



# City Council Committee Meeting Agenda

## Parks and Trails Advisory Committee

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

<https://www.stanwoodwa.org>

Monday, July 19, 2021 3:00 PM

1. Call to Order & Roll Call
2. Citizen Comments
3. Approval of June 2021 Meeting Minutes
4. Boy Scout proposal for dugouts - Leif Stadler
5. Stanwood Port Susan Trail Alignment Cost Estimates
6. Parks and Recreation Feasibility Study Update
7. Park Updates
  - Heritage – Baseball Fields
  - Hamilton – SEPA
  - Church Creek – next steps

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Zoom Information:

### Parks and Trails Advisory Committee

Please click this URL to join:

<https://us02web.zoom.us/j/88384211757?pwd=ZTdkRVdmMlhxNkxKM1VIWmFrNmRCUT09>

Zoom Online Meeting

Webinar ID# 883 8421 1757

Passcode: 017026

Or Join by Telephone (253) 215-8782



**CITY OF STANWOOD  
PARKS AND TRAILS ADVISORY COMMITTEE  
AGENDA STAFF REPORT**

**DATE:** July 19, 2021  
**SUBJECT:** July PTAC Agenda Topics  
**FROM:** Carly Ruacho, Senior Planner

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As we have previously discussed, there are two potential design options for crossing the wetland area near 98<sup>th</sup> Avenue and the entrance to the Public Works Water Treatment property for the Stanwood Port Susan Trail Phase 2). Option 1 is an elevated boardwalk option through the wetland providing separation from the Public Works buildings and operations. This option has 2 concepts for boardwalk decking:

Option 1-Concept 1 Boardwalk with fiberglass grating

Option 1-Concept 2 Boardwalk with Trex planks.

Option 2 is a retaining wall style design hugging the existing slope into the wetland near the Public Works shop building and entrance road. If this option is selected, the trail would be placed on the earth fill and located at grade.

An elevated boardwalk would provide a very enjoyable and unique experience that would undoubtedly be a regional draw if selected. It would allow a very interactive walk through the natural wetland area (which is proposed to be enhanced with vegetative plantings through this project) as well as up-close encounters with birds and wildlife in the area. The boardwalk option also provides increased security and separation for the Public Works operations existing on the property. The earthen path along at grade would be a lower maintenance option and require less time from our operations staff in Public Works. Staff as well as this Committee recommended a boardwalk option if it is financially feasible with current budget limitations. That recommendation is now moving through the Council subcommittees with the cost estimate information for each option and a final decision will be made by City Council after review by all applicable committees is complete.

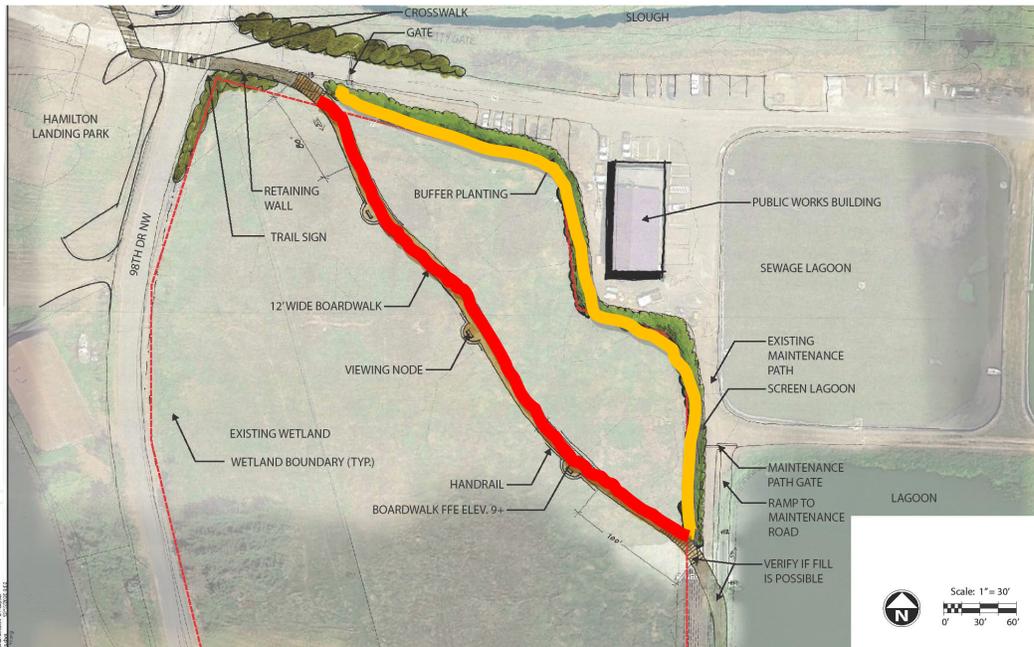
Looking west over the wetland (proposed location of Option 1):



Looking west along Public Works Road Shop building and entrance road (proposed location of Option 2):



Proposed Trail Options:



Port Susan Trail - Preliminary Design

2/16/21

Detail Area Plan 4 Boardwalk on Wetland

City of Stanwood



-  The solid red line represents the proposed location of the boardwalk through the wetland (Option 1).
-  The solid yellow line represents the retained, earthen trail (Option 2).

Cost Estimates:

Option 1-Concept 1 Boardwalk with fiberglass grating	Option 1-Concept 2 Boardwalk with Trex planks	Option 2-Retaining wall and earthen fill trail
\$1,139,338	\$909,914	\$680,957
+\$458,381	+\$228,957	

The Committee should note that the costs presented here are not the total project costs (including design and permitting, etc.), but reflect that portion of the construction costs that are variable depending on which option is selected. If Option 2 is considered the base cost then Boardwalk Option 1 (with Trex planks) is an additional \$228,957 and Boardwalk Option 1 (with fiberglass grating) would be an additional \$458,381. The total project cost depending on the selected optional alignment is between roughly \$2.4 and \$2.8 million. Total costs will vary some depending on which option is selected due to different permitting and mitigation requirements for the construction type and location.