



## PLANNING COMMISSION AGENDA

City Hall – Council Chambers  
865 SE Barrington Drive, Oak Harbor, WA 98277

**TUESDAY, SEPTEMBER 9, 2025**

**6:00PM**

### 1. CALL TO ORDER/ROLL CALL:

Position	Member	Attendance		
Position 1	<i>Vacant</i>	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 2	Kevin Wilson	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 3	<i>Vacant</i>	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 4	<i>Vacant</i>	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 5	Joshua Engelbrecht, <i>Chair</i>	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 6	Ryan Bradley	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Position 7	Eddie Fry, <i>Vice Chair</i>	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent
Ex Officio	Council Member Jim Woessner	<input type="checkbox"/> In person	<input type="checkbox"/> Online	<input type="checkbox"/> Absent

### 2. APPROVAL OF MINUTES:

- a) August 12, 2025 Regular Business Meeting

### 3. PUBLIC COMMENT

During this time, citizens may comment on subjects of interest not on the agenda or agenda items. To ensure comments are recorded properly, state your name clearly. Individual comments will be limited to three (3) minutes to ensure maximum participation during the 15-minute timeframe allotted for this item. Public Comment may also be submitted online at <https://www.oakharbor.gov/publiccomment> at least two (2) business days in advance of an advisory board meeting.

### 4. DISCUSSION/ACTION/PRESENTATION/REPORT ITEMS

- a) 2025 Major Update to the Comprehensive Plan

### 5. MEMBER COMMENTS

### 6. NEXT SCHEDULED MEETING DATE: October 14, 2025

### 7. ADJOURNMENT

Meetings will be recorded and published to [www.youtube.com/c/CityofOakHarbor](http://www.youtube.com/c/CityofOakHarbor). The City of Oak Harbor is committed to providing meeting access to the widest possible audience, regardless of technology or ability. If accommodations are required, please call (360) 279-4500 at least two business days prior to the meeting.

**CITY OF OAK HARBOR  
PLANNING COMMISSION MEETING  
AUGUST 12, 2025 – 6:00 P.M.**

This meeting was hosted from the City of Oak Harbor – City Hall Council Chambers at 865 SE Barrington Drive, Oak Harbor, WA., and was recorded. The video counter number is in parentheses ( ) for each agenda item.

**1. CALL TO ORDER/ROLL CALL: (:00)** Chairman Engelbrecht called the meeting to order at 6:00 p.m.

Position	Member	Attendance		
Position 1	<i>Vacant</i>	In person	Online	Absent
Position 2	Kevin Wilson	In person	Online	✓ Absent
Position 3	<i>Vacant</i>	In person	Online	Absent
Position 4	<i>Vacant</i>	In person	Online	Absent
Position 5	Joshua Engelbrecht, <i>Chair</i>	✓ In person	Online	Absent
Position 6	Ryan Bradley	✓ In person	Online	Absent
Position 7	Eddie Fry, <i>Vice Chair</i>	✓ In person	Online	Absent
Ex Officio	Councilmember Jim Woessner	In person	Online	✓ Absent

CITY STAFF PRESENT: Principal Planner Cac Kamak and Senior Administrative Assistant Sarah Heller.

OTHERS PRESENT: Videographer Tim Shelley, Jr.

**2. APPROVAL OF MINUTES: (0:40)**

- a. **June 10, 2025 Regular Business Meeting:** Commissioner Bradley **MOVED** to approve the June 10, 2025 meeting minutes, **SECONDED** by Commissioner Fry. With all in favor, **MOTION PASSED.**

**3. PUBLIC COMMENT: (1:20)** Several public comments were received online and were displayed. An in-person citizen comment was also received from Jeffrey Ward.

**4. DISCUSSION/ACTION/PRESENTATION/REPORT ITEMS:**

a. **Countywide Planning Policies Update** (6:00)

Principal Planner Cac Kamak updated the commissioners on the comprehensive plan update and the recent changes to the Countywide Planning Policies and how that affects the city’s planning process.

Commissioners Bradley and Fry shared their respective questions and comments.

b. **Department Update** (37:50)

The report was provided for the Commission’s general information. Principal Planner Cac Kamak did highlight the continuance of the hearings for Ordinances 2025 and 2025 regarding clearing and grading and permit review timelines, respectively, due to additional information being requested by the City Council.

5. **MEMBER COMMENTS:** (40:30) Vice Chair Fry made a statement encouraging members of the public who are interested in volunteering to consider applying for a position on the Planning Commission.
6. **NEXT SCHEDULED MEETING DATE:** The Planning Commission's next meeting is scheduled for September 9, 2025.
7. **ADJOURNMENT:** (42:40) Commissioner Fry moved to adjourn the meeting, seconded by Commissioner Bradley. With all in favor, motion passed.

Minutes taken by Senior Administrative Assistant Sarah Heller.

DRAFT

# City of Oak Harbor Planning Commission Staff Report

Date: September 9, 2025  
Subject: 2025 Major Update to the  
Comprehensive Plan

**FROM:** Cac Kamak, AICP, Principal Planner, Development Services Department

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## **BACKGROUND**

As discussion continues on the Urban Growth Area (UGA) and the Countywide Planning Policies (CPP) with the County and State, the City is moving ahead with draft policies to update the various elements in the Comprehensive Plan. The City will be planning for a housing target of 3,735 units within city limits. The County has determined that the current UGA can accommodate 464 units. The County is also proposing to remove 1,333 units from the original allocation and is moving forward by amending the CPP to plan for a lower population projection.

## **DRAFT POLICIES REVIEW**

Several elements of the Comprehensive Plan will need to be updated. Staff, together with our consultants at Kimley-Horn, are reviewing these elements in phases and will present draft updates to the Planning Commission and City Council over the next three months. Drafts will also be posted on the City's website to invite public input. These are working drafts intended as a starting point for discussion and are expected to be refined with feedback from boards, commissions, the Council, and the community.

The tentative schedule for the draft elements are provided below.

September 9th Meeting – Topics:

- Urban Design
- Transportation
- Utilities
- Environment
- Capital Facilities

October 14th Meeting – Topics:

- Parks and Recreation
- Economic Development
- Government Services
- Climate Resiliency

November 12th Meeting – Topics:

- Land Use
- Housing
- Urban Growth Area

Enclosed in this packet is the draft for Urban Design, Transportation, Utilities, Environment, and Capital Facilities. Staff will facilitate a discussion on the changes at the meeting

**RECOMMENDED ACTION**

No action recommended at this time

**ATTACHMENTS**

1. Preliminary Draft Policy Review

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
<b>URBAN DESIGN</b>			
<b>1, 1, 70, Urban design</b>	<b>The City shall retain the appearance and character established by existing forests within and around the community.</b>	<b>The City shall retain the appearance and character established by existing <b>tree canopy, native vegetation, and urban landscape.</b> <del>forests within and around the community.</del></b>	<b>The policies have been revised to address regenerative landscaping and promote local vegetation. Policies that promote retention of native vegetation also promote recent state requirements for reduction of CO2 emissions and promote healthy communities.</b>
1, 1.a, 70, Urban design	Plans for new developments should include tree retention where practical, especially regarding healthy, mature trees, and replacement of those unable to be saved.	<del>Plans for new developments should include tree retention where practical, especially regarding healthy, mature trees, and replacement of those unable to be saved.</del>	The policy was consolidate with 1.c to focus on the requirements that should be established in development regulations.
	<b>New Policy</b>	<b>Maintain and improve ecological diversity of native plant species.</b>	Policies have been revised to focus on native vegetation and re-vegetation.
1, 1.b, 70, Environmental Design Standards	Consideration shall be given to designating and protecting a "greenbelt" of wooded area or open land surrounding the urban growth boundary.	<del>Consideration shall be given to designating and protecting a "greenbelt" of wooded area or open land surrounding the urban growth boundary.</del>	The greenbelt term is not used in the Comprehensive Plan or in the County Comprehensive plan. Removed out dated policy and address these planning efforts in other policies.
1, 1.c, 70, Environmental Design Standards	A new landscaping ordinance shall be prepared which includes replacement of trees lost through land development.	<del>A new</del> <b>Maintain a</b> landscaping ordinance that establishes the <del>shall be prepared which includes</del> replacement of trees lost through land development, <b>protects established open space or green corridors from future development, and promote the protection of healthy and mature vegetation.</b>	This revised policy focuses on the continuance of the existing policies in Chapter 19.46. If future green corridors or open spaces are identified, policy allows for the City to adopt further protections in development regulations.
1, 1.d, 70, Environmental Design Standards	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.	<del>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.</del>	Policies that discuss forest preservation have been revised or removed to better connect to the City's regulations outlined in Title of the 19 of the City code related to the City's landscaping ordinance.
1, 1.e, 70, Environmental Design Standards	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.	<del>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.</del> <b>Establish development regulations that promote the expansion of urban tree canopy and native vegetation.</b>	The policy has been revised to reflect the development regulations to promote landscaping. The City can choose to establish these in select areas in the development regulations.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
<b>2, 2, 71, Community Features</b>	<b>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.</b>	<del>Develop</del> <b>Maintain</b> design guidelines which <del>maintain and</del> <b>that</b> enhance the unique character of Oak Harbor’s natural setting and existing neighborhoods and districts while ensuring new areas develop with contextual sensitivity	The policy has been revised to acknowledge the existence of design guidelines are already established in code.
2, 2.a, 71, Community Features	Architectural and landscape design standards for multi-family residential units should be established to promote developments which are compatible with existing residential patterns.	<b>Maintain architectural and landscape standards that are compatible with existing land use patterns.</b> <del>Architectural and landscape design standards for multi-family residential units should be established to promote developments which are compatible with existing residential patterns.</del>	Policy has been revised to provide the City with opportunity to establish standards based on existing building and development. This may be implemented in multiple zones.
2, 2.b, 71, Community Features	Existing rural features, such as farm buildings which are structures of historic or architectural significance, should be retained where possible.	<del>Existing rural features, such as farm buildings which are</del> Structures of historic or architectural significance, should be retained where possible.	The previous policy emphasized rural features but there may be more features that should be considered as historically significant.
2, 2.c, 71, Community Features	Pedestrian facilities should be maintained and enhanced, as consistent with the Transportation Element, to promote a pedestrian-friendly character.	No recommended change.	
2, 2.d, 71, Community Features	Consideration should be given to recognizing and visually expressing separate commercial and residential districts in an effort to promote a sense of community.	<del>Consideration should be given to recognizing and visually expressing separate commercial and residential districts in an effort to promote a sense of community.</del>	This policy does not help the City identify actions it should take over the next 10-years and the revised policy 2.a can help with visually establishing community identity
2, 2.e, 71, Community Features	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.	<b>Establish a gateway plan for the City to promote unique neighborhood identities, wayfinding and signage, and historic preservation.</b> <del>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.</del>	The policy has been revised to reflect a future project, when funding becomes available. A gateway plan would require a lot of community engagement that goes beyond the scope of the Comprehensive Plan.
2, 2.f, 71, Community Features	Consideration should be given to revising the sign ordinance in order to encourage signage more in keeping with the unique character of Oak Harbor.	<b>Establish sign regulations that promote unique neighborhood identities, local economies, and natural features.</b> <del>Consideration should be given to revising the sign ordinance in order to encourage signage more in keeping with the unique character of Oak Harbor.</del>	The policy has been revised to reflect the action that the City would take. Ideally, this can be done after the gateway plan.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.g, 71, Community Features	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.	Establish overlay zones, as needed, to further define unique community districts and provide enhanced development regulations. <del>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.</del>	Since the overlay zone has not been established since the last update. The policy has been broadened as a potentially option for the future.
2, 2.h, 71, Community Features	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.	No recommended change.	
<b>3, 3, 72, Urban Design Standards</b>	<b>The City should adopt measures to improve urban design considerations which define the city's character.</b>	<del>The City should adopt measures to improve urban design considerations which define the city's character.</del> <b>Establish design standards that promote pedestrian-focused commercial development, wayfinding, and signage</b>	<b>Revised goal to be broader and capture the actual policy actions.</b>
3, 3.a, 72, Urban Design Standards	The City should establish design guidelines, which strongly discourage large parking lots located at corners of arterial intersections.	<del>The City should establish design guidelines, which strongly discourage large parking lots located at corners of arterial intersections.</del>	Consolidated with revised urban design goal 3.0.
3, 3.b, 72, Urban Design Standards	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.	<del>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.</del>	Consolidated with revised urban design goal 3.0
3, 3.c, 72, Urban Design Standards	The City should establish design guidelines with stricter landscaping requirements for parking areas located between the street and the building, such as vegetation buffers.	<b>Maintain enhanced landscaping requirements for parking areas.</b> <del>The City should establish design guidelines with stricter landscaping requirements for parking areas located between the street and the building, such as vegetation buffers.</del>	Revised to allow for broader changes to landscaping and parking areas.
3, 3.d, 72, Urban Design Standards	The City should establish design guidelines incorporating wooded, open, and other natural areas into development designs to promote the area's natural setting.	No recommended change.	This is under review by the City and may be modified in future drafts.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
3, 3.e, 72, Urban Design Standards	The City should adopt maintenance standards for new landscaping in developments along major corridors.	No recommended change.	This is under review by the City and may be modified in future drafts.
3, 3.f, 72, Urban Design Standards	The City should apply strict requirements for vegetative buffers screening property lines of commercial uses adjacent to single and multiple-family residentially zoned properties.	The City should apply <del>strict</del> requirements for vegetative buffers screening property lines of commercial uses adjacent to single and multiple-family residentially zoned <del>properties</del>	Removed the use of adjectives that are difficult to define in development regulations.
3, 3.g, 72, Urban Design Standards	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.	<del>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.</del>	This is covered in the design regulations and guidelines.
<b>4, 4, 73, Neighborhood Character</b>	<b>Develop a public realm that is safe, aesthetically pleasing and interesting while promoting street life, opportunities for community interactions, and commercial and social activities.</b>	<del><b>Develop a public realm that is safe, aesthetically pleasing and interesting while promoting street life, opportunities for community interactions, and commercial and social activities.</b></del>	<b>It is already heavily discussed in other policies to establish unique neighborhood characteristics, adopt unique standards, and possible overlay districts, if needed. If there are no specific actions related to this policy it should be removed.</b>
4, 4.a, 73, Neighborhood Character	The City should develop policies to strengthen the sense of place and unique qualities of its various districts and neighborhoods.	<del>The City should develop policies to strengthen the sense of place and unique qualities of its various districts and neighborhoods.</del>	It is already heavily discussed in other policies to establish unique neighborhood characteristics, adopt unique standards, and [possible overlay districts, if needed. If there are no specific actions related to this policy it should be removed.
<b>5, 5, 74, Views</b>	<b>Protect viewsheds and view corridors.</b>		<b>The City is considering this further to define specific actions that may need to be taken.</b>
5, 5.a, 74, Views	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.	No recommended change.	The City is reviewing this policy to identify what reasonable actions to take.
5, 5.b, 74, Views	Landscape buffers shall be required along major arterials, retaining existing vegetation where possible.	<del>Landscape buffers shall be required along major arterials, retaining existing vegetation where possible.</del>	The revised urban design goal 1.0 now includes the promotion of urban tree canopy and native vegetation with policies that focus on regenerative vegetation from development practices.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
5, 5.c, 74, Views	Free standing business signs should be consistent with the speed limit of roadways, and the character of land use districts.	Free standing business signs should be <b>high-quality design and materials, and</b> consistent with the speed limit of roadways, and the character of land use districts.	Revised to allow for improved standards in the Sign ordinance.
5, 5.d, 74, Views	Developments along Oak Harbor's waterfront should enhance the area's natural and physical aesthetics.	No recommended change.	The City is reviewing this policy to identify what reasonable actions to take.
5, 5.e, 74, Views	Scenic transportation routes should be identified. Adjacent property owners will be encouraged to protect scenic values.	No recommended change.	The City is reviewing this policy to identify what reasonable actions to take.
5, 5.f, 74, Views	The City and the Navy should cooperate on the protection of viewsheds and view corridors.	<del>The City and the Navy should cooperate on the protection of viewsheds and view corridors.</del>	It is unclear what action would be needed to achieve this policy. If there are not measurable actions to take, the policy should be removed. There is already policies that cover the cooperation with the Navy for urban planning purposes.
<b>6, 6, 75, Waterfront Development</b>	<b>The redevelopment of downtown Oak Harbor shall receive continued support, consistent with the Waterfront Redevelopment, Branding and Marketing Program.</b>	<del>The redevelopment of downtown Oak Harbor shall receive continued support, consistent with the Waterfront Redevelopment, Branding and Marketing Program.</del> <b>Support the public improvements and redevelopment of Oak Harbors waterfront.</b>	<b>Policy was revised to be broader and support the various related plans that outline park improvements and redevelopment opportunities.</b>
6, 6.a, 75, Waterfront Development	The historic character of downtown and Harborside Shops area should be encouraged through the establishment of design guidelines and a design review process.	The historic character of downtown and <b>Old Town Harborside Shops</b> area should be encouraged through the establishment of design guidelines and a design review process.	Technical change.
6, 6.b, 75, Waterfront Development	Building heights should be coordinated in the downtown and Harborside Shops vicinity to enhance the area's view of the harbor. 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.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
<b>7, 7, 76, Commercial Design</b>	<b>Establish design guidelines for industrial and business park development.</b>	<del>Establish design guidelines for industrial and business park development.</del>	<b>This goal was completed with the adoption of the Design Regulations &amp; Guidelines (DRG).</b>
7, 7.a, 76, Transportation Viewsheds	Mitigate the visual and traffic impacts of industrial uses on adjacent properties and street corridors.	<del>Mitigate the visual and traffic impacts of industrial uses on adjacent properties and street corridors.</del>	This policy was completed with the adoption of the Design Regulations & Guidelines (DRG).
7, 7.b, 76, Development Design	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.	<del>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.</del>	This policy was completed with the adoption of the Design Regulations & Guidelines (DRG).
<b>8, 8, 76, Historic Preservation</b>	<b>Preserve, enhance, and promote significant historic and distinctive architectural features of the City.</b>	<b>No recommended change.</b>	
8, 8.a, 76, Historic Preservation	Prepare an inventory of historic structures within the UGA.	Prepare <b>and maintain</b> inventory of historic structures within the UGA.	
8, 8.b, 76, Historic Preservation	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.	<del>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.</del>	There are other policies that address the preservation of historic features.
8, 8.c, 76, Historic Preservation	Adopt historic preservation building codes and incentives to promote renovation and preservation of buildings with historic value.	<del>Adopt historic preservation building codes and incentives to promote renovation and preservation of buildings with historic value.</del> Explore other incentives to promote historic preservations, such as grant funding and tax incentives.	The policy has been revised to reflect the supportive role of the City to help property owners access statewide historical preservation incentives.
8, 8.d, 76, Historic Preservation	Encourage registration of inventoried historic structures as State and National Historic Sites.	No recommended change.	
<b>9, 77, Community Gateways</b>	<b>The City should adopt measures to enhance the entryways into Oak Harbor with early and continuous community input.</b>	<b>No recommended change.</b>	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
9, 9.a, 77, Historic Preservation	<p>The entryways into Oak Harbor should be identified in the Comprehensive Plan. The following three primary, regional entryways are identified:</p> <ol style="list-style-type: none"> <li>1. North: Along SR-20, from Fakkema Road to approximately 1500 feet north of the SR-20/NE 16th Avenue intersection.</li> <li>2. South: Along SR-20 from Waterloo Road to the SR-20/Swantown Road intersection.</li> <li>3. East: Along Pioneer Way, from Regatta Drive to Midway Boulevard.</li> </ol> <p>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.</p> <p>Note: The three, primary regional entryways were identified and mapped during the 1999-2000 Comprehensive Plan update process.</p>	No recommended change.	The City is reviewing this policy to identify what reasonable actions to take.
9, 9.b, 77, Historic Preservation	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	No recommended change.	
9, 9.c, 77, Historic Preservation	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.	<del>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.</del>	Policy has been removed to focus on the City's efforts within the City boundary under Oak Harbor's jurisdiction.
9, 9.d, 77, Historic Preservation	Form partnerships with the Navy, the Washington State Department of Transportation, Island County and other property owners to implement the entryway design guidelines.	No recommended change.	
<b>10, 78, Community</b>	<b>The City should engage in a community visual analysis process with early and continuous community input.</b>	<del>The City should engage in a community visual analysis process with early and continuous community input.</del> <b>Preserve and enhance Oak Harbor's natural and built environment quality.</b>	<b>The goal has been revised to be more future-oriented. The policies associated with the goal have been revised to described the Action.</b>

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
	<b>New Policy</b>		
		Complete a visual preference survey to assess the City's most unique and valuable views and characteristics.	This was consolidate from Urban design goal 2, since it describes an action for the City to undertake during the next planning cycle.
10, 10.a, 78, Community Gateways	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.	<del>Once a community visual analysis process has been undertaken, the City should</del> <b>Engage the community in a visual preference survey to help</b> revise existing design guidelines and/or adopt additional design guidelines (including supporting graphics) which implement that vision.	
<b>11, 78, Telecommunications</b>	<b>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.</b>	<b>No recommended change.</b>	
11, 11.a, 78, Community Gateways	Consideration should be given to establishing design guidelines that address the appearance and siting of ground and building mounted satellite facilities.	No recommended change.	
11, 11.b, 78, Community Gateways	Design guidelines should be established that require telecommunication facilities (especially monopoles) to blend into the surrounding environment.	Design guidelines should be established <del>that require</del> telecommunication facilities (especially monopoles) <b>that promote adequate screening of ground facilities.</b> <del>to blend into the surrounding environment</del>	The policy has been revised to focus on the ground improvement related telecommunications facilities.
<b>TRANSPORTATION</b>			
<b>1, 113, Safety</b>	<b>Safe for all Users</b>	<b>No recommended change.</b>	
1, 1.a, 113, Safety	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.	<del>Strive</del> <b>Use the Safety Action Plan</b> 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.	Revise to address the new Safety Action Plan.
1, 1.b, 113, Safety	Prioritize locations with a history of collisions or other identified safety issues when selecting transportation projects to implement.	<b>Use the Safety Action Plan to</b> prioritize locations with a history of collisions or other identified safety issues when selecting transportation projects to implement.	Revise to address the new Safety Action Plan.
1, 1.c, 113, Safety	Keep roadways operating in safe condition by taking steps to secure roadway funding from a variety of sources to maintain, rehabilitate. or replace roadways.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
1, 1.d, 113, Safety Design	Design street improvements to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate.	<del>Design street improvements</del> <b>Use the Active Transportation Plan</b> to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate.	This policy has been revised to reflect the newly adopted Active Transportation Plan.
1, 1.e, 113, Safety Design	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.	No recommended change.	
1, 1.f, 113, Safety	Coordinate with emergency response services to ensure adequate and timely access as the city builds out the transportation network.	No recommended change.	
2, 114, Connectivity	Connected and Efficient	<del>Connected and Efficient</del> <b>Efficiently move goods and people through a connected multi-modal network that balances needs of users, increasing automobile capacity when necessary</b>	Consolidate this goal with policy 2.b.
2, 2.a, 114, Connectivity	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.	<del>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.</del>	This policy does not clearly identify city actions, the goal was revised to incorporate the details used in this policy to improve the efficiency of goals and policies.
2, 2.b, 114, Connectivity	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.	<del>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.</del>	This is better suited as adding specificity to the goal since the move of goods and people includes several separate policies. Added specificity to the Goal.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.c, 114, Connectivity	<p>Work toward development of a multimodal transportation system that achieves the following level of service metrics:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Pedestrian LOS: Provide sidewalks, trails, and/or separated paths, as defined in Pedestrian Priority Network.</li> <li>3. Bicycle LOS: Provide bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Bicycle Priority Network.</li> <li>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.</li> </ol>	<p>Promote multi-modal level of services Work toward development of a multimodal transportation system that achieves the following level of service metrics:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Pedestrian LOS: Provide sidewalks, trails, and/or separated paths, as defined in Pedestrian Priority Network.</li> <li>3. Bicycle LOS: Provide bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Bicycle Priority Network.</li> <li>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.</li> </ol>	<p>Can revise this to reflect the established standards in 11.32.040 Level of service standards. Do we want to incorporate LTS in the comp plan or in the code? Or both?</p>
	<b>New Policy</b>	<b>Strive to achieve LTS 1 for pedestrian facilities</b>	Proposed policy in response to new requirements for multi-modal planning for Comprehensive Plans.
	<b>New Policy</b>	<b>Strive to achieve LTS 1 for bicycle facilities</b>	Proposed policy in response to new requirements for multi-modal planning for Comprehensive Plans.
2, 2.d, 114, Connectivity	<p>Maintain concurrency between land development and installation of required transportation facilities, consistent with the Capital Improvement Plan.</p>	No recommended change.	
2, 2.e, 114, Connectivity	<p>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.</p>	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.f, 114, Connectivity	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.	<b>Implement complete streets designs standards for future road improvements, as funding becomes available.</b> <del>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.</del>	The City is moving toward complete street standards so policies have been revised to reflect this. The City plans to adopt completed streets regulations in the next few years.
<b>3, 115, Multimodal</b>	<b>Multimodal, Offering User Friendly Transportation Options</b>		
3, 3.a, 115, Multimodal	Coordinate with private transportation providers to boost the effectiveness of public transportation providers.	No recommended change.	
3, 3.b, 115, Multimodal	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.	<del>Coordinate with</del> <b>Support</b> Island Transit's <b>initiatives</b> 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.	Policy has been revised to better reflect the City's role in this.
3, 3.c, 115, Multimodal	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 pickup areas, and other supportive amenities.	<del>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 pickup areas, and other supportive amenities.</del>	The policy has been removed because new strategies for transportation demand management largely focusing on reducing vehicle use and increasing transit, biking, and walking to support the State's new goals for emissions reductions.
3, 3.d, 115, Multimodal	Participate and support in the planning for long-term sustainability of air and water transportation and facilities.	<b>Continue partnerships and support with Island Regional Transportation Planning Organizations (IRTPO).</b> <del>Participate and support in the planning for long-term sustainability of air and water transportation and facilities.</del>	The policy has been revised to add specificity describing the City's role in this effort.
3, 3.e, 115, Multimodal	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.	<b>Use the Active Transportation Plan to asses future projects for bicycle facilities.</b> <del>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.</del>	The policy was revised to reflect the new adoption of the Active Transportation Plan that sets forth the future goals and actions for active transportation facilities.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
3, 3.f, 115, Multimodal	Enhance and beautify the Waterfront Trail, from Scenic Heights to Maylor Point, with widening, scenic viewpoints, historical signage and art.		This should be reviewed concurrently with the potential design changes in the land use element around these districts. Discuss with City.
3, 3.g, 115, Multimodal	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.	<p><b>Use the Active Transportation Plan to asses future projects for pedestrian facilities.</b> <del>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.</del></p>	The policy was revised to reflect the new adoption of the Active Transportation Plan that sets forth the future goals and actions for active transportation facilities.
3, 3.h, 115, Multimodal	Maintain a pedestrian-oriented atmosphere in the Old Town District (Downtown).	No recommended change.	
<b>4, 116, Financial &amp; Environmental</b>	<b>Financially and Environmentally Sustainable</b>		<b>Recommend separating these into separately policies since they have implementation actions by the City. Revise the goals to describe the future end-state.</b>
4, 4.a, 116, Financial & Environmental	Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.	<del>Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.</del>	This can be done through the multi-modal goal and policies. If there are no actions for the city, this policy should be removed.
4, 4.b, 116, Financial & Environmental	Integrate Transportation Demand Management goals with the development review process such that they become a part of any traffic impact assessment and mitigation program.	<del>Integrate Transportation Demand Management goals with the development review process such that they become a part of any traffic impact assessment and mitigation program.</del>	If this is currently not being implemented then it should be removed so that can transparently reflect to the community what actions will be continued over the next 10-years.
4, 4.c, 116, Financial & Environmental	Prioritize roadway preservation projects, review potential roadway preservation funding programs and consider the long term maintenance costs of new transportation capacity projects	No recommended change.	
4, 4.d, 116, Financial & Environmental	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	No recommended change.	
	<b>New Policy</b>	<b>Consider historical distribution of capital improvement projects in CIP planning process, in relation to income and other demographics to assess equal access of facilities for residents</b>	This policy was recommended to encourage consistency with recent state requirements around equity and environmental justice.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
4, 4.e, 116, Financial & Environmental	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.	Maintain, <b>and periodically review</b> , 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.	Revised to state that the Transportation Impact Fee should be periodically reviewed to ensure consistency with comparable cities.
4, 4.f, 116, Financial & Environmental	Evaluate potential federal, state, and other funding (grants and loans) programs that may be compatible with prioritized transportation projects.	No recommended change.	
4, 4.g, 116, Financial & Environmental	Coordinate with state and regional agencies to obtain funding for identified improvements for SR-20 within the UGA.	No recommended change.	
4, 4.h, 116, Financial & Environmental	Promote property owners to finance neighborhood street improvements, for example through local improvement districts (LIDs).	<del>Promote property owners to finance neighborhood street improvements, for example through local improvement districts (LIDs).</del>	If this is currently not being implemented then it should be removed so that can transparently reflect to the community what actions will be continued over the next 10-years.
4, 4.i, 116, Financial & Environmental	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.	<del>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.</del>	Other policies have been revised to encourage transit, walking, and biking to reduce vehicles which improves air quality. This aligns with the statewide goal to reduce GHG emissions
4, 4.j, 116, Financial & Environmental	Consider the potential of using roundabouts in lieu of installing new signalized intersections or reconstructing existing <b>signalized intersections.</b>	No recommended change.	
4, 4.k, 116, Financial & Environmental	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	<del>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</del>	The environment and critical areas policies cover this.
4, 4.l, 116, Financial & Environmental	Protect and/or mitigate environmentally sensitive areas and resource lands when maintaining existing streets and planning for future ones (See Environmental Element.)	No recommended change.	
5, 117, Land Use and Transportation	Complementary of the City's Land Use Vision and Other Adopted Plans	<b>Integrate</b> <del>Complementary of the City's Land Use Vision and Other Adopted Plans</del> <b>and ensure consistency in regulations.</b>	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
5, 5.a, 117, Land Use and Transportation	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	No recommended change.	
5, 5.b, 117, Land Use and Transportation	Implement transportation improvements that respect the community’s residential character, natural features, and quality of life.	Implement <b>contextual design</b> transportation improvements that respects the community’s residential character, natural features, and quality of life.	Update to reflect new standards .
5, 5.c, 117, Land Use and Transportation	Manage the supply of parking to ensure it serves the community’s needs and maintains a positive aesthetic.		This is under review by the City and may be modified in future drafts.
5, 5.d, 117, Land Use and Transportation	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.	<b>Expand the future use of transit, walking, biking, in design guidelines and development regulations.</b> <del>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.</del>	The policy has been revised to provide the City the opportunity to continue expanding multi-modal facility opportunities through development regulation changes and design guidelines. For example, developments should be planned with the intent that a portion of property owners and visitors/residents will not be driving. As the distribution of users changes of time the city can adjust requirements accordingly.
<b>6, 117, Integrated Network Integrated with the Regional Transportation Network to Address a Diverse Range of Transportation Interests</b>			
6, 6.a, 117, Integrated Network	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.	No recommended change.	
6, 6.b, 117, Integrated Network	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.	Coordinate planning <b>with Island Regional Transportation Planning Organization</b> for transportation improvements and projects <del>with other agencies</del> , in order to reduce costs, minimize environmental impacts, reduce duplication of services, and minimize disruption to the general public.	Added specificity to help with implementation.
6, 6.c, 117, Integrated Network	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	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
6, 6.d, 117, Integrated Network	Coordinate with the Washington State Department of Transportation (WSDOT) on capacity improvements, access management and safety issues for SR 20.	No recommended change.	
6, 6.e, 117, Integrated Network	Continue to encourage the implementation of transportation demand management (TDM) strategies through coordination with WSDOT, Island County, and Island Transit.	No recommended change.	This is under review by the City and may be modified in future drafts.
<b>UTILITIES</b>			
<b>1, 125, Levels of Service</b>	<b>Facilitate the orderly and cost-effective development of all utilities at adequate levels of service to accommodate the projected growth.</b>	<b>No recommended change.</b>	
1, 1.a, 125, Levels of Service	Ensure that all public utility services within the Urban Growth Area (UGA) are at a level that is consistent with an urban community.	No recommended change.	
1, 1.b, 125, Levels of Service	Sound growth management principles should be used to guide extension of utilities within the UGA.	<del>Sound growth management principles should be used to guide extension of utilities within the UGA.</del>	It is implied in the goal that these will be implemented but if the policy doesn't help identify specific actions for the City it doesn't need to be repeated
1, 1.c, 125, Levels of Service	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	No recommended change.	This is under review by the City and may be modified in future drafts.
1, 1.d, 125, Levels of Service	No new water and sewer extensions should be allowed beyond the UGA and the boundaries of existing service districts.	No recommended change.	
1, 1.e, 125, Levels of Service	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)	No recommended change.	This is under review by the City and may be modified in future drafts.
1, 1.f, 125, Levels of Service	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	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
1, 1.g, 125, Levels of Service	Encourage innovative solutions for reducing utility costs, managing growth and protecting the public health, safety and welfare.	<p><b>Partner with utility companies for educational initiatives regarding utility cost reduction or green energy incentives to help reduce costs.</b> Encourage innovative solutions for reducing utility costs, managing growth and protecting the public health, safety and welfare.</p>	The previous policy was very broad, the revised policy identifies specific actions the city can do to support residents with utility costs. The revised policy also helps support the new statewide goals of CO2 emission reductions.
1, 1.h, 125, Levels of Service	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	<p><del>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.</del></p>	
1, 1.i, 125-126, Levels of Service	Flexible and innovative construction techniques which reduce cost and impacts of utilities should be encouraged.	No recommended change.	
1, 1.j, 126, Levels of Service	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.		This is under review by the City and may be modified in future drafts.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
1, 1.k, 126, Levels of Service	<p>Consider exceptions to extend utilities into the enterprise areas in the UGA ahead of annexation to promote economic development.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p><del>Consider exceptions to extend utilities into the enterprise areas in the UGA ahead of annexation to promote economic development.</del></p> <p><del>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.</del></p> <p><del>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.</del></p> <p><del>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.</del></p>	
1, 1.l, 126, Levels of Service	<p><del>Review annually the capacity of the shared sewer treatment facility with the Navy</del></p>	<p><del>Review annually the capacity of the shared sewer treatment facility with the Navy</del></p>	This policy no longer needs to be implemented.
1, 1.m, 126, Levels of Service	<p>Minimize service interruptions for utility siting and related construction.</p>	<p>No recommended change.</p>	
1, 1.n, 126, Levels of Service	<p>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</p>	<p>No recommended change.</p>	
<b>2, 127, Permitting</b>	<p><b>Process permit requests for utilities in a fair and timely manner to ensure predictability.</b></p>	<p><b>No recommended change.</b></p>	
2, 2.a, 127, Permitting	<p>Provide timely, effective notice to private utilities and customers regarding the review and approval of major projects.</p>	<p>No recommended change.</p>	
2, 2.b, 127, Permitting	<p>Work with private utilities and other jurisdictions to coordinate long-range plans for service expansion.</p>	<p>Work with private utilities, <b>like Anacortes, Navy, and Island County</b> and other jurisdictions to coordinate long-range plans for service expansion.</p>	Added specificity to help with implementation.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.c, 127, Permitting	Facilitate public participation in utility siting decisions early on in the design and site development process.	<del>Facilitate public participation in utility siting decisions early on in the design and site development process.</del>	Policy has been revised to reflect current processes for the City.
2, 2.d, 127, Permitting	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.	Review and amend existing regulations as necessary to provide clear and objective standards for maintenance, repair, installation and replacement of utilities. <del>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.</del>	Reduced the policy to improve readability.
<b>3, 127, Coordination</b>	<b>In conformance with the Comprehensive Plan use the Utilities Element and consult with utility providers, to guide decision-making and achieve community Goals.</b>	<b>No recommended change.</b>	
3, 3.a, 127, Coordination	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.	No recommended change.	
3, 3.b, 127, Coordination	Encourage public involvement in finalizing location of utility corridors and other planned facilities.	<del>Encourage public involvement in finalizing location of utility corridors and other planned facilities.</del>	The policy has been removed to reflect current city processes. All adopted plans have a public participation process prior to project implementation
3, 3.c, 127, Coordination	Coordinate with Island County and utility providers to encourage orderly extension of services.	No recommended change.	
3, 3.d, 127, Coordination	Encourage the joint use of land for utilities, when feasible.	<del>Encourage the joint use of land for utilities, when feasible.</del>	If the policy does not help identify specific actions for the City the policy should be removed. Vague policies can reduce transparency between the City and stakeholders.
3, 3.e, 128, Coordination	Require easements to be provided by property owners during development applications as necessary to install and maintain utilities.	No recommended change.	
3, 3.f, 128, Coordination	Observe the Island County wellhead protection program for development in vicinity of operating wells in the unincorporated areas.	No recommended change.	
<b>4, 128, Mitigation</b>	<b>Minimize aesthetic and environmental degradation from utility operation, installation, replacement, repair and maintenance.</b>	<b>No recommended change.</b>	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
4, 4.a, 128, Mitigation	Strive to reduce the environmental and aesthetic impacts of the construction, operation and maintenance of utilities when practical.	No recommended change.	
4, 4.b, 128, Mitigation	Avoid, or minimize and mitigate impacts on environmentally sensitive areas, based on best available science.	No recommended change.	
4, 4.c, 128, Mitigation	Regulate utility construction to mitigate construction-related disruptions to neighborhoods and disturbances to the environment.	<del>Regulate</del> <b>Coordinate</b> utility construction to mitigate construction-related disruptions to neighborhoods and disturbances to the environment.	Revised language to reflect the City's role.
4, 4.d, 128, Mitigation	Require undergrounding of utility distribution lines in all new developments.	No recommended change.	
4, 4.e, 128, Mitigation	Require above ground utilities to be screened within a building, sight obscuring fence or landscape, or locate the utilities out of public view.		
4, 4.f, 128, Mitigation	Continue to implement Puget Sound Water Quality Management Plan standards for storm water.	Continue to implement Puget Sound Water Quality Management Plan standards for storm water and <b>Department of Ecology Stormwater Manual for Western Washington (SWMMWW)</b>	Revised for consistency with state agencies.
4, 4.g, 128, Mitigation	Meet National Pollution Discharge Permit requirements for storm and sanitary sewer discharge.	No recommended change.	
4, 4.h, 128, Mitigation	Coordinate utility projects to avoid or mitigate impacts to Garry Oak Trees.	<del>Coordinate utility projects to avoid or mitigate impacts to Garry Oak Trees.</del>	The City has critical area standards that cover this, it does not need to be repeated her.
<b>5, 129, Sustainable Design</b>	<b>Encourage sustainable design and alternatives that are efficient and encourages resource conservation.</b>	<b>No recommended change.</b>	
5, 5.a, 129, Sustainable Design	The City should adopt site design standards, which provide for solar access, and installation of solar energy systems where feasible.	The City should adopt site design standards, which provide for solar access, <b>and installation of other clean and renewable energy sources.</b> <del>solar energy systems</del> where feasible	Revised policy to provide opportunity for other energy sources. This aligns with the State's goal of GHG emissions reductions.
5, 5.b, 129, Sustainable Design	Continue to support energy efficiency by encouraging low impact sustainable development through building practices, landscaping and site designs, which promote natural resource conservation	No recommended change.	
5, 5.c, 129, Sustainable Design	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.	Continue to develop the City's solid waste recycling progra, <b>and reduction and reuse of materials</b> , as a means of resource conservation. Encourage site designs, which allow for co-collection of trash and recyclables.	Revised to expand initiatives in order to properly reduce and dispose of waste. This policy also supports new state requirements fot climate and resilience to reduce greenhouse gas emissions.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
5, 5.d, 129, Sustainable Design	Encourage use of storm drainage solutions, which use natural processes to make existing infrastructure more efficient while protecting wetlands and drainage functions.	Encourage use of storm drainage and <b>natural drainage</b> solutions, which use natural processes to make existing infrastructure more efficient while protecting wetlands and <del>drainage functions</del>	Revised to promote low-impact development standards.
5, 5.e, 129, Sustainable Design	Protect groundwater recharge capacity through sustainable development practices to the greatest extent practicable.	No recommended change.	
5, 5.f, 129, Sustainable Design	Require preservation and/or replanting of landscaping in developments to support energy conservation Goals.	<del>Require preservation and/or replanting of landscaping in developments to support energy conservation Goals.</del>	The urban design goals and policies landscaping requirements.
5, 5.g, 129, Sustainable Design	Implement the Water Conservation Program, as outlined in the Comprehensive Water System Plan, including adoption of a conservation rate structure.	<del>Implement</del> Continue the Water Conservation Program, as outlined in the Comprehensive Water System Plan, including adoption of a conservation rate structure.	The policy has been revised to reflect the continued use the program which was established during the previous planning cycle.
5, 5.h, 129, Sustainable Design	Explore using gray water as a method of water conservation.	No recommended change.	
5, 5.i, 129, Sustainable Design	Promote water conservation, facilitate recycling and manage sanitary sewer treatment capacity.	No recommended change.	
<b>6, 129, Water</b>	<b>Coordinate with the City of Anacortes to ensure Oak Harbor's water needs are addressed.</b>	<del>Coordinate with the City of Anacortes to ensure Oak Harbor's water needs are addressed.</del> <b>Protect existing and future drinking water sources.</b>	<b>The utility policy 6.a addresses the coordination with Anacortes so the Goal has been revised to better future end-state to achieve.</b>
6, 6.a, 129, Water	Coordinate with the City of Anacortes to maintain water supply needs with consistency in projecting growth for Oak Harbor and <del>NAS Whidbev.</del>	No recommended change.	
6, 6.b, 129, Water	Maintain a long-term contract to address forecasted water demands and long-term viability of water resources.	No recommended change.	
6, 6.c, 129, Water	Support the City of Anacortes in maintaining water rights.	No recommended change.	
<b>7, 130, Underground Utilities</b>	<b>The City should develop a program, in cooperation with the affected utilities, to encourage the under-grounding of overhead utility lines.</b>	<b>No recommended change.</b>	
7, 7.a, 130, Underground Utilities	Be opportunistic on retrofitting and burying of overhead distribution lines adjacent to City arterial streets and other <del>areas.</del>	No recommended change.	
7, 7.b, 130, Underground Utilities	Budget for and coordinate burying of overhead utilities with other street upgrade projects and include this activity in the capital facilities budget.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
7, 7.c, 130, Underground Utilities	Work with the local utility providers to develop a plan that will provide for underground power lines in the downtown business core.	No recommended change.	
<b>ENVIRONMENT</b>			
<b>1, 150, Critical Areas</b>	<b>To protect the public health, safety and welfare by preventing adverse impacts to critical areas, their functions and values</b>	<del>To protect the public health, safety and welfare by preventing adverse impacts to critical areas, their functions and values</del>	<b>Consolidate with Goal 7 and associated policies also covering critical areas.</b>
1, 1.a, 150, Critical Areas	Update and implement regulations for the protection of critical areas consistent with state law.	Update and implement regulations for the protection of critical areas consistent with state law <b>and federal laws.</b>	Revised for specificity.
1, 1.b, 150, Critical Areas	Update and maintain inventories of all critical areas within the City and its UGA.	Update and maintain inventories <b>using best available science</b> of all critical areas within the City and its UGA.	Revised for specificity and consistency with GMA.
1, 1.c, 150, Critical Areas	Coordinate with Island County to jointly prepare a critical areas field reconnaissance study for proposed transportation and utility corridors in the Enterprise Area.	Move	Consolidate with Goal 7 and associated policies also covering critical areas.
1, 1.d, 150, Critical Areas	A monitoring and management program should be developed to prevent adverse impacts to the environment and critical areas from noxious, invasive and nonnative plant and animal species.	<b>Support a</b> monitoring and management program should be developed to prevent adverse impacts to the environment and critical areas from noxious, invasive and nonnative plant and animal species	Revised language to better reflect the actions of the City.
<b>2, 150, Resource Protection</b>	<b>Encourage alternative methods of resource protection and stewardship</b>	<b>No recommended change.</b>	
2, 2.a, 150, Resource Protection	Encourage acquisition by public agencies and non-profit organizations that have the benefit of long-term preservation and direct control over the resource.	No recommended change.	
2, 2.b, 150, Resource Protection	In all but the most extreme cases, acquisition should occur with the voluntary participation of the property owner.	No recommended change.	
2, 2.c, 150, Resource Protection	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.	No recommended change.	
2, 2.d, 150, Resource Protection	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.	No recommended change.	Compared to 2.i this policy focuses on development incentives versus financial incentives.

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.e, 150, Resource Protection	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	No recommended change.	
2, 2.f, 150, Resource Protection	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	<del>Designate</del> <b>Maintain</b> 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	Open spaces are designated in the Parks Plan.
2, 2.g, 150, Resource Protection	Work with the Navy and other agencies to acquire open space lands in a coordinated regional effort to preserve open space.	No recommended change.	
2, 2.h, 150, Resource Protection	Continue to pursue advanced acquisition of park lands within the UGA, ahead of development pressures.		
2, 2.i, 151, Resource Protection	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.	<del>Provide</del> <b>Explore</b> incentives to promote conservation of open space on private land, such as tax incentives, <del>density credits, and various alternatives in the city's development regulations.</del>	This policy has been revised to identify "financial incentives" which have different actions associated than "development incentives" see 2.d for development incentives.
2, 2.j, 151, Resource Protection	Promote Island County's Public Benefit Rating System to provide tax incentives.	No recommended change.	
<b>3, 151, Water</b>	<b>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</b>	<b>No recommended change.</b>	
3, 3.a, 151, Water	Use a comprehensive system of drainage facilities (and public education) to control the quality and quantity of storm water runoff.	No recommended change.	
3, 3.b, 151, Water	Update the Comprehensive Storm Drainage Plan to incorporate appropriate guidance and information from The Stormwater Management Manual for Western Washington (2012).	Update the Comprehensive Storm Drainage Plan to incorporate appropriate guidance and information from The Stormwater Management Manual for Western Washington (2012 <del>9</del> )	Technical change, updated to most recent version.
3, 3.c, 151, Water	Update the Oak Harbor Municipal Code to incorporate low impact development best management practices as the required method of stormwater treatment.	<del>Update the Oak Harbor Municipal Code to incorporate</del> <b>Maintain</b> low impact development best management practices as the required method of stormwater treatment.	Oak Harbor completed the previous version of this policy and established LID standards in municipal code.
3, 3.d, 151, Water	Coordinate with Island County to protect water quality when stormwater drainage affects both jurisdictions.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
3, 3.e, 151, Erosion	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.	No recommended change.	
3, 3.f, 151, Water	Include storm water management facilities to protect water quality and limit maximum discharge to predevelopment rate conditions in new developments and substantial redevelopment projects.	No recommended change.	
3, 3.g, 151-152, Water	Maintain natural drainage patterns and discharge locations to the maximum extent practicable, while protecting functions and values of wetlands.	No recommended change.	
3, 3.h, 152, Water	Provide regulations to guide corrective actions necessary to mitigate or cleanse those discharges that pollute waters of the state.	<del>Provide regulations to guide corrective actions necessary to mitigate or cleanse those discharges that pollute waters of the state.</del> <b>Mitigate impacts from pollution discharge with corrective regulations including National Pollution Discharge Requirement for sanitary and sewer.</b>	This policy was consolidated with 3.i.
3, 3.i, 152, Water	Meet National Pollution Discharge Permit requirements for sanitary sewer discharge.	<del>Meet National Pollution Discharge Permit requirements for sanitary sewer discharge.</del>	This policy was consolidated with 3.h.
3, 3.j, 152, Water	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.	No recommended change.	
<b>4, 152, Air Quality</b>	<b>Maintain and improve air quality in the Oak Harbor Area</b>	<b>No recommended change.</b>	
4, 4.a, 152, Air Quality	Cooperate with the Northwest Clean Air Agency and federal agencies in efforts to implement regional air quality standards.	No recommended change.	
4, 4.b, 152, Air Quality	Prohibit open burning associated with land clearing and encourage chipping and use of woody material on-site wherever possible.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
4, 4.c, 152, Air Quality	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.	No recommended change.	
4, 4.d, 152, Air Quality	Prohibit land uses which create excessive amounts of point-source pollution.	No recommended change.	
4, 4.e, 152, Air Quality	Consider land use and transportation linkages in planning decisions to reduce air quality impacts.	No recommended change.	
<b>5, 153, Urban Tree Canopy</b>	<b>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.</b>		
	New Policy	Retain an arborist position to support the protection of the urban tree canopy.	
	New Policy	Complete a tree canopy study to support the establishment of critical tree preservation efforts.	
5, 5.a, 153, Urban Tree Canopy	Increase community awareness about the importance of the urban forest and the positive impact trees and shrubs have upon the environment.	No recommended change.	
5, 5.b, 153, Urban Tree Canopy	Provide adequate funding to assure safe, well-maintained, and healthy trees and shrubs on public property.	No recommended change.	
5, 5.c, 153, Urban Tree Canopy	Promote public and private tree planting as well as replacement and preservation programs to sustain and improve the urban forest.	No recommended change.	
5, 5.d, 153, Urban Tree Canopy	Require retention or planting of trees and shrubs with new development and substantial redevelopment projects.	No recommended change.	
5, 5.e, 153, Urban Tree Canopy	Encourage City departments, other agencies, and the public to work together to identify opportunities for cooperative projects to enhance the urban forest.	No recommended change.	
5, 5.f, 153, Urban Tree Canopy	Continue to work together with Island County to implement a program for greenbelt protection around the UGA.	<del>Continue to work together with Island County to implement a program for greenbelt protection around the UGA.</del>	Island County does not have greenbelt policies in their comprehensive plan to support this coordination effort.
5, 5.g, 153, Urban Tree Canopy	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.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
5, 5.h, 153, Urban Tree Canopy	Prevent indiscriminate removal or destruction of trees and ground cover on undeveloped and partially developed property.	No recommended change.	
<b>6, 154, Historical and Cultural Resources</b>	<b>Protect, preserve and restore significant historical and cultural resources in the City to the maximum extent practicable</b>	<b>No recommended change.</b>	
6, 6.a, 154, Historical and Cultural Resources	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	No recommended change.	
6, 6.b, 154, Historical and Cultural Resources	Develop an inventory of potential historical and cultural resource sites for City reference.	No recommended change.	Was this completed?
6, 6.c, 154, Historical and Cultural Resources	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.	No recommended change.	
6, 6.d, 154, Historical and Cultural Resources	Coordinate with the appropriate Native American Tribe(s) or Nation for identified Native American cultural resources prior to development activity.	No recommended change.	
6, 6.e, 154, Historical and Cultural Resources	Encourage voluntary protection of significant historical and cultural resources, using acquisition, incentives, conservation easements, transfer of development rights, and alternative reuse of structures	No recommended change.	
6, 6.f, 154, Historical and Cultural Resources	Develop educational materials as appropriate to educate the public and increase awareness and appreciation for historical and cultural resources.	No recommended change.	
6, 6.g, 154, Historical and Cultural Resources	Incorporate the preservation of historical and cultural resources into development permit and land division reviews.		Is this being done?
<b>7, 155, Critical Areas</b>	<b>Include “Best Available Science” in the process of designating critical areas and developing environmental regulations</b>	<b>Include “Best Available Science” in the process of designating critical areas and developing environmental regulations .</b>	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
7, 7.a, 155, Critical Areas	Include the best available science in developing policies and regulations to protect the functions and values of critical areas and shorelines.	No recommended change.	
7, 7.b, 155, Critical Areas	Identify the best available science (science obtained through valid and reliable scientific process) used in developing the regulations.	No recommended change.	
7, 7.c, 155, Critical Areas	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	No recommended change.	
7, 7.d, 155, Critical Areas	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.	No recommended change.	
Critical Areas	Update and maintain inventories of all critical areas within the City and its UGA.	Update and maintain inventories of all critical areas <b>using best available science</b> within the City and its UGA.	Technical change for consistency with state law terminology.
Critical Areas	Coordinate with Island County to jointly prepare a critical areas field reconnaissance study for proposed transportation and utility corridors in the Enterprise Area.	No recommended change.	
Critical Areas	A monitoring and management program should be developed to prevent adverse impacts to the environment and critical areas from noxious, invasive and nonnative plant and animal species.	<b>Support a</b> monitoring and management program should be developed to prevent adverse impacts to the environment and critical areas from noxious, invasive and nonnative plant and animal species	Technical change to reflect the City's role.
<b>8, 155, Environmental Review</b>	<b>Integrate and streamline the environmental review process with the development review process</b>	<b>No recommended change.</b>	
8, 8.a, 155, Environmental Review	Use the Comprehensive Plan and its supportive environmental impact statement to assess the environmental impact of development proposals to the greatest extent possible.	No recommended change.	Consult with City about this. Unclear what the revision should be.
8, 8.b, 155, Environmental Review	Review and amend existing regulations to integrate and streamline the environmental review process.	No recommended change.	
8, 8.c, 155, Environmental Review	Coordinate with Island County on development policies and regulations to optimize predictability for development and environmental reviews in the UGA.	No recommended change.	
<b>9, 156, Wetlands</b>	<b>Protect wetlands from a net loss in functions, values and acreage</b>	<b>No recommended change.</b>	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
9, 9.a, 156, Wetlands	Designate, classify, and regulate wetlands based on functions, values and acreage.	No recommended change.	
9, 9.b, 156, Wetlands	Establish standards for wetland protection including use limitations and buffers based on wetland classification and habitat value.	No recommended change.	
9, 9.c, 156, Wetlands	Allow for variances based on potential impacts. New policy	No recommended change. <b>Support the acquisition of wetlands for public open space and water quality preservation.</b>	This polic has been proposed to help the explore opportunities to expand open space.
9, 9.d, 156, Wetlands	Establish a mitigation sequence reducing impacts to wetlands and their buffers which range from impact avoidance to compensation and monitoring. New Policy	No recommended change. Acquire designated wetlands under City ownership to promote the continued preservation of open space and protection of water quality and wildlife.	This policy provides the opportunity for the City to transparently pursue ownership of designated wetlands. if financially feasible.
<b>10, 156, Habitat Protection To protect fish and wildlife habitat conservation areas from loss or adverse impacts</b>			
10, 10.a, 156, Habitat Protection	Designate and classify critical fish and wildlife areas based on type and/or association with priority species.	Designate and classify <b>where endangered, threatened, sensitive, or local fish and wildlife species have a primary association.</b> <del>critical fish and wildlife areas based on type and/or association with priority species.</del>	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
10, 10.b, 156, Habitat Protection	Identify priority species based on Federal or State status or based on local importance.	<del>Identify priority species based on Federal or State status or based on local importance.</del> <b>Incorporate best available science when designating and classifying priority habitat species</b>	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
10, 10.c, 156, Habitat Protection	Maintain standards for buffers and timing or activity restrictions based on the habitat class and priority species use.	Maintain standards for buffers <b>for all waters of the state and stream types based on best available science.</b> <del>and timing or activity restrictions based on the habitat class and priority species use.</del>	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
10, 10.d, 156, Habitat Protection	Establish a mitigation sequence reducing impacts to critical habitat functions and values which range from impact avoidance to compensation and monitoring.	<b>Ensure mitigation for alterations to habitat conservation areas achieve equivalent or greater biologic and hydrologic functions.</b> <del>Establish a mitigation sequence reducing impacts to critical habitat functions and values which range from impact avoidance to compensation and monitoring.</del>	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
10, 10.e, 156, Habitat Protection	Develop conservation or protection measures necessary to preserve or enhance anadromous fish habitat.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
Habitat Protection	New policy	Support strategies for salmon recovery in water resources inventory area 6.	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
Habitat Protection	New policy	Support Puget Sound Partnership's Action Agenda.	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
Habitat Protection	New policy	Establish project construction timelines to ensure allowable work window is in conformance with WDFW requirements.	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
Habitat Protection	New policy	Create educational information identifying Oak Harbor's priority habitat species and individual wetlands for protection.	Habitat protection policies have been revised and added to in order to ensure consistency with state requirements and state agencies.
<b>11, 157, Geologic Hazards</b>	<b>Prevent hazards resulting from incompatible development being sited on geologically sensitive areas</b>	<b>No recommended change.</b>	
11, 11.a, 157, Geologic Hazards	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.	No recommended change.	
11, 11.b, 157, Geologic Hazards	Regulate significant geologic impacts resulting from development by avoiding or mitigating impacts to identified critically geologically sensitive areas.	No recommended change.	
	New policy	Ensure stormwater and drainage conveyance systems associated with steep, unstable slopes are professionally engineered and maintained in good repair.	Policies have been added to help with mitigation of potential geologic hazards.
	New policy	Maintain public safety through monitoring sea level rise vulnerabilities of unstable sloped areas.	Policies have been added to help with mitigation of potential geologic hazards as they relate to sea-level rise.
<b>12, 157, Flooding</b>	<b>Minimize public and private losses due to flood hazards</b>	<b>Policies under review, changes may occur in later version as part of the climate and resilience element.</b>	
12, 12.a, 157, Flooding	Designate those areas subject to frequent flooding or inundation as flood hazard areas.	Policies under review, changes may occur in later version as part of the climate and resilience element.	
12, 12.b, 157, Flooding	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.	Policies under review, changes may occur in later version as part of the climate and resilience element.	
12, 12.c, 157, Flooding	Limit/restrict development within flood hazard areas to reduce flood control and disaster relief costs.	Policies under review, changes may occur in later version as part of the climate and resilience element.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
<b>13, 158, Flooding</b>	<b>Limit/restrict development within flood hazard areas to reduce flood control and disaster relief costs.</b>	<b>Policies under review, changes may occur in later version as part of the climate and resilience element.</b>	
Flooding	New policy	Ensure development or redevelopment within the flood hazard areas meet endangered species act requirements.	
Flooding	New policy	Seek to become part of FEMA's Community Rating System providing a potential reduction in flood insurance premiums.	
13, 13.a, 158, Flooding	Designate and classify critical aquifer recharge areas.	No recommended change.	
13, 13.b, 158, Flooding	Regulate activities that could have negative impacts on ground water quality and or recharge potential within critical aquifer recharge areas.	No recommended change.	
13, 13.c, 158, Flooding	Limit impervious surfaces to reduce stormwater runoff by incorporating low impact development best management practices into new developments.	No recommended change.	
<b>14, 158, Shoreline</b>	<b>Conserve, protect, and enhance shoreline resources through implementation of the Oak Harbor Shoreline Master Program</b>	<b>No recommended change.</b>	
14, 14.a, 158, Shoreline	Assure protection of the unique character of the City of Oak Harbor and its shoreline environment while providing for compatible use of the shoreline.	No recommended change.	
14, 14.b, 158, Shoreline	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.	No recommended change.	
14, 14.c, 158, Shoreline	Ensure safe, convenient, and diversified public access to the water and shoreline, while protecting the natural environment and maintaining quality of life.	No recommended change.	
14, 14.d, 158, Shoreline	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.	Designate, protect and enhance forage fish spawning areas, eelgrass, shellfish areas, and shoreline areas used by bald eagles or great blue herons as fish, <b>salmonid habitat including nearshore areas</b> , and wildlife habitat conservation areas	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
14, 14.e, 158, Shoreline	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.	Ensure efficient movement of people, with minimum disruption of the shoreline environment and minimum conflict between different types of uses, through transportation systems, <b>including non-motorized systems,</b> <del>developed along the shoreline</del>	
	<b>New policy</b>	<b>Maintain no net loss of shoreline ecological functions resulting from new development or redevelopment of shoreline uses.</b>	
14, 14.f, 159, Shoreline	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.	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 <del>ecological functions</del> environment.	
14, 14.g, 159, Shoreline	<p>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:</p> <ol style="list-style-type: none"> <li>1. Avoid impact by not taking certain action or parts of an action.</li> <li>2. Minimize impact by limiting the degree or magnitude of action by use of technology or other means.</li> <li>3. Rectify impact by repair, rehabilitation, or restoration.</li> <li>4. Reduce or eliminate impact over time by preservation and maintenance operations.</li> <li>5. Compensate for impact by replacing, enhancing, or providing substitute resources.</li> <li>6. Monitor the impact and compensation project, taking appropriate corrective measures.</li> </ol>	<p>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:</p> <ol style="list-style-type: none"> <li>1. Avoid impact by not taking certain action or parts of an action.</li> <li>2. Minimize impact by limiting the degree or magnitude of action by use of technology or other means.</li> <li>3. Rectify impact by repair, rehabilitation, or restoration.</li> <li>4. <b>Minimize or eliminate a hazard by restoring or stabilizing the hazard area through engineered or other methods.</b></li> <li><del>Reduce or eliminate impact over time by preservation and maintenance operations.</del></li> <li>5. Compensate for impact by replacing, enhancing, or providing substitute resources.</li> <li>6. Monitor the impact and compensation project, taking appropriate corrective measures.</li> </ol>	
14, 14.h, 159, Shoreline	Protect and/or restore shoreline or water areas that have educational, scientific, archaeological, historic, or cultural value.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
14, 14.i, 159, Shoreline	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.	No recommended change.	
<b>CAPITAL FACILITIES</b>			
<b>1, 171, Levels of Service</b>	<b>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.</b>	<b>No recommended change.</b>	
1, 1.a, 171, Levels of Service	Predict facility needs for the next 20 years based on projections of anticipated population and business growth.	Predict <del>Predict</del> <b>Propose</b> facility needs for the next 20 years based on projections of anticipated population and business growth.	
1, 1.b, 171, Levels of Service	Prepare phased plans to identify needed public facilities to support existing and future growth projected in policy 1.a.	No recommended change.	
1, 1.c, 171, Levels of Service	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	No recommended change.	
1, 1.d, 171, Levels of Service	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.	No recommended change.	
1, 1.e, 171, Levels of Service	Phase the development of capital facilities to ensure sufficient lead-time financing, planning, and construction to provide the facilities when needed.	No recommended change.	
1, 1.f, 171, Levels of Service	Coordinate land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources.	<b>Annually review capital improvement projects and with upcoming development projects to ensure adequate financial planning consistent with the City's 20-year growth projections.</b> <del>Coordinate land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources.</del>	The policy was reworded to better identify the actions for the City.
1, 1.g, 171, Levels of Service	Support and encourage joint development and use of cultural and community facilities among governmental and/or community organizations.	No recommended change.	What actions is this policy establishing?

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
1, 1.h, 171, Levels of Service	<p>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.</p> <p>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.</p>	No recommended change.	
1, 1.i, 171, Levels of Service	The City will cooperate with private developers to address Capital Improvements financing programs when necessary.	No recommended change.	
<b>2, 172, Implementation</b>	<b>Implement capital facilities projects in accordance with the funding policy priorities of Oak Harbor.</b>	<b>No recommended change.</b>	
2, 2.a, 172, Implementation	<p>Program and prioritize City capital improvements for consistency with the Comprehensive Plan. The City's capital improvement funding priorities should be:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Reconstruction, major maintenance or expansion of the City's existing infrastructure in order to provide for service to the existing community.</li> <li>3. New projects where the need or demand for service already exists.</li> <li>4. Expansion projects in partially developed or developing areas where demand is anticipated as a result of, or in preparation for, future growth.</li> </ol>	No recommended change.	
2, 2.b, 172, Implementation	Evaluate capital projects that are included in the Six-Year Capital Facilities Plan for consistency with the Comprehensive Plan.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
2, 2.c, 172, Implementation	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.	No recommended change.	
2, 2.d, 172, Implementation	Locate only compatible public facilities in designated resource lands or critical areas.	No recommended change.	
2, 2.e, 172, Implementation	Promote high quality design and site planning in the construction of capital facilities.	No recommended change.	
2, 2.f, 172, Implementation	Encourage citizen involvement in the planning and siting of capital facilities.	No recommended change.	
2, 2.g, 172, Implementation	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.	No recommended change.	
	<b>New Policy</b>	<b>Annually review historical distribution of capital improvement projects and demographics. Identify correct actions to equally distribute services.</b>	This policy is recommended to address recent requirements to equitably distribution of public facilities and services under HB 1181.
<b>3, 173, Funding</b>	<b>Finance Oak Harbor's needed capital facilities in the most economic, efficient, and equitable manner possible.</b>	<b>No recommended change.</b>	
3, 3.a, 173, Funding	Ensure that the burden of financing capital improvements is equitably borne by the primary beneficiaries of the facility.		
3, 3.b, 173, Funding	Use general revenue only to fund projects that provide a general benefit to the entire community.	No recommended change.	
3, 3.c, 173, Funding	Determine which services or facilities are delivered most cost-effectively by the City and which services should be contracted to private entities.	No recommended change.	
3, 3.d, 173, Funding	Where appropriate, use special assessment, revenue and other self-supporting bonds instead of tax supported general obligation bonds.	No recommended change.	

Goal, Policy, Page Number, Theme/Sub Heading	Existing Policy (2016)	Proposed Policy Revision	Reasoning/Notes
3, 3.e, 173, Funding	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.)		
<b>4, 173, Diverse Services</b>	<b>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.</b>	<b>No recommended change.</b>	
4, 4.a, 173, Diverse Services	Monitor annually school, fire, police, waste disposal, utilities and other capital facilities to ensure existing and future needs are met.		
4, 4.b, 173, Diverse Services	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, 4.c, 173, Diverse Services	Encourage joint-use of corridors for major utilities, trails, and transportation rights-of-way. (See Utilities Element)	No recommended change.	