



COMMUNITY DEVELOPMENT COMMITTEE

MINUTES

4:00 PM December 11, 2024
2nd Floor Conference Room, City Hall

1. ROLL CALL

- a. City Council – Gary Bode, Brent Lenssen, Kyle Strengtholt, Gary Vis,
- b. Staff – John Williams, Heidi Gudde, Dave Timmer, Jeff Davis

2. APPROVAL OF MINUTES

- a. Community Development Committee Meeting Minutes of 10/23/24 approved as presented.

3. DISCUSSION ITEMS

- a. **County-wide Comprehensive Plan Updates and Population Projections.** Gudde presented the population growth projections for the City of Lynden, Whatcom County, and the other cities of Whatcom County. These are intended to be included as part of a non-binding interlocal agreement that will come to the City Council in the future. This number represents a starting point planning efforts within the Comprehensive Plan.

The numbers presented are the 'medium' projection for growth as predicted by the State's Office of Financial Management. The CDC has previously looked at an 'adjusted high' but given the challenging development conditions anticipated in the near future the Committee and staff concluded that the medium projection was more accurate for Lynden. Most other cities in Whatcom County including Ferndale, Everson, and Nooksack have selected the adjusted high numbers, or similar, for their population projections.

Conclusions: Council Committee agreed that they could support of the resolution for the non-binding interlocal agreement when it comes to full Council in early 2025.

- b. **Comprehensive Plan Gap Analysis – Needed Legislative Updates.** Timmer talked about the Gaps Analysis memo that the City's consultant

put together. This was focused on the Comprehensive Plan elements. He also highlighted a matrix of amendments that the State will be requiring. Some of these the city has already adopted such as changes to the Accessory Dwelling Unit code.

Parking - One item not yet changed is required revisions to the city's parking code including the maximum size of a required parking stall and the new ability of homeowners to count all indoor (garage) spaces toward their required parking count. CDC discussed the impacts of parking changes and if, since all garages will need to be counted, if the city should require additional parking for single family homes. The group also discussed the impacts of allowing non-paved parking areas.

Impact Fee Bill – The City will need to adjust impact fees according to the size of the home. Discussed how to adjust this in the future. CDC asked if this applied to all impact fees or just transportation. CDC also asked if this would apply to Pepin Creek fees.

Subdivision Code – the City will need to adjust the subdivision code to mention / address the ability of a property owner to create a condo for ADUs. The update to the code will indicate the City's role in creating condos. At a minimum that the option of creating condo lots is listed in the city's subdivision code.

Conclusions: City staff to seek clarification on the deadline for the parking code change and other questions raised during the discussion.

4. INFORMATIONAL ITEMS

a. Lynden Comprehensive Plan – Community Feedback Summary

Council members shared their impressions of the community feedback regarding the survey. Council members stated that they were not surprised by the results of the survey such as respondents indicating some displeasure with the speed at which the city was developing.

Timmer mentioned the focus groups which had also met to discuss topics around growth, climate change, and the support of our agricultural community. The focus groups included Commercial interest, Ag interest, Senior community. Timmer noted that the downstream Ag community showed more concern about the city's growth and impact.

Discussed the support of the agricultural community and how the city can reflect that support going forward – not just by name but through standards that support the economics of the farm community.

- Equipment storage – having design standards that accommodate ag related industries such as relief on parking lot standards.
- Routes through town. Work to identify and resolve choke points along Main Street and elsewhere in the city for those moving farm machinery.
- Intersections – Prioritizing improvement of intersections that are choke points for farm / industry.
- Public education – Signs, online posting, and other outreach to the community about what it means to be a farm community and supporting the ag industries such as patience with equipment moving through city streets.
- Stormwater - Support for downstream farms. West Lynden Regional Stormwater Pond and the Duffner and Betrand basins – potential impacts as industrial growth continues on the west side of the city, maintenance of stormwater facilities to prevent downstream impacts.
- Farm Uses / Zoning - Slaughtering opportunities for local farms through a potential revision to current codes.
- City Water – Lobby to revise state law to provide the ability to sell water to local farm producers.

b. Transportation Planning – Public vs. Private Streets.

Lenssen talked to the group about some issues that have been discussed lately including a street network connections and street standards.

Revising code to make private streets more consistent. The group mentioned some poorly executed private streets and discussed potential regulations on private streets to limit their use. Suggestions included:

- Private street not permitted to connect to arterials.
- Public street required every ¼ mile.

Jeff Davis clarified that some of the private roads that were mentioned earlier in the meeting by the committee do not meet the current standard for private roadways. Current standard for private streets require raised curbs, sidewalk and parking on one side of the street. Davis noted that many of the infill developments that were occurring around the city would not be possible if a 60-foot right-of-way was required – it would make development infeasible. Recent examples include the Sandlot plats and the Ismae plats.

The group talked about the future roadway network through the Pepin Creek Subarea. Gudde spoke briefly about the Resolution of Intent that the Council adopted within the last year which addressed the issue of roadway networks. This resolution indicated areas where property owners within the Subarea must provide a roadway stub so that roadways do connect. In discussing Benson Road this includes the required extension of both Homestead Blvd and Cedar as through streets. Sunrise is slated to connect via a private access which will provide connections points for those living there but not necessarily a cut-through for public traffic. Sunrise currently has many driveways backing out into the road and this was a consideration in reducing cut-through opportunities here.

The group discussed the goal of move traffic off of Benson Road due to conflicts with the airport and the elementary school. A revised connection point in the Subarea was discussed including using the south edge of Benson Park to connect Sunrise to Pepin Parkway.

The discussion of impact fees continues with more to come from the city's transportation consultant and the update to the Transportation element.

Conclusions: The Committee asked that staff bring to the Public Works Committee the current design standard for private streets with the potential of placing additional restrictions on using private streets.

Next Meeting Date: January 22, 2025