



City Council Committee Meeting Agenda

Community Development Committee

This meeting will be conducted by telephone and online,
connection information will be posted on the City Website –

<https://www.stanwoodwa.org>

Thursday June 10, 2021 6:00 PM

1. Permitted Use Matrix Code Amendment Update
2. Aerial Photography for GIS Mapping
3. Stanwood Port Susan Trail Grant
4. Parks and Recreation Feasibility Study Update and Exercise
5. 68th and 80th Avenue Traffic Study Results

Community Development Committee

Please click this URL to join:

<https://us02web.zoom.us/j/88397244682?pwd=VWMvTVVVLNjR0SmNicmw5azVmbTdndz09>

Webinar ID: 883 9724 4682

Passcode: 648235

Or Join by Telephone (253) 215-8782



**CITY OF STANWOOD
COMMUNITY DEVELOPMENT COMMITTEE
AGENDA STAFF REPORT**

DATE: June 10, 2021

SUBJECT: June CDC Agenda Topics

FROM: Patricia Love, Community Development Director

Permitted Use Matrix Code Amendment Update

At the Planning Commission meeting on May 10th the commissioners discussed the Permitted Use Matrix for the Commercial and Mixed-Use zones. After a lengthy discussion regarding the current listed uses, there will be many uses that are consolidated within the matrix. The main areas of consolidation are in the Automobile Services, Office, Personal Services, and Retail Trade. Staff will be working on the consolidation process for these zones, along with the Industrial zones and will be taking the revised matrix back to the commissioners at the June meeting for final adjustments.

The Planning Commission also reviewed House Bill 1220, which passed the Senate in April and is awaiting the Governor's signature. This bill adds requirements to the Housing Element of the Comprehensive Plan to accommodate for moderate, low, very low and extremely low-income households and to implement policies and regulations to address and begin to undo racial impacts, displacement, and exclusion in housing caused by local policies, plans and actions. The moderate-income household definition is new and accounts for income levels at 120 percent of the Area Median Income (AMI). There are also code requirements that need to be added to the Permitted Use Matrix involving emergency housing, emergency shelters, and permanent supportive housing. These additions will be added to the residential and commercial areas affected by these new required uses. The bill also is requiring changes to the Accessory Dwelling Unit (ADU) code section. This will entail additional code sections to be changed and the city will need to address utilities and public improvements regarding ADU's.

Aerial Photography for GIS Mapping

In 2020 Snohomish County commissioned an aerial flight of the entire County to obtain aerial photography in the quality necessary to use as base maps for GIS mapping purposes. The County reached out to all cities to determine their interest in participating in a cost sharing option to obtain copies for individual jurisdictional use. The County intends to update the aerial photography every two years so that the base maps can keep pace with construction and development.

As part of the 2021 – 2022 Budget, staff included costs to obtain aerials for Stanwood and our urban growth areas. This work has been completed and the files are ready to be distributed. To finalize the transaction, an amendment to the City's Interlocal Agreement is necessary. The City Administrator is

currently working on the proposed language amendments and we anticipate that the amended ILA will be ready for Council approval on their second meeting date in May or early June.

The cost for the city to participate in this program is just under \$2,400.00 per year.

Stanwood Port Susan Trail Update:

The design and permitting of the Stanwood – Port Susan trail Phase 2 segment is in our 2021 work plan. Our goal is to design and construct a 6-10 foot wide pedestrian trail that starts at the 88th Avenue park and ride lot, connects to the SR 532 Berm that was recently constructed, loops the water treatment plant, passes through Hamilton Landing Park and connects to the Stillaguamish River overlook platform behind Mission Motors that was built and donated to the City by a local Eagle Scout.

The overall goal of the project is to create an enjoyable walking experience for the community by including pedestrian plaza areas, river viewpoints, benches, educational interpretative signs, and pedestrian connections to downtown shopping areas at 92nd Avenue.



In the 2020 legislative session, the city was awarded funds for construction of the Stanwood Port Susan Trail in the amount of \$452,252.00. In 2021 another \$742,000.00 was put in the state capital budget. Staff will be working with the state on preparing the contracts and will then bring them to the full Council for acceptance.

Parks and Recreation Feasibility Study Update:

The 2021 / 2022 biennial budget and associated work plan includes the development of a Parks & Recreation Feasibility Study. The purpose of this study is to help the City determine how best to provide parks, recreational programming and special events to the Stanwood / Camano community. Berk Consulting was hired to help the City evaluate what service models would work best for Stanwood.

Berk has met with the Parks and Trails Advisory Committee (PTAC) and the Economic Development Board (EDB). The Advisory Committee meeting is scheduled for June 2nd. These groups have been asked:

- What role should the City play in providing parks, open space, recreation, and special events to the residents of Stanwood and the larger Stanwood / Camano community.
- What benefits could the City hope to gain from investments in parks, recreational, or special event programming?
- What is the City currently doing well that should continue and what should be changed?
- Who would be potential City partners?

As a follow up to the information gathering meetings, committees were asked about parks and recreational funding: if you had \$100.00 how would you allocate those dollars between: parks, recreation and special events. We'd like to get the Community Development Committee's opinion on this question as well. Your responses will be added to the other responses.

At Home Exercise

Recognizing resource constraints, where would you concentrate resources and what would you prioritize in each area?

- **Parks and open spaces** (may require additional capital investment) - high, medium, or low investment?
- **Recreation programming** (may require capital investment in a new facility) - high, medium, or low investment?
- **Special events** - high, medium, or low investment? Should the City fund special events entirely or should other organizations be expected to contribute financially? (may require additional capital investment)

To make it a little more concrete, if you had \$100 to allocate to these three areas, how much would you assign to each?

Parks and Open Spaces	Recreation Programming	Special Events
\$	\$	\$

68th and 80th Avenue Traffic Study Results:

The Community Development Department's 2021 work plan included preparing a traffic study on 68th Avenue and 80th Avenue in response to multiple comments and concerns about heavy traffic and excessive speeding along these roads. Our on-call traffic engineering consultants, TranspoGroup, was hired to conduct the studies. Work focused on two issues: traffic speeds and potential mitigation measures.

Using “streetlight data” which is traffic information obtained from cell phone tracking, TranspoGroup was able to determine average trip speeds and provide some proposed traffic calming options. Data was gathered for 2019 and 2020. Recommendations are based on the 2019 data due to the COVID-19 pandemic in 2020.

One comment repeatedly heard from the community is that the high traffic volume and speed on these roads was due to the pass-through traffic – or non-city resident traffic – headed north to 300th Street and Lake Ketchum. The origin and destination study showed that the majority of traffic on 68th and 80th is from city residents, living in the uptown neighborhoods.

68th Avenue Origin and Destination Summary

Roadway Classification: Urban Major Collector

Trip Origin / Destination: 77% In City Trips / 23% Pass Through Trips

Average Daily Trip (ADT)	2019	% of Trips	2020	% of Trips
Weekend	491	44%	446	46%
Weekday	632	56%	518	54%
Total:	1,123	100%	964	100%

80th Avenue Origin and Destination Summary

Roadway Classification: Urban Minor Collector

Trip Origin / Destination: 80% In City Trips / 20% Pass Through Trips

Average Daily Trip (ADT)	2019	% of Trips	2020	% of Trips
Weekend	808	46%	683	45%
Weekday	944	54%	834	55%
Total:	1,752	100%	1,517	100%

Collector roads are intended to connect local roadways to the larger arterial street system and access to residential neighborhoods, schools, and parks. These streets typically have lower speeds with street volumes of up to 10,000 average daily trips. While the traffic characteristics is similar on both roads – origins and destination percentages and split between weekend and weekday traffic - the volumes are higher on 80th Avenue. However, both streets fall within the parameters for a collector road.

In reviewing traffic calming options along these corridors, improvement thresholds are based on traffic speeds and best management practices as described below.

Traffic Calming thresholds			
	Average Speed	85th Percentile Speed	Traffic Calming Recommendations
Expected Range	At or Below Posted Speed Limit	0-5 mph Over Posted Speed Limit	None
Minor Speeding	0-5 mph Over Posted Speed Limit	5-10 mph Over Posted Speed Limit	Education and Enforcement
Significant Speeding	6+ mph Over Posted Speed Limit	10+ mph Over Posted Speed Limit	Education, Enforcement, & Physical Traffic / Roadway Improvements

Study Findings:

68th Avenue	80th Avenue
<ul style="list-style-type: none"> ▪ Generally, speeds are within or below the posted speed limits with a few spikes. ▪ Traffic falls into the “Expected Range” category. ▪ Suggested minor traffic improvements include: <ul style="list-style-type: none"> ○ Add high visibility speed signage ○ Add on-pavement speed signage ○ Use of mobile speed feedback signs 	<ul style="list-style-type: none"> ▪ South of 280th Street traffic characteristics fall into the “Minor Speeding” category ▪ North of 280th Street traffic characteristics indicate a significant speeding concern as people are speeding up to the County speed limit (35 mph) or not decelerating fast enough to the City speed limit (25 mph). ▪ Suggested traffic improvements include: <ul style="list-style-type: none"> ○ Add high visibility speed signage ○ Add on-pavement speed signage ○ Use of mobile speed feedback signs ○ Mini roundabout at 284th ○ Add profile striping ○ Complete sidewalks ▪ Evaluate need for a mini roundabout at 280th for sight distance and traffic calming measures with future development.

The following graphics highlight the recommended improvements for 68th Avenue and 80th Avenue.



68th Ave NW - Corridor Concept

1.21010.00 - Stanwood On-Call 2021

May 12, 2021 - 9:54am janetl M:\21\1.21010.00 - Stanwood On-Call 2021\Engineering\CAO\Conceptual\Concept.dwg Layout: 68TH

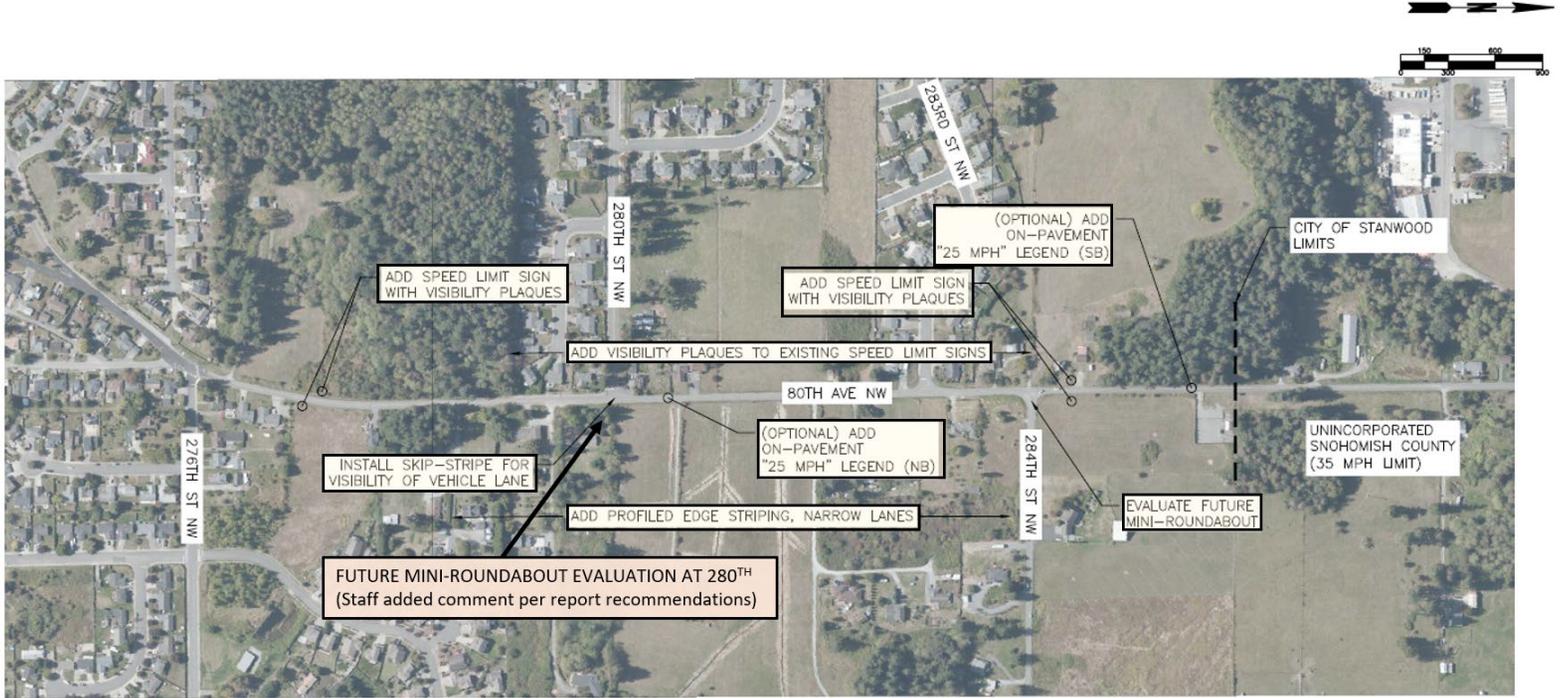
May 12, 2021



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80th Ave NW - Corridor Concept

1.21010.00 - Stanwood On-Call 2021

May 12, 2021 - 9:55am jarel M:\21\1.21010.00 - Stanwood On-Call 2021\Engineering\CAD\Conceptual\Concept.dwg Layout: 80th

May 12, 2021



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