City of Stanwood

City Council Packet

Stanwood City Council
Regular Meeting

Thursday, September 23, 2021

AGENDA **AMENDED**
CITY COUNCIL REGULAR MEETING
Thursday, September 23, 2021 – 7:00 p.m.
This meeting will be conducted by telephone and online, connection information will be posted on City Website— https://www.stanwooodwa.org

Stanwood City Hall
10220 270th St. NW, Stanwood, WA 98292

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF THE AGENDA**
4. **CITIZEN COMMENTS**
   Anyone wishing to provide written or oral public comment, must pre-register by 9:00 a.m. the day of the meeting, by calling 360-454-5213, or by clicking on this link: https://stanwoodwa.org/FormCenter/City-Clerk-5/City-Council-Meeting-Remote-Public-Comme-61
5. **COMMITTEE REPORTS**
   a. Planning Commission Meeting Minutes – July 12, 2021 **5-1**
6. **CONSENT AGENDA**
   a. Approve Vouchers and Payroll Checks **6-1**
   b. Approve September 09, 2021 Regular City Council Meeting Minutes **6-4**
   c. Appointment of New Parks and Trails Advisory Committee Member – Cathy Wooten **6-10**
7. **NEW BUSINESS**
   a. Ordinance 1493C – Extend Enhanced Service Facilities Interim Regulations **7-1**
   b. 80th Avenue / 68th Avenue Traffic Study Results **7-7**
   c. Heritage Park Master Plan and Project Priorities **7-36**
   d. Church Creek Park Master Plan and Project Priorities **7-41**
   e. Approve the Mayor Appointment of Interim City Administrator – Shawn Smith **7-67**
8. **CITIZEN CLOSING COMMENTS – REMOVED VIA MOTION AT THE 3-26-20 MEETING**
9. **REPORTS OF OFFICERS AND COMMITTEES**
   a. Mayor's Report
   b. City Administrator's Report
   c. Councilmember Reports/Questions
10. **ADJOURN TO EXECUTIVE SESSION PURSUANT TO DISCUSS THE PERFORMANCE OF AN EMPLOYEE PURSUANT TO 42.30.110(1)(G) AND TO DISCUSS POTENTIAL/PENDING LITIGATION PURSUANT TO RCW 42.30.110(1)(I)**
11. **ADJOURN**

Upcoming Meetings:
October 14, 2021 Regular Meeting
October 14, 2021 Special Workshop Meeting
October 28, 2021 Regular Meeting
November 08, 2021 Regular Meeting – Monday

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	5a
DATE:	September 23, 2021
SUBJECT:	Planning Commission Meeting Summary
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENTS:	A – July 12, 2021 Meeting Minutes

SUMMARY STATEMENT

Summary from the July 12, 2021 Planning Commission Meeting are attached to this staff report for approval as presented

Planning Commission Meeting Minutes July 12, 2021

Call to Order 6:00 pm

Roll Call

Present: Cody Davis
Larry Sather
Eric Warnat
Patrick Hosterman
Marcus Metz

Staff Present: Patricia Love
Amy Bergemeier

Absent: Monae Birkhofer, Justin Burns

Also known to be present: Peggy Wendell

Public Requests and Comments: N/A

Approval of Minutes:
The Minutes of June 14th, 2021 were approved as written.

New Business:
Residential Uses on 102nd Ave
The City has received many requests to allow residential development on the vacant lots along 272nd, but because of the permitted use matrix restricts all residential except mixed-use development, these lots have not developed. In addition, due to the limited size of the vacant lots, building financially viable mixed-use developments on these lots has proven to be unmarketable. In order to make mixed-use development viable in this area, lots would need to be consolidated and existing housing uses demolished for new incoming development.

Options to Consider:

- Maintain existing allowed uses as is and only allow new-mixed use developments
- Allow existing residential structures to convert to a mix of commercial / home office / retail and residential uses without the requirement that the residential portion of the building be accessory to the commercial use. Building codes could potentially limit development options.
- Allow single family residential homes north of 272nd Street with footnote in permitted use matrix.
- Allow "missing middle" housing north of 272nd Street with footnote in permitted use matrix.
- Allow both single family and missing middle housing north of 272nd Avenue with footnote in permitted use matrix.

- The Commission discussed the request in detail and are supportive of the option to allow single family residential homes north of 272nd Street with footnotes.

PUD Pole and Storage Yard:

Snohomish County PUD is in the process of constructing several infrastructure upgrades to support future growth and reliability of PUD's electrical service to North Stanwood and Camano Island. Part of that work included building a new substation off Pioneer Highway next to the cemetery. This project has been approved and is currently under construction. Another component of their long-range plans is to surplus their pole yard in downtown Stanwood. They need a larger, new location to store poles and construction supplies; preferably with easy and timely access to Stanwood and Camano Island. They have proposed to use a portion of the Pioneer Highway site for this use.

- The Planning Commission is supportive of this.

Old Business:
Permitted Use Matrix Code Amendments

Director Love will finish up the changes to the Permitted Use Matrix and present it as revised to the Commission during the September meeting.

Miscellaneous Business:

Recent Council Action on Commission Items:

Upcoming Items:

A motion to adjourn was made by Larry Sather and seconded by Cody Davis.
Adjourn: 7:35 pm

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	6a
DATE:	September 23, 2021
SUBJECT:	Approval of Voucher and Payroll Checks
CONTACT PERSON:	Amy Bergemeier, Accounting Specialist
ATTACHMENTS:	A - Voucher Check Detail

SUMMARY STATEMENT

Approve issuance of Washington Federal Bank payroll benefit checks 1905 through 1914 and Washington Federal Bank electronic payroll and benefit funds transfers in the amount of $296,295.70.

RECOMMENDED MOTION

APPROVE ISSUANCE OF WASHINGTON FEDERAL BANK PAYROLL BENEFIT CHECKS 1905 THROUGH 1914 AND WASHINGTON FEDERAL BANK ELECTRONIC PAYROLL AND BENEFIT FUNDS TRANSFERS IN THE AMOUNT OF $296,295.70.

CHECK REGISTER

ATTACHMENT A

City Of Stanwood

Time: 14:56:51 Date: 09/15/2021

08/27/2021 To: 09/14/2021

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3749	09/08/2021	Payroll	3	EFT		3,844.46	August 2021 Payroll
3750	09/08/2021	Payroll	3	EFT		4,220.58	August 2021 Payroll
3751	09/08/2021	Payroll	3	EFT		3,894.48	August 2021 Payroll
3752	09/08/2021	Payroll	3	EFT		2,067.73	August 2021 Payroll
3753	09/08/2021	Payroll	3	EFT		2,398.37	August 2021 Payroll
3754	09/08/2021	Payroll	3	EFT		1,297.49	August 2021 Payroll
3755	09/08/2021	Payroll	3	EFT		2,787.19	August 2021 Payroll
3756	09/08/2021	Payroll	3	EFT		4,006.47	August 2021 Payroll
3757	09/08/2021	Payroll	3	EFT		6,585.42	August 2021 Payroll
3758	09/08/2021	Payroll	3	EFT		4,035.87	August 2021 Payroll
3759	09/08/2021	Payroll	3	EFT		2,283.02	August 2021 Payroll
3760	09/08/2021	Payroll	3	EFT		4,028.95	August 2021 Payroll
3761	09/08/2021	Payroll	3	EFT		2,254.28	August 2021 Payroll
3762	09/08/2021	Payroll	3	EFT		1,773.98	August 2021 Payroll
3763	09/08/2021	Payroll	3	EFT		6,112.50	August 2021 Payroll
3764	09/08/2021	Payroll	3	EFT		3,308.84	August 2021 Payroll
3765	09/08/2021	Payroll	3	EFT		3,146.99	August 2021 Payroll
3766	09/08/2021	Payroll	3	EFT		4,460.23	August 2021 Payroll
3767	09/08/2021	Payroll	3	EFT		5,972.07	August 2021 Payroll
3768	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3769	09/08/2021	Payroll	3	EFT		4,560.29	August 2021 Payroll
3770	09/08/2021	Payroll	3	EFT		6,003.87	August 2021 Payroll
3771	09/08/2021	Payroll	3	EFT		2,534.63	August 2021 Payroll
3772	09/08/2021	Payroll	3	EFT		4,639.83	August 2021 Payroll
3773	09/08/2021	Payroll	3	EFT		3,850.01	August 2021 Payroll
3774	09/08/2021	Payroll	3	EFT		3,676.76	August 2021 Payroll
3775	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3776	09/08/2021	Payroll	3	EFT		3,366.03	August 2021 Payroll
3777	09/08/2021	Payroll	3	EFT		3,296.53	August 2021 Payroll
3778	09/08/2021	Payroll	3	EFT		341.09	August 2021 Payroll
3779	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3780	09/08/2021	Payroll	3	EFT		5,070.26	August 2021 Payroll
3781	09/08/2021	Payroll	3	EFT		1,795.59	August 2021 Payroll
3782	09/08/2021	Payroll	3	EFT		2,534.63	August 2021 Payroll
3783	09/08/2021	Payroll	3	EFT		2,614.53	August 2021 Payroll
3784	09/08/2021	Payroll	3	EFT		4,060.62	August 2021 Payroll
3785	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3786	09/08/2021	Payroll	3	EFT		2,971.85	August 2021 Payroll
3787	09/08/2021	Payroll	3	EFT		4,416.47	August 2021 Payroll
3788	09/08/2021	Payroll	3	EFT		3,183.93	August 2021 Payroll
3789	09/08/2021	Payroll	3	EFT		2,604.20	August 2021 Payroll
3790	09/08/2021	Payroll	3	EFT		3,376.28	August 2021 Payroll
3791	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3792	09/08/2021	Payroll	3	EFT		391.09	August 2021 Payroll
3801	09/08/2021	Payroll	3	EFT	HSA Bank	2,041.00	Pay Cycle(s) 09/08/2021 To 09/08/2021 - HSA Contributions ER; Pay Cycle(s) 09/08/2021 To 09/08/2021 - HSA Contr EE Over 55
3802	09/08/2021	Payroll	3	EFT	Internal Revenue Service (941)	59,458.79	941 Deposit for Pay Cycle(s) 09/08/2021 - 09/08/2021
3803	09/08/2021	Payroll	3	EFT	WA St Department Of Retirement Systems	38,146.90	Pay Cycle(s) 09/08/2021 To 09/08/2021 - PERS2; Pay Cycle(s) 09/08/2021 To 09/08/2021 - PERS 3; Pay Cycle(s) 09/08/2021 To 09/08/2021 - 457 - DRS (DCP)

CHECK REGISTER

City Of Stanwood

Time: 14:56:51 Date: 09/15/2021

08/27/2021 To: 09/14/2021

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3804	09/08/2021	Payroll	3	1905	AFLAC	326.04	Pay Cycle(s) 09/08/2021 To 09/08/2021 - AFLAC, Pre-Tax; Pay Cycle(s) 09/08/2021 To 09/08/2021 - AFLAC, Post-Tax
3805	09/08/2021	Payroll	3	1906	AWC Employee Benefit Trust	19,465.70	Pay Cycle(s) 09/08/2021 To 09/08/2021 - AWC - Health First 250; Pay Cycle(s) 09/08/2021 To 09/08/2021 - AWC- Dental J; Pay Cycle(s) 09/08/2021 To 09/08/2021 - AWC - Vision; Pay Cycle(s) 09/08/2021 To;
3806	09/08/2021	Payroll	3	1907	Colonial Life Insurance	66.75	Pay Cycle(s) 09/08/2021 To 09/08/2021 - Colonial Life Ins
3807	09/08/2021	Payroll	3	1908	Hartford Retirement Plan Services	3,835.27	Pay Cycle(s) 09/08/2021 To 09/08/2021 - 457 - MassMutual (Hartford); Pay Cycle(s) 09/08/2021 To 09/08/2021 - Roth 457(b)(MassMutual)
3808	09/08/2021	Payroll	3	1909	ICMA Retirement Trust	3,532.25	Pay Cycle(s) 09/08/2021 To 09/08/2021 - 457 - ICMA
3809	09/08/2021	Payroll	3	1910	Legal Shield	18.95	Pay Cycle(s) 09/08/2021 To 09/08/2021 - Legal Shield
3810	09/08/2021	Payroll	3	1911	Navia Benefits	137.50	Pay Cycle(s) 09/08/2021 To 09/08/2021 - Medical FSA- S125; Pay Cycle(s) 09/08/2021 To 09/08/2021 - Navia Limited FSA
3811	09/08/2021	Payroll	3	1912	Western Conference of Teamsters Pension Trust	2,119.19	Pay Cycle(s) 09/08/2021 To 09/08/2021 - WCTPP Contributions
3812	09/08/2021	Payroll	3	1913	Teamsters Union Local 231	1,205.00	Pay Cycle(s) 09/08/2021 To 09/08/2021 - Teamsters Dues
3813	09/08/2021	Payroll	3	1914	Washington Teamsters Welfare Trust	30,219.50	Pay Cycle(s) 09/08/2021 To 09/08/2021 - Teamsters Dental; Pay Cycle(s) 09/08/2021 To 09/08/2021 - Teamsters Medical

001 General Fund	120,999.84
101 Street Fund	27,602.46
401 Sewer Fund	62,533.49
410 Drainage Fund	29,601.97
421 Water Fund	55,557.94
	296,295.70

Payroll: 296,295.70

CERTIFICATION: I, the undersigned do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the City of Stanwood, and that I am authorized to authenticate and certify to said claim.

( ) Finance Director ( ) Auditing Officer Wendy Corden Dorlan Date: 9-15-21
( ) Deputy Finance Director

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	6b
DATE:	September 23, 2021
SUBJECT:	City Council September 09, 2021 Regular Meeting Minutes
CONTACT PERSON:	Sara Robinson, City Clerk
ATTACHMENTS:	A – Council Regular Meeting Minutes

SUMMARY STATEMENT

Minutes of the September 09, 2021 Regular City Council Meeting are attached.

RECOMMENDED MOTION

MOTION TO APPROVE THE MINUTES OF THE SEPTEMBER 09, 2021 COUNCIL MEETING AS PRESENTED.

CITY OF STANWOOD

Regular Meeting of the City Council
Thursday, September 09, 2021 – 7:00 p.m.
Zoom Online Meeting & Telephone

MINUTES

1. Call to Order

Mayor Elizabeth Callaghan called the meeting to order at 7:00 p.m.

2. Roll Call

City Clerk Sara Robinson called the roll with the following Councilmembers present: Rob Johnson, Dianne White, Darren Robb, Steve Shepro, Sid Roberts and Judy Williams. The meeting was quorate.

Motion by Councilmember Roberts, Second by Councilmember Williams to excuse Councilmember Pearce. Motion carried unanimously.

Also present: Police Chief Rob Martin, Assistant to the Administrator & Communications Manager Krista Hintz, Attorney Brett Vinson, City Administrator Jennifer Ferguson and City Clerk Sara Robinson.

3. Approval of the Agenda

Motion by Councilmember White, second by Councilmember Roberts to approve the agenda as amended. Motion carried unanimously.

4. Presentation

a. Snohomish Health District Update

Heather Thomas, Snohomish Health District Public and Government Affairs Manager presented the Snohomish County Health District, presented the Health District update. She gave an overview of the power point presentation that was included in the council packets which gave a quick update about the Covid-19 pandemic for Snohomish County and highlights of other services the Health District provides

5. Citizen Comments

The City received one written comment and one citizen who would like to verbally address the Mayor and City Council. Citizens who wished to speak verbally, were required registered on the City Website by 9:00 am today, must be visible on camera and identify them-self with name and address.

The City received one written comment –

Christina Everson Topic – Residential Road & Pedestrian Safety
2823 73rd Ave NW

The City received one request for verbal comment-

Tim Schmitt Topic - Zoning
28807 80th Ave. NW.

6. Staff Reports

a. Police Compstat Report – July 2021

7. Committee Reports

a. Public Works Committee Meeting Minutes – August 12, 2021

8. Consent Agenda

a. Approve Vouchers and Payroll Checks
b. Approve August 12, 2021 Regular City Council Meeting Minutes
c. Approve August 12, 2021 Special Workshop Meeting Minutes
d. Authorize the Mayor to Sign the Snohomish Regional Drug Task Force Interlocal Agreement Extension

Councilmember Roberts requested a change to the August 12, 2021 Regular City Council Meeting Minutes to correct his comment to say that there should be an Advisory Ballot Measure not a Citizen Advisory Committee.

Motion by Councilmember White, Second by Councilmember Roberts, to approve the Consent Agenda amending the August 12, 2021 Regular Council Meeting Minutes as requested by Councilmember Roberts.
Motion carried unanimously.

7. Old Business

a. Final Acceptance of the Irvine Slough Stormwater Separation (IS-4) Phase 1 – Interwest Construction Inc. (ICI) Contract.

Public Works Director Kevin Hushagen presented the request for final acceptance of the IS-4 Phase 1 project to allow for the start of the warranty and retainage release period.
At their August 13, 2020 meeting, Council approved the Mayor to sign a contract with ICI to complete this project in the amount of $921,000. The project is now complete, and ICI is seeking final acceptance. There were some materials, such as excavation, rock, and gravel that were over the estimated quantities and also 4 change orders that resulted in the price going to $1,033,093.15. The biggest change order was to replace the existing

outfall for the new pump, that was very rusty and leaking for $21,445.07. This project is being funded by a Department of Ecology Flood Plains by Design grant for $1,050,000.

Motion by Councilmember Robb, Second by Councilmember Roberts, to authorize the Mayor to approve the final acceptance of the Irvine Slough Stormwater Separation – Phase 1 Project.

Yes, Councilmember Shepro –Yes, Councilmember Roberts – Yes, Councilmember Williams – Yes, Councilmember Johnson- Yes, Councilmember White – Yes, Councilmember Robb - Yes
Motion carried - Six Votes Yes

Motion carried unanimously.

9. Citizen Closing Comments – Removed via motion at the 3-26-2020 Meeting

10. Reports of Officers and Committees

a. Mayor's Report –

Mayor Callaghan noted that the new School year has begun. There is a lot more traffic in the mornings and afternoons. Please be patient. The Farmers Market is still running Friday afternoon through October 9. There has been questions asked regarding adding back the second Public Comment portion of the Council Meetings. This is not possible due to the need for Citizens to register to speak prior to the meeting. It is just not practical while we are meeting virtually. The Mayor gave a shout out to the Stanwood Police Department. There was a traffic stop in front of her home last night and she was able to witness the interaction. Great work Stanwood Police!

b. City Administrator's Report-

City Administrator, Jennifer Ferguson updated the council about the SR 532 Corridor and the partnership with WSDOT about the conversations and work that has been happening. WSDOT is doing a study on the entire corridor from I-5 all the way to Terrys Corner as part of a larger project. City staff sat in on the Bond Rating call with the bon raters. The rate that was set by Standard and Poors (S & P) is a long-term rate AA- with a stable outlook for new funds. The old sewer funds are also rated AA- with a stable outlook. This is a good rating.

a. Councilmember Reports and Questions-

Councilmember Shepro asked what the status of the Waste Management Service Survey is. Ferguson noted that the survey will be on the City website and social media in the next week. There was a delay due to staff vacations.

10. ADJOURN TO EXECUTIVE SESSION PURSUANT TO RCW 42.30.110(1)(I) TO DISCUSS WITH LEGAL COUNSEL REPRESENTING THE AGENCY MATTERS RELATING TO AGENCY ENFORCEMENT ACTIONS, OR TO DISCUSS WITH LEGAL COUNSEL REPRESENTING THE AGENCY LITIGATION OR POTENTIAL LITIGATION TO WHICH THE AGENCY, THE GOVERNING BODY,

OR A MEMBER ACTING IN AN OFFICIAL CAPACITY IS, OR IS LIKELY TO BECOME, A PARTY, WHEN PUBLIC KNOWLEDGE REGARDING THE DISCUSSION IS LIKELY TO RESULT IN AN ADVERSE LEGAL OR FINANCIAL CONSEQUENCE TO THE AGENCY AND RCW 42.30.110(1)(G) TO EVALUATE THE QUALIFICATIONS OF AN APPLICANT FOR PUBLIC EMPLOYMENT OR TO REVIEW THE PERFORMANCE OF A PUBLIC EMPLOYEE.

The meeting was adjourned to Executive Session at 7:49 pm. The session is expected to last approximately 30 minutes with no action to follow.
At 8:16 pm the Mayor contacted the City Clerk to notify the need for an additional ten minutes. At 8:25 pm the Mayor notified the City Clerk of the need for an additional ten minutes. At 8:42 pm the Mayor notified the City Clerk of the need for an additional five minutes.
At 8:47 pm the meeting reconvened.

Meeting Adjourned at 8:48 pm.

CITY OF STANWOOD	ATTEST:
Elizabeth Callaghan, Mayor	Sara Robinson, City Clerk

From:	Christina Everson
To:	Clerk, City
Cc:	Soraya Cervantez
Subject:	Stanwood city council meeting 9/9/21
Date:	Wednesday, September 8, 2021 6:39:15 PM

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

I have been living in Cedar Home Ridge development for over 6 years. There are two continual issues that we have presented to the board, pre CoVid. The first issue is the speed limit. Our roads are too narrow for 25 miles an hour. We have asked if we could install speed bumps, but were informed that it would cause issues for fire trucks. The only time I have seen a fire truck is when Santa Claus is on it. Our neighborhood has over 32 children under the age of ten and a blind resident. There are other nearby housing developments and apartment complexes that do have the speed bumps installed. This does not seem to be an issue for them. Cars speed through here to avoid school zones. A different option we could explore would be to lower our speed limits with adequate signage installed.

The second issue is our sidewalks. The trees that were planted when this neighborhood was constructed in 2005 are causing major damage which causes severe peaks and valleys in the sidewalks. Being blind, this causes mobility and safety issues for me. This becomes a trip and fall hazard for children including children on roller skates, skateboards or just running around. Every year the city comes out and grinds down the sidewalk, and pretty soon, there will not be any sidewalk left to grind. Our Home Owners Association has submitted requests to remove and / or change out the tress, but have been told no or that the cost is prohibitive.

I would also like to request that a continual safe sidewalk be installed from the senor center on 276th Street all the way down to the High School sidewalk that leads to the Haggen grocery store. It is unsafe for me as a blind citizen, and the other 3 blind citizens within a 2 mile radius to cross the street 5 times just to be on a sidewalk. The seniors do it as well as small children. This was the plan of action as the new City Hall and Police Station were going to be built on 72nd Avenue Northwest. I would like to reintroduce this issue as these buildings will now be constructed in a different location.

Sincerely,
Christina Everson

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 6c

DATE: September 23, 2021

SUBJECT: Confirm Mayor's Appointment to Parks and Trails Advisory Committee

CONTACT PERSON: Mayor Elizabeth Callaghan

ATTACHMENTS: A – Cathy Wooten Application for Appointment

PURPOSE

The purpose of this agenda item is for Council consideration of and confirmation of the Mayor's appointment of Cathy Wooten to the Stanwood Parks and Trails Advisory Committee, to fill position one (1) which was recently vacated by Gordon Bell.

BACKGROUND

The Parks and Trails Advisory Committee currently has one vacant position. The vacancy was recently created due to the retirement of Gordon Bell, whose term expires December 31, 2021.

ANALYSIS

The Stanwood Mayor is responsible for recommending appointments to the various City ad hoc boards and commissions when terms expire or a vacancy occurs. The city advertised the planning commission vacancies and requested that interested individuals submit applications and letters of interest. The Mayor reviewed the information submitted and staff discussed the overall committee appointment and responsibilities with Cathy Wooten.

Fiscal Impact			
No fiscal impact associated with this action			
Fund(s):			
Amount:	$ -	**Project Estimate:**	$ -
Budget Authorized	[ ] Yes [ ] No	**Amendment Required**	[ ] Yes [ ] No [ ] Monitor

RECOMMENDATIONS

Staff Recommendation: Mayor Callaghan recommends the appointment of Cathy Wooten to the Parks and Trails Advisory Committee, to fill position one (1), for the term ending December 31, 2021

Committee/Board Recommendation: N/A

CITY COUNCIL OPTIONS

1. Approve appointment
2. Not approve appointment and provide feedback to Mayor

PROPOSED MOTION

MOTION TO APPOINT CATHY WOOTEN TO THE STANWOOD PARKS AND TRAILS ADVISORY COMMITTEE, POSITION ONE (1), FOR A TERM ENDING DECEMBER 31, 2021.

August 20, 2021

Dear Parks and Trails Committee,

My name is Cathy (Pearson Wirth) Wooten and I'd like to be considered for one of the openings on your Committee. I grew up in Stanwood, moved to Seattle for 18 years, and my husband Michael and I have been back in Stanwood since 1997. I love our Community and would like to be more involved.

I enjoy spending time out of doors – gardening, birding, hiking, walking – at home, on our beaches, in our Parks and on trails. Every time I am out and about in our local, State and National Parks, I feel very grateful to those earlier Citizens who were forward thinking and prioritized protecting public lands for our use. My goal is to participate on that level in our Stanwood Community, to put effort in now so that this and future generations will have opportunities to be out in nature, on land that was protected and developed for their use.

Last week I visited Church Creek Park and really enjoyed walking on the trails. A couple of years ago I participated in a couple of Park clean up events there, but had never stopped by when it was dry enough to walk down to the Creek. What a great little Park, a shady oasis on a very hot day! It was quite busy, with a large gathering at the shelter, family groups enjoying the trees and open spaces, and a few young men playing frisbee golf in the woods. We are fortunate to have that Park.

My work as a massage therapist and injury treatment/prevention specialist has deepened my belief in the importance of exercise, good health and over all well-being. All of those are served and improved by spending time out in nature. I know our City plan includes a serious focus on parks and trails and that many people have already contributed hours and years to the planning and implementing of those goals. I am grateful for those efforts and the work that has already been accomplished.

I enjoy working as a team with others, bring a straightforward communication style and have a commitment to working together for the benefit of all.

After returning this morning from a great outing hiking the trails at Little Mountain Park in Mt. Vernon, I feel inspired to offer my services to this Committee and am excited that there are current openings. Please consider me! If you have any questions, feel free to give me a call!

Thank you, Cathy Wooten
360-629-9190

From: noreply@civicplus.com
To: Sara Robinson
Subject: Online Form Submittal: Parks and Trails Advisory Committee Vacancy Application
Date: Thursday, August 19, 2021 1:23:47 PM

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Parks and Trails Advisory Committee Vacancy Application

First Name	Cathy
Last Name	Wooten
Address	27828 84th Ave NW Stanwood, WA 98292
Phone Number	3606299190
Email Address	jstplnfolk@gmail.com
Please briefly describe your qualifications for the position.	Thank you for your consideration. Please see my attached letter of intent. 1. Spent 15 years growing up here, have been back for 24 more and love our Community! 2. Lifetime committment to exercise, good health and well being. 3. Love of the outdoors and a strong belief in the many benefits of spending time out in nature 4. Serious admiration and gratitude to those who have invested time and energy in proactively protecting and providing parks and trails and access to public lands 5. Able to research and understand City codes / plans 6. Desire to work together with others to proactively shape the future for the benefit of all 7. Willing to be involved and make a positive contribution Thank you! Cathy Wooten

Please attach a Letter of Interest (LOI), as well as, any supporting documents you would like considered.

Letter of Intent	8-20-2021 Dear Parks and Trails Committee.docx
Supporting Documentation	*Field not completed.*
Supporting	*Field not completed.*

August 20, 2021

Dear Parks and Trails Committee,

My name is Cathy (Pearson Wirth) Wooten and I'd like to be considered for one of the openings on your Committee. I grew up in Stanwood, moved to Seattle for 18 years, and my husband Michael and I have been back in Stanwood since 1997. I love our Community and would like to be more involved.

I enjoy spending time out of doors – gardening, birding, hiking, walking – at home, on our beaches, in our Parks and on trails. Every time I am out and about in our local, State and National Parks, I feel very grateful to those earlier Citizens who were forward thinking and prioritized protecting public lands for our use. My goal is to participate on that level in our Stanwood Community, to put effort in now so that this and future generations will have opportunities to be out in nature, on land that was protected and developed for their use.

Last week I visited Church Creek Park and really enjoyed walking on the trails. A couple of years ago I participated in a couple of Park clean up events there, but had never stopped by when it was dry enough to walk down to the Creek. What a great little Park, a shady oasis on a very hot day! It was quite busy, with a large gathering at the shelter, family groups enjoying the trees and open spaces, and a few young men playing frisbee golf in the woods. We are fortunate to have that Park.

My work as a massage therapist and injury treatment/prevention specialist has deepened my belief in the importance of exercise, good health and over all well-being. All of those are served and improved by spending time out in nature. I know our City plan includes a serious focus on parks and trails and that many people have already contributed hours and years to the planning and implementing of those goals. I am grateful for those efforts and the work that has already been accomplished.

I enjoy working as a team with others, bring a straightforward communication style and have a commitment to working together for the benefit of all.

After returning this morning from a great outing hiking the trails at Little Mountain Park in Mt. Vernon, I feel inspired to offer my services to this Committee and am excited that there are current openings. Please consider me! If you have any questions, feel free to give me a call!

Thank you, Cathy Wooten
360-629-9190

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	7a
DATE:	September 23, 2021
SUBJECT:	Enhanced Service Facilities Interim Regulations
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENTS:	A – Enhanced Service Facilities Interim Regulations Ordinance 1493C

PURPOSE

The purpose of this agenda item is for Council to extend the interim zoning regulations prohibiting Enhanced Service Facilities (ESF) pursuant to Ordinance 1493 on October 15, 2020.

SUMMARY

On October 15, 2020 the Stanwood City Council adopted interim zoning regulations prohibiting Enhanced Service Facilities (ESF) in the City. The purpose of these interim zoning regulations was to give city staff and the Planning Commission sufficient time to analyze the issue and make recommendations to the City Council on siting such facilities in the City.

In March the interim regulations were extended to October 15, 2021 due to the complexity of the issues and additional time was needed by the Planning Commission to finalize their review and forward a recommendation to the City Council. The Planning Commission will be holding a public hearing on the regulations at the end of September, after which they will forward their recommendation on the regulations to the City Council. By policy the City Council holds two readings of an ordinance prior to adoption. To comply with Council policy one final extension is necessary to complete the review and adoption process.

BACKGROUND

The State of Washington regulates Enhanced Service Facilities per RCW 70.79. An Enhanced Service Facility is defined as a facility that provides support and services to persons for whom acute inpatient treatment is not medically necessary. These facilities serve individuals 18 years of age or older with (a) A behavioral health disorder; (b) an organic or traumatic brain injury; or (c) a cognitive impairment that results in symptoms or behaviors requiring supervision and support services.

Currently, the Stanwood Zoning Code does not provide a definition or zoning standards for ESF's. Under the existing code, an ESF would be considered an unclassified use subject to approval of the Community Development Director. Unclassified uses are reviewed against the following criteria:

> Criteria for Unclassified Uses. In order to make a determination that an unclassified use is permitted, conditionally permitted, or accessory, the community development director must find that the use is:
>
> (a) In keeping with the purpose and intent of the zone and consistent with the Stanwood Comprehensive Plan policies; and
>
> (b) Similar in nature to, and no more intense than, a specifically listed permitted, conditional or accessory use.

To avoid potential applications for Enhanced Service Facilities under the unclassified use criteria, the Council adopted interim zoning regulations prohibiting ESF's to give the Planning Commission time to consider appropriate zoning controls.

ANALYSIS

The Planning Commission began working on the ESF regulations at their first meeting in January 2021 along with a review of the entire Stanwood Permitted Use Matrix and permit procedures.

The Planning Commission has nearly completed their review of the permitted use matrix and permitting procedures, which incorporates new regulations for Enhanced Service Facilities. The Planning Commission will hold a public hearing on the regulations on September 27, 2021. Upon concluding the public hearing, the Commission will forward their recommendation on the ordinance to the City Council.

By policy the City Council requires two readings of an ordinance prior to adoption. There is not sufficient time for the Council to hold their public hearing which includes two readings of the ordinance prior to the October 15, 2021 expiration of the interim regulations. One final extension of the interim regulations is needed to provide Council with enough time to review the Planning Commission's recommendation, hold a public hearing, and either approve, approve with modifications, or deny the ordinance.

Fiscal Impact			
No direct financial impact. Staff continues to work on the draft regulations with the Planning Commission as part of the Community Development Department's 2021 work plan.			
Fund(s):	Staff Time		
Amount:	$	**Project Estimate:**	$ -
Budget Authorized	**[ ] Yes [ ] No**	**Amendment Required**	**[ ] Yes [ ] No [ ] Monitor**

RECOMMENDATIONS

Staff Recommendation:
Staff recommends that the Council review Ordinance 1493C with regards to extending the interim regulations.

Committee/Board Recommendation:
N/A; adoption of the interim regulations was an action of the City Council on October 15, 2020 and December 10, 2020.

CITY COUNCIL OPTIONS

1. Adopt Ordinance 1493C, extending the Interim Enhanced Service Facilities Regulations for an additional six months to provide the City Council enough time to hold a public hearing on the topic and adopt appropriate regulations.

2. Direct staff to make changes to the ordinance and bring the ordinance back with requested changes.

3. Do not adopt Ordinance 1493C.

PROPOSED MOTION

"I MOVE TO APPROVE ORDINANCE 1493C AS SET FORTH IN ATTACHMENT "A" EXTENDING THE INTERIM ENHANCED SERVICE FACILITIES REGULATIONS FOR AN ADDITIONAL SIX MONTHS."

CITY OF STANWOOD
WASHINGTON

ORDINANCE NO. 1493C

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, RENEWING THE ADOPTED INTERIM DEVELOPMENT REGULATIONS AMENDING TITLE 17 OF THE STANWOOD MUNICIPAL CODE TO PROHIBIT THE FILING OF APPLICATIONS FOR LICENSES, PERMITS AND APPROVALS FOR ANY ENHANCED SERVICES FACILITY OR COMPARABLE BUSINESS IN THE CITY FOR AN ADDITIONAL SIX MONTHS, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFICTIVE DATE.

WHEREAS, chapter 70.97 RCW provides for the licensing, operations and management of Enhanced Service Facilities in the State of Washington;

WHEREAS, according to section 70.97.010 RCW, Enhanced Service Facilities is defined as a facility that provides support and services to persons for whom acute inpatient treatment is not medically necessary;

WHEREAS, the City Council understands that Enhanced Service Facilities are needed throughout the State of Washington, however without proper zoning controls, permitting of such a facility in the City of Stanwood could result in potential negative impacts on the community;

WHEREAS, on October 15, 2020 the Stanwood City Council adopted Ordinance 1493 prohibiting Enhanced Service Facilities in the City of Stanwood for six-months and setting the date of December 10, 2020 for the public hearing on the interim regulations;

WHEREAS, the City Council held a public hearing on December 10, 2020 and after taking public testimony, continued the interim regulations prohibiting Enhanced Service Facilities in the City and directed the Planning Commission and City staff to evaluate and provide recommendations on appropriate regulations for siting of Enhanced Services Facilities and comparable businesses within the City;

WHEREAS, on March 25, 2021 the Council extended the interim regulations for an additional six months to provide additional time to draft the regulations and hold public hearings on the draft regulations;

WHEREAS, Ordinance 1493 expires on October 15, 2021;

WHEREAS, RCW 35A.63.220 and 36.70A.390 authorize the renewal of interim regulations for an addition six-month period; and

WHEREAS, the City of Stanwood's Planning Commission has been working on the regulations since January 2021;

WHEREAS, the Planning Commission will hold a public hearing on the draft regulations on September 27, 2021;

WHEREAS, upon concluding the public hearing, the Commission will forward their recommendation on the ordinance to the City Council;

WHEREAS, by policy the City Council requires two readings of an ordinance prior to adoption;

WHEREAS, there is not enough time for the Council to hold their public hearing which includes two readings of the ordinance prior to the October 15, 2021 expiration of the interim regulations;

WHEREAS, additional time is needed for the City Council to review the Planning Commission's recommendation on the draft zoning regulations regarding the placement of Enhanced Service Facilities in the city; and

WHEREAS, the City Council desires to extend the interim regulations on the acceptance of land use applications for Enhanced Services Facilities as defined in RCW 70.97.010 for an additional six months in order to preserve the status quo while the City Council evaluates the Planning Commission's recommendation on how best to regulate Enhanced Services Facilities within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact. The "whereas" recitals as listed above are adopted as findings of fact as if fully set forth herein.

Section 2. Duration. Ordinance 1493, Enhanced Service Facilities Interim Zoning Regulations, shall remain in full force and effect as adopted on October 15, 2020 and shall remain in effect until March 15, 2022, unless repealed, extended or modified by the City Council after subsequent public hearing pursuant to RCW 35A.63.220 of 36.70A.390.

Section 3. Work Plan Established. The City Council, with the assistance of city staff shall, during the term of this ordinance extension, analyze the Planning Commission's recommendations on how best to regulate Enhanced Services Facilities. The Council shall either adopt the Planning Commission's recommendations, adopt the Planning Commission's recommendations with amendments or deny the draft regulations prior to the expiration of the moratorium herein.

Section 4. Severability - Construction. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Stanwood Municipal Code, the provisions of this ordinance shall control.

Section 5. Effective Date. This ordinance 1493C adopts Findings of Fact as was required when the Council approved Ordinance 1493 which took full force and effective upon immediately upon passage as it was approved by a majority plus one of the entire membership of the City Council, as required by RCW 35A.12.130.

PASSED AND APPROVED by the Stanwood City Council this 23rd day of September, 2021.

CITY OF STANWOOD

_____
Elizabeth Callaghan, Mayor

ATTEST:

By: _____
Sara Robinson
City Clerk

APPROVED AS TO FORM:

By: _____
Brett Vinson, City Attorney

Date of Publication: _____
Effective Date: _____

DRAFT

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	7b
DATE:	September 23, 2021
SUBJECT:	68th and 80th Avenue Traffic Study Results
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENTS:	A – 68th Avenue Traffic Study B – 80th Avenue Traffic Study C – Study Summary

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PURPOSE

The purpose of this agenda item is for Council acceptance of the 68th Avenue and 80th Avenue traffic studies prepared by TranspoGroup, the city's on-call traffic engineers.

BACKGROUND

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.

ANALYSIS

Using "streetlight data" which is traffic information obtained from vehicle and cell phone tracking, Transpo Group 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

After analyzing the traffic volumes on 68th and 80 and applying the traffic calming thresholds noted above, the study includes the following general conclusions and recommendations:

68th Avenue	**80th Avenue**
▪ 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: o Add high visibility speed signage o Add on-pavement speed signage o Use of mobile speed feedback signs	▪ 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: o Add high visibility speed signage o Add on-pavement speed signage o Use of mobile speed feedback signs o Mini roundabout at 284th o Add profile striping o Complete sidewalks ▪ Evaluate need for a mini roundabout at 280th for sight distance and traffic calming measures with future development.

Fiscal Impact			
The traffic study did not include a fiscal analysis. Many of the traffic calming measures, such as the signage, can be completed within the existing Public Works maintenance budget. The mini roundabouts can be built by developers or included in future Capital Improvement Plans depending on times. Infilling sidewalks will need to be budgeted and designed as a future City capital project.			
Fund(s):	N/A		
Amount:	$	**Project Estimate:**	$ -
Budget Authorized	**[ ] Yes [ ] No**	**Amendment Required**	**[ ] Yes [ ] No** **[ ] Monitor**

RECOMMENDATIONS

Staff Recommendation:
The studies provided a detailed analysis of the traffic volumes and speeds along both corridors. Staff will use this information and Council direction to determine next steps which could include adding additional signage, education, and working with future developments to implement roundabouts on 80th Avenue. Staff recommends accepting the reports as written.

Committee/Board Recommendation:
The study results were presented to the Public Works Committee on June 7, 2021 and the Community Development Committee on June 10, 2021. Both Committees' appreciated the study results and support the following traffic calming measures:

- Support mini roundabouts on 80th Avenue;
- Support installing the recommended signage on both 68th and 80th Avenues;
- Add infill sidewalk areas to the next Capital Improvement Plan;
- Recommend clearing the brush around the speed limit signs on 80th as well as the corner of 283rd.; and
- Consider moving or increasing the size of the stop sign around 68th & 284th to make it much more visible.

CITY COUNCIL OPTIONS

1. Accept the findings of the 68th Avenue and 80th Avenue traffic studies as written.

2. Request additional study of the 68th Avenue and 80th Avenue corridors as part of the upcoming Comprehensive Plan update.

PROPOSED MOTION

MOTION TO ACCEPT THE 68TH AVENUE AND 80TH AVENUE TRAFFIC STUDIES AS PREPARED BY THE CITY'S ON-CALL TRAFFIC CONSULTANT TRANSPO GROUP AND DIRECT STAFF TO BEGIN IMPLEMENTATION OF THE COMMITTEE RECOMMENDATIONS.

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	May 17, 2021	**TG:**	1.21010.00
To:	Patricia Love, Community Development Director, City of Stanwood		
From:	Brett Schock, PE, AICP, RSP2i		
cc:	Patrick Lynch, AICP, Project Manager		
Subject:	Traffic Calming on 68th Avenue NW		

The City of Stanwood has, in response to reported citizen concerns over traffic speed, requested a review of the traffic speeds on 68th Avenue NW between 276th Street NW and the northern City limits. 68th Avenue NW provides one of three north-south access routes between "Uptown" Stanwood and unincorporated portions of Snohomish County north of the City limits. Residents along 68th Avenue NW have reported a high volume of pass-through traffic and elevated speeds.

Existing Conditions

68th Avenue NE is a collector-level roadway in the City of Stanwood, with a posted speed limit of 25 mph within the City limits. North of the City limits, approximately 600 feet north of 288th St NW, the posted limit increases to 35 mph heading into unincorporated Snohomish County. The road is centerline striped with a type that varies between double yellow and dashed yellow between the study limits. Edge lines are painted in some stretches but are not present in all areas within the City. In areas with edge striping, paved shoulders are narrow and some parking is available outside of the travel lanes. On-street parking is rarely used, based on aerial photograph observations. The topography of the 68th Avenue NW corridor is rolling with a northbound uphill slope. The paved width of the road varies throughout the study limits, with some areas as narrow as 22 feet and some wider than 30 feet.

The roadway is straight, with a curve at the south end at 278th Street NW. 68th Avenue NW terminates at a 3-way intersection with Woodland Road/276th Street NW. 68th Avenue NW is stop controlled at the terminus, but the cross street is not stop controlled. South of 284th Street, which is a 4-way stop controlled intersection, 68th Avenue NW is suburban residential in character. Adjacent single-family homes south of 284th Street generally do not have driveways to 68th Avenue NW. South of 284th, the road has sidewalks with planter strips on at least one side of the road and marked, but otherwise uncontrolled/unenhanced crosswalks at 279th and 280th Streets. 280th Street NW and 68th Avenue NW is a 4-way stop controlled intersection. Cedarhome Elementary school is adjacent to 68th Avenue NW between 279th and 280th Streets. 150 single family homes south of 280th Street NW must use 68th Avenue NW as their only means of connection to the City of Stanwood's roadway network.

Additionally, over 200 other single-family homes north of 280th Street would use 68th Avenue NW as their primary collector route, rather than use residential streets.

North of 284th Street, 68th Avenue becomes more rural on the east side of the roadway, with only 4 properties and a church fronting on the roadway. 900 feet north of 288th Street SW, north of the Cedarhome Baptist Church, 68th Avenue NW leaves the City of Stanwood and becomes a rural collector with little roadside development.

Existing Traffic Data

Traffic speed information was obtained on 68th Avenue NW from Streetlight Data along the entire length of the study corridor, broken into three segments; 276th Street to 284th Street, 284th Street to the City limits, and north of the City limits. Data was obtained in annual averages for 2019 and 2020. Data from 2019 is the focus as the 2020 data is impacted by the effects of COVID-19 stay-at-home orders and changes in commute and school patterns. A summary of 2019 average hourly speeds are included in Figures 1 and 2. Additional data from 2019 and 2020 can be found in the interactive workbook provided to the City as an electronic attachment to this memo.

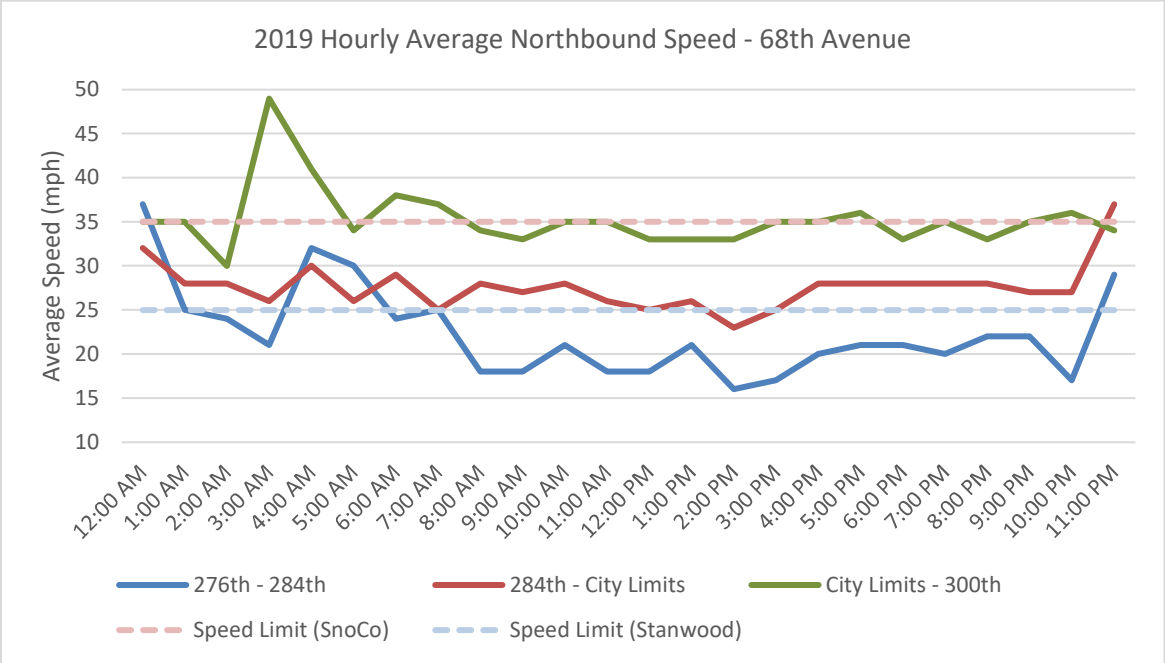


Figure 1 - Northbound Speeds on 68th Avenue East (2019 Weekday)

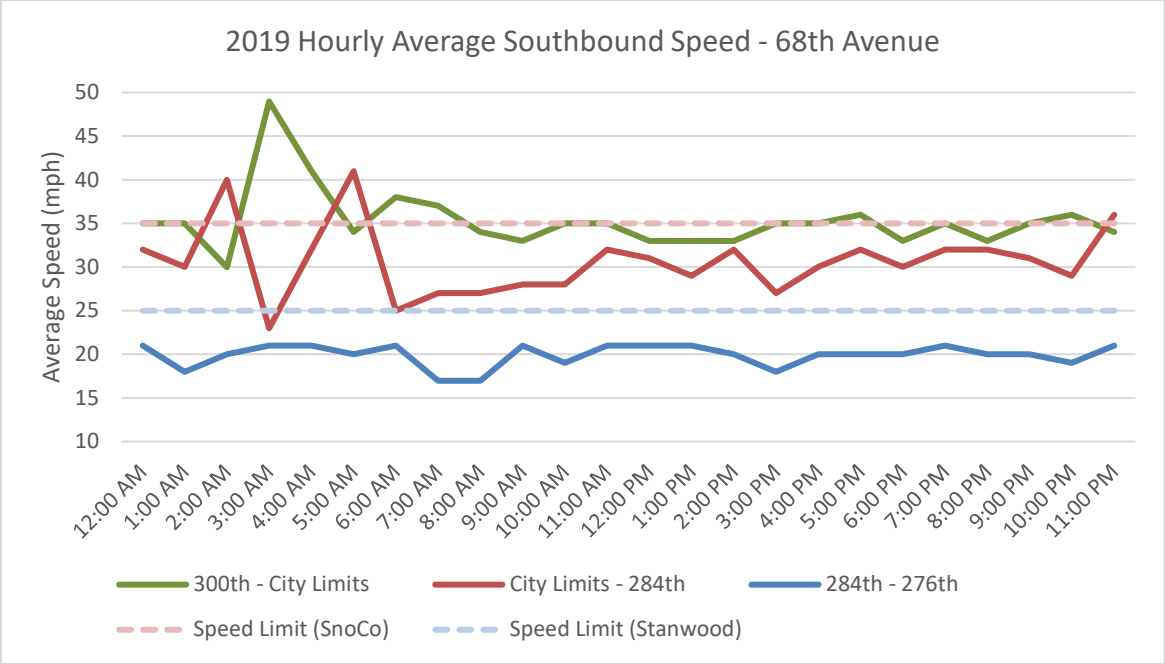


Figure 2 - Southbound Speeds on 68th Avenue East (2019 Weekday)

Average traffic speeds remain at or below the posted speed limit for each segment throughout the day in the northbound direction. In both directions, the data suggests that there may be some speeding in the overnight and early morning hours but this may also be a result of limited data sample size.

A further breakdown of travel speeds by 'speed bins' during the weekday PM peak hour (5-6PM) is provided in Figure 3 and Figure 4. These data show the percent of vehicles traveling in at certain speeds from 5-6PM on an average weekday.

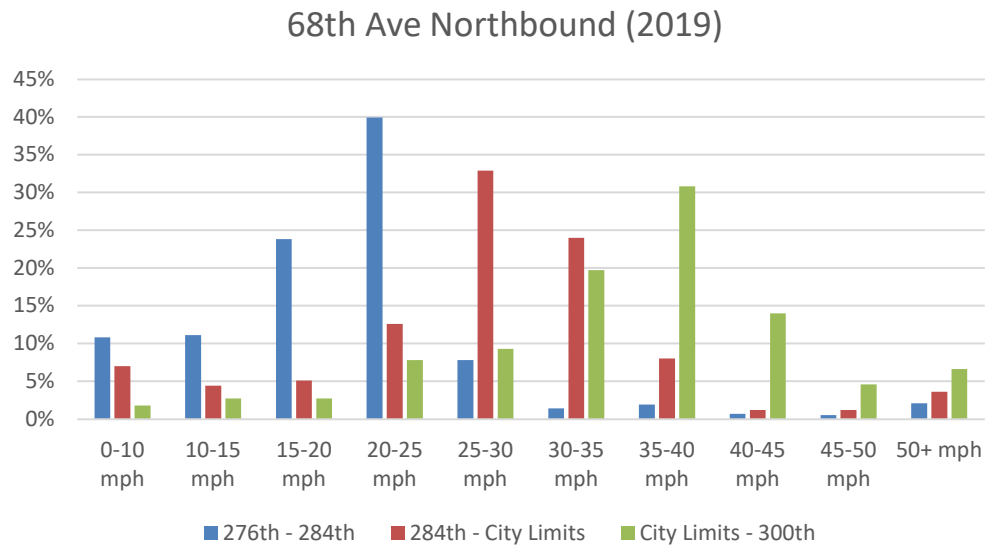


Figure 3 - 5-6 PM 68th Ave Northbound Speeds (2019 Weekday)

In the northbound direction (Figure 3), nearly all drivers in the selected 5-6PM peak hour are driving within 5 mph of the posted limit south of 284th Street. North of 284th Street, speeds do increase, but more than 85% of all traffic is less than 10 mph over the posted limit. North of the City limits, 75% of all traffic is within 5 mph of the posted limit. The percentages are summarized in Table 1.

Table 1. 68th Avenue Northbound Speed Summary
For 5-6PM peak hour, 2019 data

Segment	5 mph or less over posted limit	5-10 mph over posted limit (total percent)	10+ mph over posted limit[1]
276th to 284th Streets	93%	1% (94%)	<6%
284th Street to City Limits	62%	24% (86%)	<14%
North of City (Unincorporated Snohomish County)	75%	14% (89%)	<11%

1. Because of limitations of data-gathering methods, some high-end speeds may be artefacts, and not true speed readings. Therefore, the percentage shown is the maximum and the real percentage in this range may be less

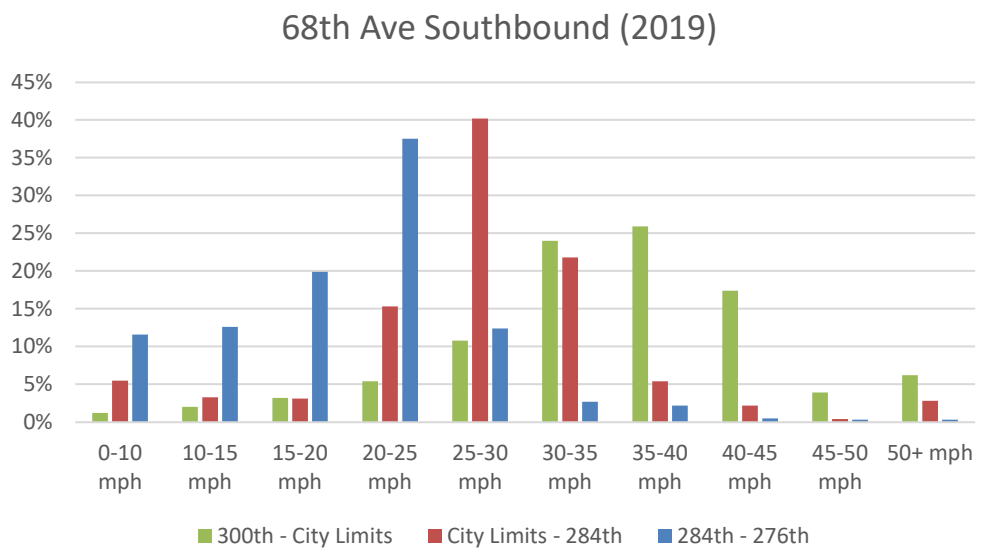


Figure 4 - 5-6 PM 68th Ave Southbound Speeds (2019 Weekday)

In the southbound direction (Figure 4), nearly all drivers in the selected 5-6PM peak hour are driving within 5 mph of the posted limit south of 284th Street. North of 284th Street, southbound speeds do increase, but approximately 90% of all traffic is less than 10 mph over the posted limit. North of the City limits, approximately75% of all traffic is within 5 mph of the posted limit. The percentages are summarized in Table 2.

Table 2. 68th Avenue Southbound Speed Summary

For 5-6PM peak hour, 2019 data

Segment	5 mph or less over posted limit	5-10 mph over posted limit (total percent)	10+ mph over posted limit[1]
276th to 284th Streets	94%	3% (97%)	<3%
284th Street to City Limits	67%	22% (89%)	<11%
North of City (Unincorporated Snohomish County)	73%	17% (90%)	<10%

1. Because of limitations of data-gathering methods, some high-end speeds may be artefacts, and not true speed readings. Therefore, the percentage shown is the maximum and the real percentage in this range may be less

An interactive spreadsheet has been created that allows the speed data shown in Figure 3 and Figure 4 to be displayed for any hour of the day (based on user input) has been included as an electronic attachment to this memo.

Traffic Data Analysis

The speed profile on 68th Avenue NW does not indicate that there are continual speeding problems. The average weekday speeds are approximately 18.5 mph between 276th Street and 284th Street and approximately 28.5 mph between 284th Street and the City limits. The 85th percentile speeds are 20-25 mph on the 276th Street to 284th Street segment, and 30-35 mph on the 284th Street to City limits segment. The speeds also show a slowdown in the southern segment (276th Street to 284th Street) during school hours, which is a positive reflection on driver adherence to school zone speed limitations.

The pattern of vehicle speeds between the segments indicates that southbound drivers may be slower to decelerate to the 25 mph posted limit, and northbound drivers are accelerating, anticipating the 35 mph posted limit north of the City limits, in the 284th Street to City limits segment. South of 284th Street, drivers are adhering to the posted 25 mph limit.

There are a few vehicles in all segments traveling at higher speeds (greater than 10 mph over the posted limit), but these are difficult and expensive to directly address.

The City of Stanwood does not have an established traffic calming policy. Typical traffic calming practices for municipalities similar to Stanwood, with a mix of suburban and rural streets, have the following recommendations based on an analysis of the average and 85th percentile speeds:

Table 3. Traffic Calming Thresholds

Based on model policies from other similar regional cities[1]

	Average Speed	85th Percentile speed[2]	Traffic Calming Recommendations
Expected range	At or below posted	0-5 mph over posted	None
Minor speeding	0-5 mph over posted	5-10 mph over posted	Education and Enforcement (signing, striping, feedback signs, targeted patrols, etc.)
Significant speeding	6+ mph over posted	10+ mph over posted	Education, Enforcement and Physical traffic calming

1. Speed ranges and treatments modeled off of Traffic Calming policies developed by Transpo and Transpo staff for the cities of Kenmore and Lake Forest Park
2. Defined as the speed at which 85% of all traffic is at or below

Based on the model traffic calming policies, the traffic characteristics on 68th Avenue NW south of 284th Street fall in the expected range for the posted speed limits on the roadway. Traffic calming would have limited impact on the speed profile of the roadway as the majority of drivers are within the expected limits of speed, given the differences in instrumentation between vehicles and human error.

Between 284th Street and the City limits, speeds do increase, and some education measures could be beneficial to reinforce where the 25 mph speed zone and 35 mph speed zones begin and end. The speeds north of 284th Street do not fall into the category where physical traffic calming is warranted or recommended.

Recommended Traffic Calming

While no physical traffic calming is recommended for 68th Avenue NW, based on the speed data collected for this report, one education treatment is recommended and there are two measures that the City may consider to maintain or improve on the existing speed ranges on 68th Avenue NW, shown in Figure A, attached.

The recommended traffic calming treatment is a**dditional high visibility speed signage.** For northbound drivers, adding a speed limit 25 mph sign, with additional orange flags or plaques would help to remind drivers that until they hit the City limits, the speed limit remains 25 mph. Placing the sign near the intersection with 288th Street NW would capture the attention of northbound drivers, as well as those exiting residential streets at 287th and 285th. The placement of existing speed limit signs for southbound drivers should be reviewed, and moving the sign north, as well as adding orange flags or plaques, as shown in Figure 5, would increase visibility of where the 25 mph speed zone begins.

Figure 5 Example High Visibility Speed Limit Signs (City of Lake Forest Park)

Optional Additional Calming Treatments

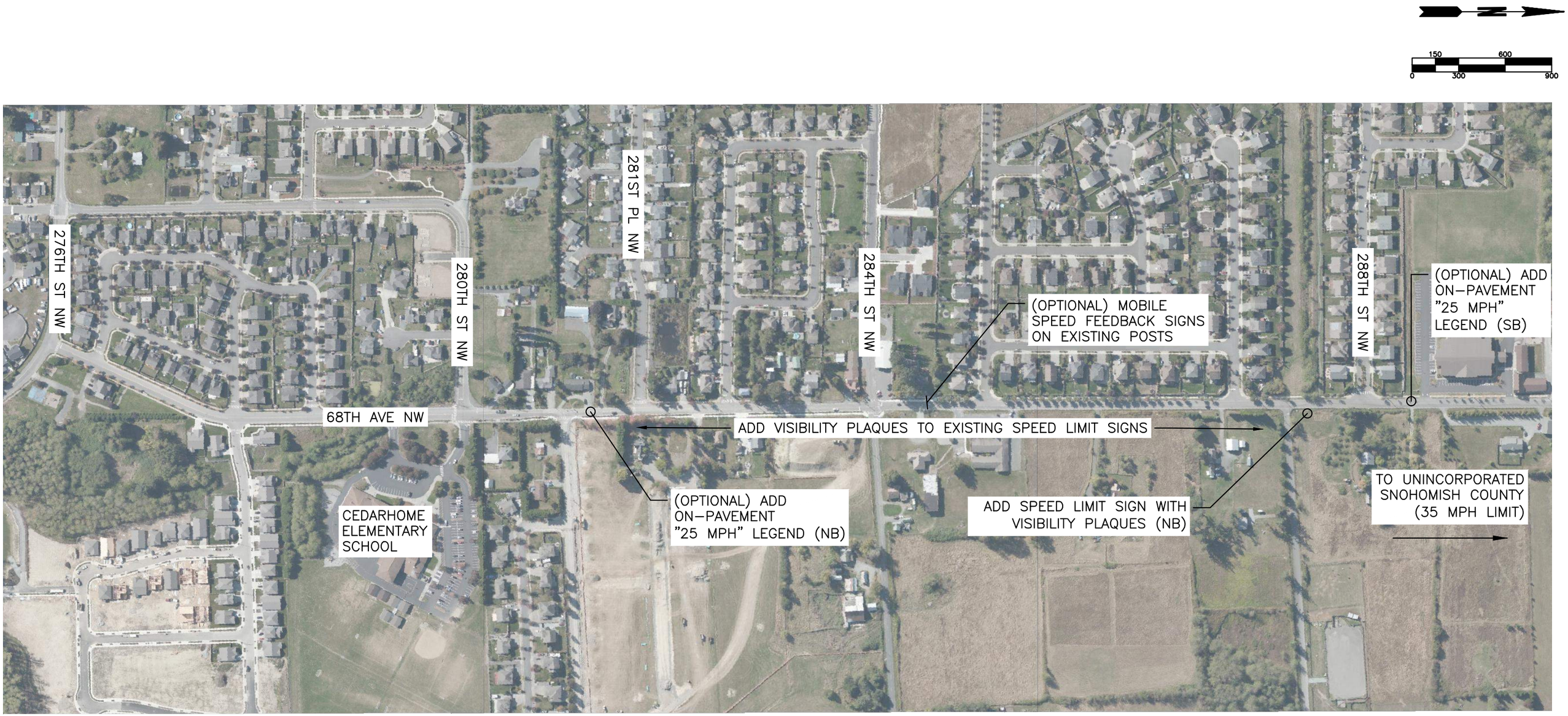
In addition to the recommended treatment, optional education and enforcement measures that match the speed profile on 68th Avenue include:

- **On-Pavement Speed Legends.** Thermoplastic markings indicating the 25 mph speed limit could be placed on the pavement in the southbound lane of 68th Avenue near the City limits, as shown in Figure 6. Thermoplastic markings can be effective at communicating speed limits, but do require maintenance, so represent a long-term cost to the City.

Figure 6 Example on-Pavement Speed Legend (Source: FHWA)

- **Mobile speed feedback signs.** Similar to the solar powered speed feedback signs the City installed in early 2021 on 80th Avenue NW, mobile speed feedback signs display a drivers' speed and can relay information relative to the posted limit, encouraging drivers to slow down. Mobile signs are typically battery powered and on a road with the volume profile of 68th Avenue NW, would be expected to last up to a week between charges. Mobile signs offer an additional benefit of novelty in the roadway environment for drivers. Because the signs are not always present, their appearance is more noticeable and can increase the effectiveness of the signs. Mobile signs also offer the opportunity to move traffic calming efforts around the City, addressing other locations on local roadways or collectors where speeding concerns fall into the expected range or minor speeding. Mobile feedback signs can be mounted to existing speed limit sign posts, or dedicated posts can be mounted, with or without permanent signage, at "hot spots" for traffic calming.

Regardless of the measures implemented, follow up on the impacts of any changes to speed is recommended. New speed data should be obtained, either through Streetlight or on-site traffic counts, after a minimum of six months following any modifications to signage or striping. Comparing the late-2021 or early 2022 data to 2019, as well as the COVID-affected 2020 data will confirm the effectiveness of any changes, or the need to implement further data-based calming strategies.



68th Ave NW - Corridor Concept

May 12, 2021

FIGURE

1.21010.00 - Stanwood On-Call 2021

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WHAT TRANSPORTATION CAN BE.

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

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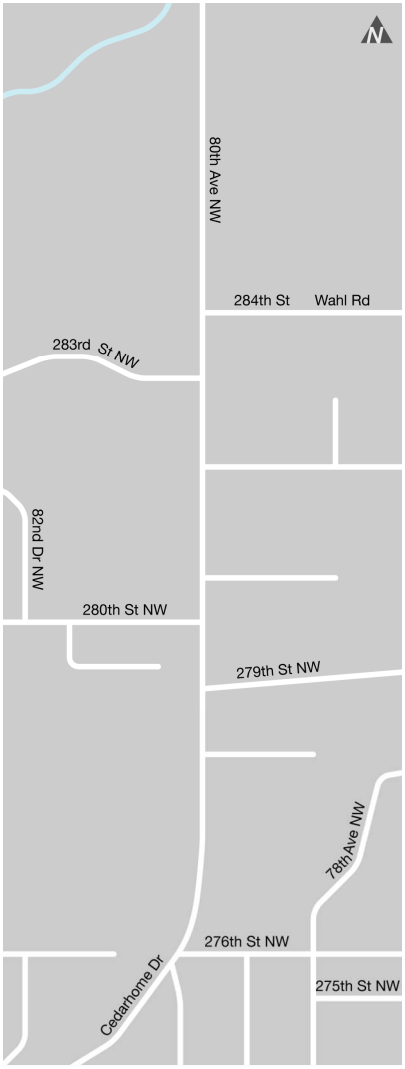
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	May 17, 2021	**TG:**	1.21010.00
To:	Patricia Love, Community Development Director, City of Stanwood		
From:	Brett Schock, PE, AICP, RSP2i		
cc:	Patrick Lynch, AICP, Project Manager		
Subject:	Traffic Calming on 80th Avenue NW		

The City of Stanwood has, in response to reported citizen concerns over traffic speed, requested a review of the traffic speeds on 80th Avenue NW between 276th Street NW and the northern City of Stanwood limits. 80th Avenue NW provides one of three north-south access routes between "Uptown" Stanwood and unincorporated portions of Snohomish County north of the City limits. Residents along 80th Avenue NW have reported a high volume of pass-through traffic and elevated speeds. 80th Avenue NW also has few if any pedestrian facilities, and pedestrian safety when walking along and on the road are a concern.

This report and analysis are not intended to evaluate the posted speed limits on 80th Avenue NW. Modification of speed limits would require a separate engineering evaluation of the roadway and roadside conditions, as well as a policy discussion with City of Stanwood staff and elected officials.



Existing Conditions

80th Avenue NW is classified as a collector roadway with two lanes, one per direction, and is generally straight within the study limits. The posted speed limit on 80th Avenue NW is 25 miles per hour within the City of Stanwood limits. 80th Avenue NW changes to a 35 mph speed limit 600 feet north of 284th Street NW. The road is striped with a double-yellow centerline from 276th to 280th Streets, and a dashed yellow centerline from 280th to 284th Street. There are no edge stripes and limited to no shoulder pavement within the City. There are no existing sidewalks along 80th Avenue NW, and only 276th Street NW and 283rd Street NW have sidewalks that connect to 80th Avenue NW. The topography of the 80th Avenue NW corridor is generally flat north of 280th Street NW. The paved width of the roadway is generally 24 feet wide, with some areas on the south end that narrow to 22 feet wide. There are no designated on- or off-street parking areas, but there are a few properties with turfed or gravel frontage which could be used for parking.

The roadway is straight, with a curve at the south end approaching 276th Street NW. There is an existing all-way stop controlled intersection at 80th Avenue NW and 276th Street NW. There is no other stop control for 80th Avenue NW, but minor intersecting streets are stop controlled. The road is rural in character, with few homes that front directly on 80th Avenue NW. Some single-family residential parcels have

fenced yards which are adjacent to 80th Avenue NW. For all of the single-family residential homes west of 80th Avenue NW, two connections to 80th Avenue NW, and 3 connections to the 45 mph posted limit Pioneer Highway, two of which are highly skewed intersections, represent the only ingress/egress to the neighborhood. Approximately 225 homes would use either 80th Avenue NW or Pioneer Highway as their connector route between local streets and the City of Stanwood or unincorporated Snohomish County.

At the south limit of 80th Avenue NW, the street connects to Cedarhome Drive NW, with a direct connection to Pioneer Highway. 80th Avenue NW continues north of the limits of the City of Stanwood, intersecting with 300th Street NW in unincorporated Snohomish County. 300th Street NW provides access to I-5 to the east and Pioneer Highway to the west.

Existing Traffic Data

Traffic speed information was obtained on 80th Avenue NW from Streetlight Data along the entire length of the study corridor, broken into three segments; 276th Street to 280th Street, 280th Street to the City limits, and north of the City limits. Data was obtained in annual averages for 2019 and 2020. A summary of 2019 average hourly speeds are included in Figures 1 and 2. One comparison of 2020 average hourly speeds is included in Figure 3. Additional data from 2019 and 2020 can be found in the interactive workbook provided to the City as an electronic attachment to this memo.

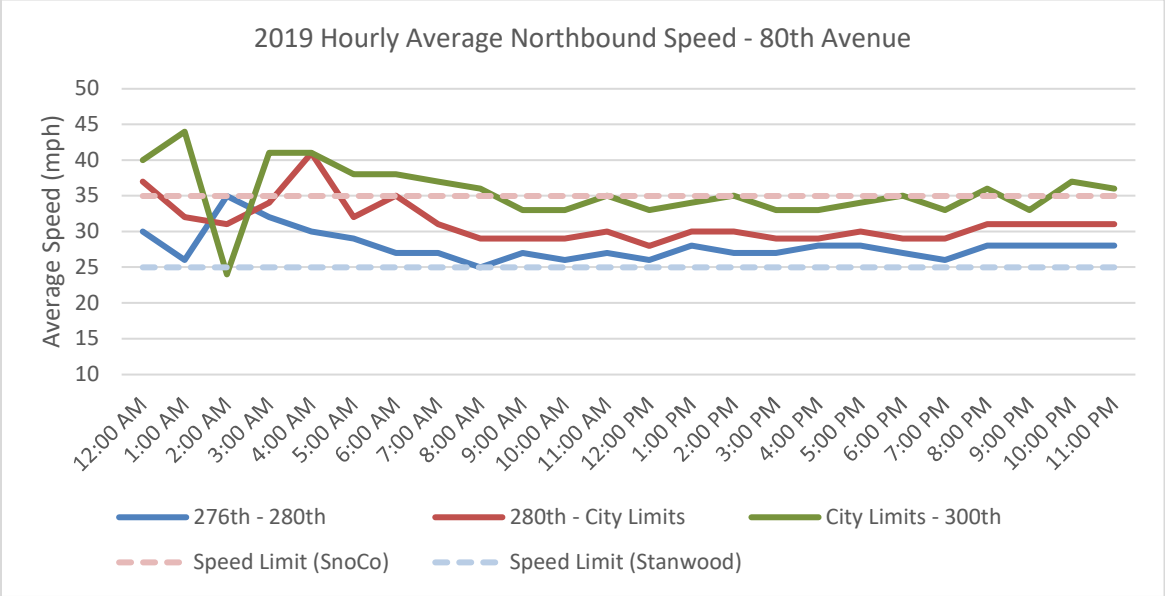


Figure 1 - Northbound Speeds on 80th Avenue East (2019 Weekday)

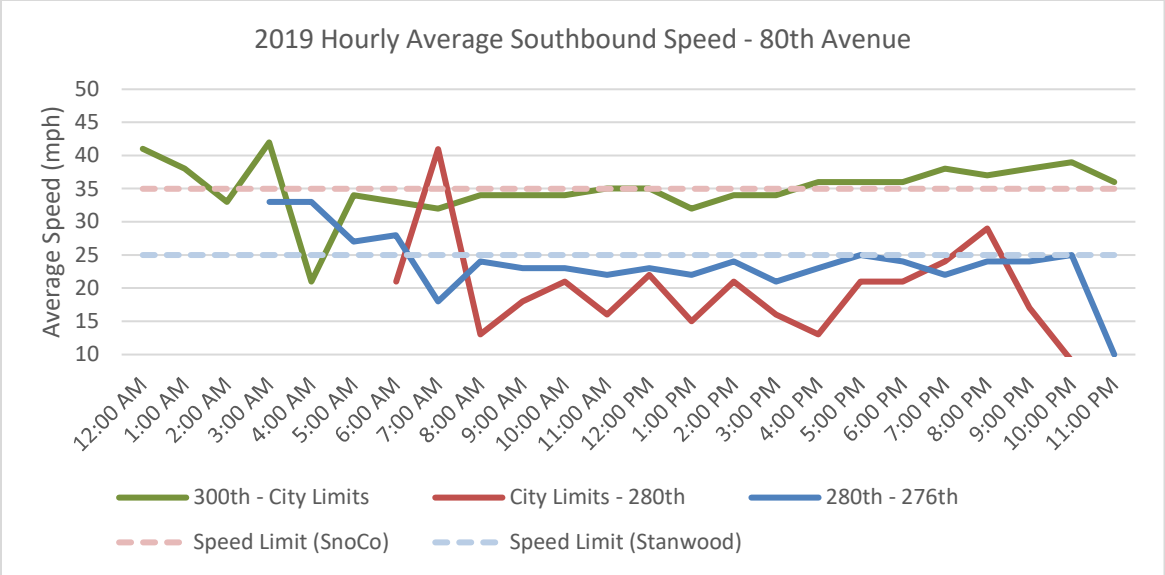


Figure 2 - Southbound Speeds on 80th Avenue East (2019 Weekday)

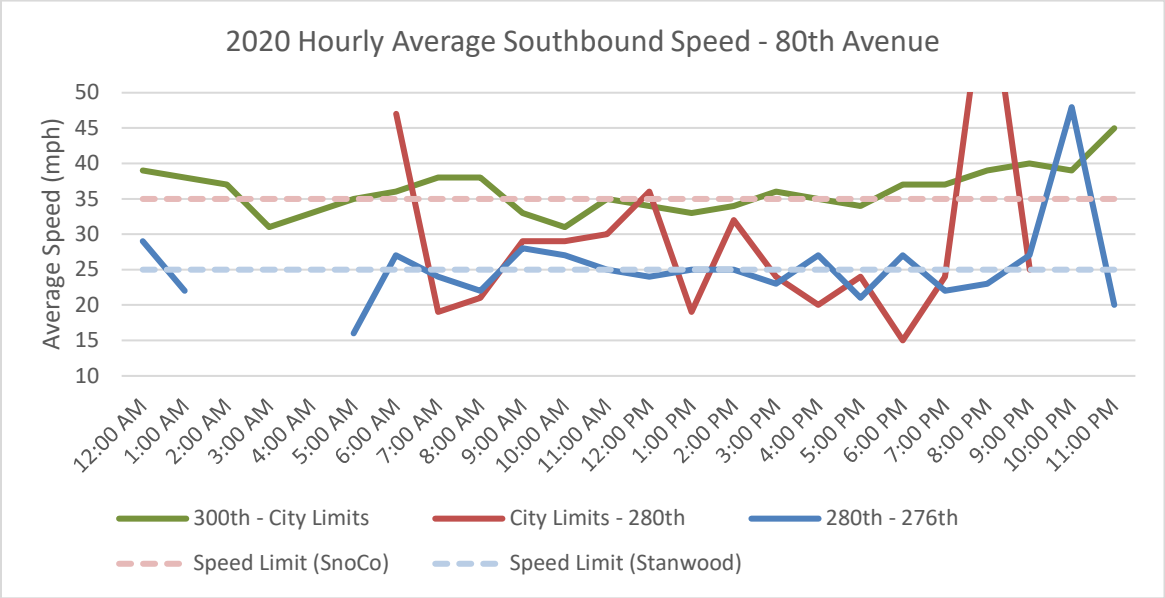


Figure 3 - Southbound Speeds on 80th Avenue East (2020 Weekday)

In the northbound direction, average traffic speeds during regular volume hours (6:00am – 10:00pm) remain near a range of 0 to 5 mph over the posted speed limit within the City limits. North of the City limits, average speeds are right around the posted limit. In the overnight hours, average speeds northbound do increase in all three segments. Significantly higher readings in the late and early hours of the day are likely the result of low volumes and less data to average out single high-end speeders.

In the southbound direction, for 2019, average speeds were mostly at or below the speed limit during regular volume hours (6AM-10PM) within the City limits. In 2020, as shown in Figure 3, the average speeds became much more irregular hour-by-hour and typically trended higher, especially in the northern segment between 280th Street and the City limits. Lower volumes from

the effects of COVID-19 could be contributing to the changes in data (less total vehicles to determine an average), in addition to a change in driver speed patterns.

Travel speed data for both directions in the overnight hours, 10:00pm to 6:00am, show highly variable speeds, well above the speed limits. This may be a result of a small data sample size or may show that vehicles tend to travel well above the speed limit overnight.

A further breakdown of travel speeds by 'speed bins' during the weekday PM peak hour (5-6PM) is provided in Figure 4 and Figure 5. These data show the percent of vehicles traveling in at certain speeds from 5-6PM on an average weekday.

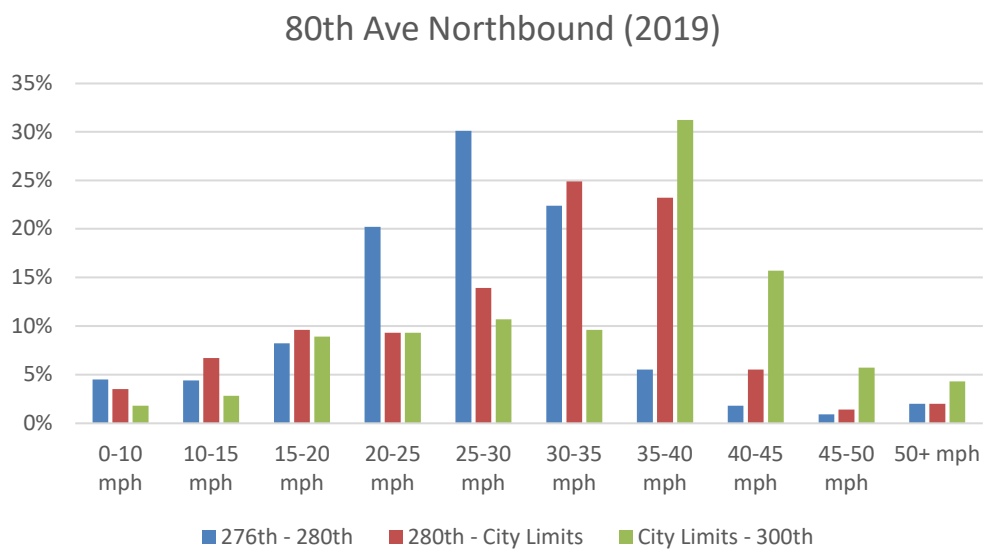


Figure 4 - 5-6 PM 80th Ave Northbound Speeds (2019 Weekday)

In the northbound direction (Figure 4), two thirds of drivers in the selected 5-6PM peak hour are driving within 5 mph of the posted limit south of 280th Street. North of 280th Street, speeds increase, with approximately two thirds of all traffic is less than 10 mph over the posted limit, but approximately 45% within 5 mph of the posted limit. North of the City limits, approximately 75% of all traffic is within 5 mph of the posted limit. The percentages are summarized in Table 1.

Table 1. 80th Avenue Northbound Speed Summary

For 5-6PM peak hour, 2019 data

Segment	5 mph or less over posted limit	5-10 mph over posted limit (total percent)	10+ mph over posted limit[1]
276th to 280th Streets	67%	22% (90%)	<10%
280th Street to City Limits	43%	25% (68%)	<32%
North of City (Unincorporated Snohomish County)	74%	16% (90%)	<10%

1. Because of limitations of data-gathering methods, some high-end speeds may be artefacts, and not true speed readings. Therefore, the percentage shown is the maximum and the real percentage in this range may be less

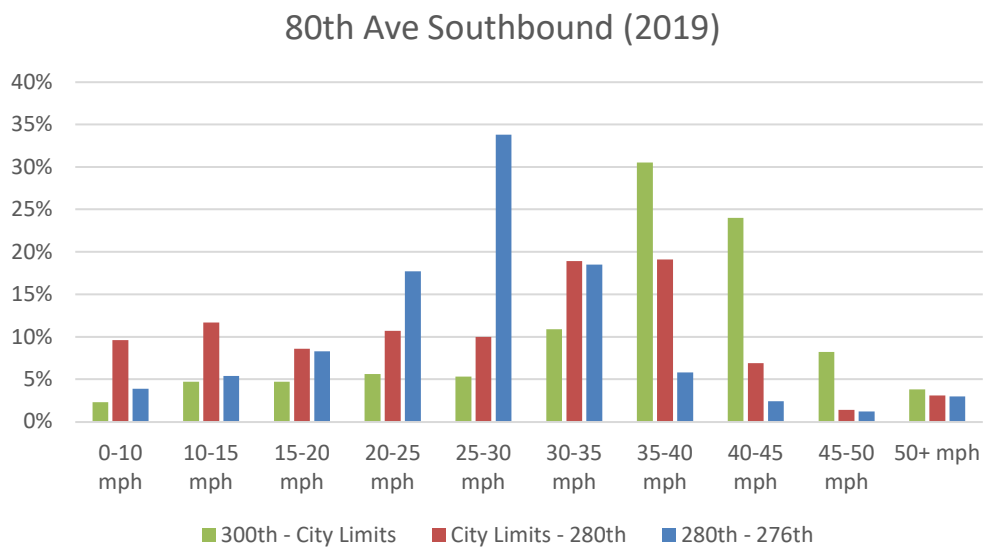


Figure 5 - 5-6 PM 80th Ave Southbound Speeds (2019 Weekday)

In the southbound direction (Figure 5), nearly all drivers in the selected 5-6PM peak hour are driving within 5 mph of the posted limit south of 284th Street. North of 284th Street, southbound speeds do increase, however approximately 90% of all traffic is less than 10 mph over the posted limit. North of the City limits, approximately 75% of all traffic is within 5 mph of the posted limit. The percentages are summarized in Table 2.

Table 2. 80th Avenue Southbound Speed Summary

For 5-6PM peak hour, 2019 data

Segment	5 mph or less over posted limit	5-10 mph over posted limit (total percent)	10+ mph over posted limit[1]
276th to 280th Streets	69%	19% (88%)	<12%
280th Street to City Limits	51%	19% (70%)	<30%
North of City (Unincorporated Snohomish County)	64%	24% (88%)	<12%

1. Because of limitations of data-gathering methods, some high-end speeds may be artefacts, and not true speed readings. Therefore, the percentage shown is the maximum and the real percentage in this range may be less

An interactive spreadsheet has been created that allows the speed data shown in Figure 4 and Figure 5 to be displayed for any hour of the day (based on user input) has been included as an electronic attachment to this memo.

Traffic Data Analysis

The average daily speed on 80th Avenue is 26 mph on the southern segment (276th to 280th Streets), and 32 mph on the northern segment (280th Street to the City limits). The 85th percentile speeds between 276th and 280th Streets are in the 30-35 mph range and in the 40-45 mph range between 280th Street and the City limits. The method of data acquisition for the study does not allow for a single 85th percentile speed to be calculated for either segment.

The City of Stanwood does not have an established traffic calming policy. Typical traffic calming practices for municipalities similar to Stanwood, with a mix of suburban and rural streets, have the following recommendations based on an analysis of the average and 85th percentile speeds:

Table 3. Traffic Calming Thresholds

Based on model policies from other similar regional cities[1]

	Average Speed	85th Percentile speed[2]	Traffic Calming Recommendations
Expected range	At or below posted	0-5 mph over posted	None
Minor speeding	0-5 mph over posted	5-10 mph over posted	Education and Enforcement (signing, striping, feedback signs, targeted patrols, etc.)
Significant speeding	6+ mph over posted	10+ mph over posted	Education, Enforcement and Physical traffic calming

1. Speed ranges and treatments modeled off of Traffic Calming policies developed by Transpo and Transpo staff for the cities of Kenmore and Lake Forest Park
2. Defined as the speed at which 85% of all traffic is at or below

Based on the model traffic calming policies, the traffic characteristics on 80th Avenue NW fall in the “minor speeding” category south of 280th Street. Some intervention may be necessary to address speeds, but major capital investments in physical traffic calming or roadway modifications may have limited effectiveness.

North of 280th Street, the data indicate a significant speeding concern. The City has already taken some measures to address speeds with the installation of speed feedback signage. Because the adjacent segments do not exhibit the same speeding issues, the source of the elevated speeds are likely more tied to drivers accelerating too soon (northbound) or not decelerating soon enough (southbound) between the 35 mph zone north of the City and the 25 mph zone within the City.

Recommended Traffic Calming

The City of Stanwood has already taken steps to address traffic calming on 80th Avenue NW. In early 2021, the City installed solar powered electronic speed feedback signs, one in each direction, approximately 500 feet south of the intersection with 284th Street NW. The City should either use the onboard data from these signs, or acquire new traffic data in 4-6 months following installation of the signs to determine if they have had an effect on the speed profile on 80th Avenue NW.

Additional traffic calming treatments that could be considered based on the speed data are shown in the attached Figure A and include:

- **Placement of orange flags or plaques on existing speed limit signs within the study limits.** These treatments, an example of which is shown in Figure 6, draw additional driver attention to the speed limit on the roadway and educate those who may not be aware of the posted limit.

Figure 6 Example High Visibility Speed Limit Signs (City of Lake Forest Park)

- **Additional speed limit signs.** 80th Avenue NW has a limited number of access points. Ensuring northbound speed limit signs are present north of 276th, 280th and 284th Streets, and southbound speed limit signs south of the City limits, 283rd and 280th Streets will ensure that drivers entering the corridor from either end or any of the cross streets will be made aware of the posted limit shortly after entering the corridor. The data indicate speeding is mostly confined to the 280th to City limits segment, and could be due to drivers not decelerating southbound, or accelerating too soon northbound from the 35 mph zone. Additional delineation of the 25 mph zones may help reduce speeds.
- **On-Pavement Speed Legends.** Thermoplastic markings, an example of which is shown in Figure 7, indicating the 25 mph speed limit could be placed on the pavement in both directions of 80th Avenue, both north of 280th Street (NB) and near the City limits (SB). Thermoplastic markings can be effective at communicating speed limits, but do require maintenance, so represent a long-term cost to the City.

Figure 7 Example on-Pavement Speed Legend (Source: FHWA)

- **High visibility, targeted enforcement.** Depending on available police resources, the City could acquire additional speed data at a more "granular" scale that will allow for targeted speed enforcement during periods when speeds are known to be elevated. Police vehicles that remain visible to traffic during targeted times, even without making stops, are demonstrated to have a traffic calming effect.

Intersection Control at 284th Street

Development of new residential north of 284th, as well as concerns about traffic to and from unincorporated Snohomish County, north of the City limits, has raised concerns about the intersection of 80th Avenue NW and 284th Street NW. The intersection control is currently only one-way stop controlled, for 284th Street NW. As a traffic calming treatment for the northern segment of 80th Avenue NW, and as an intersection control treatment, the City could consider the installation of a context-sensitive compact or mini roundabout. Roundabouts are designed for a target design speed, and therefore can be a useful way to calm traffic on the entry and exit legs of an intersection. A fully traversable center island, as shown in the sample in Figure 8 from the City of Kenmore, and Figure 9 from the City of Lake Stevens, would not restrict the through movement of large vehicles, including trucks and recreational vehicles, as well as fire and other emergency response vehicles.

Figure 8 Sample Mini Roundabout
City of Kenmore, 62nd Avenue NE and NE 196th Street

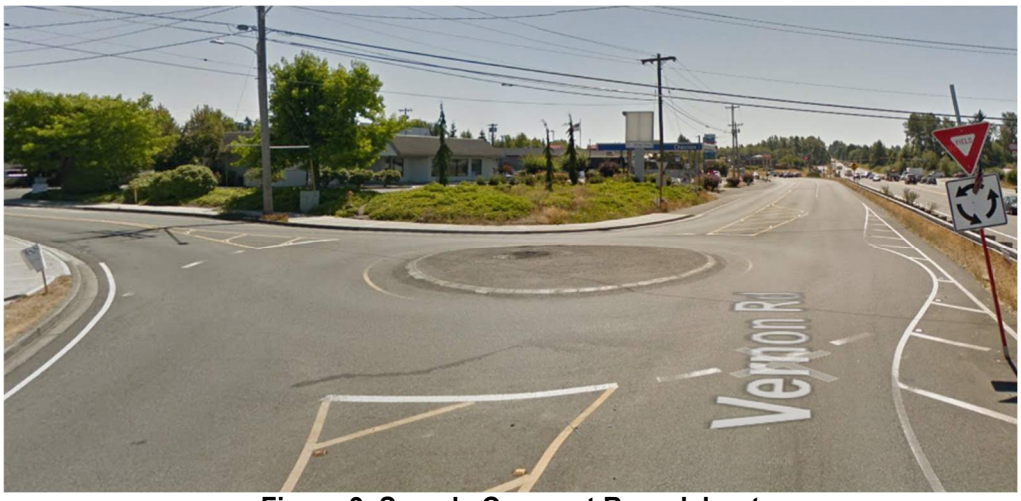


Figure 9 Sample Compact Roundabout
City of Lake Stevens, Vernon Road and N Davies Road

A mini roundabout is intended to fit mostly within the existing paved surface and would be designed in such a way to have only minor, if any, widening required to the west. Compact roundabouts are somewhat larger but can also be designed with fully traversable center and splitter islands to limit impact to large vehicles. An anticipated outer diameter of the roundabout at 80th Avenue NW and 284th Street NW would be 60-70 feet, with an inner circle of approximately 25-30 feet.

Further study of a roundabout treatment, its ability to function effectively on a collector roadway with 80th Avenue NW's existing and projected volumes, and the anticipated design sizes needed

to achieve the desired calmed traffic speed, are outside of the scope of this report, but are recommended long term traffic calming measures for the corridor.

Intersection Control at 280th Street

Current traffic conditions do not warrant physical traffic calming in the southern segment of 80th Avenue NW. Future development and sight distance concerns for the western leg of the 280th Street NW intersection make it a good candidate for a mini or compact roundabout. The size of the roundabout at 280th Street would be similar to that at 284th Street. The existing intersection of 80th and 280th does not meet required MUTCD warrants for all-way stop control[1], but measures to address sight distance concerns, while limiting impact to adjacent private properties, would include painting of an extended "skip stripe" edge line through the intersection, and example of which is shown in Figure 10. The extended edge stripe helps to delineate the lane for through traffic, as well as giving vehicles on 280th Street NW confidence to be able to move up from the stop bar to gain sight distance without being in the active travel lane.

Figure 10 Example Lane Edge Skip Stripe (City of Kenmore)

Pedestrian Safety

In addition to traffic calming, the original concerns on 80th Avenue NW included pedestrian safety. The safety and comfort of vulnerable users in a transportation corridor is tied to both speed and modal separation. 80th Avenue NW does not have sidewalks or, in many locations, paved shoulders. Pedestrians or cyclists in the corridor must use the vehicle lanes. Widening shoulders of 80th Avenue NW, in areas where right of way exists, and roadside ditches and drainage patterns would not be affected would be an effective, lower cost method of creating separation between active mode users and traffic. Other complimentary treatments to further enhance pedestrian safety and comfort would include:

- **Profiled edge striping**. Edge striping which includes thicker, raised thermoplastic material at regular intervals increases the reflectivity and provides a rumble-strip effect, without the pavement grinding and negative effects on cyclists of full rumble strips.

[1] *All-way stop control warrants include a balance of volumes on each intersection leg, three or more crashes per year, or topographical sight distance constraints*

- **Narrow vehicle lanes**. Narrowing vehicle lanes on 80th Avenue NW to 10.5 or 11 foot widths would be within state and national standards and consistent with area practice for collector level roadways. The narrower lanes will increase available paved surface for active modes and has a small calming effect on speeds.
- **Thermoplastic symbols on shoulder**. Placing thermoplastic pedestrian symbols on a widened shoulder can increase the awareness for drivers that shoulders are a shared space, as well as pedestrian confidence in the use of a paved shoulder.

Further engineering design, outside the scope of this study, including a field assessment of drainage and review of available right of way would be required to determine the feasibility of a shoulder widening project.

Future Development

Anticipated development of residential subdivisions on 80th Avenue NW will likely bring sidewalks with planter strips and street trees to the east side of the corridor between 280th Street and the City limits. A 650' gap may be left between the development nearer 280th Street NW and the development north of 284th Street NW, but the City may pursue grant funding to close the gap in sidewalks. The effect of sidewalks, street trees and a more suburban feel to the street would likely have a positive impact on the speeds on 80th Avenue NW. The presence of curbs and roadside "friction" such as street trees and active transportation users (walkers, cyclists, etc.), as well as more single family homes on the street will reinforce that 80th Avenue, within the City limits, remains a 25 mph roadway.

Future Monitoring

Regardless of the measures implemented, follow up on the impacts of any changes to speed is recommended. New speed data should be obtained, either through Streetlight or on-site traffic counts, after a minimum of six months following any modifications to signage or striping. Comparing the late-2021 or early 2022 data to 2019, as well as the COVID-affected 2020 data will confirm the effectiveness of any changes, or the need to implement further data-based calming strategies.

80th Ave NW - Corridor Concept

May 12, 2021

FIGURE

1.21010.00 - Stanwood On-Call 2021

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68th Avenue Traffic Analysis
TranspoGroup – May 2021

Study Area: 276th Street to City Limits

Speed Limit:

25 mph in City
35 mph in County

Study Objectives:

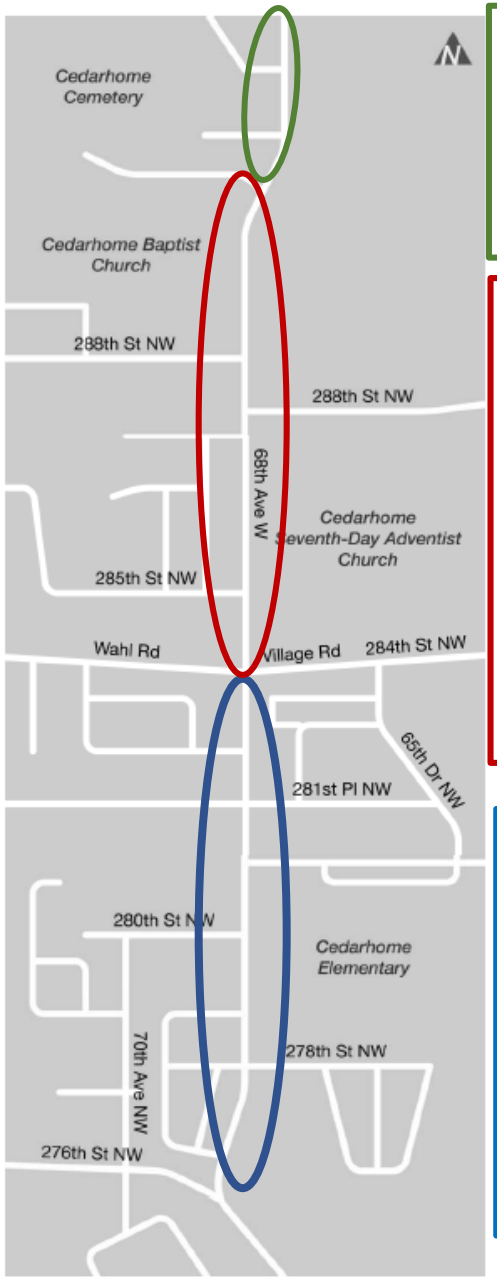
- Traffic Volumes
- Traffic Speeds
- Traffic Calming Measures

Findings / Recommendations:

- Traffic is generally within speed limit
- Add high visibility speed signage
- Add on-pavement speed signage
- Use of mobile speed feedback signs

(PM Peak Hour Data)

Northbound Traffic

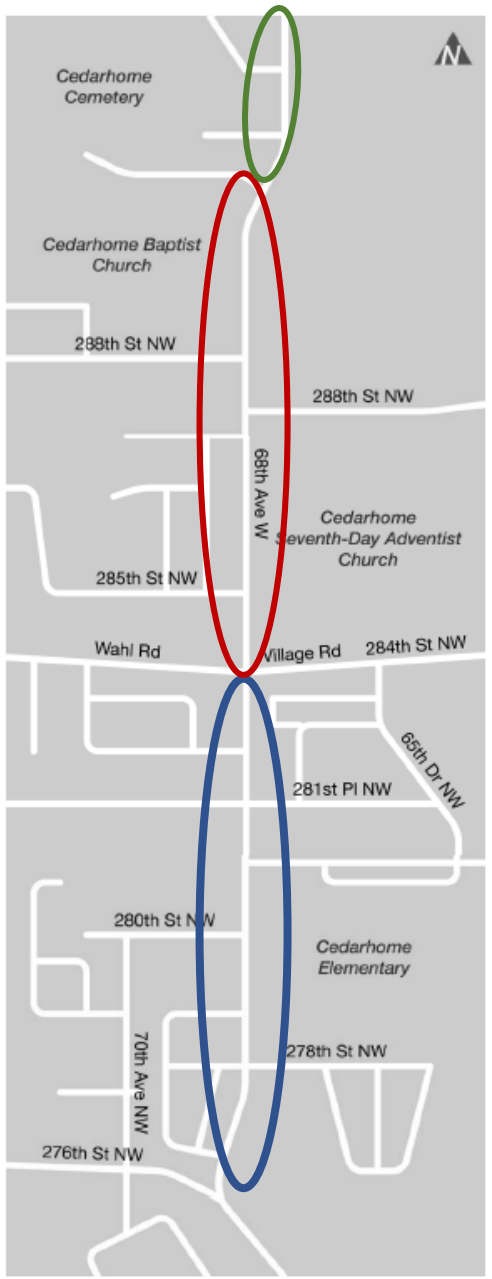


14% of Drivers 5-10 mph Over Speed Limit (35 mph)

24% of Drivers 5-10 mph Over Speed Limit (25 mph)

14% of Drivers 5-10 mph Over Speed Limit (<25 mph)

Southbound Traffic



3% of Drivers 5-10 mph Over Speed Limit (35 mph)

22% of Drivers 5-10 mph Over Speed Limit (25 mph)

17% of Drivers 5-10 mph Over Speed Limit (25 mph)

68th Ave NW - Corridor Concept

May 12, 2021

FIGURE A

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80th Avenue Traffic Analysis
TranspoGroup – May 2021

Study Area: 276th Street to City Limits

Speed Limit:

25 mph in City
35 mph in County

Study Objectives:

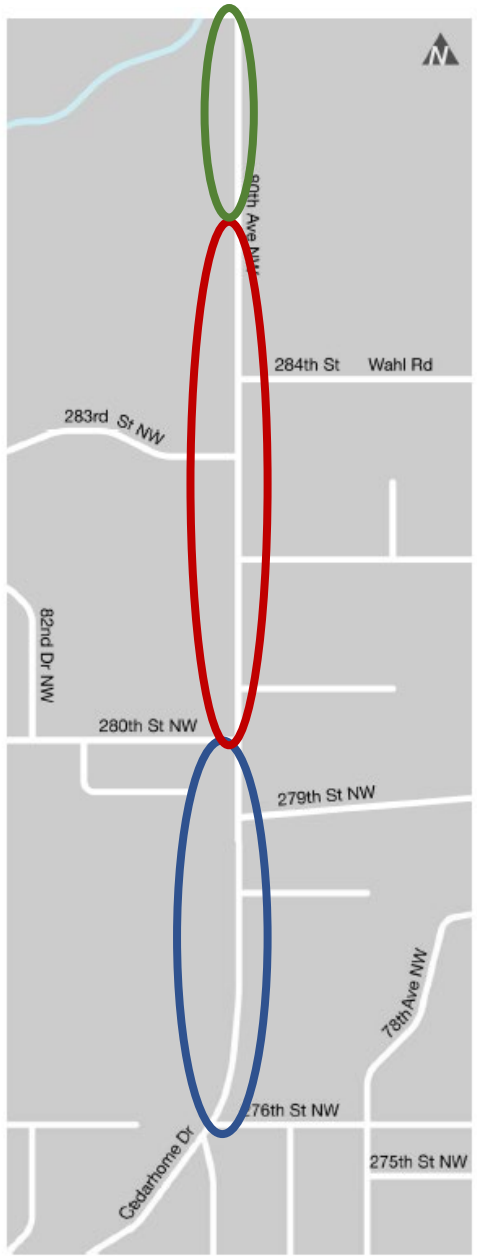
- Traffic Volumes
- Traffic Speeds
- Traffic Calming Measures

Findings / Recommendations:

- 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

(PM Peak Hour Data)

Northbound Traffic

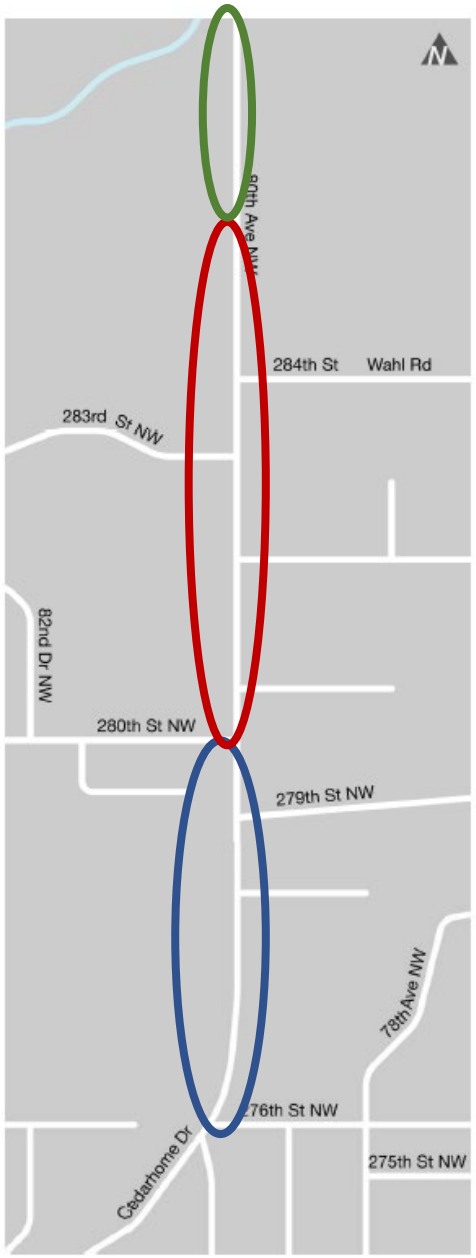


16% of Drivers 5-10 mph Over the Speed Limit (35 mph)

25% of Drivers 5-10 mph Over Speed Limit (25 mph)

22% of Drivers 5-10 mph Over Speed Limit (25 mph)

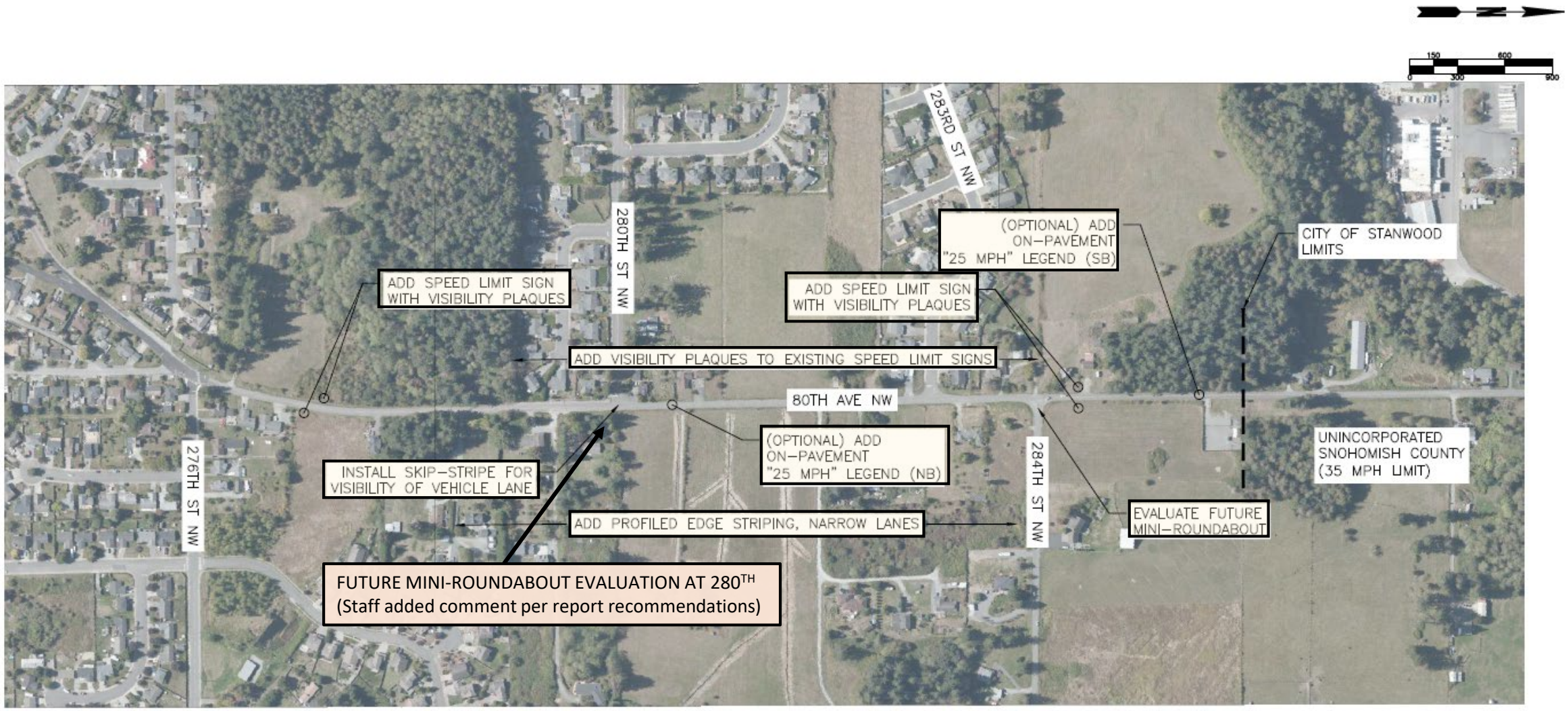
Southbound Traffic



24% of Drivers 5-10 mph Over Speed Limit (35 mph)

19% of Drivers 5-10 mph Over Speed Limit (25 mph)

19% of Drivers 5-10 mph Over the Speed Limit (25 mph)



80th Ave NW - Corridor Concept

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FIGURE

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CITY OF STANWOOD
CITY COUNCIL
AGENDA STAFF REPORT

ITEM NUMBER: 7c

DATE: September 23, 2021

SUBJECT: Approval of the Heritage Park Master Plan Update

CONTACT PERSON: Carly Ruacho, Senior Planner

ATTACHMENTS: A - Heritage Park Updated Master Plan Site Plan
B - Heritage Park Priority Project List

ISSUE:
The issue before the Council is the approval of the update to the Heritage Park Master Plan and the project prioritization list to guide future park development.

RECOMMENDATION:
Approve the updated Heritage Park Master Plan and associated Priority Project List.

DISCUSSION:
Staff and the Parks and Trails Advisory Committee (PTAC) have been working on updating the Heritage Park Master Plan since 2018. The Master Plan update was developed by J.A. Brennan Associates, a Seattle-based landscape architecture firm with extensive experience in both recreation and sports facility park projects.

The master plan update builds on the existing Master Plans as well as the Non-Motorized Transportation Plan to better realize the potential of Heritage Park as a sports and recreation destination through opportunities for play, walking, and gathering. The proposed improvements address multiple action items outlined in the city's six-year Capital Improvement Plan and and twenty-year Parks, Recreation, and Open Space Plan.

This master plan was guided by community input, site analysis, conceptual scenarios, and discussions with city staff. This Plan maximizes sports recreation and tournament hosting capabilities within the park, cementing Heritage Park as a go-to regional destination for baseball/softball and soccer activities.

Major Master Plan elements include:

- The recently acquired Josephine property;
- Tournament-ready sports complex with at least 4 baseball/softball fields and 4 soccer/lacrosse fields;
- Updated trails throughout the park;
- Expanded parking;
- A new loop trail;

Other activities are secondary due to the emphasis on sports facilities which provide additional playful options such as a bike pump track, nature play elements, pickleball and basketball counts, RV parking, picnic shelter and children's play areas. The intent of these elements is to create a holistic park experience for multiple users.

This concept builds on Stanwood's Non-Motorized Transportation Plan goal of creating a pedestrian and bicycle-friendly community by expanding multi-use trails throughout the park and providing additional amenities in the form of defined park entrances, wayfinding, and bicycle parking.

Studies have been conducted relating to drainage, wetland location and cultural resources to ensure that the Master Plan can be developed as proposed. Additional review will be required for each individual project as it is constructed.

This update ensures the 44 acre park meets the needs of youth and adult sports organizations and Stanwood-Camano residents for the next 10 to 20 years.

FISCAL IMPACT:

Continued development of Heritage Park will occur on a project-by-project basis over time and as funds become available. $2,680,635 was included in the 2020–2021 budget and work plan to complete the drainage system/baseball field improvement project as well as resurfacing the parking lot. An additional $650,000 is shown in the 6-year CIP to cover costs for additional projects. Full build out of Heritage Park is expected to occur over a 20-year time horizon.

COMMITTEE RECOMMENDATION:

The PTAC worked with the consultant over multiple years to develop the updated Master Plan that is being considered. They completed their review on April 19, 2021 and have forwarded a recommendation to approve this plan and the priority project list as drafted. The intent of the priority list is to guide future decision makers on which park elements to begin implementation of when updating the annual budget and yearly Capital Improvement Plan.

CITY COUNCIL OPTIONS:

1. Approve the updated Heritage Park Master Plan as shown on the site plan design provided in this report.
2. Request changes to the updated Heritage Park Master Plan design.
3. Send the updated Heritage Park Master Plan back to PTAC for further evaluation.

RECOMMENDED MOTION:

I MOVE TO APPROVE THE HERITAGE PARK MASTER PLAN UPDATE AND ASSOCIATED PRIORITY PROJECT LIST TO GUIDE FUTURE DEVELOPMENT OF THE PARK.

Draft Master Plan

October 11, 2018

Heritage Park

j.a. brennan associates PLLC

Heritage Park Project Priority List

Project #		
1	Improve Baseball Field Drainage	
2	Resurface Parking Lot	
3	Pump Track Modifications	
4	Repair Soccer Field 1	
5	Improve Soccer Fields (2 and 4)	
6	Enlarged/Additional Dog Park	
7	Concessions/Restroom #2	
8	Baseball Field #4	
9	Skate Park Upgrade/Enlargement	
10	Covered Dug Out/Foul Netting	
11	Gateway/Wayfinding Signage	
12	Additional Soccer Field (3)	
13	Additional Parking Lot	
14	Pickleball Courts	
15	Picnic Shelter/Restroom #3	
16	Windbreak Landscaping	
17	Site Furniture (benches, trash cans)	
18	Baseball Lighting/Scoreboard	
19	Viewing Mound/Labyrinth	
20	Gathering Meadow	
21	Open Meadow/Landscaping	
22	Basketball Courts	
23	Picnic Shelter/Group Area	
24	Pump Track Upgrades/Enlargement	
25	Skatepark Lighting	
26	Soccer Field Lighting	
27	Additional Playground	
28	Existing Playground Improvements	
29	Trail System Connections	
30	Reforestation/Wetland buffer	
31	Wetland Viewpoints	
32	Viewing Mound #1	
33	Viewing Mound #2	
34	RV Parking	
35	Pickleball/Basketball Lighting	
36	Zipline	
37	Bull Pen	
38	Batting Cage	

Note: shaded items are located on the additional western property (currently vacant land)

CITY OF STANWOOD
CITY COUNCIL
AGENDA STAFF REPORT

ITEM NUMBER: 7d

DATE: September 23, 2021

SUBJECT: Approval of the Church Creek Park Master Plan Update

CONTACT PERSON: Carly Ruacho, Senior Planner

ATTACHMENTS:
A - Church Creek Park Updated Master Plan Site Plan
B - Church Creek Park Priority Project List
C - Church Creek Park Updated Master Plan

ISSUE:
The issue before the Council is the approval of the update to the Church Creek Park Master Plan and the project prioritization list to guide future park development.

RECOMMENDATION:
Approve the updated Church Creek Park Master Plan and associated Priority Project List.

DISCUSSION:
Staff and the Parks and Trails Advisory Committee (PTAC) have been working on updating the Church Creek Park Master Plan for over a year. The Master Plan update was developed by J.A. Brennan Associates, a Seattle-based landscape architecture firm with extensive experience in both recreation and sports facility park projects.

The master plan update builds on the existing Master Plan as well as the Non-Motorized Transportation Plan to better define a vision for Church Creek Park. Several site visits have been conducted and many conversations have occurred to understand what the current Park Plan states as well as to define existing and potential future needs/demands for the Park.

The current Parks, Recreation and Open Space Plan (PROS) identified the following items as the 6-Year Action Plan for Church Creek Park:

- New Playground Equipment
- Improved Visibility
- New Trail to Creek
- Better Drainage
- Improved Ball Field

- Master Plan to Integrate with Vine Street Property

The updated Master Plan addresses these near-term items as well as inludes many other longer term projects including:

- More visible entrances and better connections to adjacent properties
- Trails and paths
- Renovate parking lot
- New picnic shelter/plaza space
- Forest picnic area
- New/enhanced recreation facilities:
    - baseball field renovation
    - basketball/pickleball court(s)
- Higher visibility of the flagpole circle
- Outdoor classroom and environmental education area
- Forest glade recreation area
- Wetlands enhancement and mitigation plantings
- Park edge plantings
- Create creek viewing opportunities and touch points

This Master Plan was based on aerial photography and site visits; no formal survey was conducted on the park property. Detailed studies and environmental investigations will be conducted on a project by project basis as projects move forward. These other studies may include drainage, wetland location and cultural resources to ensure that the Master Plan can be developed as proposed. Additional review will be required for each individual project as it is constructed.

FISCAL IMPACT:

Development of Church Creek Park will occur on a project-by-project basis over time and as funds become available. $150,000 was included in the 2020–2021 budget and work plan to complete the master plan update and install new playground equipment. An additional $440,000 is shown in the 6-year CIP to cover costs for additional projects. Full build out of Church Creek Park is expected to occur over a 10 to 15 year time horizon.

COMMITTEE RECOMMENDATION:

The PTAC worked with the consultant to develop the updated Master Plan that is being considered. They completed their review on June 2, 2021 and have forwarded a recommendation to approve this plan and priority project list as drafted. The intent of the priority list is to guide future decision makers on which park elements to begin implementation of when updating the annual budget and yearly Capital Improvement Plan.

CITY COUNCIL OPTIONS:

1. Approve the updated Church Creek Park Master Plan as shown in the attachment to this report.
2. Request changes to the updated Church Creek Park Master Plan design.

3. Send the updated Church Creek Park Master Plan back to PTAC for further evaluation.

RECOMMENDED MOTION:
MOTION TO APPROVE THE CHURCH CREEK PARK MASTER PLAN UPDATE AND ASSOCIATED PRIORITY PROJECT LIST TO GUIDE FUTURE DEVELOPMENT OF THE PARK.

Draft Master Plan

Church Creek Park

December 24, 2020

Scale: 1" = 40'

0' 40' 80'

j.a. brennan associates PLLC

Church Creek Park Project Priority List

Project #	Project Description	Budget Year	Notes
1	Frontage tree thinning	2022	
2	Remove alder trees in future forest glade recreation area	2022	
3	Baseball field inspection/repairs	2022	Drainage/trip hazards
4	Playground bench and signage	2021	Amendment requested
5	New/renovated sports court(s)	2022	Maintain basketball, add pickleball
6	Add Crosswalk to HS parking lot to use for overflow parking (signs)	2023	Seek agreement with school district so parking lot can be signed accordingly
7	Renovate parking lot	2022*	Redesign to increase # of parking spaces
8	Flagpole circle renovation	2022	
9	Loop trails to/from Church Creek (including interpretive signage)	2022*	Minimum of one ADA accessible loop
10	Develop adjacent property with additional parking	2024	
11	Connections to adjacent properties (including wayfinding signage)	2024	
12	Loop trail around NE wetland	2025	
13	Enhance existing park entrance (including signage)	2024	
14	Complete disc golf course	2025	
15	Improve trails/paths in NW park	2025	
16	New picnic shelter/plaza space	2026+	
17	Improve park host area	2026+	
18	New NW park entrance (including signage)	2026+	Must be done in conjunction with project #16 to allow access for RV type vehicle.
19	Creek view points	2026+	
20	Park edge plantings	2026+	
21	Create forest glade recreation area	2026+	
22	Forest picnic area	2026+	
23	Renovate baseball field	2026+	
24	Outdoor classroom and environmental education area	2026+	
25	Frog pond restoration	2026+	

Church Creek Park Project Priority List

26	Wetland enhancements and mitigation plantings	2026+	

*Indicates that only a portion of the project is budgeted for a given year (i.e. design only)

CITY OF STANWOOD

Church Creek Park Master Plan

February 2021

Introduction

Church Creek Park is a 15.4 acre site located east of downtown Stanwood with Church Creek running along the eastern edge of the site. The park currently features one baseball field, basketball court, disc golf course, picnic facilities, tall trees, a paved parking lot and a playground area. There is also access to a beautiful reach of Church Creek on the eastern edge of the park.

Renovating the Church Creek property provides a unique opportunity to expand on existing recreation facilities such as the disc golf course and to create new facilities like the sport court. The updated park will offer much-needed recreational and educational opportunities for all ages, abilities, and seasons. These opportunities will be accentuated through the use of interpretive signage and accessible design around the site. Knowledge and participation from the city, and Parks and Trails Advisory Committee (PTAC) helped inform the concept and ultimate design of the master plan for Church Creek Park.

Currently, no survey exists for this site so for future phases it is recommended to conduct a survey of the park or parts of the park for a more accurate picture of existing conditions.

Action Strategies

This master plan builds off the City of Stanwood's Parks, Recreation and Open Space (PROS) Plan as well as critical input from members of the PTAC. Major elements of the design include a new loop trail and better access to the creek, improved visibility, new and enhanced recreation facilities, and better integration with the surrounding area. Making the park feel more welcoming and safe will be achieved through opening up views into the forest from the plaza, and into the park from the street. Access from the new City Hall and police station will increase the park's usage and sense of activity thereby also providing a greater feeling of security. In addition, the master plan design will enhance habitat and ecological function while offering chances for park visitors to experience nature in a community park setting. It is assumed the park will be open dawn to dusk with minimal egress lighting. The goal is to create a multi-functional park that serves the diverse interests of the community.

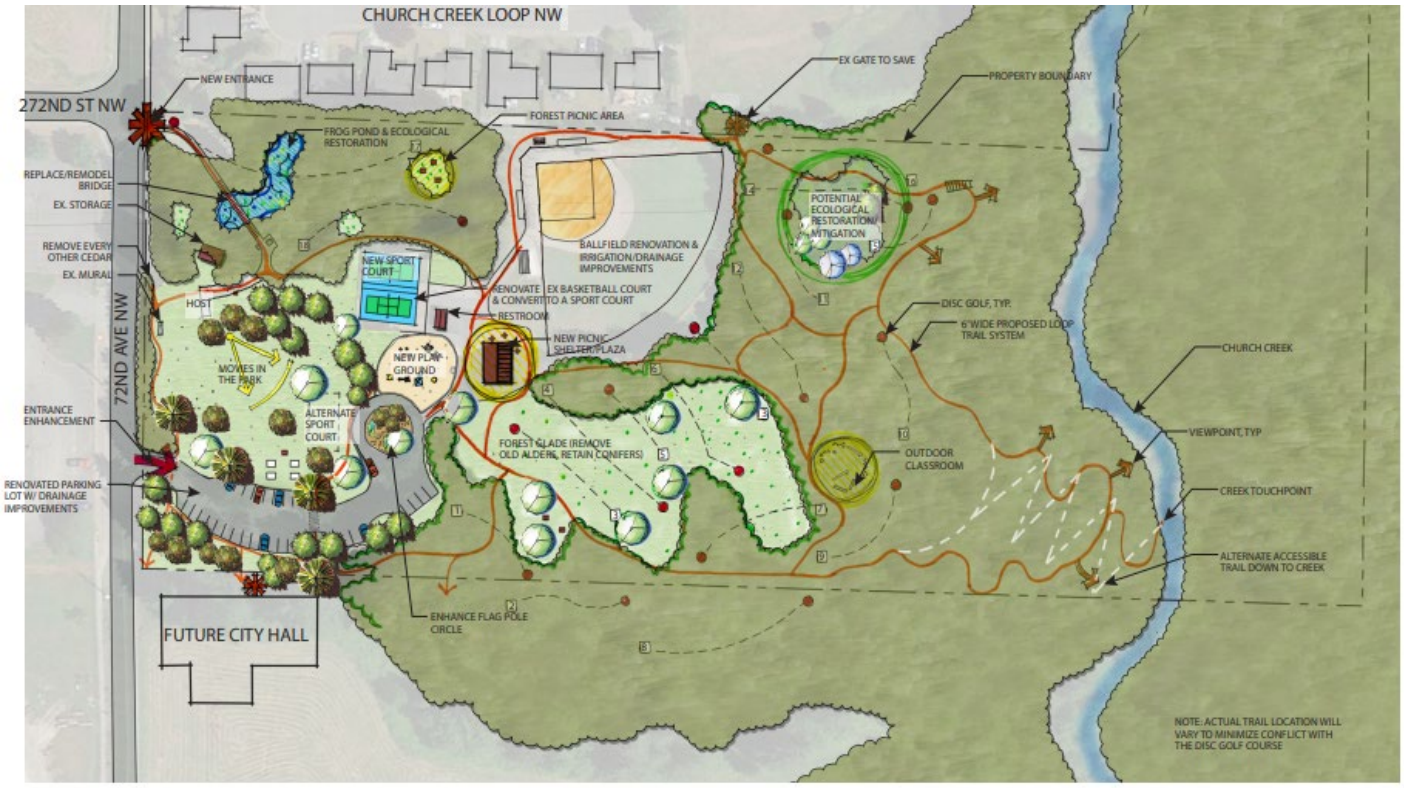
Implementation Strategy

The Master Plan is designed to allow for a phased approach over time, as well as a variety of project types including grant opportunities, volunteer or private donation as well as general funded projects. It is not the intention of the City to implement the entire Plan at one time. The PTAC will recommend a prioritized order for future projects based on community desires and specific projects will be budgeted through the City's 6-year Capital Improvement Plan and the City Council's bi-annual budget processes in future years. The Plan covers the major areas for improvement which are individually outlined in further detail including project cost estimates for the following items:

- More visible entrances and better connections to adjacent properties
- Trails and paths
- Renovate parking lot
- New picnic shelter/plaza space
- Forest picnic area
- New/enhanced recreation facilities
    - baseball field
    - basketball/pickleball court(s)
- Higher visibility flagpole circle
- Outdoor classroom and environmental education area
- Forest glade recreation area
- Wetlands enhancement and mitigation plantings
- Park edge plantings
- Create creek viewing opportunities and touch points

Additional considerations:

- Retain area for movies in the park/lawn area
- Retain mature Cedar grove
- Maintain existing amenities including new playground and restroom facility



Draft Master Plan

Church Creek Park

December 24, 2020

Scale: 1" = 40'

0' 40' 80'

j.a. brennan associates PLLC

Park Entrances / Connections to Adjacent Properties / Trails and paths

Project Description:

- Provide a park path along the east side of 72nd Ave NW (in the park) for pedestrian access from the City Hall and the residential properties to the north
- Provide standard city park entry sign
- Create paths to connect to the street and the future City hall / police station
- Create a series of loop paths in the park
- Integrate interpretive signage near the creek
- Minimize the conflict between paths, trails and the disc golf areas. Adjust the trail alignment as needed to keep walkers out of disc flight path to the extent possible. Disc golf tee-box holes can also be modified to improve safety and reduce conflicts.
- The actual trail location will vary to minimize the conflict with disc golf
- 6' asphalt loop trail for an accessible path with several viewing nodes around the forest and down to the creek
    - Additional crushed rock loops will intersect the primary asphalt loop to allow for different paths through the forest and around the disc golf course
    - Optional: Re-establish the trail to creek path with accessible paths that switchback down to the creek and provide viewpoints along the ridge overlooking the creek.

CITY OF STANWOOD

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	166,000	16,600.00	
						16,600.00
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	15,000.00	15,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	8,000.00	8,000.00	
						23,000.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	1,500	CY	10.00	15,000.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	-	LS	5,000.00	0.00	
						15,000.00
11 00	**SIGNAGE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Directional Signs	3	EA	50.00	150.00	
2	Wetland buffer protection area signs	4	EA	50.00	200.00	
3	Park Entry Sign	2	EA	4,200.00	8,400.00	
4	Interpretive Sign	2	EA	3,000.00	6,000.00	
						14,750.00
14 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Crushed rock path w/ edging (4" depth)	2,000	LF	10.00	20,000.00	
2	Asphalt paving for paths	3,050	LF	15.00	45,750.00	
3	Concrete plaza paving with stone edging	0	SF	20.00	0.00	
4	Accessible trail down to the creek	1	LS	10,000.00	10,000.00	
5	Boardwalk 6' wide, wood, pin pile, no railing	150	LF	250.00	37,500.00	
						113,250.00
	Estimate Subtotal					**182,600.00**
	Escalate to Summer 2022 (3% per year)	6%	%	182,600.00	10,956.00	
	General Contractor Overhead and Profit	12%	%	193,556.00	23,226.72	
	Sales Tax (Stanwood)	9.1%	%	216,782.72	19,727.23	
	Design Contingency	25%	%	236,509.95	59,127.49	
	Location Adjustment (Everett)	0.8%	%	295,637.43	2,365.10	
	GRAND TOTAL					***298,002.53***

CITY OF STANWOOD

Renovate the existing parking lot

Project Description:

- Create a robust paving surface and enhanced drainage conditions. The existing paving is fractured or "gatored" due to poor drainage and inadequate sub-grade preparation.
- Maintain the 31 existing stalls but add curb cuts and crosswalks for better accessible circulation
- Provide park entry sign and accent landscaping

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	124,477	12,447.70	
						12,447.70
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	-	AC	6,750.00	0.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	8,000.00	8,000.00	
						8,000.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	-	CY	10.00	0.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	1	LS	40,000.00	40,000.00	
						40,000.00
04 00	**PARKING LOT RENOVATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Erosion Control	1	LS	1,625.00	1,625.00	
2	Pulverize and CTB existing soils 12 to 18 in depth 6% conc.	1,944	SY	8.50	16,524.00	
3	2 inch crushed rock	267	TNS	34.00	9,078.00	
4	Signage and striping	1	LS	7,000.00	7,000.00	
5	3 inch HMA	325	TNS	130.00	42,250.00	
						76,477.00
	Estimate Subtotal					**136,924.70**
	Escalate to Summer 2022 (3% per year)	6%	%	136,924.70	8,215.48	
	General Contractor Overhead and Profit	12%	%	145,140.18	17,416.82	
	Sales Tax (Stanwood)	9.1%	%	162,557.00	14,792.69	
	Design Contingency	25%	%	177,349.69	44,337.42	
	Location Adjustment (Everett)	0.8%	%	221,687.11	1,773.50	
	GRAND TOTAL					***223,460.61***

CITY OF STANWOOD

New picnic shelter with expanded plaza space / Forest picnic area

Project Description:

- An updated picnic shelter makes the park feel more inviting and provide revenue potential
- Expanding the hardscape surrounding the plaza allows for more gathering for gatherings and spontaneous interactions
- Create new picnic area with multiple tables in the forest area north of the basketball court

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	232,501	23,250.10	
						23,250.10
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	2,000.00	2,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	10,000.00	10,000.00	
		-				12,000.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	100	CY	10.00	1,000.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	1	LS	4,000.00	4,000.00	
						5,000.00
04 00	**SITE FURNITURE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Bench	4	EA	1,700.00	6,800.00	
2	Trash Receptacle	1	EA	1,200.00	1,200.00	
3	Picnic Table	4	EA	3,500.00	14,000.00	
4	Picnic Table - ADA	1	EA	3,501.00	3,501.00	
						25,501.00
13 00	**STRUCTURES**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Picnic Shelter	1	EA	80,000.00	80,000.00	
						80,000.00
14 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Crushed rock path w/ edging (4" depth)	0	LF	10.00	0.00	
2	Asphalt paving for paths	0	LF	15.00	0.00	
3	Concrete plaza paving with stone edging	5,500	SF	20.00	110,000.00	
4	Accessible trail down to the creek	0	LS	10,000.00	0.00	
5	Boardwalk 6' wide, wood, pin pile, no railing	0	LF	250.00	0.00	
						110,000.00
	Estimate Subtotal					**255,751.10**
	Escalate to Summer 2022 (3% per year)	6%	%	255,751.10	15,345.07	
	General Contractor Overhead and Profit	12%	%	271,096.17	32,531.54	
	Sales Tax (Stanwood)	9.1%	%	303,627.71	27,630.12	
	Design Contingency	25%	%	331,257.83	82,814.46	
	Location Adjustment (Everett)	0.8%	%	414,072.28	3,312.58	
	GRAND TOTAL					***417,384.86***

CITY OF STANWOOD

New and enhanced recreation facilities

Project Description:

- Renovate the existing baseball field with improved drainage
- Convert the existing basketball court into a sport court with a backetball hoop and add one new adjacent sport court if this can be done without impacting trees
  - Pour new concrete adjacent to the existing slab to expand the paved surface to meet pickleball court size standards
  - Pour asphalt over the existing and new concrete slab to restore the playing surface
  - If possible shift basketball hoop to the north edge (mid court) to avoid obstructing pickleball play
- Preserve basketball play within the sport court footprint if possible

Budget:

Baseball Field Renovation

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	83,000	8,300.00	
						8,300.00
06 00	**BASEBALL FIELD RENOVATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Drainage Improvements	1	LS	50,000.00	50,000.00	
2	Grass seed outfield	6,600	SY	5.00	33,000.00	
						83,000.00
	Estimate Subtotal					**91,300.00**
	Escalate to Summer 2022 (3% per year)	6%	%	91,300.00	5,478.00	
	General Contractor Overhead and Profit	12%	%	96,778.00	11,613.36	
	Sales Tax (Stanwood)	9.1%	%	108,391.36	9,863.61	
	Design Contingency	25%	%	118,254.97	29,563.74	
	Location Adjustment (Everett)	0.8%	%	147,818.72	1,182.55	
	GRAND TOTAL					***149,001.27***

Sports Court

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	138,750	13,875.00	
						13,875.00
05 00	**SPORT COURTS**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Renovated sport court with B/ball	1	LS	45,000.00	45,000.00	
2	New sport court w/ B/ball	1	LS	90,000.00	90,000.00	
						135,000.00
14 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Asphalt paving for paths	250	LF	15.00	3,750.00	
						3,750.00
	Estimate Subtotal					**152,625.00**
	Escalate to Summer 2022 (3% per year)	6%	%	152,625.00	9,157.50	
	General Contractor Overhead and Profit	12%	%	161,782.50	19,413.90	
	Sales Tax (Stanwood)	9.1%	%	181,196.40	16,488.87	
	Design Contingency	25%	%	197,685.27	49,421.32	
	Location Adjustment (Everett)	0.8%	%	247,106.59	1,976.85	
	GRAND TOTAL					***249,083.44***

Flagpole Circle:

Project Description:

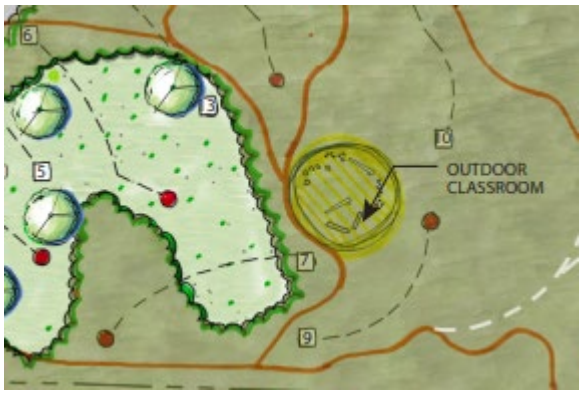
- Replace the flag pole
- Employ selective clearing but save the Japanese maple and fir tree
- Prune trees to let light in
- Create a Japanese style landscape with boulders and cobbles
- Provide an interesting planting palette with trees, shrubs, and limited groundcover

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	30,100	3,010.00	
						3,010.00
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	1,000.00	1,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	500.00	500.00	
						1,500.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control		LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	40	CY	10.00	400.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	-	LS	5,000.00	0.00	
						400.00
08 00	**FLAG POLE CIRCLE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Tree removal	1	LS	3,000.00	3,000.00	
2	Boulders & cobbles	1	LS	3,000.00	3,000.00	
3	Uplighting on flag and Japanese maple	1	LS	4,000.00	4,000.00	
4	Planting	1	LS	10,000.00	10,000.00	
5	Replace existing flag pole	1	LS	2,200.00	2,200.00	
6	Ornamental Lantern	1	LS	6,000.00	6,000.00	
						28,200.00
	Estimate Subtotal					**33,110.00**
	Escalate to Summer 2022 (3% per year)	6%	%	33,110.00	1,986.60	
	General Contractor Overhead and Profit	12%	%	35,096.60	4,211.59	
	Sales Tax (Stanwood)	9.1%	%	39,308.19	3,577.05	
	Design Contingency	25%	%	42,885.24	10,721.31	
	Location Adjustment (Everett)	0.8%	%	53,606.55	428.85	
	GRAND TOTAL					***54,035.40***

CITY OF STANWOOD

Outdoor classroom and environmental education area in the forest



Project Description:

- Seating stones or logs and stumps for sitting, working and playing on
- Nature-related signage such as salmon, water, trees
- Plants, leaf litter, animals, insects and living things can provide great learning opportunities

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	28,550	2,855.00	
						2,855.00
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	2,000.00	2,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	800.00	800.00	
						2,800.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	200	CY	10.00	2,000.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	-	LS	5,000.00	0.00	
						2,000.00
04 00	**SITE FURNITURE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Bench	1	EA	1,700.00	1,700.00	
2	Trash Receptacle	-	EA	1,200.00	0.00	
3	Picnic Table w/ concrete pad	1	EA	3,500.00	3,500.00	
4	Split rail barrier fence (post and rail) - mitigation protection	-	LF	21.50	0.00	
						5,200.00
10 00	**OUTDOOR CLASSROOM**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Logs and stumps for seating	6	EA	1,500.00	9,000.00	
2	Seating stones	4	EA	1,000.00	4,000.00	
3	Planting	1	LS	2,500.00	2,500.00	
4	Educational Signage	1	EA	3,000.00	3,000.00	
						18,500.00
11 00	**SIGNAGE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Directional Signs	1	EA	50.00	50.00	
2	Wetland buffer protection area signs	-	EA	50.00	0.00	
3	Park Entry Sign	-	EA	4,200.00	0.00	
4	Interpretive Sign		EA	3,000.00	0.00	
						50.00
14 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Crushed rock path w/ edging (4" depth)	0	LF	10.00	0.00	
2	Asphalt paving for paths	0	LF	15.00	0.00	
3	Concrete plaza paving with stone edging	0	SF	20.00	0.00	
4	Accessible trail down to the creek	0	LS	10,000.00	0.00	
5	Boardwalk 6' wide, wood, pin pile, no railing	0	LF	250.00	0.00	
						0.00
15 00	**PLANTING & IRRIGATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Landscape planting - in park use areas	0	SF	8.00	0.00	
2	Restoration landscape area - wetlands	-	SF	5.00	0.00	
3	Irrigation - temporary	-	SF	0.60	0.00	
						0.00
	Estimate Subtotal					**31,405.00**
	Escalate to Summer 2022 (3% per year)	6%	%	31,405.00	1,884.30	
	General Contractor Overhead and Profit	12%	%	33,289.30	3,994.72	
	Sales Tax (Stanwood)	9.1%	%	37,284.02	3,392.85	
	Design Contingency	25%	%	40,676.86	10,169.22	
	Location Adjustment (Everett)	0.8%	%	50,846.08	406.77	
	GRAND TOTAL					***51,252.85***

CITY OF STANWOOD

Forest Glade Recreation Area

Project Description:

- Provide flexible, open spaces and picnicking opportunities
- The glade will allow for multiple uses of the forest space while still maintaining the disc golf course and trails system
- Retain arborist services to help determine trees to save or remove. Remove alders approaching the end of their life
- Open up canopy to let more light in
- Provide lawn and picnic tables on concrete slabs.

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	80,150	8,015.00	
						8,015.00
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	8,000.00	8,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	2,000.00	2,000.00	
						10,000.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	300	CY	10.00	3,000.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	1	LS	3,000.00	3,000.00	
						6,000.00
04 00	**SITE FURNITURE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Bench	2	EA	1,700.00	3,400.00	
2	Trash Receptacle	1	EA	1,200.00	1,200.00	
3	Picnic Table w/ concrete pad	5	EA	3,500.00	17,500.00	
4	Split rail barrier fence (post and rail) - mitigation protection	-	LF	21.50	0.00	
						22,100.00
09 00	**FOREST GLADE RECREATION AREA**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Tree removal		LS	6,000.00	0.00	
2	Picnic Tables		LS	6,000.00	0.00	
3	Lawn/meadow area	1	LS	15,000.00	15,000.00	
						15,000.00
11 00	**SIGNAGE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Directional Signs	1	EA	50.00	50.00	
2	Wetland buffer protection area signs		EA	50.00	0.00	
3	Park Entry Sign		EA	4,200.00	0.00	
4	Interpretive Sign	1	EA	3,000.00	3,000.00	
						3,050.00
15 00	**PLANTING & IRRIGATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Landscape planting - in park use areas	3,000	SF	8.00	24,000.00	
2	Restoration landscape area - wetlands		SF	5.00	0.00	
3	Irrigation - temporary		SF	0.60	0.00	
						24,000.00
	Estimate Subtotal					**88,165.00**
	Escalate to Summer 2022 (3% per year)	6%	%	88,165.00	5,289.90	
	General Contractor Overhead and Profit	12%	%	93,454.90	11,214.59	
	Sales Tax (Stanwood)	9.1%	%	104,669.49	9,524.92	
	Design Contingency	25%	%	114,194.41	28,548.60	
	Location Adjustment (Everett)	0.8%	%	142,743.01	1,141.94	
	GRAND TOTAL					***143,884.96***

Park Edge Plantings / Wetlands Enhancement and Mitigation Planting

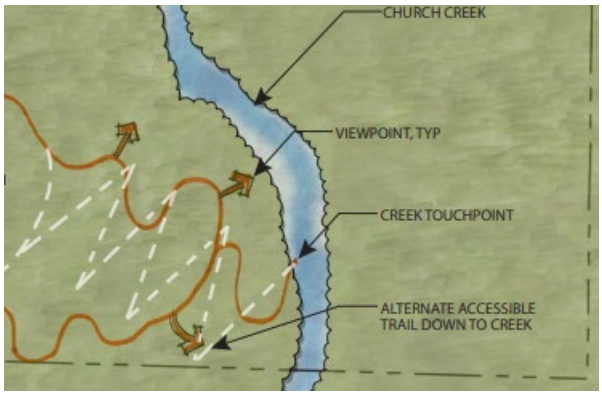
Project Description:

- Remove approximately every other deodora cedar to improve park visibility and to give these large stature trees room to mature
  - Retain arborist services to help determine trees to save or remove
- Remove some of the old alder trees to open up sight-lines and provide more open space
- Preserve existing evergreen trees such as the cedar, pine and hemlock trees around the park
- Low shrubs with edible berries that provide view access through the park
- Create a miniature Japanese garden within the parking circle/flag pole area
- Winter interest and flowering plants to beautify the site all year round
- Limb up existing mature trees at the west and southwest edge of the park
- Enhance the pond in the N.W. corner of the park
- Provide landscaping accents at pedestrian and vehicular entries
- Restore and enhance vegetation within the wetlands by planting native wetland species.
- Diversify the vegetation structure and species by planting a mixture of trees, shrubs, and herbaceous species.
- Remove invasive species within the wetlands
- Establish a wider buffer for the wetlands by planting native species within the buffer zone
- Boardwalks and rail fences can protect and limit access to sensitive areas
- Consider potential for use of this area for mitigation of other City projects

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	193,000	19,300.00	
						19,300.00
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	-	AC	6,750.00	0.00	
2	Demo/TESC/Protection of Plants, Facilities	0	LS	15,000.00	0.00	
						0.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	-	CY	10.00	0.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	-	LS	5,000.00	0.00	
						0.00
15 00	**PLANTING & IRRIGATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Landscape planting - in park use areas	10,000	SF	8.00	80,000.00	
2	Restoration landscape area - wetlands	17,200	SF	5.00	86,000.00	
3	Irrigation - temporary	45,000	SF	0.60	27,000.00	
						193,000.00
	Estimate Subtotal					**212,300.00**
	Escalate to Summer 2022 (3% per year)	6%	%	212,300.00	12,738.00	
	General Contractor Overhead and Profit	12%	%	225,038.00	27,004.56	
	Sales Tax (Stanwood)	9.1%	%	252,042.56	22,935.87	
	Design Contingency	25%	%	274,978.43	68,744.61	
	Location Adjustment (Everett)	0.8%	%	343,723.04	2,749.78	
	GRAND TOTAL					***346,472.83***

Viewpoints



Project Description:

- Install concrete pads with railings, benches, tables, etc. to allow resting points along the loop trail at strategic locations to capture creek views
- Priority should be given to ADA accessible viewpoints in construction sequencing

CITY OF STANWOOD

Budget:

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	50,275	5,027.50	
						5,027.50
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	1,000.00	1,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	800.00	800.00	
						1,800.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	-	CY	10.00	0.00	
4	Excavation - clean soil haul & dump	-	LS	18.00	0.00	
5	Water quality monitoring during construction	-	LS	5,000.00	0.00	
6	Drainage	-	LS	5,000.00	0.00	
						0.00
04 00	**SITE FURNITURE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Bench	2	EA	1,700.00	3,400.00	
2	Trash Receptacle	-	EA	1,200.00	0.00	
3	Picnic Table w/ concrete pad	-	EA	3,500.00	0.00	
4	Split rail barrier fence (post and rail) - mitigation protection	50	LF	21.50	1,075.00	
						4,475.00
07 00	**VIEWPOINTS**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Viewpoints (6'x10' deck)	4	LS	10,000.00	40,000.00	
						40,000.00
14 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Crushed rock path w/ edging (4" depth)	0	LF	10.00	0.00	
2	Asphalt paving for paths	0	LF	15.00	0.00	
3	Concrete plaza paving with stone edging	0	SF	20.00	0.00	
4	Accessible trail down to the creek	0	LS	10,000.00	0.00	
5	Boardwalk 6' wide, wood, pin pile, no railing	0	LF	250.00	0.00	
						0.00
15 00	**PLANTING & IRRIGATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Landscape planting - in park use areas	500	SF	8.00	4,000.00	
2	Restoration landscape area - wetlands	-	SF	5.00	0.00	
3	Irrigation - temporary	-	SF	0.60	0.00	
						4,000.00
	Estimate Subtotal					**55,302.50**
	Escalate to Summer 2022 (3% per year)	6%	%	55,302.50	3,318.15	
	General Contractor Overhead and Profit	12%	%	58,620.65	7,034.48	
	Sales Tax (Stanwood)	9.1%	%	65,655.13	5,974.62	
	Design Contingency	25%	%	71,629.74	17,907.44	
	Location Adjustment (Everett)	0.8%	%	89,537.18	716.30	
	GRAND TOTAL					***90,253.48***

Appendix

A. Construction Costs Budget
B. Design Costs Budget

Appendix A: Construction Costs Budget (All Projects)

Church Creek Park

City of Stanwood

ESTIMATE OF PROBABLE CONSTRUCTION COSTS
MASTER PLAN
Date: **25-Feb-2021**

j.a. brennan associates PLLC

01 00	**MOBILIZATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Mobilization	10.0%	%	1,128,877	112,887.70	
						112,887.70
02 41	**DEMOLITION & CLEARING**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Clear, grub, haul and dump	1	LS	28,000.00	28,000.00	
2	Demo/TESC/Protection of Plants, Facilities	1	LS	26,600.00	26,600.00	
						54,600.00
31 25	**GRADING & EROSION CONTROL**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Temporary Sediment and Erosion Control	-	LS	10,000.00	0.00	
2	Temporary facilities	-	LS	10,000.00	0.00	
3	Grading (Cut&Fill)	2,000	CY	10.00	20,000.00	
4	Excavation - clean soil haul & dump	150	LS	18.00	2,700.00	
5	Water quality monitoring during construction	1	LS	5,000.00	5,000.00	
6	Drainage	1	LS	45,000.00	45,000.00	
						72,700.00
04 00	**SITE FURNITURE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Bench	6	EA	1,700.00	10,200.00	
2	Trash Receptacle	2	EA	1,200.00	2,400.00	
3	Picnic Table w/ concrete pad	8	EA	3,500.00	28,000.00	
4	Split rail barrier fence (post and rail) - mitigation protection	500	LF	21.50	10,750.00	
						51,350.00
05 00	**SPORT COURTS**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Renovated sport court with B/ball	1	LS	45,000.00	45,000.00	
2	New sport court w/ b/ball	1	LS	90,000.00	90,000.00	
						135,000.00
06 00	**BASEBALL FIELD RENOVATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Drainage Improvements	1	LS	50,000.00	50,000.00	
2	Grass seed outfield	6,600	SY	5.00	33,000.00	
						83,000.00
07 00	**VIEWPOINTS**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Viewpoints (6'x10' deck)	4	LS	10,000.00	40,000.00	
						40,000.00
08 00	**FLAG POLE CIRCLE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Tree removal	1	LS	3,000.00	3,000.00	
2	Boulders & cobbles	1	LS	3,000.00	3,000.00	
3	Uplighting on flag and Japanese maple	1	LS	4,000.00	4,000.00	
4	Planting	1	LS	10,000.00	10,000.00	
5	Replace existing flag pole	1	LS	2,200.00	2,200.00	
6	Ornamental Lantern	1	LS	6,000.00	6,000.00	
						28,200.00
09 00	**FOREST GLADE RECREATION AREA**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Tree removal	1	LS	6,000.00	6,000.00	
2	Picnic Tables	1	LS	6,000.00	6,000.00	
3	Lawn/meadow area	1	LS	15,000.00	15,000.00	
						27,000.00
10 00	**OUTDOOR CLASSROOM**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Logs and stumps for seating	6	EA	1,500.00	9,000.00	
2	Seating stones	4	EA	1,000.00	4,000.00	
3	Planting	1	LS	2,500.00	2,500.00	
4	Educational Signage	1	EA	3,000.00	3,000.00	
						18,500.00
11 00	**SIGNAGE**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Directional Signs	4	EA	50.00	200.00	
2	Wetland buffer protection area signs	4	EA	50.00	200.00	
3	Park Entry Sign	2	EA	4,200.00	8,400.00	
4	Interpretive Sign	3	EA	3,000.00	9,000.00	
						17,800.00

CITY OF STANWOOD

12 00	**STRUCTURES**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Picnic Shelter	1	EA	80,000.00	80,000.00	
						80,000.00
13 00	**TRAILS AND MISC PEDESTRIAN CIRCULATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Crushed rock path w/ edging (4" depth)	2,000	LF	10.00	20,000.00	
2	Asphalt paving for paths	3,050	LF	15.00	45,750.00	
3	Concrete plaza paving with stone edging	5,500	SF	20.00	110,000.00	
4	Accessible trail down to the creek	1	LS	10,000.00	10,000.00	
5	Boardwalk 6' wide, wood, pin pile, no railing	150	LF	250.00	37,500.00	
						223,250.00
14 00	**PLANTING & IRRIGATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Landscape planting - in park use areas	13,500	SF	8.00	108,000.00	
2	Restoration landscape area - wetlands	17,200	SF	5.00	86,000.00	
3	Irrigation - temporary	45,000	SF	0.60	27,000.00	
						221,000.00
15 00	**PARKING LOT RENOVATION**					
Item	Description	Quantity	Unit	Unit Costs	Subtotal	Total
1	Erosion Control	1	LS	1,625.00	1,625.00	
2	Pulverize and CTB existing soils 12 to 18 in depth 6% conc.	1,944	SY	8.50	16,524.00	
3	2 inch crushed rock	267	TNS	34.00	9,078.00	
4	Signage and striping	1	LS	7,000.00	7,000.00	
5	3 inch HMA	325	TNS	130.00	42,250.00	
						76,477.00
	Estimate Subtotal					**1,241,764.70**
	Escalate to Summer 2022 (3% per year)	6%	%	1,241,764.70	74,505.88	
	General Contractor Overhead and Profit	12%	%	1,316,270.58	157,952.47	
	Sales Tax (Stanwood)	9.1%	%	1,474,223.05	134,154.30	
	Design Contingency	25%	%	1,608,377.35	402,094.34	
	Location Adjustment (Everett)	0.8%	%	2,010,471.69	16,083.77	
	GRAND TOTAL					***2,026,555.46***

ASSUMPTIONS: Costs are preliminary. Cost in 2020 U.S. Dollars.
Total MACC is unknown
There are Potential Owner Costs which are not included in the construction cost estimate including design fees, permitting fees, construction

Cost Estimating Notes:

Inflation 3% per year

Appendix B: Design Costs Budget (2021/2022 budgeted projects)

Sport Court:

EXHIBIT A - Draft Fee Proposal
Client: City of Stanwood
Project: Church Creek Park Sport Court Construction Documents
J.A. BRENNAN ASSOCIATES, PLLC February 10, 2021

= To be verified

WORK ITEM	DESCRIPTION	JB PM	TW PLA	DC LA	JW Designer	SY Admin	Total JAB Hours	Total Labor	Total Expenses	Total J.A. Brennan Labor/ Exp	Total PACE(survey)	Total Subconsultant	Markup	Grand Total
Rate		$195.00	$160.00	$150.00	$98.00	$110.00								
1	**Administration / Coordination**													
1	Job set-up					1	1	110.00	20.00	130.00		0.00		130.00
2	Prepare invoices	1		1		1	3	455.00	20.00	475.00		0.00		475.00
	Total	1	0	1	0	2	4	565.00	40.00	605.00				605.00
2	**Site Inventory & Analysis**													
1	Code review and SDCI coordination				2		2	196.00	20.00	216.00		0.00		216.00
2	Updated base map	1		1	6		8	933.00	20.00	953.00		0.00		953.00
3	Up to (1) site visit	4			4		8	1,172.00	80.00	1,252.00		0.00		1,252.00
	Total	5	0	1	12	0	18	2,301.00	120.00	2,421.00	0.00	0.00		2,421.00
2.1	**Survey**													
1	Topographic Survey and update existing conditions			1	1		2	248.00	20.00	268.00	7,500.00	7,500.00	750.00	8,518.00
2	Tree Survey (Pick ups trees 6" DBH and larger)			1			1	150.00	80.00	230.00	2,500.00	2,500.00	250.00	2,980.00
	Total Surveying	0	0	2	1	0	3	398.00	100.00	498.00	10,000.00	10,000.00	1,000.00	11,498.00
3	**Schematic Alternatives**													
1	Draft and Final Preferred Alternative Schematic Design (40 scale)	3		4	12		19	2,361.00	20.00	2,381.00		0.00		2,381.00
2	Sections (up to 2)	1		1	6		8	933.00	50.00	983.00		0.00		983.00
3	PTAC Meeting (web)	2			3		5	684.00	50.00	734.00		0.00		734.00
4	Cost estimate	1		3	4		8	1,037.00	20.00	1,057.00		0.00		1,057.00
5	Schematic tech memo (up to 3 pages)	1		2	2		5	691.00	20.00	711.00		0.00		711.00
	Total	8	0	10	27	0	45	5,706.00	160.00	5,866.00	0.00	0.00		5,866.00
4	**Permit Support**													
1	SEPA Checklist-draft,final						0	0.00		0.00		0.00		0.00
2	Review, Prepare permit applications (up to 3)						0	0.00		0.00		0.00		0.00
3	Respond to City review						0	0.00		0.00		0.00		0.00
4	DOE water quality certification NPDES permit						0	0.00		0.00		0.00		0.00
5	Client / Agency Coordination						0	0.00		0.00		0.00		0.00
6	Post-application meeting & permit monitoring						0	0.00		0.00		0.00		0.00
7	SWPPP Coordination						0	0.00		0.00		0.00		0.00
	Total	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00		0.00
5	**Construction Documents 60%, 90%, 100%**													
1	Cover Sheet (1 sheet)			1	1		2	248.00	20.00	268.00		0.00		268.00
2	Layout & Grading Plan (1 sht 20 scale)	2		6	20		28	3,250.00	50.00	3,300.00		0.00		3,300.00
3	Detail Sheets	4		10	22		36	4,436.00	20.00	4,456.00		0.00		4,456.00
4	Cost Estimate	1		2	6		9	1,083.00	20.00	1,103.00		0.00		1,103.00
5	Specifications (General note format on sheets)	1		4	8		13	1,579.00	20.00	1,599.00		0.00		1,599.00
6	Up to 2 client Web review meeting	1		2	2		5	691.00	20.00	711.00		0.00		711.00
	Total	9	0	25	59	0	93	11,287.00	150.00	11,437.00	0.00	0.00		11,437.00
Total		**23**	**0**	**39**	**99**	**2**	**163**	**20,257**	**570**	**20,827**	**10,000**	**10,000**	**1,000**	**31,827.00**

Assumptions:
Assume one new court and the renovation of the existing
No planting or irrigation other than lawn restoration

CITY OF STANWOOD

Flag Pole Circle:

EXHIBIT A - Draft Fee Proposal
Client: City of Stanwood
Project: Church Creek Park Flag Pole Circle Construction Documents
J.A. BRENNAN ASSOCIATES, PLLC February 10, 2021

= To be verified

WORK ITEM	DESCRIPTION	JB PM	TW PLA	DC LA	JW Designer	JW Designer	SY Admin	Total JAB Hours	Total Labor	Total Expenses	Total J.A. Brennan Labor/ Exp	Grand Total
Rate		$195.00	$135.00	$150.00	$98.00	$89.00	$110.00					
1	**Administration / Coordination**											
1	Job set-up						1	1	110.00	20.00	130.00	130.00
2	Prepare invoices	1		1			1	3	455.00	20.00	475.00	475.00
	Total	1	0	1	0	0	2	4	565.00	40.00	605.00	605.00
2	**Site Inventory & Analysis**											
1	Code review and SDCI coordination				2			2	196.00	20.00	216.00	216.00
2	Updated base map	1		1	4			6	737.00	20.00	757.00	757.00
3	Up to (1) site visit	4			4			8	1,172.00	80.00	1,252.00	1,252.00
	Total	5	0	1	10	0	0	16	2,105.00	120.00	2,225.00	2,225.00
3	**Schematic Alternatives**											
1	Draft and Final Preferred Alternative Schematic Design (20 scale)	3		3	6			12	1,623.00	20.00	1,643.00	1,643.00
2	Sections (up to 2)	1		1	6			8	933.00	50.00	983.00	983.00
3	PTAC Meeting (web)	1			3			4	489.00	50.00	539.00	539.00
4	Preliminary Cost estimate	1		1	1			3	443.00	20.00	463.00	463.00
5	Schematic tech memo (up to 3 pages)			1	2			3	346.00	20.00	366.00	366.00
	Total	6	0	6	18	0	0	30	3,834.00	160.00	3,994.00	3,994.00
4	**Permit Support**											
1	SEPA Checklist-draft,final							0	0.00		0.00	0.00
2	Review, Prepare permit applications (up to 3)							0	0.00		0.00	0.00
3	Respond to City review							0	0.00		0.00	0.00
4	DOE water quality certification NPDES permit							0	0.00		0.00	0.00
5	Client / Agency Coordination							0	0.00		0.00	0.00
6	Post-application meeting & permit monitoring							0	0.00		0.00	0.00
7	SWPPP Coordination							0	0.00		0.00	0.00
	Total	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
5	**Construction Documents 60%, 90%, 100%**											
1	Cover Sheet (1 sheet)			1	1			2	248.00	20.00	268.00	268.00
2	Layout & Grading Plan (1 sht 20 scale)	2		4	18			24	2,754.00	50.00	2,804.00	2,804.00
3	Planting Plan (1 sht 20 scale)	2		5	16			23	2,708.00	51.00	2,759.00	2,759.00
4	Irrigation Plan (1 sht 20 scale)	2		4	12			18	2,166.00	51.00	2,217.00	2,217.00
5	Detail Sheets	1		4	20			25	2,755.00	20.00	2,775.00	2,775.00
6	Cost Estimate	1		2	4			7	887.00	20.00	907.00	907.00
7	Specifications (General note format on sheets)	1		3	8			12	1,429.00	20.00	1,449.00	1,449.00
8	Up to 2 client Web review meeting	1		2	2			5	691.00	20.00	711.00	711.00
	Total	10	0	25	81	0	0	116	13,638.00	252.00	13,890.00	13,890.00
Total		**22**	**0**	**33**	**109**	**0**	**2**	**166**	**20,142**	**572**	**20,714**	**20,714.00**

Park edge plantings (tree removal portion only):

EXHIBIT A - Draft Fee Proposal
Client: City of Stanwood
Project: Church Creek Park Tree Trimming
J.A. BRENNAN ASSOCIATES, PLLC February 10, 2021

= To be verified

WORK ITEM	DESCRIPTION	JB PM	TW PLA	DC LA	JW Designer	JW Designer	SY Admin	Total JAB Hours	Total Labor	Total Expenses	Total J.A. Brennan Labor/ Exp	Total **Arborist**	Total Subconsultant	Markup	Grand Total
Rate		$195.00	$135.00	$150.00	$98.00	$89.00	$110.00								
1	**Administration / Coordination**														
1	Job set-up						1	1	110.00	20.00	130.00		0.00		130.00
2	Prepare invoices	1		1			1	3	455.00	20.00	475.00		0.00		475.00
	Total	1	0	1	0	0	2	4	565.00	40.00	605.00		0.00		605.00
2	**Site Inventory & Analysis**														
1	Up to (1) site visit	4						4	780.00	80.00	860.00		0.00		860.00
2	Base Map updates			1	3			4	444.00	40.00	484.00		0.00		484.00
	Total	4	0	0	0	0	0	4	1,224.00	120.00	1,344.00		0.00		1,344.00
2.1	**Tree Assessment**														
1	Level II Basic Tree Assessment (up to 50 Trees)			1				1	150.00		150.00	1,260.00	1,260.00	126.00	1,536.00
2	Level I Limited Tree Assessment (up to 200 Trees)			1				1	150.00		150.00	1,260.00	1,260.00	126.00	1,536.00
3	Report of Findings, General Protection Guidelines, Responses to Potential Impacts			1				1	150.00		150.00	3,240.00	3,240.00	324.00	3,714.00
4	Design Review and Tree Protection Specifications	1		2				3	495.00		495.00	540.00	540.00	54.00	1,089.00
	Total Tree Assessment	1	0	5	0	0	0	6	945.00	0.00	945.00	6,300.00	6,300.00	630.00	7,875.00
3	**Tree Removal and Protection Plan**														
1	Tree Removal and Protection Plan			1	5			6	640.00	40.00	680.00		0.00		680.00
2	General Notes			1	3			4	444.00	40.00	484.00		0.00		484.00
	Total	0	0	2	8	0	0	6	1,084.00	80.00	1,164.00		0.00		1,164.00
Total		**6**	**0**	**6**	**0**	**0**	**2**	**14**	**2,734**	**160**	**2,894**	**6,300**	**6,300**	**630**	**10,988**

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 7e

DATE: September 23, 2021

SUBJECT: Interim City Administrator

CONTACT PERSON: Pat Adams, Human Resources Manager

ATTACHMENTS: None

PURPOSE

The purpose of this agenda item is for Council confirmation of the Mayor's recommendation to appoint Shawn Smith as Interim City Administrator.

BACKGROUND

The current City Administrator's last working day at the City was September 13. The Mayor may choose to appoint an Interim City Administrator, subject to confirmation by the City Council, to serve a limited term position appointment in accordance with City policy.

Shawn Smith currently serves as the City Engineer and Capital Projects Manager and has been employed with the City since January 2016. The proposed Interim City Administrator appointment does not in any way impact the terms and conditions of Mr. Smith's current employment status as City Engineer/Capital Projects Manager.

RECOMMENDATION

Mayor Callaghan recommends the appointment of Shawn Smith as Interim City Administrator.

CITY COUNCIL OPTIONS

1) The Council may confirm appointment.
2) The Council may not confirm appointment and provide feedback to the Mayor.

PROPOSED MOTION

MOTION TO CONFIRM MAYOR'S RECOMMENDATION TO APPOINT SHAWN SMITH AS INTERIM CITY ADMINISTRATOR.