from the CAG, community and City Council.

Erin asked the CAG to take notes during the presentation and consider how well the preferred concept / draft plan incorporates feedback they have provided.

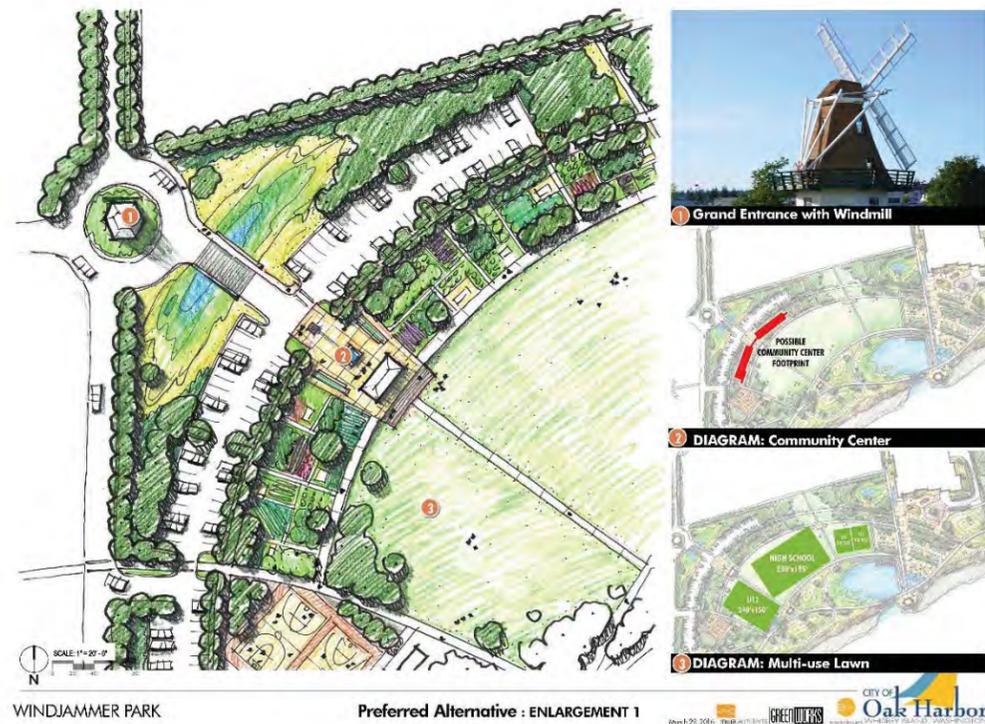
Gill walked the CAG members through the various elements of the preferred concept / draft plan. The following elements are included in the preferred concept / draft plan:

- Infrastructure to address storm water storage issues
- Crescent parking lot
- Reconfigured rentable picnic spaces
- Reconfigured Waterfront trail – undulate between dunes at various heights to create a slight buffer along the waterfront
- Reconfigured lagoon – dune like landscape with overlooks; current lagoon inlet will be maintained
- Smaller stage and larger stage area for various size events
- Water feature extended from Clean Water Facility, stretches from north to south along a new promenade with a terminus at the harbor
- Playground and splash park in close proximity to each other
- Sloped lawn spaces for viewing the harbor / fireworks, etc.
- Multi-use sport fields

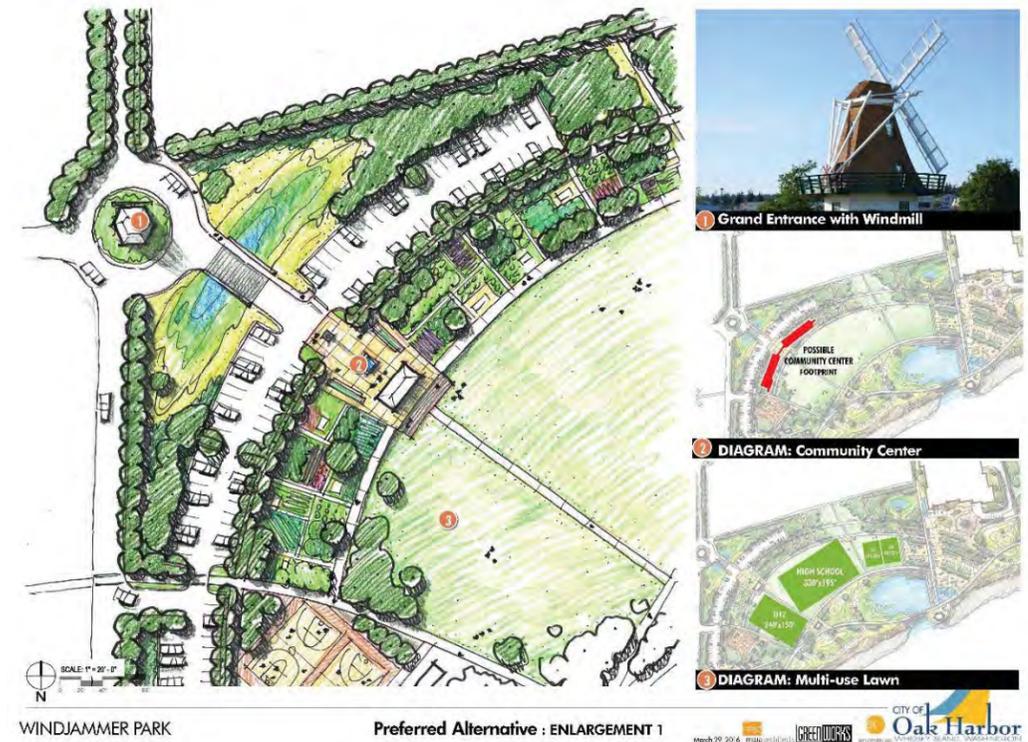


Preferred concept / draft plan

Gill also discussed five enlarged views of the preferred concept / draft plan. (Please refer to the presentation for larger images of the slides.)



Enlargement 1



Enlargement 2



Enlargement 3



Enlargement 4



Enlargement 5

CAG questions & answers

Erin asked the CAG if they had any clarification questions for the design team. No questions were asked.

Erin asked each CAG member to indicate how well the plan incorporates the feedback provided on a scale from 1 – 5 (1 – not at all, 5 – agree). Comments are quoted as verbatim and are as follows.

Name	On a scale from 1-5, how well has the draft plan incorporated your feedback?	Why do you feel this way?
Karla Freund	5	“The design team incorporated everything that was discussed and I approve of the windmill placement. The park has a good flow.”
John Fowkes	4.5	“This park looks like a neat place to hang out for the weekend but there feels like something is missing. Overall the feedback has been incorporated.”
Franji Christen	4	“Pleased at how the design team has listened and incorporated feedback including the relocation of the windmill, lagoon, and open spaces. Can City Beach Street turn right and not have the street on the west side of the park?”
Mike Wright	4	“Concerned about parking on the east side and may create problems with condos and increased park traffic. Concerned about kitchens, bathroom placements, and wetlands.”
Jes Walker-Wyse	4	“Approve of the windmill placement. Still absorbing the overall plan.”
Kara Vallejo	5	“Overall, a positive transformation has taken place and could have never imagined.”
Melissa Riker	3 (ranked by Melissa’s son)	“Concerned about landscape areas near crescent parking area and maintenance costs to maintain gardens. Who will fund these?”

Skip Pohtilla	4-4.5	“Concerned about access and parking but approve of the idea of moving the windmill so it is visible from HWY 20 to draw people to park. Concerned about landscape maintenance and issues, may replace with some art or shade trees that may not need as much maintenance. For beach access, dunes could be replaced with a manmade beach above high tide, similar to what was done in Vancouver.”
Jon Phillips	5	“Like the increase of trails, natural design, the dunes as natural windbreaks, and understand that by pulling picnic spaces away from beach, maintenance can be reduced. Approve of parking throughout park, promenade with splash park and defined terminus will be the defining point for the park.”
Erik Mann	4-4.5	“Not fond of the dune concept and reduction of open space in the park as this area will require more maintenance and take away views of the park. Windmill relocation is a plus and approve of the event space.”
Cheryl Leuder	4	“I understand that the ballfields and RV Park aren’t included. I approve of the windmill relocation but dislike the road nearest the condos due to light pollution and traffic impacts.”
Kristi Krieg	4	“I understand that change is hard and ballfield removal is difficult to imagine. I understand it won’t meet everyone’s needs but seems to meet the needs discussed.”
Ferd Johns	5	“Great plan, turns the corner on downtown and moving away from vehicular to pedestrian. Takes advantage of the waterfront and park visitors will have a variety of activities and a lot of different experiences.
Hal Hovey	4	“Like the potential windmill relocation. Don’t like the west side of the lagoon, the dunes, the east-end parking and street. This does not seem like an easy concept to build incrementally.”
Dave Goodchild	4	“How often is the kayak campsite being used by the general public? The dune landscape is interesting. In terms of park architecture, what is the park’s character or theme? Will it be Dutch or reference Deception Pass? Concerned with rentable space management at City level and appearance of gardens during off-season.

Erin explained that she would send the CAG homework to provide more specific feedback following the meeting. Additionally, an online open house would be available for comment for

two weeks for the public to provide feedback on the preferred concept / draft plan discussed during this meeting.

Public questions and answers.

Erin asked the public if there were clarification questions for the design team.

Question: What happens to the Dutch Boy?

Response: Public art and memorials will remain in the park and can be salvaged as much as possible for future placement.

Comment / Question: Need to make sure this park plan is useable and enacted. Concerned that the ballfields and RV Park should remain as a draw for families, kids, and tourists into downtown.

Erin rephrased this as a question: If the RV Park was replaced what is the space allocated for it?

Response: The RV Park with modernized spaces, would have one-third the space it does today. Nothing would happen until the RV Park and ballfields could be relocated elsewhere.

Question: Have the Fourth of July been considered?

Response: Yes, the fireworks can still be seen from the park and the harbor is visually accessible.

Question: Have construction costs been associated with design elements? How will the plan be phased and implemented?

Response: The design team is collecting planning-level cost estimates and phasing options that will be shared with the CAG at the next meeting. An undetermined amount of work will take place during the construction of the Clean Water Facility.

Question: Has there been any consideration of the properties north of the park?

Response: The City is not currently considering purchasing additional land for parks.



City of Oak Harbor
Windjammer Park Integration Plan CAG and Open House
 March 29, 2016
 5:30 – 7:30 p.m.

MEETING OBJECTIVES

- *Recap park concept to date*
- *Present draft plan/draft preferred concept*
- *Gather public feedback on draft plan*

AGENDA

5:30 – 5:40	Introductions	Erin Taylor
5:40 – 5:50	Recap general design options	Gill Williams
5:50 – 6:25	Windjammer Park Integration Plan preferred design concept <i>Presentation to describe preferred design concept [20 min]</i> <i>CAG Q&A and discussion [20 min]</i>	Gill, Jeff McGraw
6:25 – 6:30	Public Q&A	All
6:40 – 7:30	Adjourn to Public Open House <i>Gather public feedback on draft park plan/draft preferred concept</i>	All

CAG MEETING #5 SUMMARY NOTES AND AGENDA





Windjammer Park Integration Plan Community Advisory Group Meeting 5 Summary

Thursday, May 5, 2016

5:30 – 7:30 p.m.

Former Whidbey Island Bank Building

Background

The Windjammer Park Integration Plan (WPIP) will be a long-term plan for Windjammer Park, integrating existing and new elements (such as the Clean Water Facility, currently in construction) in this community space. The WPIP Community Advisory Group (CAG) provides a forum for community members to inform the future vision of Windjammer Park.

Objectives for the May 5, 2016, fifth CAG meeting:

- Recap park concept to date
- Present draft plan/draft preferred concept
- Gather public feedback on draft plan

A summary of the CAG meeting follows.

Meeting Proceedings

Participants

Community Advisory Group Members:

Franji Christian
John Fowkes
Karla Freund
David Goodchild
Hal Hovey
Kristi Krieg
Cheryl Leuder
Erik Mann
Jon Phillips
Skip Pohtilla
Melissa Riker
Kara Vallejo
Jes Walker-Wyse
Michael Wright

Absent Community Advisory Group

Members:

Ferd Johns
Greg Goebel
Mike Horrobin

Project staff:

Steve Powers, City of Oak Harbor
Development Services Director
Gill Williams, GreenWorks
Jennifer D'Avanzo, GreenWorks
Jeff McGraw, MWA Architects

Additional staff:

Brett Arvidson, Project Engineer, Clean
Water Facility
Karl Hadler, Corrollo Engineers
Beth Munn, City Councilor
Chad Sanderson, MWA Architects
Joe Stowell, City Engineer, Clean Water
Facility

Facilitator:

Erin Taylor, EnviroIssues

Note taker:

Zack Ambrose, EnviroIssues

Welcome and introductions

Erin Taylor, Facilitator, EnviroIssues, called the meeting to order and reviewed the CAG's operating ground rules. Erin introduced the WPIP project team including Steve Powers with the City of Oak Harbor Development Services Department, Gill Williams and Jennifer D'Avanzo, GreenWorks (landscape architecture), and Jeff McGraw with MWA Architects (built architecture/Clean Water Facility architect). CAG members introduced themselves.

Erin reminded the group that this was anticipated to be the last meeting for the Windjammer Park Integration Plan. Erin provided a general recap of the CAG's purpose and charter established at the beginning of the process and recapped the community involvement process to date. She let the group know that at the end of the meeting, they would consider next steps for the group.

Present feedback received on draft plan / preferred concept

Erin provided a recap of feedback received during the previous in-person and online open houses. Key Plan feedback included:

- Family-friendly elements and activities should be prioritized, especially supporting splash park.
- Observations that there are a lot of different elements in the park plan.
- Concern about effect on Waterside Condos (due to new activities or driveway/ parking).
- Varied opinions on the inclusion of dunes as part of walking path, potentially needing additional information/clarity of design.
- CAG generally agrees with removing/relocating RV Park and ball fields, if other locations can be found. Public opinion varies.
- Consensus that the waterfront is a resource and asset.

Gill Williams presented the updated preferred plan and addressed specific updates. Gill walked through the following feedback and how it had been addressed in the updated preferred plan. Erin reiterated that the plan is a master plan and that a more specific level of detail will be provided later.

Family-Friendly Activities

Gill explained that family friendly activities, such as the splash park, play areas, and programmable open space, have been clustered near each other to promote this synergy. These elements have been located in close proximity to both parking and restrooms.

Question: What size are the buildings?

Response: Building size will be determined as each design phase comes to fruition. Conceptually, we should assume that the plan shows a placeholder for a building of general types.

Question: Will the water from the water feature and splash park recirculate through the Clean Water Facility?

Response: More details regarding implementation and construction would be developed, as construction plans for each element and phase are determined. That specific element requires some water engineering design.

Shoreline Enhancement and Trail

Gill explained that the CAG and community expressed that the “dune concept” was a concern. Gill explained that the updated interpretation includes a fairly flat landscape that provides a shoreline buffer between the water and the park. This area would include subtle, integrated overlook areas with natural plantings.

Wetlands

Gill explained that the wetlands have a functional purpose, and integration with the Clean Water Facility will assist with flood control. In addition, they serve as a natural amenity for the park.

Trees and Plantings

Gill explained that the CAG had previously expressed concern with tree canopy height, density of plants, and general maintenance concerns. These concerns have been addressed through creation of open space and reduction of trees and plantings. As the design process moves forward, attention will be paid in coordination with parks staff to make judgment calls for total density and height of vegetation.

Impacts to Waterside Condos

Concern about the effect on the Waterside Condos with the proposed road along the east side of the park has been addressed: the road has been removed, as well as the park-and-view and east side parking areas. Gill noted that an existing pathway between the condos and baseball fields is an existing utility corridor and therefore will be and must be maintained.

Gill proceeded to walk through enlargements of the various park areas with precedent imagery. Gill discussed a suggested “modern windmill” artistic wind turbine, placed at the north-south promenade terminus. This wind sculpture could harvest wind power, and could be a combined effort with the Arts Commission.

Question: Is there space on the grass for classic automobiles?

Response: Yes.

Question: Will there be standing water in the splash park all summer long?

Response: No, the water shown is for illustrative purposes. A splash park does not include standing water.

Erin asked the group for clarifying questions regarding the updated preferred plan.

Question: Have the RV Park and ball fields disappeared, or have they been relocated when this plan is complete?

Response: Steve noted that the CAG had previously provided feedback indicating that the RV Park was not essential for the future design of the park, but that the ball fields should not be

removed until a new location was found. Information about the CAG decision-making process will be included in the master plan document.

Question: In this plan, are there less, or more, parking spaces than exist today at Windjammer Park?

Response: Additional parking spaces will be added mostly to the west side of the park. The plan includes approximately 200 spaces.

Question: Given the proximity of the splash park to Oak Harbor Bay, is there concern for salt water, sand, and debris to damage filtering system?

Response: This can be addressed through system design and engineering.

Question: What is the lagoon’s purpose? Will it be used for swimming?

Response: The existing lagoon can be improved upon; in this plan, the footprint has been reduced and better integrated into the promenade. An aerator could be installed to improve the water quality. Due to archaeological resources in this area, the plan is to limit deep digging. How it is used for swimming/activities can be further defined in future design.

Question: Will access to the lagoon be limited?

Response: The lagoon would only be accessible from the eastern side.

Question: Concerning the plantings, will trees be planted?

Response: Yes, trees will be planted.

Question: Is there still access to the beach? How will access be protected from driftwood?

Response: The plan includes four beach access locations. Protection will have to be addressed during design and construction and can vary depending on location. Any construction on the beach is heavily regulated.

Question: Where is the windmill located currently vs. in this plan?

Response: Today the windmill is located northeast of the lagoon, and the plan proposes its relocation to Beeksma Street as part of the grand entrance.

Question: Does the park have a net loss or gain of green space?

Response: The plan will temporarily reduce green space until the ball fields are relocated. Once relocated, the park will gain green space.

Erin asked each CAG member to provide their initial, general perspectives of the preferred plan so far. Responses included:

- Appreciated the design team listening to feedback and incorporating it into the design.
- Still concerned with the amount of waterfront parking as people will sit in their cars on stormy days and watch the water.

Response: Parking can be easily expanded and a playground be relocated. Parking and park space must be balanced to accommodate a reasonable amount of activity.

- Too much parking in the park and asked if the City could conduct a study of current parking utilization (two comments).

Response: Yes, the City could complete this study during the design phase; there is a list of items that will need further refinement as the master plan is put in motion, and parking can be addressed then.

- Desire to have the splash park developed in a way that is bright, colorful and light. The current plan looks more natural.
- Worry about longevity of some activities that may be popular today (e.g., bocce), but not in the long-term. Concern with the waterfront enhancements and trail noting that it would be underutilized and advocating for a boardwalk.
Response: Like all specific elements in the plan, the splash park will continue to be refined and designed. Programmed spaces are generally widely uses, it is a balance between various park uses to have flexible and programmed spaces.
- Wonder if it is realistic to spend money to build the baseball fields elsewhere and where funding would come from.
- 450 kids currently use the baseball fields and noted that a small percentage of people will use the new park space for activities such as bocce.
Response: Reminder that the plan was an opportunity to look at the park as a whole, all audiences who use it, and the plan is a concept for what could be.
- People currently use various park spaces and thought that they would enjoy the new programmed space. The park will appeal to everyone.
- Excitement about possible parks enhancements.

Phasing, Cost, and Funding

Gill walked the group through a discussion of general costs, phasing, and possible funding to implement the preferred plan. Gill explained that initially, the plan would be implemented by through restoration work following Clean Water Facility construction. Gill walked through the various comparable parks and costs per acre, noting that each park had elements that may be included in the future Windjammer Park.

Gill discussed the comparable parks and associated costs noting that the average cost was \$640,000 / acre. Parks varied in cost depending on complexity and elements. Various funding sources were also included for each park. The proposed cost for Windjammer Park is approximately \$630,000 / acre.

Gill reiterated that the group should think big about how the park can be used in the future, beyond how it is used today. Steve Powers reminded the group that the cost estimate is a planning-level estimate with contingencies built in, not a true cost estimate of what would be built. Costs would continue to be refined.

Jeff McGraw explained that there are high and low cost areas of any park.

Question: What park had the largest acreage? Were the costs final, as built?

Response: 8.5 acres, costs were final.

Comment: Westmoreland Park in Portland is similar to Windjammer Park and is very popular with children.

Phasing

Gill discussed the various phasing options for the park and noted that there would be six phases.

- *Phase 1* – Phase 1 focuses around the Clean Water Facility with excavated soil used for Phase 1B which includes grading and seeding.
- *Phase 2* – Phase 2 includes the western edge of the park, streetscape enhancements, relocation of the windmill, parking crescent and roundabout.
- *Phase 3* – Phase 3 includes restoration of the great lawn, removal of some structures, regarding, and the stage area.
- *Phase 4* – Phase 4 includes the lagoon restoration and shoreline enhancement.
- *Phase 5* – Phase 5 will occur once the existing ball fields have been relocated.

Question: If the existing RV Park is not restored as part of the Clean Water Facility, could the savings be applied to Windjammer Park?

Response: The City has imposed a series of conditions that provide flexibility concerning the RV Park. This includes rebuilding in the same location, rebuilding elsewhere, or do not rebuild and use the funds for *Phase 1*.

Steve Powers walked the group through the potential funding mechanisms available, including and beyond the City's sewer fund and general fund. Steve noted that the sewer fund is allocated to restoring areas impacted by the construction of the Clean Water Facility. Steve explained that the City has access to funding sources, loan and grant opportunities, which could be used to develop the park, and noted that the plan is to match funding sources with applicable projects. He reiterated that there will be a plan to fund specific park elements and the City can leverage revenue with other groups or matching funds to fill out a feasible funding implementation plan.

Erin reminded the group to focus on the phasing of the park plan, as shown in their charter, and opened the floor to questions.

Question: What is the total duration of the plan and what is the City's capability to implement the plan?

Response: The plan does not have a timeframe. The City and community will be responsible for plan implementation. The community and City Council must work together to communicate, especially during the budgeting process. Phases 1 and 1B have a short timeline since they will be completed during the construction of the Clean Water Facility.

Question: How viable is it to remove the RV Park? Will City Council approve this approach?

Response: City Council will have to answer this question and consider whether the RV Park is a long-term revenue stream.

Question: Can funding sources be applied to multiple park elements?

Response: Yes but certain funding sources, especially Federal funds, are constrained. City funds are more flexible but scarce.

Question: Is there a process for keeping the plan's momentum going?

Response: The CAG process and community interest can keep the process moving with City Council to keep the plan on track.

Question: With the completion of the Clean Water Facility in 2018, how can the community be assured that Phases 1 and 1B will be implemented?

Response: The City has no interest in leaving an empty construction site. By allocating funds through the Capital Improvement Plan (CIP), the plan can be implemented in phases.

Question: Would the City consider a permanent grant writer?

Response: Currently, City departments collaborate in writing grants. There has been past conversation about hiring a grant writer, but the position was not a good use of resources.

Question: Will the soil removed for the Clean Water Facility construction be used on site?

Response: Yes, most of the soil will be used to raise the Clean Water Facility, and the remainder can be applied to Phase 1B of the park plan shown.

Question: Will the community be involved during the phasing process?

Response: The community could be involved and if there is an interest. This idea will be passed along to City Council. Continued involvement builds ownership and stewardship for the future park.

CAG Wrap-up

Erin reminded the CAG of their charter and role. At the previous meeting, Erin asked the CAG to rank from 1 to 5 how well their input was received and incorporated and encouraged the CAG members to reflect on this moment, given on average they had ranked around 4.5. Erin then asked the CAG to provide one of three responses:

Thumbs up – Feedback has been well received and incorporated and the CAG is achieving what was set forth in the charter.

Thumbs down – Nothing has been achieved, or input incorporated.

Thumbs middle – A thumbs up but there are one or two concerns.

10 CAG members gave a thumbs up, 0 members gave a thumbs down, and four members gave a thumbs middle.

Of the CAG members that gave "middle", Erin asked what are the major concerns and whether they would need to be addressed in the written plan or design. Erin also asked if the plan could be sent to City Council. CAG members responded in the following manner.

John Fowkes – John realized that everyone won't be happy, but this accommodates a lot of feedback and perspectives; his hope is that the final design continues to be defined and that there is parking for larger rigs.

Hal Hovey – Hal expressed his approval of the plan overall, but noted that his concerns are with phasing and that the plan could lose momentum for implementation, similar to the Clean Water Facility's community room.

Kristi Krieg – Kristi expressed her approval of the plan, but is concerned with the total budget. She has hesitation to change, but realizes that the park can be a community amenity.

Franji Christen – Franji expressed her approval of the plan, but is concerned that there are too many restrictions that will alter the final plan or funding won't be available. Franji reiterated the need to have the community involved throughout the implementation process.

Skip Pohtilla – Skip noted that there should be a public relations/engagement effort for the plan to describe the process and what the plan could mean for the City. Franji noted that she would be interested in helping this effort.

Erin summarized the group's feedback noting that most members approved of the plan and that it should be refined and sent to City Council. She noted that they had expressed an additional recommendation that there should be a strong emphasis on maintaining momentum through the CIP and phasing processes. The CAG was generally in favor of this plan. As such, the CAG's two recommendations to Council were as follows:

1. The group supports the recommended plan, because the process has been inclusive, the design team listened to their input, and the plan incorporates that feedback.
2. The community engagement process has built momentum for the plan, and should be continued as phases or specific park elements are contemplated for implementation. Community engagement and transparent reporting on park progress has a strong potential to support turning the vision into reality.

Gill explained that other parks have been funded by building portions, continuing momentum, and fundraising based on success.

Erin concluded the CAG process and noted that the CAG summaries will be included in the plan as an appendix. Erin thanked the CAG for offering their time, full participation, and thoughtful feedback at all meetings, taking the community as a whole into consideration.

Steve offered his thanks for the CAG’s participation on behalf of the City of Oak Harbor, noting how well the group worked together.

Question: Can the CAG members see the plan before it goes to City Council?

Response: The draft plan can be shared before the City Council meeting and CAG members were encouraged to attend the City Council meeting.

Adjourn.



City of Oak Harbor
Windjammer Park Integration Plan CAG Meeting 5
 May 5, 2016
 5:30 – 7:30 p.m.

MEETING OBJECTIVES

- *Present feedback received on draft plan / preferred concept*
- *Present and discussed preferred plan*
- *Gather feedback on preferred plan*

AGENDA

5:30 – 5:40	Introductions	Erin Taylor
5:40 – 6:00	Present feedback received on draft plan / preferred concept <i>Discuss how feedback has been incorporated into</i>	Erin Gill Williams
6:00 – 6:40	Windjammer Park Integration Plan updated preferred plan <ul style="list-style-type: none"> • <i>Presentation to describe preferred plan and park experience [20 min]</i> • <i>CAG Q&A and discussion [20 min]</i> • <i>Gather feedback on preferred plan</i> 	Erin, Gill, Jeff McGraw
6:40 – 7:00	Phasing, cost, funding	All
7:00 – 7:30	WPIP CAG Wrap – up <ul style="list-style-type: none"> • Next steps • Final thoughts • Final recommendation to City Council [TBD] 	All

PUBLIC COMMENT AND FEEDBACK





Windjammer Park Integration Plan Feedback Summary

Apr. 18, 2016

Overview

Siting the Clean Water Facility in Windjammer Park presents a unique opportunity to develop a long-term plan for the park. To help guide the future vision of this special community space, the City of Oak Harbor is developing a Windjammer Park Integration Plan with input from the public and a community advisory group. In March and April 2016, the City hosted both in-person and online open houses to gather input from the community at large. The public had the opportunity to learn about project progress, view ideas from community advisory group meetings, and give feedback on the draft plan both in-person and online.

Purpose and Next Steps

This document is intended to serve as a record of the meeting and public input received; it has been provided to project designers for further consideration for design direction and evolution. All feedback received from the community will be provided to the community advisory group and City Council. The project team will take feedback from the community, the community advisory group, and City Council into consideration as they finalize the park plan. The community advisory group will meet on May 5 to contribute additional feedback on the draft recommended concept. The City is planning to present the final recommended concept to City Council on May 25. At its discretion, the with City Council can take action on the final Windjammer Park Intergration Plan, as soon as June, 7, 2016.

Executive Summary

The in-person open house, held on March 29, was the second the City hosted to gather community feedback on the future design of Windjammer Park. To expand opportunities for public input, the City paired the second in-person open house with an online open house lasting 10 days, from March 30 to April 8. A total of 53 people gave feedback through these two open houses. Many of the participants who indicated they were satisfied or very satisfied with the draft plan or elements of the draft plan did not leave comments. In addition to the feedback received from the public through the in-person and online open houses, members of the community advisory group gave feedback on the draft plan (more information about the community advisory group is included below).

Based on all comments received, the following themes have emerged:

- ≠ There is a difference in opinions between respondents who have been involved in the past three months of deliberations as part of the community advisory group and those who are recently involved in the Windjammer Park Integration Plan. Overall, community advisory group members reflect a **high level of satisfaction in the draft plan, and recognition that there are variety of values and programs to be balanced** in a future plan. They recognize trade-offs and the future vision for the park.
- ≠ Consensus that Windjammer Park is a popular destination for families in Oak Harbor, and **family-friendly elements and activities** should be prioritized.

- ≠ **Reflection that there is a lot of different elements in the park plan**, requiring reassurance that the number of elements can be accommodated to reduce the feeling that the plan is crowded or there is too much included in the park.
- ≠ **Satisfaction from advisory group members concerning the community advisory group process and the feeling that they were able to meaningfully contribute to the draft plan process.** Community advisory group members represent community interests, values and desires in the process. When specifically asked if the plan is inclusive of feedback to date on a scale of 1-5, they average a 4.3.

Regarding specific elements and program reflected in the plan, respondents generally reflect the following:

- ≠ Support and appreciation for including the **splash park and other family-friendly elements** in the park
- ≠ Concern about the **effect on Waterside Condos** from the new road and east side parking
- ≠ Varying opinions on **whether the dunes are a good fit** for Windjammer Park
- ≠ Support for keeping **open grassy spaces**
- ≠ Varying opinions on whether the **RV park and ballfields should be moved** out of the park, with the Community Advisory Group agreeing that removal should be a long-term plan, assuming there is a place for these facilities in the community either by public or private ownership
- ≠ Consensus that **the waterfront is a resource and asset** to Oak Harbor
- ≠ Looking to the events plaza and the activities it could house in the long-term, varying opinion on **whether the farmers market should be moved** to Windjammer Park

Participation

- ≠ In-person open house attendance: 28
- ≠ Online open house visitors: 356 unique users
- ≠ In-person comment forms and surveys completed: 6
- ≠ Online Open House feedback received: 49 surveys total

Notifications

The project team advertised both in-person and online open houses between March 18 and April 8, 2016. Notifications included:

- ≠ Whidbey News-Times ad (print)
- ≠ Slides on Channel 10
- ≠ Postcard sent to all residents within Oak Harbor city limits
- ≠ Facebook post on the City page (note: The Friends of Windjammer Park Facebook account also published a post linking to the online open house)

The following table includes notification type and estimated circulation.

Type	Publication	Circulation (estimated)
Print	Whidbey News-Times (March 16)	4,900
Television	Channel 10 ad	N/A
Direct mail	Postcard	10,600
Social media	Facebook	201

Appendices

1. Open-ended question results from community advisory group
2. Open-ended question results from public
3. Notifications
4. Chuck Krieg feedback

Community Advisory Group Feedback on Draft Plan

The community advisory group has offered significant feedback over the course of the last three months at four different meetings, including two public open houses and various homework assignments. At the in-person open house on March 29, 2016, community advisory group members asked questions and provided verbal feedback on the draft plan. The community advisory group was given the opportunity to provide feedback using the same questions as the public (below). Group members took a separate online survey. The following summarizes feedback received from the online survey. Full, verbatim answers are included in Appendix 1.

Feedback received on overall plan

1. The project team has worked with a community advisory group, the community and City Council to prioritize park elements, which are reflected in the draft plan shown. Looking at the plan in its entirety, to what level are you satisfied with the plan in a draft stage?

Answer	Count	Percent	
Very satisfied	1	10%	70%
Satisfied	6	60%	
Neutral	2	20%	
Dissatisfied	0	0%	10%
Very dissatisfied	1	10%	
<i>Total responses</i>	<i>10</i>		

2. Windjammer Park hosts a range of community activities: events at 4th of July, boat races, daily walkers, lunch time storm watchers, young families, at playgrounds, Little League tournaments, pick-up basketball, lagoon swimmers and many more. Please indicate how well you think the draft plan represents the Oak Harbor community and the activities that could be enjoyed at Windjammer Park.

Answer	Count	Percent	
5 – very much	3	30%	70%
4	4	40%	
3	3	30%	
2	0	0%	0%
1 – not at all	0	0%	
<i>Total responses</i>	<i>10</i>		

3. There are several "given elements" in the park, including the park's wetlands, kitchens, parking, restrooms, the windmill and site furnishings. These items have been prioritized to be a part of any future Windjammer Park. On the whole, how satisfied are you with the treatment and quantity of the given elements in the park?

Answer	Count	Percent	
Very satisfied	2	20%	70%
Satisfied	5	50%	
Neutral	2	20%	
Dissatisfied	1	10%	10%
Very dissatisfied	0	0%	
<i>Total responses</i>	<i>10</i>		

4. Why are you satisfied or dissatisfied with the treatment and quantity of the given elements in the park?

10 participants responded to this question. Their comments included:

- ≠ Feeling that the draft plan reflects the needs of the Oak Harbor community (2)
- ≠ Support for the splash park (2)
- ≠ Appreciation for the plan overall (5)
- ≠ Dissatisfaction with the planning process (1)

Feedback received on park quadrants

5. There are several distinct areas of the draft plan for Windjammer Park. The project team has looked to connect all areas of the park. By creating physical connections between areas, the intent is to enhance the park's use in all seasons and for many different events. Do any of the quadrants seem disconnected from the other quadrants (see map)? If so, click the appropriate circle below. If not, select the last option.

Answer	Count	Percent
Quadrant 1	0	0%
Quadrant 2	0	0%
Quadrant 3	1	10%
Quadrant 4	3	30%
None seem out of place	6	60%
<i>Total responses</i>	<i>10</i>	

6. Quadrant 1 of the draft plan includes rentable spaces, kayak campsite and non-motorized boat dock, hardcourts and playgrounds, and park-and-view parking. Park users can easily access these features from the parking lot and take advantage of the various spaces for recreation, play or picnicking. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	2	20%
Satisfied	1	10%
Neutral	5	50%
Dissatisfied	2	20%
Very dissatisfied	0	0%
<i>Total responses</i>	<i>10</i>	

7. Why are you satisfied or dissatisfied with Quadrant 1?

10 participants responded to this question. Their comments included:

- ≠ Feeling that Quadrant 1 is disconnected from the rest of the park / doesn't fit in (3)
- ≠ Appreciation for the close proximity of activities to parking (2)
- ≠ Feeling that the draft plan meets the community's needs (1)
- ≠ Advocacy for refining the bathrooms further (1)
- ≠ Dislike that there isn't more parking near the waterfront for 'park and view' activities (1)
- ≠ Dislike for kayak camping (1)
- ≠ Advocacy for moving boat access to the marina and Flintstone Park (1)
- ≠ Desire for more open space (1)

8. Quadrant 2 of the draft plan includes a grand entrance with the windmill, crescent parking, multi-use fields, lagoon and stage. The grand entrance with the iconic windmill will identify the park at Beeksma and draw users into the park. This entrance takes advantage of the clear views and access leading into the park via the parking lot through the multi-use fields to the harbor, lagoon

and stage. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	4	40%
Satisfied	5	50%
Neutral	0	0%
Dissatisfied	0	0%
Very dissatisfied	1	10%
<i>Total responses</i>	<i>10</i>	

9. Why are you satisfied or dissatisfied with Quadrant 2?

10 participants responded to this question. Their comments included:

- ≠ Appreciation for open space on the waterfront (3)
- ≠ Appreciation of the entrance (2)
- ≠ Dislike for the gardens (2)
- ≠ Feeling that the flow between spaces is good (1)
- ≠ Belief that waterfront trail is no longer a waterfront trail (1)
- ≠ Appreciation of the parking lot (1)

10. Quadrant 3 of the draft plan includes a large events space/plaza, splash park and overlook with beach access, taking advantage of the north-south promenade. The promenade leads from SW Pioneer Way and traverses through the plaza to the overlook. The large plaza connects the east side of the park with west side and provides spaces for events like farmers markets and car shows. From the plaza, users can access the Clean Water Facility visitors' center, stage, lagoon and splash park. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	4	40%
Satisfied	5	50%
Neutral	0	0%
Dissatisfied	0	0%
Very dissatisfied	1	10%
<i>Total responses</i>	<i>10</i>	

11. Why are you satisfied or dissatisfied with Quadrant 3?

Eight participants responded to this question. Their comments included:

- ≠ Positive feedback on the multi-use area being used for farmer's markets (2)
- ≠ Appreciation of the splash park (2)
- ≠ Concern for the location of the splash park (2)
- ≠ Feeling that the quadrant meets community needs (2)
- ≠ Appreciation of the gateway (1)
- ≠ Feeling that more parking is needed near splash park, playground and plaza (1)

12. Quadrant 4 of the plan includes a multi-use field, large playground, vehicle access and a park-and-view parking lot. These elements take advantage of the physical proximity of and connection to the historic downtown. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	0	0%
Satisfied	2	20%
Neutral	3	30%

Dissatisfied	4	40%	50%
Very dissatisfied	1	10%	
Total responses	10		

13. Why are you satisfied or dissatisfied with Quadrant 4?

10 participants responded to this question. Their comments included:

- ≠ Dislike for the road (3) and parking (2) near the condos
- ≠ Feeling that the quadrant should include parking near condos (1)
- ≠ Feeling that the ballparks separate Windjammer from downtown (1)
- ≠ Feeling that the quadrant isn't connected to the rest of the park (1)

14. The draft plan includes a waterfront trail which traverses the southern edge of the park, taking advantage of the harbor views. The trail is raised and moved into the park in areas to provide a diverse walking experience. There are nature walks and wind shelters that spur off of the trail so users can enjoy the dunes and picnic closer to the harbor. The waterfront trail connects users, downtown businesses and residents on the east side and the Freund Marsh on the west side. To what degree are you satisfied with the waterfront trail?

Answer	Count	Percent	
Very satisfied	4	40%	70%
Satisfied	3	30%	
Neutral	1	10%	
Dissatisfied	1	10%	20%
Very dissatisfied	1	10%	
Total responses	10		

15. Why are you satisfied or dissatisfied with the waterfront trail?

Nine participant's responded this question. Their comments include:

- ≠ Appreciation for the trail's different elements and undulating path (4)
- ≠ Appreciation that the topography does not block the view (1)
- ≠ Feeling that the waterfront trail should be on the waterfront (1)
- ≠ Feeling that the trail won't connect to downtown (1)
- ≠ Dislike for the wind shelters (1)
- ≠ Preference for a boardwalk style promenade (1)

Feedback received on specific elements

16. There are several park elements that could become "signature elements" for Windjammer Park, helping define the park's character and place in the Oak Harbor community. With that in mind, as they exist in the draft plan, which of the following park elements is your favorite in the draft plan?

Answer	Count	Percent
Beach access	0	0%
Events plaza	3	30%
Gateway entrance	2	22%
Lagoon	0	0%
Landscape & gardens	1	11%
Multi-use lawn	0	0%
Playgrounds	0	0%
Splash park	3	30%
Stage/amphitheater	0	0%

Waterfront trail	0	0%
Windmill	0	0%
Total	9	

17. Based on community priorities, the existing baseball fields have been identified as a park element that could potentially be removed, only if a separate location can be found to accommodate formal baseball games and tournaments. Instead, the design team has placed multi-use fields in the park. What choice for formal ballfield activities best matches your opinion for inclusion in a future Windjammer Park?

Answer	Count	Percent
Include baseball fields as they are today, only for specific baseball use	1	10%
Include a limited number of multi-use fields, which could be striped for baseball or other sports	2	20%
Remove and relocate elsewhere in the city; formal ballfields are not necessary at Windjammer Park	6	60%
Unsure	1	10%
Total	10	

18. An RV park is not shown in the draft plan for Windjammer Park. Staysail RV Park currently has 57 stalls and is primarily used in summer months. When designers considered rebuilding an RV park in the same footprint/area for an RV park at Windjammer Park, approximately 17-20 RV stalls that could accommodate current RV lengths could be included in the facility. This greatly reduces the number of patrons who could use the facility. In addition, community advisory group members have prioritized other activities for inclusion in Windjammer Park over an RV park. There is potential that the RV Park could be relocated to another property in Oak Harbor and be run by a private enterprise rather than the City, which is common for RV Parks.

With this in mind, to what degree do you agree an RV park should be removed from Windjammer Park?

Answer	Count	Percent	
Somewhat agree (with removal of RV park, as shown)	2	20%	70%
Strongly agree (with removal of RV park, as shown)	5	50%	
Neutral/unsure	1	10%	
Somewhat disagree (keep a City-run RV park at Windjammer)	1	10%	20%
Strongly disagree (keep a City-run RV park at Windjammer)	1	10%	
Total	10		

19. The Windjammer Park Integration Plan will be built over a series of years as funding is available. Phasing will begin with areas adjacent to the Clean Water Facility once construction is complete. If you could choose, which two elements do you believe should be prioritized to be built first?

Answer	Count	Percent
Beach access	0	0%
Events plaza	7	37%

Gateway entrance	2	11%
Lagoon	0	0%
Landscape & gardens	1	5.3%
Multi-use lawn	1	5.3%
Playgrounds	1	5.3%
RV park	0	0%
Splash park	5	26%
Stage/amphitheater	1	5.3%
Waterfront trail	1	5.3%
Windmill	0	0%
<i>Total</i>	<i>19</i>	

20. What additional comments do you have about the draft plan?
See verbatim responses in appendix.

Feedback Received from the Public

Participants at both the in-person open house and online open house were encouraged to provide feedback via paper or electronic survey. Both surveys included identical questions and focused on both the individual's overall satisfaction with the draft plan / preferred alternative and specific treatments of park elements through a series of multiple choice questions. Respondents were also encouraged to provide qualitative feedback via open-ended questions. The following summarizes feedback received from both in-person and online surveys. Full, verbatim answers are included in Appendix 2.

Feedback received on overall plan

1. The project team has worked with a community advisory group, the community and City Council to prioritize park elements, which are reflected in the draft plan shown. Looking at the plan in its entirety, to what level are you satisfied with the plan in a draft stage?

Answer	Count	Percent	
Very satisfied	7	13%	30%
Satisfied	9	17%	
Neutral	7	13%	
Dissatisfied	16	30%	58%
Very dissatisfied	15	28%	
<i>Total responses</i>	<i>54</i>		

2. Windjammer Park hosts a range of community activities: events at 4th of July, boat races, daily walkers, lunch time storm watchers, young families, at playgrounds, Little League tournaments, pick-up basketball, lagoon swimmers and many more. Please indicate how well you think the draft plan represents the Oak Harbor community and the activities that could be enjoyed at Windjammer Park.

Answer	Count	Percent	
5 – very much	8	15%	40%
4	14	25%	
3	10	18%	
2	17	31%	42%
1 – not at all	6	11%	
<i>Total responses</i>	<i>55</i>		

3. There are several "given elements" in the park, including the park's wetlands, kitchens, parking, restrooms, the windmill and site furnishings. These items have been prioritized to be a part of any future Windjammer Park. On the whole, how satisfied are you with the treatment and quantity of the given elements in the park?

Answer	Count	Percent	
Very satisfied	6	11%	44%
Satisfied	18	33%	
Neutral	13	24%	
Dissatisfied	11	20%	31%
Very dissatisfied	6	11%	
<i>Total responses</i>	<i>54</i>		

4. Why are you satisfied or dissatisfied with the treatment and quantity of the given elements in the park?

24 participants (44 percent) were satisfied or very satisfied with the given elements in the draft plan. Their varied comments included:

- ≠ Appreciation for a thoughtful plan (5)
- ≠ Support for the inclusion of a splash park (4)
- ≠ Support for keeping the RV park (3)
- ≠ Support for large, grassy areas (2)

13 (24 percent) participants had a neutral opinion of the given elements in the draft plan. Their varied comments included:

- ≠ Support for keeping the ballfields (3) and RV park (2)
- ≠ Concern for the new road and parking area (2)

17 (31 percent) participants were dissatisfied or very dissatisfied with the given elements in the draft plan. Their comments included:

- ≠ Support for keeping the ballfields (8)
- ≠ Concern for the new road (8) and its impact to the condos (6)

Feedback received on park quadrants

1. There are several distinct areas of the draft plan for Windjammer Park. The project team has looked to connect all areas of the park. By creating physical connections between areas, the intent is to enhance the park's use in all seasons and for many different events. Do any of the quadrants seem disconnected from the other quadrants (see map)? If so, click the appropriate circle below. If not, select the last option.

Answer	Count	Percent
Quadrant 1	3	8%
Quadrant 2	1	3%
Quadrant 3	2	5%
Quadrant 4	12	32%
None seem out of place	20	53%
<i>Total responses</i>	<i>38</i>	

2. Quadrant 1 of the draft plan includes rentable spaces, kayak campsite and non-motorized boat dock, hardcourts and playgrounds, and park-and-view parking. Park users can easily access these features from the parking lot and take advantage of the various spaces for recreation, play or picnicking. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	6	13%
Satisfied	18	39%
Neutral	8	17%
Dissatisfied	7	15%
Very dissatisfied	7	15%
<i>Total responses</i>	<i>46</i>	

3. Why are you satisfied or dissatisfied with Quadrant 1?

24 participants (52 percent) were satisfied or very satisfied with Quadrant 1. 14 of these participants did not submit comments. The comments that were submitted included:

- ≠ Support for the kayak campsite (3)

- ≠ General appreciation of the quadrant, especially the family friendly elements (3)
- ≠ Support for the parking as shown in the draft plan (2)

8 participants (17 percent) had a neutral opinion of Quadrant 1. Their comments were varied and indicated that more information was needed before these participants could make a decision on Quadrant 1.

14 participants (30 percent) were dissatisfied or very dissatisfied with Quadrant 1. Their comments included:

- ≠ Dislike for the lack of parking in the quadrant (7)
- ≠ Feeling that the quadrant is too crowded and there is not enough open space (3)
- ≠ Support for keeping the RV park (4)

4. Quadrant 2 of the draft plan includes a grand entrance with the windmill, crescent parking, multi-use fields, lagoon and stage. The grand entrance with the iconic windmill will identify the park at Beeksma and draw users into the park. This entrance takes advantage of the clear views and access leading into the park via the parking lot through the multi-use fields to the harbor, lagoon and stage. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent
Very satisfied	6	13%
Satisfied	12	26%
Neutral	15	33%
Dissatisfied	7	15%
Very dissatisfied	6	13%
<i>Total responses</i>	<i>46</i>	

5. Why are you satisfied or dissatisfied with Quadrant 2?

18 participants (39 percent) were satisfied or very satisfied with Quadrant 2. Their comments included:

- ≠ Appreciation for open space (2)
- ≠ Support for the parking as shown in the draft plan (2)
- ≠ Appreciation for community focus (2)

15 participants (33 percent) had a neutral opinion of Quadrant 2. Their comments included:

- ≠ Dislike for the lack of parking in the quadrant (7)
- ≠ Feeling that the quadrant is too crowded and there is not enough open space (3)
- ≠ Support for keeping the RV park (4)

13 participants (28 percent) were dissatisfied or very dissatisfied with Quadrant 2. Their comments included:

- ≠ Support for keeping the RV park (4)
- ≠ Dislike for the relocation of the windmill (3)
- ≠ Advocating against including a community center (2)

6. Quadrant 3 of the draft plan includes a large events space/plaza, splash park and overlook with beach access, taking advantage of the north-south promenade. The promenade leads from SW Pioneer Way and traverses through the plaza to the overlook. The large plaza connects the east side of the park with west side and provides spaces for events like farmers markets and car shows. From the plaza, users can access the Clean Water Facility visitors' center, stage, lagoon and splash park. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent	
Very satisfied	11	24%	48%
Satisfied	11	24%	
Neutral	12	26%	
Dissatisfied	6	13%	26%
Very dissatisfied	6	13%	
<i>Total responses</i>	<i>46</i>		

7. Why are you satisfied or dissatisfied with Quadrant 3?

22 participants (48 percent) were satisfied or very satisfied with Quadrant 3. Their comments included:

- ≠ Appreciation for splash park (6)
- ≠ General appreciation for this quadrant (3)
- ≠ Need for more bathrooms (3) and parking (3) in Quadrant 3

12 participants (26 percent) had a neutral opinion of Quadrant 3. 5 of these participants did not submit comments. Submitted comments included:

- ≠ Feeling that they did not have enough information to respond (2)
- ≠ Concern that the plaza is too small for car shows (2)
- ≠ Concern that the clean water facility is located in the park (2)

12 participants (26 percent) were dissatisfied or very dissatisfied with Quadrant 3. Their comments included:

- ≠ Concern that the splash park will not be maintained in the winter (3)
- ≠ Concern that the elements in Quadrant 3 will be damaged in winter storms (3)
- ≠ Support for holding all events outside of the park (2)

8. Quadrant 4 of the plan includes a multi-use field, large playground, vehicle access and a park-and-view parking lot. These elements take advantage of the physical proximity of and connection to the historic downtown. To what degree are you satisfied with the program in this area of the park?

Answer	Count	Percent	
Very satisfied	4	8%	25%
Satisfied	8	17%	
Neutral	7	15%	
Dissatisfied	9	19%	61%
Very dissatisfied	20	42%	
<i>Total responses</i>	<i>48</i>		

9. Why are you satisfied or dissatisfied with Quadrant 4?

12 participants (25 percent) were satisfied or very satisfied with Quadrant 4. 8 of these participants did not submit comments. The comments that were submitted included:

- ≠ The parking may be too small (1)
- ≠ Appreciation for the softer feel of Quadrant 4 (1)

7 participants (15 percent) had a neutral opinion of Quadrant 4. 2 of these participants did not submit comments. Submitted comments included:

- ≠ Support for keeping the baseball fields in the park (2)

29 participants (61 percent) were dissatisfied or very dissatisfied with Quadrant 4. Their comments included:

- ≠ Concern regarding the location of the parking lot and road (15), including the effect on the condos (12)
- ≠ Support for keeping the baseball fields as they are today (7)
- ≠ Concern for children's safety when crossing the streets and parking lots in Quadrant 4 (4)

10. The draft plan includes a waterfront trail which traverses the southern edge of the park, taking advantage of the harbor views. The trail is raised and moved into the park in areas to provide a diverse walking experience. There are nature walks and wind shelters that spur off of the trail so users can enjoy the dunes and picnic closer to the harbor. The waterfront trail connects users, downtown businesses and residents on the east side and the Freund Marsh on the west side. To what degree are you satisfied with the waterfront trail?

Answer	Count	Percent	
Very satisfied	10	22%	52%
Satisfied	14	30%	
Neutral	7	15%	
Dissatisfied	11	23%	33%
Very dissatisfied	5	10%	
<i>Total responses</i>	<i>47</i>		

11. Why are you satisfied or dissatisfied with the waterfront trail?

24 participants (52 percent) were satisfied or very satisfied with the waterfront trail. 14 of these participants did not submit comments. The comments that were submitted included:

- ≠ Appreciation for the waterfront trail as shown (6)
- ≠ Appreciation for the waterfront trail as it is today (2)

7 participants (15 percent) had a neutral opinion of Quadrant 4. 3 of these participants did not submit comments. Submitted comments included:

- ≠ Feeling that they did not have enough information to respond (2)
- ≠ Support for the trail as it is shown in the draft plan (1)
- ≠ Advocacy for preserving the walk on the east side (1)

16 participants (33 percent) were dissatisfied or very dissatisfied with the waterfront trail. Their comments included:

- ≠ Support for keeping the trail on the waterfront and avoiding the middle of the park (4)
- ≠ Support for keeping the current trail as it is today (5)
- ≠ Acknowledgement that the trail needs a seawall to block the wind and water (2)

Feedback received on specific elements

1. There are several park elements that could become "signature elements" for Windjammer Park, helping define the park's character and place in the Oak Harbor community. With that in mind, as they exist in the draft plan, which of the following park elements is your favorite in the draft plan?

Answer	Count	Percent
Beach access	10	22%
Events plaza	1	2%
Gateway entrance	4	9%
Lagoon	1	2%

Landscape & gardens	2	4%
Multi-use lawn	1	2%
Playgrounds	2	4%
Splash park	11	24%
Stage/amphitheater	4	9%
Waterfront trail	8	18%
Windmill	1	2%
<i>Total</i>	<i>45</i>	

2. Based on community priorities, the existing baseball fields have been identified as a park element that could potentially be removed, only if a separate location can be found to accommodate formal baseball games and tournaments. Instead, the design team has placed multi-use fields in the park. What choice for formal ballfield activities best matches your opinion for inclusion in a future Windjammer Park?

Answer	Count	Percent
Include baseball fields as they are today, only for specific baseball use	20	44%
Include a limited number of multi-use fields, which could be striped for baseball or other sports	7	16%
Remove and relocate elsewhere in the city; formal ballfields are not necessary at Windjammer Park	13	29%
Unsure	5	11%
<i>Total</i>	<i>45</i>	

3. An RV park is not shown in the draft plan for Windjammer Park. Staysail RV Park currently has 57 stalls and is primarily used in summer months. When designers considered rebuilding an RV park in the same footprint/area for an RV park at Windjammer Park, approximately 17-20 RV stalls that could accommodate current RV lengths could be included in the facility. This greatly reduces the number of patrons who could use the facility. In addition, community advisory group members have prioritized other activities for inclusion in Windjammer Park over an RV park. There is potential that the RV Park could be relocated to another property in Oak Harbor and be run by a private enterprise rather than the City, which is common for RV Parks.

With this in mind, to what degree do you agree an RV park should be removed from Windjammer Park?

Answer	Count	Percent	
Somewhat agree (with removal of RV park, as shown)	11	23%	48%
Strongly agree (with removal of RV park, as shown)	12	25%	
Neutral/unsure	7	15%	
Somewhat disagree (keep a City-run RV park at Windjammer)	3	6%	37%
Strongly disagree (keep a City-run RV park at Windjammer)	15	31%	
<i>Total</i>	<i>48</i>		

4. The Windjammer Park Integration Plan will be built over a series of years as funding is available. Phasing will begin with areas adjacent to the Clean Water Facility once construction is complete.

If you could choose, which two elements do you believe should be prioritized to be built first?

Answer	Count	Percent
Beach access	9	21%
Events plaza	3	7%
Gateway entrance	4	9%
Lagoon	4	9%
Landscape & gardens	8	19%
Multi-use lawn	1	2%
Playgrounds	11	26%
RV park	4	9%
Splash park	19	44%
Stage/amphitheater	5	12%
Waterfront trail	11	26%
Windmill	2	5%
<i>Total</i>	<i>43</i>	

5. What additional comments do you have about the draft plan?

38 (79 percent) participants submitted additional comments about the draft plan. Selected quotes are listed below and the complete list of comments is included in Appendix 1.

"The splash pad must come first. I would also like to see the RV park moved to the empty lot on Bayshore where the carnival is held."

"I think any elements that encourage individuals (walking trail) and families (playgrounds, splash pad) to get outside should be prioritized."

"Forget the dunes. Keep all parking areas out of the park and away from the Waterside Condos."

"Keep existing waterfront walkway as natural and wild as possible. Keep concessions, rentals stages, and farmers markets as far from the shoreline as physically possible. Don't move trees. Don't cut trees."

"If a lesson is to be learned by what you did to Old Town (one way street) and keeping the sewage treatment plant where it is, you aren't going to listen to many of us who think the park & ball fields are better the way it is."

"I believe if we don't do something, then we will have a fabulous new modern building, but it will be surrounded by outdated and run down looking areas around it."

"Leave the park as is. Please do not wastes the money. Built a YMCA at a different location. Have you seen the one in Mount Vernon? It is will use. The young people need a good activity place."

Appendix 1: Open-Ended Question Results from Community Advisory Group

Note: comments are verbatim as written.

Feedback survey 1: Overall feedback

Why are you satisfied or dissatisfied with the treatment and quantity of the given elements in the park?

Note: 1 of 10 answers were blank.

It was a tall order, and the design team did a great job of setting priorities that appropriately addressed the role of a city-wide waterfront plan

the play area and splash park seem to be a big want for the community, it is my understanding that their are two play areas and a splash park. You have met someones needs! I want more greenery and you have provided that.

Overall Good elements but need more refining.

I think the approach was wrong from the beginning. To disregard the reality of the funding/cost meant that time was wasted considering hugely expensive and therefore unrealistic ideas such as moving the windmill out to the edge of the water, at the expense of more modest ideas that are more in keeping with the casual and unstructured park that we currently have. I would like to see more left alone, and less fixes. Add a splash park and maybe a events plaza with a small platform that could be used as a stage, but otherwise, clean up/refurbish the current elements and then leave the park alone as much as possible.

I still believe the RV park should not be fully eliminated nor the baseball fields.

There are too many park elements in the existing park and in the proposed plan that are currently not being used. Only two items were removed from the park (RV Park and baseball fields). Based on the size and location of the park, it should be designed to not exceed current maintenance budget while removing elements that are not used by the majority and expanding elements that are.

I love the dunes Idea over any Idea of sand(do not add sand, this beach and park do not need that) I like the multiple venues for performing arts. I like the areas laid out for "market days" events. I Love the Idea of the SPLASH park and an water feature that leads to it. I like how the water front trail veers a way from the water and back to it, making easy access for picnicking patrons they can be on both sides of the natural walkway. I am not a fan of the "Gardens Area" there are other under utilize parks like this, "hollad Gardens" for example. It is beautiful at the right time of year but under utilized. There is also another Garden across from the Ball fields if someone really wants this manicured garden element and it also seems under utilized by The citizens. And across from the RV park there is another that is more of a nature walk (I see people there a lot). The garden area could be more open space, and or a few small pavillions lining the open space (not in the center of the open space) that way groups have accesss to dry space in case of rain. We have to have Parking, though I prefer Minimalist overnight stay spaces, for RVs. If they want the extra space and accomodations they can find an RV park. Most of the time these RV spaces are used so that your young child and older family patrons have a respite space away from the overstimulation of events. Less issues like that create a more enjoyable time for everyone. (this was in Quadrant 4 it would be a way to attract more vacationers to the down town area.)

I think a little more time needs to be considered with the bathrooms and kitchen areas. Also, maybe a little less tree canopy coverage and a little more open space.

I feel that the given elements encompass the entire community, add necessary components to the park, and add to the overall success of everyone's visits to the park.

Oak Harbor Windjammer Park Integration Plan – Open House Summary

Updated: Apr. 18, 2016

Feedback survey 2: Quadrants feedback

Why are you satisfied or dissatisfied with Quadrant 1?

It puts the play courts, picnic areas and watercraft area near parking for unloading as mentioned. A no-brainer. The kayak campsite is in a tough place, but it is already there

It seems to feel the needs of the community in a thought out way. Nicely done!

Bathrooms need some more refinement.

Like the layout and crescent parking. Dislike that there isn't more waterfront parking - currently a dozen or more cars will sit watching the water - this plan allows for less than half of that.

I don't believe it connects well with the other areas of the park, and I believe the driveway/entrance right by the condos will be a major issue.

Do not believe there is a large demand for kayak camping; boat access should be at the marina and Flintstone Park.

I would like to see a walk through on this to get a feeling for it. I feel it does not represent this park as I see it. This park is about building community and these spaces seem to segregate part of that community out. I think having them all open to the larger field and having less foliage blocking would build community better as well as keep more eyes on the structures.

I think less shrubbery. Make it more open.

I'm afraid it may be too broken up, with lots of areas conducive to increasing our already bad vagrant/drug problems. I like the idea of having seperate areas for people to gather, I am just concerned about it being too "private" making it hard to patrol and deter the wrong uses.

I love what it has to offer, the set up, and how much you are able to pack into one space without it feeling overwhelming.

Why are you satisfied or dissatisfied with Quadrant 2?

Another no-brainer, except for the master stroke of moving the windmill. It preseves the feeling and actuality of open space on the waterfront

The flow is very nice here. I like the open area surrounded by greenery.

Maintains the max open space.

I like the parking, am okay with the relocation of the windmill. I hate that the waterfront trail is no longer a waterfront trail. Some of the coolest cities in the world that I have visited (Paris, London, Istanbul, Washington D.C.) have grand waterfront promenades or path systems directly adjacent to the water. I don't think we need to replicate the beach trails, we already have beach trails all over the island, including directly across the harbor at Maylor's Point.

I like the entrance, dislike the gardens.

Overall good layout, don't know about the dunes and keeping the sand off the fields and walkways.

Neutral-to-satisfied You missed mentioning the Gardens in the question. The more I think about the gardens the more I think that they do not belong in this park. Other parks in the area that are Gardens are under utilized and there are gardens right across from where the baseball fields are. There is also a nature trail across from the present RV park if someone wants to get back to nature. The garden area could be more open space, and or a few small pavillions lining the open space (not in the center of the open space) that way groups have accesss to dry space in case of rain. We have 4 or 5 state parks on the Island, we try not to cut down trees anywhere, lets leave trees everywhere else and have this as an open space, one of the few that could be great or kite flying. Open space is a good thing. I really like the muliple performing arts areas this will be the only park with an actual performing art space let's make sure they look the part. I do not understand the SW (upper right hand) corner of this Quadrant, another water hole/Feature it seems we are expanding the wetlands and it looks like we are keeping the ditch too. It seems that this space could be utilized better. I hate seeing the lagoon smaller, BUT it is a very underutilized area in the park. Yes people do swim in a very small part of it, and I like that we are keeping that part. I believe a smaller lagoon is a smart choice. I think we need

Oak Harbor Windjammer Park Integration Plan – Open House Summary

Updated: Apr. 18, 2016

to utilize the whole lagoon in its smaller size for people use, if someone wants to get back to nature there are multiple parks with natural waterfeatures to enjoy, this is not one of those; this is people space. This is a People space for building community within Oak Harbor.

Love the grand entrance.

I like the open space, parking, stage, windmill, etc. I am not a fan of the meandering pathway along the beach. I prefer the boardwalk style beachfront and would prefer to see the meandering pathway through the north area of the park around the wetland area.

LOVE the parking lot, it gives great access into the park. Personally, I'm tired of the windmill (but that's just me :)) I like the open space and the idea of having music/performances on the stage.

Why are you satisfied or dissatisfied with Quadrant 3?

Don't understand a splash park in this climate, but moms know best, I guess. Promenade is great. Plaza is great. I would put the splash park (if there has to be one) in Quadrant 1.

Again, nicely done. I think you meet everyone's needs but looks well put together. I for one have no problem with changing stuff up!

Like the gateway but the overlook will need work.

There needs to be more parking directly adjacent to the splash park, playground and plaza, or people won't use them as much.

Great multi functional area for farmers market. Concerned with the location of the splash park near the water (sand and driftwood).

I believe I am most satisfied with this part of the Park. Quadrant 3 seems to reflect the historic use of the park for use by people and building community. I really like the idea of an interactive water feature that leads to a splash park. I love the Idea of a tall Iconic presence at the beach. I can Imagine people talking about those visits for years and remembering them for decades. The dune in the NW corner so fits for the walking path, but the area may be utilized better (as level ground) as over flow for events activities as these events get larger. I still wonder if there is enough parking at this end, but what is the difference right now people walk from as far away as walmart for the larger 4th of july events as it is. The splash park is the best element of the entire park and the sound of water during events will be an added ambiance that I hope is appreciated. Quadrant 3 is my favorite space.

I love the big event plaza and addition of splash park. I am dissapointed in the look of the splash park, I have advocates for a modern led lit artistic style splash park since before this process started. I don't like the idea of a driftwood natural feel to the splash park. I want to see it full of artistic type sculptures with shaoes/colors that inspire. There also should be some additional parking incorporates into quadrant 3 especially if it is the first phase of development.

I love the hardscapes and opportunities it offers. The splash park, of course, is my favorite. I am excited to take my kids there someday. Exciting!

Why are you satisfied or dissatisfied with Quadrant 4?

I liked it even better when there was parking alongside the condos. I know condo residents and little league supporters don't. But this is a waterfront City-wide Park, not private property. Highest & best use.

There seems to be some concern about the road next to the condos. I don't have a problem with it. Basically people are so lazy they are going to need that parking lot to get their kids to the play ground! The concern about noise and too much greenery seem silly. The lights stay on all night done there on the walkway and perverts can hide out in RV's as well as greenery.

The front parking lot will need to be reworked, maybe the a large round about.

I am very dissatisfied with the access road to the parking area that runs along the front of the condos. This is a huge mistake. The access should be via an extension of City Beach Street. One of the key

promises in the design of the Sewer Plant was that the site line from Pioneer Way down City Beach Street to the water would not be disturbed. I do not think this design honors that promise.

I think it is waisted space near the road, there is plenty of open lawn in the quad drank to use. Dislike the driveway/entrance. Think this needs to be moved to where it is now

Parking should be off Bayshore road, move park/ greenscape south against the water.

the ball park seems to cause a separation from the downtown, without adding a real upside. If this was a minimalist, all RVs welcome, space for RVs to park over night it would have up sides to all. RV Parking close to the Park for events, Quiet for the Neighbors in the condos, a close place to downtown where tourists can park shop and eat thus supporting downtown, and the Ball fields would need to be moved to a warmer location perhaps by one of the schools where they could be utilized during school hours, and after school. A very minor thing, the NW corner there is a path through the play ground and it ends at the parking lot drive way, it could continue on the other side of the drive and merge with water front walk.

I think this area needs a little more work to feel more connected and useful.

This is my least favorite area of the plan. I like the idea of adding access to the east side if the ballfields are eventually relocated, but don't see that happening for many years, and think we need to focus on the rest of the park.

I don't love or hate quadrant 4. I don't spend much time over there, so I don't feel any attachment to it. I like the parking on that side. Every other place has so much specific purpose, and from the map view, I don't know the specific purpose, which may be a good thing so there is some open area that can be used for anything. (Was that confusing?)

Why are you satisfied or dissatisfied with the waterfront trail?

I like the idea of injecting a little "topo" into the edge, as long as it doesn't block too much waterview. I like diverse experiences throughout the whole park.

The trail is interesting with the different elements, don't give in to the naysayers!

Like the winding trail but hope we can keep the View.

I hate this. Put the waterfront trail on the waterfront. I hate this.

I don't agree that this walkway will every really be connected to downtown since it is two blocks away Remove the wind shelters.

I really like that it veers away from the beach on occasion, this will help with walking traffic durring the crazy busy events like the 4th of July as groups will not set up right on the path. This leaves an easy exit from the site if forsome reason a person leaves early they can comfortably walk with out infinging on anothers "space" (although those occasions are good for the community too once in a while. Helps everyone realise the great people we live with here.) Not sure how much we need "nature walks" in this park, as there is a really great place like that just east of this space. I think this park is about the People and building community, and this park will never compete with the nature trails of our Island state parks. A long this trail there could be art, statues and memorial plaques/benches perhaps with some history of why they are to be remembered and why the art was created. I see this a People Park, there is a lot of nature around us, it is beautiful but not so much here. I have always loved the bridge over the water at the lagoon; I always want to cross it. I really like how the picnic areas are not on the main walk, but have a trail of their own. I would like to know proximity to the restrooms though (I forget which buildings ar which.) The overlooks on the Beach side at each parking lot I do like very much. I see them as an attraction to go look and as a place for walkers when the rain starts suddenly. Please do not add sand to the park (except places it is already... the Beaches) I just do not think that fits this park. I like that the walk can continuously go from Scenic Height to Flintstone park (or even the Marina if you count sidewalks). I like how that flows.

I enjoy the diverse scene of the trail. Not just a straight away.

I prefer a boardwalk style promenade along the water with the meandering paths located throughout the rest of the park, especially near the wetlands, parking and picnic areas, etc.

I love the trail! I am a fan of a trail that isn't a straight shot across the beach. Very excited about this!

Feedback survey 3: Specific element feedback

What additional comments do you have about the draft plan?

Note: 2 out of 10 responses were blank.

17. Irrelevant question. That is why we have designers. The draft plan just needs a bit of refinement, easing of transitions between events and design development. Strong concept.

I believe the plan is fantastic. However, I do not see the need for so many playgrounds or the size of the lagoon. I don't think the lagoon fulfills the need it did in the past. I have found while being in this group that most people do not want any changes with existing features but yet want a splash park and a stage. How can you keep things the same but make improvements? As it stands, Windjammer Park is a big trailer park with a lot of lawn and a windmill. Welcome to Oak Harbor! Please keep up the good work and stay in this century!

I would like to see a few elements added like a splash park, and a cleaned up lagoon, but otherwise I think the whole design is too much given the unwillingness of our city/citizens to raise the taxes necessary to make the proposal a reality. Scale it back, keep it recognizable. Orient it more towards locals, and less towards

none

I really think we need to have a minimalist RV park in the park. If someone is looking for an RV Park that has all the amenities this isn't it (water, sewer and electricity, if you want space go someplace). . The Island has them north and south (I do not know if they are all inclusive or if they only allow newer RVs.) I think that Wind Jammer park and the City of Oak Harbor both benefit from having the Minimalist RV park and I believe it would be better located where the Baseball Fields are presently closer to downtown. The large events are pretty tough on the very young (their parent) and the older members of our town. They want to participate but there is need for a respite space when they get over whelmed and having an RV close by to take that break is the difference between joining the community and staying home. I want this park to be for all of the community. Entertaining events like carshows, carnivals, craft fairs, renaissance fairs, dog shows, Shakespeare festivals... etc. bring in people from out of town and one of the draws the entertainers to this park is a place to park their RV as a respite because of the long hours in the park. When my wife and I were traveling with our face painting booth to fairs and festivals we had multiple Towns festivals we could set up on the same day.... Convenience makes the difference. "Why worry about these out of towners?" I have heard similar things tossed out, we like entertainment as much as the next town lets have a park that brings them here: the entertainment and the citizens of the next town. In closing I think that the Ball Fields need relocation, perhaps to a school where they will be utilized during school hours and after school hours and in a warmer location. The "gardens" by the parking lot in quadrant 2 do not fully fit this park and there are similar ideas in other parks close by that are under utilized. If someone wants a nature trail, there is one right across the street and at least 5 state parks on the Island, Windjammer does not need to compete. Windjammer Park is about people and building community through fun and educational events that include all residents and their out of town friends and family. Windjammer park is a one of a kind People Place, with open spaces for kite flying, and helicopter rescue demonstrations. It is the home to the Islands biggest 4th Of July celebration that draws so many that people have to park at Rite Aid and walk, on a good weather year. Windjammer Park is a wide open people place in the midst of numerous natural treed parks, lets try to keep it different.

I would like to see the beach plan designed by Scott Fraser implemented into the park plan. I think this would be the most beneficial use of the beach area and the best way to get locals and tourists to enjoy the beach front. I would also like to revisit the baseball fields. I enjoy having them there and feel that they are beneficial to the park.

I am still unsure about the western end of the lagoon. It seems like a wasted space and doesn't seem to fit in.

I am so excited about this draft plan! As it was brought up in the last public meeting, I do wonder about the maintenance of the landscape and gardens. Other than that, love it.

Appendix 2: Open-Ended Question Results from Public

Note: comments are verbatim as written.

Feedback survey 1: Overall feedback

Why are you satisfied or dissatisfied with the treatment and quantity of the given elements in the park?

Note: 11 of 57 answers were blank.

[in person open house] Too much --- We don't need farmers market. Keep the Little League fields. Don't need soccer.

[in person open house] I believe considerable thought has gone into the conceptual plans. Not everything is going to please all of the citizens

I need to see more to be able to make a remark.

The park is beautiful because it is natural! Fix the picnic shelters! Improve the bathrooms. Do not add a road or parking inside the park! Keep the playground and the ballfields! You are wasting money and destroying the feeling of the park with this outrageous plan!

The park's beauty is in it's naturalness! Adding so much takes away from that. Parking and roads should be outside the park.

There are a lot of elements put into the big blank canvas of grass etc. that we have now. I hope it doesn't get too chopped up with all that is planned. It looks like it may be OK; it's just hard to visualize now.

Picnic shelters are falling down. More tables and grills are needed. There is no way to the beach for elderly or blind people.

No parking lot by Waterside Condos!!!

It is a waterfront park. There should be water access with dock and boat ramp. There should be NO road access or parking adjacent to Waterside

I rarely use the kitchens, restroom, no use for windmill and think that we can better utilize the area without these items personally. I would rather see a splash park, amphitheatre, etc. in the place of these items. I personally like the covered areas at Ft. Nugent in lieu of the existing kitchens. They look way better and I am sure they are less maintenance.

This is the only one that appears to have adequate parking incorporated into the design. =(There is no RV park. =(Love the idea of a splash park. I think the lagoon served its purpose for years but is no longer needed. If we must save it, then a smaller version would be adequate.

Do not the additional parking added to park on east side near the condos. Do not the expense of adding road and parking there. Please change this back to grass and trees. If you remove this parking lot, the rest of the park should handle the needs and elements you said were addressed,

Something for everyone.

Looks like a great plan to bring Windjammer park up to date, and really make it a pleasant and functional space for the community to enjoy.

Creating a new road running just outside property owners back doors to an unnecessary and unsightly parking lot shows blatant disrespect for those condo owners property values. You are wasting money on a road and parking lot when both already exist on the other side of the ballpark. Keep and/or widen (if necessary) the existing road to the existing parking lot behind the current sewage plant. You can expand that parking lot if you need to as it appears from the map there is room. It'll be cheaper and won't ruin anybody's property values. Don't use up valuable and beautiful waterfront for another freakin' parking lot!! Be prudent and improve what is already in existence. Additionally, the storm watchers parking lot on the other end of the park should not be reduced in size. It's already almost too small. Adjust the placement of the new playground equipment so you're not eliminating parking in that lot and then you won't need a new lot on the other end!

I live in the condos overlooking the baseball field. Please DO NOT replace the walking path with a road. I'm sure the junkies who hang out in the old "element" parking lot would love the open field

proposed to replace the baseball field. Please keep the baseball park as it is. An improvement would be to lock up the fence & prevent access to the dug outs. I see junkies sleeping there regular basis.

1. Changing the road into the park, is not acceptable to the many residents of Waterside Condos. It would affect the ball parks which are very important to the community. Eliminated the play field for a parking lot which is not acceptable. If there is not going to be a RV park, why not make the parking lot over there where the street is already in. The windmill needs to stay away from the flood area. Why not work around what we have and make it better, without relocating our elements.

I can't tell what the rankings are based Ina.

There is too much. The things mentioned in #2 above are important (Don't forget the Car Show). The design seems to limit rather than enhance these activities.

I do not want to have a street built on the park side of Waterside Condos. I love the bike/pedestrian path that is currently there. The ball park and family parks are also great. But a street, for vehicles coming & going is not a tranquil addition. We already have a street where cars speed by despite a slower speed limit. Thank you for your efforts.

Leave the park along. Why waste money on the park it is pretty as it is now.

I really hope a community recreation center is part of the final design. Non military kids in this town need a place to go similar to the centers on base that provide activities year round. It is something that is really lacking in this town.

RV park brings in business and visitors year around. It will be a source of funds. Removal of ballparks (to where) does not show much consideration or concern for youth programs. The city population is not just old people.

Lack of beach access (needs multiple points of access). worried that beach path will be separated by a large body of water at the lagoons water intake. To many treelines separating parts off the park. we have a wet land just west of the park, so why do we need a wet land enhancement? Will each playground be for different age groups? Will the clean water facility smell like the current one?

I'm excited that the splash park will see a renovation that families and persons of all ages can utilize. These plans look to finally create a great community gathering place.

There needs to be more emphasis on the beachfront. The main waterfront walking path needs to stay as close to the beach as possible. It is this long beach that makes Windjammer Park unique, and we should celebrate that and embrace it as the key element that everything else focuses on. Anything that takes the path away from the beach is a loss of focus. The lagoon is another unique element that should be enhanced with opportunities to rent paddleboards or paddleboats (like they used to many years ago).

Traffic should be routed around and away from the park. The design of the park should be simplified and left with as much open space as possible. Try to imagine how you would bring in and stage a 250 car and trucks for a show. High visibility parking lots should be streetside. Rape and assault prevention should be part of the design.

This is an unrealistic plan. How can you even make a plan without a budget ??? The ball fields will not be moved so include them in a plan. The consultants are taking the city for a ride.

It is and always will be known as "City Beach Park" drop Windjammer Park, a distinct few even know what windjammer is.

Where's the \$\$ coming from? You are removing the RV park in favor of parking and a kayak campground? Most folks like to park close to the water now will have to walk further and the new walkway doesn't front the water all the way. The 'nature path" shown will get blocked by the ever present logs. And by the way, the reality of the logs is not shown at all on the map. The plan also shows a new road at the east edge of where the ballparks next to the Waterside condos. At least where the parking is now (at west end and on City Beach St) there is no residential interface. The days where there might be a demand for more parking than you have now can be counted on 1 hand - not enough to justify the replacement and addition of the parking shown on the map Why don't you spend much less money on just fixing and sprucing up what you do have. i walk the park frequently and the only thing that has received much attention in the last 3 years is some new bark dust and borders around one of the play areas. Shore line shelters are in tatters, several of the building look like they

long ago needed new roofs, the windmill needs some new shingles and a full paint job. Some of the walkways have inexplicable divots in the pavement, the pond dock needs minor repair and good paint. I find that for just having one community input meeting there is now a completed map showing the park as, who, the City, would like it? Bill Ferry

The cost of all this is what concerns me..OH is a NAVY town whether you want to admit it or not... Everything that is planned should have that in mind, not some plush areas for primarily outsiders to enjoy but HOME FOLKS should be number ONE consideration..My first impression of all this is that all the emphasis of these plans which are gradoise, lean towards promoting OH as a destination for business, development, vacations..etc..as primary..vice us residents

The design is just amazing! With there being so many new families introduced to the community this really creates an open space for people to come together, share, bond, or just get out of the house! I love that there is an emphasis on activities for youth, as our community will be in dyer need of this in the years to come. Love the innovation and the openness to community involvement here. Good job Oak Harbor! I would suggest possibly considering keeping "F" a baseball triangle. Those have always been utilized the most at Windjammer.

Beach access is listed as medium priority, it should be listed as high.

The baseball field is gone. The access road on the east side with access to parking on the waterside of the park is not worth the cost. It disrupts the existing walking paths and cuts too close to the existing condos creating traffic noise, and an area not easily patrolled by the police of park attendants. The idea of moving the windmill with all the logistics and probability of damage is not worth the cost.

I like that they have chosen to locate the grand entrance away from the clean water facility and made the windmill a focus of that entrance. The first thing visitors to the park see should not be a treatment facility and the windmill evokes much of Oak Harbor's history and tradition.

Keep the baseball fields!

No. Too much focus in removing existing infrastructure.

Very happy to see a spray park near the top of the priority list and feel that everything else falls in place appropriately.

I like the the grass covered dunes (there is plenty of sand on the beach we do not need it on the grassy areas. I dislike H there are other parks in town that are gardens and they are often under utilized. We have nature trails all over this Island.... let's keep the Gardens away from this park and leave more open room for events like fourth of july and the Car show. The more I think about losing the RV park the more I dislike it. Private RV Parks often only cater to those with newer RVs which may leave older RVs parking where ever they find space. We do not need the RV portion to be big and fancy... In fact it should be built to where only the die hards would stay there. We are not in the business of taking a future RV parks business, so when that business opens and makes the beaches RV idea no make any money... then we can re purpose the space. The RV park should be moved over to the area near the condos, that can insure that the evenings the condos will not have a lot of traffic nearby. It also puts the travelers closer to the down town. This park needs to be about open space, we have parks that are Gardens, we have parks that are forests, we have nature trails that can be walked extremely close to this park. We need to have places to fly Kites and watch fire works. I love the Idea of the Splash Park! Regardless of whether a RV park is in the Park. Showers should be in Bathrooms so that swimmers can rinse off. The Hard work of making every one happy, will not make everyone happy, but If we have something like like it in town, like H "gardens" maybe we should keep this park for more of what it has been used for an Open area for main events, and add amenities that we do not have in town like the Splash Park, and multiple venues for different styles of performing arts.

The plan clearly mentions Little League tournaments (games),and there is no baseball field complex in town besides the one located at the park currently. Is the city expecting Oak Harbor youth to head into Coupeville or Anacortes to play baseball in the future? If so, forget families looking at oak Harbor favorably when moving here. Also, no RV sites seem planned, however there is kayak camping? If our area rented kayaks this might be of interest, but when looking at tourism, RV spaces close to locations where events are held will entice people to come into town to spend money at the events. As soon as

the only RV options are the state parks or the base, more revenue will go toward those communities (once again Coupeville and Anacortes). When the city talks about making our town more visitor friendly, but takes away the limited in town lodging option that is affordable for many (since there really are very few lodging options within town anyway) and tries to cater to kayaker and families who only want to go to a playground, they won't come.

Not happy with the over-all plans. Yes, it looks pretty but these are my comments and I have never like the name change so I will continue to call it City Beach because that is what it is- The City's Public Beach! 1. The windmill looks stupid plopped down in the middle of the round-a-bout. It needs a nice grass garden around it. Similar to how it is now. 2. Don't hold land for a "future community center" on this Open Space land. City should purchase additional site off Pioneer, Bay Shore to build this facility. Use the money from the logging site to purchase a new site down near City Beach. 3. Add a Ball Field back into the plan. You mention Little League as a current use but I did not see a ball field in the plan. Only soccer fields that could be use for other activities but how will the Carnival fit? 4. Keep a RV park down at City Beach not a Kayak Campground. The RV park brings visitors and \$\$ to Oak Harbor that otherwise would be staying near Anacortes or Coupeville. It also provides temporary housing for military family and their visitors. The kayak Campground doesn't generate \$ and how many kayak campers have we had in the Oak Harbor Bay? The RV park ALWAYS has someone camping there 12 months out of the year. 5. No Boat Launch near a parking lot? It looks like the only boat entry point is through the kayak Campground. 6. What are the 2 long and skinny structures that are not labeled on the site maps. West end of site between shelter and beach trail. Near Playground. 7. East Playground- move it closer to the beach so kids can play at the beach and in the playground without running through a parking lot. Similar to how it is now. Kids of various ages do a lot of "free creative play" on the beach. Swings? I see a lot of climbing structures but no swings, slides. West Playground- I guess it is OK but it still seems like we have less playground area then what is currently at City Beach. 8. Glad to see the lagoon- but cement steps? Keep it natural (sand or sand mix) plus the seagulls and geese will only poop on the cement. Cement Steps make it look sterile and not a natural. 9. I like the idea of the splash park and it is a great asset to City Beach. 10. Parking spots along the waterfront- Happy to see the public will still be able to take their lunch break in their cars but it appears the total number of spots down at City Beach is less than we have now. (west side, east side, plus along current RV Park). 11. I didn't notice the "new road" that was mentioned but is this really necessary? It just takes up open space when Pioneer Road is one building away. Less pavement (roads) is better for natural drainage anyway. At one meeting it was discussed that it would be for shops located on Pioneer. Why can't they enter from Pioneer instead of the Beach Side? It would make Pioneer Blvd. more attractive then looking at Backs of Buildings while driving through town (across from Habitat Furniture). Goal is to Beautify downtown Oak Harbor not make it uglier! 12. Basketball courts- No Tennis courts? I am happy to see you kept the courts but I don't know how much they will get used tucked off in the corner -plus it looks like a security issue because they are surrounded by trees. I like how the teens play pick-up down on the beach and I don't know if they will do that in the new location. I thought the long range goal of the city was to create one regulation size tennis court in Oak Harbor that are not located at OHHS. 13. Do we really need that many trees planted down on this small piece of property. Are they OAK Trees? They will take 50- 100 years to be of any size. Large fast growing trees around the sewage facility to "soften" the look but what are the other trees. Native to the NW I hope! I really don't think Oak Harbor has to do much with the City Beach area except to soften the look of the new treatment facility and update the playground equipment and the current kitchens/windshelters near the RV park and the 2 other areas. This project looks like it will cost millions and not bring in any \$\$ revenue since you are taking out the RV park. The City does not have to spend millions the public is using it as it is now. Focus on bringing business back into Downtown and along Midway. The money spent on this project could be used to add sidewalks in the East Side of Town, update the neighborhood parks and replace the playground equipment at Neil Park and other parks around town to encourage new families to purchase homes in Oak Harbor, revamp the farmers market area are just a few suggestions for the City "entice" families to purchase home in Oak Harbor.

Looks like a very thought out plan

Not sure what is driving the park renovation. The Park is a center piece of what Oak Harbor has hidden. When we have something good, capitalize on its good points rather than "beginning from scratch. Its use and activities are always governed by access (proximate parking) and weather. Football & Baseball & Basketball & Tennis courts do not need prime beach park locations. They just need land - as Ft. Nugent multi-field park affirms. A beachfront park draws waterfront viewers, walkers & strollers, picnicking and RV'ers (to come and stay at Oak Harbor). Convenient parking proximate to those activities increases usage. Why is RV Park NOT under "Given Elements" since it: * Has been part of the existing park for so long? * Is the only significant, repeating and regular revenue-generating feature of the park? * Was so recently renovated and upgraded and funded? * Is truly a tourist attraction to come and spend time in Oak Harbor and its utilization record proves to be a source of measurement - where other park uses are sporadic? And why would - for reasons above - the RV Park be listed under "Medium Priority"? Michael Thelen 1401 SE Dock St. # 101 OH 98277. thelemike.assoc@gmail.com

in THE area of the ball fields it floods during the winter. you would need to spend a lot of money to keep the parking and activities area drained. best to keep it grass and trees so the flooding will not matter. birds like the flooding and float then in the winter.

There does not seem to be as much parking as is currently provided. While the current parking may not always be full, when events such as Driftwood Days are held, parking gets full quickly. Reduced parking will severely impact that kind of event. The number of kitchen shelters should not be reduced. What is a Kayak campground? What happened to the RV park. RV owners will spend much more in the city than tent campers.

I like having the baseball fields but if there is a better place for the little league to play I'm good with too.

[in person open house] We are try to jam to many elements into a limited space. Parking is a hard problem to solve. Current draft plan is not "user" friendly...especially on group 4 – eastern side.

Feedback survey 2: Quadrants feedback



Draft concept and quadrants as shown in the in-person and online open houses.

Why are you satisfied or dissatisfied with Quadrant 1?

Note: 18 of 46 answers were blank.

[in person open house] [noted "too much" to question 1] We need to keep open area grass. Family picnic areas --> Beach access

[in person open house] It appears to be functional with little effort

I can't really tell from the map, but it seems almost the same as it is now?

I hope the residents next to where the kayak campsite is to be wouldn't mind having it next door. Screening is possible but they built their cool little house to take advantage of the small view; no point in making those people antagonists.

I think it is a good idea to have this park amenity, we personally use the current park and view and my kids love playgrounds.

Seems to have the right elements.

keeps the much used parking and also the kayak area is saved.

The boat dock and kayak campsite are out of the way and not used by most of the community.

This should be modified or eliminated. It takes away family space and beach access.

Not enough space.

RV Sites missing, No Ballparks Not family orientated

The kayak parking area is very secluded.

Dislike - Not enough beachfront parking. Like - I like that the basketball courts have been moved away from the waterfront. It would be nice if they had a canopy over them for wintertime use and to keep the seagulls from dropping shells on them (they are heavily used all year around).

Show me the demand for a kayak campground over an RV park

OK

I really like the Kayak Campground and the integration of courts, playgrounds, kitchen and bathrooms all in the same location. It's a major upgrade from before. It'll be nice to see how these multi-functioning areas turn out. Great place to entertain and host events!

No Rv park?

Not clear what is meant by rentable spaces.

Not clear what is meant by rentable spaces.

There should be more parking spaces to sit in a car and look at the water. The area in this map looks way too structures. I think it should be more informal like it is now.

Huge increase in parking. And a complete removal of existing parking in same quadrant only to reconfigure it? Put your buildings and rentals near the commerce and away from the waterfront (a cost saving). Keep the shoreline as wild as you can, otherwise a great storm will reconfigure all these man made affectations. Wasteful.

I may be more satisfied with it if I saw that the buildings were set up in such a way that they did not block the fire works. Yes that many people attend, and some people park at Walmart, haggins and ace to go see the fire works.

The area seems nice, however the kayak camping area seems odd and trendy - will potentially attract more homeless than actual kayakers.

You took out the RV park and put in a worthless Kayak campground. How many Kayakers have asked to camp at City Beach? The RV Park always has people staying at it that would other wise be staying near Coupeville or Anacortes. They stay there because it is close to services, family and Wal-mart, grocery stores and it is relatively quite (no planes flying over). If I was kayaking camping I would not be doing it in the Oak Harbor Harbor. Kayak Camping is more toward San Jauns, Deception Pass, Hood Canal areas- There are 2 long structures not labeled in this section. NE of playground. NW of Path- What are they?

Football & Baseball & Basketball & Tennis courts do not need prime beach park locations. They just need land - as Ft. Nugent multi-field park affirms. A beachfront park draws waterfront viewers,

walkers & strollers, picnicking and RV'ers (to come and stay at Oak Harbor). Convenient parking proximate to those activities increases usage. City Beach Street gives already-paved access to the existing parking area and could easily accommodate the proposed "east beachfront" parking -thus eliminating a proposed 2-lane access road and its construction noises, disruptions and extra lighting requirements - all bordering Waterside Condominiums (Haven't they some say in the already harsh, on-going vibrations and noise associated with the Sewer Treatment Facility?).

parking is more than enough in quadrant 1 . You will need plenty of garbage cans near parking as lunch groups and others leave paper and bottles in parking areas now.

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Water-front parking lot reduced too much. Move new playground equipment back and restore existing parking. This will eliminate need for a new water-front lot on other end of park by condos.

[in person open house] Except for viewing the water – we made no effort to improve access to the beach. I am talking about getting down to the beach.

Feedback survey 2: Quadrants feedback

Why are you satisfied or dissatisfied with Quadrant 2?

Note: 14 of 46 answers were blank.

Why are you satisfied or dissatisfied with Quadrant 2?

[in person open house] Current access is fine. Keep RV Park.

[in person open house] Maintaining a parking with view of the sound is critical

Hopefully the lagoon will be reworked

The open space and parking seem adequate to be used for the car show etc. that are historically used. I think the idea of space for a community center is taken out. That's good. The city needs to procure the large property at the corner of Pioneer Way and Bayshore/Midway to be used for a combination performing arts/convention/community center with open space for event parking, vendor stalls, etc. Except for the performing arts section (tucked into the west end), all the rest should be kept at one story height. This would be an enhancement part of the Downtown renewal effort.

Just.

The grass area is too small. The park is no longer configured to accommodate the large events that have been there: especially the large Car Show and the very large gathering that takes place at 4th of July. Keep the lagoon as large as it is now. Grand entrance idea is good but as shown may constrict the actual entrance of any large carnival use. Is that a little bridge I see for the entrance?

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I love the stage location and the extra parking, but I think the lagoon should not be so prominent. I would also like to see the RV park in there somewhere.

;like the entrance, but question the cost of moving windmill to that location. Perhaps a less costly sign or rock could be used.

I like that the windmill will be moved there and the parking looks great.

This is not a very clear map. It's difficult to comprehend the changes.

Leave the Windmill alone and bring back the RV Park. This is an asset to our downtown community and moving it will take business away from our already struggling businesses. We don't need multi-use fields here they can be relocated to another site. Improve the lagoon and build a stage, but leave the rest alone. You are not drawing users to the park. You are discouraging them.

To many areas that the police can not keep up with break in of cars. Did you read this week police blotter? All the cars that got spray painted.

There is definately not enough parking available in this plan. All the events you want held in this area and the water facility is built where most of the cars used to park. Where will those cars park now that all of that space has been removed? How excited will people be to attend events when they have to walk 1/2 a mile or more to get to the park?

Waste of money, currently the city has a nice welcome sign that could be added to.

I don't like the shape or style of the lagoon - it doesn't seem well oriented to use of the water by paddleboarders, swimmers, etc. I hate the way the waterfront trail winds away from the beachfront into the park. If I wanted to walk on a trail through the park I have many others to choose from, i want the beachfront trail to be ON the waterfront. The parking layout is good though, and I kind of like the windmill as a grand entrance to the park, although I would prefer to see it inside the park itself.

I'll point you back to what I wrote before: where's the money coming from and don't spend on new infrastructure, spend on fixing what you have.

Excited to see how those stages come into play during the sunny season. I know in Langley they have concerts on the lawn every Wednesday. That would be a great thing to integrate into this area with time. Again, the plans are showing optimistic outcomes for community gatherings and activities.

The lagoon looks good and there is still lots of open grass

If the intent is to move the windmill, it is not cost effective. It would be better just to create an appropriate sign

Way too structures. I dont like all the garden spaces at the crew ent shaped parking area. The city won't maintain it, so it will look messy and become a hangout for rats and/or homeless people.

Moving the windmill to make it a "beacon" sounds good from a pr perspective but costly in the real world. You need to enlarge a natural wetlands in this quadrant (a cost saving). Less expensive and yet attractive to wildlife, attracting birders, photographers and nature enthusiasts.

Would like to see some of quadrant 2 serve as an arboretum.

Get rid of the Gardens Gardens "H", add to the Multi use fields or put in picnic areas that that can be reserved for picnics. There are Gardens like "Holland Gardens" that locals can visit about a mile from this location and another garden across from sector 4 where people can walk. We need the open spaces for the larger events like 4th of july (yes I keep mentioning it... it is that big here we are a military town)

Not sure what the clear views refer to... Of the water? Does that mean the hills and trees will be removed? Not a fan of that, but the space is nice. If carnivals come to the area, will they fit in this space? Could they get in-out? Does the park need 2 stages? Will the music festival plan on using this space instead of the street- pulling business away from downtown?

VERY VERY Dissatisfied. Should not be holding land for a "future Community center". The City should purchase additional site for this facility. Put back in the RV Park instead of planning to use this area for a Community center. The city should purchase property off Pioneer that borders Quadrant 2. This would add to downtown Oak Harbor instead of take away from City Beach. Hate the idea of moving the windmill to a Round-a-bout. It needs to be in a garden. Maybe west of the Lagoon area instead? Cement steps in the Lagoon- keep it natural material. Birds will just poop on it anyway. Is that a ROAD or a walking path that borders Quadrant 2? It should be a bike path and not a road. At one of

the public meetings that I went to it was discussed that this would be a road. I am against this because it would take away from the business on Pioneer. When driving through downtown from Hwy 20 it would be ugly- we would be looking at the back of buildings (northside) instead of fronts if they parked on the south side facing the beach.

Community Centers and Amphitheater replace with concrete and structures the park lawns and natural qualities. Additionally, weather, rain, and 52 degree breezes and wind from Puget Sound neutralize Plaza and Amphitheater usage. The proposed far-away parking and closure of City Beach Street deter usage as well.

Do not move the wind mill. too much cost. Build a smaller one at grand entrance.

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Removal of a popular RV campground for a questionable number of day visitors is short-sighted. RV campers bring more steady business to downtown than day visitors.

[in person open house] I do not like the round about in a rotary. Money could be better used elsewhere. RV park is a money maker for city and businesses...why eliminate it. One vice two basketball courts.

Feedback survey 2: Quadrants feedback

Why are you satisfied or dissatisfied with Quadrant 3?

Note: 11 of 46 answers were blank.

[in person open house] Drop it - Car show on current grass space is preferred.

[in person open house] Would like to see all of the above accomplished
need to know more

The events plaza is too small for a farmers market or car show but could be used for smaller events. Are the events to pay for rental use? Need to think about that kind of thing.

We already have a Farmer's Market location that is perfect. Car shows create noise. They need to be near noise, not near quiet!

Splash park water area is a great idea. Keep playground close by also. Major area for young families, parking, bathrooms and picnic tables need be here.

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Splash park water area is a great idea. Keep playground close by also. Major area for young families, parking, bathrooms and picnic tables need be here.

We will be the only City without a splash park in our near vicinity by 2017, even Sedro Wooley has been given the green light on their new splash park and Anacortes will have one in 2017. Burlington and Mt. Vernon both have one. We should be able to do the same. I also like moving the Farmers Market down there.

It has great elements, except that there doesn't seem to be enough parking on this side.

Hope this is where bathrooms are located. You will need more bathrooms near parking entrance.

Very family organized. Short walk to all the quadrants and downtown.

Who would maintain the splash park? Other than the summer, it would not be used.

Slash Park is the best new idea. Improve the playground and leave the rest alone. Again visitors center, farmers market and Plaza can be at other sites. The space remaining for the Car Show is much

too small, It has to accommodate 250-300 cars plus vendors and displays. This design would kill the car show as we know it.. Our visitors like the setting and the fact they can show their cars on grass. That makes our show special.

Seems like you are trying to do too many things in one park

Waiting for a car accident. How foolish to think that this would cause so many accidents!!!!!!

Same concern for parking here as well. The push is to get people to the waterfront, to enjoy all the elements of this park but so much parking has been removed that it may become a hassle to get to any of the elements in the summer months, let alone any special events. It will be much harder to add parking in the future than to create it initially.

It seems that walking is the only item of concern. We currently have two pools for kids that were closed due to lack of funds, The splash pool will be damaged by the first winter storm. Who is interested in viewing a Clean Water Facility.

Lack of perimeter trail for urban hikers

There needs to be a nice playground facility immediately adjacent to the splash park, as well as bathroom facilities close by. There also needs to be parking close by, because parents won't use the splash park if they have to haul a bunch of kids and all their gear halfway across the park just to get there.

Now the farmers market is going to be moved to the park??!! Oh, and lots of people are coming to town to visit the Clean Water Visitors Center? You had a splash park there before and it was filled in. Why now another? Now the staffing needed is just for mowing, trash and light maintenance - all these added components are going to require much more oversight and maintenance from the City

The splash park is something this community WILL DEFINITELY USE! That could not be a more firm investment. Moving farmers market down to Windjammer will be awesome! Can't wait to see how this really opens up the multitude of options for local venues!

Like the plaza and the splash park

It is unfortunate that the city decided to put a clean water plant at this location. It give the appearance that the city is not interested in preserving the waterfront.

I mostly like this, but there needs to be more parking nearby. People aren't going to walk from the other end of the park to visit a Farmer's Market. And the plaza is kind of hidden from the main roads, so tourists won't even know it is there.

The overlook will get hammered in storms. The City currently has to excavate the lagoon outflow area. The promenade and plaza separate the green spaces with the hard space of the plaza. Make the plaza a fun zone with playground and splash park. Reduce the existing parking at the south edge of the CWF rather than eliminate it all together (a cost saving)

Extremely satisfied with the approximate location of the splash pad and couldn't be happier with the promenade as I really feel this will be the parks grand entrance.

Best Part of the Park design, this is a brilliant plan and I think it will add to the 4th of July event and well as be utilized from spring through fall! This is the part I like best!

Not thrilled about a splash park near a water treatment facility. Will not be utilized most of the year. After being at car shows, thus area does not seem adequate to park all of the cars. It looks like there are going to a lot of changes for our city events if this plan is adopted. And at a very high dollar cost to taxpayers.

I don't see that the area (between the facility and the beach) will be used as much as the current daily area is being used. current use: Playground, parking, lunch eating, basketball courts, walker parking, kitchens for rentals.

Community Centers and Amphitheater replace with concrete and structures the park lawns and natural qualities. Additionally, weather, rain, and 52 degree breezes and wind from Puget Sound

neutralize Plaza and Amphitheater usage. The proposed far-away parking and closure of City Beach Street deter usage as well.

Put coffee stand in bottom of Windmill and leave it where it is. Make sure that up keep of splash park year round happens and is funded. otherwise just a catch place fro trash and leaves.

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Why on earth does a sewage plant need a visitor's center? You can give it all the fancy names you want but it's still a sewage plant and not a draw for visitors. Why put the farmer's market in such a hidden location? Instead of continually trying to draw people to the park, how about drawing them downtown to the businesses that could use some foot traffic. Do what they do overseas and turn Pioneer Way into a farmer's market one day a week.

[in person open house] Is there going to be room to park on this street? Both sides of the street? You obviously have not seen the number of cars at our current farmers market. Not enough parking close to the event. Look at the age of the people attending – they do not want to walk long distances.

Feedback survey 2: Quadrants feedback

Why are you satisfied or dissatisfied with Quadrant 4?

Note: 12 of 46 answers were blank.

[in person open house] I would prefer no other street or parking near the condos.

I live in the Waterside Condo's. Do I want a busy road with lots of traffic and people right outside my apt.? No! Are you trying to force us out so that you can take our land, too? Is that in your 5 - 10 year plan? We need to keep the baseball fields! They are in use from March into October by teams, and by families after that when the weather is nice. Please keep the field by us at least. Widen your road to the park on the west side and have the parking there. Come visit with any of us that about the field, where your new road would go, and see if you can see our view point. I don't want to have to move; if I would even be able to sell my apt. that is. Please rethink your plan.

Available parking might be small.

Parking lots and roads need to be outside the park. People who live at Waterside Condos will be hurt by a road and parking lot. It will create noise and pollution, as well as litter. It will interfere with safety, especially regarding children.

NO ROAD BESIDE CONDOS. Make use of the existing City Beach Street. Larger grass area, please.

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NO ROAD BESIDE CONDOS. Make use of the existing City Beach Street. Larger grass area, please.

Honestly, who cares about historic downtown. The shops are never open when we are off work and the store owners are grouchy. I would rather pay and drive to go to Pt. Townsend where there is a true downtown.

I like the playground and parking lot, but I'd rather see a baseball field than another lawn.

Do not like the location of parking and road to parking being added. Cost is too much for such a small need here. better to have more grass and trees, than to have this parking. I do not like paying for this parking and road !!!

Should be another way into the parking spaces.

Please keep the baseball fields as they are. An open field would become the new hang out for the local drug addicts and homeless. Please keep the parking lot out of Q4 and respect the tranquility that is already there. I do not want to hear loud music or smell cigarettes & marijuana from the parked cars.

There should not be a road or parking placed adjacent to existing homes at Waterside condominium. Additionally, new trees should not be planted, as they would block existing views from these homes.

Leave the Little League fields alone. If you want people to take advantage of downtown leave the RV Park in place. People coming to use the park want a place to picnic and enjoy family activities. Put in covered picnic areas like we used to have and don't try to rent out covered picnic areas. Make it family friendly and improve beach access. No dunes!

I do not want a street put in on the Waterside Condo side. We already have Bayshore traffic and many events impeding a our area. Another street boxing us in is unacceptable. Thank you

People will be fighting over parking. As this town gets more and more people.

Putting an access road in front of the condos to access parking is a HUGE mistake. It will create conflicts with the homeowners there, and end up making the city close the access outside of normal hours like 8-6, which means that in summer we can't drive to the waterfront to watch the sunrise or sunset. Instead, parking should be accessed from the current City Beach location. I also don't think diagonal parking along Bayshore is a good idea, traffic comes around that corner very fast, and there will be accidents from cars trying to back out.

You already have most of that in the are to either side of City Beach st.

I want to ensure that the Little League Ballfields remain where they are..not moved

It's a nice, soft break to the rest of the park. Nice for over lookers!

Baseball fields are gone. Expensive road leading to a waterfront parking lot too close to the nearby condos.

How will all of this be maintained and made secure and safe?

How will all of this be maintained and made secure and safe?

It seems a bit cut off from the remainder of the park. The elements here are heavily geared towards use by youth (baseball fields, playground, etc.). Placing it adjacent to a sewage treatment plant does not seem in the best health interests of the children of our community.

Very bad idea to have a road to the parking area drive in front of the condos. You are going to have a bunch of old people who live in those condos in their walkers and wheelchairs chaining themselves to block construction of road there. You already screwed then by putting the sewer plant in their front yard, don't screw them further by putting a road 15 feet outside their bedroom windows.

Put the playground near the splash park. You have the quadrant bisected with four walkways, a playground a parking lot and a new road. There is just not that much space there. You have the open (quiet) area out by the intersection and the road and the playground over where people live. Don't waste the waterfront. Utilize what you have and respect your neighbors.

I think the RV park should end up over here. Not a new updated nice thing.... Just spaces with the ability to have water, electric and sewer for the night. This puts travelers close to downtown, gives 4th of july vendors and families from out of town a place to stay for a night insted of the Walmart Parking lot(especially if they only have an old RV that may not be able to get into rv parks) This could be more like RV overflow and parking. People bring their RVs to the park for many reasons. Older persons may not be able to keep up for a full day and need to take breaks, New moms and babies often need these time outs too. one more reason for keeping the RV park. It is utilized year round.

The ball fields are gone, more places for cars. Disappointing.

No Baseball field Playground not near beach- kids will have to cross the parking lot to get to the beach. Not sure the basketball courts will be used in that current location No Updated Tennis Courts

Convenient parking proximate to those activities increases usage. City Beach Street gives already-paved access to the existing parking area and could easily accommodate the proposed "east beachfront" parking -thus eliminating a proposed 2-lane access road and its construction noises, disruptions and extra lighting requirements - all bordering Waterside Condominiums (Haven't they some say in the already harsh, on-going vibrations and noise associated with the Sewer Treatment Facility?). At present, the current contractor parking area lends itself to the RV Park utilizing the north side and center for two rows (which appears to be capturing 75-80% of previous RV sites). The south edge of the contractor parking could be vehicle parking accessing the park. The existing tree line on

this south edge could be the "north edge" dedicated to a single line of tent campers (since this grassy area here-to-for has rarely seen use. Some "H" areas could border these. Why is RV Park NOT under "Given Elements" since it: * Has been part of the existing park for so long? * Is the only significant, repeating and regular revenue-generating feature of the park? * Was so recently renovated and upgraded and funded? * Is truly a tourist attraction to come and spend time in Oak Harbor and its utilization record proves to be a source of measurement - where other park uses are sporadic? And why would - for reasons above - the RV Park be listed under "Medium Priority"? Community Centers and Amphitheater replace with concrete and structures the park lawns and natural qualities. Additionally, weather, rain, and 52 degree breezes and wind from Puget Sound neutralize Plaza and Amphitheater usage. The proposed far-away parking and closure of City Beach Street deter usage as well. The cleaned-water stream and the fountain are both nice additions, however their placement knocks out the City Beach Street access to proposed new parking. These features could be re-routed and relocated, respectfully. I would hope to have these observations carefully reviewed and would appreciate hearing back from you. Michael Thelen 1401 SE Dock St. # 101 OH 98277. thelenmike.assoc@gmail.com

Part of this area floods in winter and would be bad for paly area. Would need big draining project that would cost too much. better leave as trees and grass. Enough parking at quadrants 1 and 2 for daily use. Special times should not have parking there anyway. Need more grass area for 4th of July event. Also need walk way for better foot access.

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Using more waterfront property for another parking lot is horrendous and will scar the park and the property values of the condo owners next door. Do we seriously need a new road running right outside their back doors to get to a parking lot we don't need. What are you thinking? Instead, increase the size of the existing parking lot behind the old sewer plant and improve the existing road that goes there. When you have options, why choose the one that will ruin property values.

[in person open house] Proposed road by condo's unsat. Eliminating ball fields for a lawn makes no sense. Work on parking in the area – getting closer to simming-splash area.

[in person open house] the planned road from Bayshore to the parking lot is too close to the Condos – where I live, it destroys the walking path in that area; A parking lot so close to the water take up space that could be used for rest & relaxation, rather than pavement; the entry/exit from Bayshore contributes to traffic congestion due to the 7 other entrys between City Beach St & Dock St; and such a road would invite unsavory activities in the park all night long. Please don't build this road.

Feedback survey 2: Quadrants feedback

Why are you satisfied or dissatisfied with the waterfront trail?

Note: 17 of 46 answers were blank.

As it is now, its great. Except where the high winds took out the wind breakers by the picnic tables.

Basically OK, except that I'm not sure what the nature walk is supposed to be. I and other people who use the current trail a lot like to see what is going on shore-wise the entire trail would probably opt to take whatever would get me, and my dog, as close to shoreline as possible. I think most people would make the same decision. That nature walk would get a lot of use, probably as much as the inshore idea. Also, people will want to get onto the beach wherever they can, not just at some designated access point. Make them more frequent.

Dunes? Completely unnecessary! Un natural to this area. There needs to access to and from the beach.

If it is a Waterfront Trail, it needs to be on the edge of the beach like it is now. Please don't add DUNES. We are a wind swept beach.

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I think it is great having a waterfront trail, but I would never walk through the marsh alone due to safety. I like the waterfront trail through the park out to the Marina and think that should remain. It is a great walk.

Love it.

Would like the trail to still be used of bike events and to have trail instead of road on east side of park. Hhope you have sea wall in mind along bay as beach can be lost otherwise. (see storm this last winter and spring).

Love to walk the beach trail.

Difficult to see your vision from the map.

Waterfront trail we have is goo and should be expanded to increase length. I enjoy the walk from City Beach to the Marina and back and believe it should basically be left as is.

To easy for the people who use drugs to hide. Have you been to the park and see how big the drug problem is and the homeless. people???

Lack of beach access

It needs to run directly along the waterfront, not divert into the park decreasing the connection between trail users and the waterfront. There are plenty of other trails if people want to venture to the interior of the park.

We have a nice path now. Your are going to rip it all up and do it again? You already have access to Old Town via the Boardwalk. The irony of the wind shelters is that, due to the prevailing winds, every shoreline shelter you have now or will have also block the view.

Really great way to tie it all in together!

Love the trail -- we need more trails!

Need to preserve the walk on the east side of the park.

Having varying elevations on a trail would reduce accessibility by the disabled members of our community. The current trail is very ideal in that it is level and easily accessible. I would hate to see that change.

It should be a big waterfront promenade like it is now. Many waterfront cities have nice boardwalks or waterfront promenades. It is stupid to take the waterfront trail away from the waterfront.

Why dilute the purpose of a waterfront trail by moving it into the park? The waterfront is the gem. Put the walkway there. Better yet, make your plan around the existing walkway (a cost saving) and the existing kitchens and City Beach street. There are more walkways in this plan than in the existing park. That just cuts large space into small spaces.

I like it weaving in and out as that will give the 4th of July event (yes the event is that big) room to have people their chairs tents and BBQs on each side and make the mass exodus from the park a little smoother after the Fireworks. Please keep the SAND on the beach. The Idea of sand in the park is not good and is unlikely to be utilized. Lets keep the dunes, and open spaces that can be utilized for many things.

Seems like nice trail system

Very happy to have a Trail available down along the waterfront. As long as it is a smooth, flat service for the elderly. I am not elderly but I notice that a lot of the walkers downtown are and that is because it is flat making it easy to walk their dog.

But keep parking accessible, using existing streets, not constructing new ones.

Need to keep access on east side the way it is from Bayshore Dr. Foot traffic only. Also need SEa Wall along water to protect walkers, bikers, and children from high water and storms when people like to see the bay up close. The path will wash away again if no sea wall.

The image provided in this section of the survey does not include the explanation of the enhancements as the previous section does. The survey taker has to rely on memory as to what is placed where. I have to rely on your optimistic description of unicorns and rainbows without a visual layout. I cannot adequately address the question so give it the lowest possible score. Shame on you for creating such a bad survey. It seems your intent to mislead the taxpayer.

[in person open house] Park your car area 1 or 4. Where are the distinct paved paths to these areas? None that I could see. In future drafts – see how a stroller and two young children would get to swim area.

[in person open house] I and others have problems walk on non-level paths. I like the current levelness of the park.

Feedback survey 3: Specific element feedback

What additional comments do you have about the draft plan?

Note: 10 of 46 answers were blank.

locate parking centrally, remove plans for road on east side of park, keep sufficient open space, keep city beach street open, placing parking along that road for access to east and central park. Implement crescent parking lot on west side. keep windmill in side the park, not on the waterfront.

[in person open house] City Beach is the gem of Oak Harbor. It should emphasize family activities (i.e. picnics). Covered picnic areas like we used to have.

wider paths?

Regarding the RV park, it's a money source (year around) that could help run Windjammer. As an RVer, I hate to see it given up; it's a great location that RVers appreciate. However, it does take up space and am willing to see it gone if the space has more utility for residents. Actually, the Freund field opposite the RV area would be a great spot; easy access to a new park, walking trails, shopping close by etc. Landscaping would add to the Nature Trail and new park. I imagine there are wetland codes etc. involved but maybe it could all be done well. Otherwise, hopefully an RV location close could be found. Just keeping a few RV spaces in the park would make no sense.

Forget the dunes. Keep all parking areas out of the park and away from the Waterside Condos.

Forget the dunes. Keep all parking areas out of the park and away from the Waterside Condos.

I like the basic of Third design: it is ok if the ball park is relocated (frequently, now, participants families will picnic on the sidewalk making obsticals for walkers etc) BUT, the design allows too much parking on the residential side of the park. And Trees would not be a good use of green space as they would block the sun for the folks in the blue condos. Plus eventually also hide shady characters.. trying not to be paranoid! Adding another street, surrounding the blue condos is not cool, where AS IT IS NOW, there are many events down Bayshore, where that street is blocked off for extended periods of time and residents need to either stay in, or leave their home before the street is closed off to vehicles.. I like the kid park. it is good you are asking thoughts from the community. Thank you

NO ROAD BESIDE CONDOS Use City Beach to access SewerPlant and Parking. Keep grass areas large. Have two kitchen facilities one at each end of park. NO DUNES.

NO ROAD BESIDE CONDOS Use City Beach to access SewerPlant and Parking. Keep grass areas large. Have two kitchen facilities one at each end of park. NO DUNES.

I believe if we don't do something, then we will have a fabulous new modern building, but it will be surrounded by outdated and run down looking areas around it. We definitely need the entire plan and we definitely need to make it happen all at once or it will never happen. The City is good at implementing parts of plans, but not the entire thing. Something always comes up and/or personnel always changes and so does the direction.

If another location is identified for a local RV park, then you've convinced me that it would be appropriate and desirable to remove that element from the park design. Since the construction would be completed in phases, I'm assuming that we would still be able to access the waterfront trail, beach,

and some lawns while construction is taking place in other areas of the park. That's why I marked that the splash park and stage would be my two top elements to complete.

Remove the road and parking on east side of park. Replace with grass and plantings and trees. It is important to keep a park green and walking and running friendly. the addition of parking a=on east side does neither and cost is not justified.

Build the new ball fields some where in town first. Use the base of the windmill as a walk-up coffee and soft drink concession. Have a push-cart type of concession during the summer.

I think any elements that encourage individuals (walking trail) and families (playgrounds, splash pad) to get outside should be priotiritized.

Keep the baseball field and section 4 as it is. Focus on improving the rest if the park. Get rid of the Windjammer name. Everyone I know stills calls it "City Beach".

There should not be a road or parking placed adjacent to existing homes at Waterside condominium. Additionally, new trees should not be planted, as they would block existing views from these homes.

Please, Do not add another street on the Waterside Condo side

Too much ... Think family activities. Forget the gardens. Change the park name back to "City Beach". That is what all of us who have lived here call it anyway.

Leave the park as is. Please do not wastes the money. Built a YMCA at a different location. Have you seen the one in Mount Vernon?It is will use. The young people need a good activity place.

If it were included in the plan I would say that a rec center would be a big priority and I would have selected that as one of the first things to be built.

Play Grounds need some definition as to what items are included. Climbing and swings seem to bring problems with insurance requirements.

I would like the park to be left as much like it currently exists as possible. The problem with the park currently is that the City has not prioritized its maintenance, and many park elements have deteriorated. The concept plan looks beautiful, but does not seem sustainable given the lack of prioritization by the City on park maintenance. The concept seems very expensive to bring to realization, and hugely expensive to maintain. I do not see that is being a reality given our City's history of taking the cheapest approach to everything it does.

Sorry, but I still think that fixing what you already have is the more prudent tack. If a lesson is to be learned by what you did to Old Town (one way street) and keeping the sewage treatment plant where it is, you aren't going to listen to many of us who think the park & ball fields are better the way it is.

My comments in the first box on the overall draft plan are repeated here..This is primarily a NAVY town ..It seems that the overall plan presented herein is pointed toward visitors to OH and businesses, not the populace that makes up 3/4 of the town (Active and Retired Navy)... Don't forget who pays the majority of the taxes here.

I don't fully understand the need for Kayak campsites -- if the RV park is run by a private company, would the campsites also be independently run?

Parking areas should all be in one spot and close to existing roads. The best spot would be on the west side. It makes no sense to have a small parking area on the east side with a new road all the way to the beach. Once that lot is full, traffic will continue to flow in and out looking for open spots when there are none. This can be eliminated if all the parking is together.

Keep the park family friendly. Right now we have families with small children who have to drive to Mt Vernon to use their splash park. Keep it easy to see, and get to, the waterfront. The RV Park should be owned by a private company, and put on private land. The city shouldn't be in that business any more than they should be running restaurants or drug stores.

Keep existing waterfront walkway as natural and wild as possible. Keep concessions, rentals stages, and farmers markets as far from the shoreline as physically possible. Don't move trees. Don't cut trees.

The splash pad must come first. I would also like to see the RV park moved to the empty lot on bayshore where the carnival is held.

Put a minimalist rv park (more like what we have) in sector 4 where the baseballfields are. No need for updating it, cram them in in the busy season, and on slow days the can have space in between. This

also puts town visitors closer to down town. Not all RV park allow all RVs. This one does and that is one reason we need it.

After seeing that ball fields could be relocated, I'd like to know where? Also where would a private investor find land in town to be able to be zoned for RV parking? Lots of big questions. While it's not necessary to have either at the park, true ball fields are necessary to offer little league programs and competitive programs. Also locating ball fields and RV PARKS within a park is pretty standard in communities. It allows families to get out and enjoy the areas together while at tournaments etc. if they were to be relocated, other park areas in the city would need to be constructed at yet more cost.

You mis-led the public by saying the RV Park is primarily used in the summer months in this survey. It seems there is always someone staying there from March to November besides the Camp Host. Maybe not this year since you promoted that the RV Park was closing in 2015 and this year it has a big pile of dirt next to the park. PLUS there would be room for an RV park downtown if you didn't hold land for a future Community Center. This building should be relocated elsewhere not the RV Park. A playground near the splash park? Is it on a hard surface only? No play structures. Plus the East playground needs to be relocated so kids don't have to run through a parking lot to get to the beach. The Beach allows "free and creative Play" that they can only get at City Beach. That should be the city focus plus it doesn't cost any money. Driftwood is FREE.

This summarizes the overview of this - and, by the way, I appreciate the on-line opportunity. I was surprised that the 3 plans shown were not included in giving us the public an opportunity on line to give input to each. There were qualities they each had that together could have maximized the potential improvements, but they were treated as exclusive to a particular Concept (ie 1, 2 or 3): Not sure what is driving the park renovation. The Park is a center piece of what Oak Harbor has hidden. When we have something good, capitalize on its good points rather than "beginning from scratch. Its use and activities are always governed by access (proximate parking) and weather. Football & Baseball & Basketball & Tennis courts do not need prime beach park locations. They just need land - as Ft. Nugent multi-field park affirms. A beachfront park draws waterfront viewers, walkers & strollers, picnicking and RV'ers (to come and stay at Oak Harbor). Convenient parking proximate to those activities increases usage. City Beach Street gives already-paved access to the existing parking area and could easily accommodate the proposed "east beachfront" parking -thus eliminating a proposed 2-lane access road and its construction noises, disruptions and extra lighting requirements - all bordering Waterside Condominiums (Haven't they some say in the already harsh, on-going vibrations and noise associated with the Sewer Treatment Facility?). At present, the current contractor parking area lends itself to the RV Park utilizing the north side and center for two rows (which appears to be capturing 75-80% of previous RV sites). The south edge of the contractor parking could be vehicle parking accessing the park. The existing tree line on this south edge could be the "north edge" dedicated to a single line of tent campers (since this grassy area here-to-for has rarely seen use. Some "H" areas could border these. Why is RV Park NOT under "Given Elements" since it: * Has been part of the existing park for so long? * Is the only significant, repeating and regular revenue-generating feature of the park? * Was so recently renovated and upgraded and funded? * Is truly a tourist attraction to come and spend time in Oak Harbor and its utilization record proves to be a source of measurement - where other park uses are sporadic? And why would - for reasons above - the RV Park be listed under "Medium Priority"? Community Centers and Amphitheater replace with concrete and structures the park lawns and natural qualities. Additionally, weather, rain, and 52 degree breezes and wind from Puget Sound neutralize Plaza and Amphitheater usage The proposed far-away parking and closure of City Beach Street deter usage as well. The cleaned-water stream and the fountain are both nice additions, however their placement knocks out the City Beach Street access to proposed new parking. These features could be re-routed and relocated, respectfully. I would hope to have these observations carefully reviewed and would appreciate hearing back from you. Michael Thelen 1401 SE Dock St. # 101 OH 98277. thelenmike.assoc@gmail.com

leave beach Street as is and if you need parking, keep current parking off beach street.. Do not move windmill, it is too big to move, Put coffee stand in it. Build smaller windmill at big entrance Roundabout. More trees, plantings and grass. Less money on big hard scape. Sea Wall is needed most important.

I cannot see in the image where the windmill is located. The windmill is an iconic Oak Harbor landmark. If you are going to move it, it should be place in a place of significance - at the main entrance or in the center of the "open" multi-use areas that are suggested by the poorly provided images.

The city should restore lifeguards to the lagoon with paddle-boat rentals as before. That was such a nice feature and a draw for parents to bring their kids. Now, without lifeguards, it's dangerous and not the draw it used for family summer-time activities. If you want people to come to the park, you have to give them something to do, safely. The sewer plant is not going to bring them in no matter how pretty you make it. You can put lipstick on a pig, but it's still a pig.

[in person open house] Start over. Leave baseball fields where they are – also keep the RV Park. Solve the parking problem and make access to beach and lagoon area user friendly. May have to give up some of the grass area for parking. Use area of current sewage plant for parking. Look at the events held at the park and see how you can best accommodate them. Watch your budget. Very expensive to do your current plan. Erin Taylor did a fine job of running the meeting. Use large print so we can see what is on the slides.

[in person open house] I do hope the east side road next to the Condos will be re-thought. ON the Easterly Quadrant arrange all parking to be accessed from City Beach St. Please less pavement in the park and more green plants instead. I feel the Team and the CAG have worked really hard on this project and appreciate their efforts. Thank them

Appendix 3: Notifications

Display ad in Whidbey News-Times

City of Oak Harbor
Windjammer Park Integration Plan

You're Invited! Share your thoughts on the future design of Windjammer Park

In Person
Tuesday, March 29
5:30 – 7:30 p.m.
Elks Lodge
155 NE Ernst St.

- Observe advisory group proceedings
- View the draft plan and share your thoughts

Online
March 30 – April 8
oakharborWPIPpublicmeeting.info

- Learn more about the draft plan
- View the draft plan and share your thoughts

The City of Oak Harbor has formed a community advisory group to help plan the future of Windjammer Park. Join us to learn more and provide feedback on the draft plan. Additional community feedback will help finalize the park plan this spring.

www.oakharborcleanwater.org/Park

Postcard sent to Oak Harbor residents

City of Oak Harbor
Clean Water Facility Project
Windjammer Park Integration Plan

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Siting the Clean Water Facility in Windjammer Park presents a unique opportunity to develop a long-term plan for the park.

Have questions about the Windjammer Park Integration Plan?
Contact Steve Powers: 360-279-4511 | spowers@oakharbor.org
Visit: www.oakharborcleanwater.org/Park

Oak Harbor Windjammer Park Integration Plan – Open House Summary

Updated: Apr. 18, 2016

Slide for Channel 10 news (both open houses, left; online open house, right)

City of Oak Harbor
Clean Water Facility Project
Windjammer Park Integration Plan

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City of Oak Harbor
Clean Water Facility Project
Windjammer Park Integration Plan

Share your thoughts!

March 30 - April 8
oakharborWPIPpublicmeeting.info

- View draft design plan
- Give feedback on future of Windjammer Park

Yard signs in Windjammer Park

City of Oak Harbor
Clean Water Facility Project
Windjammer Park Integration Plan

How will Windjammer Park change in the future?

Find out more

In Person
Tuesday, March 29
5:30 - 7:30 p.m.
Elks Lodge
155 NE Ernst St.

Online
March 30 - April 8
oakharborWPIPpublicmeeting.info

Oak Harbor Windjammer Park Integration Plan – Open House Summary

Updated: Apr. 18, 2016

Facebook posts (x2)



Appendix 4: Chuck Krieg Feedback

From: Chuck Krieg
To: Steve Powers
Subject: Windjammer Park plans
Date: Tuesday, April 12, 2016 4:44:53 PM

Mr. Powers,

Having been out of state all of February and most of March I was unaware how much had been done to develop new plans for the Windjammer Park area. Your email link is provided in the page that the city linked to for the park so I'd like to share a few of my personal thoughts. Without going into all the different options that your advisory group is discussing, I want to go on record with two concerns.

The main one is the area of the little league fields. I am completely opposed to removing these fields in their entirety. Having spent countless hours over my lifetime playing there, coaching there, volunteering on work parties to improve the fields, and donating financially through our businesses, I think removing baseball from park would be a terrible idea. The little league fields draw lots of kids & families to the park and it gives a "family friendly" feel to the city, especially the downtown region. And not only do I feel that the "vibe" of the city is made better with baseball there, the thought that all the efforts by those who contributed both financially and with their time being completed removed from the park will cause some very hard feelings about donating to projects like this in the future. And if building replacement fields is included somewhere in the advisory groups discussion, I don't think that building ballfields on top of the old city dump will ever replace what we have at city beach.

My second concern is not having an RV park in the plans. What I found online labeled as the "preferred alternative" includes no RV park. It seems that the RV park has always been a frequently used facility. And when notice of the closure was given there was such an uproar over both the lack of notice and the duration, that if the city now comes out with a plan that has nothing for RV's the city will create even more animosity than when they announced the "temporary closure".

Thanks for taking the time to read this and please forward to whoever in the city organization as would be appropriate for submission of community input.

Sincerely,
 Chuck Krieg

Appendix 5: Online Open House Form

ONLINE OPEN HOUSE: March 30 – April 8 Select Language

City of Oak Harbor
Windjammer Park Integration Plan

City of Oak Harbor
WHISKEY ISLAND, WASHINGTON

Welcome Background Design Basis Draft Plan/Preferred Concept Feedback 1 Feedback 2 Feedback 3 Thank You

Welcome

Next

Welcome to the Oak Harbor Windjammer Park Integration Plan online open house! The City of Oak Harbor hosted an in-person open house on March 29, 2016 to gather community feedback on a draft long-term design plan for Windjammer Park, including its activities and layout.

The online open house is intended to:

- Provide the latest information about the draft plan.
- Introduce the draft plan and get your feedback.

This open house will be available until April 8, 2016. All feedback from the online and in-person open houses will be provided to the project team. The final proposed plan will be shared with City Council on April 19, 2016.



How to use the online open house

Each tab above represents a station of this online open house. Navigate the stations by either clicking the "Next" button or the station names above. As you learn more about the draft plan, you may take notes in the section below. You will have the opportunity to submit the notes at the end of the online open house. You will also have the opportunity to share your thoughts and provide feedback through our survey in the "Feedback" stations.

[Next page](#)

Take notes as you go

You can use these notes later to provide your input on the Feedback 1, 2, and 3 pages.

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City of Oak Harbor Windjammer Park Integration Plan



Welcome Background Design Basis Draft Plan/Preferred Concept Feedback 1 Feedback 2 Feedback 3 Thank You

Background

Next

What is the Windjammer Park Integration Plan?

Siting the Clean Water Facility in Windjammer Park presents a unique opportunity to develop a long-term plan for the park. To help guide the future vision of this special community space, the City of Oak Harbor is developing a Windjammer Park Integration Plan. The Plan will build upon past park planning efforts.

The Plan will:

- Integrate existing and new park elements (such as the windmill and the Clean Water Facility)
- Prioritize and define park elements
- Detail the location and layout of included park elements
- Identify potential funding sources
- Propose a phased implementation schedule (including potential funding sources)*

**Park elements defined in the Windjammer Park Integration Plan may be included in the park restoration associated with the Clean Water Facility Project.*



Timeline and process



Once Oak Harbor City Council adopts a final Windjammer Park Integration Plan, this sets the springboard for park development and further design, in phases, as funding is available.

[Next page](#)

Take notes as you go

You can use these notes later to provide your input on the Feedback 1, 2, and 3 pages.

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City of Oak Harbor Windjammer Park Integration Plan



- Welcome
- Background
- Design Basis
- Draft Plan/Preferred Concept
- Feedback 1
- Feedback 2
- Feedback 3
- Thank You

Design Basis

Next

Community driven design

The City of Oak Harbor is excited to be working closely with the community on the development of the Windjammer Park Integration Plan. Through public meetings, City Commissions, and a Community Advisory Group, the Oak Harbor community has shared thoughts on park elements and design.

Who is the Community Advisory Group?

The Community Advisory Group was convened in January 2016 and represents diverse interests in Oak Harbor. The group serves as a sounding board for the Windjammer Park Integration Plan design team. Members were selected based on areas of expertise and expressed interest in the project, after advertisement to the entire community. All proceedings of the CAG are public, and materials are available on the [project webpage](#).

What feedback has been received so far?

- Prioritized park elements – A combination of park elements have been identified for inclusion in the draft plan, based on their degree of prioritization by the community.

Prioritized Park Elements				
GIVEN ELEMENTS	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	REMOVE
Automobile infrastructure* Canopy Existing wetlands Kayak campsite Kitchens Parking Restrooms Site furnishings - contemporary or materials found in Oak Harbor Windmill	Event plaza Lagoon (renovate) Splash park Stage/amphitheater Waterfront trail/ park trails	Beach access Educational elements Gateway entrance (grand) Landscape and gardens Linkage to downtown Multi-purpose lawn North park commercial redevelopment Playground RV park* Safe connection bike trail to park	Baseball fields* Boat launch Fitness trail/equipment Gazebo Multi-use hard court/ basketball court*	City dock Site furnishings - traditional Wading pools

*Items are listed alphabetically, not in order of priority

*Relocate in or out of park

Windjammer Park Integration Plan | February 2016

[click to enlarge prioritized park elements](#)

- Location of park elements – Once elements were prioritized, CAG members helped the design team understand where they should be placed in the park and how each element should relate to the surroundings.
- Aesthetic of park elements – CAG members and the public provided feedback on the various types of treatments for elements included in the park through open house boards and imagery. They told us that park elements should feel like they belong on Whidbey Island and have a contemporary design.
- Reaction to initial design ideas – CAG members provided feedback on three potential integration plan concepts developed by the design team. The current draft plan, which is available for comment on the next few tabs, was developed based on feedback received.

Key terms:

Conceptual design: A preliminary design stage that focuses on ideas instead of exact treatments.

Park element: An activity, design feature, or structure that could be included in the final design of Windjammer Park. In any park, these might include play structures, water features, landscape, gardens, restrooms, and open spaces such as plazas.

Prioritized park element: Elements identified by the Community Advisory Group and City Council for inclusion in the Windjammer Park Integration Plan.

Given element: Elements prioritized to be included in the park regardless of design concept and include standard elements like parking, restrooms, and site furnishings, such as benches.

3/8/16 draft park concepts:



[click to enlarge 3/8/16 concept #1](#)



[click to enlarge 3/8/16 concept #2](#)

City of Oak Harbor Windjammer Park Integration Plan



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- Draft Plan/Preferred Concept
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- Feedback 2
- Feedback 3
- Thank You

Draft Plan/Preferred Concept

Next



[click to enlarge the draft plan](#)



[click to enlarge](#)



The project team created a draft plan (preferred concept) based on the Community Advisory Group's input and public feedback from the [February open house](#). You can click the image to view the plan in a larger format. You will have the opportunity to give feedback about the plan on the next page.

The draft plan includes the following elements:

- Beach access
- Events plaza
- Gateway entrance
- Lagoon
- Landscape and gardens
- Multi-use lawn
- Playgrounds
- RV park
- Splash park
- Stage/amphitheater
- Waterfront trail
- Windmill

Diagrams illustrate how each element is incorporated into the plan.



[click to enlarge](#)



[click to enlarge](#)



[click to enlarge](#)



[click to enlarge](#)

[Next page](#)

Take notes as you go

You can use these notes later to provide your input on the Feedback 1, 2, and 3 pages.

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City of Oak Harbor Windjammer Park Integration Plan



City of Oak Harbor Windjammer Park Integration Plan



- Welcome
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- Feedback 2
- Feedback 3
- Thank You

- Welcome
- Background
- Design Basis
- Draft Plan/Preferred Concept
- Feedback 1
- Feedback 2
- Feedback 3
- Thank You

Feedback 1

Next

The easiest way to provide feedback is to complete the survey questions on the following pages. The survey will take you about 10-15 minutes to complete. After answering each set of questions, don't forget to click SUBMIT. After you click SUBMIT, you will be taken to the next feedback page.



[click to enlarge](#)

1. The project team has worked with a community advisory group, the community and City Council to prioritize park elements, which are reflected in the draft plan shown. Looking at the plan in its entirety, to what level are you satisfied with the plan in a draft stage? (You will get the chance to comment on individual elements on the next pages.)

Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
<input type="radio"/>				

2. Windjammer Park hosts a range of community activities: events at 4th of July, boat races, daily walkers, lunch time storm watchers, young families, at playgrounds, Little League tournaments, pick-up basketball, lagoon swimmers and many more. Please indicate how well you think the draft plan represents the Oak Harbor community and the activities that could be enjoyed at Windjammer Park.

5 - very much	4	3	2	1 - not at all
<input type="radio"/>				

3. There are several "given elements" in the park, including the park's wetlands, kitchens, parking, restrooms, the windmill and site furnishings. These items have been prioritized to be a part of any future Windjammer Park. On the whole, how satisfied are you with the treatment and quantity of the given elements in the park?

Very satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="radio"/>				

4. Why are you satisfied or dissatisfied with the treatment and quantity of the given elements in the park?

Submit

Feedback 2

Next

After answering each set of questions, don't forget to click SUBMIT. After you click SUBMIT, you will be taken to the next feedback page.



[click to enlarge](#)

1. There are several distinct areas of the draft plan for Windjammer Park. The project team has looked to connect all areas of the park. By creating physical connections between areas, the intent is to enhance the park's use in all seasons and for many different events. Do any of the quadrants seem disconnected from the other quadrants (see map)? If so, click the appropriate circle below. If not, select the last option.

- Quadrant 1
- Quadrant 2
- Quadrant 3
- Quadrant 4
- None seem out of place

2. Quadrant 1 of the draft plan includes rentable spaces, kayak campsite and non-motorized boat dock, hardcourts and playgrounds, and park-and-view parking. Park users can easily access these features from the parking lot and take advantage of the various spaces for recreation, play or picnicking. To what degree are you satisfied with the program in this area of the park?

Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
<input type="radio"/>				

3. Why are you satisfied or dissatisfied with Quadrant 1?

4. Quadrant 2 of the draft plan includes a grand entrance with the windmill, crescent parking, multi-use fields, lagoon and stage. The grand entrance with the iconic windmill will identify the park at Beeksma and draw users into the park. This entrance takes advantage of the clear views and access leading into the park via the parking lot through the multi-use fields to the harbor, lagoon and stage. To what degree are you satisfied with the program in this area of the park?

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="radio"/>				

5. Why are you satisfied or dissatisfied with Quadrant 2?

6. Quadrant 3 of the draft plan includes a large events space/plaza, splash park and overlook with beach access, taking advantage of the north-south promenade. The promenade leads from SW Pioneer Way and traverses through the plaza to the overlook. The large plaza connects the east side of the park with west side and provides spaces for events like farmers markets and car shows. From the plaza, users can access the Clean Water Facility visitors' center, stage, lagoon and splash park. To what degree are you satisfied with the program in this area of the park?

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="radio"/>				

7. Why are you satisfied or dissatisfied with Quadrant 3?

8. Quadrant 4 of the plan includes a multi-use field, large playground, vehicle access and a park-and-view parking lot. These elements take advantage of the physical proximity of and connection to the historic downtown. To what degree are you satisfied with the program in this area of the park?

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="radio"/>				

9. Why are you satisfied or dissatisfied with Quadrant 4?

10. The draft plan includes a waterfront trail which traverses the southern edge of the park, taking advantage of the harbor views. The trail is raised and moved into the park in areas to provide a diverse walking experience. There are nature walks and wind shelters that spur off of the trail so users can enjoy the dunes and picnic closer to the harbor. The waterfront trail connects users, downtown businesses and residents on the east side and the Freund Marsh on the west side. To what degree are you satisfied with the waterfront trail?

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
<input type="radio"/>				

11. Why are you satisfied or dissatisfied with the waterfront trail?

Submit

[Next page](#)

Take notes as you go

You can use these notes later to provide your input on the Feedback 1, 2, and 3 pages.

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City of Oak Harbor Windjammer Park Integration Plan



- Welcome
- Background
- Design Basis
- Draft Plan/Preferred Concept
- Feedback 1
- Feedback 2
- Feedback 3**
- Thank You

Feedback 3

Next

Today's Windjammer Park has many park elements that have been used for generations in Oak Harbor. Choices have been made to include park elements in the future Windjammer Park and others have been removed based on priorities identified by the community and City Council. The following questions are about those specific elements. After answering each set of questions, don't forget to click SUBMIT. After you click SUBMIT, you will be taken to the next page in the online open house.



[click to enlarge](#)

1. There are several park elements that could become "signature elements" for Windjammer Park, helping define the park's character and place in the Oak Harbor community. With that in mind, as they exist in the draft plan, which of the following park elements is your favorite in the draft plan?

-- Please Select --

2. Based on community priorities, the existing baseball fields have been identified as a park element that could potentially be removed, only if a separate location can be found to accommodate formal baseball games and tournaments. Instead, the design team has placed multi-use fields in the park. What choice for formal ballfield activities best matches your opinion for inclusion in a future Windjammer Park?

- Include baseball fields as they exist today, only for specific baseball use
- Include a limited number of multi-use fields, which could be striped for baseball or other sports
- Remove and relocate elsewhere in the city; formal ballfields are not necessary at Windjammer Park
- Unsure

3. An RV park is not shown in the draft plan for Windjammer Park. Staysail RV park currently has 57 stalls and is primarily used in summer months. When designers considered rebuilding an RV park in the same footprint/area for an RV park at Windjammer Park, approximately 17-20 RV stalls that could accommodate current RV lengths could be included in the facility. This greatly reduces the number of patrons who could use the facility. In addition, community advisory group members have prioritized other activities for inclusion in Windjammer Park over an RV park. There is potential that the RV Park could be relocated to another property in Oak Harbor and be run by a private enterprise rather than the City, which is common for RV Parks.

With this in mind, to what degree do you agree an RV park should be removed from Windjammer Park?

- Somewhat agree (with removal of RV park, as shown)
- Strongly agree (with removal of RV park, as shown)
- Neutral/unsure
- Somewhat disagree (keep a City-run RV park at Windjammer)

Strongly disagree (keep a City-run RV park at Windjammer)

4. The Windjammer Park Integration Plan will be built over a series of years as funding is available. Phasing will begin with areas adjacent to the Clean Water Facility once construction is complete. If you could choose, which two elements do you believe should be prioritized to be built first?

- Beach access
- Events plaza
- Gateway entrance
- Lagoon
- Landscape and gardens
- Multi-use lawn
- Playgrounds
- RV park
- Splash park
- Stage/ampitheater
- Waterfront trail
- Windmill

5. What additional comments do you have about the draft plan?

For example, are there any items you would most like to see included or made more prominent? What, if anything, could be improved in the draft park plan?

Text input area for additional comments.

Submit

[Next page](#)

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Thank You

The City of Oak Harbor appreciates your time and feedback. Please visit the [Windjammer Park Integration Plan page](#) on the [Clean Water Facility website](#) to learn more.

If you would like to receive updates on news and construction progress for the Clean Water Facility, please sign up for email updates below.

First Name

Last Name

Location

I live in Oak Harbor

I work in Oak Harbor

I visit Oak Harbor

Email address *

Take notes as you go

You can use these notes later to provide your input on the Feedback 1, 2, and 3 pages.

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Graphic created by Ecem Afacan from Noun Project.

COST ESTIMATE





Conceptual Construction Cost Estimate
Windjammer Park Phasing | Summary

Submitted 05/4/16

No.	Description	Phase 1	Phase 1B	Phase 2	Phase 3	Phase 4	Phase 5	
	General Features and Appurtenances	\$ 153,221	\$ 124,843	\$ 147,702	\$ 186,139	\$ 201,354	\$ 201,354	\$ 1,014,613
1	Mobilization	\$ 87,555	\$ 90,795	\$ 107,420	\$ 135,373	\$ 146,439	\$ 146,439	\$ 714,022
2	Temporary Traffic Control	\$ 21,889	\$ 11,349	\$ 13,427	\$ 16,922	\$ 18,305	\$ 18,305	\$ 100,197
3	Erosion and Sediment Control	\$ 43,777	\$ 22,699	\$ 26,855	\$ 33,843	\$ 36,610	\$ 36,610	\$ 200,394
	Earthwork	\$ 371,332	\$ 62,699	\$ 200,565	\$ 181,530	\$ 229,830	\$ 269,830	\$ 1,315,785
4	Construction Surveying	\$ 43,777	\$ 22,699	\$ 26,855	\$ 33,843	\$ 36,610	\$ 36,610	\$ 200,394
5	Site Demolition	\$ 87,555	\$ -	\$ 53,710	\$ 67,687	\$ 73,220	\$ 73,220	\$ 355,391
6	Embankment	\$ 240,000	\$ 40,000	\$ 120,000	\$ 80,000	\$ 120,000	\$ 160,000	\$ 760,000
	Utilities	\$ 150,000	\$ 100,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 700,000
7	Site Utilities (storm/gas/water, power, sewer)	\$ 100,000	\$ 50,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 400,000
8	Building Utilities (gas/water/sewer/power)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000
	Lagoon	\$ -	\$ -	\$ -	\$ -	\$ 375,009	\$ -	\$ 375,009
9	Perimeter edge treatment	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
10	Floating Dock	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000
11	Wier and Bridge	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
	Paving and Surfacing	\$ 1,201,260	\$ 529,000	\$ 686,980	\$ 486,500	\$ 249,300	\$ 313,760	\$ 3,466,800
12	Aggregate Base	\$ 296,000	\$ 70,000	\$ 146,720	\$ 122,600	\$ 36,000	\$ 58,800	\$ 730,120
13	Asphalt Pavement	\$ 64,800	\$ -	\$ 208,160	\$ 32,000	\$ -	\$ 21,600	\$ 326,560
14	Concrete Walkways	\$ 372,960	\$ 72,000	\$ 49,600	\$ 19,200	\$ 48,000	\$ 103,200	\$ 664,960
15	Special Walkways	\$ 450,000	\$ 381,000	\$ 225,000	\$ 300,000	\$ 157,500	\$ 115,500	\$ 1,629,000
16	Concrete Curbs	\$ 17,000	\$ -	\$ 57,000	\$ 12,500	\$ -	\$ 14,000	\$ 100,500
17	Paint Striping	\$ 500	\$ -	\$ 500	\$ 200	\$ -	\$ 300	\$ 1,500
18	Soft Surface Path	\$ -	\$ 6,000	\$ -	\$ -	\$ 7,800	\$ 360	\$ 14,160
	Landscaping and Site Amenities	\$ 835,700	\$ 685,700	\$ 329,700	\$ 1,692,800	\$ 643,400	\$ 1,560,500	\$ 5,747,800
19	Restroom/Kitchen	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000
20	Restroom	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
21	Picnic Shelter	\$ -	\$ -	\$ 100,000	\$ 300,000	\$ -	\$ 100,000	\$ 500,000
22	Site Retaining Walls	\$ 40,000	\$ 35,000	\$ 20,000	\$ 40,000	\$ -	\$ 42,000	\$ 177,000
23	Clearing and grubbing (invasive weed control)	\$ 152,500	\$ 67,000	\$ 30,000	\$ 140,000	\$ 49,000	\$ 118,750	\$ 557,250
24	Tree removal	\$ 33,000	\$ 21,000	\$ 7,500	\$ 8,000	\$ 1,000	\$ 5,500	\$ 76,000
25	Overlook Viewpoints with canopy	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	\$ 225,000
26	Misc. Signs	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000
27	Interpretive Kiosks	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 120,000
28	Modern Windmill'	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
29	Relocate and Renovate Existing Windmill	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
30	Benches (6' w/back and arms)	\$ 12,000	\$ 12,000	\$ 8,000	\$ 8,000	\$ 6,000	\$ 8,000	\$ 54,000
31	Freestanding Drinking Fountains	\$ -	\$ 3,500	\$ 3,500	\$ 3,500	\$ -	\$ 3,500	\$ 14,000
32	Trash Receptacles (garbage/recycling)	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 12,000
33	Picnic Tables (8' with ADA)	\$ -	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 30,000
34	Wind Shelters	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ -	\$ 30,000
35	Bike Racks - "U"	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ -	\$ 4,000	\$ 16,800
36	Irrigation	\$ 228,000	\$ 32,000	\$ 40,000	\$ 420,000	\$ -	\$ 280,000	\$ 1,000,000
37	Lawn Areas	\$ 28,500	\$ 7,000	\$ 5,000	\$ 96,000	\$ -	\$ 60,000	\$ 196,500
38	Rough Seeded Areas	\$ 10,500	\$ 6,000	\$ 4,500	\$ 2,100	\$ 29,400	\$ 750	\$ 53,250
39	Plantings	\$ 171,000	\$ 6,000	\$ 30,000	\$ 54,000	\$ 15,000	\$ 60,000	\$ 336,000
40	Water Feature Sequence	\$ 75,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
41	Splash Play Area	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
42	Masonry Trash Enclosure	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 20,000
43	Kayak Launch Area	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
44	Water Quality Deck Overlook	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
45	Security Chain Link Fencing/Gates	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46	Basketball Courts	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000
47	Bocce courts	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000
48	Play Area - Small	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 200,000
49	Nature Play - Large	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
50		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Construction Subtotal	\$ 2,711,513	\$ 1,502,242	\$ 1,514,947	\$ 2,646,969	\$ 1,798,893	\$ 2,445,444	
	Contingency (30%)	\$ 813,454	\$ 450,673	\$ 454,484	\$ 794,091	\$ 539,668	\$ 733,633	
	Total Estimated Construction Cost	\$ 3,524,967	\$ 1,952,915	\$ 1,969,431	\$ 3,441,059	\$ 2,338,561	\$ 3,179,077	
	Design Fees	\$ 281,997	\$ 195,291	\$ 196,943	\$ 344,106	\$ 233,856	\$ 317,908	
	Total Estimated Construction Cost & Design Fees	\$ 3,806,964	\$ 2,148,206	\$ 2,166,374	\$ 3,785,165	\$ 2,572,417	\$ 3,496,985	
	GRAND TOTAL	\$ 17,976,111						\$ 12,620,007

COST COMPARISON



Khunamokwst Park

Portland, OR

Built 2015

4 AC - \$450,000/AC

Park Program Elements:

Traditional playground, swing set, canopy with rain-garden, water play, stormwater management, skate park, multi-use lawn, paths, landscaping, restrooms

Funding Sources:

City General Fund



Milwaukie Riverfront Park

Milwaukie, OR

Phase I 2014

8.5 AC - \$1,060,000/AC

Park Program Elements:

Public plaza, amphitheater, playgrounds, parking lot, pathways, boat dock, landscaping, restrooms

Funding Sources:

Oregon State Parks Fund Local Grant, Oregon

Marine board



The Dalles Festival Park

Portland, OR
 Built 2015

4AC - \$450,000/AC

Park Program Elements:
 Pavilion, parking loop, paths, restroom, picnic facilities, great lawn, landscaping

Funding Sources:
 ARRA Funding (American Recovery and Reinvestment Act)



Westmoreland Park

Portland, OR
 Built 2012

0.6AC - \$1,000,000/AC

Park Program Elements:
 Nature play, water and sand play, trails, landscaping, plaza

Funding Sources:
 City General Fund, Metro Nature in Neighborhood Grant



AM Kennedy Park

Beaverton, OR

Built 2012

2AC - \$141,200/AC

Park Program Elements:

Community gardens, playground, picnic areas, trails, open grassy areas, courts, landscaping, restroom

Funding Sources:

THPRD Bond Measure



Engelman Park

Wilsonville, OR

Built 2012

1AC - \$350,000/AC

Park Program Elements:

Playground, picnic areas, paths, stormwater management, multi-use lawn, sports fields, landscaping

Funding Sources:

City General Fund, Oregon State Park Local Park Grant



Hood River Waterfront Park

Hood River, OR
 Built 2015

6AC - \$420,000/AC

Park Program Elements:

Beach and swimming access, playground, large lawns, riverbank restoration, plaza, restroom

Funding Sources:

City General Fund



Tanner Springs Park, Portland, OR

Built 2004

1AC - \$2,500,000/AC

Park Program Elements:

Wetland restoration, plaza, walkways, art

Funding Sources:

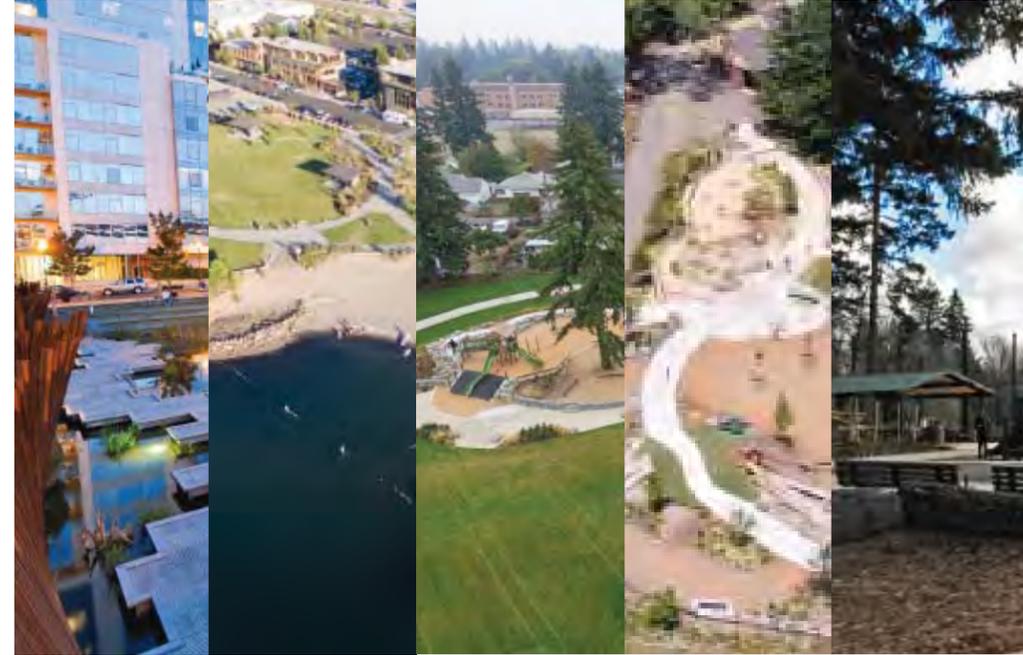
Portland Development Commission, Tanner Springs Development Community, Private Investments





AVERAGE COST per ACRE

\$640,000/AC



Windjammer Park
Oak Harbor, WA

28.5 AC - \$630,000/AC





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**City of Oak Harbor
City Council Agenda Bill**

Bill No. 11.a
Date: June 7, 2016
Subject: Discuss Pending Litigation
pursuant to RCW 42.30.110 (i)

FROM: Legal Department

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ⊙ Bob Severns, Mayor
- ⊙ Doug Merriman, City Administrator
- ⊙ Patricia Soule, Finance Director
- ⊙ Nikki Esparza, City Attorney, as to form

RECOMMENDED ACTION

Enter into Executive Session to discuss pending litigation. No action will be taken in Executive Session.

BACKGROUND / SUMMARY INFORMATION

LEGAL AUTHORITY

RCW 42.30.110 (i)

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS