1) Call to Order and Roll Call

2) Approval of the Minutes – May 14, 2014

3) DISCUSSION: Historic Overlay and standards for the demolition of historic structures in the Central Business District

4) DISCUSSION: 2016 Comprehensive Plan Update – Review Executive Summary

5) Project Updates

6) Adjourn

Next Regular Meeting: August 6, 2014
MINUTES  
CITY OF LANGLEY  
PLANNING ADVISORY BOARD  
June 18, 2014

The meeting was called to order at 3:00 PM.

ATENDANCE: Gail Fleming, Sue Walsh, Dominique Emerson, Paul Goldfinger, Absent: Aaron Simpson  
Staff: Jeff Arango, Cheryl Knighton, Katie Haima.

Motion by Roger to approve the May 14 minutes with changes, second – Gail, approved.

DISCUSSION – Historic Overlay – Demolition of Historical Buildings

Jeff presented the board with a memo of his recommendations and process for adopting an ordinance for historic overlays and creating standards. He reminded the board that we are working on a tight timeline to get this adopted. At this time there are no resources to go by because there have not been any standards set in Langley. He gave some examples of standards for the demolition of historic structures that have been developed in another city. He thinks we should focus on the buildings that are on the National Registry at this time and then during the updating of the Comprehensive Plan, move on to setting up guidelines for buildings that have been altered.

Sue feels we should focus on a larger historical overlay in the 1st street area. We want to maintain the character of the buildings in the community and set up guidelines for creating a historical district. Jeff thinks this would take longer than the allotted time we have because of the 6 month moratorium.

There should be standards set that would address the process of demolition. What constitutes the historical structure? When may it be demolished? What will the process be? Look at a preservation program.

Thomas Gill feels that we need to set a standard for maintaining the buildings and that there needs to be a process/guidelines set before the demolition is allowed.

Sue thinks there should be some incentives set to restore the buildings. Lori McNeal agrees that it is expensive to maintain the historic character of the buildings. Paul would like to see something done sooner than later.

Jeff will take all of the recommendations and bring to the next meeting a draft ordinance for demolition standards for buildings listed on the national register of historic buildings.

DISCUSSION – 2016 Comprehensive Plan

Jeff passed out a draft overview of the Public Participation Program. Langley is required to complete its update by June 30, 2016. What are the goals? Who are the stakeholders? What are the roles of the PAB, the administration and the public? There is a schedule of the project timeline. It explains how the plan establishes policies for community growth. Sometime should be spent developing a visionary
element for Langley. Jeff hopes to use Blogs, the city website and public meetings as much as possible to get public input.

**Project Updates**

Second Street is done mostly. The tables and chairs for the plaza still need to arrive. All and all everyone is happy with the outcome. Some discussion on the Richard Francisco project.

The next meeting will be July 3.

Meeting adjourned 4:20PM
Memo

To: Planning Advisory Board (PAB)  
From: Jeff Arango, AICP – Director of Community Planning  
Date: July 2, 2014

Re: Standards for Maintenance and Demolition of Historic Buildings; First Street Design; Comprehensive Plan Update

Demolition and Maintenance of Historic Structures

At the June 18, 2014 PAB meeting the board and staff concurred on developing new regulations that address maintenance and demolition of historic structures in the Central Business District. Included in the packet is a draft proposal that addresses most of the issues discussed at the last meeting. Historic structures are defined in the proposal as any structure listed or eligible for listing on the National Register of Historic Places or the Washington State Heritage Register. Structures that are eligible for listing on these registers would therefore be the highest quality and most important historic structures in the community. Historic structures must be adequately maintained to avoid demolition by neglect and demolition should only be authorized under limited circumstances based on the structural integrity of the structure, an economic hardship or community benefits associated with the redevelopment proposal. Reconstruction should also be considered in situations where demolition is deemed appropriate. Other elements need further consideration such as incentives for historic preservation and whether the city should establish a process for condemnation should a property owner fail to maintain a historic building.

First Street Design

The PAB discussed the importance of preserving the character of First Street at the June 18, 2014 meeting and the option of establishing a historic overlay district or conservation district. A conservation district, which is essentially a form of a historic district with a lower concentration of historic resources than a traditional historic district, was also discussed. A conservation district will be considered during the comprehensive plan update process. However, some elements of design on First Street may be addressed as part of the attached proposal including:

- **Upper Level Setbacks** – The code currently states that upper level setbacks are required when developing along the north side of First Street down the bluff to Seawall Park. However, the code lacks specificity with respect to the depth of the setbacks or how many are required. Staff recommends clarifying this issue in the attached proposal by requiring a minimum of 5’ setback per floor with options to setback the ground floor and combine setbacks.
• **Building Width** – The original plat of Langley established 30’ lots and resulted in the human scale 30’ wide buildings along the street. The scale of the 30’ wide buildings is an important element of the overall character of First Street. New development should be designed to be compatible with the width and scale of existing.

_Comprehensive Plan Update 2016_

Attached for review is the executive summary of the existing comprehensive plan for review and discussion of the following:

1. What are the most important issues facing Langley in the next 20 years?
2. What should be preserved over the next 20 years?
3. What should change in Langley over the next 20 years?

These discussion items will be used as part of the process to develop a vision document to guide the development of the comprehensive plan update. The public will be asked to provide input on the same questions online to kick off the comprehensive plan update.
Chapter 18.16

CB ZONE – CENTRAL BUSINESS

Sections:
18.16.010 Principal uses.
18.16.020 Secondary uses.
18.16.030 Conditional uses.
18.16.040 Minimum lot size.
18.16.050 Maximum density.
18.16.060 Maximum lot coverage.
18.16.070 Maximum height.
18.16.075 Height modification.
18.16.080 Setbacks.
18.16.085 Commercial uses adjacent to residential zoning.
18.16.090 Binding site plan.
18.16.095 Building Width
18.16.100 Requirement to connect to city water and sewer systems.
18.16.110 Maintenance and Demolition of Historic Structures

18.16.070 Maximum height.

A. The maximum height in the CB zone is 30 feet; provided, that the height may be built to 35 feet with a pitched roof if the lowest part of the pitch begins no higher than 30 feet; provided further, that the height limit on the north side of First Street shall be 25 feet with the height measured from the center of the side(s) of the building fronting on First Street extended to the centerline of the First Street right-of-way; provided further, that on steeply sloping lots fronting on First Street, development shall step down the bluff and, thereby, better fit with the site terrain and be more compatible with the adjacent Seawall Park. A minimum setback of 5’ per floor is required, but up to two steps may be combined in a single setback. A larger setback at the ground level may satisfy part of the required upper level setbacks.

B. The city’s design review process will determine consistency with these requirements for each development application.

B. The building height governing the two blocks between Second and Fourth Streets on Cascade Avenue shall be 25 feet. In this area height will be measured from the center point of the side(s) of the building fronting Cascade Avenue extended to the centerline of the Cascade Avenue right-of-way. If the building is set back significantly down-slope (i.e., to the west) the total height may be up to 35 feet, but not to exceed the above-measured 25-foot elevation over Cascade Avenue. (Ord. 670, 1994; Ord. 650, 1993; Ord. 646, 1993; Ord. 566, 1990; Ord. 527, 1989)

18.16.095 Building Width

On First Street between Second Street and Anthes Avenue buildings shall be designed to be consistent with the original 30’ lots in the original Plat of Langley. For buildings wider than 30’ design elements including building setbacks and modulation, façade
materials, window and door placements or other design elements shall be incorporated to maintain consistency with the scale and character of the streetscape.

18.16.110 Maintenance and Demolition of Historic Structures

A. Purpose. The city desires to preserve the most important historic and cultural resources in the community through proper maintenance and limiting demolition unless specific criteria are satisfied. Demolition shall only be authorized when it has been determined that preservation is not reasonable or feasible based on the consideration of the structural integrity of the structure, an economic hardship or community benefits associated with a redevelopment plan. When demolition is the only viable option reconstruction should be considered. The City may require professional assistance in evaluating an application for demolition to determine compliance with the standards of this section.

B. Applicability. The standards and review process for demolishing a historic building shall apply to any structure that is listed or eligible for listing on the National Register of Historic Places or the Washington Heritage Register. The City may require an analysis by a qualified historic preservation consultant to be paid for by the applicant for any structure that is at least 50 years old to determine eligibility for the historic registers and the applicability of the standards herein.

C. Maintenance. All structures listed or eligible for listing on the National Register of Historic Places or the Washington Heritage Register shall be adequately maintained and the lack of proper maintenance shall not be justification for approval of the demolition of a historic structure through demolition by neglect. The City Building Official may inspect properties periodically and as necessary to determine compliance. The property owner shall be promptly notified of any noncompliance issues and given up to 30 days to correct the deficiency or fines in accordance with LMC 1.14 may be levied. Maintenance of historic structures shall be consistent with the following:

- a. Facades, which may fall and injure members of the public or property.
- b. Deteriorated or inadequate foundation, defective or deteriorated flooring or floor supports, deteriorated walls or other vertical structural supports.
- c. Members of ceilings, roofs, ceiling and roof supports or other horizontal members, which sag, split or buckle due to defective material or deterioration.
- d. Deteriorated or ineffective waterproofing of exterior walls, roofs, foundations or floors, including broken windows or doors.
- e. Defective or insufficient weather protection for exterior wall covering, including lack of paint or weathering due to lack of paint or other protective covering.
- f. Any fault or defect in the building which renders it not properly watertight or structurally unsafe.

D. Application for Demolition. An application for demolition shall be submitted to the Historic Preservation Commission for review at a public hearing and recommendation to the city council. Following a closed record hearing the city council shall make the final decision on an application for demolition of a historic structure as defined herein.

- a. A report from a licensed engineer qualified to assess the structural
integrity of historic buildings. The report shall address the ability for rehabilitation and reuse of the existing building as it pertains to the buildings structural integrity.

b. A statement from the applicant regarding compliance with the standards for demolition of a historic structure.

c. For sites not listed currently listed on a historic register a report from qualified historic preservation consultant documenting the structures eligibility for a historic register.

d. For applications requesting approval based on the community benefit standard below a plan for redevelopment of the site.

e. For applications based on the economic hardship or structural integrity standard any approval shall be conditioned on receiving all appropriate permits for redevelopment of the site. The structure shall not be demolished until a redevelopment plan has been approved unless the structure presents an imminent safety hazard as determined by the City Building Official.

E. Demolition Review Standards:

a. **Economic Hardship.** The continued operation of the historic structure is financially infeasible based on existing and reasonable assumed land uses. All options for adaptive reuse, expansion, resale, or relocation shall be considered and addressed in the application. The failure of the property owner(s) to maintain the building shall not be a valid justification for an economic hardship.

b. **Structural Integrity.** The structure is beyond repair and the cost of repairing and operating the building is not financially feasible or reasonable, or

c. **Community Benefit.** The redevelopment plan for the site has significant state, regional or community benefits in terms of urban design, ecology, and cultural or economic benefits. The redevelopment proposal shall consider and address impacts on adjacent historic properties and the entire district. The potential of incorporating historic structures into redevelopment plans shall be considered and is encouraged.

d. **Reconstruction.** The applicant shall consider reconstruction of the historic building if restoration is not determined to be feasible.

F. Approval for Demolition. Historic buildings that are approved for demolition require the applicant to comply with the following:

a. Any approval for the demolition of a historic structure shall require the applicant to document the building in accordance with the Historic American Building Survey (HABS)

b. Assurance from the applicant that the redevelopment plan as approved will be implemented if the historic structure demolition is approved based on the community benefit of the redevelopment plan. In addition, structures approved for demolition based on the community benefit shall not be demolished until the entire redevelopment project has received all regulatory permits. The City may require a bond or letter of credit as a condition of approval for the demolition of a historic structure.

c. The time between demolition and the commencement of construction shall not exceed 3 months unless an alternative timeline is specifically approved as part of the demolition approval from the City.
Definitions:
“Demolition by Neglect” shall mean: Deterioration of the exterior of the building to the extent that it creates or permits a hazardous or unsafe condition. Deterioration of exterior walls or other vertical supports, horizontal members, roofs, chimneys, exterior wall elements such as siding, wooden walls, brick, plaster or mortar to the extent that it adversely affects the character of the historic district or could reasonably lead to irreversible damage to the structure.
Executive Summary

This comprehensive plan guide was prepared by the City of Langley in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the City of Langley urban growth area and adjacent future growth area. It represents the community's policy plan for growth over the next 20 years. The introductory section contains the following:

- Why the City of Langley is planning
- Purpose of the Comprehensive Plan
- Public participation
- Vision of the Future for the City of Langley
- Plan implementation and monitoring
- Definitions
- Consistency with State Growth Management Goals
- Relationship to the Island County Comprehensive Plan Development Concept

WHY THE CITY OF LANGLEY IS PLANNING

To Implement the Growth Management Act
The Growth Management Act invests local government with significant decision-making power. The City of Langley has been directed to identify the concerns and goals of the community, to prioritize these goals, and to plan for how these goals will be achieved. While the Act requires the city to complete several planning measures, the outcome of the planning effort is in the hands of the city. Therefore, the City of Langley is working to create a comprehensive plan that establishes a clear intent and policy base, which can be used to develop and interpret local regulations.

To Promote Desired Changes and Preserve Community Assets
Planning is fundamentally about preservation and change. In order to preserve valuable community assets and promote desired changes the city must actively plan and effectively implement those plans. A plan is a set of actions taken towards a desired outcome whether that outcome is preserving a historic building or an infill development project. Each of these actions, to be successful, requires vision, planning analysis and community engagement. A plan is only as good as the extent to which it is implemented and therefore the city is planning in an attempt to control our future for the benefit of the entire community.
To Involve the Citizens in the Decision Making Process

Planning is both a process and a product. The process component of planning requires active civic engagement to make good decisions, gain public support, and ultimately lead to faster implementation of local plans. The process aspect of planning should not be confused as an end, but rather a means to an end, which is the realization of local plans. This is why we plan.

PURPOSE OF THE COMPREHENSIVE PLAN

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the City of Langley Urban Growth Area and in the adjacent future growth area. It represents the community's policy plan for growth over the next 20 years. The City of Langley is interdependent with other communities in the county, the unincorporated county area, and the Puget Sound region. In such circumstances, the long-term planning for the city needs to be adapted to unexpected or rapid changes. Therefore, rather than simply prioritizing actions, this plan assists the management of the city by providing policies to guide decision making. The plan includes the following elements:

- Sustainability
- Economic Development
- Land Use
- Housing
- Transportation
- Capital Facilities
- Utilities
- Parks, Open Space, and Waterfront

County-Wide Planning Policies
The County-Wide Planning Policies [Appendix A1] provide guidance in the planning process and are consistent with the comprehensive plan. These policies were originally jointly adopted on June 22, 1992, and amended on February 23, 1999, by the Island County Commissioners and the cities of Langley, Oak Harbor, and Coupeville.
Highlights of the policies are as follows:

• Urban growth boundaries extending beyond existing city limits should be based on city/town ability to provide urban services, since urban services should only be available in Urban Growth Areas (UGA).

• Promote retaining the rural character of Island County by accommodating urban growth in UGAs and establishing county development regulations that preserve rural character.

• Provision shall be made in the county’s and municipalities' regulations for siting "essential public facilities" (airports, state education facilities, solid-waste handling facilities, and related). These facilities should be in UGAs or not require the extension of municipal facilities/services.

• The county and municipalities should coordinate capital facilities planning and funding within UGAs.

• An economic development plan should be cooperatively developed by the private and public sectors.

PUBLIC PARTICIPATION

The City's planning agency is responsible for developing and recommending comprehensive plans and plan amendments for review and action by the City Council. Normally, the planning agency is composed of the City Planner and the Planning Advisory Board. However, in recognition of the multiple responsibilities of the Planning Board and the extent of effort involved in developing a comprehensive plan that complied with the State Growth Management Act, a six-member Growth Management Plan Committee was formed in 1992 to advise on the development of the Comprehensive Plan that was subsequently adopted in 1994. The committee consisted of a City Councilmember, community, and business interests.

The committee met twice monthly and conducted public meetings and hearings in conjunction with the Planning Advisory Board on the Plan Concept, Urban Growth Boundary and Draft Comprehensive Plan. The committee activities were advertised through newspaper articles, legal ads, posting of notices in City Hall, the post office and library, and newsletters sent to all property owners in December 1992, and November 1993. Workshops were also held with the City Council during preparation of the Draft Plan. A public meeting was also held with Island County to discuss planning approaches in and around the Langley Urban Growth Area.

A growth management survey was sent to all property owners in the city and surrounding area (in conjunction with Island County) early in the planning process. Responses were received from 30 percent of the property owners.
Since the adoption of the comprehensive plan in 1994 and the adoption of the development regulations implementing the comprehensive plan in 1995, the city has been periodically updating both the plan and regulations to maintain consistency with the State Growth Management Act and related requirements, to ensure that both the plan and regulations continue to reflect a long-range vision for the growth and development of the city, and to ensure to the greatest extent possible that the plan and regulations are consistent and clear in their purposes.

As part of the 2002 plan and regulations update, the City sent a questionnaire on growth to all property owners and residents of the city. The results of the questionnaire are used in the review of the plan and regulations. A copy of the questionnaire and a summary of the results are included as an appendix to this plan.

In 2006, in anticipation of a substantial Comprehensive Plan review and update, the City Council again expanded the City's planning agency by creating the Comp Plan Group (CPG). The CPG had 96 members including City officials, citizens, and business interests. Its structure consisted of an executive team to guide the process; advisory committees to research content; and the Integration Committee, composed of the chairs of the advisory committees, the members of the executive team, and the chair of the Planning Advisory Board. The Integration Committee had the statutory responsibility to recommend the Comprehensive Plan amendments to the City Council. Meetings of the advisory committee and the Integration Committee were appropriately noticed and open to the public. The code establishing the CPG is included as an appendix to this plan.

In addition to the broad and inclusive membership in the Comp Plan Group, four "town meetings" were held to get input from the general public, newspaper articles covered the work of the CPG, reports from the advisory committees were posted on the Langley Community Forum website with open public access, and drafts of the various new or amended Comprehensive Plan elements were also posted on this website for public review. Public comment was received through writing and at the public meetings of the Integration Committee and the City Council.

**VISION OF FUTURE FOR THE CITY OF LANGLEY**

The future of Langley is determined both by the actions and plans of those who have come before us and by those today who take an active part in shaping the city’s future. Active citizen involvement is essential if Langley is to be the result of planned, purposeful actions or the result of a series of unplanned, uncoordinated events. Each generation makes a contribution to the future of the city. This plan reflects the current attempt to define the future of Langley. Langley will continue to grow and change but not lose its essential character and vitality as a small town set in a semi-rural setting with a well-defined center with commercial, cultural, and residential components within walking distance for many residents and tourists alike. The city is further characterized by stunning views of Puget Sound and mountains; friendly, neighborly people; and an appreciation of the surrounding environment.
The vision should be read as describing the community we wish Langley to become in the next 20 years.

Langley is the most diverse community on South Whidbey, with its cultural, boating, tourist, and commercial activities and services. What sets Langley apart from all other centers on South Whidbey is the diversity of residential, commercial, cultural, recreational, and educational activities that flourish and continue to grow. The city is marked by a strong retail center in the downtown area, catering to both residents and tourists. Tourism is integrated into the local economy; the affordability of housing, goods, and services is maintained for residents; and the livability of the community endures. Pedestrian access has been enhanced as a means of preventing a further commitment to vehicular facilities (parking areas have been designated outside the downtown area to relieve downtown congestion and facilitate pedestrian movement in the downtown area). By making pedestrian circulation easy and enjoyable, the downtown core and strong residential community can be maintained and enhanced.

Cottage-based industries and home occupations have a strong presence in the community. The waterfront area is characterized by public parks, pathways, marine-related industry and the major marina on South Whidbey, serving both residents and visitors.

Langley is a regional center of culture. The city offers high-quality arts and entertainment and hosts many festivals and events. Anywhere in town, we are only a convenient bike ride or walk from work, classes, dining, entertainment and recreation. This closeness reinforces the tie between Langley’s economy, culture, and residential community. People live here because they enjoy being in the midst of the natural beauty and cultural amenities in Langley.

The nine goals identified below are deemed to be essential in maintaining a satisfactory quality of life for Langley. These goals will endure as the comprehensive plan is implemented, specific measurable tasks are accomplished, and changes occur. As the comprehensive plan is updated to account for changing conditions and completion of the policies or objectives identified in each element, the goals in this vision will provide direction for such revisions.

- The City of Langley should provide an effective stewardship of the environment to protect critical areas and conserve land, air, water, and energy resources.

- The City of Langley should encourage changes that promote livability, pedestrian orientation, and thoughtful design, and limit stress factors such as noise and air pollution and traffic congestion.

- The City of Langley should use local resources whenever possible to encourage local involvement in community actions and to enhance community pride. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism and activism.
• The City of Langley should encourage the local economy by providing a timely review of projects and allowing a diversity in the range of goods and services, and recognize that as the economy changes, employment opportunities should be balanced with a range of housing opportunities.

• The City of Langley should enhance the opportunities for enjoyment of recreational activities, providing a range of activities for all ages. The enjoyment and educational value of such activities is enhanced by diversity in the available choices.

• The City of Langley should encourage and support cultural activities and the arts as an integral element of the community.

• The City of Langley should identify the public improvements needed to properly serve existing and planned future growth and the means to finance these improvements so that they are implemented in a timely and equitable manner.

• The City of Langley should encourage community support by ensuring that officials are accessible to the public.

The city is also committed to working with Island County, Port of South Whidbey, Island Transit, South Whidbey School District, and other relevant jurisdictions to coordinate and resolve regional issues.

**PLAN IMPLEMENTATION AND MONITORING**

This section outlines the plan implementation and monitoring procedures developed in order to establish a system for measuring progress and success obtained in implementing the goals, objectives, and policies in the City of Langley's Comprehensive Plan. This process also prepares the city for updates in the future.

Although adopted by ordinance, a comprehensive plan has traditionally been a policy document with the implementation carried through by land development regulations and other ordinances. However, the Growth Management Act has established a planning process whereby policies, regulations, capital facilities, and methods of financing all constitute one comprehensive plan.

In reviewing regulations for consistency, the city should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan, other regulations will be enacted as necessary to implement the land use plan.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. In particular, pursuant to the State Growth Management Act, the plan can be updated no more often than once a year to
reflect revisions to the Office of Financial Management population estimate and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level-of-service standards.

The community's vision and quality-of-life goals provide long-range guidance for the city. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policies are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendments to the comprehensive plan can be requested by the City Council, Planning Advisory Board, or by any affected citizen or property owner. However, the plan may not be amended more than once a year, and therefore, requests for amendment will be deferred to the time of the annual public review. The Planning Advisory Board shall review the comprehensive plan and propose any needed amendment(s). A public hearing will then be held to solicit comment. After further review a formal recommendation will be made to the City Council. The Council may hold a public hearing, make modifications if necessary, and adopt the proposed amendment(s) to the comprehensive plan. By reviewing and updating the plan on a regular basis, Langley can rely on this document in decision-making and can maintain public interest and support of the planning process.

**Plan Monitoring/ Amendments**

The policies listed below establish a framework for monitoring and amending the Comprehensive Plan. The purpose is to monitor implementation of the plan for consistency with the city vision, Growth Management Act requirements and policies, and the Island County Planning Policies and make amendments as necessary.

**Policies:**

1. The Planning Advisory Board shall make a report to the Mayor and City Council on implementation of the Comprehensive Plan in conjunction with the recommendations for comprehensive plan and development regulations amendments.

2. Requests to initiate plan amendments will be considered no more than once each year. All proposed amendments must be considered concurrently so that the cumulative effect of various proposals can be evaluated.

3. Requests to initiate plan amendments may emanate from the Mayor, City Council, Planning Advisory Board, or the general public but will be implemented through the plan amendment procedures established in the City Code (i.e., via a public review process conducted by the Planning Advisory Board and adoption by the City Council).

4. At a minimum, the city shall review and revise the Comprehensive Plan pursuant to the mandatory review and update requirements of the Growth Management Act.
DEFINITIONS

Adequate Capital Facilities means facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Agricultural Land means land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products; or of berries, grain, hay, straw, turf, seed, or Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140; or livestock; and that has long-term commercial significance for agricultural production.

Arterial [Minor] means a roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial [Principal] is a roadway providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Capacity is the measure of the ability to provide a level of service on a public facility.

Capital Budget means the portion of each local government’s budget that reflects capital improvements for a fiscal year.

Capital Facility means a physical structure owned or operated by a government entity that provides or supports a public service.

Capital Improvement means physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multiyear financing.

Collector is a roadway providing service that is of relative moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses are activities within land areas that are predominantly connected with the sale, rental, and distribution of products, or performance of services.
**Comprehensive Plan** means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the State Growth Management Act.

**Concurrency** means that adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and of "available capital facilities" as defined above.

**Consistency** means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

**Coordination** means consultation and cooperation among jurisdictions.

**Contiguous Development** means development of areas immediately adjacent to one another.

**Critical Areas** include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geological hazardous areas.

**Density** is a measure of the intensity of development, generally expressed in terms of dwelling units per acre. Can also be expressed in terms of population density (i.e., people per acre). Useful for establishing a balance between potential local service use and service capacities.

**Domestic Water System** means any system providing a supply of potable water for the intended use of a development, which is deemed adequate pursuant to RCW 19.27.097.

**Financial Commitment** means that sources of public or private funds or combinations thereof have been identified that will be sufficient to finance capital facilities necessary to support development, and there is assurance that such funds will be timely put to that end.

**Forest Land** means land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees.

**Geological Hazardous Areas** means areas that because of their susceptibility to erosion, sliding, earthquakes, or other geological events are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

**Growth Management** is a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.
**Household** includes all the persons who occupy a group of rooms or a single room that constitutes a housing unit.

**Impact Fee** is a fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

**Industrial Uses** are the activities predominantly connected with manufacturing, assembly, processing, or storage of products.

**Infrastructure** means those man-made structures that serve the common needs of the population, such as: sewage disposal systems, stormwater systems, utilities, and roadways.

**Intensity** is a measure of land uses activity based on density, use, mass, size, and impact.

**Joint Planning Area** means that area jointly adopted by the City of Langley and Island County that is located adjacent to the city limits or the Urban Growth Area boundary and in which development may have an impact on the city and, therefore, where the city should be given an opportunity to comment as part of the County development review process.

**Land Development Regulations** means any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building construction, sign regulations, binding site plan ordinances or any other regulations controlling the development of land.

**Level of Service (LOS)** is an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

**Long-term Commercial Significance** includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas and the possibility of more intense uses of the land.

**Local Road** is a roadway providing service that is of relatively low traffic volume, short average trip length, or minimal through traffic movements, and high-volume land access for abutting property.

**Manufactured Housing** is conventional housing utilizing pre-manufactured components.

**Mobile Home** is a single portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:
a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only, and which contains independent kitchen, sanitary, and sleeping facilities;

b. designed so that each housing unit can be transported on its own chassis;

c. placed on a temporary or semi-permanent foundation; and

d. over thirty-two feet in length and over eight feet in width.

**Multi-Family Housing**, as used in this plan, means housing that is designed to accommodate three or more households.

**Open Space** as used in this plan, includes hazardous and environmental critical areas, such as steep slopes, wetlands, and wildlife corridors; recreational sites, such as playgrounds, parks, and learning centers; lands that shape urban form, such as forested areas and trails; and aesthetic value lands, such as scenic corridors and viewsheds.

**Open Space Corridor** means a linked, connected, and continuous network of open spaces that includes, as defined in RCW 36.70A.160, lands useful for recreation, wildlife habitat, trails, and the connection of critical areas.

**Owner** means any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease, or sublease any form of real property.

**Planning Period** means the 20-year period following the adoption or update of a comprehensive plan.

**Public Facilities** include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

**Public Services** include fire protection and suppression, law enforcement, recreation, environmental protection, and other governmental services.

**Regional Transportation Plan** means the transportation plan for the regionally designated transportation system that is produced by the Regional Transportation Planning Organization.

**Regional Transportation Planning Organization (RTPO)** means the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties that have common transportation interests.
**Resident Population** means inhabitants counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

**Right-of-way** is land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Rural Land** means all lands that are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber, or the extraction of minerals.

**Sanitary Sewer Systems** means all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

**Shall/Will** means a directive or requirement.

**Should** means an expectation.

**Single-Family Housing**, as used in this plan, means a detached housing unit designed for occupancy by not more than one household.

**Solid Waste Handling Facility** means any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

**Subarea planning** means planning at a scale less than the entire city with the aim of adopting place- and context-specific approaches to permitted land uses and densities, natural resource preservation and conservation, neighborhood and site design and provision of public facilities and services. Such planning shall be coordinated between subareas and consistent with City-wide goals and policies.

**Transportation Facilities** includes capital facilities related to air, water, or land transportation.

**Transportation Level of Service Standard** means a measure that describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

**Transportation System Management (TSM)** means low capital expenditures to increase the capacity of the transportation network. TSM strategies include but are not limited to signalization, channelization, and bus turnouts.

**Transportation Demand Management Strategies (TDM)** means strategies aimed at changing travel behavior rather than at expanding the transportation network to meet
travel demand. Such strategies can include the promotion of work-hour changes, ride-sharing options, parking policies, and telecommuting.

**Urban Growth** refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

**Urban Growth Area:** means those areas designated pursuant to RCW 36.70A.110.

**Urban Governmental Services** includes those governmental services historically and typically delivered by cities, including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

**Utilities** mean facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of electricity, telecommunications services, and water and for the disposal of sewage.

**Visioning** means a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

**Wetland** means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the city.

**Zoning** means the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

**CONSISTENCY WITH STATE GROWTH MANAGEMENT GOALS**

The data used to develop this Comprehensive Plan are the best available. The city has also coordinated its plan with that of Island County and the Island/Skagit Regional
Transportation Planning Organization in order to achieve compatibility and consistency. In addition, the comprehensive plan has considered the Growth Management Act's thirteen goal areas and has incorporated these goals, where applicable.

**GROWTH MANAGEMENT ACT GOALS**

**Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

**Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

**Transportation.** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

**Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

**Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

**Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

**Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

**Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.

**Open Space and Recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

**Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

**Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

RELATIONSHIP TO THE ISLAND COUNTY COMPREHENSIVE PLAN

DEVELOPMENT CONCEPT

Island County adopted a Growth Management Act Comprehensive Plan in September 1998. Consistent with GMA requirements, the plan designated the three cities/town in the County as Urban Growth Areas. Based on a proposal from the City the County adopted an Urban Growth Area boundary that was slightly larger than the city limits in order to have the land area necessary to accommodate the growth anticipated for the city. In addition, an area of potential future growth expansion was identified outside the UGA. This area is known as the Joint Planning Area. Subsequent to the County adoption of the comprehensive plan and development regulations to implement the plan, the City and County worked jointly on preparation of an interlocal agreement to address the following:

1. Establish and implement policies and procedures governing annexation by the city of properties in the unincorporated portion of the UGA
2. Establish and implement development regulations and procedures governing the review and approval of development in the unincorporated portion of the UGA
3. Amend the Langley UGA as necessary to accommodate the growth expected to occur in Langley through the year 2020.
4. Modification of County zoning regulations to create a new UGA zone district for the Langley UGA.

The interlocal agreement was adopted in June 1999. In November 1999, the County adopted the new UGA-Langley zone district and the associated land use regulations. In February 2001, the County adopted modified UGA and JPA boundaries as recommended by the City.