



PLANNING COMMISSION

AGENDA

April 27, 2010

ROLL CALL: WIGGINS_____ JENSEN_____ NEIL_____

 FAKKEMA_____ FEY_____ WASINGER_____

 DALE_____

Page 4

1. **Approval of Minutes – March 23, 2010**

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

Page 8

3. **URBAN GROWTH AREA (UGA) CAPACITY ANALYSIS – Public Meeting**
(no action required)
Staff will provide initial findings and data related to the UGA capacity analysis. Information related to land use percentages in the City of Oak Harbor and in the surrounding UGA will be presented to the Planning Commission.

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4. **LOW IMPACT DEVELOPMENT (LID) CODE UPDATE PROJECT– Public Meeting**
(no action required)
This is a continued discussion of the LID code update. The discussion at this meeting will be about the LID practices of streets, native vegetation areas, open space in Planned Residential Developments, and grading.

MINUTES

March 23, 2010

Draft

**PLANNING COMMISSION
REGULAR MEETING
March 23, 2010**

ROLL CALL: **Present:** Mark Wiggins, Julie Dale, Keith Fakkema, Kristi Jensen, Nancy Fey and Greg Wasinger.
 Absent: Bruce Neil
 Staff Present: Senior Planners, Ethan Spoo and Cac Kamak and Associate Planner, Melissa Sartorius.

Chairman Wiggins called the meeting to order at 7:35 p.m.

MINUTES: MS. JENSEN MOVED, MR. FAKKEMA SECONDED, MOTION CARRIED TO APPROVE THE FEBRUARY 23, 2010 MINUTES AS PRESENTED.

PUBLIC COMMENT – None present to offer comment.

TEXT AMENDMENT TO INCLUDE RESTRICTIONS ON DWELLING UNITS IN THE C-3, COMMUNITY COMMERCIAL DISTRICT NORTH OF NE 16TH AVENUE – Continued Public Hearing

The Planning Commission continued their public hearing on a text amendment that will restrict dwelling units in the C-3, Community Commercial District north of NE 16th Avenue.

Mr. Kamak reminded the Commission that the public hearing was continued to March 23, 2010 in order to meet all the process requirements regarding notification and public input. Since the meeting in February, the State has been notified that we are amending our development regulations and requested an expedited review which was authorized. The State notified other agencies for comment and no comments were received. A letter was sent to NAS Whidbey Island and the Commanding Officer supporting the text amendment. No comments were received regarding the SEPA Checklist or the Determination of Non-significance.

Mr. Kamak concluded by recommending that the Planning Commission close the public hearing and forward a recommendation to the City Council to adopt the ordinance amending Oak Harbor Municipal Code Section 19.20.340 Principal Permitted Uses in the C-3, Community Commercial District to restrict dwelling units north of NE 16th Avenue.

Planning Commission Questions/Comments

Commissioner Jensen asked if the zoning designation could be C-3a in order to differentiate it from regular C-3. Mr. Kamak said that it would be like creating a new zoning category which is more involved. What the Commission is doing is similar to creating a restriction in the C-3 zone.

Chairman Wiggins called for additional public comment. No comments were forthcoming.

Chairman Wiggins closed the public hearing.

ACTION: MS. FEY MOVED, MR. FAKKEMA SECONDED, MOTION CARRIED TO FORWARD A RECOMMENDATION TO THE CITY COUNCIL TO APPROVE THE ORDINANCE AMENDING OAK HARBOR MUNICIPAL CODE SECTION 19.20.340 PRINCIPAL PERMITTED USES IN THE C-3, COMMUNITY COMMERCIAL DISTRICT TO RESTRICT DWELLING UNITS NORTH OF NE 16TH AVENUE.

LOW IMPACT DEVELOPMENT (LID) CODE UPDATE PROJECT– Public Meeting
(NO ACTION REQUIRED)

Mr. Spoo stated that this session was a follow-up on issues and questions the Commission had last month regarding parking maximums. Staff researched parking maximums, and found that jurisdictions use parking maximums to reduce impervious surface and encourage transit use.

The following are several variations on parking maximums depending on what the end goal is.

- A maximum parking standard, with no minimum standard can be set. This type of maximum can be seen in very dense downtowns like Portland or Seattle, because they have alternative transportation. These downtowns purposely don't have enough parking for to meet the demand for cars, because the want people taking other forms of transportation.
- A range which is both a minimum and a maximum is more common in the suburbs where you want to ensure there's at least a minimum number of parking spaces so that you don't experience overflow parking into adjacent neighborhoods.
- A hard maximum – no exceptions.
- A soft maximum – with exceptions, so that somebody can vary from the maximum under certain criteria.
- Maximum amount of impervious spaces, if you go above the maximum impervious surface the rest has to be pervious. Therefore, a limit is not being set on the number of spaces, just what those spaces are made of.

Mr. Spoo asked the Commission for input on whether the City should consider using a range (both minimums and maximums), and using a soft maximum whereby exceptions to the maximum would be allowed in extenuating circumstances? Finally, where the maximum is set is key – the more restrictive the maximum is the more you have to think and plan carefully. Staff isn't asking the Commission to set the maximum number of spaces at this meeting, but just to consider the general features.

Mr. Spoo stated that the following guidelines could be drafted for as part of the LID Code update if the Planning Commission agrees:

- **Use a range.** The City could use a range (both minimum and maximum standards). The minimum will ensure that there are not too few spaces provided, while the maximum will reduce the number of excessively large, underutilized parking areas.

- **Use a “soft” maximum.** This would allow applicants to exceed the maximum subject to specific criteria being met. For example, the criteria might specify that 95 percent (as an example) or more of the parking must be occupied during five days or more per year for an exception to be granted. In other words, having large numbers of underutilized parking spaces which are only occupied only during the holidays (and a few other times of the year) would not be allowed. To exceed parking maximums, applicants would be required to apply for a variance, whereby they demonstrate that the extra parking is needed more than five days per year.
- **Set the maximum to equal demand on an “average” day.** If the intent of a parking maximum is to reduce the number of parking spaces which are only used a few times per year, the City could use a maximum which is set to equal peak demand on an “average” day as opposed to peak demand on the busiest shopping day of the year.

Planning Commission Questions/Comments

- Commissioners discussed businesses that have more parking than is necessary and business owner’s ability to reduce the number of parking spaces in order to utilize the property more efficiently should they choose to do so. Commissioners also recognized that some corporations have standard designs that are used.
- Commissioners noted that there are many variables such as types of business and hours of operation that enter into the equation for setting parking limits. Mr. Spoo stated that the city can set criteria that would have to be met before the city would allow parking spaces beyond the maximum allowed.
- Commissioners asked staff about staff’s experience with developer demands for parking. Staff indicated that usually want as much parking as possible.
- Commissioners liked the idea of being flexible but with parameters.

BEING NO FURTHER BUSINESS BEFORE THE PLANNING COMMISSION, THE MEETING WAS ADJOURNED AT 8:11 P.M.

Urban Growth Area Capacity Analysis

PLANNING COMMISSION

TO: CITY OF OAK HARBOR PLANNING COMMISSIONERS
FROM: CAC KAMAK, AICP, SENIOR PLANNER
SUBJECT: 2010 COMPREHENSIVE PLAN AMENDMENTS - UGA CAPACITY ANALYSIS
DATA COLLECTION – POPULATION, BUILDING PERMITS, LAND USE
DISTRIBUTION, METHODOLOGY FOR DEVELOPMENT RATIOS
DATE: 4/23/2010
CC: STEVE POWERS, AICP, DEVELOPMENT SERVICES DIRECTOR

The City Council, on March 2, 2010, approved the 2010 Comprehensive Plan Amendment Docket that includes performing a capacity analysis for the current Urban Growth Area (UGA). The scope of this year's analysis is to determine capacity and will not include any recommendations or proposals to change the UGA.

As part of the UGA capacity analysis, staff has gathered population, permits, and land use distribution data. These will be shared with the Planning Commission at the April 27, 2010 meeting. A copy of staff's presentation has been included with this memo for your reference. The discussion will also include a methodology to determine potentially developable land in the UGA.

The graphs, charts, maps etc. are generated from data obtained from the State Office of Financial Management, Island County Assessors Office and the City of Oak Harbor Development Services Department. Some of this information may not directly reflect the real conditions of the property and will therefore need to be identified and amended as the analysis progresses.

The April 27, 2010 meeting is intended to share data that staff has gathered with the Planning Commission. No actions or recommendations are requested.

UGA Capacity Analysis

Data Collection and findings

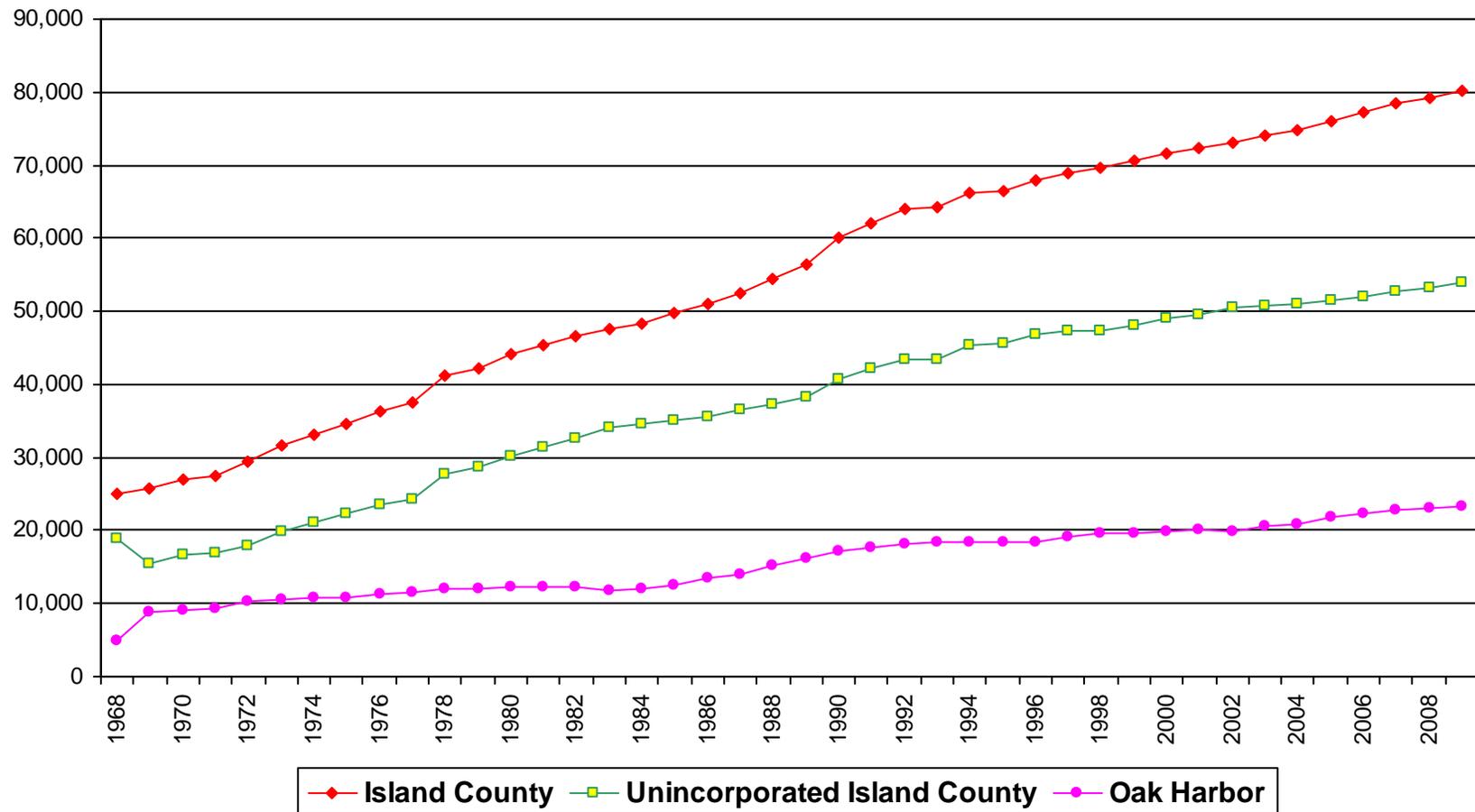
April 27, 2010 discussion

- Population – Historical trends and 20 year projection
- Building Permits – Development – Residential/ Commercial
- Existing Land Use Distribution
- Methodology in determining land available for development
- Maps based on Development Ratios

Population

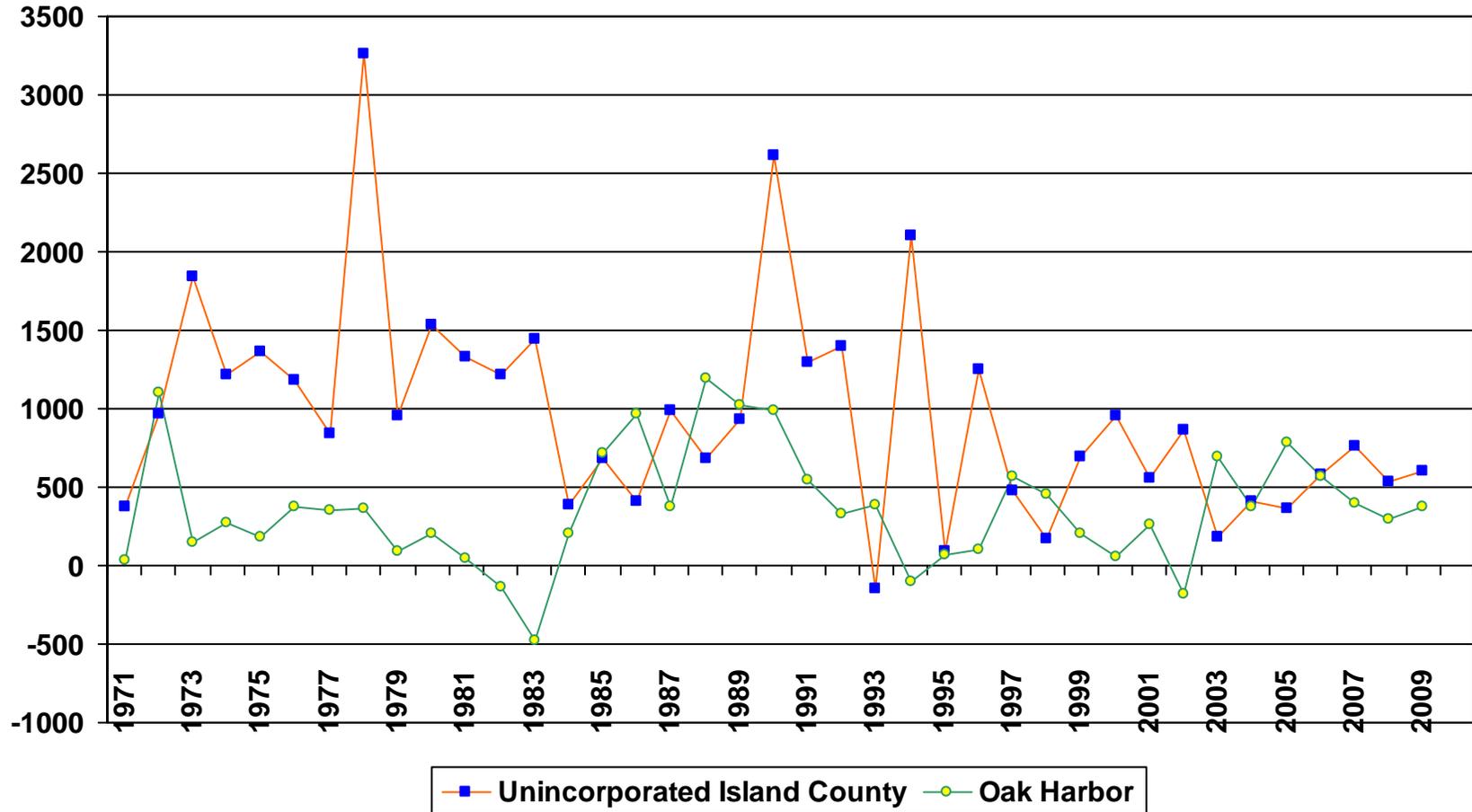
Projections and Historical Trends

Historical Population Trend



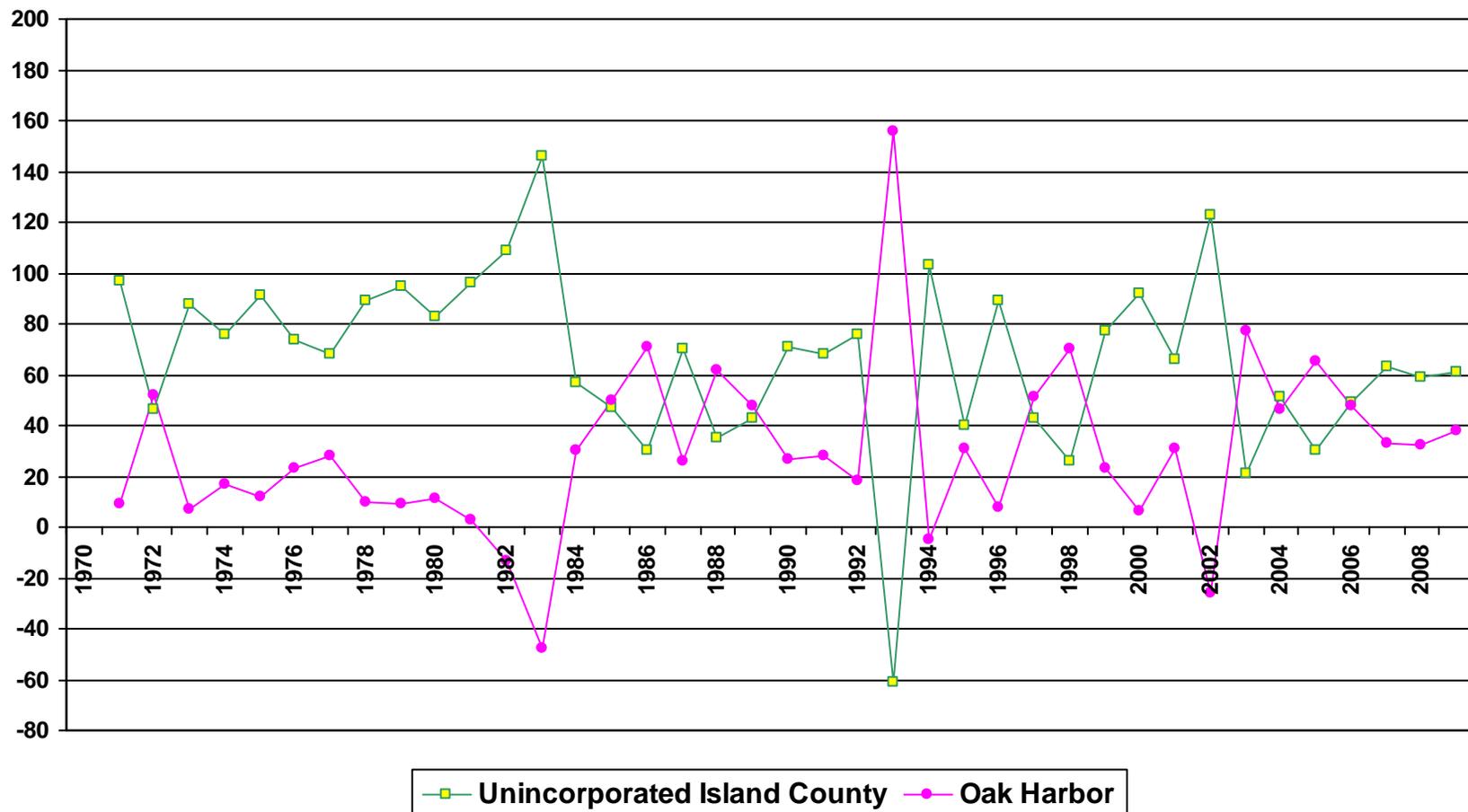
Historical Population Growth

Annual increase in population



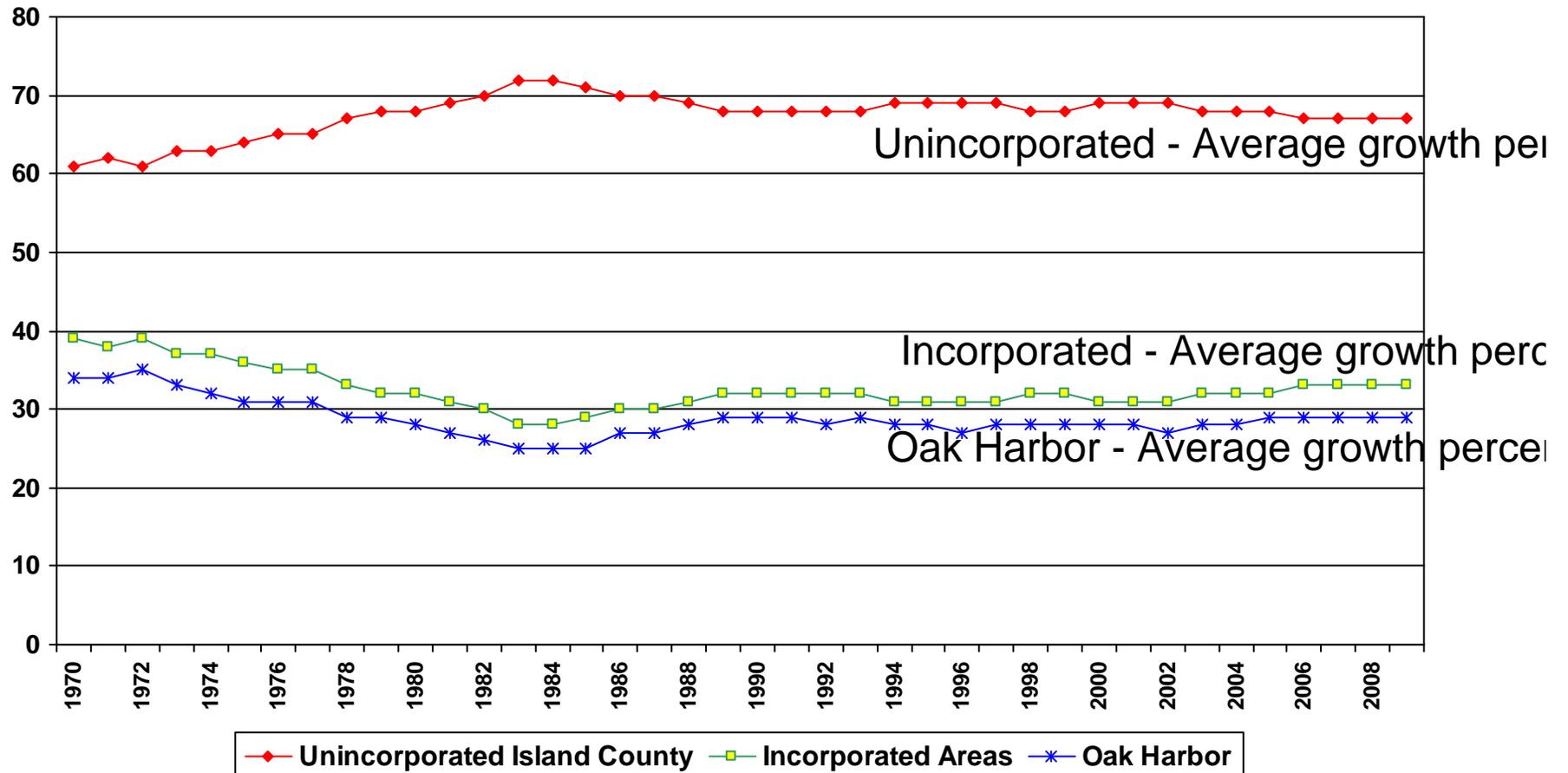
Data Source: Washington State Office of Financial Management

% Annual change in Population Unincorporated areas vs. Oak Harbor



Data Source: Washington State Office of Financial Management

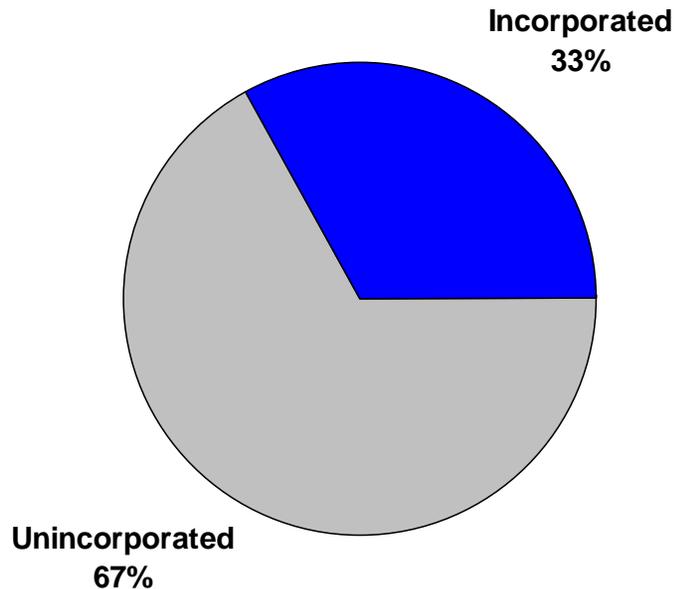
Historical Population Growth Percentages



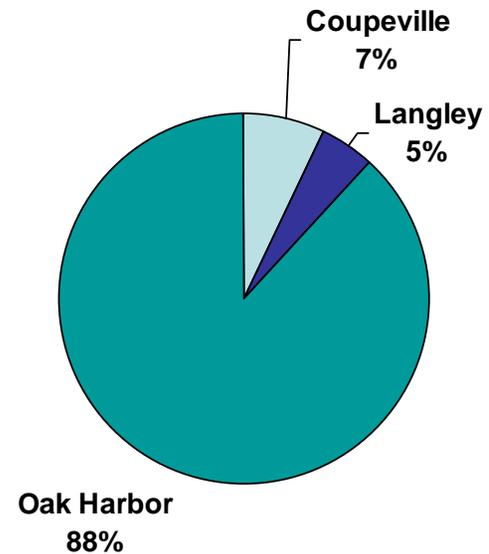
Data Source: Washington State Office of Financial Management

Population Growth Percentages

For County and Cities (Average based on historical trends)



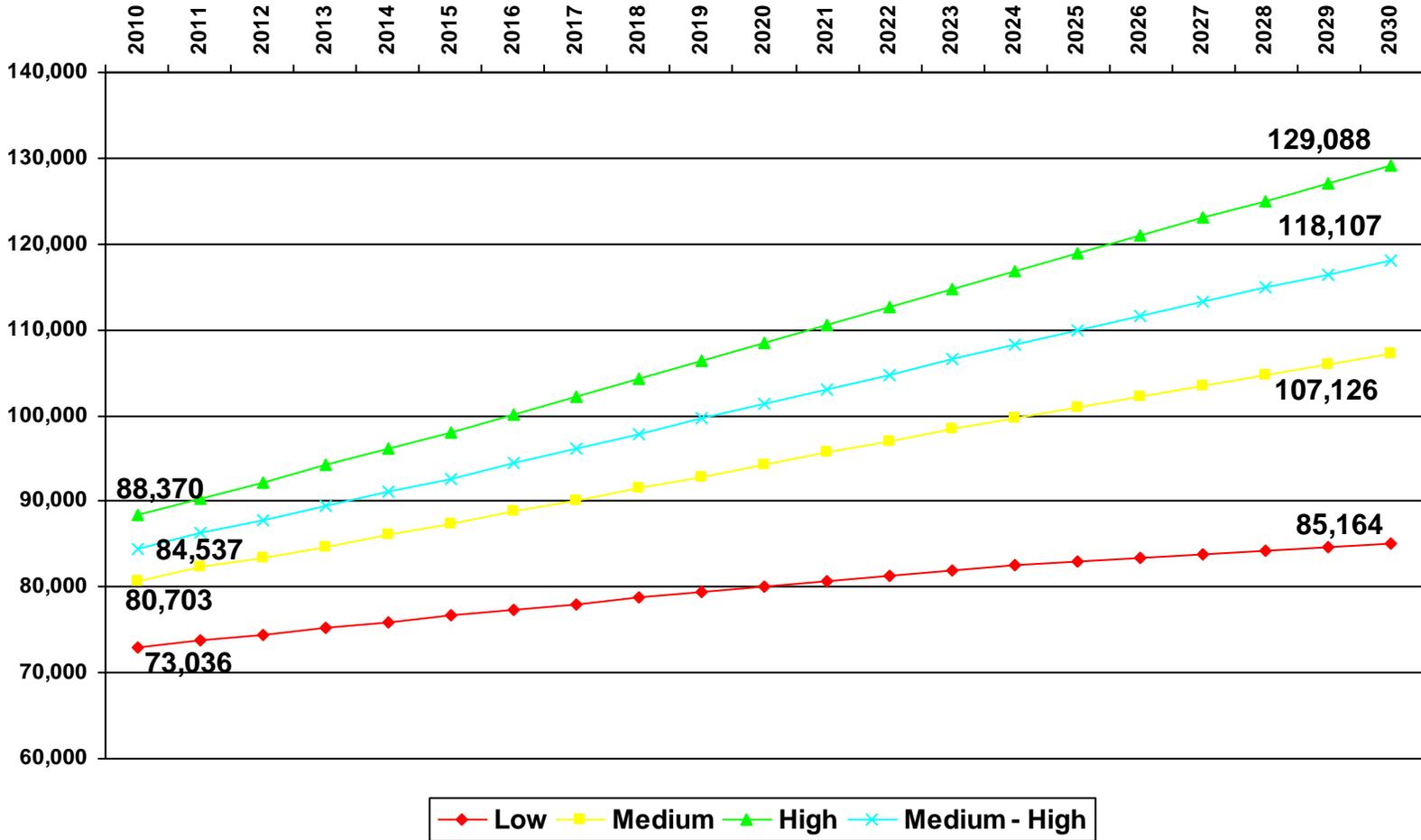
■ Unincorporated ■ Incorporated



■ Coupeville ■ Langley ■ Oak Harbor

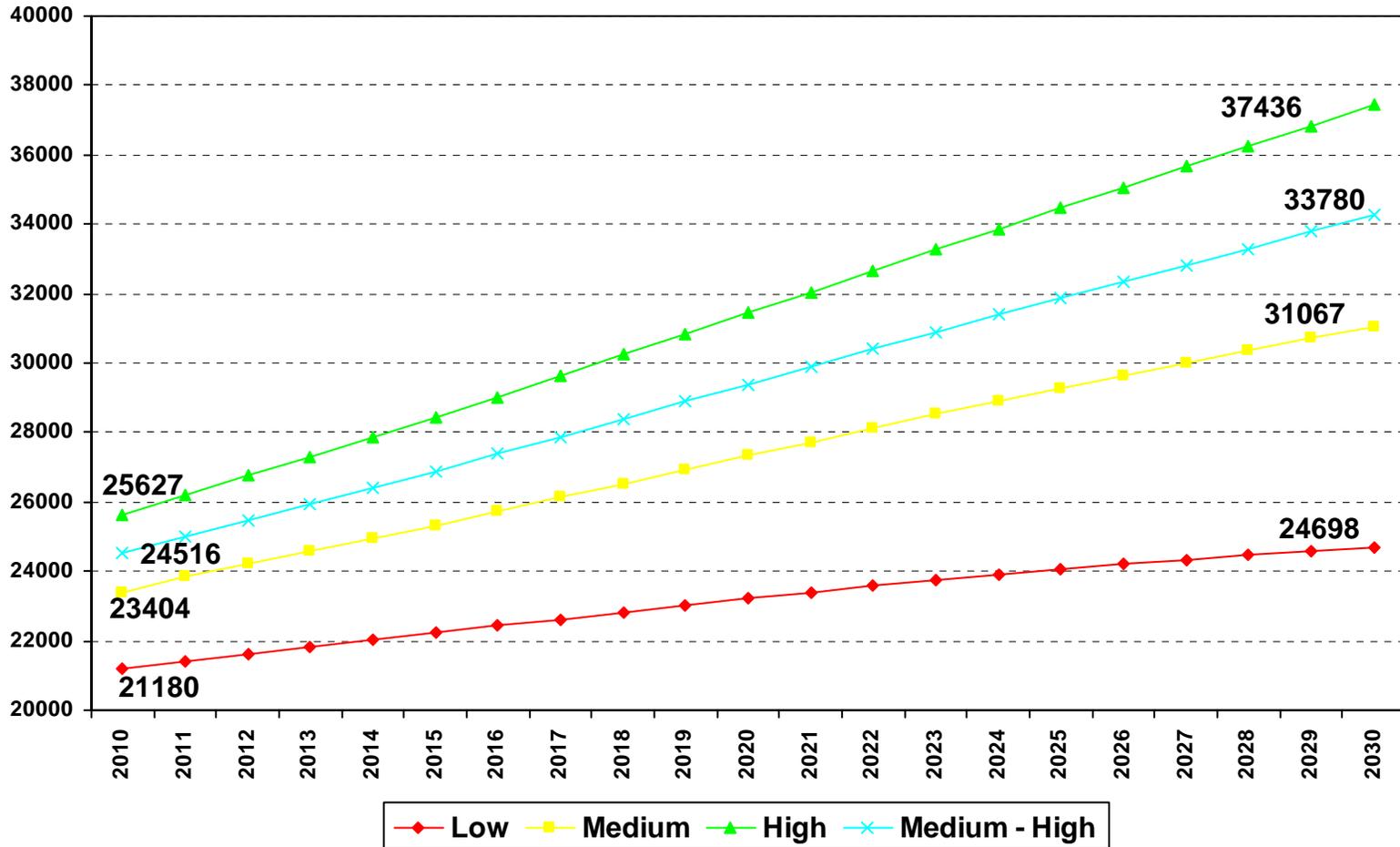
Data Source: Washington State Office of Financial Management

Island County Population Projections



Data Source: Washington State Office of Financial Management

Oak Harbor Population Projections



Data Source: Washington State Office of Financial Management

20 yr Population Projection

	2010 Population	2030 Population	Difference
ISLAND COUNTY			
Low	73,036	85,164	12,128
Medium	80,703	107,126	26,423
High	88,370	129,088	40,718
Medium - High	84,537	118,107	33,571
OAK HARBOR			
Low	21,180	24,698	3,517
Medium	23,404	31,067	7,663
High	25,672	37,436	11,808
Medium-High	24,516	34,251	9,735

28.9%

Data Source: Washington State Office of Financial Management

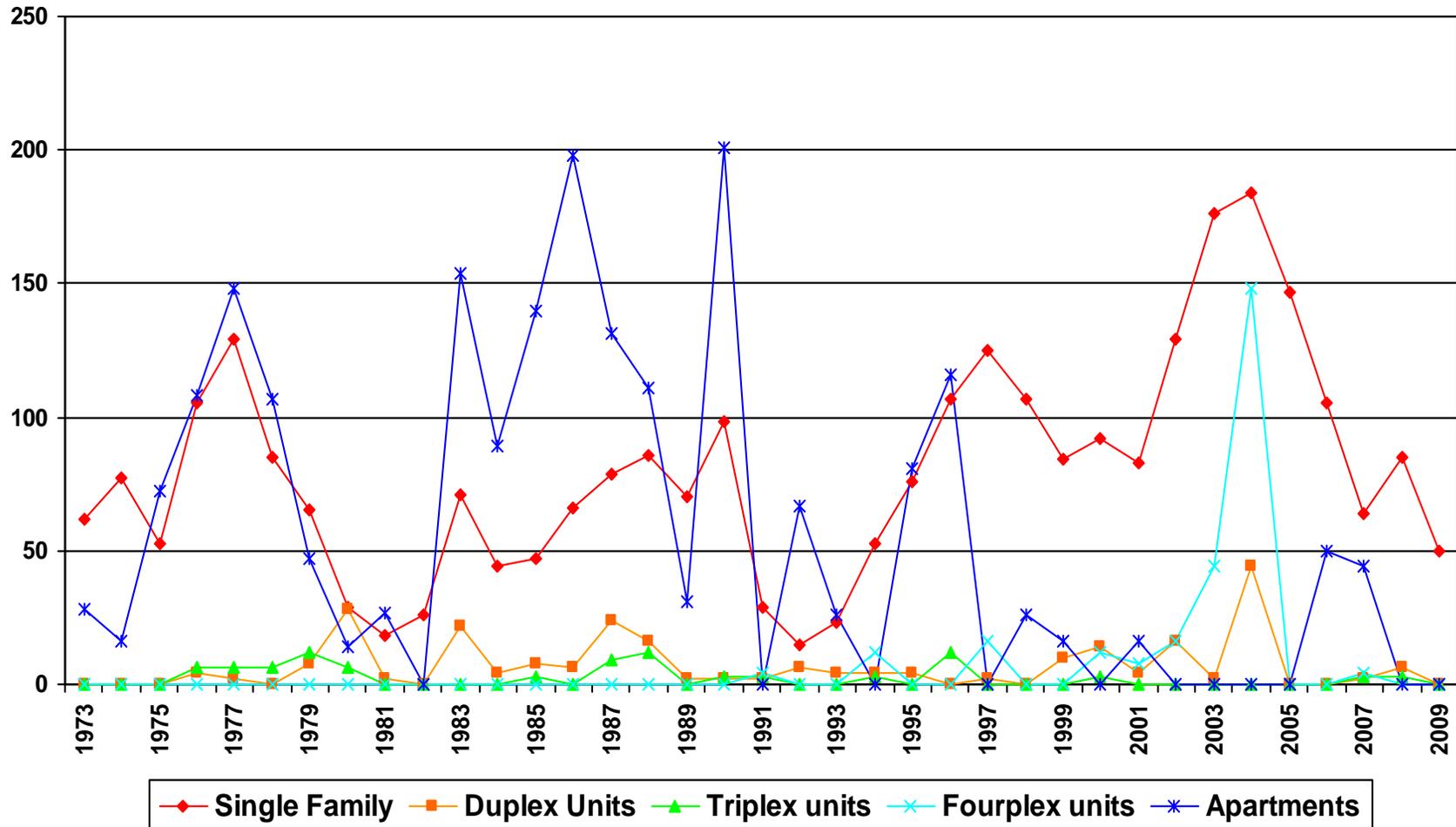
Medium-High was calculated as an average between the High and Medium population

Building Permits

Development Trends, Housing,
Building Permits etc.

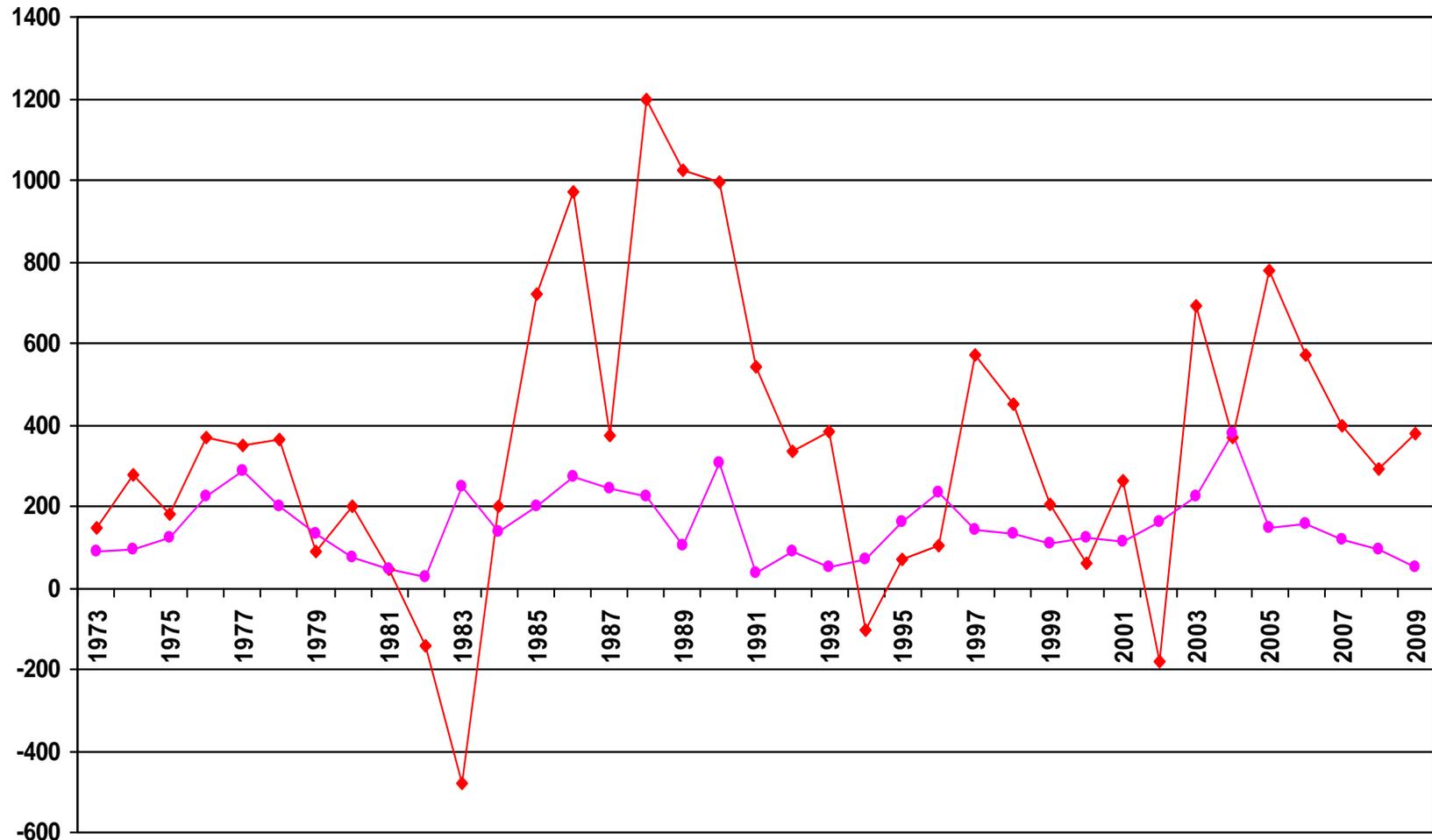
Dwelling Units 1973-2009

Oak Harbor



Data Source: Oak Harbor Development Services Department Building Permits for new construction

Dwelling Units to Population 1973-2009



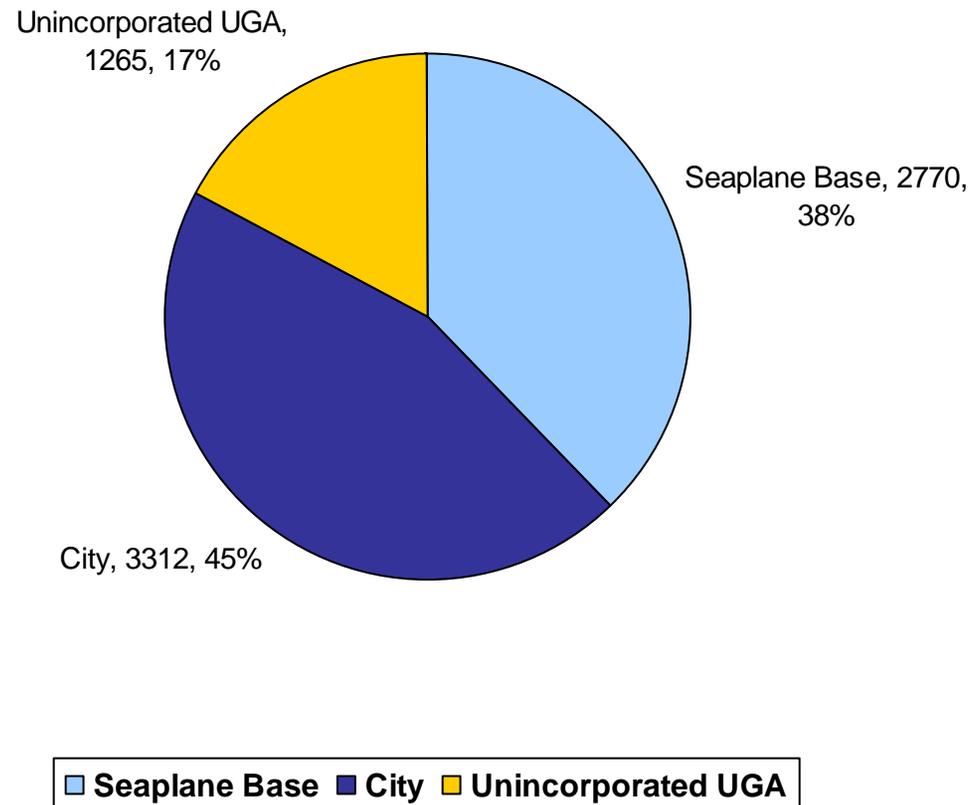
—◆— Oak Harbor Population growth —●— Total # of Units

Data Source: Oak Harbor Development Services Department Building Permits for new construction

Land Use Distribution

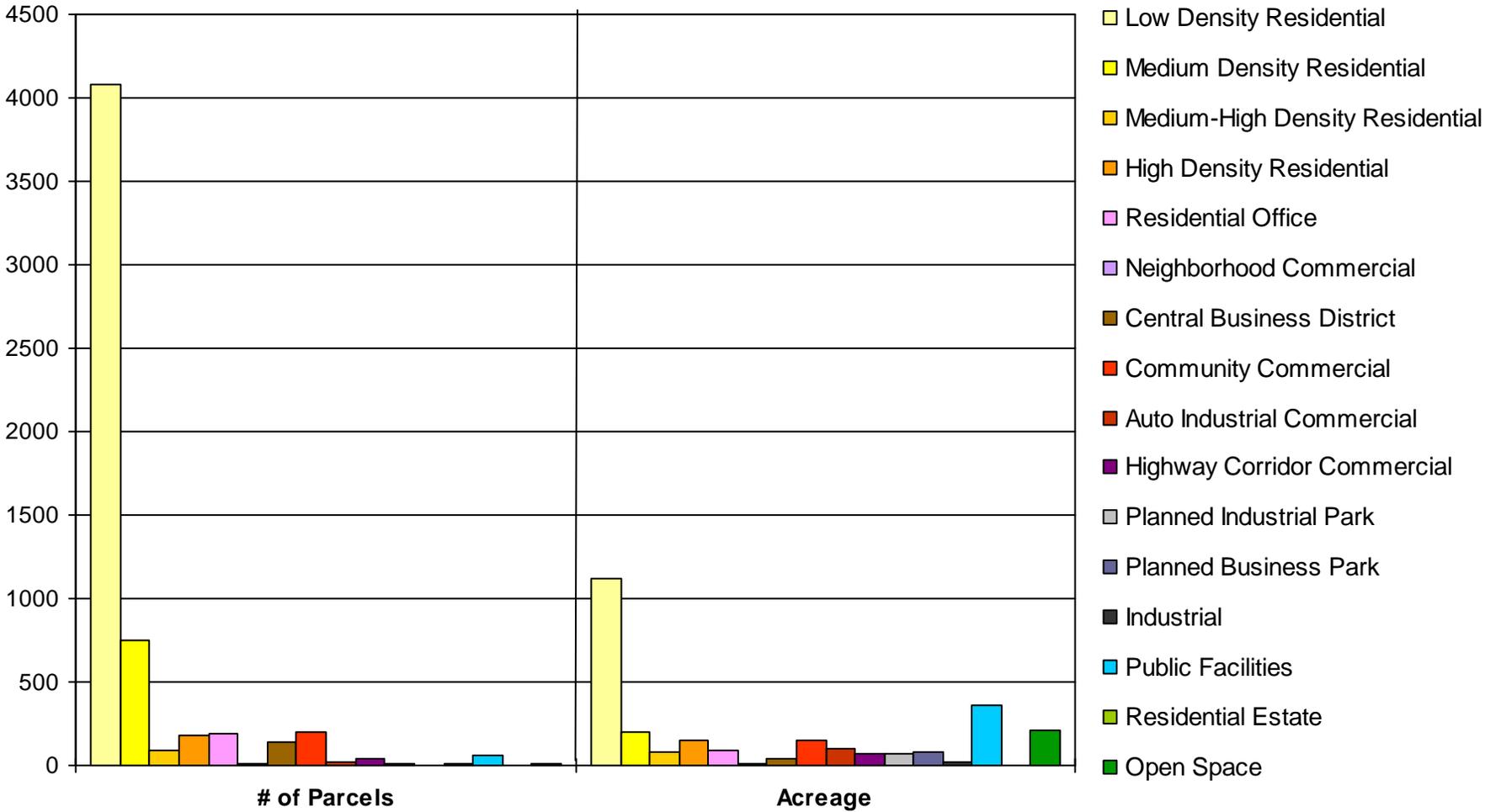
Percentage of land use categories
within City limits and
unincorporated UGA

City and UGA Areas



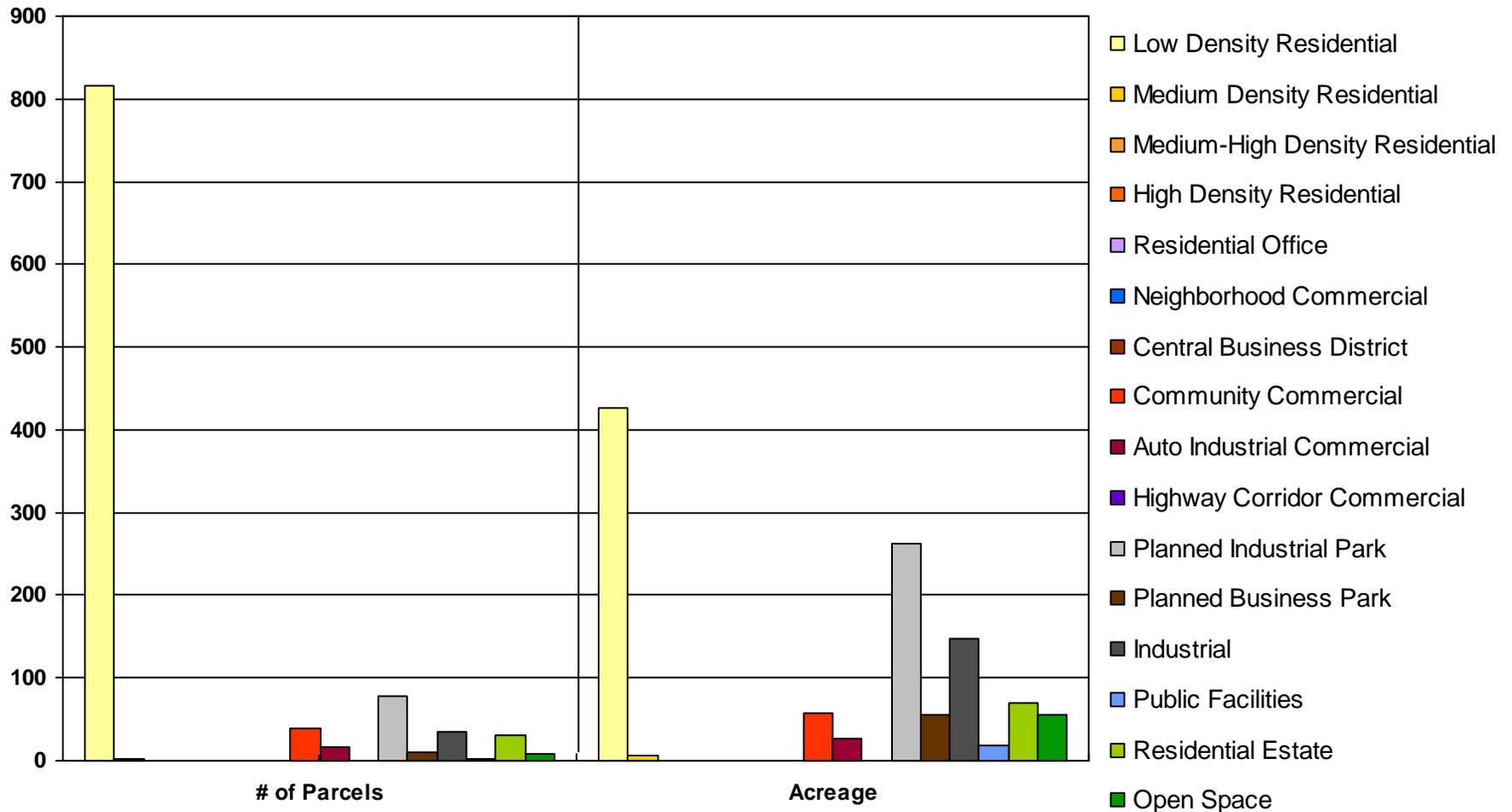
Data Source: Oak Harbor Development Services Department

Land Use Distribution – City Limits



Data Source: Oak Harbor Development Services Department

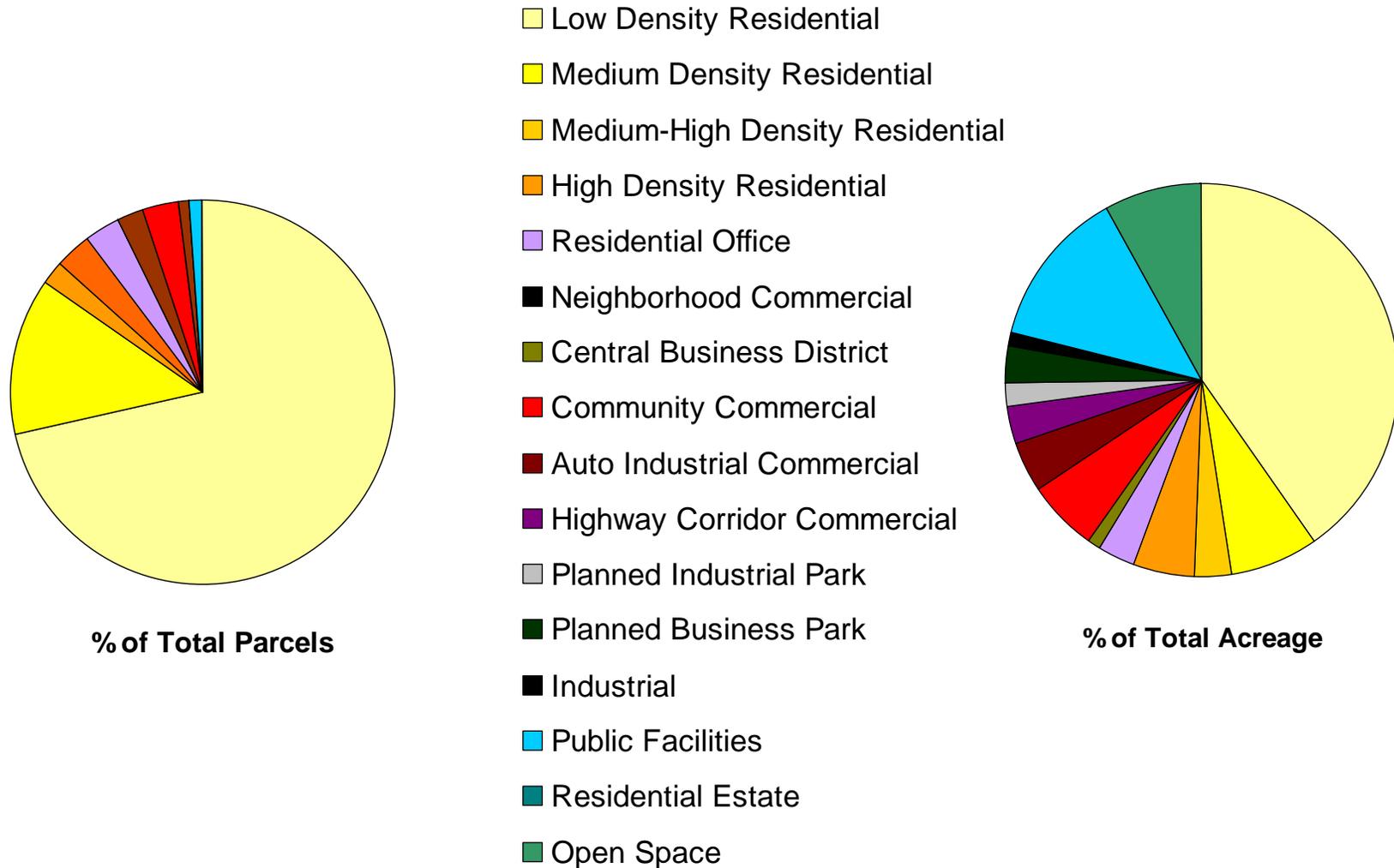
Land Use Distribution – Unincorporated UGA



Data Source: Oak Harbor Development Services Department

Land Use Distribution in City Limits

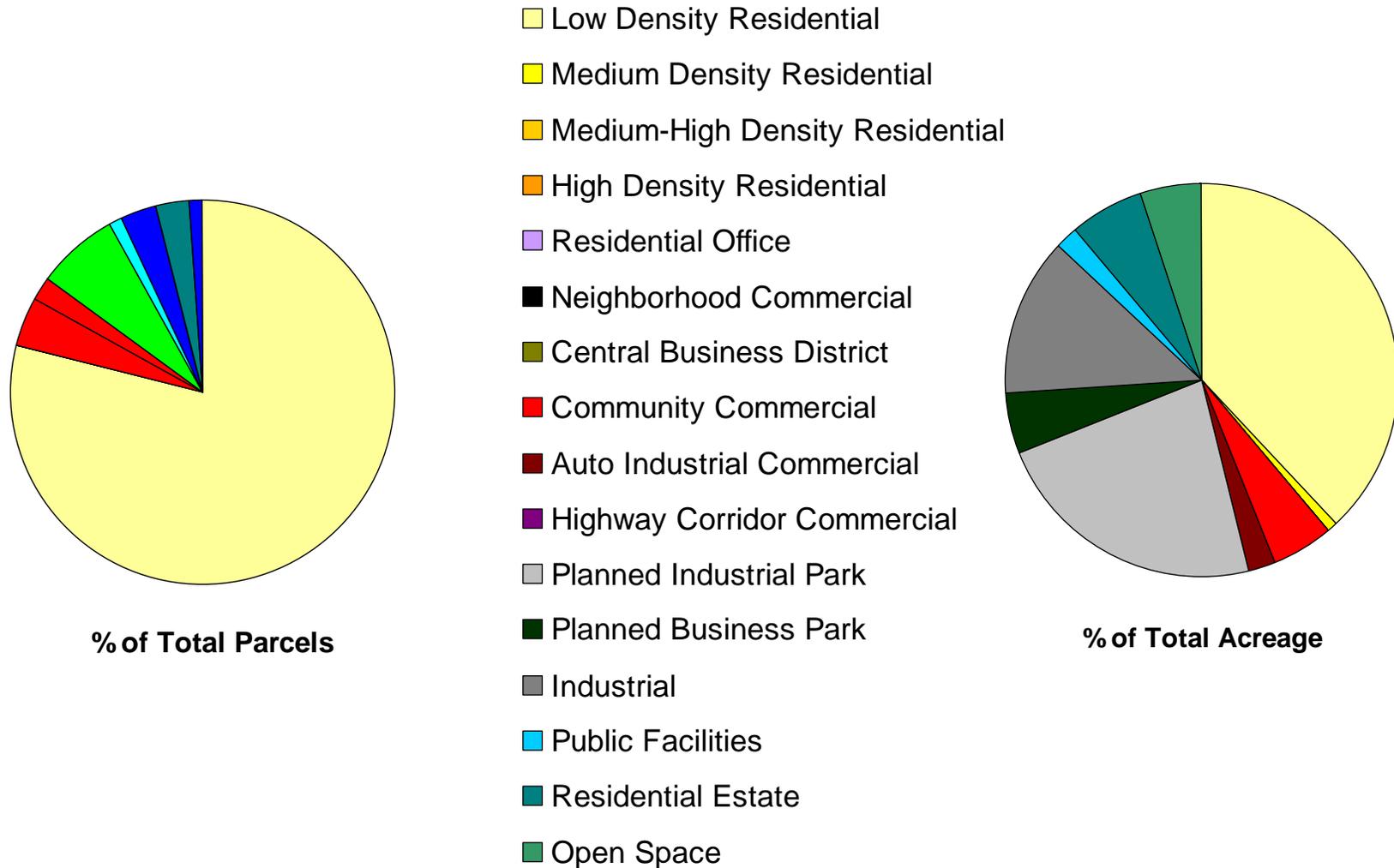
Percentage parcels vs. acreage



Data Source: Oak Harbor Development Services Department

Land Use Distribution in unincorporated UGA

Percentage parcels vs. acreage



Data Source: Oak Harbor Development Services Department

Land Use Distribution in City Limits and Unincorporated UGA

Land Use Category	City Limits				UNINCORPORATED UGA			
	# of Parcels	Acreage	% of Total Parcels	% of Total Acreage	# of Parcels	Acreage	% of Total Parcels	% of Total Acreage
Low Density Residential	4084	1116	70	40	815	427	79	38
Medium Density Residential	752	201	13	7	3	6	0	1
Medium-High Density Residential	89	84	2	3	0	0	0	0
High Density Residential	180	150	3	5	0	0	0	0
Residential Office	187	94	3	3	0	0	0	0
Neighborhood Commercial	12	7	0	0	0	0	0	0
Central Business District	144	41	2	1	0	0	0	0
Community Commercial	203	154	3	6	38	58	4	5
Auto Industrial Commercial	25	105	0	4	17	26	2	2
Highway Corridor Commercial	45	75	1	3	0	0	0	0
Planned Industrial Park	11	67	0	2	77	263	7	23
Planned Business Park	3	78	0	3	10	55	1	5
Industrial	10	20	0	1	34	148	3	13
Public Facilities	61	358	1	13	3	18	0	2
Residential Estate	0	0	0	0	31	70	3	6
Open Space	12	214	0	8	9	56	1	5
TOTALS	5818	2764	100	100	1037	1127	100	100

Data Source: Oak Harbor Development Services Department

Developable vs. Undevelopable

Methodology, data source, GIS
queries etc.

Methodology

- Determine/agree on population to accommodate (projections)
- Determine area within the City and the UGA
- Determine undevelopable properties
 - ROW
 - Schools
 - Public Facilities
 - Parks and Open Spaces
 - Utilities, detention basins, buffers, tracts etc.
 - State and County owned properties
 - Not for profit organizations
 - Religious institutions
 - Well sites
 - Etc.
- Determine properties that have a potential for development and redevelopment*
- Determine the amount of land available in each land use category
- Determine development capacity for each land use based on Comprehensive Plan densities and historical trends or other assumptions
- Determine if it can accommodate the 20 year population projection

Determining Developable and Undevelopable Properties

- A evolving science
- Numerous variables
- Market forces cannot be accurately predicted
- Ordinances providing various degrees of flexibility
- Proposed development vs. development potential
- Community character

Criteria for the Methodology to determine Developability

- Simple and logical
- Relies on data that is available
- Data can be obtained readily
- Can be repeated in the future for comparison
- Can be tracked over time

Some Methodologies

- ILR – Improvement value to Land Value Ratio
 - Based on assessed values
 - Uses a ratio between the land and the structure
 - Does not take into account any other feature of the property
- Density Ratio
 - Not based on assessed values
 - Uses a ratio between existing density and potential density
 - Requires creating a database of information not currently tracked
- Developability Ratio
 - Based on assessed values
 - Compares either the structure value or the land value against the total assessed value
 - Focuses on one aspect of the value

Using Developability Ratio

- Data available from the County and updated regularly
- Total Assessed Value to Land Value Ratio
 - Example 1
 - Total Assessed Value is \$400,000
 - Land Value is \$300,000
 - Structure and special features is \$100,000
 - Land Developability ratio = $\$300,000/\$400,000 = 75\%$
 - Example 2
 - Total Assessed Value is \$300,000
 - Land Value is \$100,000
 - Developability ratio = 33%
- Higher numbers indicate a higher probability of development
- Assumes that if the land value is a significant portion of the total assessed value then it has a potential for redevelopment
- If the Developability Ratio is 100% the assumption is that there are no structures or development on the property

Drawing the Development Line

- Capacity is based on determining the amount of land available for development
- 20 year period (RCW 36.70A.110 (2))
- It's a community choice on where to draw the line for Developability
 - For Example
 - Choosing to consider properties that have a developability ratio of 50% or less will include more properties many of which may be unrealistic for redevelopment
 - Choosing to consider properties that have a developability ratio of 90% will reduce the number of properties and may not include potentially redevelopable properties

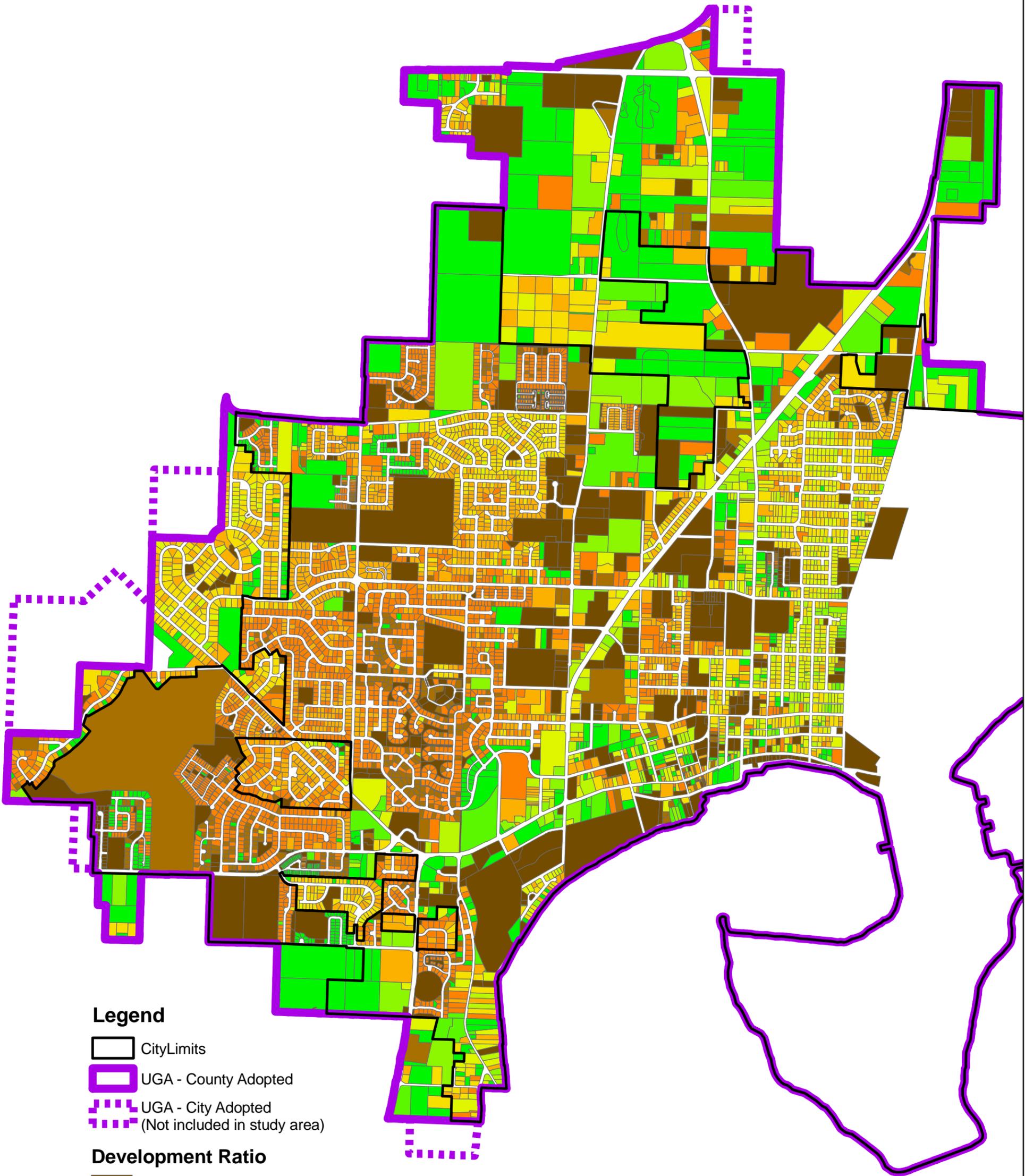
Maps

- Maps generated using the assessed values obtained from the Island County Assessors office
 - City and unincorporated UGA – range of Developability ratio
 - 50% + Developability Ratio
 - 60% + Developability Ratio
 - 70% + Developability Ratio
 - 80% + Developability Ratio
 - 90% + Developability Ratio

Next Meeting

- Developable and undevelopable property by Land Use category in each of the Developability Ratios within the City and the unincorporated UGA

DEVELOPMENT RATIO RANGE



Legend

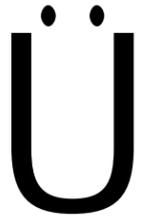
-  CityLimits
-  UGA - County Adopted
-  UGA - City Adopted
-  (Not included in study area)

Development Ratio

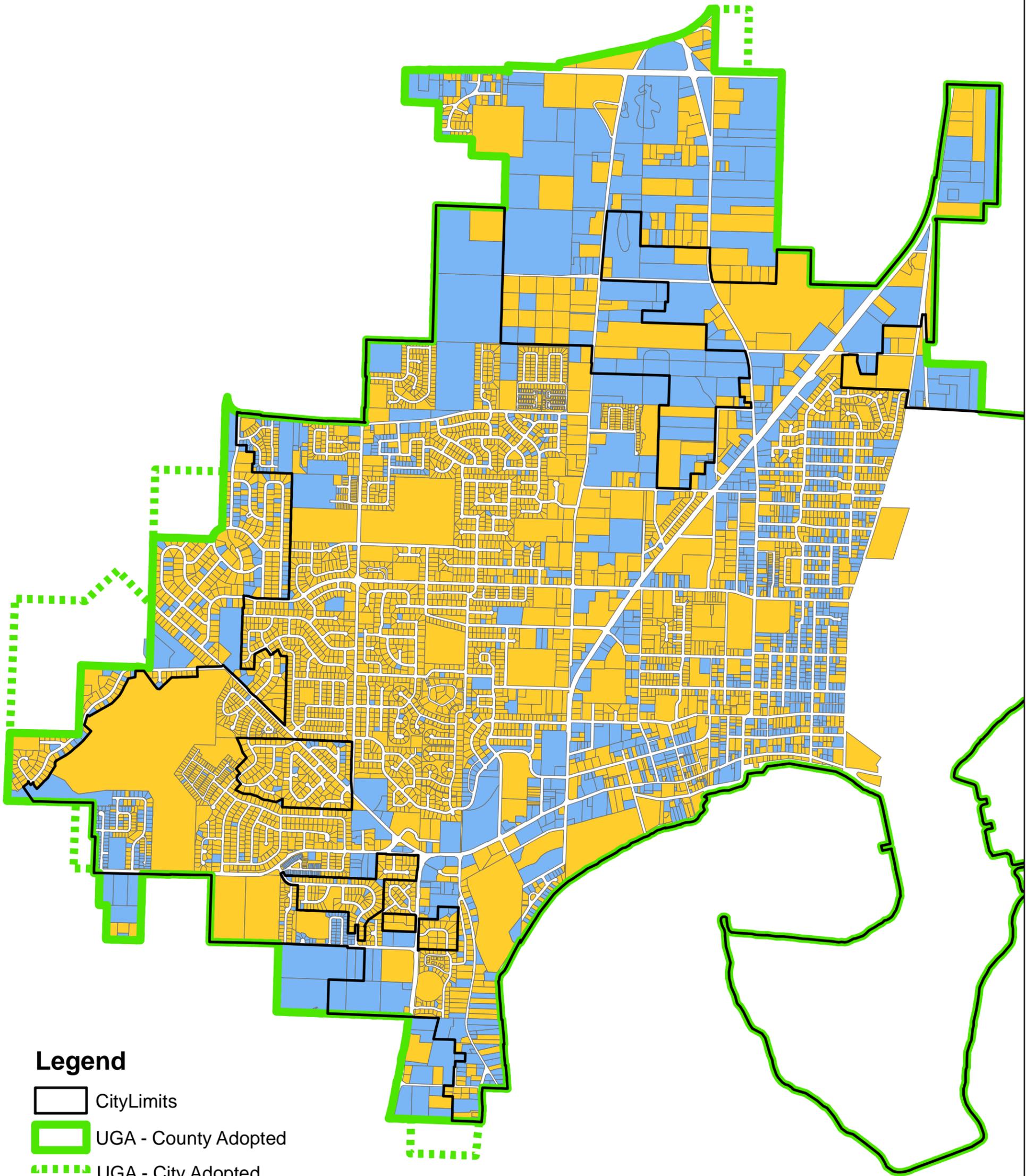
-  0 - 10
-  11 - 20
-  21 - 30
-  31 - 40
-  41 - 50
-  51 - 60
-  61 - 70
-  71 - 80
-  81 - 90

Disclaimer:
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Neither the City of Oak Harbor nor any agency, officer, or employee of the City of Oak Harbor warrants the accuracy, reliability or timeliness of any information contained on mapping products originating from the City of Oak Harbor and shall not be held liable for any losses caused by such reliance on the accuracy, reliability or timeliness of such information. Any person or entity who relies on any information obtained from the systems, does so at his or her own risk.



50%+ DEVELOPABILITY RATIO



Legend

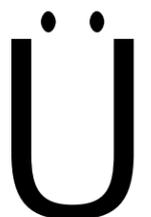
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Developability

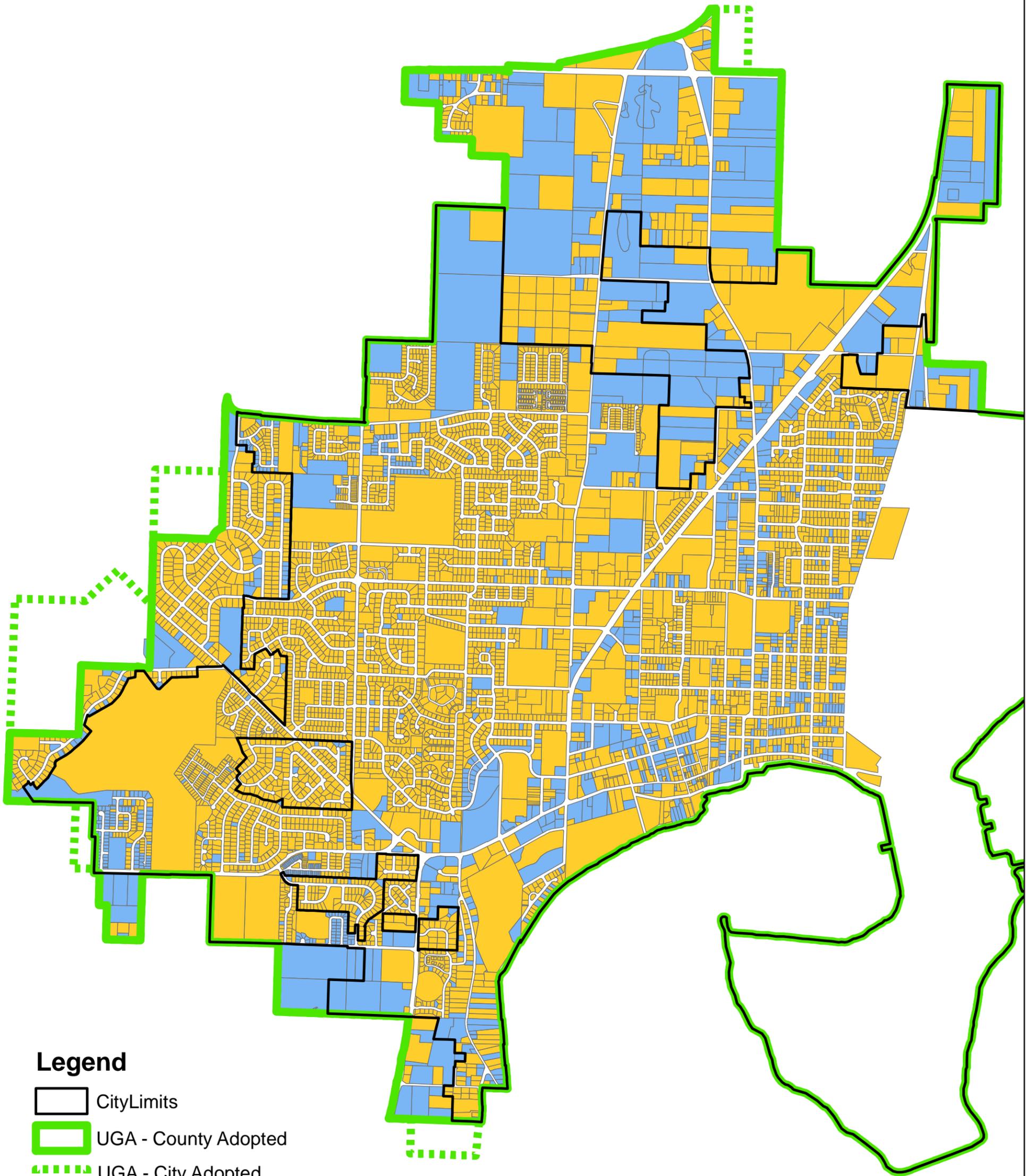
-  Properties with 50%+ Development Ratio
-  Properties with <50% Development Ratio

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60%+ DEVELOPABILITY RATIO



Legend

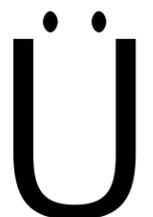
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Developability

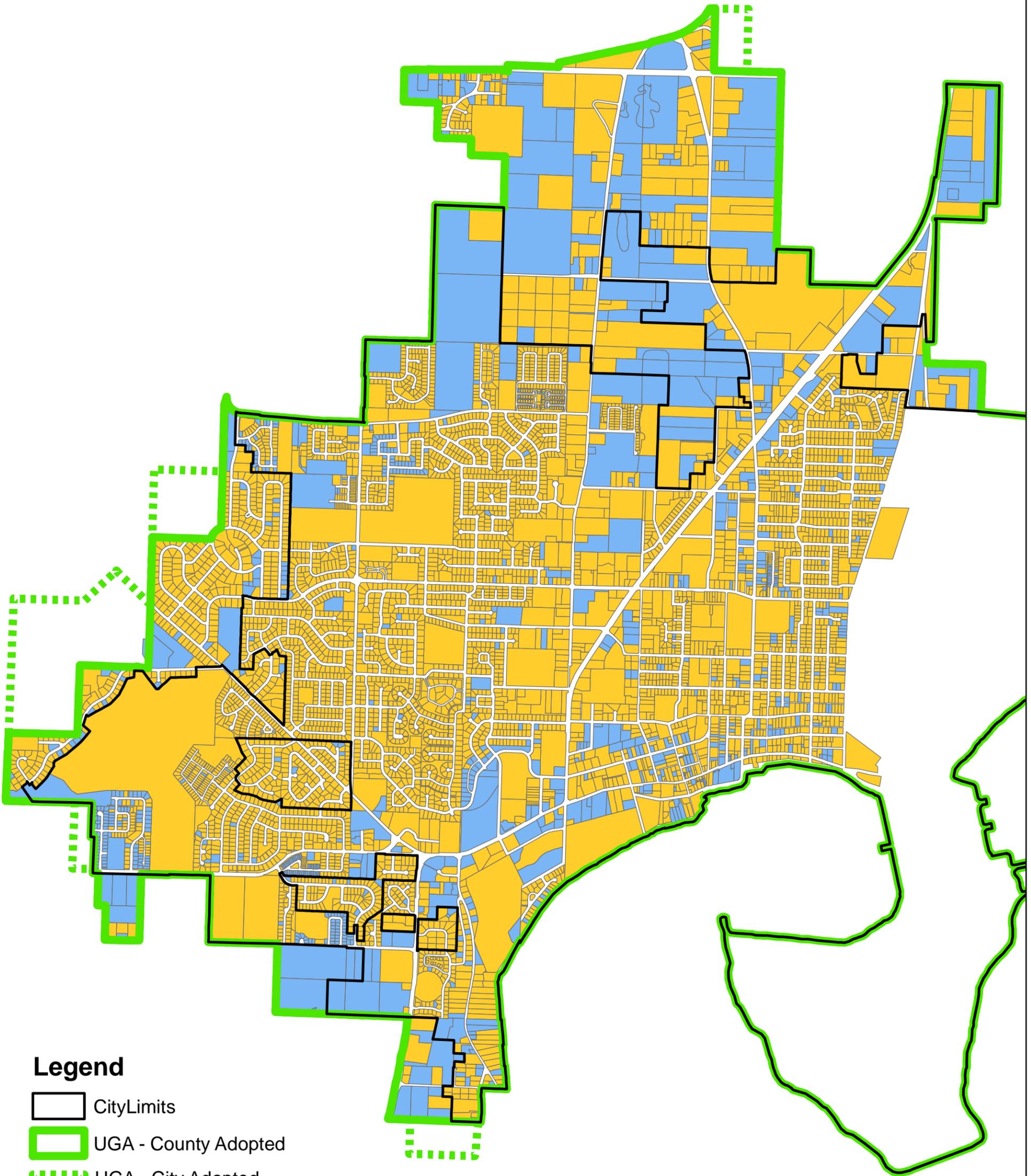
-  Properties with 60%+ Development Ratio
-  Properties with <60% Development Ratio

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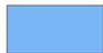
70%+ DEVELOPABILITY RATIO



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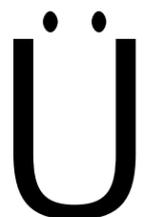
-  CityLimits
-  UGA - County Adopted
-  UGA - City Adopted
(Not included in study area)

Developability

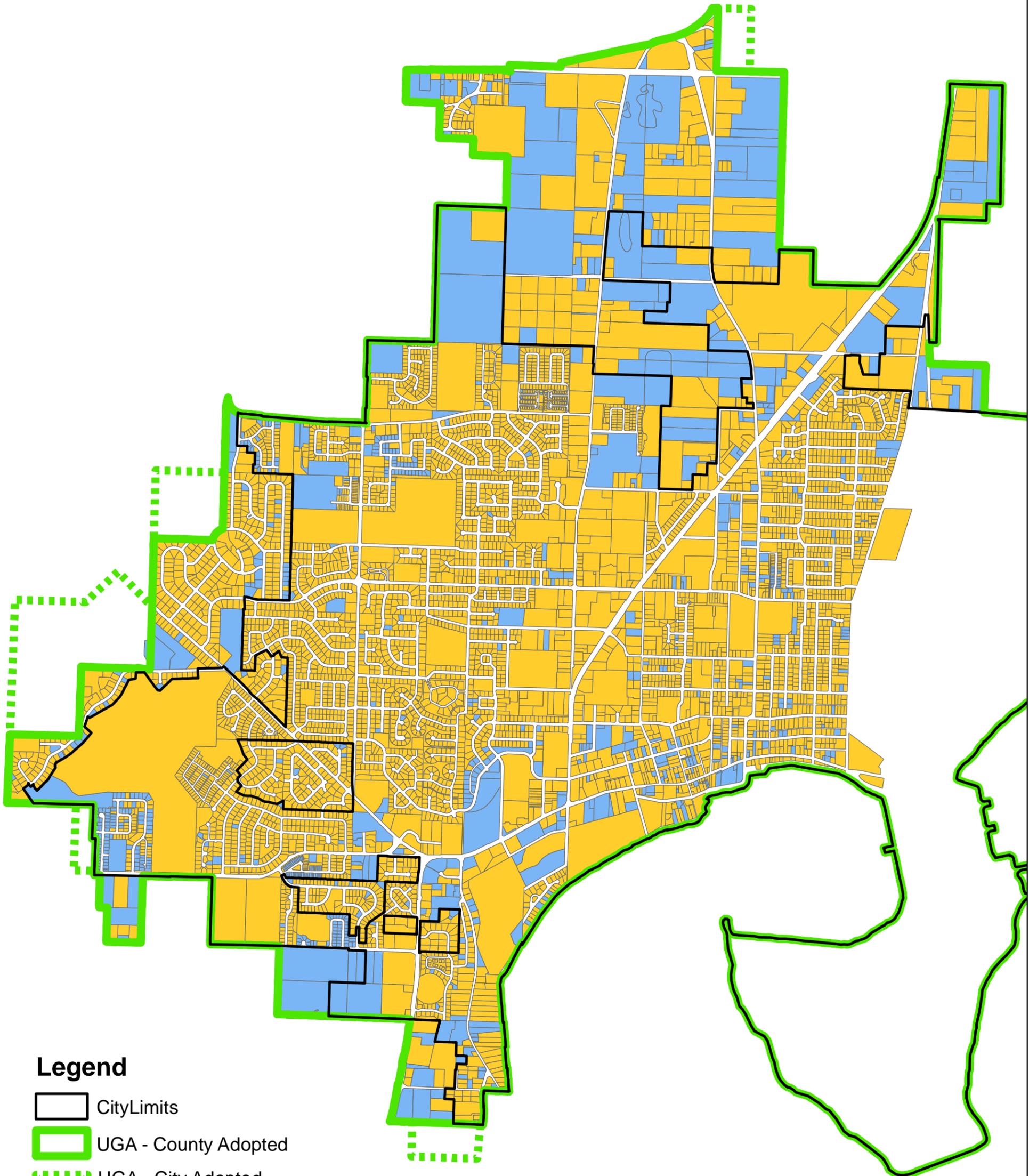
-  Properties with 70%+ Development Ratio
-  Properties with <70% Development Ratio

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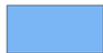
80%+ DEVELOPABILITY RATIO



Legend

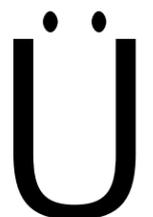
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Developability

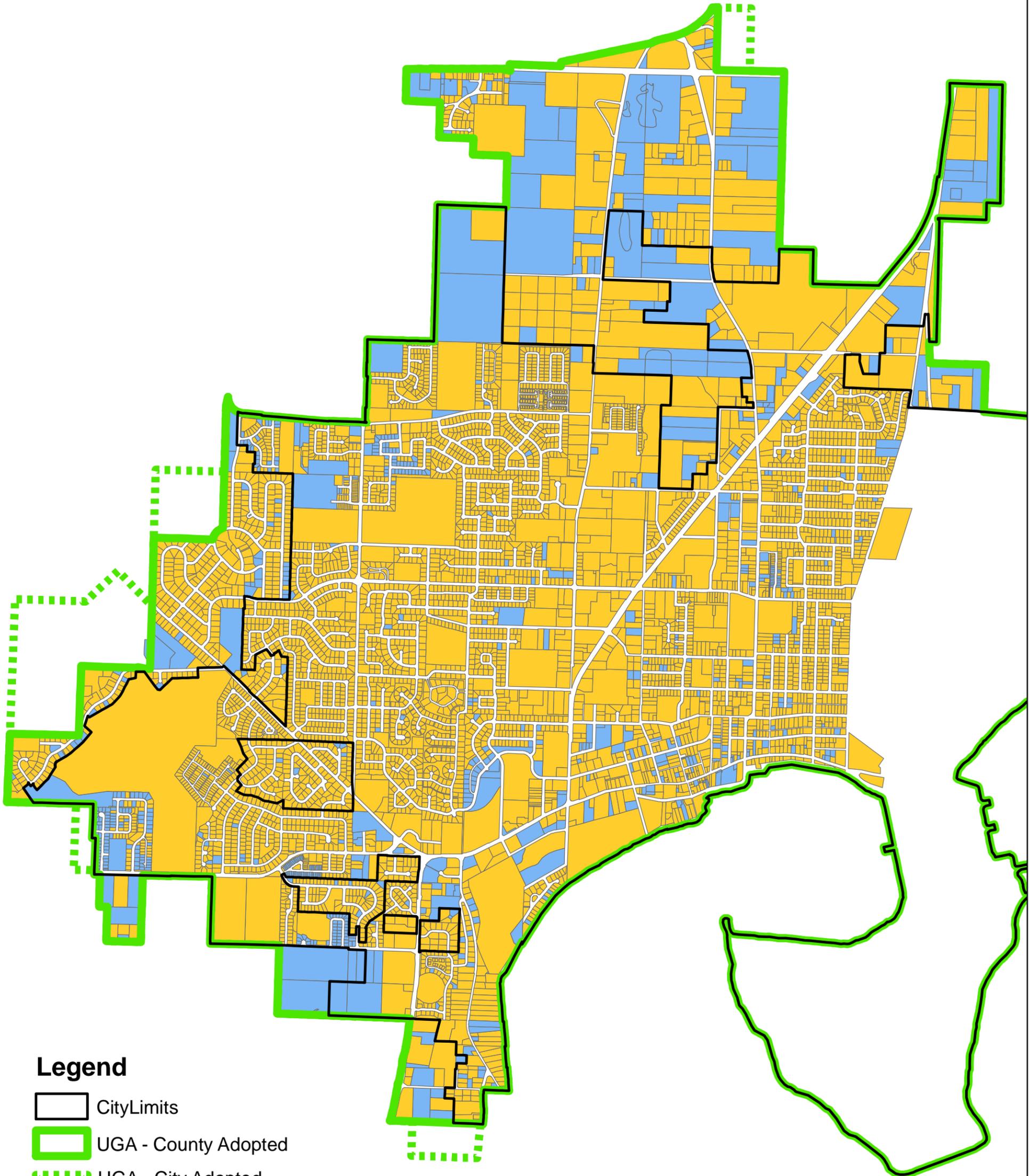
-  Properties with 80%+ Development Ratio
-  Properties with <80% Development Ratio

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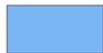
90%+ DEVELOPABILITY RATIO



Legend

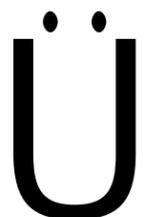
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Developability

-  Properties with 90%+ Development Ratio
-  Properties with <90% Development Ratio

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Low Impact Development Code Project Update

Memo

To: City of Oak Harbor Planning Commission
Cc: File
From: Ethan Spoo, Senior Planner
Date: 4/23/2010
Re: LID – Follow up on streets from February; introduction to native vegetation areas, grading practices, and open space in PRDs.

At the April Planning Commission meeting, staff will follow-up on February's topic-LID Streets. Additionally, we will introduce three new LID topics: (1) native vegetation areas, (2) land clearing and grading practices, and (3) open space in PRDs. Finally, we will give a preview of next month's topics and the schedule for the remainder of the project.

LID STREETS – PART II

In February, staff discussed LID streets with Planning Commission. Staff presented three LID street sections to Planning Commission at that time, which were given to us by the Puget Sound Partnership (PSP). Those street sections are attached to this memorandum as Exhibit 1 for the Commission's reference. As you recall, staff indicated that LID streets usually require more maintenance than conventional streets due to the raingardens and pervious pavements that are part of these streets. Raingardens are especially maintenance intensive, because they require periodic weeding, debris removal, soil replacement, and care for the plants within the garden. Either the City or property owners must perform this maintenance to keep the raingardens functioning properly.

Due to the maintenance concerns expressed by Planning Commission and by public works staff, the engineering and planning division have been working on an alternative LID street design since the February meeting. That design is attached as Exhibit 2. Staff's thinking behind the alternative street design was:

1. Raingardens are maintenance intensive, therefore, from a maintenance perspective, fewer raingardens are preferable to more.
2. A new narrow street section was adopted as part of the subdivision code update. That narrow street section includes 5-foot planters between sidewalk and the edge of pavement. The LID street section drawn by staff remains true to the design of the narrow street section. In fact, it is the same design, but replaces asphalt with pervious concrete.
3. To the best of staff's knowledge, a pervious concrete street will be more expensive to install than a conventional asphalt street. Thus, staff are proposing two LID street alternatives at this point:

- **The PSP street design (with raingardens).** This street design will require more maintenance than conventional streets or the pervious street, but are less expensive to install than a pervious street. See Exhibit 1.
- **The pervious street.** This street design is less expensive to maintain than streets with raingardens (more expensive than a conventional asphalt street), but more expensive to install than either a conventional asphalt street or the street with raingardens. See Exhibit 2.

Staff is requesting Planning Commission’s input on these two street design options. More specifically, is Planning Commission comfortable with staff drafting code based on these two options? Or, are there other questions about the design that Commission has before moving forward? These two designs would become residential street options which applicants could choose when developing new sites in addition to the “Narrow Local Street” and the “Wide Local Street” approved as part of the subdivision code.

NATIVE VEGETATION AREAS

This section describes what native vegetation areas are, steps required to set them up, and on-going maintenance.

What are native vegetation areas?

Native vegetation areas are just that. Native vegetation areas help result in cleaner stormwater runoff, because they reduce the amount of impervious surface on a site as well as filter stormwater before it goes into streams, lakes, and the Puget Sound. Exhibit 3 shows two plat designs for the same site; the first with only minimal native vegetation area and the second with a reduced building envelope and a large native vegetation area. Native vegetation areas have been shown to be the lowest cost and most effective LID practice to implement. Native vegetation areas can overlap with wetland buffers and wildlife preservation areas, which are required to be set aside by the City’s Critical Areas Ordinance. On the other hand, native vegetation areas which do not overlap with critical areas, can be very expensive, since applicants are using otherwise “buildable” land. PSP is suggesting the following amounts of native vegetation by zone:

Zone	Native Vegetation Retention
PRE, R1	30%
R2	20%
R3, R4, OS	15%
MH	20%
RO	15%
C1, C3, CBD	10%
PBP	10%
PIP	10%

As you will notice in the table, there is an inverse relationship between the amount of native vegetation required/encouraged for each zone and the density and intensity in that zone; the greater the intensity, the less native vegetation area required.

Steps for setting up native vegetation areas

In theory, native vegetation areas are simple to implement. When a site is developed, part of the site remains undeveloped. The undeveloped area can be either a forested or a prairie native vegetation area. To establish a native vegetation area , the applicant/developer needs to do the following:

- Remove invasive species (for example English Ivy),
- Remove any dead, dying or hazardous trees,
- Reforest with native species, as necessary
- Protect the native vegetation area during construction, and
- Set up a maintenance plan for the future owners of the native vegetation area.
- Record the native vegetation areas on title, so that they are permanently protected.

Maintenance of native vegetation areas

After construction and establishment of a native vegetation area, it needs to be maintained so it will remain healthy. Maintenance includes “weeding, watering, erosion and sediment control, and replacement of dead plant material for a minimum of three years from installation” ¹ If the area is not properly maintained, it could go into a state of decline and lose its ability to filter and absorb stormwater.

LAND CLEARING AND GRADING PRACTICES

This section looks at land clearing and grading practices and their link to stormwater runoff. We first describe what land clearing and grading practices are and then discuss practices which can limit their impacts.

What is Land Clearing and Grading

Land clearing and grading practices are any activity that changes the surface of the land from its natural state, including grading, filling, excavation, development, or vegetation removal. All land clearing and grading practices affect water quality in streams, lakes, rivers, etc. if not managed properly, because they lead to erosion, siltation, and channeling of pollutants into water bodies. For instance, if a hillside is cleared for development, and then it rains, silt and other pollutants will flow into the nearest stream, lake, or stormwater catchment. The added silt and pollution eventually makes its way into the Puget Sound. Silt, by itself, is not a problem. But, grading and clearing can dramatically increase the amount of silt flowing downstream.

Ways to Mitigate Clearing and Grading Impacts

Of course, grading and clearing must occur if we want any new development. However, there are ways to clear and grade which have less negative impacts on the environment called “grading best management practices” (grading BMPs). The two basic ways to mitigate the stormwater impacts of clearing and grading are: (1) minimize/reduce the amount of grading and clearing that happens in the first place and (2) if clearing and grading is necessary, use BMPs which control/reduce the amount of pollutants entering waterbodies. The following table gives examples of each. The green shaded cells are practices which happen before construction, while the blue cells are practices that happen during construction.

¹ LID Technical Guidance Manual for Puget Sound, Section 4.3.

Ways to Minimize the Amount of Grading and Clearing Necessary	Ways to Control Impacts from Clearing and Grading
Efficient road and lot layout that conforms to topography	Revegetate cleared areas
Reduce development envelope (smaller lots, driveways, roads, etc. see Exhibit 3)	Seasonal grading - Grade during the driest months, conclude by fall
Retain special topography (hills, dips, channels, etc.) that help filter stormwater	Phase grading on large sites
Minimize grading near critical areas, such as wetlands, steep slopes. Minimize removal of trees in native vegetation areas.	Establish and maintain erosion and sediment controls during construction, especially for disturbed soils. Inspect them routinely.
Use minimal excavation foundation systems	Fence native vegetation and soil areas during construction
Targeted grading around structures – 10 foot perimeter around building is usually sufficient	Stockpile materials in designated areas, cover or seed stockpiles
Establish grading limits on grading plan	Train construction staff about grading boundaries
Minimize grading and filling on slopes	Use proper construction equipment – heavy vehicles damage native soils and may not be necessary
	Use temporary ponds and pipes during construction
	Use dust suppression
	Reuse native soils
	Follow stormwater pollution prevention plan during construction
	Have only one construction access

OPEN SPACE IN PRDS

Planning Commission discussed open space in PRDs extensively as part of the Subdivision Code Update project. That discussion primarily focused on the *quality* of the open space (visibility, usability, accessibility). The Puget Sound Partnership is suggesting that we focus on the *quantity* of open space in PRDs as part of the LID code update. The more open space provided in PRDs, the less stormwater impacts there will be since there is less area which is impervious surface. As previously discussed, native vegetation areas in PRD open spaces can help filter and absorb stormwater.

The Oak Harbor Municipal Code (Chapter 19.31 “PRDs”) now requires that ten percent (10%) of the gross site area of a PRD be “common open space.” PSP is recommending that this be increased to twenty (20%) to help reduce stormwater impacts. This would be a fairly significant change for the City since it would double the amount of open space required to be provided in PRDs. The amount of open space required by other jurisdictions in Washington varies as shown by the sample of Washington cities in the table below.

Jurisdiction	Amount of Open Space
Bellingham	30% of gross site area, 1/3 rd recreation
Bothell	Not specific
Everett	Not specific
Gig Harbor	30%, but only with density bonus
Kent	35% mandatory
Kirkland	Not specific
La Conner	25%
Langley	20%
Port Townsend	Not specific
Poulsbo	Varies by lot size from 5 – 20%. Smaller lot sizes require more open space.
Puyallup	25% of gross site area
Renton	Equal to lot area reductions
Walla Walla	15% of gross site area
Washougal	10% of gross site area

The table shows that Oak Harbor requires less open space than is average in City's across the State.

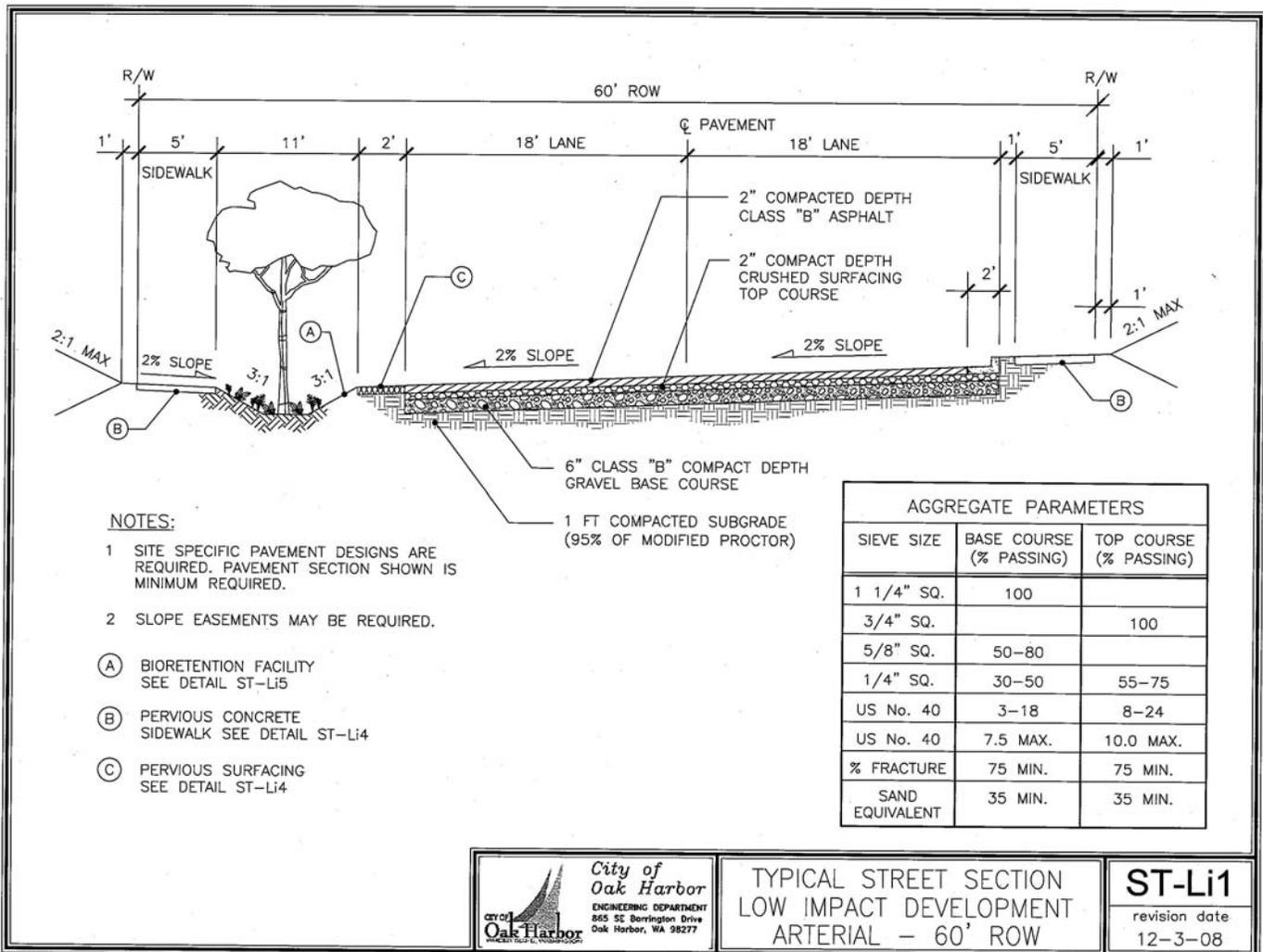
NEXT MONTH

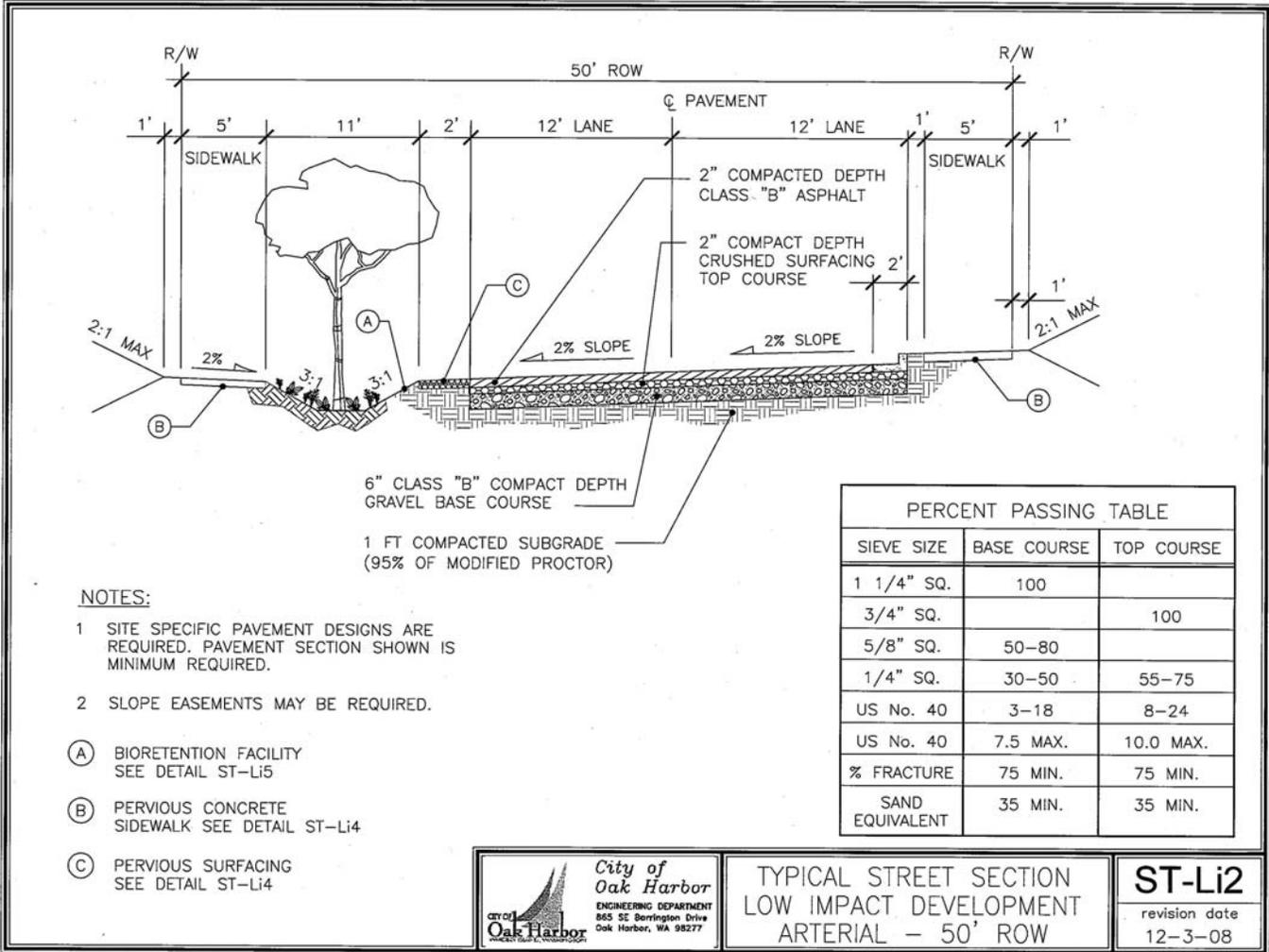
In May, we will discuss policy issues related to native vegetation areas, clearing and grading, and open space in PRDs.

SCHEDULE FOR THE REMAINDER OF THE PROJECT

After the May meeting, staff will have discussed all of the policy issues related to the LID code update with Planning Commission. In June and July, staff will begin drafting the code to address Planning Commission's comments. We are aiming to release the draft code to Planning Commission and the public in August and are targeting September for Planning Commission approval. We are working toward Council adoption by the end of 2010.

Exhibit 1. PSP LID Streets





NOTES:

- 1 SITE SPECIFIC PAVEMENT DESIGNS ARE REQUIRED. PAVEMENT SECTION SHOWN IS MINIMUM REQUIRED.
- 2 SLOPE EASEMENTS MAY BE REQUIRED.

- (A) BIORETENTION FACILITY
SEE DETAIL ST-Li5
- (B) PERVIOUS CONCRETE
SIDEWALK SEE DETAIL ST-Li4
- (C) PERVIOUS SURFACING
SEE DETAIL ST-Li4

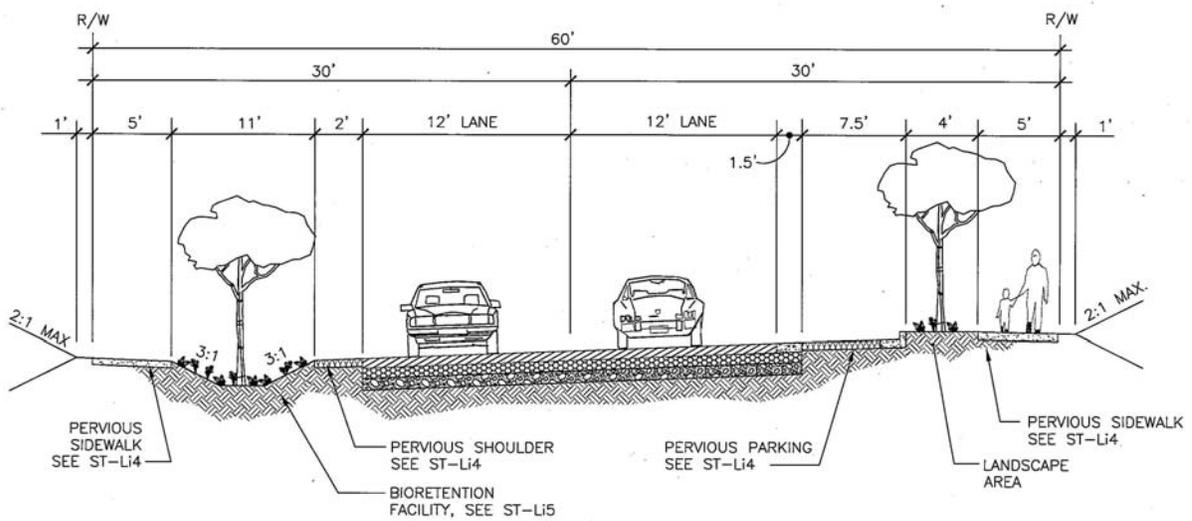
PERCENT PASSING TABLE		
SIEVE SIZE	BASE COURSE	TOP COURSE
1 1/4" SQ.	100	
3/4" SQ.		100
5/8" SQ.	50-80	
1/4" SQ.	30-50	55-75
US No. 40	3-18	8-24
US No. 40	7.5 MAX.	10.0 MAX.
% FRACTURE	75 MIN.	75 MIN.
SAND EQUIVALENT	35 MIN.	35 MIN.


**City of
Oak Harbor**
 ENGINEERING DEPARTMENT
 865 SE Berrington Drive
 Oak Harbor, WA 98277

**TYPICAL STREET SECTION
 LOW IMPACT DEVELOPMENT
 ARTERIAL - 50' ROW**

ST-Li2
 revision date
 12-3-08

"LOW IMPACT DEVELOPMENT" STREETS



NOTES:

1. "LOW IMPACT DEVELOPMENT" STREETS ARE INTENDED TO SERVE AREAS WITH ZONING LESS THAN R-8 CLASSIFICATION.
2. SPECIFIC TREATMENT TO BE USED REQUIRES APPROVAL FROM PUBLIC WORKS DEPARTMENT.

TYPICAL ILLUSTRATION
LOW IMPACT DESIGN
RESIDENTIAL STREETS

	<p><i>City of Oak Harbor</i> ENGINEERING DEPARTMENT 818 SE Barrington Drive Oak Harbor, WA 98277</p>
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TYPICAL STREET SECTION
LOW IMPACT DEVELOPMENT

ST-Li3
revision date 12-3-08

Exhibit 2. Staff Alternative LID Street

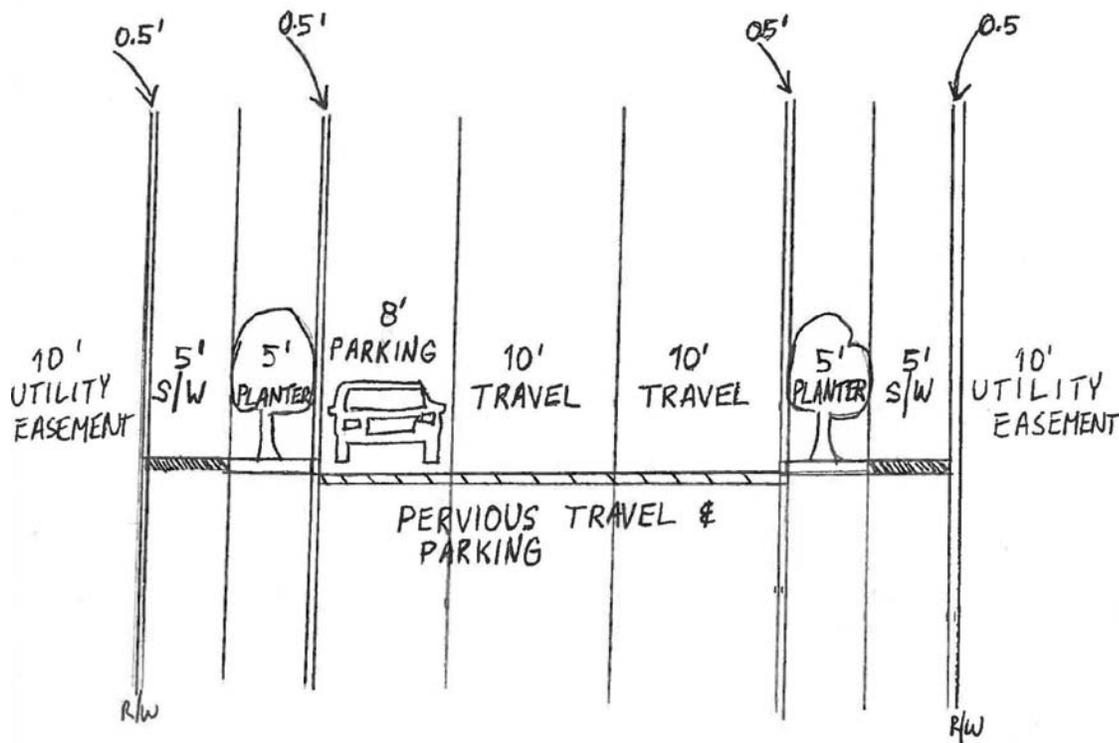


Exhibit 3.

Conventional Development vs. Native Vegetation Area

