



PLANNING COMMISSION AGENDA

October 9, 2023– 6:30 PM

Stanwood Fire Station (8117 267th Pl NW)

1. Call to Order
2. Roll Call
3. Public Requests and Comments
4. Approval of Minutes
 - Approval of the September 11, 2023, Planning Commission Minutes
5. New Business
 - Stanwood Municipal Code Titles 10, 11 & 14 Scoping Memos
 - Unified Development Code Approach
6. Old Business
 - Comprehensive Plan Elements: Introduction, Housing, Economic Development, Transportation, and Partial Land Use
7. Miscellaneous Business
 - Advisory Group Participant Rotation
8. Recent Council Action on Commission Items
 - Second reading of SMC Titles 3 and 5 going to Council on 10/26
9. Upcoming Items
 - Comprehensive Plan Elements: Utilities, Natural Environment, Capital Facilities, Shoreline
10. Adjourn

Zoom Meeting Information

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83099113579?pwd=ZXVib2MxYWUxRm9Bd1lCTWREZGU2QT09>

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Telephone: 253-215-8782
Webinar ID: 830 9911 3579

September 11, 2023 Planning Commission Meeting Minutes



Planning Commission Meeting Minutes Monday, September 11, 2023 – 6:30 pm

Call to Order: 6:30

Roll Call

Commissioners Present:

Eric Warnat, Commissioner (online)
Robert Hicks, Commissioner
Melissa Toner, Commissioner
Cody Davis, Commission Vice-Chair
Justin Burns, Commissioner (online)
Jeff Wheatley, Commissioner (online)

Staff Present:

Tansy Schroeder, City Planner
Audrey Rotrock, Associate Planner
Lisa Sokolik, City Clerk

Absent: Patrick Hosterman, Commission Chair

Also known to be present: Dan (online), D. (online), Andrew M. (online), Tammy Gree (online), Petey Mac (online), Thomas (online), Meg W (online), Galaxy A12 (online), Veronik Smirnova (online), J. Wright (online), Douglas (online), Dean Tougas, Nanse Castner, Chris Castner, Brian Kemp, Zeb Hering, Kaleigh Hering, Matt Green, Karen Furney, Daniel Imus, Nina Runge, Marlon Runge, Elizabeth Day, Jacob Parker, Douglas Burmester, Lisa Kowalczyk, Rick Doty, Linda Doty, James Rolfe, Hannah Rolfe, Dave Nienhuis, Marilyn Nienhuis, Pan Lewinski, Kim Morera, Roger Haskin, Shannon Kyle, Jarod Angeles, Abi Satterfield, Phyllis L. Feld, Mike Satterfield, Doug Durand, Linda S. Brawn, David Rodenberger, David Hensman, Pieter DeJong, Melody Hensman, David Campbell, Shzwn Buckner, Gale Venderpool, Gretchen Leaf, Debra Hartsfield, Betty Hartsfield, David Imus, Frank Waterworth, Janet Waterworth, Katherine Knox, Chris Knox, Richard Hoxie, Jasmine Knox, Hannah McGuire, Elizabeth Wells, Toni Hoixe, Brian D. Hall, Darlene D. Rowell, Stephen C. Brown, Buddy Rowell, Tonia Woods, Jeff Patt, Yumi Patt, Janell, Epperson, Randy Kent, Sara Stiers, Ted Stiers, Rebecca Lewinski, Don Mailloux, Diana Mailloux, Cathie Helgeland

Public Requests and Comments: None

Approval of Minutes:

The minutes from the July 10, 2023 Planning Commission meeting were approved unanimously.

New Business:

Public Meeting: Faulkner Preliminary Subdivision

The applicant is proposing to construct a 16-lot preliminary subdivision consisting of two duplex units, four townhome units, and ten detached single-family residences. The project is located south of 284th Street NW. The site consists of a total of 2.60 acres (113,256 square feet) zoned Traditional Neighborhood. Resident vehicular access to the site will be from 284th Street NW with a new public road constructed through the development. The proposed community will include open space tracts, storm water management, and street and landscaping improvements.

Commissioner Questions & Comments

- Does modifying the mix of dwelling units increase single family units? Staff will be working with the applicant to come up with a new mix of single family, townhome, and duplex units.



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- Will the applicant be allowed to apply for a variance for the mix of housing types? Variances are generally not granted for uses. Variances are generally granted for bulk and dimensional standards. An alternative to a variance would be an administrative interpretation that will be discussed with the Community Development Director.
- The applicant is meeting the Open Space requirement. Commissioners would like to see applicants exceed the requirements for Open Space. This will be addressed in the Municipal Code update. Open Space in this development will be partially achieved by the underground detention vault having open / green space above.
- Commissioners would like to see a bus stop added near the development.
- There will be a ten-foot utility easement along the frontage of the development.
- The smaller lots, lots 15-18, will be used for townhomes. End unit townhomes have a minimum lot size of 2000 square feet (SF), and the interior townhomes have a minimum lot size of 1800 SF.
- Sports court will be 5000 SF.
- Overall, the Planning Commissioners support this development.

Public Questions & Comments

- Open space and Native Growth Protection standards are important. The public would like to see connectivity of open spaces for wildlife and their migratory patterns.
- The definition of townhomes and duplexes is complicated.
- There are 4 second growth fir trees on the Faulkner property that neighbors would like to see kept instead of having them cleared.
- Water line easement from the Faulkner property crosses neighboring properties. The water line is not functional and would not be needed for the Development. Neighbors would like to see the easement lifted.

Public Meeting: Redemption Hill Church Conditional Use Permit

The applicant is proposing to construct a 16-lot preliminary subdivision consisting of two duplex units, four townhome units, and ten detached single-family residences. The project is located south of 284th Street NW. The site consists of a total of 2.60 acres (113,256 square feet) zoned Traditional Neighborhood. Resident vehicular access to the site will be from 284th Street NW with a new public road constructed through the development. The proposed community will include open space tracts, storm water management, and street and landscaping improvements.

A conditional use permit is needed when a use may fit in its environment when specific conditions are met. A house of worship is a conditional use within a residential zone.

Commissioner Questions & Comments

- Why wasn't a conditional use permit (CUP) applied for in 2019? COVID caused issues in funding preventing application at that time. Previous church members did not pass on necessary application information that was needed for compliance.
- Was the property originally purchased for someone to live in, or to use as a church? The church purchased the residence to be used as a church.
- Why are churches required to have a CUP? CUPs have criteria that must be addressed to mitigate potential impacts on the surrounding residential neighborhood. Conditional use



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permits are reviewed against approval criteria for compatibility, traffic, noise and glare, landscaping, and public improvements.

- What are the next steps in the CUP process? Staff will produce a review letter analyzing the permit submittal documents and ask for corrections, if needed. The review letter will also discuss concerns from the Planning Commissioners and the public asking how the applicant will address those concerns.
- Commissioners have concerns for the neighbors and the noise produced by the church. They would like to come to a good resolution for both the church and the neighbors.
- The current code doesn't address noise from special and/or private events. This will be addressed through the Municipal Code update.
- As part of the permit process, those requiring public notice, notices are sent to neighbors within 300 feet of the property, notices are posted at the post office, library, City website, and social media.
- A new use in a previously residentially zoned neighborhood presents concerns of the new use causing disruption.
- Look into how other churches handle their noise.
- The Commissioners appreciate the community's involvement.

Public Questions & Comments

- Summary of comments of those supporting granting the CUP:
 - The church is a special place of worship, community support, and mentorship. The City is growing and more churches are needed. Trees will be planted to mitigate noise. Wants same treatment as surrounding community.
- Summary of comments of those not supporting granting the CUP:
 - The noise coming from the church disturbs the peace of the surrounding neighborhood. Proper permits were not obtained and there is a violation of many codes.

A motion was made to conclude the meeting and cover the remaining agenda items in October. All Commissioners were in favor of concluding.

Old Business:

None

Miscellaneous Business:

None

Recent Council Action on Commission Items:

None

Upcoming Items:

- Comprehensive Plan Elements: Introduction, Housing, and Economic Development
- Comprehensive Plan Elements: Land Use and Transportation

Adjourn: 9:06 pm

October 9, 2023

Staff Report



CITY OF STANWOOD
PLANNING COMMISSION

AGENDA STAFF REPORT

MEETING DATES: October 9, 2023

SUBJECT: October Agenda Items

CONTACT PERSON: Patricia Love, Community Development Director
Tansy Schroeder, City Planner

Stanwood Municipal Code Titles 10, 11 & 14 Scoping Memos

Included in the next batch of Municipal Code Amendments is:

- Title 10 – Vehicles and Traffic
- Title 11 – Streets and Public Right-of-Ways
- Title 14 – Buildings and Construction

These Titles have been grouped together for review as they have direct code correlations. In general, these titles and chapters have also been reorganized for better flow and readability with similar topics being grouped together. Attached are the scoping memos for each Title which outline the proposed approach to the redrafts. After the approach memos are approved, the Consultant will begin drafting the actual code language for each Title.

Title 10 – Vehicles and Traffic, is the general traffic enforcement code for the City and is generally enforced by the Police and Public Works Departments. As most of Title 10 is significantly outdated, it is recommended to eliminate the majority of this Title and adopt by reference the Washington State Model Traffic Ordinance (MTO).

The State MTO is a set of uniform laws used by local governments to manage the use of roadways and enforce vehicle traffic consistently throughout the state. Per the Washington Administrative Code 308-330 the MTO is not intended to deny any local authority its legislative power, but rather to enhance safe and efficient movement of traffic throughout the state by having current, uniform traffic laws available. Cities may exclude any section of the MTO which don't want to include in their local traffic ordinance.

Amendments to Title 10 include:

Chapter 10.01 – General Provisions: This chapter will contain provisions applicable to the entire Title, including definitions, enforcement authority, authority to erect signage and severability.

Chapter 10.10 – Rules of the Road: Adopt the Model Traffic Ordinance by reference for rules and regulations applicable to vehicles and traffic.

Chapter 10.20 – Speed Limits: Adopt default speed limits for streets and school zones.

Chapter 10.30 – Bicycles: Create a consolidated chapter dedicated to bicycles, scooters, skateboards and other non-motorized vehicles.

Chapter 10.40 – Parking: Addresses parking of vehicles, towing, impoundment and enforcement.

City Dock Regulations – Move to Title 6 and update to address the motorized and non-motorized boat launch at Hamilton Landing Park.

Title 11 – Streets and Right-of-Ways, is a new Title of the Municipal Code containing city regulations pertaining to the permitting of uses and construction in City right-of-way. These code sections have been de-coupled from the Building Code Title for clarity and better flow of the code.

Chapter 11.02 – General Provisions: Contain provisions applicable to the entire Title such as definitions, administrator of the code, and severability.

Chapter 11.04 – Right-of-Way Uses: Address permitting of allowed used and activities in the right-of-way that does not include groundbreaking work.

Chapter 11.06 – Construction: Address permitting and regulation of construction work / activities in city right-of-way.

Chapter 11.08 – Maintenance and Obstruction of Right-of-Ways: Establishes both maintenance requirements and standards for uses, debris, and obstructions of city streets.

Chapter 11.10 – Vacation of Streets and Alleys: Readopt existing code with minor code reference updates in new Title.

Chapter 11.12 – Complete Streets: Complete streets regulations prioritizing the needs of all users include pedestrians, bicycles and not just vehicles. The standards are intended to address the mobility needs of all users regardless of age, ability or income.

Title 14 – Building and Construction, Contain adopted building, fire and construction codes.

Chapter 14.02 – Building Code: Contains the adopted International Building Codes, including the building, residential, mechanical, plumbing, energy, fuel gas, swimming pool and maintenance codes.

Chapter 14.06 – Fire Code: Adopt a standalone fire code, de-coupling it from the building code for ease of use and reference.

Chapter 14.08 – Street and Utility Standards: Adopt the City’s civil development standards by reference with updates.

The Advisory Group reviewed the scoping memos for these titles at their September meeting. They had a number of concerns in regards to adopting the Washington State Model Traffic Ordinance (MTO). There may be confusion between the MTO and the Manual for Uniform Traffic Control Devices. The city’s consultant will include a change explainer for these documents.

Unified Development Code Approach

The City initiated the Municipal Code Update project in 2022 to modernize the code reflecting best practices with respect to content and administration of the code. Due to the sheer size of amending an entire municipal code, work has been broken into manageable pieces with similar titles, or titles that interact with each other being processed together. To date, the following work has been completed or is in progress:

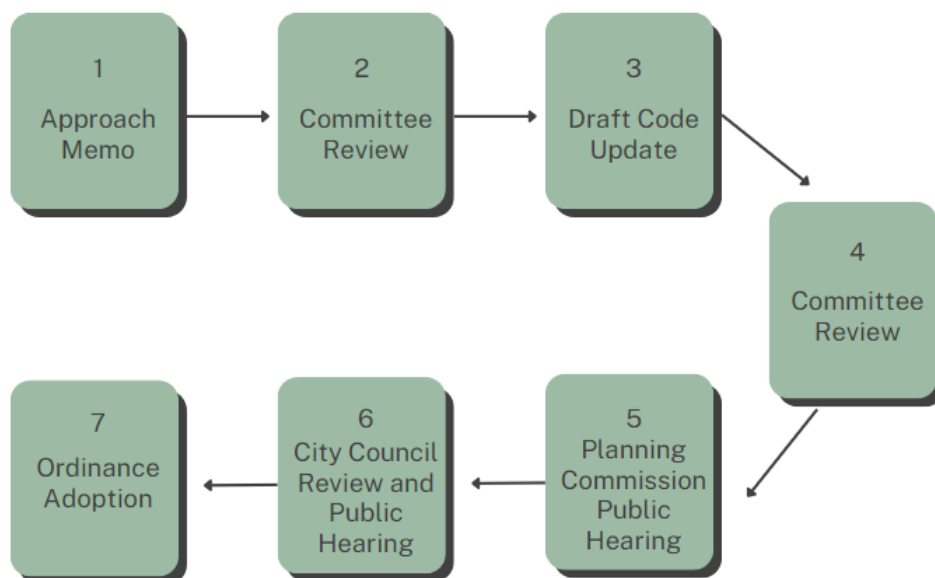
Stanwood Municipal Code Titles	Action
Interim Zoning Regulations Prohibiting Mini-Storage Facilities	Council Approved October 27, 2022
Interim Sign Regulations Signs in the Right of Way	Council Approved January 26, 2023
Title 1 – General Provisions Title 2 – Personnel Title 4 – Administration (New)	Council Approved April 23, 2023 Three Readings
Title 6 – Parks and Public Spaces (New) Title 9 – Public Peace, Morals, and Safety Title 13 – Civil Enforcement	Council Approved June 8, 2023 Three Readings
Noise Ordinance (Title 7)	Council Approved July 13, 2023
Title 3 – Revenue and Finance Title 5 – Business Licenses and Regulations	Pending City Council Action in September / October 2023
Title 10 – Vehicles and Traffic Title 11 – Streets and Sidewalks (New) Title 14 – Buildings and Construction	Approach Memo Due End of August; Committee Review in September
Title 7 – Health and Sanitation Title 8 – Animals	Draft Code Language Due End of September; Committee Review in October 2023
Title 17 & 18 – Unified Development Code	Approach drafted and in committee review
Title 12 – Utilities and Public Services	No Action Yet

Over the next **two years**, Stanwood City Council, Planning Commission, staff and consultants (BHC) will undertake the arduous task reviewing and adopting a new Title 18 Unified Development Code (UDC). The UDC will draw heavily from Stanwood's existing Zoning and Subdivision titles, but will also include significant updates to improve clarity, user-friendliness, and consistency with state laws and the comprehensive plan. Below is an outline of the steps in the update process and provides tips for reviewers to help move through the update more smoothly.

Steps in the Update Process

Staff proposes breaking the code into six topics groups that will be taken through the review process in distinct phases (see Table below). Each phase is expected to last 13 – 15 months. Though multiple phases may be underway at the same time, each phase will follow these steps:

1. Staff and consultants prepare a memo outlining an approach to updating the code.
2. The update approach memo is reviewed by Planning Commission, the Code Advisory Group, and the Community Development Committee. Involve the Dept. of Ecology, if needed.
3. Staff and consultants draft updated code, consistent with the update approach memo.
4. The draft code is reviewed by Planning Commission, the Code Advisory Group, and the Community Development Committee. Revisions are made, as needed.
5. Planning Commission hosts a public hearing on a final draft.¹
6. City Council reviews the final draft and seeks any final changes prior to approval.
7. City Council adopts ordinances (see table below).



¹ During this time staff and consultants will undertake SEPA procedures.

As an example, the schedule for **Phase 1 Shorelines** might look something like this:

Topic Groups	2024												2025						
	Jan	Feb	Mar	Apl	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apl	May	Jun	July
1. Shorelines																			
1. Memo and intro																			
2. Comm. Review			Ecol																
3. Code Drafting																			
4. Review								SEPA											
5. Hearings										PC Hearing									
6., 7. Adoption													Council						

The six sequential update phases are shown in the table below. To maximize efficiency and reduce confusion for applicants between existing and new code sections, Council will adopt just four Ordinances – Phases 2 and 3 will be adopted under a single ordinance, as will Phases 4 and 5.

Title 18 Unified Development Code Update Phases

Phase 1 Shorelines	Phase 2 Platting, Lot Creation	Phase 3 General Provisions Procedures, Permit Criteria	Phase 4 Bulk & Use	Phase 5 Design Standards	Phase 6 Environment
Shoreline Master Program and related development regulations.	Subdivisions, preliminary plat, short plats, and binding site plans.	Permit approval and processes, vesting, and application procedures.	Height, building size, use standards.	Building and site design standards, landscaping, parking, sign code	Critical Areas
Ordinance 1	Ordinance 2	Ordinance 3		Ordinance 4	

Tips for Reviewers

Below is some guidance to reviewers to help make the most efficient use of their time and expertise in the review process.

- 1. Consider whether proposed updates achieve the desired Goals and Strategies for the UDC.** An agreed upon set of seven Goals and Strategies will guide the creation of Title 18 UDC. When reviewing proposed updates or draft code, consider whether they help achieve the desired goals and outcomes. Proposed changes outside the agreed upon goals should be discouraged.

2. **Focus on the current phase.** Each of the six review phases are intended to be distinct from each other and to represent a complete process. For Phases 1 and 2, the adopted ordinance will represent the completion of the phase. For phases with a shared adoption ordinance (Phases 3 & 4 and Phases 4 & 6), review and comment on the phase will “pause” after Council review and approval and no further work will be done on those drafts until the combined ordinance is ready for adoption.
3. **Provide broad direction, with some specifics.** Staff and consultants will be preparing many hundreds of pages of code throughout this process. At the start of the process, reviewers should provide goals, desired outcomes, and strategy ideas to staff. When reviewing draft code, focus more on ensuring these strategies have been incorporated into the draft code, and less on specific line edits, word choice, or formatting changes.
4. **Save “out of phase” amendments for later.** Staff recommends reviewers avoid revisiting earlier phases to request additional reworking or skipping ahead to future phases when discussing code amendments. There will be opportunities to address earlier phases or urgent matters through “clean-up” amendments on an annual basis. It’s ok to save ideas for future phases.

Project Goals and Strategies for Title 18

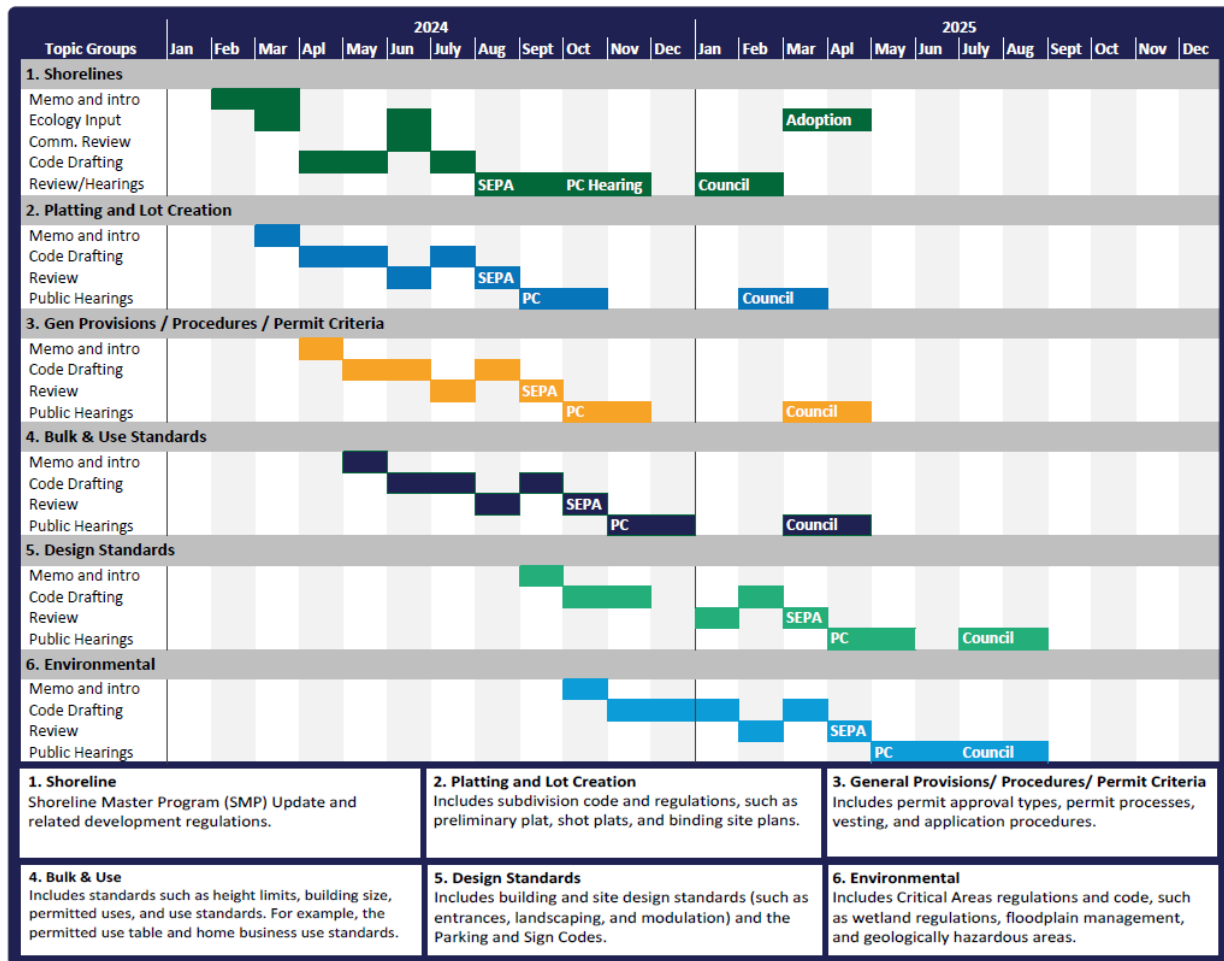
The goals, strategies, and actions items in the attached table were established to provide direction to the Stanwood Title 18 Unified Development Code Update. A checklist, so to speak, for the factors that will be used to evaluate whether the completed project is successful, on track, and consistent with the original objectives. These goals will be revisited over the life of the project and used to maintain focus over the coming months of revisions, drafts, review, and ultimately approval of the update code. The following is a summary of the seven goals and what they entail.

Project Goal:	Action Summary
Goal 1: Comprehensively update and modernize the Zoning Code with respect to content and administration of the code.	• Making the Code user-friendly by simplifying language, and improving format, and organization. • Making the Code consistent with current laws and best practices.
Goal 2: Improve the development review process for applicants and staff.	• Revising permit procedures to address changes in state law for housing permits, including updating submittal checklists to set clear expectations for the applicant.

Project Goal:	Action Summary
	Updating definitions to establish a clear common language, removing unneeded or confusing terms.
Goal 3: Promote development patterns consistent with the Comprehensive Plan and the 20-year growth projections.	- Combining similar zones and adding more flexibility in uses, where necessary and - Ensuring consistency between zoning and comprehensive plan land use designations. - Updating subdivision rules to be clearer, easier to use, and reflect best practices.
Goal 4: Evaluate and amend the Code to eliminate contradictions and remove barriers to development.	- Encouraging flexibility in design and use locations, such as by allowing variations in development standards and adopting standards for “live-work” units. - Updating or add standards to address specific challenges or issues noted by staff.
Goal 5: Adopt design guidelines and site planning standards to achieve the desired community vision as described in the Comprehensive Plan.	- Updating design standards to foster active public realms and cohesive urban design, and compatibility with historic buildings, but maintaining flexibility in hardship situations. - Streamlining development and design standards to encourage infill development.
Goal 6: Update Shoreline Management Plan (SMP) policies and regulations.	Updating and moving Shoreline regulations out of the Critical Areas Code and into separate chapter
Goal 7: Consider the best approach to integrate the 2023 state law requirements into the Municipal Code while ensuring consistency with the Comprehensive Plan.	Using the Comprehensive Plan vision and goals to guide integrating of new state laws

Draft Schedule

Based on the approach described above, the following preliminary schedule has been prepared showing the adoption process for the 6 project phases on the following page.



Note: Full sized copies of these graphics are included in the memo exhibits.

Comprehensive Plan Elements

Attached for the Planning Commissions review is the first full draft of the 2024 Comprehensive Plan Introductory Chapters, Housing Element, Economic Development Element, and Transportation Element along with a partial draft of the Land Use Element. The remaining elements will be provided to the Commission for review in November. A full draft of the 2024 Comprehensive Plan is expected to be drafted by the end of the year.

Staff is requesting that the Commission review and provide comments on these chapters so that when the draft plan issued for formal public review in early 2024 it includes the Commission's recommendations.

Each Element is broken into chapters telling the story of the City as follows:

Introductory Chapters:

- Comprehensive Plan Forward

- How to Use the Plan
- 2044 Vision Statement
- Community Values
- City History
- Demographics

Land Use Element:

- Key Takeaways
- Introduction
- Community Feedback
- Growth Management in Stanwood
- A Tale of Two Downtowns
- Historic Preservation
- Downtown Flood Management
- Uptown
- Current Land Use Inventory
- Future Land Use Capacity
- Essential Public Facilities

Housing Element:

- Key Takeaways
- Introduction
- Housing and Community Vision
- Future City Growth
- Two Districts: Downtown and Uptown
- Housing Growth Overview: An Inventory of the Past and Present
- Housing Equity
- Racially Disparate Impacts
- Determining a Housing Response

Economic Development Element:

- Key Takeaways
- Introduction
- History of Stanwood's Economy
- Current State of the Economy – Fast Facts
- Community Engage and Needs
- Economic Vision: Sustaining A Livable Stanwood
- Economic Development Strategy
- Regional Weaknesses & Strategies
- Economic Strengths & Opportunities
- Incentive for Economic Growth
- Stanwood Business Landscape
- Conclusion

Transportation Element:

- Key Takeaways
- Introduction
- Transportation and Community Vision
- Transportation Inventory
- Existing Highways and Street Systems
- Traffic Volumes: A 2022 Snapshot
- What is it like to travel in Stanwood?
- Stanwood Traffic and Safety
- LOS Standards: Local Scale
- LOS Standards: Regional Scale
- Freight System
- Non-Motorized Transportation Systems
- Public Transit: Bus Routes and Networks
- A Call to Action: Planning for 2044 Growth
- Land Use Forecasts
- 2044 Baseline Evaluation
- Future Intersection Operations
- Future Improvements and Capacity Issues
- Transportation Systems Plan: A Strategy for Improvement and Movement
- Key Partnership for TDM Actions
- Financing Program

Stanwood Municipal Code
Titles 10, 11, & 14
Scoping Memos

Memorandum

To: Patricia Love, Community Development Director
From: Ryan Walters, JD, AICP
Date: August 31, 2023
Re: Stanwood Municipal Code Title 10 (Vehicles and Traffic)

As part of the Stanwood Municipal Code (“SMC”) Update Project, we have reviewed existing SMC Title 10 (Vehicles and Traffic) and propose in this memo a number of revisions (indicated with the ☐ checkbox). After your review and at your direction, we will draft code text and ordinance language to implement the options you select.

Title 10 Vehicles and Traffic

We propose a heavy rewrite of existing SMC Title 10. Title 10 currently consists of 24 chapters that address many topics that are covered by the state Model Traffic Ordinance. Similar to what we did with SMC Title 9, where we adopted by reference portions of the state criminal code, we propose that Stanwood adopt by reference the Model Traffic Ordinance and eliminate most of the customized chapters in this title.

Because very little of the title would remain after incorporation of the Model Traffic Ordinance, we would propose a complete reorganization and renumbering of the remainder of the title as described below.

New Chapter 10.01 General Provisions

This chapter would contain various provisions applicable to the entire title, including:

- ☐ Definitions, adopting by reference definitions from [RCW Chapter 46.04](#), and completely replacing the existing definitions in SMC 10.12
- ☐ A statement of who is authorized to enforce this title, i.e., the Stanwood Police Department; and who is authorized to enact rules, i.e., the Director of Public Works
- ☐ Require Public Works Director to erect signage (e.g., Mukilteo MC 10.08.040) per WAC 308-330-409
- ☐ Severability

New Chapter 10.10 Rules of the Road

This chapter would adopt by reference the Washington Model Traffic Ordinance (“MTO”), [WAC Chapter 308-330](#) and set forth other rules of general applicability to vehicles and traffic. Adoption of the MTO would replace the adoption by reference of state law currently effected by SMC 10.08, because the MTO makes its own incorporation by reference of those provisions.

- ☐ Specify any desired deletions from the MTO (e.g., WAC 308-330-210, creating a special traffic division of the police department; or WAC 308-330-275 creating a Traffic Safety Commission; and see, e.g., Arlington MC 10.84.030)
- ☐ Apply traffic rules to parking lots (e.g., Port Townsend MC 10.24.020)
- ☐ Adopt by reference the Motor Vehicle Noise Performance Standards, [WAC Chapter 173-62](#).
- ☐ Prohibit excessive idling everywhere in city (e.g., Port Townsend MC 10.08) —OR—
☐ prohibit idling just near schools
- ☐ Prohibit loud truck compression braking in city (e.g., Port Townsend MC 10.30)
- ☐ Designate truck routes (e.g., Arlington MC 12.44 or Anacortes MC 10.24)
- ☐ Prohibit certain turns or U-turns at any specific locations (e.g., Anacortes MC 10.20) —OR—
☐ authorize Director of Public Works to erect signage regulating turns per existing SMC 10.32
- ☐ Create table of street segments that allow only one-way traffic, incorporating existing SMC 10.36.020 except paragraph (3), which is now two-way traffic.
- ☐ Create permit requirements for oversize vehicles (e.g., over 80 ft in length or other metrics) or super loads (e.g., Anacortes MC 10.16) expanding upon existing SMC Chapter 10.60. Public Works staff will need to provide a list of such streets to apply this regulation, if any; the list of streets appears to have been repealed in 1968.
- ☐ Address the provisions of existing SMC 10.20, except that the city does not have the authority to regulate trains (existing SMC 10.20.070).
- ☐ Exempt emergency vehicles per existing SMC 10.48

The following existing code chapters appear to be sufficiently covered by the MTO, and therefore would not be included in the rewritten title:

- Chapter 10.24 Traffic-Control Devices (covered by WAC 308-330-800 incorporating by referencing multiple provisions of state law); not addressed is “play streets,” which we recommend excluding
- Chapter 10.52 Processions (covered by WAC 308-330-466-472)
- Chapter 10.16 Obedience (covered by WAC 308-330-220)
- Chapter 10.54 DUI and 10.56 Intoxication Test (covered by WAC 308-330-425, incorporating by reference RCW 46.61.502 et seq)
- Chapter 10.64 Pedestrians (mostly covered by WAC 308-330-415 incorporating RCW 46.61.230 et seq.)
- Chapter 10.94 All-Terrain vehicles (covered by WAC 308-330-197 incorporating RCW 46.09) except existing SMC 10.94.030

New Chapter 10.20 Speed Limits

This chapter would address but rewrite the provisions of existing SMC Chapter 10.28.

- ☐ Set default speed limit at 25 mph (although also addressed by RCW 46.61.400, adopted by MTO)
- ☐ Create tables of higher and lower speed limits for specified streets or street segments, as determined upon the basis of engineering and traffic investigation per RCW 46.61.415
- ☐ Establish school zones per RCW 46.61.440
- ☐ Adjust existing speed limit in 10.28.020 (per Public Works Director comment)

New Chapter 10.30 Bicycles

We expect that Stanwood would benefit from a consolidated chapter dedicated to bicycle use (and potentially other devices, such as scooters, skateboards). This area of law has several options for regulation, most of which are not universally adopted by other jurisdictions, as described below.

Bicycling Generally

- ☐ Prohibit bicycle use on all sidewalks
- ☐ Prohibit bicycle use on certain sidewalks (e.g., Port Townsend MC 10.32.060), expanding on existing SMC 10.68.130
- ☐ Allow impoundment of abandoned bicycles or those parked in violation (e.g., PTMC 10.32.090)
- ☐ Create traffic infraction for violation
- ☐ Prohibiting leaving bicycles on streets and sidewalks except in places designated for that purpose (expanding on existing SMC 10.68.120)

Bicycle Helmets

- ☐ Require mandatory bicycle helmets for all riders (e.g., Port Angeles MC 10.06)
- ☐ Require mandatory bicycle helmets for riders under age 18
- ☐ Require mandatory bicycle helmets for all e-bike riders

Bicycle Licensing

- ☐ Create bicycle licensing system to assist in recovery of stolen bicycles (e.g., Port Townsend MC 10.32), which appears to be contemplated in the existing SMC Chapter 10.68 but not adopted when the chapter was adopted in 1968
- ☐ Make bicycle licensing mandatory

Other Devices

This section would not address all-terrain vehicles, which are covered by the MTO.

- ☐ Prohibit unsafe operation of skateboards, roller skates, etc. (e.g. Arlington MC 10.84.140)
- ☐ Prohibit operation of skateboards, scooters, roller skates, scooters in specified areas

- ☐ Provide other requirements for scooters (e.g., Arlington MC 10.84.160 and Port Angeles MC Chapter 10.24)
- ☐ Allow [or prohibit] golf carts on public property

New Chapter 10.40 Parking

This chapter would contain various provisions applicable to parking of all vehicles, as broadly defined in RCW 46.04. This chapter would be divided into several articles as described below, but combine the provisions of existing SMC Chapters 10.46 and 10.47. Notably, existing SMC 10.46.080 regarding leaving children unattended has already been addressed by the recent update to SMC Title 9.

General Provisions

- ☐ Applicability statement to city-owned streets and state highways, and city parking lots
- ☐ Incorporate by reference definitions from RCW 46.04 (if not already incorporated by general provisions chapter).
- ☐ Exempt bicycles, “POD” storage, multimodal shipping containers, boat trailers, or other items (not recommended).
- ☐ Prohibit reservation of the street (e.g., Mukilteo MC 10.08.030.B)

General Parking Regulations

- ☐ Incorporate by reference general parking regulations from RCW 46.61.570-575, .581, .582, .583
- ☐ Prohibit parking in alleys, on sidewalks, between sidewalk and street curb, and obstruction of curb cuts and driveways, mailboxes, sidewalks
- ☐ Prohibit parking of vehicles for sale in specified areas (e.g., downtown or main streets)
- ☐ Prohibit parking so as to obstruct travel lane or bike lane
- ☐ Prohibit parking in city-owned parking lots except in a designated space, and inconsistent with official signage (e.g., Mukilteo MC 10.08.035)

Parking Limitations

- ☐ General prohibitions including parking in disabled spaces.
- ☐ General time limit applicable to all vehicles (e.g., 24 hours or 72 hours)
- ☐ Shorter time limit or geographic limit for ☐ RVs or ☐ all oversized vehicles —OR— generally prohibit parking oversize vehicles in all areas of the city, potentially with exceptions.
- ☐ Shorter time limits for loading zones, etc.
- ☐ Parking limitations to facilitate a street sweeping program
- ☐ Table of parking prohibitions or limitations in various areas or at various times, regulated by street segment
- ☐ Geographic or temporal limitations on parking in city parks

Permit Parking Areas

- ☐ Create a system of permitted parking, e.g. for residential users only, in specified areas (sometimes utilized around schools or other areas that create substantial parking demand) consistent with existing SMC Chapter 10.47.
- ☐ Create a system for special permits for parking that is not in compliance with regulations, e.g., construction equipment
- ☐ Retain 276th Restricted Parking area? [per Public Works comment, may no longer be needed]

Parking During Construction and Special Events

- ☐ Prohibit parking in any area that has been officially signed as “no parking” for construction, parade routes, street fairs, etc.
- ☐ Allow Public Works Director to create special parking rules for major (or special) events

Towing and Impoundment

- ☐ Incorporate by reference applicable provisions of RCW Chapter 46.55.
- ☐ Impound by default [24] hours after notice is attached to vehicle.
- ☐ Provide a list of circumstances under which a vehicle may be impounded without notice (e.g., travel lane, fire lane; see MVMC 10.06.010)
- ☐ Specifically authorize impoundment of vehicle used as residence, consistent with current case law, but require evaluation of whether the vehicle is being used as a residence prior to impound (e.g., Anacortes MC 10.12.620.C and 10.12.650)
- ☐ Create other process provisions for impoundment and redemption of impounded vehicles

Enforcement and Penalties

- ☐ Describe violations of this chapter as parking infractions (which allows City to retain all fine amounts)
- ☐ List penalties for each type of violation in the chapter (e.g., Anacortes MC 10.12.720)
- ☐ Create graduated penalties for subsequent violations (e.g., Anacortes MC 10.12.720)
- ☐ Create late payment penalty
- ☐ Create processes for paying and appealing parking infractions
- ☐ Authorize impoundment of vehicles with unpaid infractions

City Dock Regulations

The City Dock regulations in existing SMC Chapter 10.80 do not neatly fit into a title that mostly concerns roads and cars. Whether or not the City Dock is considered part of the city parks system, we recommend incorporating these regulations into Title 6, Parks and Public Places. We would rewrite to make this applicable to motorized and non-motorized boat launches at Hamilton Park. Similarly, parade permits (which might include use of both streets and parks) could be included in Title 6 if needed distinct from Special Event permits.

Summary of Proposed Dispositions of Existing Code Chapters

The table below describes the proposed treatment of each of the existing chapters in Title 10.

Chapter	Title	Proposed Disposition
10.04	Short Title	Delete
10.08	Adoption of Traffic Regulations	Replace with adoption of MTO
10.12	Definitions	Incorporate into new General Provisions chapter
10.16	Obedience Provisions	Addressed by MTO
10.20	Miscellaneous Regulations	Address in chapter adopting MTO where necessary
10.24	Traffic-Control Devices	Addressed by MTO
10.28	Speed Limits	New chapter on Speed Limits
10.32	Turns	Address in chapter adopting MTO
10.36	One-Way Streets and Alleys	Address in chapter adopting MTO
10.40	Stops	Address in chapter adopting MTO
10.46	Stopping, Standing and Parking	New consolidated parking chapter
10.47	Permit Parking	New consolidated parking chapter
10.48	Emergency Vehicles	Address in chapter adopting MTO
10.52	Processions	Addressed by MTO
10.54	Driving Under the Influence	Addressed by MTO
10.56	Intoxication Test	Addressed by MTO
10.60	Load Restrictions	Address in chapter adopting MTO
10.64	Pedestrians	Addressed by MTO
10.68	Bicycles	New chapter on bicycles (and other devices)
10.72	Enforcement	Addressed in General Provisions and by MTO
10.76	<i>Repealed</i>	No action
10.80	City Dock	Move to Title 6
10.84	Toy Vehicles	Address in chapter adopting MTO
10.90	Motorized Foot Scooters	Address in new bicycle chapter
10.94	Wheeled All-Terrain Vehicles	Addressed by MTO



MEMORANDUM

Date: August 31st, 2023
To: Patricia Love, Community Development Director
From: Eli Mulberry, Planner
Subject: Stanwood Municipal Code – Approach to Titles 11 and 14

As part of the Stanwood Municipal Code (“SMC”) Update Project, we have reviewed existing SMC Title 14 (Buildings and Construction). After your review and at your direction, we will draft code text and ordinance language to implement the options you select.

New Title 11 Streets and Public Right-of-Ways

We propose adding this new Title to house any standards pertaining to Street and Public Right of Way permitting, construction, and encroachment. These standards will be migrated from the existing Title 14 and organized in two categories: use-based permits and construction and improvement permits.

Chapter Outline

- 11.02 General Provisions
- 11.04 Right-of-Way Uses ~~14.28 Right-of-Way Use Permits, 14.42 Encroachment Permits for Structures and Signs~~
- 11.06 ~~14.26 Permits for Street~~ Construction in the Right-of-Way
- ~~11.08 14.30 Maintenance and Debris~~ Obstructions on Rights-of-Ways
- 11.10 ~~14.48~~ Vacation of Streets and Alleys
- 11.12 Complete Streets (new)

New Chapter 11.02 General Provisions

This section would include sections for general definitions and establish the Public Works Director, or designee, as the administrator of the Title. The Chapter would close with a severability standard for the Title.

New Chapter 11.04 Right-of-Way Uses

This section would address uses taking place in the right-of-way that do not include breaking the ground surface. Ground disturbing activities in the right-of-way are considered construction activities and would be subject to a new Chapter 11.06, Construction in the Right-of-Way.

New 11.04.010 Purpose

Add a new purpose statement to better reflect the intent of this section.

New 11.04.020 Applicability

This new section will establish the types of activities that require a right-of-way use permit. A table at the beginning of the Applicability section could be helpful to show the different types of permits that will be included in this section, such as the example shown below.

Applicable Permit	Example Uses (Including but not limited to)	Reference
Restaurant Sidewalk Permit	• Café tables in the sidewalk.	SMC 11.04.XXX, Restaurant Uses
General Right-of-Way Use Permit	• Retail displays • Street Eateries	SMC 11.04.XXX, General Right-of-Way Uses
Special Event Permit	• Street closures for farmers markets • Block Parties • Parades	SMC 5.06, Special Events

Alternatively, if the City wishes to offer only a single type of use permit for right-of-way or sidewalk uses, a table may be unnecessary.

New 11.04.040 Permit Procedures

This section will provide standard procedures for any permits addressed in this Chapter. Procedures may include, but not be limited to, the following topics:

- Referencing applicable forms for applicants to submit.
- Establishing, and referencing, the related fee schedule that applies to receiving such a permit.
- Providing timelines for issuing the permit.
- Providing the ability to revoke or add additional restrictions to the permit in the case the permit holder violates any of the standards established in the permit.
- Depending on the number of permits housed in this section, establishing a Permit Procedure Table for ease of use.

New Sections 11.04.050 and onward

These new sections would contain provisions for any use-related permits occurring in the right-of-way. The City could choose to have many different permits that address unique types of right-of-way use. We recommend a single general Right-of-Way Use Permit for simplicity.

Potential use-related permits may include: (select all that you wish to pursue):

- **Option:** Restaurant Sidewalk Permits. This new permit type would provide standards specific to allowing sidewalk cafes, or other sidewalk retail opportunities, while maintaining safe and accessible sidewalks for allowed active transportation uses.
- **Recommended option:** As an alternative to the above, the city could add a general Right-Of-Way Use Permit. This permit could cover restaurant and food-related uses but could also address other types of uses that may wish to utilize rights-of-way.
- **Recommended option:** Consider simplifying the encroachment permit, limited to special cases that would impact public uses of the right-of-way, such as barriers or encroachments that would impact neighboring uses. Then, regulate what types of obstructions are allowed and prohibited outright in Section 11.08, Maintenance and Obstructions on Rights-of-Ways. This change would streamline permitting while ensuring that encroachments are regulated.

Note: The Special Event Permit under Chapter 5.06 already covers right-of-way uses for events, so Permitted Special Event related closures will not be covered in this Chapter, other than a cross reference Title 5.

New Chapter 11.06 Construction in the Right-of-Way

Rather than consolidating all permitting into one chapter, we recommend establishing a standalone chapter for construction-related permits in the right-of-way. This would better differentiate between use-based permits—for example, retail setting up a display on a sidewalk—versus construction-based permits, such as sewer upgrades as part of development.

New 11.06.010 Purpose

Create a new purpose section stating the intent to minimize connectivity disruptions from construction activities and upgrades to the right-of-way.

New 11.06.020 Applicability

Add a new Applicability section that states that a Right-of-Way Construction Permit must be obtained if the activity “breaks the surface” of the right-of-way. This section will also include types that are exempt from receiving a Permit. For example, drilling a hole in the right-of-way to install a small post would technically trigger compliance, but would have a much smaller impact compared to other construction permit activities, so this and other low-impact activities would be listed as exempt from needing a construction permit. Include a cross reference to the Street and Utility Standards.

- **Question for Staff.** What are other commonplace low-intensity alterations to the right-of-way that should be exempted from full compliance of this Section, like drilling a hole for small flag poles.

New 11.06.030 Permit Procedures

This section would consolidate procedural standards for a Construction Permit, including the following existing sections:

- 14.26.020 Applications
- 14.26.030 Fees
- 14.26.080 Administration
- 14.26.090 Appeal
- 14.26.100 Affected adjacent property (noticing)

New 11.06.040 Bonding

This Section will consolidate all the bond-related standards under one section, including the following existing sections:

- 14.26.040 Bond required
- 14.26.050 Indemnity
- 14.26.120 Form of surety bond

11.06.050 Approval Criteria ~~Standards for issuance of permits~~

This section will maintain the standards currently in 14.26.060.

New Chapter 11.08 Maintenance and Obstructions ~~Debris~~ on Rights-of-Way

This section establishes both maintenance requirements for uses in the right-of-way and establishes standards for preventing debris and obstructions. Existing SMC Chapter 14.30 includes regulations for limiting debris during construction. This update will be expanded to include any obstructions to ensure accessible passage in rights-of-way.

New 11.08.010 Purpose

This Section will establish the goal of maintaining clear and accessible public rights-of-way for clear pedestrian and traffic flows.

New 11.08.020 Construction Debris Standards

This section will consolidate all the standards under the existing 14.30, Debris on City Rights-of-Way to ensure debris from construction activities do not interfere with traffic and pedestrian safety.

New 11.08.030 Sidewalk Obstruction Standards

This section will regulate sidewalk obstructions to ensure that there are no hazards or obstructions that would hinder pedestrians. At minimum, the Section will include standards to:

- Ensure 5 ft direct passage along sidewalks.
- Regulate the placement of sidewalk features, such as benches or planters as allowed, to ensure they do not disrupt pedestrian flows.

- Require sidewalk repair and cleaning. This would establish the responsibility of property owners to prevent landscaping or snow from encroaching pedestrian safety.

Optional 11.08.040 Street and Alley Obstructions

This is an optional section regulating obstructions in streets and alleys if this has been an issue in Stanwood. **Question for staff.** Are there common street or alley obstructions that the City would like to better regulate?

11.10 Vacation of Streets and Alleys

This section has been recently updated and will be edited for style consistency and organization only. We reviewed the standards in this section against state law (RCW 35.79), and it is consistent.

New Chapter 11.12 Complete Streets

This would be a new Chapter of code. See the separate scoping memo that discusses this Chapter in detail.

Title 14 Buildings and Construction

After moving the Streets and Public Right-of-Ways content from Title 14 to Title 11, this Chapter will primarily contain provisions for adopting outside codes and standards. The Title could be renamed to better match this updated content, such as “Building and Construction Codes.” The Title would contain:

- 14.04 Building Code
- 14.06 Fire Code (new, pulled out from existing 14.04)
- 14.08~~14~~ Street and Utility Standards

Chapter 14.08, Satellite Receiving Antennas, will be consolidated into the Wireless Communication Facility (WCF) Chapter in the Unified Development Code.

New Chapter 14.04 Building Code

This Chapter will include the updates under Draft Ordinance 1518. We propose separating the Fire Code sections from this Chapter. This Chapter will be updated with the following considerations and changes:

- If the State does not adopt the 2021 International Building Code (IBC) by the time of the Title 14 adoption schedule, this Chapter will use the 2018 code with amendments for consistency.
- This update will also adopt the International Property Maintenance Code in this Chapter, either the 2021 or 2018 Code to be consistent with the IBC adoption.



New Chapter 14.06 Fire Code

This Chapter adopts International Fire Code Standards. Currently these codes are adopted under one single chapter. Having a separate Chapter will make the code more modular for future updates.

New Chapter 14.08 Street and Utility Standards

This Chapter adopts the updates to the Street and Utility Standards. Updated specifications have already been drafted in the updated Street and Utility Standards document.



MEMORANDUM

Date: February 20th, 2023
To: Patricia Love, Community Development Director
From: Eli Mulhausen, Planner
CC: Katie Cote, Sr. Planner, BHC; Tansy Schroeder, City Planner, City of Stanwood
Subject: Complete Streets and Engineering Street Specifications Scoping

As part of the Stanwood Municipal Code (“SMC”) Update Project, we have reviewed existing Street and Utility Standards along with staff’s redlines. We also provide a primer on a Complete Streets Ordinance and options for a program for Stanwood. We propose a number of revisions (indicated with the ☐ checkbox). After your review and at your direction, we will draft code text and ordinance language to implement the options you select.

This memo is structured in three sections:

1. [Street and Utility Standards.](#)
2. [Complete Streets Primer.](#)
3. [Complete Streets Policy scoping.](#)

1. Street and Utility Standards Update

To this point, Stanwood staff have made the following efforts in updating the Transportation and Street Utility Engineering Standards and Specifications:

- Redlined the Standards and Specifications Chapters 1 – 5.
- Updated Details (drawings) for Transportation, Water, and rockery height specifications, based on list of staff edits.
- Coordinated with the Fire Marshall to identify further safety enhancements for cul-de-sacs and street standards for emergency uses. We are still waiting for direction.

However, these edits have not yet been adopted by the City. BHC can provide support for the following:

- Provide a process for deviations from the standards. There are some landlocked areas that need deviations/flexibility for. This will involve updates to the Introduction to the Standards.
- Ensure that the street cross section types match the types in the Comprehensive Plan. The typologies don’t match each other across the Standards and the (existing) Comprehensive Plan. While some of the designations of streets may change, but the types of streets themselves will remain consistent.

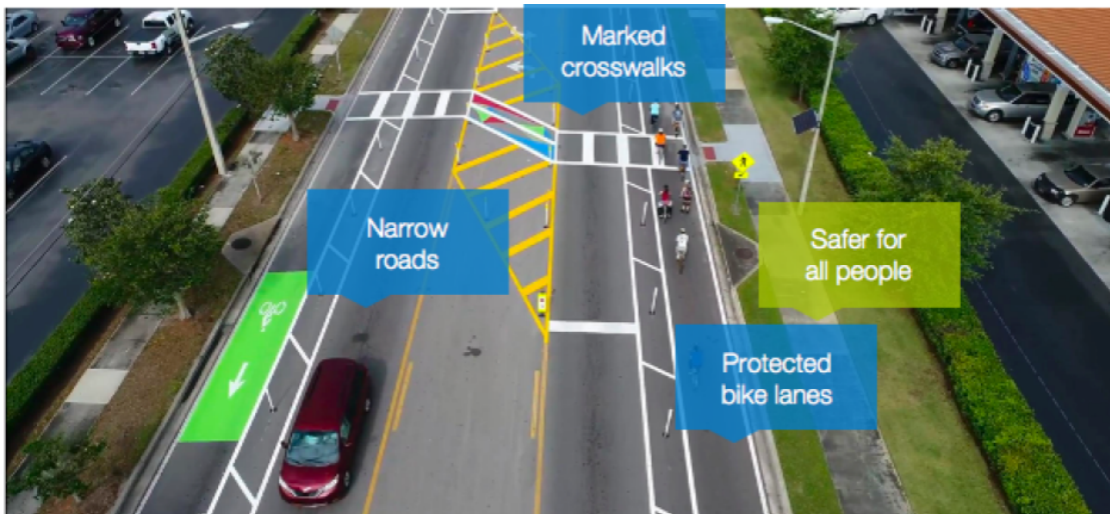
- Confirm redlines to Engineering Standards are complete and represent all staff direction. Make additional changes, as needed.
- Prepare draft Complete Streets Ordinance and review with staff (see Sections 2 and 3).
- Provide a table of redlines / update for all changes made (for Advisory Group review).
- Prepare the adoption ordinance packet.

2. Complete Streets Primer

2.1 What are Complete Streets and what do they achieve?

A Complete Street is an *approach* to planning and street design rather than a *type* of street design. A good Complete Street prioritizes the needs of all users, regardless of age, ability, or income. For example, a Complete Streets project might include one or more of the following strategies for a project, based on local needs:

- Install a sidewalk or enhance a crosswalk.
- Reduce street widths to accommodate slower speeds and greater pedestrian comfort.
- Connect bike lanes across the city's street network.
- Roundabouts.
- Install median islands.



Source: [Smart Growth America, What are Complete Streets?](#)

The traditional approach when it comes to streets planning is to prioritize Level of Service with forecasted motorist demands in mind. However, this can be at the cost of designing streets that work for the most vulnerable users, resulting in “Incomplete Streets.”

Some of the objectives for a Complete Streets program is to:

- Create a complete and safe transportation network for all modes of travels across the jurisdiction.
- Reduce traffic and congestion by providing alternatives to single-occupancy driving.

- Promote active transportation and community health.
- Provide equitable transportation options. Not everyone can physically drive due to age, ability, or costs of owning a vehicle.



2.2 Washington State Grant Program

Washington State has an established complete street grant program, administered through the Transportation Improvement Board (TIB). The minimum standard to qualify under state law is that local governments establish a “jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles” (RCW 47.04.320(2)(b)).

The [TIB states the following on grant selection](#):

“Cities and counties should have an adopted complete streets policy and show an ethic of building for all users.... Unlike other TIB programs, there will not be set criteria established. TIB staff will evaluate based on policy quality, plan integration, community outreach and engagement, past project actions, and future project plans.”

In short, the basic standards to qualify and be competitive for grants are:

- Establish the program by ordinance.
- Applicable city-wide.
- Prioritize all users.
- Integrate and use sound engineering standards.
- Provide a good faith effort from the local government to implement and engage the community on the program.

2.3 Why should Stanwood adopt a Complete Streets Program?

Not everyone in Stanwood has the ability or means to drive. It is important to ensure that these demographics have safe and convenient means of travel. Complete Streets sets the priority to ensure that these groups are not ignored in transportation planning. According to recent statistics, ***nearly one third of Stanwood's population could benefit from implementing Complete Streets program.***

- **9% of Stanwood households do not have a car** available according to 2021 American Community Survey estimates.
- **27% of Stanwood residents are under the age of 16 and cannot drive.**
- The USDOT's Highway 2018 Statistics report estimates that 1 in 5 above the age of 65 are no longer able to drive. For Stanwood, this would reflect an **additional 2% of the population.**

Even though these groups would see the greatest benefits from a Complete Streets Program, it would, in effect, benefit the entire community through enhanced safety and less congestion. Furthermore, Complete Streets also enables more opportunities to grant and funding opportunities to help implement the program.

2.3.1 Pros and cons for implementing:

Pro	Con
• Enables eligibility for grants and funding opportunities. • Enhances pedestrian safety and reduces traffic accidents, collisions, injuries, and deaths. • Reduces traffic and congestion in the long run. • Enhances quality of life and connectivity for vulnerable users, such as children and elderly. • Promotes public health and active transportation. • Safe pedestrian accesses improve economic development and business activity. • Costs to install Complete Streets infrastructure are generally low compared to the overall project budget.	• Requires time and effort to implement for the Program to be effective. • Changes the way street improvements are implemented. • May reduce driving convenience in the short-term as the network is built-out. • Involves administrative costs to seek, win, and implement grants.

2.4 Best Practices for what a Complete Streets Program would look like

The National Complete Streets Coalition (NCSC) establishes [10 criteria](#) for an effective Complete Streets policy:

1. **Establishes a clear vision and intent.** Why does the community want to have Complete Streets? What will the goal be for the program? What are the transportation problems that the City wants the program to address?

2. **Prioritizes the most vulnerable and undeserved users.** In planning streets for the needs of the most vulnerable, the program benefits all through more accessible and safe design.
3. **Applicable to all projects throughout the city.** Applying it to all projects ensures it is implemented consistently across the city.
4. **Clearly states exceptions.** If exceptions are needed, set clear standards for exceptions.
5. **Requires developer compliance and coordination across agencies.** Requiring coordination between government and partner agencies on Complete Streets.
6. **Adopts strong design guidelines.** Sets design criteria with time implementation considerations.
7. **Requires proactive land-use planning.** Considers existing and expected land use needs of the area.
8. **Measures progress.** Creates performance standards that are specific and clear.
9. **Sets criteria for choosing projects.** Clear, specific criteria can help effective funding and project prioritization.
10. **Creates an implementation plan.**

2.5 Administrative and Implementation Structure

Effective Complete Streets programs have a governance and administrative system to ensure that the program is being implemented and to assess the effectiveness of projects completed the previous year. This administrative system could be a committee of stakeholders involved in planning and reviewing projects against the program. Alternatively, Planning and Public Works staff could administer and monitor the program, reporting results to City Council and the Planning Commission on an annual basis. Measures for assessing effectiveness may include:

- Miles of bike lanes added.
- Linear feet of pedestrian accommodations improved or added.
- Compliments and complaints from community members,
- Frequency and severity of collisions,
- Number of projects addressing a specific equity or demographic concern, such as ADA ramps installed in neighborhoods with high populations of children or elderly.

2.6 Additional Resources and Examples

- [Safety Demonstration Projects: Washington State Complete Streets Examples](#)
- [Smart Growth America, What are Complete Streets?](#)
- [Federal Highway Administration, Small Town and Rural Multimodal Networks](#)

3. Complete Streets Policy Scoping

This section provides policy options and a proposed structure for how the Complete Streets Policy would be in Code. While some jurisdictions adopt their Complete Streets Policies by Resolution rather than Ordinance, citing a separate policy document, given that state law specifically mentions, “by ordinance,” we recommend adopting a basic policy through code.

3.1 Organization

The draft Code Chapter will have the following table of contents.

1. Purpose
1. Applicability
2. Exceptions
3. Design standards
4. Implementation process
5. Performance standards

Each section is discussed in greater details in the following sections of this memo.

3.2 Purpose section.

This will include the overarching goal and purpose of the ordinance. BHC recommends highlighting vulnerable and diverse users to better elevate their consideration in design and implementation. For example:

- ☐ Provide safe facilities for pedestrians and bicyclists.
- ☐ Create a connected and cohesive pedestrian network across the city.
- ☐ Provide high-quality mobility infrastructure for all abilities and modes.
- ☐ Develop safe, comfortable, and efficient multimodal networks.
- ☐ Enhance equitable access and transportation services to all community members.
- ☐ Ensure the safety of the most vulnerable users of Stanwood’s streets.

Policy Question: Are there or priorities specific to Stanwood that a Complete Streets program should include in the purpose statement?

3.3 Applicability and Exceptions

To ensure the policy is effective, it should be applicable to all city projects, except where clearly defined in the Exceptions section. The Exceptions section will include circumstances that would not require full compliance with the Complete Streets standards. It will include routine maintenance (sweeping, plowing, and potholes), adverse impacts on the environment or historic resources as a result of the improvement, and for areas which compliance would not align with land use policies, such as in industrial areas.

Recommended exceptions:

- Where studies indicate that their establishment would:
 - Hinder public health or safety; or
 - Adversely impact wetlands or Fish and Wildlife Habitat Conservation Areas.
- For routine maintenance of the street that does not change the roadway geometry or operations, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filing.
- When the cost would be disproportionate to the current need or probable future uses.
- There is a documented absence of current or future needs, as established in city plans and future travel demand forecasts.

Policy Question: Are there any circumstances specific to Stanwood you wish to exempt from the policy?
Example options from Battle Ground, Washington:

- ☐ When elements of this policy would require the accommodation of street uses prohibited by law.
- ☐ Development of sidewalks in areas falling outside those identified as appropriate for sidewalks on the basis of an adopted sidewalk policy.
- ☐ In instances where a documented exception is granted by the city engineer.

3.4 Design guidelines

This section will adopt, or reference, design standards for the Policy. It specifically targets the grant requirement under RCW 47.04.320(2)(b) for “sound engineering principles.” Stanwood has two policy path options to meet this criterion:

- ☐ **Option 1:** Adopt existing best-practice design standards for Complete Streets. Peer city Complete Streets policies frequently reference manuals from the following:
 - American Association of State Highway Officials (AASHTO)
 - *Guide for Planning, Designing and Operating Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
 - Institute of Transportation Engineers
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
 - *Policy on Geometric Design of Highways and Streets*
 - Washington State Department of Transportation
 - Institute of Transportation Engineers
 - National Association of Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide*
 - *Street Design Guide*
 - Federal Highway Administration (FHWA)
 - *Designing for Pedestrian Safety*
 - *Small Town and Rural Multimodal Networks*

- Americans with Disabilities Act manuals and guidelines
- ☐ **Option 2:** Adopt guidelines based on other manuals in the interim, and work to establish and create new Complete Street design manual specifically for Stanwood. This manual would go beyond street specification standards established under the Engineering Standards. The guidelines could identify neighborhood-specific typologies to implement different design guidelines to be mindful of Stanwood's different neighborhoods urban form and land uses. For example, it could provide specific guidelines related to the Twin City Mile. See the [City of Tacoma's Design Guidelines](#) as an example.

3.5 Implementation process

This section provides the administrative structure for implementing the policy. Peer cities sometimes create this in a committee to cover Complete Streets topics, such as bicycling, pedestrian safety, and planned projects. Alternatively, the program could be administered at a staff level and reported on annually in conjunction with existing meetings with the City Council and Planning Commission as needed.

Policy Question. How do City staff see working to implement and administer the program? Can it be integrated into the workflow of the existing cross departmental meeting? Is it just a one-page list of Complete Streets projects implemented in that year? Some options include:

- ☐ A list of complete streets project is maintained with existing lists of implemented street projects.
- ☐ Complete streets projects are discussed at the staff level in existing cross-department meetings on street infrastructure projects.
- ☐ A memo or short report is prepared on a specified, periodic basis, including a list of projects from the past year, and planned Complete Streets projects for the future.

3.6 Performance standards

This section provides a framework, or list of indicators, for ensuring that the program is being implemented effectively. Indicators could include:

- Vehicles miles traveled.
- Miles of bike lanes/sidewalk established.
- Number of accidents and collisions before and after implementation.
- Number of street trees added.
- Square footage of new bioretention facilities.
- Pedestrian and bicyclist ridership counts.
- Evaluation of plans and improvements to ensure equitable distribution.

Unified Development Code Approach



Goals and Strategies for the Title 18 Unified Development Code Update

The goals, strategies, and actions items in the attached table were established to provide direction to the Stanwood Title 18 Unified Development Code Update. A checklist, so to speak, for the factors that will be used to evaluate whether the completed project is successful, on track, and consistent with the original objectives. These goals will be revisited over the life of the project and used to maintain focus over the coming months of revisions, drafts, review, and ultimately approval of the update code. The following is a summary of the seven goals and what they entail.

Project Goal:	Action Summary
Goal 1: Comprehensively update and modernize the Zoning Code with respect to content and administration of the code.	• Making the Code user-friendly by simplifying language, and improving format, and organization. • Making the Code consistent with current laws and best practices.
Goal 2: Improve the development review process for applicants and staff.	• Revising permit procedures to address changes in state law for housing permits, including updating submittal checklists to set clear expectations for the applicant. • Updating definitions to establish a clear common language, removing unneeded or confusing terms.
Goal 3: Promote development patterns consistent with the Comprehensive Plan and the 20-year growth projections.	• Combining similar zones and adding more flexibility in uses, where necessary and • Ensuring consistency between zoning and comprehensive plan land use designations. • Updating subdivision rules to be clearer, easier to use, and reflect best practices.
Goal 4: Evaluate and amend the Code to eliminate contradictions and remove barriers to development.	• Encouraging flexibility in design and use locations, such as by allowing variations in development standards and adopting standards for “live-work” units. • Updating or add standards to address specific challenges or issues noted by staff.
Goal 5: Adopt design guidelines and site planning standards to achieve the desired community vision as described in the Comprehensive Plan.	• Updating design standards to foster active public realms and cohesive urban design, and compatibility with historic buildings, but maintaining flexibility in hardship situations. • Streamlining development and design standards to encourage infill development.
Goal 6: Update Shoreline Management Plan (SMP) policies and regulations.	• Updating and moving Shoreline regulations out of the Critical Areas Code and into separate chapter
Goal 7: Consider the best approach to integrate the 2023 state law requirements into the Municipal Code while ensuring consistency with the Comprehensive Plan.	• Using the Comprehensive Plan vision and goals to guide integrating of new state laws

Stanwood Unified Development Code – Goals and Actions

September 2023

	Goal	Strategies	Action Items
1	Comprehensively update and modernize the Zoning Code with respect to content and administration of the code.	Review all sections to make the code user-friendly and consistent with current laws.	a. Remove legalese and jargon unfamiliar to the lay person. b. Improve clarity and overall functionality of code sections by removing duplications and inconsistencies. c. Apply a consistent style guide to all chapters to make language, formatting, and organization cleaner. d. Reflect regulatory best practices. e. Include tables and illustrations to help convey concepts. f. Ensure consistency with case, state, and federal laws. g. Make code gender neutral. h. Ensure references refer to City departments rather than specific positions.
2	Improve the development review process for applicants and staff.	A. Revise permit procedures to address changes in state law for housing permits. B. Update definitions section to remove duplications and out of date terms and add clarify.	a. Update submittal checklists to be consistent with new review processes. a. Make sure definitions do not contain regulations. b. Move simplified definitions of land uses to use table and delete from Definitions chapter (do not duplicate). c. Ensure all defined terms are actually used in code, otherwise delete. d. Clarify definitions of “Bars and Cocktail Lounges” versus “Taverns.” e. Review for duplicative definitions.
3	Promote development patterns consistent with the Comprehensive Plan and the 20-year growth projections.	A. Update zones by combining very similar zones and adding more flexibility in uses, where necessary.	a. Review mixed use zone standards and allowed uses to achieve a better mix of commercial and residential uses. i. MB-I and MB-II need to be consolidated and rewritten into a “Downtown Mixed Use” zone. b. Update industrial zones to encourage more flexibility of uses. i. LI and some of the GI need to be consolidated and rewritten into a “Planned Industrial” zone. ii. GI zone needs to be retained for certain areas of Stanwood. c. Include standards to encourage neighborhood commercial uses in residential areas to increase services in walking distance. i. Need to pay special attention to design standards and specific use standards for commercial uses in residential areas. d. Remove Single Family Dwellings from the MR Zone. e. Public Facility (PF) zoning consistent with comp plan designation. f. Require commercial uses on TN zoned properties located near SR 532.
4	Evaluate and amend the Code to eliminate contradictions and remove barriers to development.	B. Update platting and lot creation rules to be clearer, easier to use, and reflect best practices.	a. Add provision for density transfers for critical areas / subdivisions. b. Eliminate PRD standards and integrate into subdivisions. c. Add provisions for fee-simple lot divisions / zero-lot line subdivisions (i.e. duplexes, townhomes, etc.). d. Add reference to Condominium Act addressing RCW 64.34.
		A. Encourage flexibility in design and use locations.	a. Allow variations / flexibility in lot size and building setbacks while maintaining density standards. b. Adopt “live-work” unit standards.
		B. Update or add new land use standards to address specific challenges or issues noted by staff.	Add or revise standards to address: a. Shipping containers as storage sheds – both residential and commercial. b. Nonconforming use standards; differences between uses, lots, and structures. c. Home occupation standards. d. Commercial Daycares in residential zones with mitigation. e. Mobile home parks must be 1’ above flood elevation. f. Peer Respite Housing. g. Evaluate standards in mixed use zones. h. Eliminate footnotes in 17.30 by migrating into use standards.
		C. Update or add new sign code standards to address specific challenges or issues noted by staff.	Add or revise sign code to address: a. Multicomplex signs and off-site signs

	Goal	Strategies	Action Items
			i. How to allow more flexibility for multi-complex signs where businesses may be located on different parcels without increasing sign litter. ii. Consider flexibility for off-site signage to facilitate WSDOT signage for businesses / balance w/o increasing sign litter. b. Require illuminated and signs with wiring to submit an electrical permit to Labor and Industries (L&I). c. Provide definitions for prohibited signs. d. Review design standards for freestanding and monument signs. e. Review design standards for wall signs including cumulative square footage limits. i. Consider sign to building area ratio. f. Consider rewriting readerboard and electronic sign code.
		D. Review and revise parking and parking lot standards to use parking areas most efficiently.	a. Update standards for long term parking lots (airport or training parking). b. Update parking aisle circulation standards 17.105.020(3) <i>[staff cites this section, but more guidance needed here]</i>. c. Update parking requirements for middle housing. d. Consider adding electric vehicle change station requirements for all developments.
5	Adopt design guidelines and site planning standards to achieve the desired community vision as described in the Comprehensive Plan.	Update design standards to foster active public realms and cohesive urban design, while encouraging infill.	a. Prohibit large parking lots in front of buildings adjacent to the street. b. Update residential design standards so they are objective and easy to follow, while requiring high quality and distinctive design (PRD recreation standards 17.95.460 versus 17.147, note 17.147(1) is not being applied). c. Resolve conflict between 0’ setback allowed in PRD with required 10’ utility easement at right of way. d. Establish downtown design standards that foster development compatible with historic buildings, while being floodplain compliant. e. Facilitate infill development by streamlining development and design standards. f. Move building separation standard from Title 17 to the building code. g. Identify better zoning tools to achieve usable and attractive open spaces and required amenities, especially in single family residential developments. h. Prohibit barbed-wire fence materials. i. Provide flexibility in standards but keep variances limited to hardship situations. j. Consider standards for blank walls, such as requiring screening for walls longer than 30’.
6	Update Shoreline Management Plan policies and regulations.	A. Move Shoreline regulations into separate chapter.	a. Move all shoreline regulations out of Critical Areas code and into its own chapter.
		B. Update Shoreline Policies as needed to address Department of Ecology Guidelines.	a. Update shoreline goals and policies concurrently with the regulatory update for a single SMP update process.
7	Consider the best approach to integrate the 2023 state law requirements into the Municipal Code while ensuring consistency with the Comprehensive Plan.	Integrate 2023 state law requirements into the zoning standards.	a. HB 1042 – Conversion of existing commercial, mixed-use, and multifamily buildings for residences. b. HB 1293 – Streamlining Development Regulations with Design Review. c. HB 1337 – Accessory Dwelling Unit Regulations. d. SB 5290 – Local Project Permit Review Process and Timelines. e. SB 5412 – SEPA Categorical Exemptions. f. SB 5536 – Essential Public Facilities. Opioid treatment programs and facilities are considered Essential Public Facilities and may not be prohibited by cities. g. SB 5553 – Temporary Emergency Shelter. Temporary emergency shelters are exempt from building code requirements.

Topic Groups	2024												2025											
	Jan	Feb	Mar	Apl	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apl	May	Jun	July	Aug	Sept	Oct	Nov	Dec
1. Shorelines																								
Memo and intro																								
Ecology Input																								
Comm. Review																								
Code Drafting																								
Review/Hearings																								
2. Platting and Lot Creation																								
Memo and intro																								
Code Drafting																								
Review																								
Public Hearings																								
3. Gen Provisions / Procedures / Permit Criteria																								
Memo and intro																								
Code Drafting																								
Review																								
Public Hearings																								
4. Bulk & Use Standards																								
Memo and intro																								
Code Drafting																								
Review																								
Public Hearings																								
5. Design Standards																								
Memo and intro																								
Code Drafting																								
Review																								
Public Hearings																								
6. Environmental																								
Memo and intro																								
Code Drafting																								
Review																								
Public Hearings																								
1. Shoreline					2. Platting and Lot Creation					3. General Provisions/ Procedures/ Permit Criteria					4. Bulk & Use					5. Design Standards				
Shoreline Master Program (SMP) Update and related development regulations.					Includes subdivision code and regulations, such as preliminary plat, shot plats, and binding site plans.					Includes permit approval types, permit processes, vesting, and application procedures.					Includes standards such as height limits, building size, permitted uses, and use standards. For example, the permitted use table and home business use standards.					Includes building and site design standards (such as entrances, landscaping, and modulation) and the Parking and Sign Codes.				
4. Bulk & Use					5. Design Standards					6. Environmental														
Includes standards such as height limits, building size, permitted uses, and use standards. For example, the permitted use table and home business use standards.					Includes building and site design standards (such as entrances, landscaping, and modulation) and the Parking and Sign Codes.					Includes Critical Areas regulations and code, such as wetland regulations, floodplain management, and geologically hazardous areas.														

Comprehensive Plan Elements:
Introduction, Housing,
Economic Development, Transportation,
And Partial Land Use

CITY OF STANWOOD 2024 - **COMPREHENSIVE PLAN**

A GUIDE TO STANWOOD'S FUTURE



COMPREHENSIVE PLAN FORWARD

The Stanwood Comprehensive Plan is intended to guide future decisions related to land use, city development, transportation, housing, capital facilities, and utilities through the year 2044. The plan was developed in compliance with the Washington Growth Management Act (GMA), which establishes planning goals to guide the development and adoption of comprehensive plans within the State. These goals include reducing urban sprawl, encouraging affordable housing, providing efficient multi-modal transportation systems, protecting the environment, and enhancing the high quality of life in Washington State. A further goal is to ensure the adequate and timely development of public facilities and services necessary to support growth.

Because of the complexities of this document, it is important to provide the reader with a general framework, or guide, to detail the sequence of implementation procedures. This Plan will result in a major change in how the City implements the policies contained in this Plan, how the City manages its physical development, and how the City monitors these changes

This Comprehensive Plan is intended to serve as a general guide to coordinate a detailed sequence of policy and regulatory decisions. The goals and policies of this Plan are implemented by a series of related documents and decisions which comprise the implementation process. Actions in this Plan have different purposes and can be divided into three general categories.

Implementation Strategies

- 1** to establish adopted policies;
- 2** to provide the framework for regulations that need to be adopted as ordinances, and
- 3** to serve as administrative guidelines.

HOW TO USE THE PLAN

The Comprehensive Plan Vision, Mission and Values statements are carried forward into each Plan Element with topic-specific goals and policies. Since there are complex issues around land use, growth, public infrastructure investments, and services, this Comprehensive Plan is divided into the following volumes and elements:

Comprehensive Plan Elements

- Forward
- Who we are
- Comprehensive plan summary
- Land use
- Housing
- Economic Development
- Natural Environment
- Parks and Recreation
- Transportation
- Utilities
- Capital Facilities

Appendices

- Definitions and Acronyms
- Capital Facilities List
- Policy List
- Commerce Checklist
- Gap Analysis

Technical Appendices

- Transportation Plan
- Non motorized Transportation Plan
- Parks and Recreation Plan
- Shoreline Master Plan
- Capital Improvement Plan
- 2024 Water Improvement Plan
- 2024 Sewer Improvement Plan

Each element summarizes key conditions and trends that guided the development of each goal and policy. These goals and policies in turn set the foundation for existing or future regulations contained in the Stanwood Municipal Code or by city programs and are designed to encourage outcomes that meet the City’s Vision.

“Remember yesterday, imagine tomorrow”



COUNTRY FARM

SMOOTH COUNTRY FARM

Beautiful Farm Direct Fresh Flowers
for Weddings and Special Occasions!

Meet Fresh Flowers!
for Special Occasions!

h/Machia

WHO WE ARE: WELCOME TO STANWOOD





2044 VISION STATEMENT

Promote historic downtown Stanwood as the commercial and cultural heart of the Greater Stanwood/Camano region while strategically planning for future growth and economic development opportunities of the entire City.

- *Inclusive of everyone*
- *Include the community in decision-making process*
- *Ensures a thriving local economy*
- *Provides transparent government*
- *Is responsive to the needs of the community*



COMMUNITY VALUES



Sense of Community

Retain the City’s strong sense of community by fostering a family friendly culture that protects the areas natural beauty, celebrates its rural roots, promotes local businesses, encourages community events, and provides spaces for people to work and play.



Livability

Continue to make Stanwood a desirable place to live by investing in the historic downtown, new uptown commercial areas, and residential neighborhoods to create an aesthetically pleasing community.



Mobility

Stanwood should provide for all forms of multi-modal transportation, including trails, sidewalks, bike lanes, transit, and private vehicles.



Growth

Apply adaptive in-fill growth management strategies to meet population and employment targets by providing a range of housing types and business opportunities that fosters a healthy community while conserving our adjacent rural lands.



Economic Development

Focus on retaining the city’s role as the center of the Greater Stanwood area by pursuing new endeavors that support the downtown and leverage Stanwood’s location as an urban center surrounded by world class agricultural land.



Environment

Protect the environment while promoting access and tourism to local natural features.



Parks

Develop a parks system that provides public spaces for all age ranges, that bring people together to create a more vibrant, healthy and equitable community.



WHO WE ARE: WELCOME TO STANWOOD

STILLAGUAMISH INDIGENOUS ROOTS

Northwest Snohomish County is the traditional territory of the Stoluck-wa-mish River Tribe, whose descendants are members of today's Stillaguamish Tribe. The Stillaguamish people occupied several villages along the Stillaguamish River, near modern Stanwood, and were known to be significant economic and cultural centers that supported high population densities of the time.

The first known face-to-face interaction between the Stoluck-wa-mish River Tribe and Europeans in this region was in 1792 when the Northern Lushootseed tribes met Captain George Vancouver during his exploration of Puget Sound. British corporate interests may also have further explored the Stillaguamish River area as early as 1814–1821 when fur traders were exploring options to across the Cascade Mountains as an alternative to the Columbia River.

In the mid 1800's the US Government coerced tribes to sign treaties in order to claim Washington lands. The signing of the 1855 Treaty of Point Elliott in the Mukilteo region included 19 tribes, one of which included the Stillaguamish Tribe. Land treaties extinguished Native rights to the land and laid the foundation for development of residences, businesses, and infrastructure by white settlers.

CENTERVILLE BECOMES STANWOOD

European settlement began in the 1860s when Scandinavian immigrants arrived at the mouth of the Stillaguamish River. The town was founded in 1866 by postmaster Robert Fulton as Centerville, a trading post on the south side of the River. Three years later, the town was moved to the north side of the river. Centerville's name was later changed to Stanwood in 1877 after Clara Pearson's maiden's name; Clara was the wife of Centerville's sixth postmaster Daniel Pearson. Stanwood was platted in 1888 and incorporated in 1903.

STANWOOD'S EVOLVING INDUSTRY

Like most early settlements in this region, the town site originated as a lumber camp, then became a mill site and grew into a water transportation center. As trees were harvested, the fertile soils were cleared and tilled and the agricultural economic began. Two large lumber mills operated on the waterfront with several small shingle mills in surrounding areas. Hay and oats from valley farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s, the agricultural economy grew. After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront.

CHANGE IN STANWOOD

In the early 1890's the railroad came to the Stanwood area and a second community, "East Stanwood," located one mile east of the of the original Stillaguamish waterfront business district, was platted in 1906. East Stanwood was built around the Great Northern Railroad and many

businesses started moving near the depot. This began a rivalry between the two areas: Stanwood had river access and east Stanwood had the railroad. A east and west running railroad spur was built just north of the city limits through the adjacent farm fields to serve Twin City Foods. Stanwood's nickname – The Twin Cities – comes from these two separate and independently run cities. Each town had its own grade school, but students would come to East Stanwood or Stanwood for high school. In 1944 East Stanwood and Stanwood school districts consolidated, becoming Twin City High School. Because of new requirements for wastewater facilities and the need for a new high school, which neither town could afford on its own, they consolidated into one entity in 1960. New development began to blur the line between the two cities with the construction of Highway 532. In the early 70s, it was extended to Interstate 5 and is the 532 corridor today. In the 1990s a third business district was built on the hill, and large annexations and subdivisions soon followed.

In 1975 the City adopted its first Comprehensive Plan. This Comprehensive Plan set the foundation for the City's development, growth and modern-day planning efforts. The plan described Stanwood as a growing community due to the "excellent rural style of life that it offers".

The 1975 Plan projected future population growth out to 2000. It anticipated that the Cedarhome area (currently known as Uptown) would grow to about 6,000 people and downtown to about 3,000 totaling about 9,000 people for Stanwood service area. Interestingly, the 2023 population projection for Stanwood is 8,585 people: very close to the 1975 estimate.

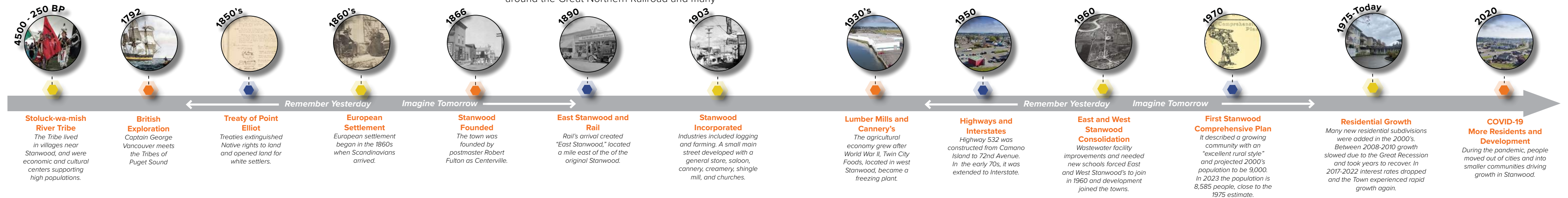
COMMUNITY CHARACTER MAINTAINS

East Stanwood and West Stanwood have maintained their distinctive historical commercial areas. Buildings are occupied by small retail, professional, and service-based businesses. Most of the business owners live within the

larger Stanwood community or on Camano Island. The commercial area in-between the two historic communities has been slowly converting from single-family residential housing into small service-based businesses. In 2003, the Stanwood Towne Center opened on the corner of State Route 532 and 92nd Ave NW.

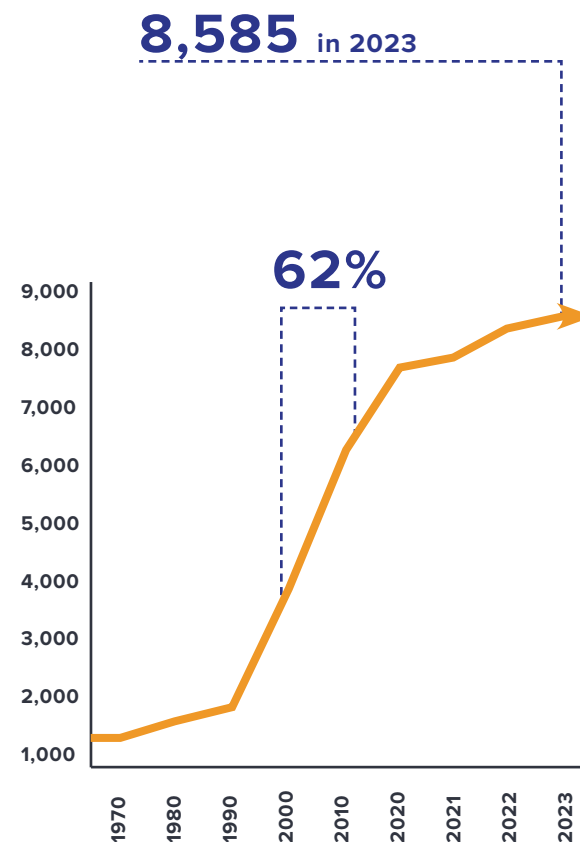
Stanwood continued to grow at a steady pace with new residential subdivisions throughout the early 2000's. However, as the Great Recession hit in 2008-2010, growth in Stanwood slowed. During the Great Recession Recovery Period the City experienced about a ten-year period of slow growth: few housing units were being built and the population growth of the City was minimal.

In 2017-2018 the housing market changed, interest rates started going down and housing prices recovered. The City experienced a period of rapid growth between 2018 and 2022. The Community felt this change; the population grew and housing prices significantly increased.



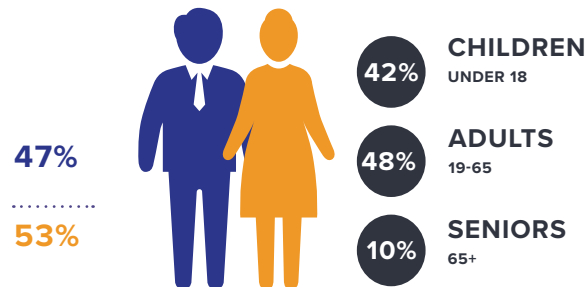


POPULATION



10,963
2044 GROWTH ESTIMATE

PEOPLE



37.2 MEDIAN AGE in 2013

31.5 MEDIAN AGE in 2023

EMPLOYMENT

61,637
MEDIAN INCOME 2015

89,231
MEDIAN INCOME 2023

PRIMARY OCCUPATIONS



50% SERVICE



18% EDUCATION



13% RETAIL

Stanwood Today & Tomorrow

During the 2019 Covid 19 Pandemic, housing prices soared as people began moving out of major cities and into smaller, rural community with larger lots. Stanwood became a desired community to live in as families had the opportunity to remote work – reducing or eliminating their long commutes to Seattle. The decrease in housing units built in 2022 was not a reflection of decreased demand, but rather lack of new housing supply.

What is OFM?

The OFM, or Office of Financial Management, is a branch of the Washington State Government that is required to collect and analyze data to determine estimates of housing, population, and jobs for each county, city, and town in the state each year. The purpose of this activity is to have transparent, reliable data on existing counts of housing, population, and jobs to better understand historic changes and anticipate future growth.

62% Owners
38% Renters

68% Single Family
32% Multifamily

74% Single Family
15% Multifamily

70% Owners
30% Renters



2013
\$210,511
median price



2023
\$592,767
median price



SUMMARY

Stanwood is becoming a wealthier, commuter based community. Stanwood's median income increased 44% over 8 years and there is a healthy dispersion of income levels in the City. Stanwood saw a reduction in the number of households considered extremely low or very low income corresponding with a 20% increase in household earning above the median income.

Young professional and small families are moving to the City, bringing the average household size up while lowering the average age.

The increase in population and opportunities in Stanwood over the last 10 years have propelled the local housing market. The median cost of a home increased just over 280% in the past year. Stanwood in and up and coming, desirable community to both thrive and retire in.





WHERE WE'RE GOING: LAND USE

COMMUNITY VALUES

-  SENSE OF COMMUNITY
-  LIVABILITY
-  GROWTH
-  ECONOMIC DEVELOPMENT
-  ENVIRONMENT



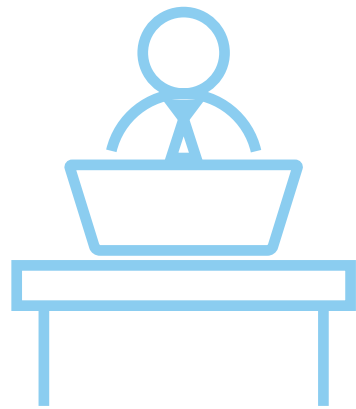
GROWTH TARGET

The City is on track to meet 2044 population target of **10,963 people** if the growth rate continues steadily. Between 2013 to 2023, the City grew an average of 2.9% in population each year. **To meet 2044 targets, the City would need a minimum growth rate of 1.27% per year.**



ZONING COMPOSITION

While annexations have occurred since the 2015 Comprehensive Plan, **Single Family Residential zones continue to occupy the greatest acres and percentage of lands that exist within City limits.** While residential zones comprise 60 percent of all lands, single family zones make up 73.5 percent of all residential zones and 44 percent of the entire city.



JOB TARGETS

Stanwood supports creating livable wage and professional jobs within its boundaries to meet 2044 job target. The **job target of 5, 073 will require more job growth than recent years have shown.** Between 2013 and 2023, the City grew on average 0.37% in jobs per year. **The goal of 5,073 jobs by 2044 can only be met if the city grows on average 1.95% over the next 20 years.**



HISTORIC DOWNTOWN

Downtown Stanwood is the historic center of the community with beginning settlements as early as 1870. **Early 20th century buildings and local businesses line the streets north of where the historic wharf once was.** Historic downtown has had a lasting impact on the current City development patterns and are memorialized in the Mixed Use zone.



UPTOWN IDENTITY

Residents describe concerns of losing community identity. Uptown is the center of most new developments and as such, has a visual disconnect from historic downtown. **The City is investing in creating a uniform identity through the City Beautification Action Plan, public art projects, connective trail projects, and uptown design guidelines.**



INTRODUCTION

At the heart of every Comprehensive Plan is the community's desire to shape or direct the city's future development to support a higher quality of life. Cities are primarily molded through zoning and land use regulations defining what can be built and where it should be placed. Stanwood utilizes land use planning to adapt to changing local, regional, and national conditions that influence the community's opportunities to build resiliency and adaptability.

The Land Use element is the most critical component of the Comprehensive Plan and the basis for all other required elemental chapters. Stanwood's changes to the Zoning Map or Municipal Code are made in preparation for future demands on land, services, and infrastructure. The Land Use elemental chapter outlines the required changes needed in Stanwood to accommodate growth in population and housing, increase the number and variety of job opportunities, forecast transportation needs and routes, maintain a standard of living, and enhance the environmental and cultural well-being of the community.

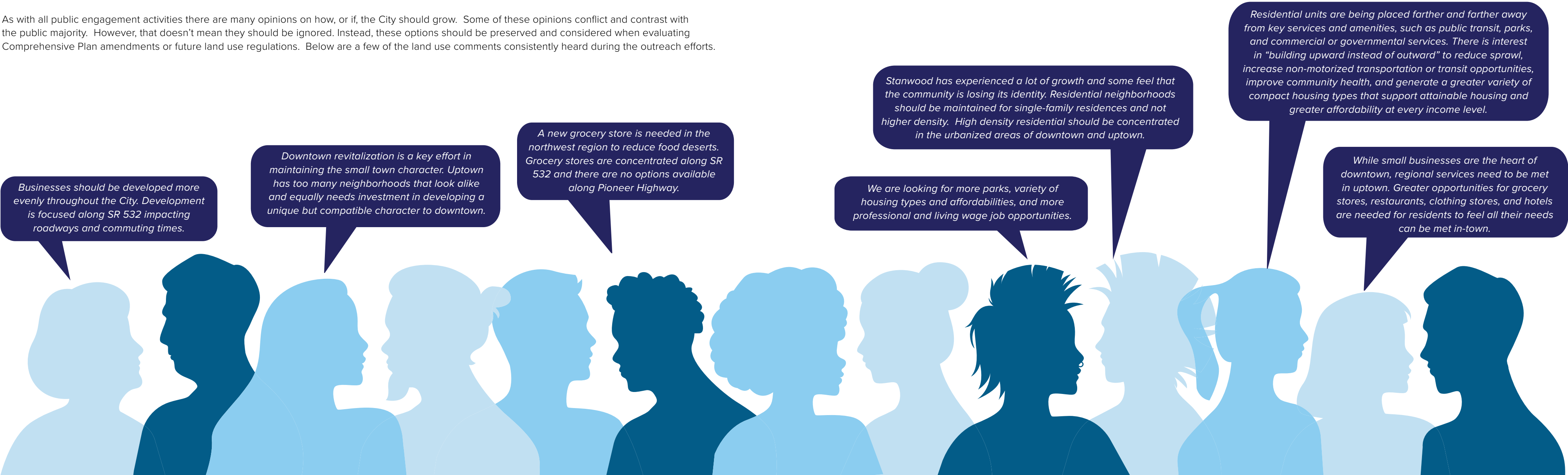
Stanwood's Land Use elemental chapter establishes the policy basis for guiding the City's growth and development to achieve the desired urban form, intensity, and aesthetic.





COMMUNITY FEEDBACK

As with all public engagement activities there are many opinions on how, or if, the City should grow. Some of these opinions conflict and contrast with the public majority. However, that doesn't mean they should be ignored. Instead, these options should be preserved and considered when evaluating Comprehensive Plan amendments or future land use regulations. Below are a few of the land use comments consistently heard during the outreach efforts.





GROWTH MANAGEMENT IN STANWOOD

The City of Stanwood is responsible for providing urban services to areas within its jurisdictional limits. Snohomish County is responsible for managing the unincorporated areas in an UGA until they are annexed by the city.

Growth on large tracts of vacant land within Cities and their UGA's is often viewed as "sprawl" by local residents. This viewpoint is based on residents observing the landscape around them changing. However, the opposite is true. When growth occurs per the City's adopted Comprehensive Plan, this is controlled and managed growth: growth is occurring where it is planned which in turn preserves rural lands and resources from uncontrolled growth. For Stanwood, the Urban Growth Boundary, protects the surrounding rural areas for farming and agricultural uses for future generations.

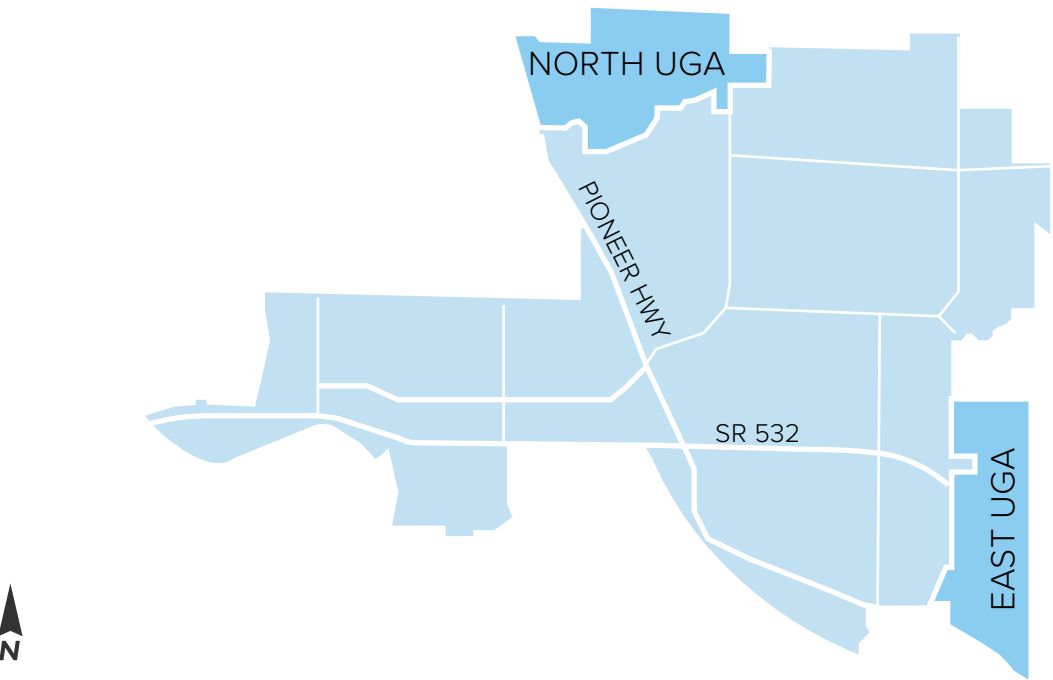


Exhibit 1: City of Stanwood and Urban Growth Area Boundaries

WHAT IS AN URBAN GROWTH AREA?

An Urban Growth Area, or UGA, is an area designated for urban growth and higher densities. UGA's include both lands within the City limits and those areas intended to be annexed by the city. Urban Growth Areas were established by the Washington State Growth Management Act (GMA) as a tool to preserve and protect rural and resource lands while accommodating growth where urban services are available. One of the core principles of the GMA is that Cities manage urban growth and services while Counties manage rural lands.

TWO CITIES BECAME ONE

The Stanwood we know today was not always one cohesive city. Historically, Stanwood was made up of two competing towns, Stanwood and East Stanwood, that fought for resources, services, and commercial power for 72 years (1888 to 1960). While Stanwood was platted in 1888 and incorporated in 1903; it's sister city "East Stanwood," located one mile east of the of the original town, was platted in 1906 and incorporated in 1922.

While Stanwood proper was consolidated in 1960, the legacies of historic Stanwood and East Stanwood still exist in the form, aesthetic, and development patterns seen throughout the community today. Stanwood has two distinct areas of town, Downtown and Uptown, representing where historic Stanwood and East Stanwood were split up as shown in Exhibits 2 and 3. While the boundaries of downtown and uptown have expanded to accommodate growth and change over the last 64 years (1960 to 2024), the split between each planning area has consistently been the railway line. Downtown and uptown each physically present differently in the visual appearances, amenities and services, orientation, and purpose. Each area has different strengths that fulfill the needs of the other side of town.

Stanwood and East Stanwood ultimately consolidated into one community in 1960 responding to the need for a sewage treatment plant; while neither community could afford it on their own, a consolidated community feasibly

could pay for the sewage infrastructure. The mutual constraints and competing strengths each community once had ultimately resulted in a consolidation that benefited the overall community and resulted in a stronger, united community. Despite their initial differences and competing needs, each planning area had specialized amenities and services that addressed what the other area was missing. Together, they created a harmonized community where residents can get a little bit of everything they need within the City's limits.

Both areas have their unique histories and characters, resulting in two key planning areas that provide different types of amenities. Their differing settlements, economics, and culture resulted in different legacies seen today in the redevelopment and expansion of the downtown and uptown. While downtown has more historic buildings, institutional uses, and pedestrian oriented commercialized areas, uptown has newer buildings, mixed uses, and auto oriented commercial uses.

While both areas have single family residential, multifamily, parks and open space, commercial, and industrial zoning, each area has different means of providing these uses. The following section will describe the downtown and uptown area's existing character, zones, uses, and aesthetic, and how these characteristics are correlated to the community's history.

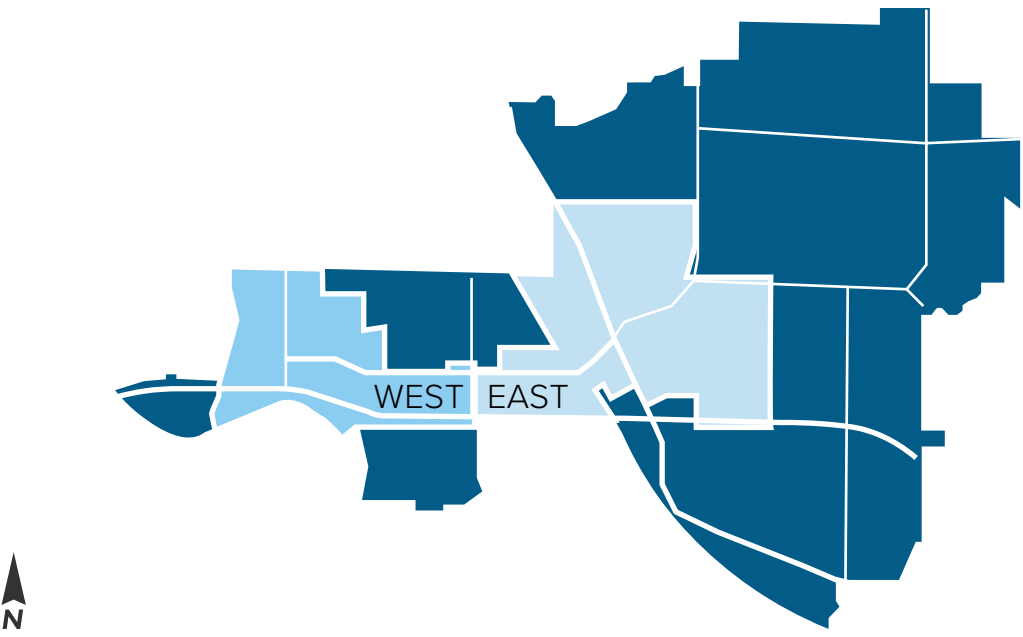


Exhibit 2: Historic Stanwood and East Stanwood Boundaries





A TALE OF TWO DOWNTOWNS

Downtown was primarily an area occupied by historic Stanwood (pre-1960) and is the City's current historic center. The community's oldest buildings and structures are mostly located in downtown along with the Stanwood Historical Society Museum. Downtown contains two commercial districts – commonly referred to as “eastend” and “westend”, representing the historic, adjacent boundaries of Stanwood and East Stanwood as shown in Exhibits 4 and 5. While eastend and westend operated as the “downtowns” for historic Stanwood and East Stanwood, today they have distinctly different goods and services originally oriented toward different communities and facilities. Today, we see a distinct visual break between what is considered the eastend and westend of downtown.

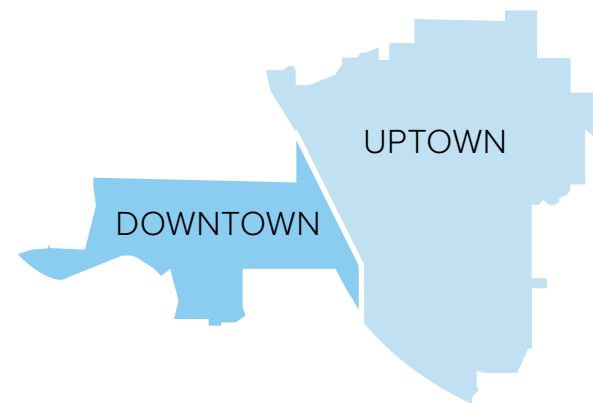


Exhibit 3: Downtown and Uptown Stanwood Boundaries

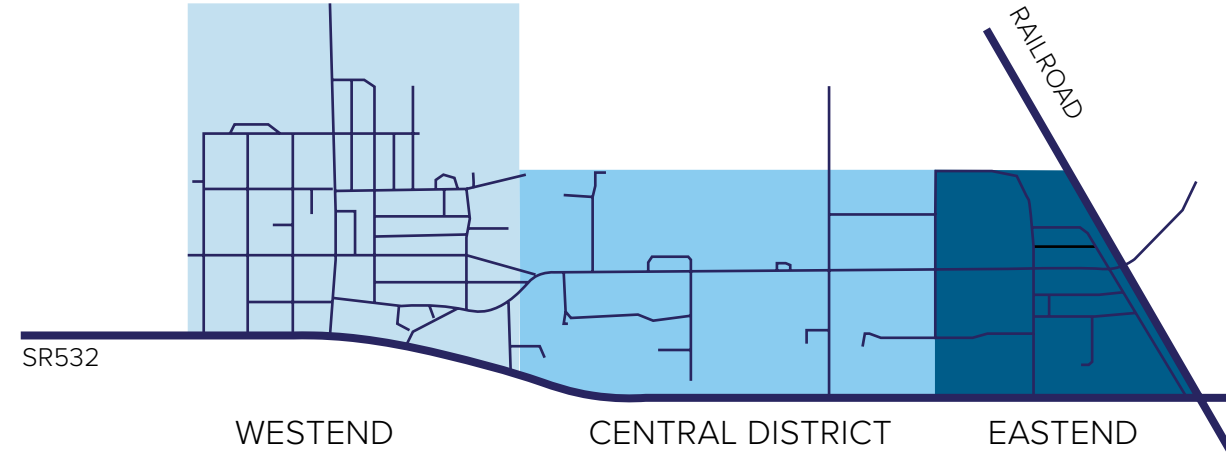


Exhibit 4: Delineation of East and West end

WESTEND

Westend represents historic Stanwood which was oriented around the wharf, the Stanwood lumber mill, and mercantile buildings adjacent to the Stillaguamish River. Westend is characterized by smaller, cottage-style housing typical of the early 1900's, early and mid-20th century storefronts, and the brick roadway on 270th Street NW. Small businesses, municipal uses, and historic residential buildings primarily occupy the westend with fewer chain uses. Westend is the heart of where civic events are held.

CENTRAL DISTRICT

The Central District is the most modernized area of the downtown core, connecting westend to eastend. The central district contains larger or chain retailers, professional offices, home businesses, and the Stanwood Middle School. Additionally, a wide variety of housing types are sprinkled throughout the district, including single family homes, duplexes, apartments. As of 2024, the area is characterized by its emphasis on auto oriented infrastructure. Stanwood's priorities for this district are to build up regional economic opportunities, create stronger pedestrian connections, develop public spaces, and establish a visual identity complimentary to the westend and eastend.

EASTEND

On the other side, Eastend represents a portion of East Stanwood and was originally oriented around the railroad for railway development, shipping goods, and agriculture. Eastend today is characterized by a “main street” feel of the contiguous mid-century storefronts, pedestrian and automotive connectivity to the train station, and some larger retail uses. The chain commercial uses do not preclude the other key uses that exist in eastend, including but not limited to small businesses, the farmers market, and the train station. Eastend has a development pattern oriented toward automobiles and newer buildings, however remnants of mid-century buildings remain along 271st are the legacy of what eastend used to look like.

HEART OF STANWOOD: DOWNTOWN

Downtown is described as the heart and soul of the community – but why? Downtown embodies both Stanwood and East Stanwood's historic downtowns. Downtown is the local arts, culture, and historic center. Numerous buildings are registered as nationally recognized historic places. Additionally, Downtown is the center of where most community events are held, such as the Farmer's Market, community concerts, festivals, art shows, and parades. Downtown is the area where people come together, support local businesses, and socially engage with the greater community.

While Eastend and Westend comprise the downtown, Stanwood is currently working to implement strategies outlined in the 2015 Downtown Plan to effectively unite the downtown core. There will always be a legacy of the Eastend and Westend identifies, but at the same time the community desires for a unified, singular downtown area that represents not only the histories of Stanwood and East Stanwood, but how they successfully blend together into a stronger, single community. Implementation of the downtown plan is occurring through the City Beautification Action Plan and the Twin City Mile Revitalization Project which includes city-led projects to beautify downtown and promote re-development of the central district connecting the two ends. The mutual constraints and competing strengths of each community once had as individual cities resulted in a stronger, united community once consolidated. Despite their initial differences and competing needs, each planning



area has specialized amenities and services that addressed what the other area was missing. Together, the “twin cities” creates a harmonized community where residents can get a little bit of everything they need within the City's limits.

Development if the downtown and uptown areas reflect the differences in their historic beginnings. While downtown has more historic buildings, institutional uses, and pedestrian oriented commercialized areas, uptown has newer buildings, mixed uses, and auto oriented commercial uses.

Both areas have single family residential, multifamily, parks and open space, commercial, and industrial zoning, but each area has different means of providing these uses. The following section will describe the downtown and uptown area's existing character, zones, uses, and aesthetic, and how these characteristics are correlated to the community's history while answering the following:

- 1. Why did Stanwood develop this area?**
- 2. What relationship does today's zoning map have with how historic downtown was developed?**
- 3. What key considerations should be made for the downtown area overall?**



RESIDENTIAL NEIGHBORHOODS

Stanwood has three residential zones that exist in Downtown that are intended to serve different types of housing units and densities. Each residential unit type helps a different local need as described in the Housing element. There are two primary categorical zones for residential uses Downtown: the Single-Family Residential (SFR 5, SFR 7) zones and the Multifamily Residential zone.

Stanwood's historic single-family homes are a distinguishing feature of the downtown core that are distinctively different than all other residential units in the City. The original neighborhoods in the Downtown represent typical small-town town, early century architecture with cottage, craftman style homes owned by mill workers and business owners of the time (between 1890 and 1930). The historic cottage homes are located in the westend. These homes remain today and are being renovated by a new generation of homeowners working to preserve the historic character of downtown Stanwood. Westend is comprised primarily of lower density, single-family residential zones with a few duplexes sprinkled throughout the neighborhood.

The Multifamily zone supplements the lower residential uses in the heart of town by offering alternative, more affordable housing units, including senior housing, apartments, and duplexes. As the downtown fills in, eastend has developed new residential homes and townhomes are being developed near the "middle" section of the Downtown with duplexes,

triplexes, townhouses, and apartments. Eastend is anticipated to meet the higher density residential uses to meet housing capacity targets for 2044, however denser forms of housing in Downtown has net benefits. More homes are located near the City's center encouraging physical activity, reducing demands on local roadways, and supporting local businesses through the walkability of the neighborhood.

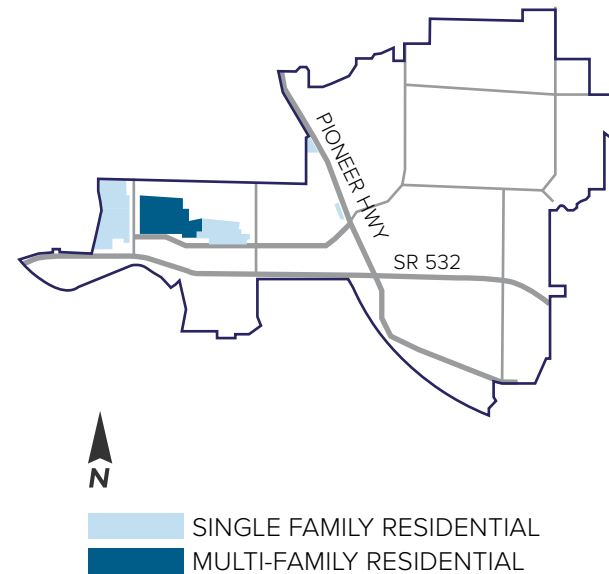


Exhibit 5: Downtown residential zones

INDUSTRIAL DEVELOPMENT

There are swaths of lands in Stanwood zoned for industrial job activity however industrial activity has declined over the past several years. While existing industrial operations should be protected, the city must evaluate alternative options for the use of industrial lands or structures that are

underutilized, do not generate many jobs, and may not provide livable wages.

Downtown is comprised of two industrial zones: the Planned Industrial zone and the General Industrial zone. The Planned Industrial zone permits most industrial activities to occur as well as professional office and business uses. The PI zone allows more flexibility for industrial operations to have retail/wholesale showrooms and contain such uses as commercial kitchens, brewpubs, meetings/ event space, offices, and entertainment/recreation than past industrial zones previously allowed.

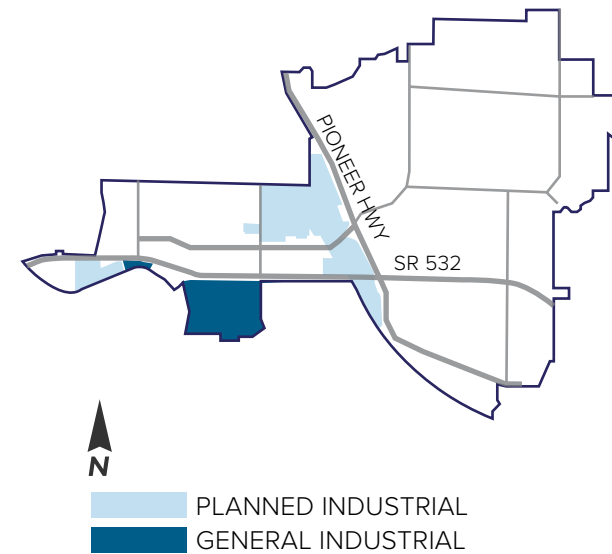


Exhibit 7: Downtown Stanwood Industrial Areas

COMMERCIAL DEVELOPMENT

Two areas on downtown have the General Commercial designation – about 12 properties south of SR 532 and a concentrated 4-block area in eastend north of SR 532. Existing uses in this zone include a grocery stores, gas stations, coffee stands, banks, quick service restaurants, retail, and Viking Village.

There is a single parcel in Downtown zoned for Neighborhood Business in the northwest corner of the City near the elementary school. The parcel has low-impact, service-oriented uses including physical therapy and a salon. While the surrounding uses are residential, public, or park oriented, this single parcel's zone allows the existing business to continue operation without major impacts to the property owners or the neighborhood.



Exhibit 8: Downtown commercial zones

PARKS, OPEN SPACE AND PUBLIC FACILITIES

Downtown is commonly referred to as the "heart and soul" of the city. As such it contains all of the City Municipal facilities including the Police Station, City Hall, Public Works, the library, public elementary and middle schools, and the Water and Wastewater Plant.

Stanwood has approximately 76 acres in Downtown zoned for parks, open spaces, and trails. Within Downtown, parks are abundantly available with ample opportunities for recreation and a variety of supportive amenities or infrastructure. Downtown parks include Heritage Park, Hamilton Landing Park, Ovenell Park, and City Hall Park. In addition, the City is currently working on a 5-mile looped trail in the downtown area known as the Stanwood Port Susan Trail. Parks and open space zones are intended to remain in perpetuity by the City and are conveniently located within walking distance of schools, housing, commercial amenities, and government facilities. Additional information regarding Stanwood's parks system is in the Parks and Recreation elemental chapter.



INSPIRING PHYSICAL ACTIVITY

Downtown is described as the heart aof the community – but why? Downtown embodies both Stanwood and East Stanwood's historic downtowns. Downtown is the local arts, culture, and historic center. Numerous buildings are registered as nationally recognized historic places. Additionally, Downtown is the center of where most community events are held, such as the Farmer's Market, community concerts, movie night at the park, and parades. Downtown is the area where people come together, support local businesses, and socially engage with the greater community.



HISTORIC PRESERVATION

Stanwood has developed a variety of plans that address historic preservation, including the 2015 Downtown Plan and the Twin City Mile project. The City is protecting its historic buildings and features through historic designations with the National Registry of Historic Sites, design guidelines, the storefront improvement program, and downtown revitalization.

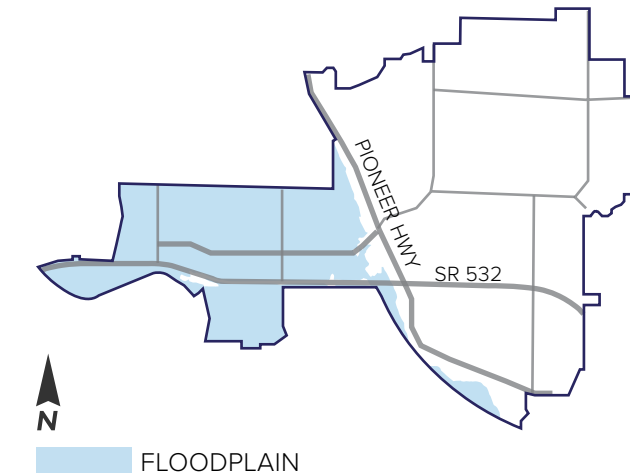
- + First National Bank
- + Sons of Norway
- + Hartney's Style Shop
- + 1929 Fire Station
- + Stanwood Hotel
- + IOOF HALL- Floyd Norgaard Cultural Center
- + Masonic Hall
- + Stanwood Hardware & Furniture
- + Presbyterian Church
- + Stanwood City Hall
- + West End Historic Main Street commonly referred to as the "Brick Road"
- + East End Historic Main Street



DOWNTOWN FLOOD MANAGEMENT

Being near Puget Sound, the Stillaguamish River, Skagit Bay, and active farms, Stanwood's Downtown is located in the flood zone (FEMA Zone AE). In the late 1800's the original city was founded near the Stillaguamish River for farming and ranching. A fish cannery and lumber mill was established along the waterfront. As business prospered, the City continued to grow with a general store, meat market, and new town hall.

To mitigate the fact that historic downtown is located in the flood plain, the City has been investing in flood control devices and management. New buildings must meet FEMA regulations for flood proofing or be raised above base flood elevation. Physical improvements include construction of flood berms and walls, improved drainage systems and pumps, and most recently reconstruction of the dike north of SR 532 by Skagit Bay.





UPTOWN

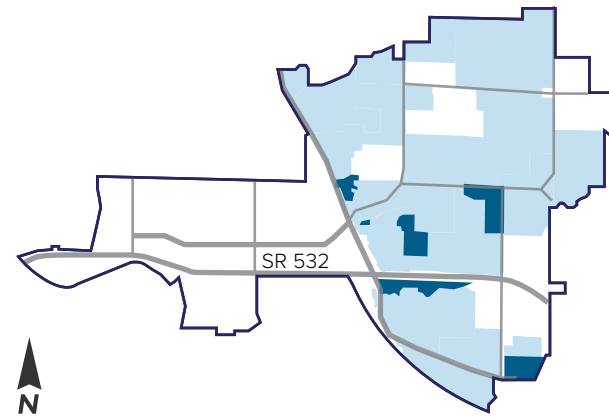
Uptown is the center for growth that contains a majority of new residential and commercial development. Uptown is the newer portion of the City that has primarily met Stanwood's residential growth demands, corresponding with how Stanwood has annexed new lands into its city limits, see Annexations for further details. Uptown plays an equal role in serving Stanwood's needs for larger retail uses, auto oriented services, new jobs, and housing opportunities.

RESIDENTIAL NEIGHBORHOODS

Large annexations occurred in the 1980's thru the early 2000's forming the uptown landscape seen today. This area is primarily dominated by single-family development north of SR 532 and multifamily south of SR 532. There are five residential oriented zones in Uptown that are designed to accommodate multiple forms of housing. Residential zones include single family residential (SFR 5, SFR 7, SFR 9.6, and SFR 12.4) and Multi-family Residential.

Uptown fulfills most of the community's housing needs and allows a range of housing types within its residential zones to provide a variety of housing opportunities. The wider the range is, the greater the opportunity for any individual or household to find housing to their particular needs, preference, or affordability. This range of housing can be seen not only in Stanwood zones of single or multi-family residential, but in the mixed-use and traditional neighborhood zones and includes

housing types such as accessory dwelling units, duplexes, cottages and townhomes commonly referred to as "missing middle" housing.



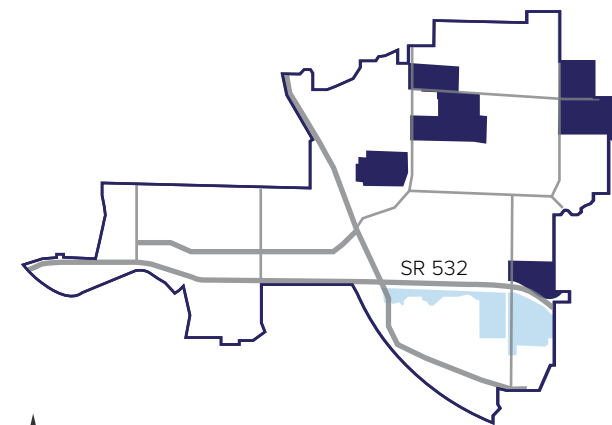
■ SINGLE FAMILY RESIDENCES
■ MULTI-FAMILY RESIDENCES

Exhibit 9: Uptown Residential Zones

MIXED-USE AND TRADITIONAL NEIGHBORHOOD DEVELOPMENT

The Traditional Neighborhood and Mixed-Use zones allow for residential uses in addition to other uses such as commercial or public use. Traditional Neighborhood zoning requires at least three types of housing units within a development or a mix of commercial uses with two housing unity types while Mixed-Use zone allows a mix of commercial and multifamily uses in higher-density neighborhoods such as Uptown and the Downtown core. There is flexibility built into these zones to allow the free-market to determine the appropriate uses for these transition oriented parcels will be in the future. Currently the

Traditional Neighborhood zone has a majority of lots that are vacant with occupied lots used for single-family residential units. The Mixed-Use zone currently only has single-family residential units.



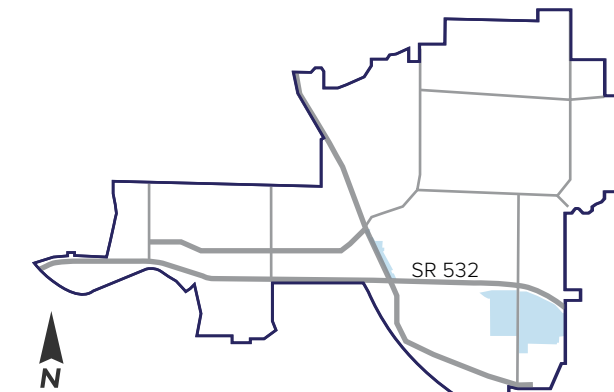
■ MIXED USE
■ TRADITIONAL NEIGHBORHOOD

Exhibit 10: Uptown Traditional Neighborhood Zones

COMMERCIAL DEVELOPMENT

The Uptown commercial area was initially developed in the 1990's as part of a master planned development known as the Stanwood-Camano Village Business Park and Senior Housing Development, to serve not only residential needs but also regional commercial needs. The development is located south of SR 532 at the eastern entryptpoint of Stanwood. Over time, this "Mixed-Use Urban Village" project expanded with a Haggen grocery store, restaurants, a movie

theater, retail 'strip mall' buildings, senior housing, multifamily housing, the YMCA, medical facilities, schools, banks, a light manufacturing facility and other service-oriented businesses. Over the last several years, four new mixed use buildings have been built changing the predominately car oriented environment to more pedestrian friendly atmosphere. A secondary area in the Uptown, set aside for General Commercial uses, north of SR 532 along the Pioneer Highway is occupied by an auto repair shop, a medical facility, a single family home, and vacant lands.



■ GENERAL COMMERCIAL

Exhibit 11: Uptown Commercial Zones

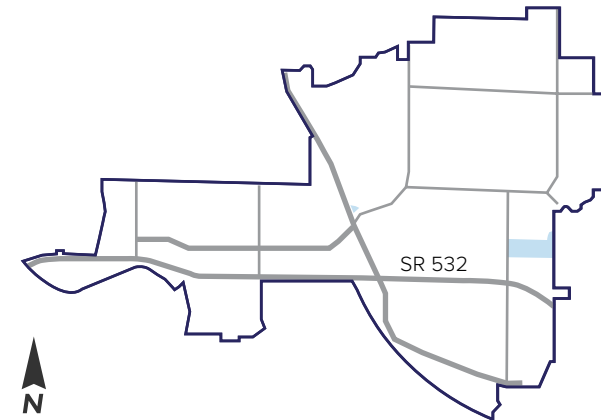
INDUSTRIAL DEVELOPMENT

Similarly to Downtown, industrial zones in Uptown have declined over several years and create an opportunity to re-vision how these areas should operated to create more professional and living wage jobs and meet regional needs. Uptown's industrial zones are primarily centered around the railway in the core of East Stanwood. Currently industrialized areas include self-storage facilities,

auto repair, food processing and storage, and a construction supplier. While existing uses meet community needs, they are not entirely living wage jobs. There are many underutilized Industrial zoned parcels in uptown that are ripe for new development opportunities that support job growth. Uptown has two industrial zones: The Planned Industrial and General Industrial zone, and are intended to help meet the City's job growth targets.

PARKS, OPEN SPACE AND PUBLIC FACILITIES

Stanwood has approximately 22 acres in Uptown zoned for parks, open spaces, and trails. A couple parcels in this zone are undisturbed critical areas with streams or wetlands not intended for intensive development. Uptown's Parks and Open Space zone is concentrated near SR 532 leaving the northeastern portion of the City without a public park.



■ PARKS AND OPEN SPACE

Exhibit 12: Uptown Parks and Open Space



BODY OF STANWOOD: UPTOWN

Uptown is the body of Stanwood, circulating and providing the nutrients needed to support the community. Uptown is the center for residential growth and the gateway to the Interstate 5 corridor. Uptown provides goods and services needed for a thriving, balanced community. It is also the home of where most new residential development is happening – new mixed-use, townhome and duplex, and single -family homes.

Uptown supports the physical and economic growth anticipated for the next 20 years that Downtown cannot accommodate on it's own.

The heart cannot be sustained without the body. Downtown and Uptown are stronger together, creating a unified and self-sustaining community.



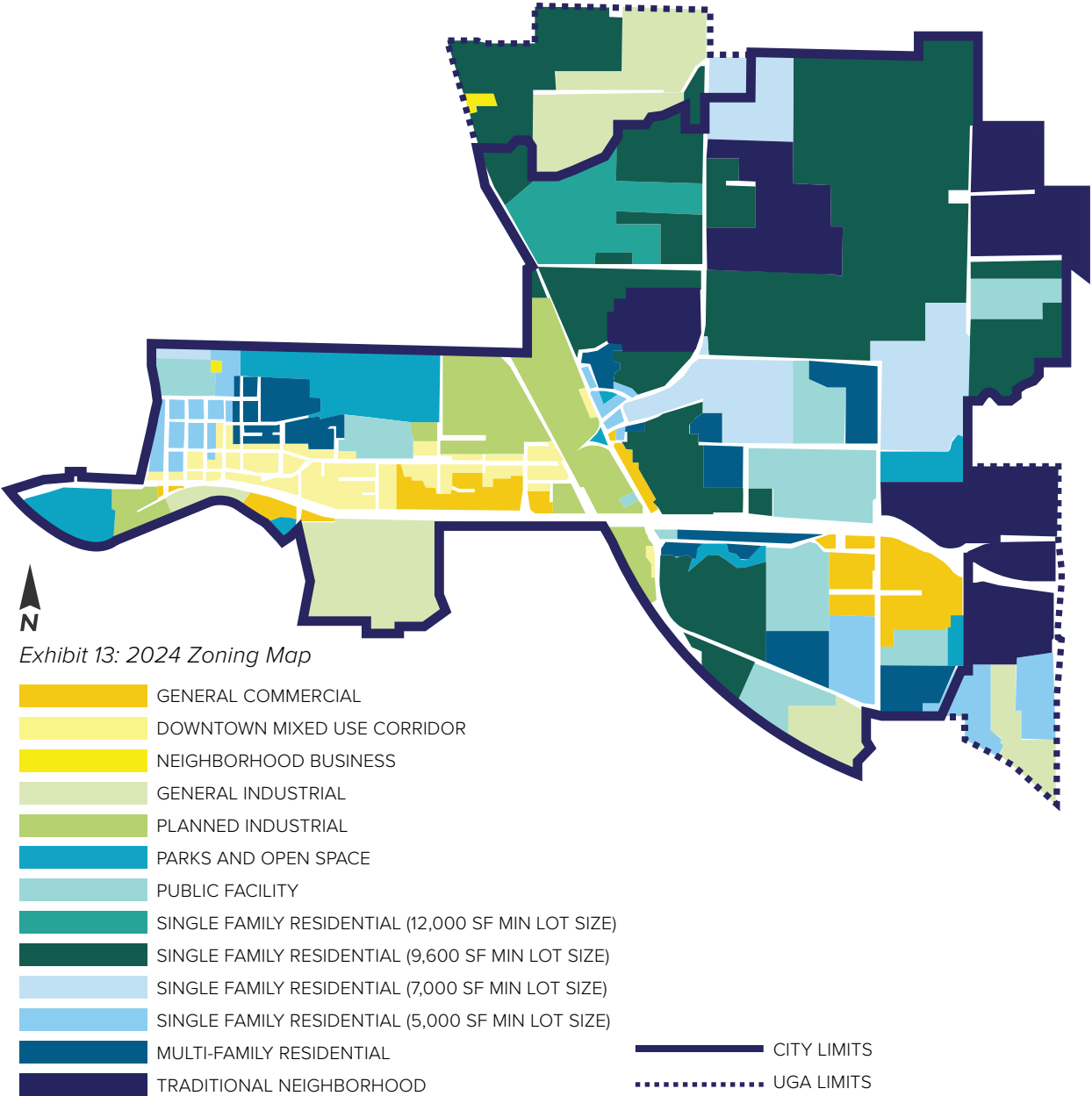
CURRENT LAND USE INVENTORY

The land use inventory includes the estimated acreage of all existing land based on current zoning, including vacant land, within the Urban Growth Area of Stanwood. The inventory is a critical component in understanding the current conditions of the city and whether there are sufficient lands available to accommodate growth. How do we understand what zones or regulations should be changed in the future if we do not understand what lands and development exist today?

EXISTING ZONING

The City of Stanwood has a cumulative total of 1,904 acres within the Stanwood Urban Growth Area (UGA), with 1,617.82 acres zoned and within the city's limits and 308 acres solely within the UGA regulated and maintained by Snohomish County. Stanwood is currently divided into 13 zoning districts as shown in Exhibit 13.

Stanwood is a primarily residential city with much of the land use zoned for single-family residential (43.37%). Approximately 22.77% of the city's lands are zoned for primarily commercial or industrial uses. Municipal lands zoned Public Facilities or Parks and Open Space make up approximately 16.5% of the area within city limits.



VACANT PARCELS

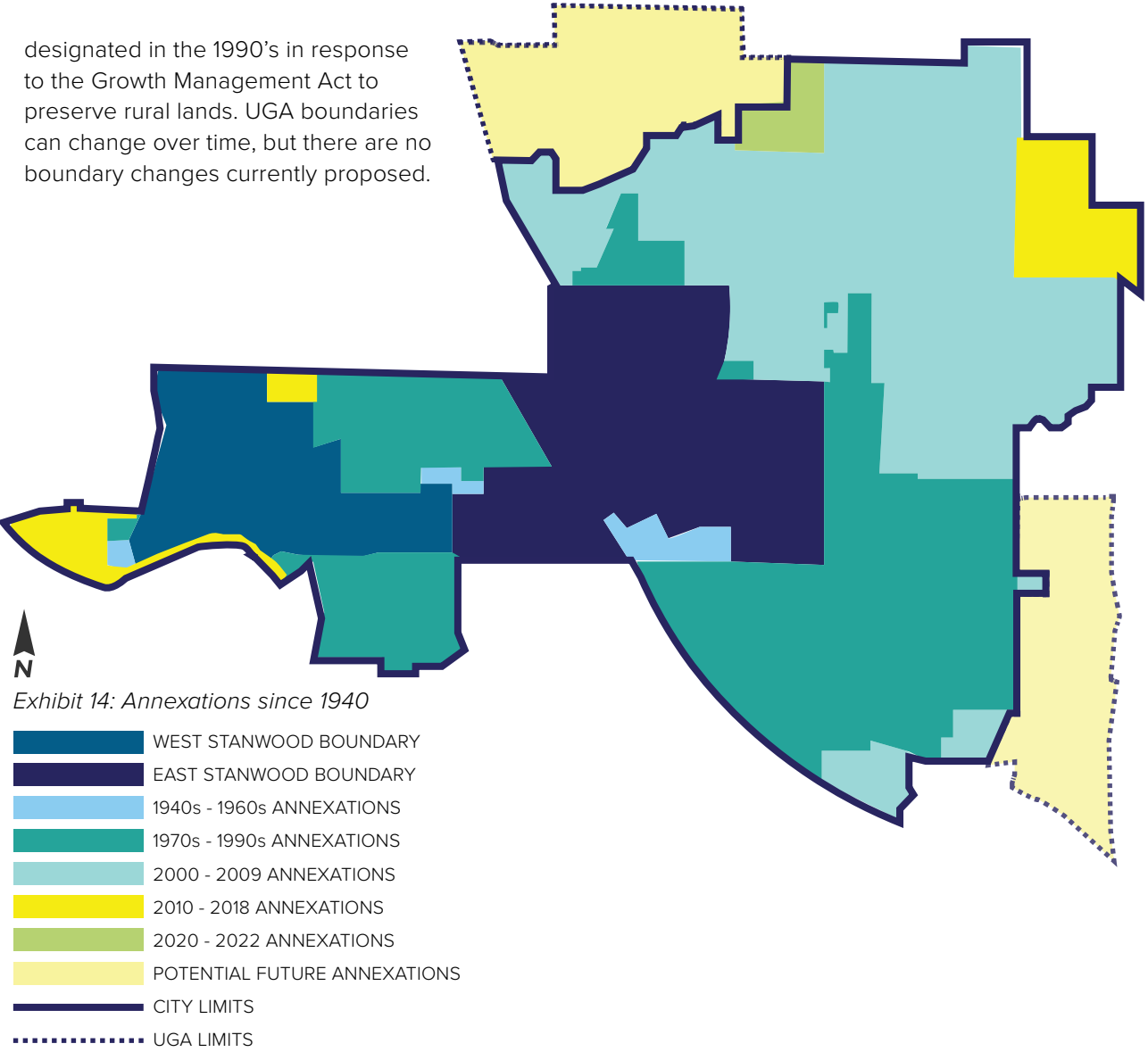
Undeveloped properties, or vacant parcels, are characterized by either being undeveloped lots or lots without any structures. Approximately 4.44%, or 72 acres, of the City's parcels are occupied by vacant lands with a majority of this vacant land being in a residential zone (41.9% of vacant lands or 30.18 acres) followed by industrial zones (30.6%), public zones (20.4%), and commercial zones (7.1%).

ANNEXATION

The intention of an Urban Growth Area (UGD) is to delineate lands for consideration of annexation into city limits. Properties may request annexation into city limits for a variety of reasons including facilitation of urban development and extension of urban services, such as water and sewer. Management of urban growth areas is a collaborative effort between the County and City. Up until the point at which a property in the UGA is annexed into the City, these lands are regulated and managed by Snohomish County. Stanwood's designated UGAs are located to the north and southeast of city limits.

Annexations do not happen overnight – the process may often take over a year as residents, elected officials, City and County staff, and local agencies work together through the process to ensure appropriate services will be available for the annexation. Annexations can be initiated by the City itself or by property owners interested in annexing. Stanwood's UGA was originally

designated in the 1990's in response to the Growth Management Act to preserve rural lands. UGA boundaries can change over time, but there are no boundary changes currently proposed.





FUTURE LAND USE CAPACITY

The future land use analysis is to determine the amount of land which is needed to satisfy the anticipated growth over the next 20 years in population, jobs, and housing, in the City of Stanwood. Snohomish County is tasked with assigning targets for population, housing, and jobs for each city and unincorporated area within its boundaries. Snohomish County assigns capacity targets based on the most recently published official 20-year population projection for Snohomish County. The Office of Financial Management (OFM), the Puget Sound Regional Council's (PSRC) most recent population data, and the employment distribution represented by the VISION 2050 Regional Growth Strategy (RGS) compose the 20-year projections.

HOUSING CAPACITY AND GROWTH TARGETS

There are approximately 3,367 housing units existing with approximately 70% of homes owned and 30% rented. The Housing chapter anticipates an increase in the housing stock by 1,630 dwelling units, a cumulative total of 4,608 units, by 2044 to meet growth projections. Between 2020 and mid-2023, several projects in the predevelopment pipeline that are estimated to bring in 1,124 new dwelling units (544 single-family and 580 multifamily units) within the city limits bringing the city closer to it's housing target of 4,608 units (4,102 units as of 2023) leaving a

remaining target and capacity of 506 units . Based on the Snohomish County Buildable Land Report 2021, current city zoning, projects developed between 2020 to 2023, pipeline projects and an assessment of gross build able land area project a housing capacity 1,053 units by 2044, which is a surplus of 547 units.

HOUSING AND INCOME-LEVEL AFFORDABILITY

In addition to the housing growth targets determined by Snohomish County (4,608 total dwelling units by 2044), Stanwood must also consider what types of housing units are being developed and what income group those new units would support.

Housing Needs by Income Level	
Income Level (AMI)	Units Needed
Extremely Low (30% or less)	218
Very Low (30-50%)	319
Low (50-80%)	-387
Moderate (80-100%)	0
High (100%-120%)	127
Very High (>120%)	229

Recommended Housing types for Income-Level Needs

- 

Greater than 120% AMI
Single family homes
- 

80-120% AMI
Small lots single family, cottage homes, townhomes, condominiums
- 

50-80% AMI
Apartments, accessory dwelling units
- 

30-50% AMI
Manufactured homes, Subsidized apartments, single-room occupancy, shared housing
- 

Below 30% AMI
Subsidized apartments, tiny home villages, permanent supportive housing

POPULATION GROWTH

The 2044 population target is within the established capacity, there is sufficient land within the Stanwood UGA to accommodate 20 years of growth. It is vital to understand population growth and development trends to create reflective goals and policies that are in tune with community needs. Trends provide insight into the future direction of Stanwood and inform decisions based on the demand for housing and employment. Trends are influenced by complex variables such as quality of life, efficiency and convenience, transportation infrastructure, economic growth and

resiliency, and community culture. Since public facilities, services, and their costs are based on population, it is key for Stanwood to plan for population forecasts with established trends in mind.

Stanwood is a stable community with an upward trajectory of growth. The 2022 population of Stanwood is 8,585 people. Stanwood's population has nearly doubled over the last 20 years and grew 135% over the past 12 years. The County maintains UGAs that provide capacity for 20 years of population growth. The 2044 population target is within the established capacity, there is sufficient land within the Stanwood UGA to accommodate 20 years of growth.

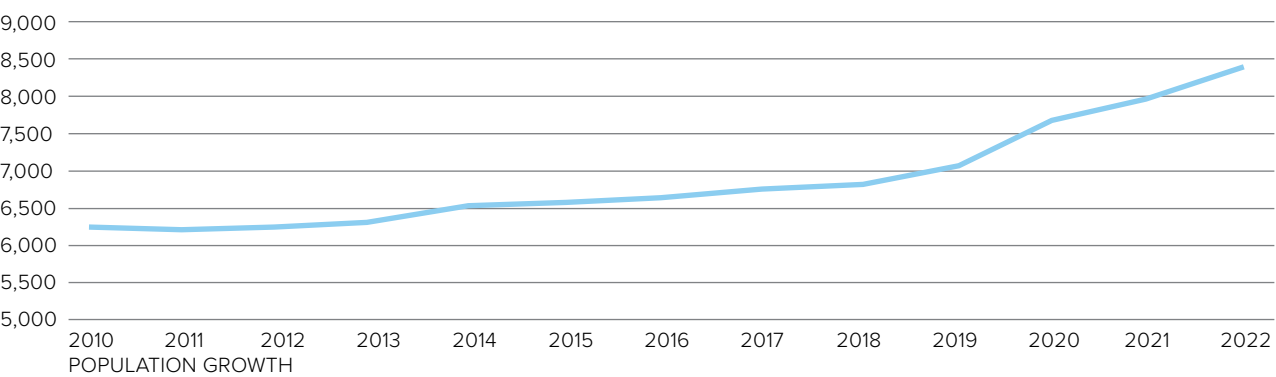
Population Targets: Stanwood / UGA	
2020 Census Population	7,705 / 142
2020 -2044 Growth	3,258 / 290
2044 Population Targets	10,963 / 432

JOB CAPACITY AND GROWTH TARGETS

In 2019, Stanwood had a total of 3,426 jobs. About 73% of jobs are in the service sector, 14% are in the industrial sector, 10% are in retail, and 3% are in the government sector. Almost all of net new job growth in the past ten years took place in the service and government sectors.

Land use and zoning are the parameters that regulate the quality and appropriateness of development. As such, residents and businesses

are continuously invested in proposed changes that change what is allowed to be developed in their backyard. Stanwood's land use strategy prioritizes the city's economic identity, preserves small town character, supports growth, establishes regional draw, maintains compatibility of growth and zoning, and coordinates connectivity. The city's zones have established balance in meeting existing community needs with the future needs of the community's children, new residents, and growing businesses. Future capacity is available by 2044 for an additional 7,693 people, 1,053 new homes and 2,639 new jobs to meet the anticipated growth projections for Stanwood.



Existing Land Use Inventory					
LAND USE	MAX. ALLOWED DENSITY (DU/ACRE)	TOTAL ACRES IN CITY	ACRES IN USE	VACANT ACRES	% TOTAL OF CITY LAND
GENERAL COMMERCIAL	N/A	89.21	85.98	3.23	5.51%
DOWNTOWN MIXED USE CORRIDOR	10-30	63.77	61.89	1.88	3.94%
NEIGHBORHOOD BUSINESS	N/A	2.30	2.30	0.00	0.14%
GENERAL INDUSTRIAL	N/A	90.85	90.51	0.34	5.61%
PLANNED INDUSTRIAL	N/A	122.53	100.83	21.7	7.57%
PARKS AND OPEN SPACE	N/A	99.47	84.81	14.66	6.15%
PUBLIC FACILITY	N/A	166.55	166.55	0	10.29%
SINGLE FAMILY RESIDENTIAL (12,000 SF MIN LOT SIZE)	3.5	57.78	42.56	15.22	3.62%
SINGLE FAMILY RESIDENTIAL (9,600 SF MIN LOT SIZE)	5	464.63	395.19	69.44	29.11%
SINGLE FAMILY RESIDENTIAL (7,000 SF MIN LOT SIZE)	6	117.55	107.63	9.92	7.36%
SINGLE FAMILY RESIDENTIAL (5,000 SF MIN LOT SIZE)	10	63.84	46.10	17.74	4.00%
MULTI-FAMILY RESIDENTIAL	20	106.10	88	18.10	6.56%
TRADITIONAL NEIGHBORHOOD	20	175.37	175.37	0	10.84%





ESSENTIAL PUBLIC FACILITIES

With growth on the horizon, Stanwood is required to consider how future needs can be met for Essential Public Facilities (EPF's), which are defined as government facilities that can be difficult to place, such as but not limited to airports, state education, transportation, correctional, solid waste, or inpatient facilities. EPF's are essential facilities that provide critical services that serve the community and region. The GMA requires that cities develop a process to identify and sit EPF's where they would be appropriate in the community. Stanwood defines EPF's as "essential facilities" in alignment with the American Society of Civil Engineers' (ASCE) definition. Use regulations for essential facilities are described within the Zoning Code and are outright permitted in all commercial, industrial, and public zones outright. Development regulations of the underlying zone are applied to essential facility projects. remaining target and capacity of 506 units . Based on the Snohomish County Buildable Land Report 2021, current city zoning, projects developed between 2020 to 2023, pipeline projects and an assessment of gross build able land area project a housing capacity 1,053 units by 2044, which is a surplus of 547 units.





WHERE WE'RE GOING: HOUSING



GROWTH TARGET

The City is on track to meet 2044 population targets if the growth rate continues steadily. The target of 1,630 new housing units should include additional low-income rentals, multi-family housing, and continued permitting of single-family residences to met the current needs of the community.



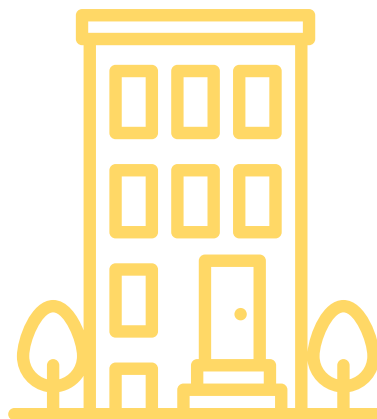
YOUNGER HOUSEHOLDS

While there is a healthy aging in place community that exists – more young professionals and families are moving to Stanwood because it is still a relatively affordable community with nearby highway access to Urban Centers. As a result, households are becoming younger and smaller.



ECONOMIC INVESTMENT

Economic investment to attract professional and living wage jobs is absolutely necessary. Growth in these employment areas will sustain a healthy jobs to housing ratio and will also contribute to a vibrant and active community that has access to a wide range of goods and services, These jobs will also increase the median wage, which is consistently lower than county averages.



DOWNTOWN AND UPTOWN

A balance between the demand for more diverse housing choice and improved utilities, facilities, and roads needed to support them must be established. Stanwood aims to provide affordable housing in the Downtown and Uptown districts where there is access to jobs, bus service, shopping, parks, and other amenities, contributing to a sense of community, livability, mobility, and growth in the City.



AFFORDABLE AND SPECIAL NEEDS HOUSING

Diverse housing options are critical in meeting the equitable and affordable housing needs of current and future residents throughout the Puget Sound region. Stanwood play a pivotal roll by providing substantial housing and employment for the Stanwood-Camano area, ensuring that the community has a place to call home.



HOUSING EQUITY

To strengthen and improve equitable housing, Stanwood has developed new housing goals and policies to reduce and mitigate identified displacement risk in the City. Review of racially disparate impacts determined a community need for more inclusive and attainable housing units and resources.



INTRODUCTION

Stanwood is in an advantageous position to provide substantial housing and employment for the Stanwood-Camano area, ensuring that the community has a place to call home.

Housing is integral to a healthy and vibrant community. Well-planned housing can contribute greatly to the lives of Stanwood residents, providing accessible and affordable opportunities while fostering a sense of community. Enhancing the attractiveness of living in Stanwood’s two main districts and preserving the quality-of-life residents have come to know is a high priority to the City.

The *Housing Element* provides a detailed inventory and analysis of the existing housing stock, assesses the needs of the community, and puts forth goals and policies to implement Stanwood’s vision for housing. The Housing Element also provides city officials and the public with informed strategies to guide housing growth.

Existing and anticipated residents include the following:

- Workforce Households
- Special Needs Households
- Cost Burdened Households
- Household subject to or at risk of displacement and exclusion

COLLABORATIVE EFFORTS

HOUSING ACTION PLAN

The City of Stanwood prepared a Housing Needs Assessment (HNA) in 2022 and a Housing Action Plan (HAP) in 2023 in response to House Bill 1923 (2019). The HNA explores Stanwood’s community characteristics, including but not limited to housing inventory, gaps between the housing needs of current and future residents, and developable land. The HAP provides recommended strategies and actions to address the need for a variety of housing types, affordable housing, and the infrastructure to support it.

AHA

The Alliance for Housing Affordability (AHA) and the Stanwood-Camano Community Resource Center provided the City support in creating the HNA and HAP. As a result, they helped inform the goals and policies laid out in Stanwood’s Housing Element.

Right: Silvana Full Moon, Photo by Issac Martin





HOUSING AND COMMUNITY VISION

COMMUNITY ENGAGEMENT

The Housing Element and 2044 Stanwood Housing and Community Vision was informed with great consideration to the concerns and values shared by community members during the Public Engagement process. Goals and policies are also informed by community identified needs, while balancing the requirements of the State and the demands of the market. Many community members voiced concerns over the rate of development, higher forms of housing density, the one-dimensionality of single-family housing tracts, as well as concerns over the quality of utilities, roads, and public safety.



LOCAL AND REGIONAL PLANNING

The 2024 Comprehensive Plan Housing Element Update is informed by a combination of local and regional information and strategies. These include the following:

- Growth Management Action (GMA)
- Regional 2050 Plan
- Snohomish County Countywide Planning Policies
- Previously Adopted Comprehensive Plans (2015)
- Housing Action Plan (2023)
- Housing Needs Assessment (2022)
- Stanwood Community Engagement (June 2022 - December 2024)
- All planning efforts align with the same community vision.





HG-5

Minimize environmental impacts of new housing developments:

- HP-5.1 - Ensure new housing developments conform to the city's sensitive area regulations.
- HP-5.2 - Ensure new housing developments conform to the city's adopted drainage manual.
- HP-5.3 - Ensure services for new housing developments are in place concurrently with the occupancy of the structures.
- HP-5.4 – Allow for clustering and smaller lot sizes in return for the protection and rehabilitation of sensitive areas.
- HP-5.5 - Protect views by maintaining height limitations.

HG-6

To provide open space and other recreational amenities for residential developments:

- HP-6.1 – Require the provision of open space and recreational amenities in new developments to serve those developments.
- HP 6.2 – Collect impact fees from new developments to provide public recreational facilities.
- HP-6.3 – Create a fee-in-lieu-of program to allow residential developments to pay a fee rather than provide small, non-utilized recreation areas.
- HP-6.4 – Allow for clustering and smaller lot sizes in return for larger amounts of open space.



Community Feedback

In 2023, community members identified a range of priorities for the Stanwood housing landscape. These priorities help guide the goals and policies of the Housing Element. Identified housing priorities are listed below:





FUTURE CITY GROWTH

2044 GROWTH TRENDS

According to Snohomish County Regional Projections, a population target of 10,963 people and 4,559 housing units are needed in Stanwood by 2044. Stanwood is currently on track to meet these targets.

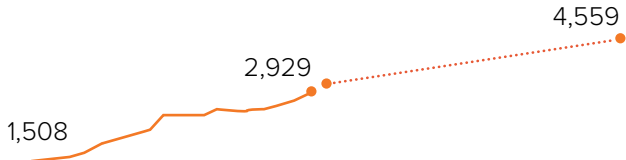
+56

Units per year to reach 2044 projection

2013	6,349	2,409
2023	8,585	3,367
2044	10,963	4,59

In 2022, the Office of Financial Management estimated there were 3,318 housing units in Stanwood. This means that 1,241 housing units are needed to meet the 2044 goal. Stanwood would need to develop on average 56 housing units per year between 2022 and 2044 to meet this housing target.

STANWOOD HOUSING TRENDS AND 2044 HOUSING TARGET



HOUSING

Stanwood has the land capacity (see Land Use Element) to meet its housing target.

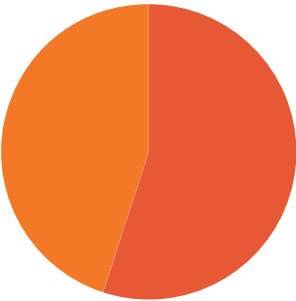
Most households in Stanwood, about 70%, are detached single-family residential. Based on land that is vacant or re-developable, 25% of land can accommodate single-family residential housing and 75% of land can accommodate multi-family residential housing. Stanwood has the land capacity to develop 147 single-family residential units and 1,253 multifamily residential units based on 2024 zoning designations. **There will be enough land to accommodate the projected need for multi-family residences and single-family residences if this tenure persists into the future.**

25%

Single Family

75%

Multifamily





TWO DISTRICTS: DOWNTOWN AND UPTOWN

Stanwood has two unique and distinct housing communities: Downtown and Uptown. Downtown consists of historic homes that were built by Stanwood’s early settlers in the 1900s to 1960s. Uptown consists of newer houses built to support the outward expansion of the city over the last 50+ years



DOWNTOWN

Home types: Craftsman style

Pricing: \$350,000- \$450,000

Neighborhood perks:

- + Walkable to shopping and restaurants
- + More affordable
- + Older average homes



UPTOWN

Home types: single family

Pricing: \$500,000-\$800,000

Neighborhood perks:

- + Larger lots
- + Wider streets
- + Newer homes

The Uptown area has substantially grown over the last ten years. A commercial shopping center by Haggen’s grocery store and the YMCA has been built, creating neighborhood access to shopping, dining, and entertainment (i.e. movie theater)

DISTRICT GROWTH

Most of the 340 additional units were built in the Uptown area. Uptown will continue to grow with infill housing as vacant lands are purchased and subdivided. While single-family residential development will most likely remain the dominant housing type, future developments are anticipated to include a variety of Middle Housing types including accessory dwelling units, duplexes, townhouses, and cottage housing.

The Downtown area single-family neighborhood will remain stable and is not anticipated to change. However, Downtown growth is expected along the commercial corridor, including townhouses and multi-family development to support local businesses and housing accessibility.

DISTRICT GENTRIFICATION

Stanwood has observed gentrification in the Downtown area. Gentrification occurs when household with higher education and income levels purchase property or rentals in low-income, working-class neighborhoods. New families are moving into older homes of the Downtown area and repairing them, increasing home values, and changing the neighborhood, putting existing households at risk of physical displacement.

Rehabilitation, maintenance, and repair costs are not an immediate concern for most newer homes in Uptown, but as these homes age upkeep may be an issue.

DISTRICT 2044 VISION

By 2044, Stanwood will be a community that provides diverse housing types at varying income levels to accommodate all who desire to live in the community. Affordable housing will be available in Downtown and Uptown where there is access to jobs, bus service, shopping, parks, and other amenities, contributing to a sense of community, livability, enhanced mobility, and managed growth in Stanwood.

KEY TERMS

Gentrification

The process whereby the character of a poor urban area is changed by wealthier people moving in, improving housing, and attracting new businesses, typically displacing current inhabitants in the process.

Infill Housing

The use of land within a built-up area for further construction

Units

Single Family Homes, Apartments, or Condos

What is the ACS?

The ACS, or American Community Survey, is a survey estimate conducted by the United States Census Bureau. The ACS uses data from the Decennial Census to estimate year to year changes or growth on a variety of socioeconomic characteristics, such as income and jobs, housing tenure and supply, and household demographics, for each county, city, and town in the United States. Updates to the ACS are completed on an annual basis.

Why do these sources matter?

While the ACS provides more comprehensive information on socioeconomic characteristics and updated annually, the data typically lags a year behind. For example, in 2023 only data up to 2021 or 2022 is available. On the other hand, OFM numbers are more generalized and limited in information but updated on an annual basis using more localized data from each jurisdiction within Washington State.



HG-4

Balance the maintenance of existing residential character with the creation of unique residential neighborhoods that have an appropriate variety of densities.

HP-4.1 - Rely on community input, the vision and values for Stanwood, and the assessed future housing needs to make changes in residential densities. Base recommended changes on:

- Existing residential zoning districts
- Land suitability and availability
- Existing land use patterns
- Available or planned capital facility/public service capacity

HP-4.2 - Encourage the preservation, improvement, and development of quality affordable single-family and multi-family homes.

HP-4.3 Encourage development that is similar in character to existing neighborhoods and provides an orderly transition between residential densities through design guidelines and development standards.

HP-4.4 - Maintain quality of residential neighborhoods when providing a mix of housing types and densities by allowing mixed residential densities in subdivisions and planned developments where traditional neighborhood goals, designs, and amenities can be achieved

HP-4.5 - Allow single-family homes to have accessory dwelling units or “mother-in-law apartments” where zoning requirements can be met. Discourage use in areas where on-street parking congestion and other safety factors would cause problems.

HP-4.6 - Promote the use of large lot development away from the center of the business district and where transit services are not as accessible.



HOUSING GROWTH OVERVIEW: AN INVENTORY OF THE PAST AND PRESENT

Stanwood has the land capacity to support its housing target with 2024 zoning designations.

Although the city is comprised of detached single-family residences, new state requirements and identified community needs call for more diverse housing options. The following provides an overview of housing in Stanwood:

- 1. Stanwood is a small city situated in the northwest corner of the county, six miles from the I-5 corridor and within a rural farming community. The small-town atmosphere is attractive to many families who want to get away from the busy south county region.
- 2. Housing is more “affordable” than houses in south Snohomish County.
- 3. The Stanwood-Camano School District is rated in the top 30% of Washington State schools.
- 4. With remote working becoming a new trend, Stanwood has experienced more people working from home and avoiding long commutes.

While the City does not plan for the Urban Growth Area (UGA), Snohomish County has projected that the UGA will grow by 432 people by 2044. In total, Stanwood and its UGA are expected to

Available Housing Unit by Income Bracket and Tenure

	Owner-Occupied	Renter-Occupied	% of all households
Total Units: 2,540	1,790	750	100%
Extremely Low (< 30% AMI)	0	315	12%
Very Low (30-50% AMI)	155	245	16%
Low (50-80% AMI)	540	145	27%
Moderate (80-100% AMI)	690	45	29%
High (> 100% AMI)	405	0	16%

Total Housing Units are pulled from the 208 HUD CHAS. This is the most recent current unit count per AMI and tenure data available



Single Family Homes	Condos	Townhomes
2022 / 2015	2022 / 2015	2022 / 2015
\$592,767 / \$210,511	\$383,125 / \$207,464	\$441,000 / \$196,000



HOUSING NEEDS

New housing is needed for the extremely low, very low, and high income levels. If development rates remain constant, there will be a surplus of housing units available to low and moderate income levels. If housing is not provided to those in higher income groups, then the demand can shift to available housing affordable to lower income groups.

KEY TERMS

Cost-Burdened

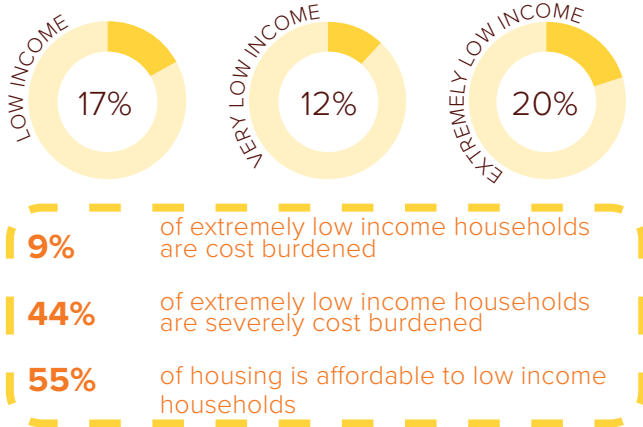
A household is considered cost-burdened when it spends more than 30% of its income on rent and utilities

Severely Cost-Burdened

A household is considered severely cost-burdened when it spends more than 50% of its income on rent and utilities

Area Median Income (AMI)

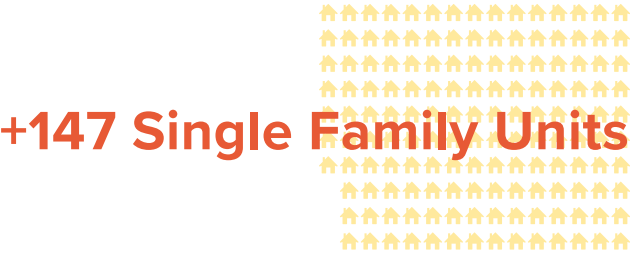
The midpoint of an area’s income levels, meaning half of households in a region earn more than the median and half earn less than the median



Existing and Future Housing Needs by Income Level

Income Level (AMI)	Existing Housing	Existing Gap	2044 Need	2044 Gap
Extremely Low (30% or less) Non-PSH	302	(40)*	370	68
Extremely Low (30% or less) PSH	17	(27)*	167	150
Very Low (30-50%)	313	137	632	319
Low (50-80%)	704	311	787	83
Moderate (80-100%)	708	473	722	14
High (more than 100%)	405	172	628	223
Extremely High (Over 120%)	529	(583)	1,302	773
Temporary Housing Emergency	5	(63)**	106	101

2044 Goal: How do we get there?



+1,253 Middle and Multi-Family Units



POPULATION

Stanwood’s 2023 population is 8,585 people. Since adoption of the 2015 Comprehensive Plan, the City’s population grew more than twice as fast as the County . Population breakdown by racial group is provided in the *Housing Equity* section.

GROWTH SINCE 2015

27.6% vs 11.8%

Stanwood Snohomish

OCCUPANCY

High vacancy rates could indicate rental properties need updating or that rental rates are above the market rate .

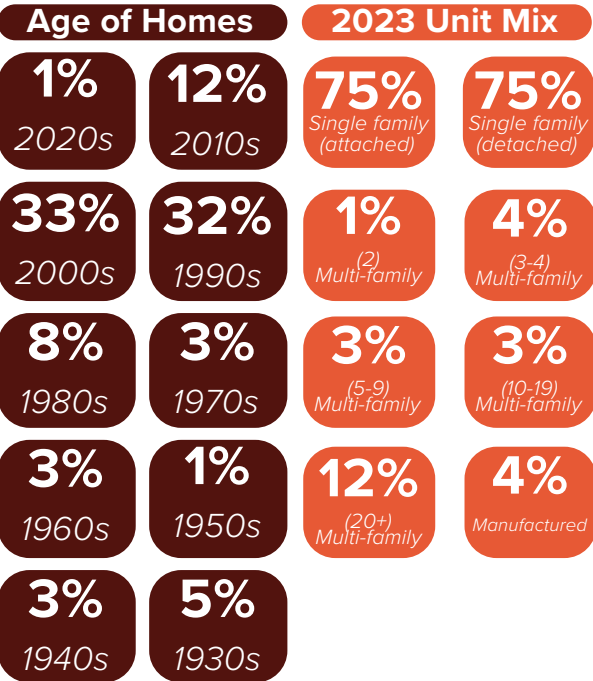
VACANCY RATES

7.7% vs 4.8%

Stanwood Snohomish

AGE AND CONDITION OF HOUSING STOCK

About 65% of Stanwood’s housing stock was built between 1990 and 2009, reflecting higher rates of housing that is 14 to 33 years old.



MULTI-FAMILY

There is a need for additional affordable multi-family units in Stanwood, especially for low-income households. Almost ¾ (71%) of Stanwood’s housing stock is single-family residential units. The remaining ¼ is composed of multi-family units.

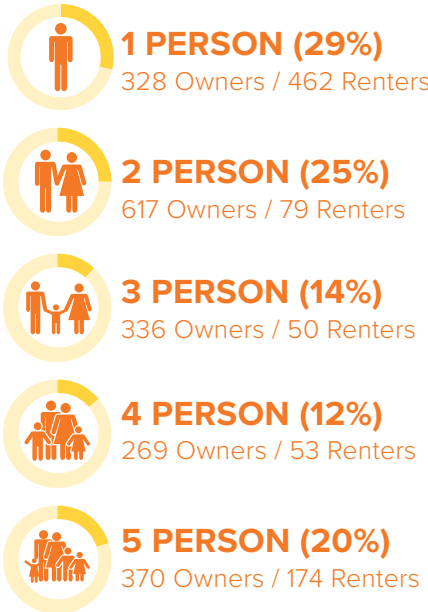
COST-BURDENED RESIDENTS

Approximately 11% of all cost-burdened households are from a large family and would need affordable housing options with more bedrooms. Of the cost-burdened households in Stanwood, there are more small families, older adults living alone, and other household types. Other common household types include non-family, and non-older adults that may be living alone or living with housemates.

Number of Bedrooms



Household Size



KEY TERMS

Household

According to the U.S. Census Bureau, a household includes all the people who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied as separate living quarters.

GMA UPDATES

House Bill 1220 (2021) amended the Growth Management Act (GMA) to instruct local governments to “plan for and accommodate” housing affordable to all income levels. This significantly strengthened the previous goal, which was to encourage affordable housing.

Cities must also promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock. Accessory Dwelling Units, Duplexes, Townhomes, and Cottages should be allowed in addition to the traditional detachment single-family or multi-family housing unit types. These types of housing units are referred to as “Missing Middle” housing.

IMPROVING HOUSING AFFORDABILITY

In Stanwood, about 19% of all households are cost-burdened and 13% are severely cost-burdened. Housing is affordable if 30% or less of a household’s income is dedicated to housing. Not being able to afford housing heavily impacts a household’s quality of life, ultimately impacting the overall quality of life for the Stanwood community

While private market factors (building materials, personal preferences, interest rates, loan practices, supply chain limitations, etc.) impact housing feasibility often beyond a city’s control, there are available strategies to help invest development towards affordable and attainable housing. Middle housing, which is already permitted in Stanwood residential zones, is one example.

Stanwood aims to adopt incentives and streamlined permitting practices to help encourage the continued development of affordable and attainable middle housing in the Downtown and Uptown areas. Topics #1 -#7 below outline areas of needed improvement.

1. IMPROVE AFFORDABILITY ACROSS INCOME RANGES

In Stanwood, nearly half (49%) of households are considered low-income, earning 80% AMI or less. Proportionally, extremely low-income households



are the most cost-burdened, with 9% being cost-burdened and 44% being severely cost-burdened; these households tend to be renters.

Approximately 5% of all housing units in Stanwood are affordable to those earning 80% AMI or less. The remaining 45% of housing units available are affordable to those in the moderate- and above-income levels, above 80% AMI.

Mindful consideration should be placed on ensuring housing affordability across all income bands: low, very low, extremely low, moderate, and high. Without regarding affordability across all income levels, Stanwood runs the risk of pricing out and displacing the most vulnerable populations which could include ethnic groups, the elderly, the disabled, the low-income, or workforce groups.

2. IMPROVE HOMEOWNERSHIP AFFORDABILITY

The estimated annual income needed to afford a median-value home in 2021 was \$107,711. In 2021, the household median income was \$89,231. For a median-priced home of \$592,767, homeownership is affordable to 56% of Stanwood households.

In 2000, the median sale price for a single-family home was \$296,769, nearly a 96% increase by 2022. The required income needed for a loan in 2000 was \$86,320 and has risen to \$124,281 in 2022 which is a 43.98% increase.

Approximately 20% of homeowners in Stanwood are cost-burdened and 7% are severely cost-burdened. Homeownership signifies a household’s



ability to invest in a community both financially and emotionally. Stanwood residents voiced high regard for single-family residences as it maintains a peaceful and safe-feeling neighborhood character. While Stanwood residents desire to be homeowners, achieving this goal may face cost prohibiting barriers.

3. IMPROVE RENTAL AFFORDABILITY

In 2021, the median gross rent in Stanwood was \$1,240, which requires a monthly income of \$4,129. About 73% of renters in the City could afford the median rent value. Those that make 50% or less of the area’s median income can only afford one-bedroom units priced at \$614 a month.

The average monthly price per unit for all units was \$1,869 in April 2023. The median rental cost has increased 75%, or \$805 since the recent 2015-2019 5-Year American Community Survey estimates. Many Stanwood renters still find affording rent to be a challenge. This is especially true for residents that depend on a fixed income such as retirement or disability.

About 94% of available rental units are affordable to those who are low, very low, and extremely low income. **Despite this impressive availability of affordable rental units, about 25% of renters are severely cost-burdened and 16% are cost-burdened suggesting that Stanwood still faces challenges providing affordable units to the most vulnerable residents.**

4. EXTREMELY LOW, VERY LOW, AND HIGH INCOME HOUSING

To meet the 2044 housing goal concerning the demand across the income distribution, new housing (402 rental units and 559 homeownership) is needed for the extremely low-, very low- and high-income levels. This projection is based on current rates of rental and owner tenures. Middle Housing units, including duplexes, triplexes, fourplexes, townhomes, cottages, and rowhouses, should be evaluated for feasibility and possible incentives.

5. REDUCE TRANSPORTATION COSTS

About 47% of the median family income is allocated to the cost of housing and transportation. Housing is the largest expense for most households and allocating up to 30% of a household’s income is considered affordable. When transportation is accounted for, the cost to support a household can almost double, making it difficult for some households to make ends meet.

By increasing the amount of affordable housing within the proximity of public services, retail, and other amenities, Stanwood can help reduce the community’s cost of living, health disparities, and dependency on automobiles.

6. INCREASE EMPLOYMENT OPPORTUNITIES

With 3,101 jobs in Stanwood, the city has a jobs-to-housing ratio of about 0.93 which is considered beneficial for reducing vehicle miles traveled. About 11% of residents live and work in Stanwood. While about half of the employed residents (48%) commute less than 10 miles for work. With the majority of workers commuting in and out of Stanwood, the city is working on increasing opportunities for employment to encourage more residents to work and live in Stanwood, reducing the miles traveled and the overall cost of living.

7. IMPROVE AND SUSTAIN SUBSIDIZED AND SPECIAL NEEDS HOUSING

Stanwood has a total of 188 subsidized, income-restricted housing rental units. The Community Resource Center of Stanwood-Camano has experienced an increased demand for more housing assistance from senior residents in recent years. **It remains critical for the city to consider additional subsidized and special needs housing for vulnerable populations, especially as residents age, face the challenges of inflation, and depend on a fixed income.**

Subsidized Housing

- Lervick Family Village
- Scandia Village
- Island View

Senior Living

- Lincoln School Senior Apartments
- Camwood Senior Center
- Lincoln Hill Village Apartments
- Bayview Gardens

Special Housing

- Hilltop I
- Hilltop II
- Josephine
- Brookdale
- Housing Hope Project

KEY TERMS

Subsidized Housing

Subsidized housing refers to financially supported housing by the government and includes subsidies such as direct housing assistance, rent vouchers, public or non-profit housing, private sector, or co-operative housing.

Special Housing

Special needs housing refers to supportive housing opportunities for residents with specialized requirements and need accommodation for physical or mental disabilities, elderly care, medical conditions, homelessness, victims of domestic violence, foster youth, and refugees, to name a few



HG-1

Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income, or disability.

HP-1.1 - Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all income levels, ages, and assistance needs.

HP-1.2 - Encourage housing opportunities for those with housing assistance needs using available local, regional, and federal funding programs such as the Sales and Use Tax for Affordable Housing and partnerships with the Community Resource Center of Stanwood-Camano.

HP-1.3 - Disperse small-scale special needs housing throughout the residential neighborhoods. Special needs housing provides living arrangements for those with physical, mental, or emotional disabilities where appropriate.

HP-1.4 - Provide opportunities for siting manufactured housing.

HP-1.5 - Accept and plan for Stanwood’s “fair share” of the County’s affordable housing, emergency housing, emergency shelter, permanent supportive housing needs, and other special needs housing as determined by the Snohomish County Tomorrow planning process through appropriate zoning techniques. Affordable housing units should meet the needs of high, moderate, low, very low, and extremely low-income households.

HP-1.6 – Treat residential structures that provide foster care facilities group homes for children and group homes for the disabled that meet the definition of “familial status” the same as other residential structures.

HG 1 New Policies

Conduct an assessment that identifies local policies, regulations, plans, and actions that result in racially disparate impacts, displacement, and exclusion in housing. This includes zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.

Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulation and capital investments.

Encourage the preservation, rehabilitation, and investment in affordable housing for low, very low, extremely low, and moderate incomes in historical or cultural communities by equitable development initiatives, inclusionary zoning, community planning requirements, tenant protections, land disposition policies, and consideration of land that may be used for affordable housing.

Counter economic and physical displacement of low-income and marginalized populations.

Streamline permitting and review process for affordable housing units for low, very low, extremely low, and moderate-income housing and for special need housing.



HG-2

Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Stanwood:

HP-2.1 - Encourage the development of a full range of housing types, sizes, and densities to meet the needs of a wide range of household makeup and income level for both homeowners and renters.

HP-2.2 - Balance the housing needs of the entire community when determining development regulations as informed by the Housing Action Plan.

HP-2.3 – Continue to allow mixed-use housing units in mixed-use and traditional neighborhood zoning districts.

HP-2.4 - Encourage affordable single and multi-family housing close to transportation facilities, public services, employment centers, and local centers such as the downtown core or uptown area.

HOUSING EQUITY

The City of Stanwood values its welcoming and safe character and aims to eliminate any policies negatively impacting Black, Indigenous, and people of color (BIPOC) communities to ensure a fair and equitable city livable for people of all backgrounds.

IMPROVING EQUITY

Policies and regulations are required by GMA to be reviewed for evidence of contribution to racially disparate impacts (RDI), exclusion, displacement, and displacement risk in the City (RCW 36.70A.070(2)(e-h)). GMA also requires policies and regulations updates to remove exclusionary language and adopt anti-displacement tools, policies, and regulations.

To strengthen and improve equitable housing, Stanwood has developed new housing goals and policies to reduce and mitigate identified displacement risk in the City. Housing actions are recommended based on multi-faceted analysis of current racial composition and income data.

Analysis determined a community need for more inclusive and attainable housing units and resources.

KEY TERMS

BIPOC

Black, Indigenous, and people of color. Pronounced “bye-pok”, a term specific to the United States, intended to center the experiences of Black and Indigenous groups and demonstrate solidarity between communities of color.

Exclusion

The act or effect of shutting or keeping certain populations out of housing within a specified area, intentional or unintentional, but which leads to non-inclusive.

Displacement

When a household is forced to move from its community because of conditions beyond its control.

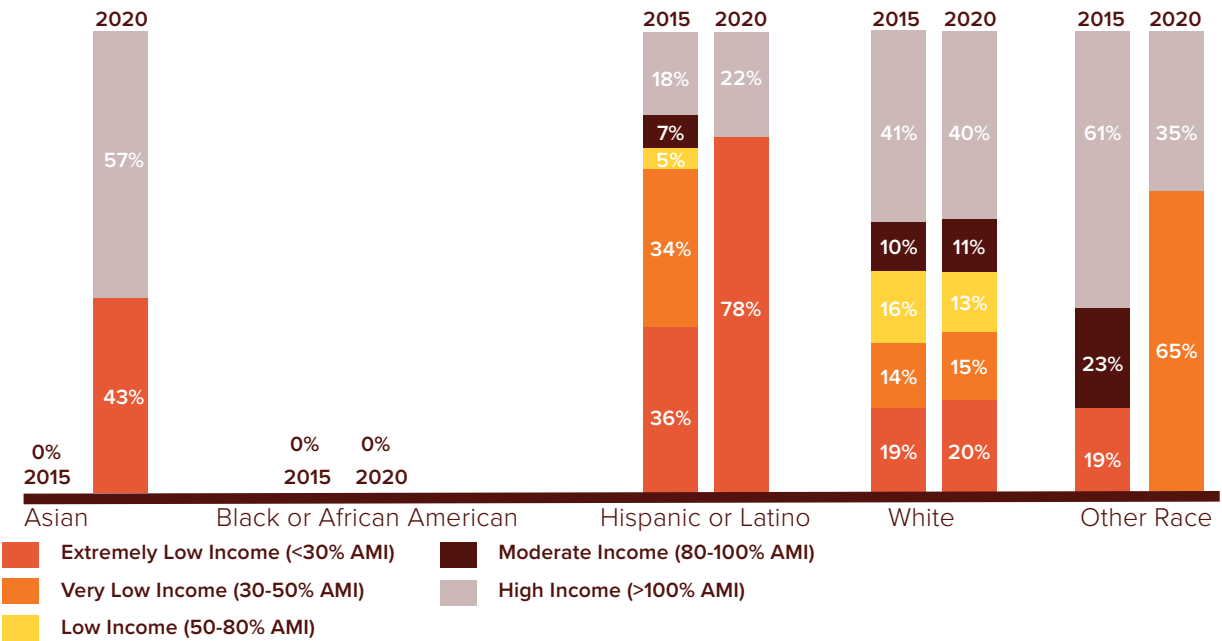
Racially Disparate Impacts

When policies, practices, rules, or other systems result in impact on one or more racial groups.

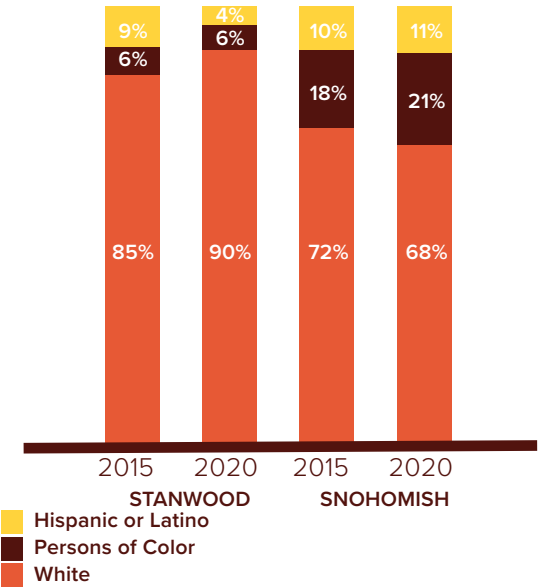
RACIALLY DISPARATE IMPACTS

Racially disparate impacts occur when policies, practices, regulations, or other systems result in a disproportionate effect on one or more racial groups. Several measures taken into consideration when considering racially disparate impacts including homeownership rates, rates of housing cost burden, rates of overcrowding, housing cost compared to median household income, or concentrations of racial groups in certain areas of the city with economic characteristics that differ from the rest of the city.

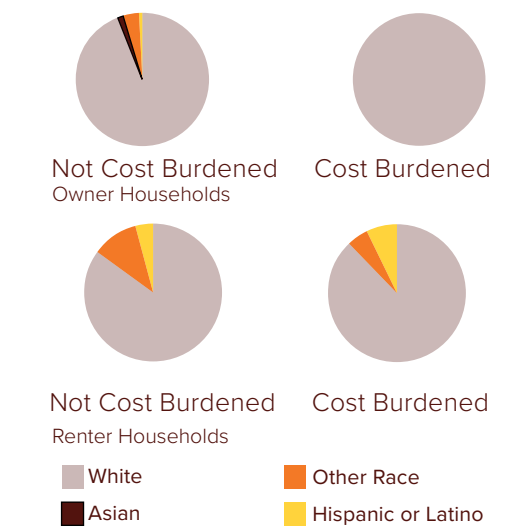
AMI Levels Across Racial Groups



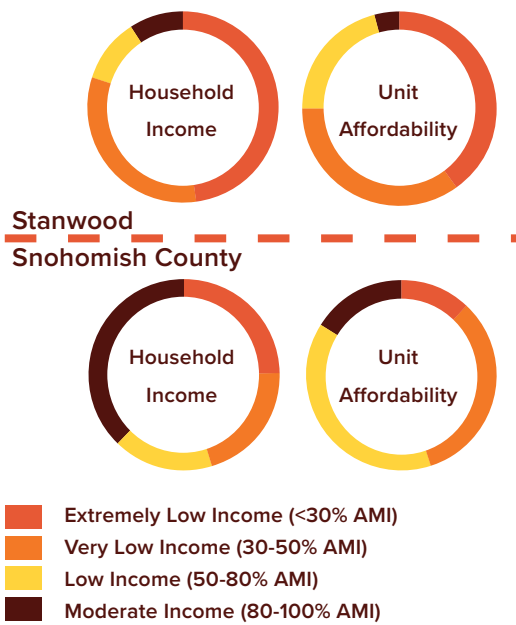
Racial Distribution



Cost Burdened Households, 2019



Renter Income vs. Affordability





HG-3

Encourage the preservation and rehabilitation of older housing:

HP-3.1 Encourage and assist property owners in rehabilitating and preserving existing affordable housing through incentives such as funding, streamlined permitting, or public education of available resources.

HP-3.2 - Encourage innovative preservation and rehabilitation measures such as adaptive reuse of dilapidated residential structures and adaptive reuse of commercial buildings for residential purposes.

HP-3.3 – Continue to seek Community Development Block Grants (CDBG), and other funding, and

allocate funding from the Sales and Use Tax for Affordable Housing to continue investments for housing in older neighborhoods.

HP-3.4- Develop historical guidelines and promote historic preservation for residential housing units.

HP-3.5- Involve the Housing Authority of Snohomish County, Snohomish County’s Office of Housing and Community Development, and other service providers in various housing programs and planning efforts.

HP-3.6- Encourage the preservation of the exterior of older housing that is being converted to multi-family units.

DETERMINING A HOUSING RESPONSE

While BIPOC population decline requires further investigation, it indicates major housing exclusion and displacement occurring amongst BIPOC communities. A thoughtful and strategic housing action response is therefore needed to reduce and mitigate displacement in Stanwood.

BIPOC COMMUNITIES: ON THE DECLINE

A full Racial Equity Analysis is needed to fully explore historic housing policies and practices, and their legacy impacts on the City today. In 2020, the City of Stanwood’s population was 90% White. Other Race (5%) and Hispanic or Latino (of any race) (4%) populations were the second and third largest racial groups. Compared to Snohomish County racial composition, Stanwood does not have a diverse population.

Since 2015, Stanwood has seen a significant decrease in their American Indian and Alaskan Native population (-74%), their Black and African American population (-68%), and their Hispanic or Latino population (-49%). This is in significant contrast to White and Asian populations, which have been increasing by 17% (White) and 73 individuals (Asian). Since the County’s BIPOC population has been increasing (364%) since 2015, it is expected that these declines are the result of local factors.

INCOME DISPARITIES

Average income has remained consistent(\$88,471) for White Stanwood households, but there have been changes in incomes for Asians, Hispanics or Latinos, and Other Races over the last 5 years. In 2015, the Asian population was not large enough to demonstrate the breakdown of household income, but in 2020, about half of the Asian population reported to be low-income (43%) and the other half (57%) reported to be above the median income. Among the Hispanic and Latino populations, the extremely low-income group grew from 36% to 78% and the above median-income group also grew from 18% to 22%.

DISPROPORTIONATE COST BURDEN

Significant disproportional severe cost burdens for Asian and Hispanic or Latino renting households have been indicated in Stanwood. All of Stanwood’s Asian renters and about 57% of Hispanic or Latinos are severely cost-burdened. BIPOC homeowners are not cost burdened or severely cost-burdened. 21% of White homeowners experience cost burden and 7% are severely cost-burdened.

HOMEOWNERSHIP BARRIERS

Snohomish County demonstrates greater diversity among homeowners and renters. This is particularly true for the American Indian or Alaska Native, Black or African American, or

Pacific Islander County population. Among Asian and Hispanic populations in Stanwood, there are higher percentages of renters in Stanwood and higher percentages of homeowners in Snohomish County. This could be an indicator that Stanwood is increasingly becoming more difficult for certain racial or ethnic groups to afford to live in the city.

Households in the low-income level have a surplus of available housing. The surplus could indicate that lower-income households are experiencing cost burden by paying more than 30% of their household income. On the other hand, higher-income households could be paying less than what they can afford in rental housing.

Compared to Snohomish County, Stanwood has smaller gaps for affordable rental units available to various income brackets. Stanwood has a shortfall of units available to extremely low-income households and moderate- and above-income households. “Down-renting” by moderate or above-income households could be associated with an under supply of entry-level homeownership opportunities.

HOUSING EXCLUSION

Exclusion can extend beyond race and include income, ethnicity, or other sociodemographic characteristic. The PolicyMap (Figure 6-1) shows the geographic distribution of race and ethnicity in Stanwood, including the estimated percent of the population that identifies as a person of color according to the 2017-2021 American Community Survey 5-Year Estimates. According to

the PolicyMap, Stanwood’s population of people of color is 11.31% or less, and is noticeably less diverse than the surrounding areas of Snohomish County.

The preeminence of Stanwood’s single family housing stock and its associated price points may contribute to exclusion of BIPOC households. The distribution may also be a result of limited housing choices related to availability of condos, apartments, and for-rent single-family attached homes. These unit types can be more affordable options for low- and moderate-income households. The lack of housing choice could result in the under-representation of BIPOC communities in Stanwood.

BIPOC groups are not monolithic and exhibit distinct cultural needs and values that could have a direct impact on their distribution within the larger Snohomish County area. For example, recent populations of Asian immigrants and Hispanics / Latinos may desire proximity to regional Asian and Latino cultural centers in the King County area due to common language and religious and cultural practices. These factors should be considered relative to the differences shown between the City of Stanwood and the larger Snohomish County area.

DISPLACEMENT RISK

Lack of affordable housing and employment opportunities may contribute to displacement risk in Stanwood. Amongst BIPOC communities in Stanwood, there is a strong indication of

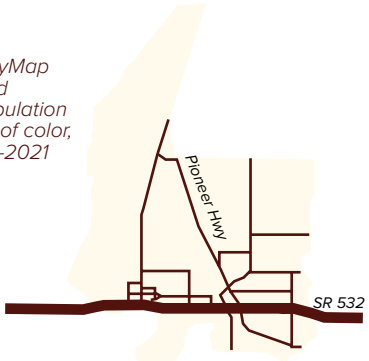
displacement and housing exclusion within certain populations. This includes Hispanic or Latino households within 30-100% AMI, and Other Race households that make less than 30% AMI and households that make more than 50% AMI.

Displacement can result in long-term economic hardships for households and disrupt the network of support within a community. Displacement is not limited to housing, but can also manifest in the displacement of businesses and community institutions. Displacement can be demonstrated as economic displacement, physical displacement, or cultural displacement.

The PSRC’s Displacement Risk Map describes Stanwood’s risk as lower risk, meaning Stanwood scored lower than more than half of other cities in Pierce, King, Kitsap, and Snohomish Counties in the indicator categories listed above. While displacement risk is considered low on a regional level, there is evidence of displacement occurring for specific racial groups.

Figure 6-1

Sources: PolicyMap (n.d.) Estimated percent of population that is people of color, between 2017-2021



% People of color (2017-2021) 11.31% or less



ANTI-DISPLACEMENT TOOLS AND STRATEGIES

Stanwood will implement and monitor actions and strategies to reduce barriers to development and explore creative ways to supplement existing housing affordability programs. In the development of the 2023 Housing Action Plan and review of the racially disparate impacts of the City, the following actions are included in housing goals and policies:

- + Middle Housing Development
- + Rental Assistance/Homeownership Education Programs
- + Strategic Infrastructure Improvement
- + Expanding and Strengthening Local Partnerships
- + Inter jurisdictional Cooperation
- + Community Development Block Grants
- + Form-based code for the downtown core and the uptown area
- + Up zoning near commercial nodes and corridors
- + Subarea Plan in Uptown

HG-1

Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income, or disability.

HP-1.1 - Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all income levels, ages, and assistance needs.

HP-1.2 - Encourage housing opportunities for those with housing assistance needs using available local, regional, and federal funding programs such as the Sales and Use Tax for Affordable Housing and partnerships with the Community Resource Center of Stanwood-Camano.

HP-1.3 - Disperse small-scale special needs housing throughout the residential neighborhoods. Special needs housing provides living arrangements for those with physical, mental, or emotional disabilities where appropriate.

HP-1.4 - Provide opportunities for siting manufactured housing.

HP-1.5 - Accept and plan for Stanwood's "fair share" of the County's affordable housing, emergency housing, emergency shelter, permanent supportive housing needs, and other special needs housing as determined by the Snohomish County Tomorrow planning process through appropriate zoning techniques. Affordable housing units should meet the needs of high, moderate, low, very low, and extremely low-income households.

HP-1.6 – Treat residential structures that provide foster care facilities group homes for children and group homes for the disabled that meet the definition of "familial status" the same as other residential structures.

HG 1 New Policies

Conduct an assessment that identifies local policies, regulations, plans, and actions that result in racially disparate impacts, displacement, and exclusion in housing. This includes zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.

Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulation and capital investments.

Encourage the preservation, rehabilitation, and investment in affordable housing for low, very low, extremely low, and moderate incomes in historical or cultural communities by equitable development initiatives, inclusionary zoning, community planning requirements, tenant protections, land disposition policies, and consideration of land that may be used for affordable housing.

Counter economic and physical displacement of low-income and marginalized populations.

Streamline permitting and review process for affordable housing units for low, very low, extremely low, and moderate-income housing and for special need housing.





WHERE WE'RE GOING: ECONOMIC DEVELOPMENT

CORE VALUES



Sense of Community



Economic Development



Environment



Growth

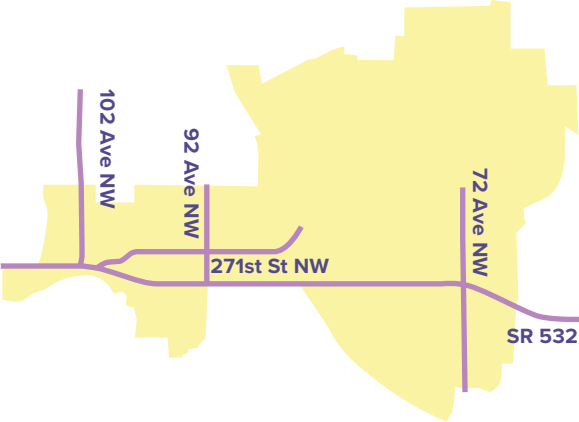


Livability



RAILS TO ASPHALT

Historically, Stanwood was largely an agricultural and natural resource-based economy relying on waterways and railways. During the 1950's, highway development opened up economic opportunities available to Stanwood.



COMMERCIAL HUBS

Development boomed between 1980 until the early 2000s, supporting new housing, jobs, and commercial opportunities along key roadways SR 532, 271st, 92nd Avenue NW, and 72nd Avenue that serve as the primary commercial hubs of Stanwood Today.



EMPLOYMENT SHIFT

The development boom changed the nature of what kinds of job opportunities exist in Stanwood. Jobs today are primarily in the Service, Education, and Retail sectors.



LOCAL INVESTMENT

Stanwood has continuously been investing in economic development over the last 10 years via the Twin City Mile, City Beautification, SDAT, Downtown Plan, Economic Development Plan, and investing in community events that support local artists, businesses, and agriculture.



DIVERSIFICATION

While jobs in the city have drastically changed, Stanwood now serves as a bedroom community to Everett and Seattle. Diversification of jobs and land uses is needed to develop an independent, self sufficient economy that meets the need of residents while offering opportunities to live and work in the same place.



INTRODUCTION

A healthy economy creates and maintains a high standard of living and quality of life. Successful economic development can lead to Stanwood becoming a self-sustaining city that has opportunities for local businesses, sustains a diversity of professionals, and fund public services such transportation, public safety, and parks to residents. The Economic Development elemental chapter provides guidelines on sustaining and enhancing economic activity within Stanwood.

The Growth Management Act, RCW 36.70A.070(7), outlines what should be included in an Economic Development elemental chapter to determine the appropriate “local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life”, including:

A summary of the local economy, such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;

A summary of the strengths and weaknesses of the local economy, which may include the commercial, industrial, manufacturing, natural resource, and other locally significant economic sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources;

Left: Storefront in Stanwood, Photo by Amber Henke

Right: Mural in Downtown Stanwood with Son, Photo by Amber Henke

An identification of policies, programs, and projects to foster economic growth and development and to address future needs;

Policies to promote increases in family, individual, and business incomes;

An examination of whether sites planned for economic development have adequate public facilities and services, and, as appropriate, a plan for any needed public facilities and services;

Policies to encourage access to education and training for family wage jobs; and

Policies and opportunities to address economic development including existing industries and businesses, manufacturing of locally produced natural resources, and the use of locally produced energy and other natural resources.

Stanwood’s economic goals are outlined in the Comprehensive Plan as informed by the Growth Management Act, however there are other agencies and factors that play a role in determining an economic vision that meets the city’s growth and livability needs.





THE HISTORY OF STANWOOD'S ECONOMY

1880-1960



Camano Ferry, Photo provided by City of Stanwood

Historic Commercial Development

Historically, Stanwood's economy was based on the logging industry, forestry activities and farming. The delta bottom lands of the Stillaguamish River have provided economic benefit to the City of Stanwood for over 100 years. First as family farms, then as crop farms for mass production, and finally as niche farms for specialty crops such as certified cold weather seeds. Commercial activity was focused on the delta where the Stillaguamish River entered Port Susan and Port Skagit Bays. In its earliest days, steamboats navigated the windy Stillaguamish River carrying goods to or from Stanwood. The Stillaguamish River was rerouted to the north by the Army Corps of Engineers in the 1930's.

Two large lumber mills operated on the waterfront with several small shingle mills in

surrounding areas. Hay and oats from valley farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s, the agricultural economy grew. After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront. In the late 1950's, SR 532 was developed connecting East Stanwood to Stanwood and the I-5 corridor.

1960

Unification of East and West Stanwood

Stanwood was historically made up of two cities, Stanwood and East Stanwood, which consolidated in 1960 due to wastewater facility consolidation and school district requirements. After the merger, new development occurred in East Stanwood and between the towns. By the 1970's, State Route 532 bypassed the old highway through the town to Camano Island. The consolidation of two cities into one was no easy feat, each city had its own platting and industries. While Stanwood was based around the logging and waterfront industries, East Stanwood was developed around the Great Northern Railroad. The original train depot was demolished in 1972; the new Amtrak platform and



East Stanwood, Photo provided by City of Stanwood

second rail line were constructed in 2009. There is a railroad spur running east and west just north of the city limits through the adjacent farm fields.

Today, Stanwood is still working to fully unify Stanwood and East Stanwood which served as the basis for the *Twin City Mile* project. Instead of referring to old jurisdictional names, Stanwood and East Stanwood, the city is reframing the discussion to downtown. A stronger visual tie and connected infrastructure were determined in 2022 Twin City engagement efforts as the primary strategies to truly bring two cities together into one identifiable place.

1980-2020

Commercial Development

Since the 1980's, the City has grown to the east, above the Stillaguamish River floodplain, on both sides of State Route 532. In the historic commercial district, businesses are located along four main arterials: SR532, 271st Street NW (Main Street), 92nd Ave NW and 102nd Ave NW. East Stanwood and West Stanwood maintain distinctive historical commercial areas. Buildings are occupied by small retail, professional and service-based businesses. Most of the business owners live within the larger Stanwood-Camano community. The commercial area in-between the two historic communities has been slowly converting from single-family residential housing into small service-based businesses. The "Center District" between east and west Stanwood includes the Stanwood Library, Stanwood Middle School (formally Stanwood High School), Community Resource Center and Post Office.

In the 1990's new housing developments and commercial activity grew around Stanwood High School at the intersection of State Route SR532 and 72nd Ave NW. A commercial development known as the Stanwood-Camano Village opened in 1995. The 55-acre development includes 50+ businesses and over 300,000 square feet of commercial space. The village features a Haggen supermarket, restaurants, and other service-based businesses. In 2003, the Stanwood Towne Center opened, providing an additional shopping center

with a 50,645 square-foot QFC supermarket. Another 40,336 square feet of retail space opened on the corner of SR 532 and 92nd Avenue, hosting retail venues like Grocery Outlet and Petco.

Also in 2003, the City and business community hosted a professional design charrette over an intense three-day period ("Design Stanwood"). The Design Stanwood charrette resulted in many new ideas for downtown Stanwood and also confirmed the first piece of the vision for downtown. In 2004, the city incorporated the results of the Design Stanwood charrette into the Comprehensive Plan.

There has been no significant commercial development in Stanwood since 2003. The Stanwood and Camano commercial markets are comparatively small serving primarily local residents. Certain areas of the city have stagnated for development, including the Twin City Foods site and the industrial zones along Pioneer Highway.

In 2008 the city started an *Economic Development Action Plan* coinciding with the largest economic down-turn in the county since the Great Depression. A community stakeholder group provided input to the economic development and downtown plan goals and strategies in the context of a future action plan. The Action Plan outlined specific steps to develop Stanwood as a business-friendly community with a diverse economy providing retail services, connectivity to local farms and tourist activities. The 2010 Economic Development Action Plan elevated the initial ideas identified in Design Stanwood which

was to develop a downtown core, support local businesses, and create an attractive landscape for businesses and residents alike.

Since the adoption of the 2010 Economic Development Action Plan, the City set the stage for success by conducting long range planning, economic forecasting, and determining ways to measure success. Stanwood has adopted the Downtown Plan (2015) and the Beautification Plan (2020), each with specific implementation strategies and infrastructure projects that bring vitality back into the City's economy.

Today, the economic base has diversified into retail, light industrial, agricultural and professional services. Business growth has been steady with cyclical economic slowdowns. The city is still surrounded by farm fields, wildlife-rich shorelines, and views of the Olympics and Cascades - attractive as a small community with many natural and economic assets and with many people who are involved in helping it grow and change sensibly. Despite the sense that Stanwood is a bedroom community, the city has a positive housing to jobs ratio indicating there are sufficient jobs within Stanwood compared to its population. This is driven in part by the city's largest employers including The Josephine Sunset Home (303 employees) and the Stanwood Camano School District (550) employees.





Ribbon Cutting of Union Coffee, Photo by Heic

2020-2022

Impacts from the Pandemic

The pandemic greatly affected employment rates on the national and county level. Stanwood, as a testament to a resilient economy, fared relatively well. Between 2017 and 2020, the unemployment rate decreased over the years from 4.6% in 2017 to 1.1% in 2020. For a comparison, Snohomish County fluttered around 4% throughout those years.

Part of Stanwood’s resiliency can also be attributed to workplace flexibility. The pandemic resulted in many working professionals choosing a remote “work from home” position, which is a trend that is continuing past the COVID-19 pandemic in the city and region as a whole . Stanwood’s work-from-home rate was lower than that of Snohomish County but increased overall from 0.6% in 2017 to 1.7% in 2020.

The City’s sales tax revenue was taken into consideration when determining how the pandemic impacted the local economy. The answer is, not much. Sales tax revenues have been on a general upward trend ranging from below \$2,000,000 in 2016 to \$2,500,000 in 2019. Sales tax revenues slightly dipped below \$2.5 million during the pandemic. However, Stanwood has come off the pandemic strong comparatively to the region and nation.

Noteworthy Commercial Developments and Events since the 1990’s:

1995: Stanwood-Camano Village, a 55-acre area with over 50 businesses and 300,000 square feet of commercial space featuring a supermarket, medical center, restaurants, and other service-based businesses at the intersection of SR532 and 72nd Ave NW.

2003: Stanwood Towne Center, a shopping center anchored by the 50,645 square-foot QFC supermarket and additional 40,336 square feet of retail space on the corner of SR 532 and 92nd Ave.

2008: Development pause, as Stanwood was no exception to the national economic recession. No significant commercial development took place and the stagnation of office leasing activity can still be felt today. Stanwood turns down the development of a Wal-Mart.

2010: Twin City Foods, a private label produce processor, moved majority of its processing equipment to Eastern Washington, resulting in the Stanwood facility operating at half-capacity

2010: Commercial development and big box retailers along the I-5 corridor has been slowly drawing customers away from shopping in Stanwood.

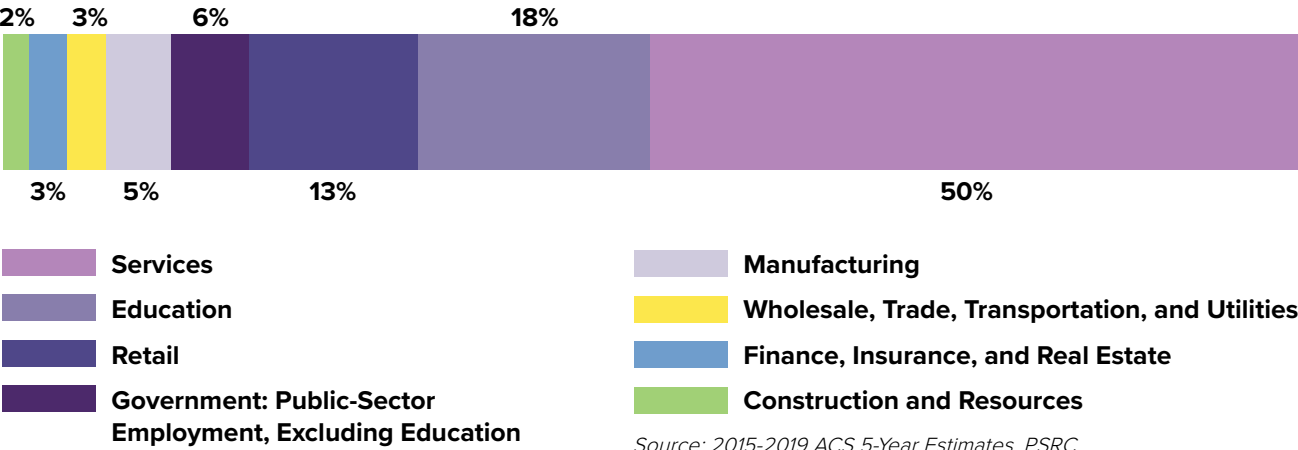
2012: Camano Island growth, in combination with limitations to commercial development on Camano Islands and the surrounding rural areas, result in Stanwood’s ability to attract more service-related industries.

WHERE WE’RE GOING: ECONOMIC DEVELOPMENT

CURRENT STATE OF THE ECONOMY: FAST FACTS

Job Sector Trends in Stanwood

According to the American Community Survey 5-Year Estimates, Services (i.e, utilities, education, health professional, business) are the biggest job sector in Stanwood.

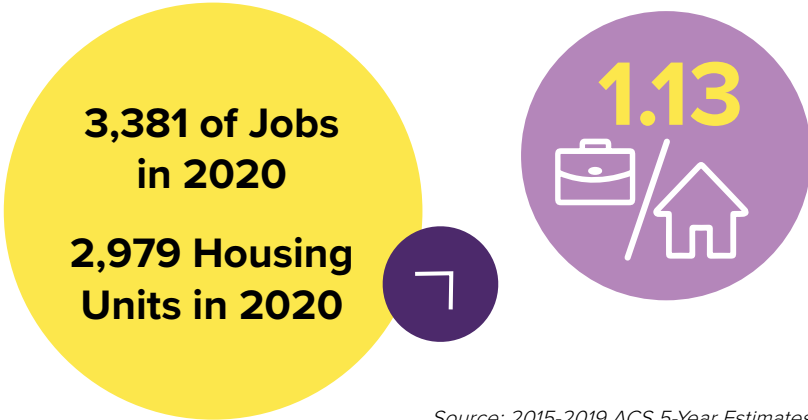
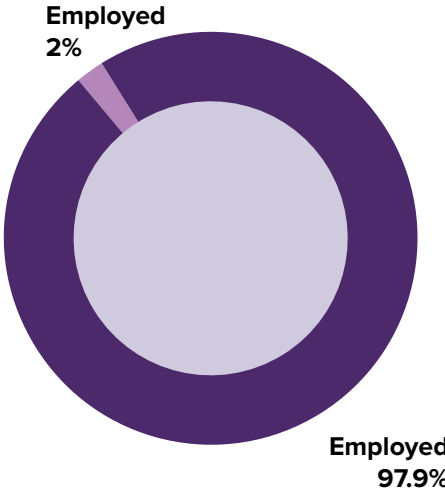


Jobs-to-Housing Ratio

The jobs-to-housing ratio monitors the balance between employment growth and housing growth. This balance is intended to reduce long commutes (i.e, long, single driver), reduce loss of job opportunities for workers without vehicles, decrease traffic congestion, and reduce poor air quality. An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing the vehicle miles traveled and ratios higher than 1.5 may indicate there are more workers commuting into the area because of a surplus of jobs.

With 3,381 jobs and 2,979 housing units in 2020, Stanwood maintains a ratio (1.13) beneficial to the community workforce. This ratio is higher than Snohomish County.

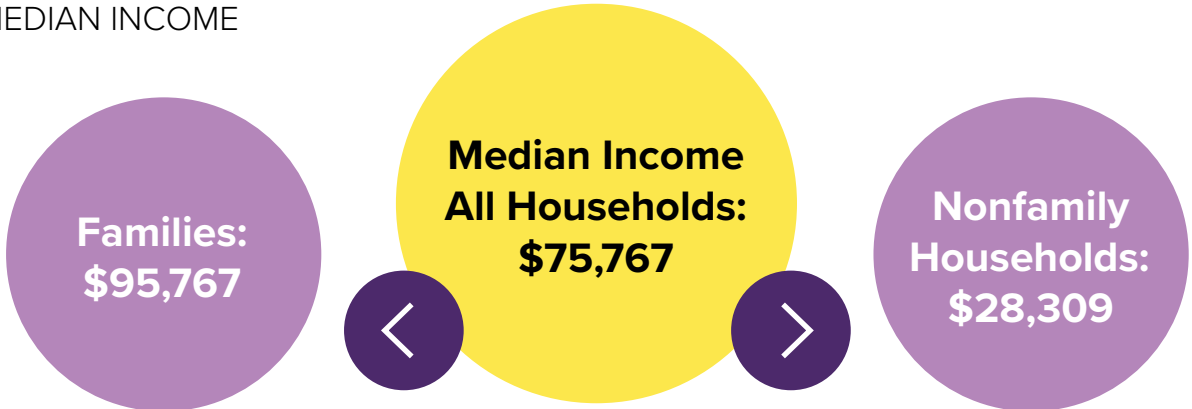
Employment Rate in Stanwood



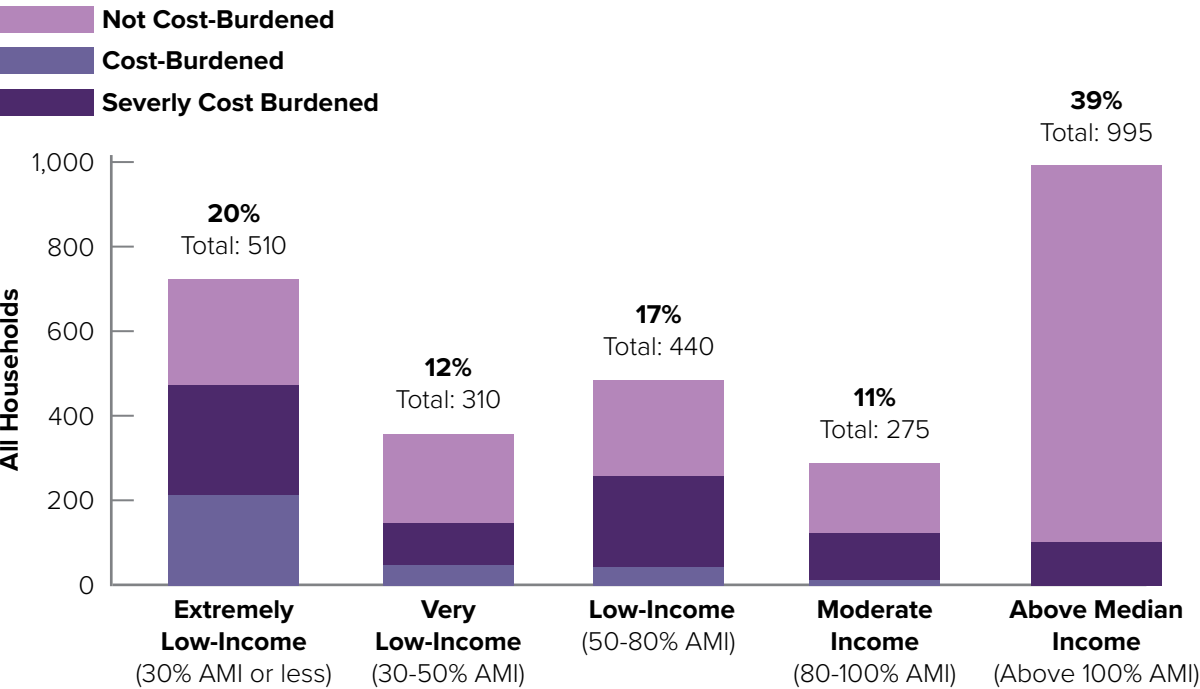
Source: 2015-2019 ACS 5-Year Estimates



MEDIAN INCOME



Income Distribution Overview, Stanwood



Area Median Income (AMI)

Area median income (AMI) is the midpoint of an area's income distribution where half of families in an area earn more than the median and half earn less than the median.

Stanwood has a higher percentage of households (60%) earning the median income or less compared to 44% of Snohomish County households. Stanwood has a higher percentage of households earning 80% or less of the AMI than Snohomish County.

For Stanwood, 39% of all households in the area were in the above 100% AMI range, 55% of homeowners were above the 100% AMI range and, 40% of renters were at the 30% AMI or less range . Stanwood has a higher percentage of renters (85%) who earn less than 80% AMI compared to owners (32%). Exhibits X and X breaks the distribution of income levels between owned homes, rented homes, and all households for Stanwood and Snohomish County.

Source: 2015-2019 ACS 5-Year Estimates, PSRC

Commuting

A self sufficient economy provides employment opportunities at all income bands within the city's limits. Commuting by automobile has a high impact on our built infrastructure, such as roads, bridges, and highways, but also has a significant impact on the physical and mental health of the workforce. Residents choose to commute by car because there are limited mass transit routes within the city that connect to other economic hubs, like Everett or Seattle.

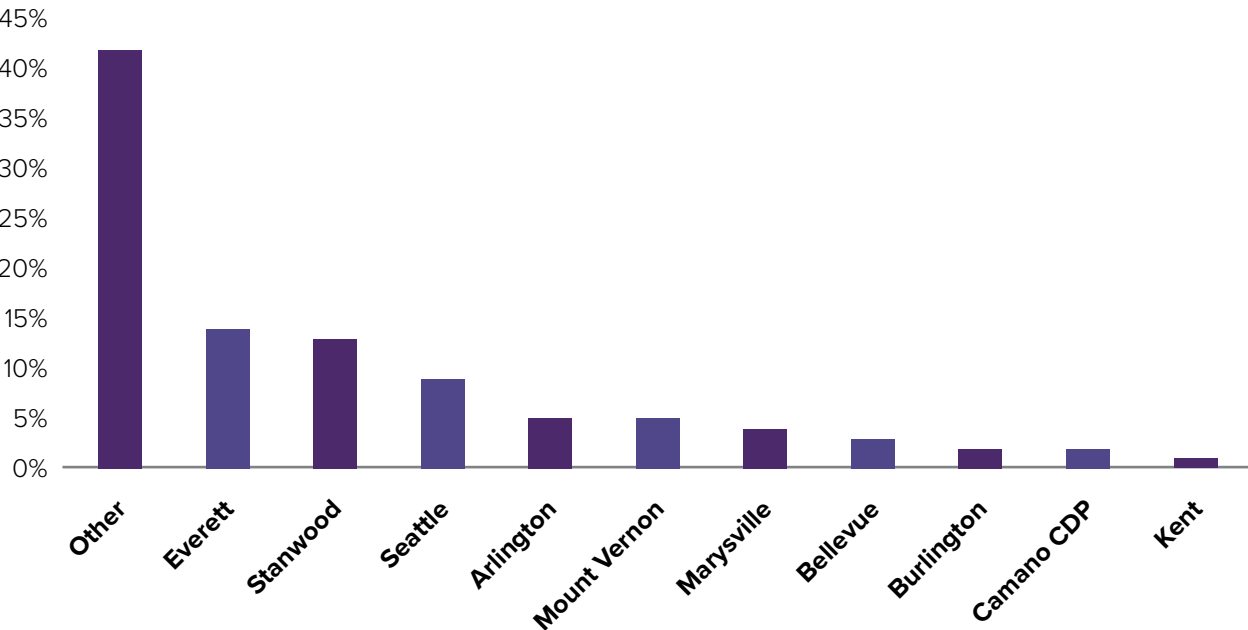
Census OnTheMap data indicates that about 88% of Stanwood's workforce is employed in the City, but lives out of town, about 13% live and work in Stanwood, and about 87% of people who live in Stanwood, work out of town as shown in Exhibit 10. Some workers who are employed in Stanwood commute from other towns: 19% from Camano, 5% from Mount Vernon, 5% from Marysville, and 3% from Arlington. Of those employed in Stanwood, 47% travel less than 10 miles while 9% travel more than 50 miles.

A portion of Stanwood residents are employed out of town: 14% work in Everett, 9 % in Seattle, 5% in Arlington, and 5% in Mount Vernon. Of the workforce that lives in Stanwood, 40% commute 10-24 miles while 15% travel more than 50 miles to get to work.

Source: OntheMap, 2019



WHERE RESIDENTS OF STANWOOD ARE EMPLOYED



13% of Stanwood's Workforce live and work in Stanwood.



COMMUNITY ENGAGEMENT AND NEEDS

Economic development comments were received during the City's public engagement process. As described, the City utilized a variety of methods to understand community concerns on jobs, economic growth, and overall vision for Downtown and Uptown Stanwood. Below is a summary of key topics and feedback received from the public:



Ribbon Cutting of Thrift Store, Photo by Heic

RETAINING SMALL TOWN CHARACTER

- “Stanwood should be a business friendly environment that supports growth of small businesses and reduce opportunities for large retailers. Local businesses should have more opportunities for incentives and development.”
- “More commercialized areas are needed for residents to shop locally instead of driving to other cities to shop.”
- “There is concern that local businesses can not succeed in mixed use buildings.”
- “The Downtown District should remain small and quaint.”
- “Stanwood should have enhanced branding to create a sense of identity and recognize key “place-making” areas.”
- “Never forget that Stanwood is a Scandinavian town.”
- “A town center is needed for public gatherings and events.”

HISTORIC DOWNTOWN DISTRICT

- Economic development should focus in the Downtown District with mixed use retail and supportive tourist services (such as hotels, restaurants, and gift shops).
- Downtown is the historic core of the City, which should be protected. Growth should happen downtown but should utilize existing buildings and infrastructure.
- The Downtown District must be revitalized and transformed into a “Main Street” environment to encourage businesses to utilize existing buildings and draw people to the city's center.
- A pedestrian focused environment is needed to enhance connectivity and safety downtown and should include amenities such as sidewalks, re purposed bricking, and way finding signage.
- Attractive building facades that reflect the culture and history of the community are needed to create a uniform character.

“Most of the downtown road is pleasing. I love that there aren't many corporate restaurants and other business. We could really capitalize on that, especially in the next 20 years. We need a river walk or a scenic trail area that capitalizes on the amazing views we have in the downtown area. Slow and steady development by locals that focus more on restoration than on destroying history and natural areas.”

- STANWOOD RESIDENT

SOLUTIONS

TWIN CITY MILE

- Twin City Mile is a business development concept to attract more visitors to the City, specifically the Downtown District.
- A collaborative marketing plan is needed to identify the town's businesses, services, and tourist activities.
- City sponsored local events, such as food trucks night or street festivals, would support local businesses.

PROTECTING FARMLANDS

- Farmlands, especially small family farms, should be protected to retain the historically rural identity. Agrotourism should continue to be a supported industry and opportunities for expansion should be evaluated.
- Cottage foods, or businesses in which individuals can make homemade products for commercial sale, should also be supported. The City should legalize a program to allow more residents to get creative and participate in retail activities that markets the City's agricultural industry.
- The Farmer's Markets are a critical component of supporting the agricultural and agrotourism industry.

SHIFTING BUSINESS DEVELOPMENT

- Higher wage jobs are needed within the city's limits to support population growth and local businesses. Residents want to work where they live.
- Stanwood should encourage professional and technological industries to develop by removing potential zoning barriers.
- A new grocery store is needed in the northwest region to reduce food deserts. Grocery stores are concentrated along SR 532 and there are no options available along Pioneer Highway.
- A unified Chamber of Commerce is needed to support overall economic development throughout Stanwood equitably.
- Businesses should be developed more evenly throughout the City. Development is focused along SR 532 impacting roadways and commuting times.





OUR ECONOMIC VISION: SUSTAINING A LIVABLE STANWOOD

Stanwood was once an agricultural center, Scandinavian lumber, rail town and industrial commuter city - How do we both preserve and change to sustain a livable Stanwood?

Stanwood has a relatively higher population and job count than towns and cities within its vicinity. The County anticipates continued population growth to occur in Stanwood over the next 20 years which will catapult the population from 8,585 to an estimated 10,963 by 2044 More home and jobs are needed to support this level of growth and ensure afford ability and quality of life for all.

By 2044, Stanwood aims to be a more robust economic hub for Snohomish County through the following visioned economic objectives of the Comprehensive Plan:

1. A “main street” style downtown
2. More diverse businesses and professional services
3. Supportive small business community.
4. Economically resilient
5. Self sustaining community
6. Healthy mix of housing and mixed use centers
7. Revitalization and preservation of historic legacy
8. Preserve Twin Cities character
9. Encourage well designed development
10. Affordable homes

11. Support livelihoods, without leaving the city.

Economic goals and strategies to meet these objectives are further described in the following sections; Economic Strengths and Opportunities and Incentives for Economic Growth.

Beyond the Comprehensive Plan, the City developed the 2010 Economic Development Action Plan to achieve the overall economic vision of the community. The Action Plan outlined specific strategies to implement the goals and policies identified in the Comprehensive Plan and provided a blueprint for achieving Stanwood’s objectives by translating the goals and vision into specific planning initiatives. The following are the high-level goals identified in the Action Plan:

Economic Identity: Continue to build up Stanwood as an efficient and desirable place to shop and do business. To provide a wider variety of shopping opportunities from convenience, full-service grocery to unique shops, retail, “agri-business” and tourist support facilities. **Small Town Character:** Develop Stanwood’s identity as an economic hub through implementation of the “Beautification Plan” and “Twin City” mile.

Supportive Growth: To develop Stanwood’s economic base and infrastructure so that both commercial and industrial growth can occur when demand warrants it, while minimizing the potential conflicts between the two land uses, as well as

residential and public facility uses.

Regional Player: To balance the economic needs of the residents of Stanwood while recognizing the growing commercial demands of North Snohomish County, Camano Island, and regional tourism.

Compatibility of Growth and Zoning: Implement the DAT findings on land use, transpiration, recreation , employment, and revitalization.

Coordinated Connectivity: Improve the SR-532 corridor for both residents and “pass-through” trips.

Stanwood has also adopted the following plans over the last 20 years to set the stage in meeting its economic goals:

- **2003 Design Stanwood**
- **2010 Economic Development Action Plan**
- **2012 SDAT: Density by Design**
- **2015 Downtown Plan**
- **2015 Comprehensive Plan**
- **2020 City Beautification Action Plan**

- **2022 Stanwood Housing Needs Assessment**
- **2022 - Ongoing Twin City Mile Project**

These plans are further described later on in this chapter



Community Engagement at Farmers Market, Photo by Unknown



EDG 1

Promote a self-sustaining economy that equally supports public and private development, diversifies the City’s tax base, and provides both employment and consumer shopping opportunities for the region.

EDP-1 POLICIES

EDP 1-1 Develop a toolkit of incentives such as property tax exemptions, density bonuses or public-private partnerships to attract desired uses such as mixed-use development or retail businesses that would not be viable based on current market conditions, but would contribute to the economic vitality of the city.

EDP 1-2 Fund the Storefront Improvement Program and encourage attractive exterior renovations within the Downtown District and Twin City Mile.

EDP 1-3 Encourage high quality site and building design with “curb appeal” of new commercial or industrial developments.

EDP 1-4 Expand the types professional / office uses permitted in commercial and industrial zones to encourage more living wage jobs.

EDP 1-5 Determine methods of incorporating historic community identities, including Black and Indigenous People of Color Communities, into the design and economic assets of Stanwood.

EDP 1-6 Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses.

EDP 1-7 Assist in providing public education regarding financing options and programs such as tax-exempt financing for income qualified projects and property tax exemptions for historical renovations of cultural significant buildings.



ECONOMIC DEVELOPMENT STRATEGY

ECONOMIC DEVELOPMENT GOALS

The Comprehensive Plan Economic Development goals and policies translate Stanwood's concerns and goals for its economy to clear statements of public intent. These policies will guide the public and private investment in development activities. The economic policies will also provide a framework for comprehensive planning.

As described in Stanwood's vision, community feedback, and in other elemental chapters of the Comprehensive Plan, Stanwood's economic development goals are relatively simple:

To promote the new Planned Industrial Zone with complimentary industrial and office uses, such as medical offices, professional offices, and light industrial businesses.

Strengthen the identity of Stanwood's Downtown District by providing a framework for which the residential uses can support a civic services and businesses. New developments will incorporate the unique Main Street character of Stanwood while providing vital and diverse retail and service businesses. To accomplish this, the City needs to establish Downtown District design standards, build human scaled infrastructure, and implement the *Beautification Action Plan*.

To promote commercial areas which provide local and accessible services for both the residential neighborhoods and highway commercial customers.

To encourage a multi-modal transportation system that allows local resident to move more easily from homes to jobs to necessary services without the use of single-occupancy vehicles.

Right: Twin City Idlers, Photo by Unknown



ENHANCE THE BUSINESS CLIMATE AND CREATE LIVABLE WAGE JOBS

In less than two decades, Stanwood has experienced dramatic economic transformation that has impacted the community's demographics. From a rural, agricultural community whose economic activity was generally confined to the provisions of goods and services, Stanwood has evolved into a commercial hub for the northwest Snohomish, Island, and Skagit Counties.

While there is sufficient capacity within the City and its UGA to accommodate the anticipated growth and employment projections forecast for the next 20 years, diligent planning is needed to ensure there is a quality and variety to future employment opportunities. A diversity of employment opportunities are needed to increase the number of higher paying jobs that can support local and service oriented commercial uses.

Accomplishing these goals is no easy task and requires a thoughtful plan to achieve them. Stanwood needs to focus development regulations for these areas on "how" development should occur rather than "whether" it should occur, with incentives rather than restrictions. Regulations should clearly define permitted uses and development processes and prescribe conditions. They should avoid vague criteria and standards. A

clear and simple regulatory process is fundamental to the success of Stanwood's economic strategy. Expedited, predictable permit processes are essential to meeting these goals and objectives.

A clear and simple regulatory process is fundamental to the success of Stanwood's economic strategy. Expedited, predictable permit processes are essential to meeting these goals and objectives.



Stanwood Parade, Photo by Unknown





REGIONAL WEAKNESSES & STRATEGIES

The Puget Sound region plans for economic development collaboratively through the Puget Sound Regional Council (PSRC). PSRC developed the *Regional Economic Strategy*¹ in 2021 to provide a roadmap for the region to build a resilient, equitable economic future. The Regional Economic Strategy focuses on key regional weaknesses or threats impacting the Puget Sound and recommends strategies to address these concerns. While Stanwood is not required to align with this plan, there are regional weaknesses that residents may be experiencing that are being considered under the *Economic Development* elemental chapter. The goals of the *Regional Economic Strategy* focus on eight major challenges experienced in the Puget Sound:

EQUITY

There are historic economic inequities that are experienced by the region's Black, Indigenous, and people of color (BIPOC) populations that can impact their opportunities and outcomes, such as income, generational wealth, displacement risk, housing exclusion, education, and business ownership levels.

HEALTH

A healthy workforce is critical to the success and growth of the economy. The PSRC describes that enhanced infrastructure planning is needed to improve public health, reduce health care costs, and reduce impacts of lost productivity.

CHILDCARE

The availability of childcare impacts the ability for the labor force to work. Childcare is a critical infrastructure needed to sustain the workforce and impacts the overall performance of the region's economy. A lack of access to affordable childcare keeps approximately 133,000 parents out of the Washington labor force and specifically impacts working mothers and low income families. It is estimated that a lack of childcare has resulted in a loss of approximately 14.7 billion in personal earnings, \$34,8 billion in gross state product, and over \$1 billion in annual tax revenue².

JOB DISTRIBUTION

The distribution of jobs has been shaken by the COVID-19 pandemic and created uncertainty around where people will live and work in the future as the workforce transitions to permanent remote accommodations. If the job distribution changes as work from home or remote employment becomes more popular, there are both opportunities and challenges with adapting existing communities to expand or reduce their economic base.

BROADBAND

One result of the COVID-19 pandemic was a heightened demand for broadband services across the region to accommodate on-line education and work from home trends. Access

to broadband is not equitable throughout the community and creates opportunity barriers for households for education and employment.

HOUSING

There is a shortage of housing available in the region because new housing development has not kept up with population growth. Additionally, prices for homes have increased at a faster rate than incomes. A lack of affordable and workforce housing options can detract new talent and businesses from coming to the region.

BUSINESS RECOVERY

The COVID-19 pandemic resulted in the loss of jobs and businesses, especially in tourism, travel, hospitality, arts, and cultural businesses. The impacts continue to be felt today from the loss of businesses large and small. Economic development funding efforts are needed to help support business recovery from the pandemic.

INDUSTRY RESILIENCE

The Puget Sound is home to major, historic industries that have built our communities and define the region, such as trade, maritime, aerospace, and manufacturing uses. New types of industries are needed to ensure resiliency to global market changes and enhance the Puget Sound's economic competitiveness.



EDG 2

Promote a strong, diversified and sustainable local and regional economy, preserving or enhancing the quality of life in the community while reducing disparities and displacement of underrepresented groups.

EDP-2 POLICIES

EDP 2-1 Identify sectors of the economy within Stanwood where opportunities might exist to create additional jobs and identify potential strategies for attracting employment.

EDP 2-2 Provide a supportive business environment for start-up of businesses that provide living-wage jobs.

EDP 2-3 Strive to create livable wage jobs to promote economic opportunity and sustainability for residents living in the greater Stanwood region.

EDP 2-4 Office uses should be encouraged in the industrial zones to balance existing service, retail, and industrial based jobs.

EDP 2-5 Recognize the importance of home-based businesses as a source of new business development.

EDP 2-6 Encourage and incentivize

employment recruitment, expansion, and retention for businesses that provide living wage jobs.

EDP 2-7 Encourage businesses and recreational activities that promote tourism.

EDP 2-8 Conduct a business equity analysis to understand historic reasons for displacement and closure of local businesses and an economic racial equity analysis to understand the specific economic disparities impacting disadvantaged or underrepresented communities. by:

- Working with underrepresented groups within the city to develop supportive programs that encourage small business development.
- Developing a business equity strategy to develop policies that address small business and marginalized community displacement.

EDP 2-9 Collaborate with Snohomish County on appropriate strategies to reduce barriers to business development or economic security based on the results of the equity and economic racial equity analysis.

EDP 2-10 Support development and networking of women and minorities in business and encourage such businesses to apply for certification from the Washington State Office of Minority and Women's Business Enterprises.

EDP 2-11 Support Washington State legislative policies that move people towards a livable wage to reduce economic disparities among workers that are vital to community resiliency.

EDP 2-12 Improve opportunities to locate childcare facilities or after school care programs that support the workforce within the community.



“The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.”

-PUGET SOUND REGIONAL COUNCIL
VISION 2050

Right: Stanwood Spring, Photo by Ian Gleadle

Addressing these regional challenges is no easy task and requires cross-jurisdictional cooperation on a regional level to develop an equitable landscape for economic growth. There are three primary strategies that PSRC utilizes to address current economic challenges that the City must plan for:

1. Expanding Economic Opportunities
2. Becoming a Global Competitor
3. Sustaining Quality of Life

These three strategic directions were developed with the input from municipalities and agencies, field professionals, and input from community engagement. Strategic directions are broken down into multiple goals and policies designed to guide municipalities to expanding economic opportunities within their communities while addressing regional economic concerns. The goals include:



EXPANDING ECONOMIC OPPORTUNITIES

- Expand equity focus throughout economic development efforts.
- Expand the region’s childcare ecosystem.
- Expand support for small and medium sized businesses and businesses owned by marginalized communities.
- Advance economic development within small cities and rural communities.
- Encourage economic growth across all parts of the region.
- Provide adequate support for pre-K through 12 education systems that serve all students.
- Coordinate and expand programs in higher education and training to address workforce gaps and advance economic opportunity for all.
- Embrace, celebrate, and promote the diversity of the region’s people.



BECOMING A GLOBAL COMPETITOR

- Strengthen the region’s regulatory and industry competitiveness framework.
- Build resiliency into the region’s export-focused industries.
- Sustain and evolve the conditions necessary for innovation.
- Strengthen and coordinate recruitment, retention, and investment efforts.
- Support and promote international trade and tourism.
- Preserve, protect, and support ports, industrial lands, military installations, and maritime sites.
- Build up and sustain ports and other infrastructure to support trade, logistics, and freight mobility.
- Sustain and grow commercial air travel connections domestically and globally.



SUSTAINING QUALITY OF LIFE

- Q1: Focus new growth in urban areas, regional centers, and cities.
- Q2: Ensure a diversity of housing stock that is affordable and connected to jobs.
- Q3: Improve the region’s transportation system.
- Q4: Preserve, enhance, and improve the region’s environmentally critical lands.
- Q5: Ensure the region is a healthy place to live, work, and place for all residents.
- Q6: Protect the global environment.
- Q7: Build resiliency into, and increase access to, the region’s arts, culture, and tourism industries.

Left: Downtown Stanwood, Photo by Unknown
Center: Dance Project NW Ribbon Cutting, Photo by Heic
Right: Farmers Market, Photo by Unknown





EDG 3

EDG-3 Develop strong community partnerships.

EDP-3 POLICIES

EDP 3-1 Encourage public and private partnerships to sponsor and promote public improvement programs, community events, and support implementation of the Downtown Beautification Action Plan.

EDP 3-2 Support expansion of education programs to enhance the local workforce by coordinating with regional organizations, institutions, businesses, and stakeholders to develop a higher education and employment resource network.

EDP 3-3 Collaborate with nearby tribes to identify culturally significant sites (fishing, hunting, gathering grounds, etc.) that shall be preserved and celebrated.

ECONOMIC STRENGTHS & OPPORTUNITIES

Each community has unique characteristics that establish a community identity and strengthens the economy. Stanwood is an emerging economic power at the nexus of major transportation routes and Snohomish, Island, and Skagit Counties with numerous strengths and opportunities that set the city apart from others in the region.

TWIN CITY MILE

Stanwood's Twin City Mile project is a culmination of a number of previously adopted plans aiming to revitalize and unify the City's Downtown and Uptown districts. The downtown business district's purpose is to be a vibrant and sustainable downtown that celebrates the "historic" and "small town" nature of Stanwood while also enhancing the downtown corridor to better connect to the uptown district. The uptown district is intended to be a functionally efficient, consolidated, compact main street than downtown, with more dense retail and shopping uses than downtown.

The Twin City Mile project would connect City Hall to the Stanwood Transit Station with enhanced streetscapes with wider sidewalks, engaging storefronts, and usable urban park spaces. Connecting downtown and uptown is an opportunity to create a unified, visually appealing, pedestrian friendly environment that attracts visitors and supports a healthy economy.



Movies in the Park, Photo by Heic

RECREATIONAL OPPORTUNITIES

The city has access to numerous of recreational opportunities that residents and visitors can enjoy, such as parks, hiking trails, or fishing. Stanwood's three parks, Church Creek Park, Heritage Park, and Lions Park, feature amenities such as picnic areas, playgrounds, ball fields, and dog parks. Heritage Park has a bird and wildlife sanctuary and a skate park while Church Creek Park has an 18-hole disc golf and movies in the park. Another park, Hamilton Park, is preparing for redevelopment that will support more opportunities for motorized and non-motorized boaters to enjoy the scenic Stillaguamish River. Similarly, Stanwood's newest park, Ovenell Park, also features access to the Stillaguamish River, a community event space, and walking trails.

Stanwood's walking trails include Church Creek Park Walking Trail, Heritage Park Walking Path, Lindstrom Walking Path, and the Port Susan Trail. The Port Susan Trail is in development but would ultimately be a 5-mile loop trail network that provides walkable and bikeable opportunities within the city's limits.

South of Stanwood is the Skagit Wildlife Area and Port Susan Bay Preserve which is are ecologically rich ecosystems with mudflats, marshes, and tidally influenced channels that support fishing, clamming, and birdwatching. Northeast of the City is the Mt. Baker-Snoqualmie National Forest which supports more outdoor activities such as camping, hiking, snow sports, and hunting.

AGROTOURISM

The City of Stanwood is located in an agriculturally rich area near the Stillaguamish River and Puget Sound fostering the development and retention of working farms, wineries, orchards, and festivals. Over the last thirty years, the area in and around Stanwood has moved from a rural to suburban community putting economic pressure on local farms. Local agricultural uses, such as Ovenell Dairy Farm, have slowly been converted to other uses, for example. To preserve valuable open space, the City has purchased land with the intention of protecting it from future development. This ensures that farmlands can continue to surround the city limits, growth and development

are focused within the city, and both areas benefit from proximity to each other. Farmers benefit from a strong local demand in their products, and the community benefits from locally produced goods and the natural beauty of the land.

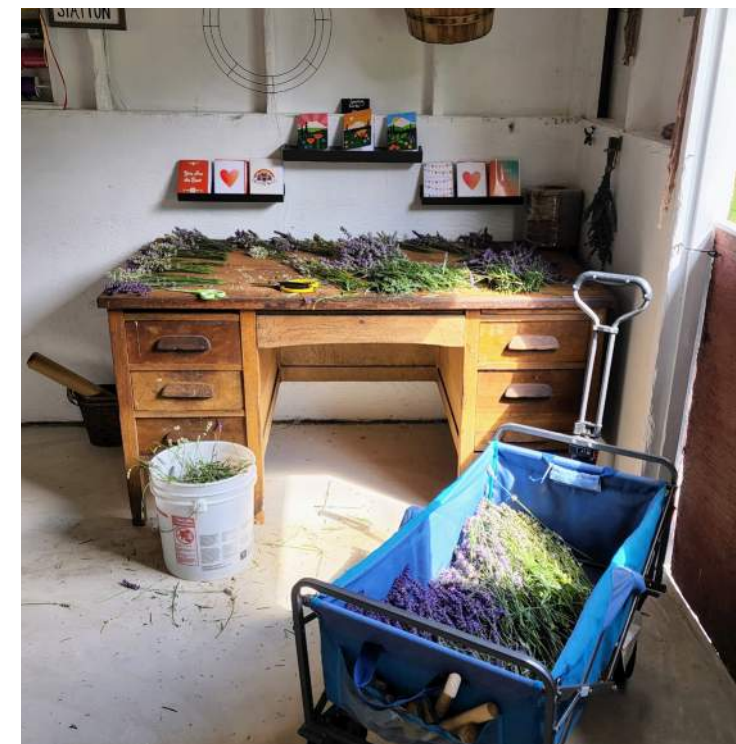
"Agriculture can be an important component in the incubation of a creative economy."

- 2013 SUSTAINABLE DESIGN ACTION TEAM REPORT

Agritourism is defined as any business conducted by a farmer for the enjoyment or education of the public, to promote the products of the farm and to generate additional farm income. Agritourism takes many forms in Stanwood, such as the summertime farmers markets, pickers markets, agricultural festivals, and wineries.

The *Economic Development Action Plan* emphasizes that Stanwood will benefit from maintaining and supporting local agricultural businesses that attract tourism. Farmers diversify their income, increase revenues, and enhance the year-round viability of their operations. Additionally, farmers can utilize economic incentives to

preserve agricultural lands, such as Washington Agricultural and Farming Program tax breaks or the Snohomish County Transfer of Development Rights (TDR) program. Investing in the community's farmers and agritourism enhance the appeal and demand for local products, foster regional marketing efforts and create value-added and direct-marketing opportunities that may stimulate economic activity in Stanwood and spread the benefits to other communities in the county.



Our Legacy Fields, Stanwood, Photo by Lisa Fugate





ARTS COMMUNITY: PARTNERSHIP WITH STANWOOD-CAMANO ARTS ADVOCACY (SCAAC)

The arts community is a supported industry within Stanwood with numerous galleries successfully operating, such as the Cassera Gallery and the Stanwood House and Art Center. Stanwood’s arts community is supported by an active community guild fostering the next generation of artists, tourism, and local events. The Stanwood Camano Island Arts Guild is a non-profit organization that cultivates art appreciation and promotion through art events, workshops, and educational classes. The organization’s intent is the provide art training, support artists, and strengthen community ties between artists and businesses. The City participates in the Stanwood Camano Arts Festivals celebrating Mother’s Day and the Summer Solstice. Local artists and vendors are invited to this event and profits made are donated to local organizations like artist guilds, the police and fire departments, or scholarships to young artists in high school.

Left: For Spring & Summer Flags in Downtown Stanwood, Photo by Tasha Smith

EDG 4

EDG-4 Support and promote the arts within the greater Stanwood community region.

EDP-4 POLICIES

EDP 4-1 Collaborate with private and non-profit organizations to identify and support funding opportunities for arts and cultural institutions, programming, and education that increase access to and participation in the arts.

EDP 4-2 Adopt a strategic plan to protect, enhance, and expand the community’s arts and cultural resources and strengthen creative industries.

EDP 4-3 Provide financial or logistical support to local arts, festivals, performances, or cultural tourism.

SKANDA CULTURE

Stanwood has a Scandinavian history that can be observed throughout the city, such as the city’s welcome sign, the Toftezen Memorial along Pioneer Highway, and in the architectural details of older buildings of the downtown district, such as *Viking Village* or the *Norway Hall of Stanwood*. The community remembers that Scandinavian settlers arrived in the 1870’s to support the lumber and rail industries. As early as the settlers arrived, they formed the *Scandinavian Society* to organize events and celebrations around Norwegian culture and holidays. The annual *Lutefisk³ Dinner*, a dinner to celebrate Scandinavian roots, still occurs at Stanwood High School.

Scandinavian organizations and businesses still operate within Stanwood and iterate the key roles the immigrant community played in it’s early history. The *Fritjov Lodge* is 122-year-old organization founded in 1910 that promotes and preserves the Norwegian history and culture in the city. The *Fritjov Lodge* organizes cooking classes, holiday markets, and events that celebrate the community’s heritage.

The Floyd Norgaard Cultural Center, originally known as the Stanwood Fraternal I.O.O.F. Public Hall, was built in 1902 to host meetings of the *Fritjov Lodge*. The structure was purchased by the Stanwood Area Historical Society and the Norgaard family to save the landmark and utilize it as a community center for music, theater, arts, and culture and preserve the site’s Skanda history. Stanwood is also home to a number of

WHERE WE’RE GOING: ECONOMIC DEVELOPMENT



other buildings within the National Registry of Historic Sites, such as the Town Hall, City Hall, S.A. Thompson House, and D.O. Pearson House.

INTERCONNECTED COMMUNITY

Stanwood has an ideal location at the intersection of Snohomish, Island, and Skagit Counties stimulating the city’s economy with a wide range of users. The city plays an urban role in the region by providing employment, retail, and tourism opportunities. There is relatively low economic competition in the immediate vicinity which can

advance Stanwood’s position as a regional retail center with a variety of shopping or employment opportunities. Stanwood is accessible to nearby cities and pass-by visitors along State Route 532 and Pioneer Highway, however it does not operate as a “one-stop” shop for Interstate 5 users. Locals to Snohomish, Island, and Skagit Counties are more likely to travel to Stanwood for shopping than I-5 drivers are, who would need to drive approximately 4 miles west to get goods and services typically available immediately next to the highway.

EDG 5

EDG-5 Encourage economic development activities which respect the natural environment and take into consideration the area’s natural resources, public services, and facilities.

EDP-5 POLICIES

EDP 5-1 Support businesses that support outdoor recreation and ecotourism by building on the natural amenities present in the community.

EDP 5-2 Consider service and infrastructure implications during business recruitment and address those needs in the Capital Improvement Plan.

EDP 5-3 Balance the continued need to protect the natural, culturally significant, and historic features of property with future growth and development.

EDP 5-4 Work with businesses, the public, and non-profit representatives to develop environmentally sustainable policies addressing climate change and implementable development incentives.



INCENTIVES FOR ECONOMIC GROWTH

Three key planning documents have been developed by the City between 2010 and 2020 to enhance economic development opportunities and improve the quality of life within the city: the 2010 Economic Development Action Plan, 2015 Downtown Subarea Plan, and the 2020 City Beautification Action Plan.

2010 ECONOMIC DEVELOPMENT

ACTION PLAN

The successful implementation of the *2010 Economic Development Action Plan* (2010 Plan) would result in many benefits for the residents of Stanwood. It would result in satisfying the vision and policies laid on in the City's Comprehensive Plan of establishing quality development while retaining valued key assets, such as a small-town character, high quality of life, and a beautiful natural setting.

The plan's vision is to strengthen Stanwood's vitality and identity as the "city center" of the Snohomish, Island, and Skagit regions by capturing a greater share of spending and bringing more wealth into the community by supporting existing businesses, creating additional local shopping, and increased employment opportunities for residents. New local shopping and employment opportunities supports our community by increasing accessibility to goods and services, reducing impacts on roadways, and establishes Stanwood as a business supportive environment. Retaining

local and encouraging new businesses results in a robust and diverse tax base that supports population growth and infrastructure demands. The ultimate goal of the plan is to create a self sufficient and sustainable Stanwood; one in which residents of all incomes can afford to live and work in the City, accessibility to goods and services, and a diversity of wages. There are 12 key strategies the 2010 Plan outlined to achieving the City's economic vision:

EDUCATION PROGRAM

The City, Community Partners, residents, and business owners must understand the Vision and economic development goals in order to support and implement it.

DEVELOPMENT SERVICES PROGRAM

Stanwood needs to work collaboratively potential investors to facilitate new investment of businesses and services.

ZONING AND DEVELOPMENT STANDARDS WORK PROGRAM

Zoning, development regulations, and permitting process determine the city's economic outcomes. Evaluating the zoning and development standards is critical to determine if there is prohibitive language creating a barrier for economic and business development.

HISTORIC RESOURCES PROGRAM

Stanwood's historic features and structures are an asset that should be preserved and enhanced to create a unique community character that draws pass by visitors into the city and enhances the city's identity.

ECONOMIC DEVELOPMENT DIRECT SUPPORT PROGRAM

City programs and actions can provide economic support for desired projects and facilitate private investment in targeted areas. The City can encourage investment by timing planned and budgeted capital improvements to coincide with development activity.

EDG 6

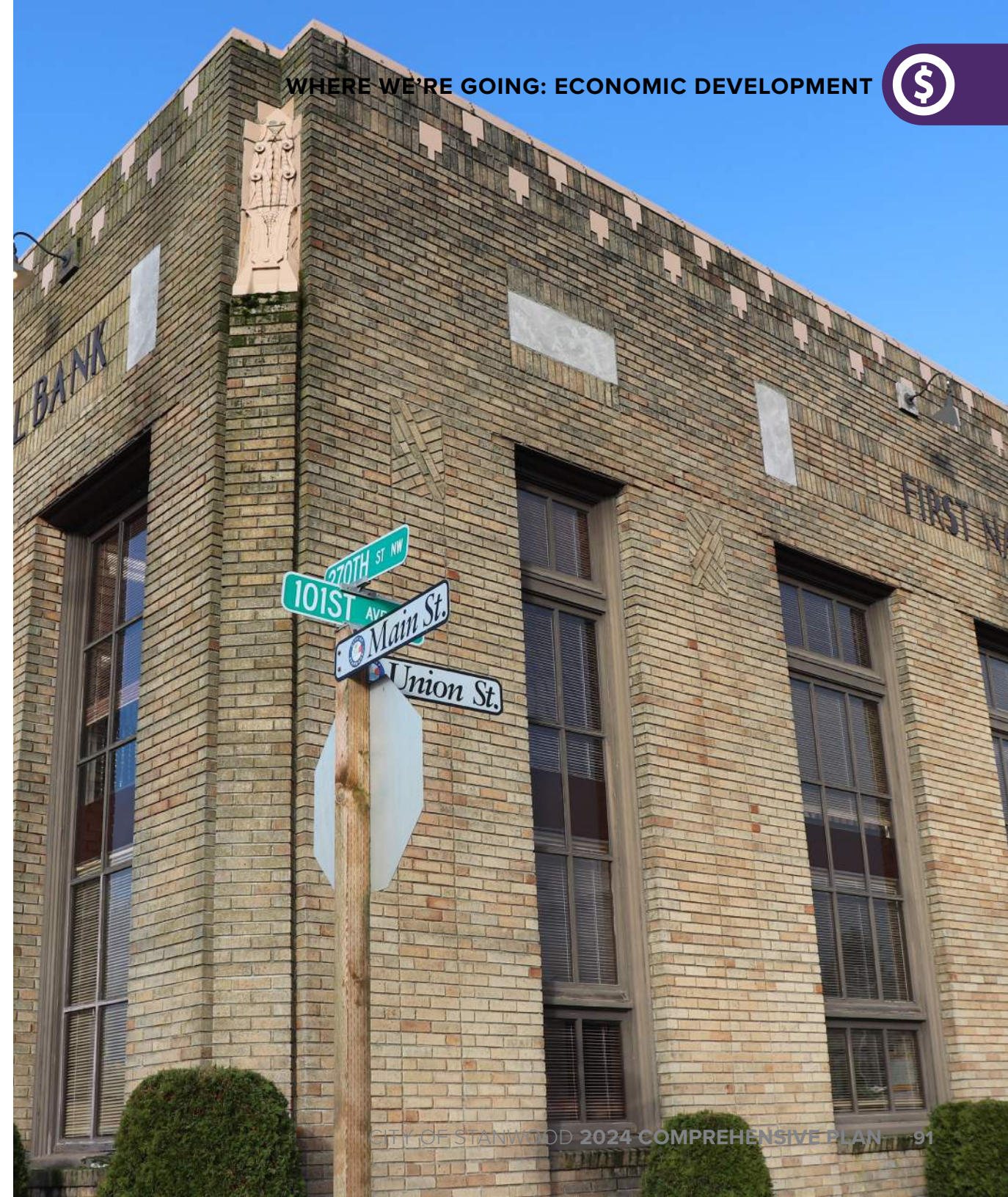
EDG-6 Ensure equitable and efficient licensing and permitting procedures.

EDP-6 POLICIES

EDP 6-1 Ensure that City licensing and permitting procedures and development regulations are coherent, fair, equitable and expeditious.

EDP 6-2 Coordinate with other government entities to eliminate duplication of efforts where specialized industry requirements call for the inspection by government agencies.

Right: West Downtown Stanwood: First National Bank Building, Photo by Krista Hintz





EDG 7

Strengthen Stanwood's concentration of "green" businesses and its reputation as an environmentally friendly community.

EDP-7 POLICIES

EDP 7-1 Engage in business recruitment efforts that serve the agricultural, cottage, and food-service industry.

EDP 7-2 Develop relationships with potential partners in the emerging clean technology sector.

EDP 7-3 Preserve farmland around Stanwood and enhance agricultural economic activity in the region.

EDP 7-4 Continue to support local farmer's market that specializes in local food products.

EDP 7-5 Develop a climate change action plan and sustainability strategy to reduce waste consumption and encourage environmentally sound practices as the city and among local residents and businesses.

EDP 7-6 Use new public facilities as demonstration projects as sustainable building practices and to support the market for locally produced clean technologies and other products.

EDP 7-7 Encourage all businesses to promote socially and environmentally responsible practices into their operations.

EDP 7-8 Identify restrictive municipal codes that may prevent development of emerging industries, technologies, and services that promote environmental sustainability, especially addressing climate change and resilience from entering the city.

Left: Ribbon Cutting of Pat's Thai Shabu, Photo by Heic

DOWNTOWN REVITALIZATION PROGRAM

Downtown Stanwood is an opportunity to create a centerpiece of the community that can be transformed into a "main street" environment that supports infill development, community enjoyment, civic pride, and tourism.

UPTOWN PROGRAM

Support continued investment in the Uptown economic center which provides services to nearby residential units. Major focus areas include maintaining public facilities, improving the visual appearance of the corridor, and improving non-motorized transportation routes.

SUSTAINABLE DEVELOPMENT PROGRAM

Stanwood is surrounded by vast open spaces and recreational opportunities. Supporting "green" or sustainable businesses that grow the city's economy and support the environmental conservation/preservation builds the city's reputation as being environmentally conscious.

BUSINESS RETENTION PROGRAM

It is critical to support local or existing businesses within the city to protect the base economy and employment base. Stanwood works collaboratively with local business to ensure existing economic needs are understood.

BUSINESS RECRUITMENT PROGRAM

Stanwood needs to communicate with community and business leaders to help attract new businesses into the community. As the city's population grows, the economy needs to adapt with changing market conditions and community needs.

COMMUNITY MARKETING PROGRAM

A recognizable identity can change how residents and adjacent communities perceive the city as a place to live and do business. Attractiveness and visual consistency should reflect the community's history, demographics, and built environment while elevating its history, art, and culture.

TOURISM PROGRAM

Tourism can increase the visibility of the city in the Puget Sound region and bring more pass by visitors to Stanwood supporting a tourism industry. Stanwood is located in the heart of a recreation rich area encouraging supportive traveler services such as restaurants, hotels, and small businesses.





2015

Downtown Subarea Plan

The *Downtown Subarea Plan* outlines the goals and policies to achieve the City's vision for the Downtown District as well as satisfy the goals laid out in the Comprehensive Plan. This plan identifies Downtown as the heart of Stanwood, providing commercial, recreational, and civic activities and a variety of gathering spaces such as community parks, waterfronts, and trails. The successful implementation of this plan would result in the preservation of Historic Downtown East Stanwood and West Stanwood, consistent development reflecting Stanwood's historic character, create a unifying Downtown District, and provide support for the downtown area with infrastructure and amenities. All these efforts would help to achieve the goal of increasing economic development in Stanwood.

2020

City Beautification Action Plan

In pursuit of achieving the goals set out by the Comprehensive Plan and the *Downtown Subarea Plan*, the 2020 *City Beautification Action Plan*⁴ was adopted. The Beautification Plan is a 20-year investment program aiming to not only celebrate the beauty and history of the city, but elevates the design aesthetic and infrastructure to support businesses, quality of life, and placemaking initiatives. Successful implementation of the City Beautification Plan would result in six completed projects addressing the community's desire to preserve its historic, rural, small-town character while still providing urban level of services to its citizens:

1. Gateway Signage and Landscaping

Update the City's signage into at "gateways", or major roads entering the City, based off of the historic "Velkommen" sign and a connection to the Snow Goose way-finding signage. Signage is proposed along SR 532 and Pioneer Highway; distinctive native landscaping will surround the base of each sign.

2. Main Street Revitalization

Enhance the attractiveness of the Downtown District by developing a "Main Street" aesthetic through the installation of street trees, benches, seating areas, street trees, flower baskets or flowerpots; painting murals which depict local history or community character; installing mini library boxes; installing



Stanwood Main Street Sign, Photo by Ian Gleadle

etched rocks; hanging seasonal banners, or other similar public improvements which enhance the visual appearance of the street scape. Project includes reconfiguration is 271st Street to have a "human" focus and be oriented towards pedestrians through wide sidewalks, plaza areas, and parks. The intent of revitalization is connecting business districts to outdoor event areas and housing units, creating a harmonious, "main street" style Downtown District.

3. Downtown Gateway

Unique features should be used to signify that people are about to enter Stanwood's historic Downtown District to distinguish the district from other areas of the city. A gateway design is being considered by the city and could include arches, art sculptures, or other entry concepts.

4. SR 532 Beautification

SR 532 is the main road connecting residents to each end of town and portrays the first impression of the City to tourists coming into town. Envisioned beautification efforts include: colorful street trees at key nodes / intersections, street trees or colorful shrubbery in the landscape islands / parkways sections of SR 532, and/or light pole banners.

5. Wayfinding Signage

Supportive signage guiding residents and visitors throughout the city to key attractions, parks, and businesses is critical to supporting a tourism industry. Wayfinding signage exists in the city and is being expanded to the Uptown District. A benefit to wayfinding signage is being able to utilize it for festival or event advertising in key location in the city. Beautification of wayfinding signage will include landscaping, trees and art that is appropriate for the various wayfinding signage options.

6. Public Art

Create a partnership with the Stanwood – Camano Arts Advocacy Commission to promote public art in Stanwood.



EDG 8

Enhance the City's historic Downtown District.

EDP-8 POLICIES

EDP 8-1 Using the adopted Economic Development Plan, Downtown Master Plan, Stanwood Destiny by Design and the Downtown Beautification Action Plan as guidelines, implement the City's economic development vision and strategies.

EDP 8-2 Pursue economic development grants for projects creating jobs.

EDP 8-3 Adopt city codes that require desired improvements such as street planters, façade and sidewalk improvements.

EDP 8-4 Seek opportunities to use public facilities, parks, and open spaces to attract users into the downtown and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying downtown's character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure. [Combined Old EDP Policies 8.8 and 8.9]

EDP 8-5 Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station.

EDP 8-6 Encourage residential development within walking distance (up to a ½ mile) of the downtown commercial area.

EDP 8-7 Ensure new and infill developments adhere to the design guidelines adopted in the City's long-range plans, including but not limited to the Economic Development Plan, Downtown Master Plan, Destiny by Design Plan and City Beautification Action Plan.

EDP 8-8 Revitalize the downtown and uptown districts to have a healthy diversity of uses including mixed use residential, civic, and local businesses that tied together through thoughtful, uniform urban design.



EDG 9

Commercial development should be designed to encourage pedestrian mobility for shopping.

EDP-9 POLICIES

EDP 9-1 Provide public or private parking that is convenient with safe pedestrian access to entries.

EDP 9-2 Within Commercial Centers, support amenities such as convenient and safe parking, weather protection and public spaces to improve conveniences for shoppers and business owners.

Left: Stanwood Amtrak Station, Photo by Unknown



STANWOOD'S BUSINESS LANDSCAPE

The City of Stanwood is the urban commercial center for residents of Stanwood, Camano Island, and the rural Skagit and Stillaguamish river valleys in Skagit and Snohomish Counties. Residents and businesses in and around Stanwood consider themselves part of the Stanwood community. The planning area of Stanwood can be divided into two main economic sub-areas: the Downtown District and the Uptown District. Downtown is the heart of the city and incorporates the area west of the Amtrak Railroad, runs along SR 532, and is just north of the Stillaguamish River. Uptown is the Stanwood Towne Center area bordered by SR 532, Port Susan Middle School, Twin City Elementary, and the city limit to the east.

Downtown and Uptown are the primary commercial hubs in Stanwood. Together, the hubs form the *Twin City Mile*, which is the primary economic planning area that the city has focused on improving the connectivity of visually and physically. The intent of the project is to improve the 271st Street corridor linking City Hall and the future site of 271st Street Park just south of Lions Park. This brings the two distinctive economic cores of the city together with functional, attractive, and human scaled urban designs and streetscapes. There are five key elements that define the Twin City Mile vision:

1. **Create Pedestrian Friendly Streets**
2. **Actively Engage Storefronts with Walkable Sidewalks**
3. **Encourage the Use of Streets for Community Events and Festivals**
4. **Create Usable Urban Park Spaces**
5. **Promote Buying Local**



Map of Twin City Mile connecting the Downtown area



CONCLUSION

Over the last 20 years, Stanwood has developed several plans aimed at achieving its economic goals. There is a clear vision for how the community wants to shift its economy, but what will success look like? Stanwood's successful implementation of the *Economic Development* element would take the form of developing a well-rounded economy that supports local and larger businesses serving community's needs, encourages more high paying jobs, a thriving tourism economy, and an active downtown. These elements collectively create a self-sufficient economic climate in Stanwood enhancing the City's resiliency to regional, national, or global impacts to the market.

The City has developed strategies as part of the comprehensive planning process to increase a diversity of economic opportunities:

LINKING ECONOMIC DEVELOPMENT TO LAND USE, TRANSPORTATION, AND FUTURE CAPITAL FACILITIES IMPLEMENTATION

Economic analysis of the community, its employment base, how it functions, and its future growth are essential to determine the best method of maintaining the existing community strengths while addressing key gaps and accommodating anticipated growth



Stanwood Aerial, Photo by Ian Gleadle

for population, housing, and job targets. Infrastructure improvements are needed to effectively link economic opportunities to compatible zones and transit centers to ensure that Downtown and Uptown businesses have a steady stream of local and visitor support.

Proposed improvements to improve linkages are noted in the Downtown Plan, Beautification Plan, and Twin City Mile Plan, including those related to signage, trails, parks, diversity of businesses,

and capturing opportunities for visitors at recreational waterfront parks, viewing areas, kayak launching, and other agritourism activities. Additional infrastructure improvements to utilities and transportation should be considered when anticipating growth to housing or jobs and should be planned for proactively. Stanwood will continue to monitor growth and determine the appropriate installation of new infrastructure to support the change of capacity.

DIVERSIFYING THE ECONOMIC BASE IN THE COMMUNITY

A variety of businesses and employment opportunities are needed in Stanwood to create a sustainable economy and livable community. Stanwood has historically been an agricultural or commuter town which contrasts the ultimate vision for residents to succeed within the City's jurisdictional boundaries. Local businesses are the heart of the community and specifically need attention to grow and remain in Stanwood. Business development in new industries is needed to create more livable wage jobs. The city primarily has commercial, service, and industrial uses but there is a lack of professional or office level employment opportunities. Additionally, there is a lack of technological or sustainability-based jobs. Professional and office employers provide high paying jobs that can support middle class households and in turn, support local service and retail businesses.

- Equity also needs to be part of the conversation of cultivating a resilient local business community. Stanwood aims to work with marginalized groups to better understand current barriers to business development and strategize on programs to develop economic equity throughout the City. More information is needed to determine specific strategies to level

the economic playing field – and Stanwood realizes they have a role to play in rectifying historic inequities.

- The community needs to expand its retail area, provide a broader base, and build on it's strengths in recreation, arts and community events, Skanda culture, agritourism, and local service needs. A distinctive downtown business district can create additional opportunities for community events and activities that celebrate the City's strengths – farmers markets, parades, and holiday events celebrated in a beautiful downtown core emulating the unique history and character of Stanwood. Stronger visual connections and pedestrian infrastructure to downtown and the transit station supports tourism and pass by visitors. Stanwood should be a desirable place to get off the train to explore the Twin City Mile and local businesses.
- Stanwood's other strengths should continue to be enhanced, such as the arts community and agritourism. The arts program can be expanded upon and capture an opportunity with similar communities on Camano Island. These types of cottage industry tourism activities can add to the "string of pearls tourism" that occurs in this area, where people experience restaurants, small boutique shops, wineries, Arts Festival, and other events in the immediate area. Additionally, developing

agritourism activities such as demonstration farms or u-pick is a logical strength and opportunity given the City's location, natural assets, and community values. Stanwood is well positioned to serve as the launch point for tourism destinations focused on farmers who open their doors to visitors. Sharing farm culture on a personal level, bridges the gap between urban and suburban communities.



Spring & Summer Flags in Downtown Stanwood, Photo by Tasha Smith



SUSTAINABLE JOB GROWTH

Employment, particularly base industry employment, is the engine that drives a healthy economy, a strong tax base, and housing opportunities for a variety of needs. Broadening the economic base provides taxes and income stream to local businesses, funds community facilities and services such as parks, recreation, improved streets, public services, and police and fire protection. Therefore, a well-balanced economic growth plan is key to long-range planning and the vitality of the community and forecasted housing demand must be key to this economic analysis.

Adjusting the City's zones to eliminate barriers for higher income industries can provide more opportunities to creating a self-sufficient economy that supports families and residential growth. The new planned industrial zone will encourage more professional offices and require a more people to operate than industrial uses. Industrial uses take up larger swaths of land but typically employ fewer people to operate the business.

CITY BEAUTIFICATION

Aesthetically pleasing cities attract and retain businesses and encourage people to visit the downtown core. Stanwood over the next six years (to 2026) is investing in enhancing the visual appearance of downtown to create a unified city center that emulates a "main street" identity while preserving the historic character of the City. The intent is to create a rural sense of place while providing efficient urban services. Creating a more attractive downtown is intended to do more than create a place for businesses to succeed- it's also creating a pedestrian friendly environment that encourages active storefronts, busy plazas, sidewalk cafes, and supporting the shopping districts.

Downtown Stanwood should be a place that people want to be for more than shopping - but to experience what it means to be a Stanwoodian. A healthy downtown core needs to be a place where people want to leisurely spend their time.

Endnotes

Puget Sound Regional Council. (2021). Regional Economic Strategy. Retrieved from https://www.psrc.org/sites/default/files/2022-02/2022-2026_ceds_central_puget_sound_region_-_final_adopted.pdf.

Washington Child Care Collaborative Task Force . (2020). Washington State Child Care Industry Assessment. Retrieved from <https://www.commerce.wa.gov/wp-content/uploads/2020/08/Child-Care-Collaborative-Task-Force-Industry-Assessment-Report.pdf>.

Lutefisk is a Norwegian method of preparing cod. The cod is dried to firmness and soaked in lye for preserving.

City of Stanwood. (2020). (rep.). City Beautification Action Plan. Retrieved from <https://stanwoodwa.org/DocumentCenter/View/5210/City-Beautification-Action-Plan>.

*Summer Bounty Stanwood Farmer's Market,
Photo by Elaine Breckenridge*

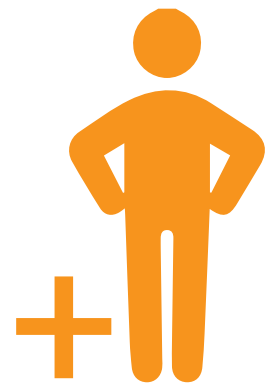




WHERE WE'RE GOING: TRANSPORTATION

CORE VALUES

-  *Sense of Community*
-  *Economic Development*
-  *Mobility*
-  *Growth*
-  *Livability*



FUTURE GROWTH

By 2044, City employment is expected to increase by 57%, and housing by 32%. Most job growth will occur in the Downtown area, while most housing growth will be in the eastern portion of the City. Forecasted capacity issues in these areas will be mitigated through roadway upgrades that serve higher traffic volumes and non-motorized travel.



REDUCE TRAFFIC

The backbone of City transportation is the street and highway system. Traffic along Pioneer Highway and SR 532 has substantially increased over the past 8 years. Certain intersections have also recently experienced higher traffic volumes than others. To reduce traffic delays, road widening/ reconstruction projects are proposed. New Downtown roads are also proposed to provide alternative routes across the railroad tracks.



IMPROVE LOS

Mobility and access are an important component of quality urban living. Most intersections of Stanwood have a high level of service standard, experiencing free and stable flows for most of the year. Three intersections along SR 532 have unstable flows and experience frequent congestion. In response, the City plans to pursue upgrading intersections through the addition of traffic circles, added turn lanes, or modifications to traffic controls.



KEY PARTNERSHIPS

Stanwood plans to continue working with Community Transit and Island Transit to improve transit services and develop an efficient transit system that supports future growth. Strategies coordinated with Snohomish County, WSDOT, and PSRC can provide alternatives for commuting residents and employees such as ridesharing, telecommuting, and flexible work schedules.



PROJECT FINANCING

The estimated capital cost of the Transportation Plan is \$110 million. Stanwood is estimated to only be able to fund less than 50% of identified projects and costs. However, strategies such as delaying improvement projects, obtaining additional grants and other agency funding, and reviewing project designs to determine whether costs can be reduced through reasonable changes, can help Stanwood



INTRODUCTION

Cities are defined and constrained by their transportation networks (i.e., highways, roads, trails, railroads and transit services) that move their residents in and around the community. A comprehensive and efficiently functioning transportation system is essential to Stanwood's long-term growth and vitality.

The Transportation Element, or also known as the Transportation Plan (the Plan), establishes the City's goals and policies for developing Stanwood's transportation system within the boundaries of the City and the *Urban Growth Area* (UGA). The Plan is based on a 2014 Study of Stanwood's existing transportation network, combined with projections of future growth and transportation needs. The Plan includes five sections:

- Community Engagement
- Inventory of Existing Transportation Facilities and Conditions
- Travel Forecasts Evaluation
- Transportation Systems Plan and Strategies

KEY TERMS

URBAN GROWTH AREA

Each city shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period. As part of this planning process, each city must include areas sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth including, as appropriate;

- Medical
- Governmental
- Institutional
- Commercial, service, and retail
- Other nonresidential use





TRANSPORTATION AND COMMUNITY VISION

Transportation Planning

The Transportation Plan establishes a flexible policy framework for making decisions consistent with the City’s vision, and describes a strategy for accomplishing the City’s vision over the 20 year planning horizon. The Plan recognizes the regional nature of the transportation system and the need for continuing interagency coordination to improve the system.

While the automobile-related transportation system needs found the core of Stanwood transportation system, the Plan addresses the development of a balanced, multi-modal transportation system for the City.

The Transportation Element and 2044 Stanwood Housing and Community Vision was informed with great consideration to the concerns and values shared by community members during the Public Engagement process. Goals and policies are also informed by community identified needs, while balancing the requirements of the State and the demands of the market. Many community members voiced concerns over the increasing traffic and congestion along major roadways, improving pedestrian safety near schools and commercial areas, and investing in sidewalk, trails, bicycle piths, and roundabout improvements for long-term community health and mobility.



LOCAL AND REGIONAL PLANNING

The 2024 Comprehensive Plan Transportation Plan is informed by a combination of local and regional regulatory requirements. These include the following:

- Growth Management Action (RCW 36.70A.070)
- Puget Sound Regional Council- VISION 2050
- Snohomish County Countywide Planning Policies
- Clean Air Conformity Act (WAC 173-430-080)
- Healthy Communities Amendment (ESSB 5186)

More information regarding regulatory requirements is found in Appendix [INSERT APPENDIX NAME]



Community Feedback

In 2023, community members identified a range of priorities for Stanwood’s transportation infrastructure. These priorities help guide the goals and policies of the Transportation Element. Identified transportation priorities are listed below:



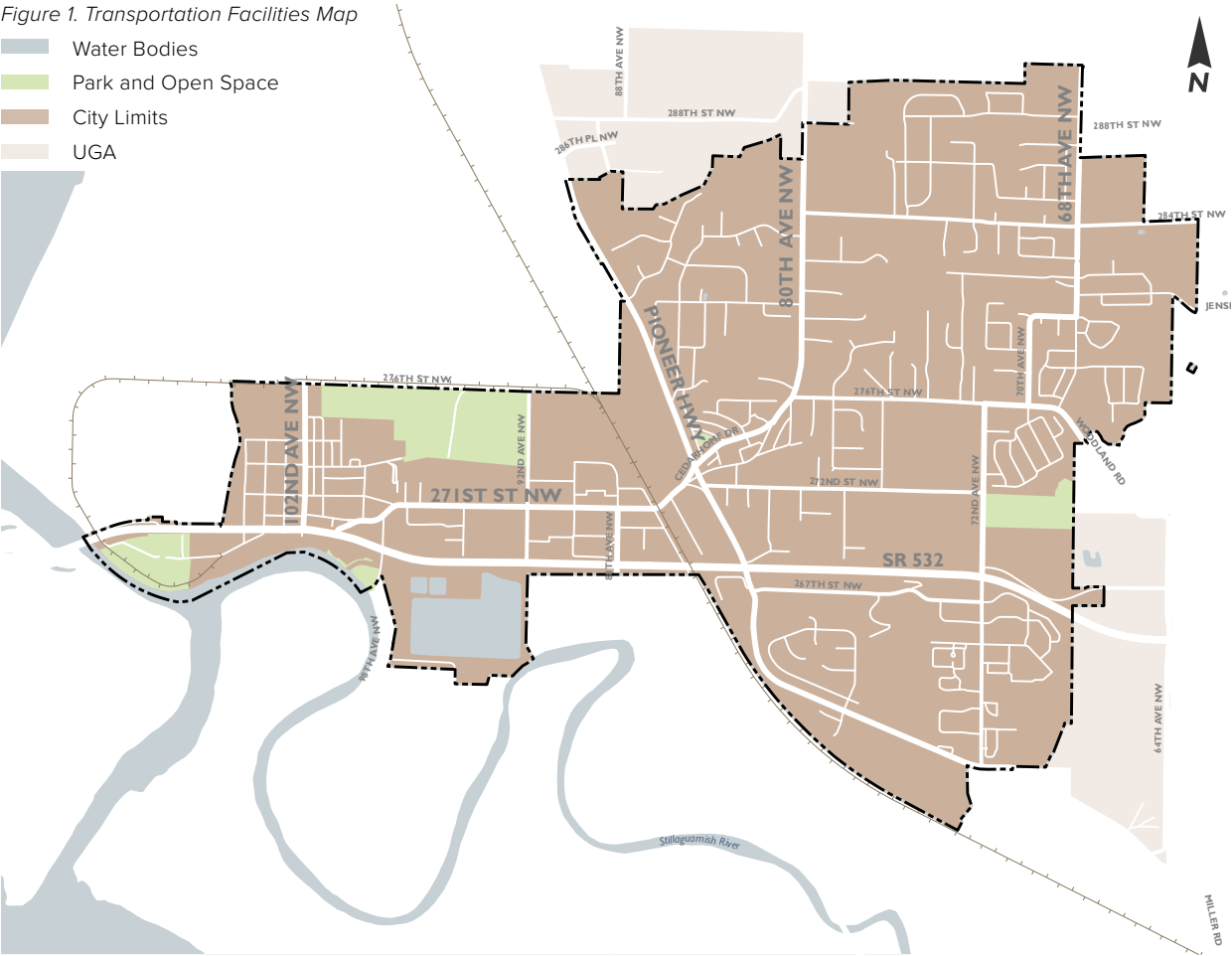


TRANSPORTATION INVENTORY: How Does Stanwood Currently Navigate the City?

Transportation facilities and services provide for travel within the City and also connect Stanwood with the rest of the region. The City's existing transportation system includes:

- State highways
- Arterials
- Collectors
- Local roads
- Pedestrian and Bicycle Facilities
- Transit Routes and Facilities.
- Rail Line (freight and passenger travel).

This section summarizes the key elements of the existing transportation system serving the City. The inventory of existing transportation facilities and conditions provides a foundation for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Plan.



ROADWAY SYSTEM

The backbone of the City's transportation system is the street and highway system. This system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function (collector, arterial, etc.) and desired level-of-service. The functional classification system provides context for identifying the transportation improvement projects needed to serve anticipated growth and meet minimum LOS standards.



This section includes street and highway system background information such as:

- Number of Travel Lanes and Existing Traffic Controls
- 2022 Traffic Volumes and Operations
- Transportation Safety Conditions
- Level of Service: Local & Regional
- Alternative Routes and Networks

The City's existing and future roadway functional classifications are discussed in TRANSPORTATION SYSTEMS PLAN: "A Strategy for Improvement and Movement" below. Non-motorized and transit facilities and services, which use the roadway system, are also described in subsequent sections.

KEY TERMS

COLLECTOR

A road that provides for traffic movement between arterial roads and local (residential) streets, and direct access to abutting properties.

ARTERIAL

Including freeways, highways, and other high-volume roads that connect urban areas, cities, and industrial/commercial centers. Typical speeds range from 50 to 70 miles per hour.

TG-1

Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods.

TP 1.1: Direct pass-through traffic to collector roads designed and classified for higher volumes of traffic. Use neighborhood traffic calming and access control to direct traffic appropriately.

TP 1.2: Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans and Disabilities Act (ADA).

TP 1.3: The City's transportation system should consist of a grid of through streets, providing a better connection from east to west and north to south.

TP 1.4: Adopt a "complete streets" ordinance based on the guidelines established by Smart Growth America and the US Department of Transportation.

TP 1.5: Work with regional transportation providers to employ emerging technological solutions to improve the safety and efficiency of the transportation system.

TP 1.6: Identify and implement strategies

to ensure the resilience and future security of the transportation system for the efficient movement of emergency responses.

TP 1.7: Update lighting standards and use lamps that assure safe and effective illumination at minimum cost and energy use.

TP 1.8: Conduct a street light evaluation study and upgrade the lighting system per the study's recommendations to ensure safe walking routes to schools and parks.

TP 1.9: Prepare a citywide ADA inventory and transition plan with an implementation strategy.



EXISTING HIGHWAYS AND STREET SYSTEM

Figures 2,3, and 4 shows the existing state highway and arterial system serving Stanwood. The City is served by several north-south and east-west routes including State Route (SR) 532.

Roadway	Number of Lanes	Speed Limit (MPH)
North-South Routes		
102nd Ave NW / Old Pacific Hwy	2	25
Pioneer Hwy	2	30-35
80th Avenue NW	2	25
68th Avenue NW	2	25
72nd Avenue NW	2-3	25
64th Avenue NW	2	35
Marine Drive	2	25

East-West Routes		
SR 532 (within city limits)	2-3	35-45
271st Street NW	2-3	25
272 Street NW	2	25
26th Street NW	2	25
300th Street NW	2	50

Figure 2. Existing Roadways Serving Stanwood (2014)

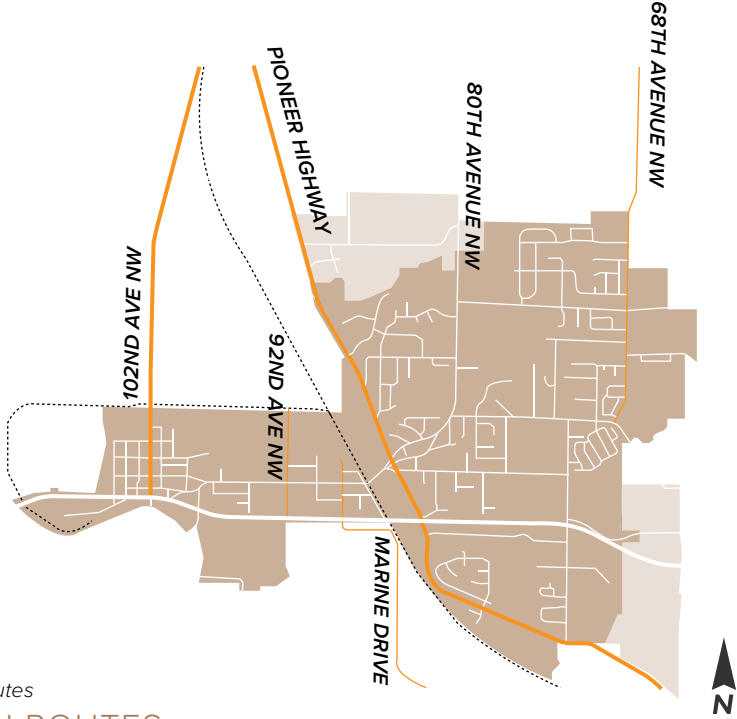


Figure 3. North South Routes

NORTH-SOUTH ROUTES

Pioneer Highway

“The primary North-South Route”

- An original farm-to-market road.
- The highway connects north to Interstate 5, just to the south of Mount Vernon.
- To the south, the highway veers east and again connects to Interstate 5 (northwest of Arlington).

102nd Avenue

“Old Pacific Highway”

- In the western half of the City, provides the only north-south connection to areas north of the City limits.

92nd Avenue NW

“Western Secondary North-South Route”

- Located between SR 532 and 276th Street NW (“Lovers Lane”).

80th Avenue NW and 68th Avenue NW

“Main North-South Thoroughfares”

- Located in eastern Stanwood.

Marine Drive

“North-South route connecting the downtown region to areas south of the City”

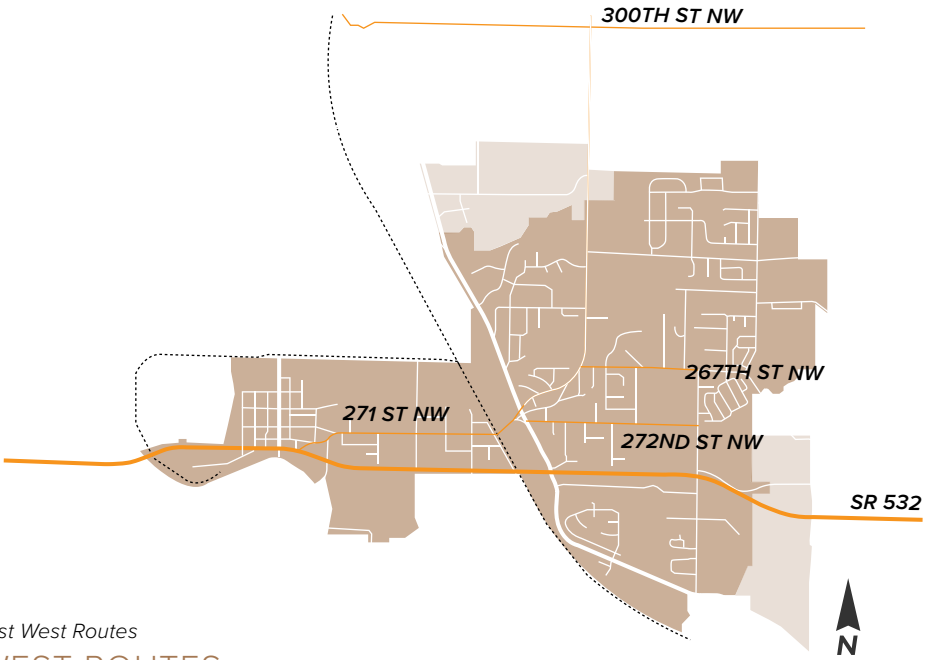


Figure 4. East West Routes

EAST-WEST ROUTES

SR 532

“10-mile Regionally Significant State Highway”

- Connects Stanwood to Interstate 5, the Puget Sound region, and destinations beyond.
- Provides the only land connection to Camano Island.

271st Street NW

“East-West route through the Historic Business District”

- North of SR 532 and west of the rail line
- Connects 104th Drive NW to Cedarhome Drive and Pioneer Highway.

272nd Street NW and 276th Street NW

“East-West connectivity north of SR 532”

- Provides connectivity east of the rail line.
- Runs between Pioneer Highway and 72nd Avenue NW.
- 276th Street NW runs between 70th and 80th Avenue NW.

300th Street NW

“Connection from Pioneer Highway to the west and Old Highway 99 North/I-5 to the east”

- 300th Street NW has a single lane in each direction and a posted speed limit of 50 mph.

KEY TERMS

REGIONALLY SIGNIFICANT STATE HIGHWAY

State transportation facilities that are not designated as being of statewide significance (also called non-HSS facilities). These routes generally have varying LOS standards than statewide significant highways.

For example, SR 532 has an LOS of D, meaning speed begins to decline with increasing volume on this road. Freedom to maneuver is further reduced, and the traffic stream has little space to absorb disruptions.





TRAFFIC VOLUMES: “A 2022 SNAPSHOT”

Traffic volumes were collected at key locations in 2022. Existing weekday PM peak hour volumes are shown in Figure 5 for selected locations in the City and surrounding study area. In 2022, traffic volumes along and at intersections of SR 532 increased more than in other areas of the City.

Major Corridors: Pioneer Highway and SR 532

Volumes along these corridors have increased by approximately 3,000 and 1,400 vehicles, respectively, over the past 8 years.

Major Intersections: Highest PM peak hour traffic volumes

- SR 532 and 102nd Avenue NW
- SR 532 and 72nd Avenue NW

Total entering traffic volume ranged from approximately 2,000 to 2,400 vehicles during the PM peak hour at these intersections.

KEY TERMS

WEEKDAY PM PEAK HOUR

Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of (1) Commuter Work Trips, (2) Shopping Trips, and (3) other day-to-day activities which result in travel between 4:00 and 6:00 pm.

The weekday PM peak hour is typically used for evaluating transportation system needs because it represents some of the highest travel activity experienced during the day.

ENTERING TRAFFIC VOLUME

Side street and mainline traffic flows.

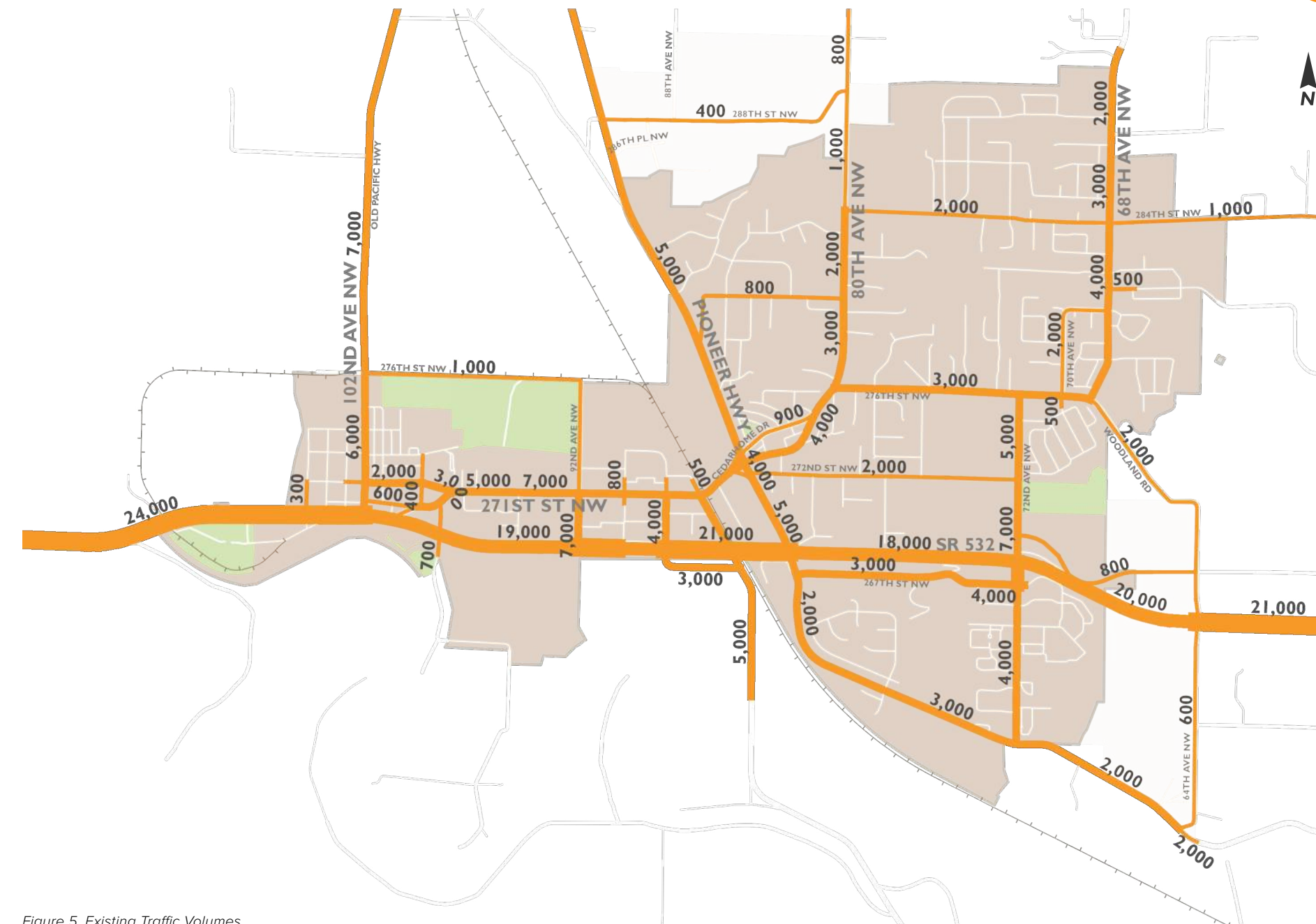


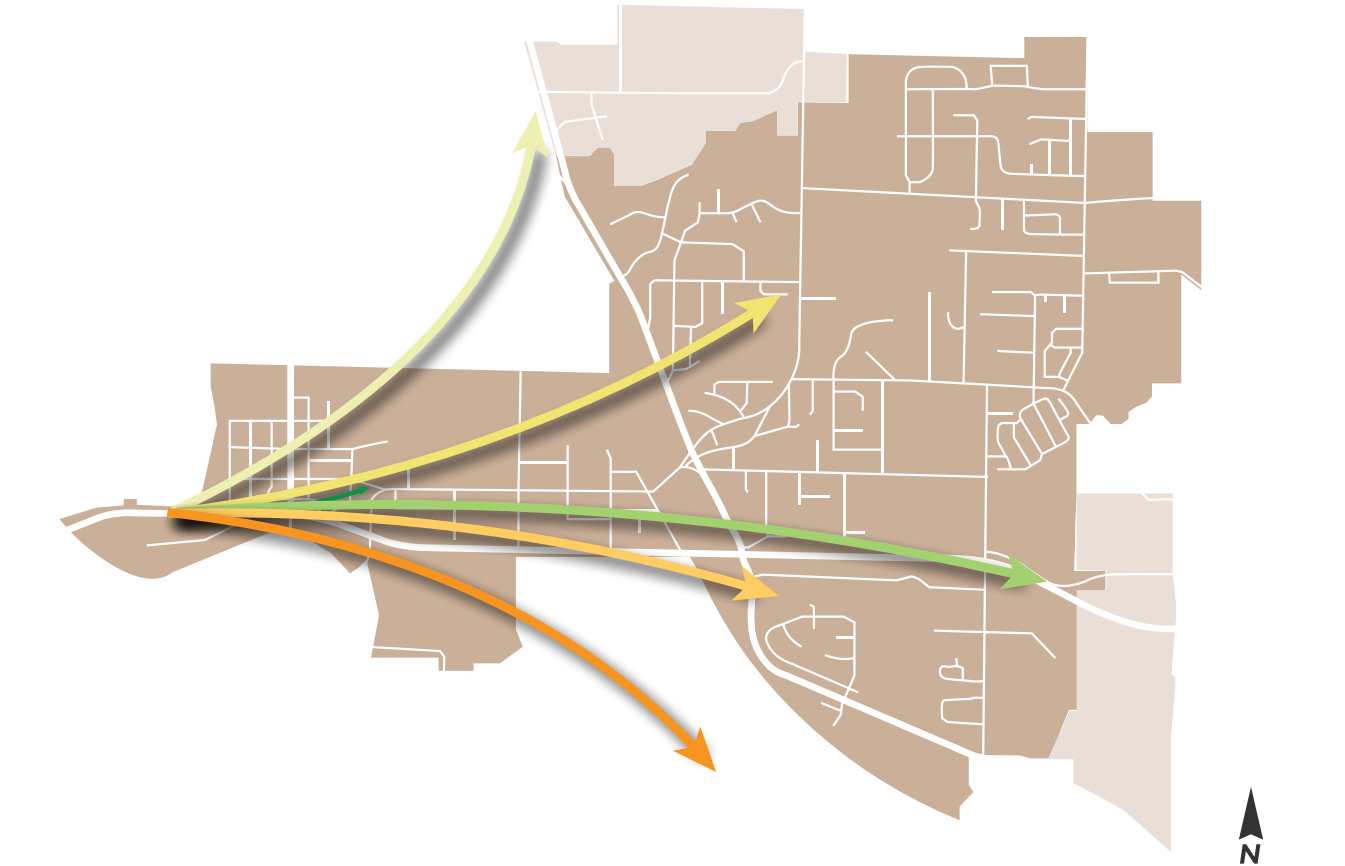
Figure 5, Existing Traffic Volumes



WHAT IS IT LIKE TO TRAVEL IN STANWOOD?

Trips along SR 532 in the eastbound direction generally head north along Old Pacific Hwy (about 20 percent) or pass completely through the City on SR 532 (approximately 28 to 35 percent). About 21 to 25 percent of eastbound trips are oriented to the western areas of Stanwood, and 22 to 24 percent to the eastern areas of the City.

In the westbound direction, trips generally stay on SR 532 to reach City areas or Camano Island beyond. Approximately 33 to 35 percent of trips travel completely through the SR 532 corridor. Another 20 percent is oriented to the western areas of the City. The bulk of westbound trips (about 40 percent) are oriented to the eastern parts of the City.



DIRECTION	Weekday Daily: 9,140	Weekend Daily: 8,195	Weekend PM Peak: 1,090
NE STANWOOD (RESIDENTIAL)	19%	19%	20%
NORTH OF STANWOOD	11%	7%	11%
DOWNTOWN	21%	22%	25%
THROUGH TRIPS	35%	37%	28%
SE STANWOOD (COMMERCIAL)	11%	9%	11%
SOUTH OF STANWOOD	3%	5%	3%

Figure 6, Eastbound Origin-Destination Traffic Volume Percentages



DIRECTION	Weekday Daily: 9,140	Weekend Daily: 8,195	Weekend PM Peak: 1,090
NE STANWOOD (RESIDENTIAL)	25%	27%	25%
NORTH OF STANWOOD	3%	3%	3%
DOWNTOWN	20%	19%	20%
THROUGH TRIPS	33%	36%	35%
SE STANWOOD (COMMERCIAL)	17%	14%	16%
SOUTH OF STANWOOD	1%	2%	1%

Figure 7, Westbound Origin-Destination Traffic Volume Percentages





STANWOOD TRAFFIC AND SAFETY

Daily traffic volumes for major roadway corridors in the City are shown in Figure 8. Historical traffic volumes collected in 2014 for corresponding locations are also shown where available. The traffic volumes shown in the table represent the approximate volumes in both directions of travel.

Location	2014 (AWDT)	2022 (AWDT)
SR 532	18,100-21,300	21,100-24,000
<i>between east and west city limits</i>		
102nd Ave NW / Old Pacific Hwy	5,100	7,000
<i>north of city limits</i>		
Pioneer Hwy	3,800	5,000
<i>north of Logan Road</i>		
80th Avenue NW	1,100	2,000
<i>south of Larson Road</i>		
68th Avenue NW	1,900	3,000
<i>north of 288th St NW</i>		

Figure 8, Average Traffic Volumes for Major Roadways

Collision records for roadways were provided by WSDOT for a five-year period from 2017 to 2021. Collision records were summarized by intersection, which have the highest concentration of conflict points and where majority of collisions occur.

Over the five years of data collected by WSDOT, 202 collisions were reported at study intersections from January 1, 2017 to December 31, 2021. No fatal collisions occurred within the study area during the five-year period.

Collision rates from the most recent five years of records available (2017 to 2021) show that two intersections within Stanwood are considered high collision locations:

267th Street NW and 72nd Avenue NW

- Rate of 1.17 Collisions Per MEV.
- The majority (69 percent) of collisions resulted in property damage only.
- Most Frequent Collision Type: Rear-end collisions.

64th Avenue NW and 268th Street NW

- Rate of 1.82 Collisions per MEV.
- Seven reported collisions, six of which resulted in property damage only.
- Most Frequent Collision Type: Angle Collision.

From (2011 to2013) to current data (2017 to 2021), some intersections have had reductions in the average number of collisions over time. The intersection of 267th Street NW/72nd Avenue NW had the largest increase between the two study periods.

Level of Service Standards

Level of Service (LOS) standards are part of the mandatory elements of the City's Comprehensive Plan as required by the Growth Management Act (GMA) (RCW 36.70A.070). In addition, climate legislation passed in 2023 requires jurisdictions to adopt level of service standards for pedestrian and bicycle facilities. The Puget Sound Regional

Council (PSRC) and the VISION 2050 Regional Transportation Plan encourage local jurisdictions to conduct the following:

- a. *Develop multi-modal transportation concurrency programs.*
- b. *Identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that operate or will operate below the established LOS standard.*

As required by the GMA, the City has reviewed its LOS standards within the context of the regional policies established by PSRC. Stanwood coordinates its LOS standards with those established by Snohomish County, especially as they apply to development within the City's designated Urban Growth Area (UGA). See figure for further discussion.

While vehicles drivers are sensitive to traffic congestion and delay experienced at traffic signals, people walking and biking are sensitive to the exposure and proximity of vehicles moving by them. Transit riders are sensitive to the accessibility of bus stops and shelters, crosswalks, ADA ramps, and street lighting.

For purposes of the 2024 Transportation Plan, the City has adopted LOS standards for all transportation facilities under its jurisdiction.

KEY TERMS

LEVEL OF SERVICE (LOS)

Measure of the quality of traffic flow and operations for vehicles. It can be described in terms such as speeds, travel times, delays, convenience, interruptions, and comfort.

The Highway Capacity Manual 6th Edition (HCM) criteria range from LOS A indicating free-flow conditions with minimal delays, to LOS F indicating extreme congestion and significant delays.

MULTIMODAL LEVEL OF SERVICE (MMLOS)

An inclusive method of measuring all major modes of transportation (pedestrian, bicycle, transit, vehicle). Multimodal measures are typically different for each mode and are sensitive to the conditions experienced by the user group.

Stanwood levels of service are measured using methodologies identified in the latest edition of the Highway Capacity Manual (HCM):

Traffic Signals, Roundabouts, and All-Way Stop Controlled Intersections – LOS D or better based on overall average delay per vehicle.

Unsignalized Two-Way Stop Controlled Intersections – LOS E or better for worst traffic movement. On a case-by-case basis, the City may allow the level of service for traffic movements from the minor streets at two-way stop controlled intersections to operate below the adopted standard, if the City determines that no significant safety or operational issues will result.

The lower LOS standard for unsignalized, two-way stop controlled intersections reflects the desire to minimize delays on the major street and through street traffic, while supporting safe and efficient operations from the minor streets.

LOS A: *Free Flow*

LOS B: *Stable Flow (slight delays)*

LOS C: *Stable Flow (acceptable delays)*

LOS D: *Approaching unstable flow (tolerable delay, occasionally wait through more than on signal before proceeding)*

LOS E: *Unstable flow (intolerable delay)*

LOS F: *Forced flow (congested and Queues fail to clear)*





LOS STANDARDS:
LOCAL SCALE

Ten intersections along SR 532 within the Stanwood City limits were studied. Figure 5 shows the 2022 PM peak hour intersection LOS and control type for each of the study intersections. Three intersections along SR 532 operate at LOS E of F. All other intersections on SR 532 operate at LOS D or better and all other intersections operate at LOS B or better, both of which meet the applicable LOS standard.

- LOS SIGNAL
- Stop
 - Signal
- LOS level
- A-C
 - D
 - E
 - F

Figure 9, Existing Intersection Traffic Operations



SR 532/103rd Drive NW

- Two-way stop-controlled intersection.
- Provides access to residential areas to the north and Saratoga Drive to the south.
- Southbound approach: LOS F with 51 seconds of delay.
- Other movements: LOS B with 14 seconds of delay or better.

SR 532/102nd Drive NW

- Two-way stop-controlled intersection.
- Provides access to the residential areas to the north.
- Southbound approach: LOS D with 25 seconds of delay, and 15 vehicles during the 2022 PM peak hour.
- Eastbound approach: LOS B with 12 seconds of delay.

SR 532/102nd Avenue NW

- Signal-controlled intersection.
- Major access to this part of the City as well as Old Pacific Highway to the north.
- Operated at LOS D in 2014, but has improved to LOS C in 2022. The improvement can be attributed to overall changes in traffic volume levels.

SR 532/270th Avenue NW

- Two-way stop-controlled intersection.
- Southbound approach: LOS C with 20 seconds of delay.
- Eastbound approach: LOS B with 10 seconds

- of delay.
- 5 left turns and 85 right turns, with vehicles queues of two vehicles or less.

SR 532/98th Avenue NW

- Provides connections between Camano Street, 270th Street NW, and 271st Street NW to the north, and Leque Road to the south.
- Stop-controlled for northbound and southbound movements.
- Operated at LOS E in 2014 and continues to operate at LOS E in 2022.

SR 532/92nd Avenue NW

- Signal-controlled intersection.
- Provides connections to 270th Street NW and 271st Street NW to the north.
- Provides access to the central portion of the downtown.
- LOS B in 2014 and degrades slightly to LOS C in 2022.

SR 532/88th Avenue NW

- Provides connections from SR 532 to 271st Street NW to the north and to 267th Street NW and Marine Drive to the south.
- LOS C in 2014 and has slightly improved to LOS B in 2022.

SR 532/Pioneer Highway

- Provides connections from SR-532 north to Conway and its access to I-5.
- To the south, Pioneer Highway travels

- southeasterly connecting with the City of Arlington.
- LOS C in 2014 and has slightly degraded to LOS D in 2022.

SR 532/72nd Avenue NW

- Provides connections to Pioneer Highway to the south and to the City's urban growth areas to the north.
- The intersection serves Stanwood High School, Twin City Elementary School, Port Susan Middle School, a major commercial development to the south, and several residential neighborhoods to the north.
- LOS C in 2014 and has slightly degraded to LOS D in 2022.

SR 532/64th Avenue NW

- Located at the eastern end of SR 532 and the City's UGA.
- Stop-controlled for northbound and southbound movements.
- LOS E in 2014 and has degraded to LOS F in 2022.



LOS STANDARDS: REGIONAL SCALE

State Highway LOS

- SR 532 is the only state highway serving Stanwood and is designated as a regionally significant state highway (non-HSS).
- Identified in the State’s Highway Systems Plan, LOS standards for state highways of regional significance are adopted by PSRC and Washington State Department of Transportation (WSDOT).
- SR 532 is a Tier 2 highway with a standard of LOS D. Tier 2 highways serve the outer urban area which represents the area outside of the 3 mile buffer around heavily traveled highways and usually fall in areas farther from transit service with fewer alternative roadways.

Snohomish County LOS

- LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed.
- In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.
- North of the City limits arterial units are defined along Old Pacific Highway, 300th Street NW east of the current UGA, and 68th Ave NW.

Island County LOS

- The current adopted LOS methodology for Island County is an intersection-based LOS standard.
- For facilities located within designated urban areas, the standard is LOS D.
- For facilities located in outlying rural areas, the standard is LOS C.
- A unique feature of Island County’s transportation concurrency program is that state law requires the County to include state highways and ferry routes as part of the County’s level of service standard.



TG-2

Maintain transportation levels of service (LOS) consistent with adopted standards and community needs.

TP 2.1: Ensure adequate transportation facilities are available concurrent with development and maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.

TP 2.2: The City has adopted the following levels of service (LOS) standards:

1.) For locally owned intersection operations based on methodologies in the latest edition of the Highway Capacity Manual (HCM):

- i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.
- ii. LOS E for two-way stop-controlled intersections.

2.) Apply Washington State Department of Transportation’s level of service standards to intersections of state highways within the Stanwood area:

- i. LOS D or better within urban areas.
- ii. LOS C or better within rural areas.
- iii. LOS C or better within rural areas.

TP 2.3: Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP 2.4: Work with Snohomish County to coordinate level of service standards for transportation infrastructure and facilities within the City’s

unincorporated Urban Growth Area for motorized and non-motorized transportation.

TP 2.5: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

TP 2.6: Work cooperatively with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and adjacent areas.

TP 2.7 Develop and adopt an implementable local bicycle and pedestrian level of service concurrency program that promote the movement of people.



FREIGHT SYSTEM

“Freight” refers to the transportation of goods from one place to another. The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021.



SR 532 (Entire Length)
102nd Ave NW / Old Pacific Hwy (North of SR 532)
Pioneer Hwy (Entire Length)
88th Ave NW (South of 271st St)
72nd Ave NW (276th St NW to Pioneer Hwy)
288th St NW (Pioneer Hwy to 80th Ave NW)
Marine Drive (Entire Length)



300th St NW (Old Pacific Hwy to 68th Ave NW)
68th Ave NW (City Limits to 300th St NW)

KEY TERMS

FGTS TONNAGE CLASSIFICATIONS

T-3

300,000 to 4,000,000 annual gross tonnage (approximately 24 to 320 trucks per day).

T-4

100,000 to 300,000 annual gross tonnage (approximately)

RAIL TRANSPORTATION

Existing rail transportation within Stanwood includes both passenger and freight services via a double-tracked line running through the City. Amtrak passenger trains serving major West coast cities including Portland, Seattle, and Vancouver B.C. stop at the Stanwood Amtrak Station four times each day, two northbound and two southbound. Two trains travel through the station between 9 and 10 a.m. (both directions) and another two trains between 8 and 9 p.m. (both directions).

The main rail line is an important international freight line, connecting Pacific coast Ports including the Port of Seattle, and major cities from Canada to Mexico. BNSF operates an average of 20 trains per day in the area but are anticipating future growth in rail operations to up to 28 trains per day by 2040.

In addition to the mainline traveling through the City, there is a minimally used spur that serves Twin City Foods and the industrial area in southwest Stanwood. This spur rail line, rarely has high volumes of rail traffic, but is periodically used for storing freight train cars west of 102nd Avenue NW.

AT-GRADE RAIL CROSSINGS

Rail lines within the City of Stanwood intersect roadways at two at-grade rail crossings. One at-grade rail crossing is located near the Stanwood Amtrak Station on the mainline between the 271st

St NW / Cedarhome Drive intersection and Marine Drive. The other at-grade crossing is along the minimally used spur track at 102nd Avenue NW and 276th Street NW, just north of the City limits.

Under existing rail volumes, there are relatively small delays to roadway traffic because trains typically pass through crossing during off-peak hours. Future increases to rail volumes could cause more congestion at these locations as crossings occur during heavy vehicle travel times, particularly at the mainline crossing near the Stanwood Amtrak Station.



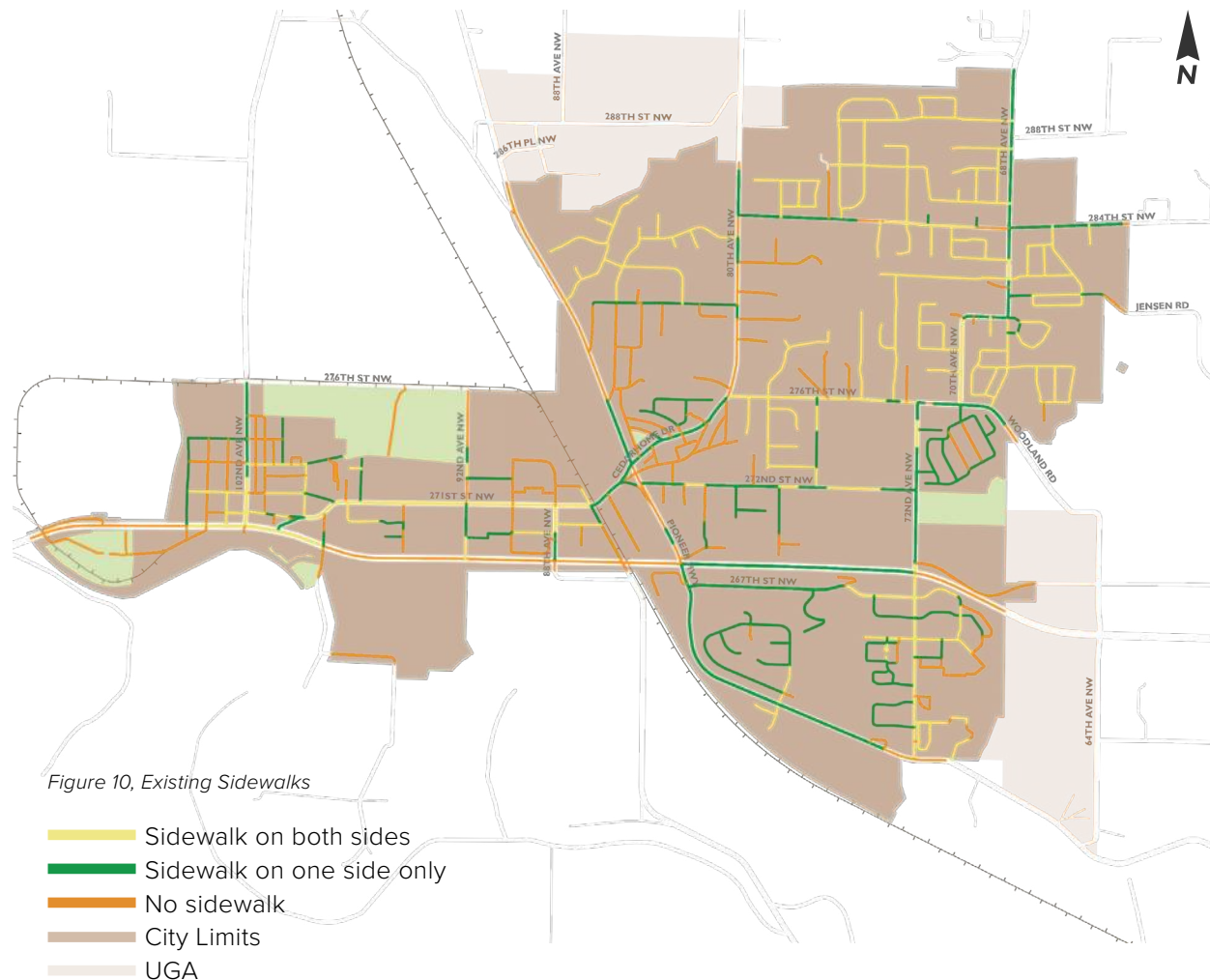


NON-MOTORIZED TRANSPORTATION SYSTEMS

The non-motorized transportation system is comprised of facilities that promote mobility without the aid of on-street motorized vehicles. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can increase the use of non-auto travel modes.

Pedestrian Facilities

Every trip begins and ends with a walk. People walk to their cars and drive somewhere where they will walk into a building or facility or they need to walk to the bus stop. The City hopes to connect more destinations with walking paths and encourage walking between trip destinations. The City encourages retail and commercial developers to design new facilities in a pedestrian friendly way. The City of Stanwood will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements and has adopted street standards that provide for a range of facilities including sidewalks, bike lanes, wider roadway shoulders, and multiuse pathways.



Bicycle Facilities

Bicycling is an important and growing mode of travel for people in the region.. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle. The City encourages the use of bicycles; endeavors to coordinate linkages between off-road and on-road bicycle facilities; considers impacts on bicycles when designing and engineering roadways; and emphasizes continuous bicycle linkages to existing facilities.

The City is interested in incorporating adjacent bicycle lanes or other design treatments, as appropriate, into roadway construction projects whenever the right-of-way is sufficient and funding can be secured. Bicycle travel through traffic circles will need to be addressed as individual projects are designed and implemented.

While no formal bicycle facilities exist within the City, according to the Snohomish County Area Bicycling and Trail Map published by Community Transit, there are multiple bicycle corridors within the City of Stanwood. Community Transit identifies two types of bicycle facilities; routes with shoulders or dedicated bike lane and routes with no shoulder.

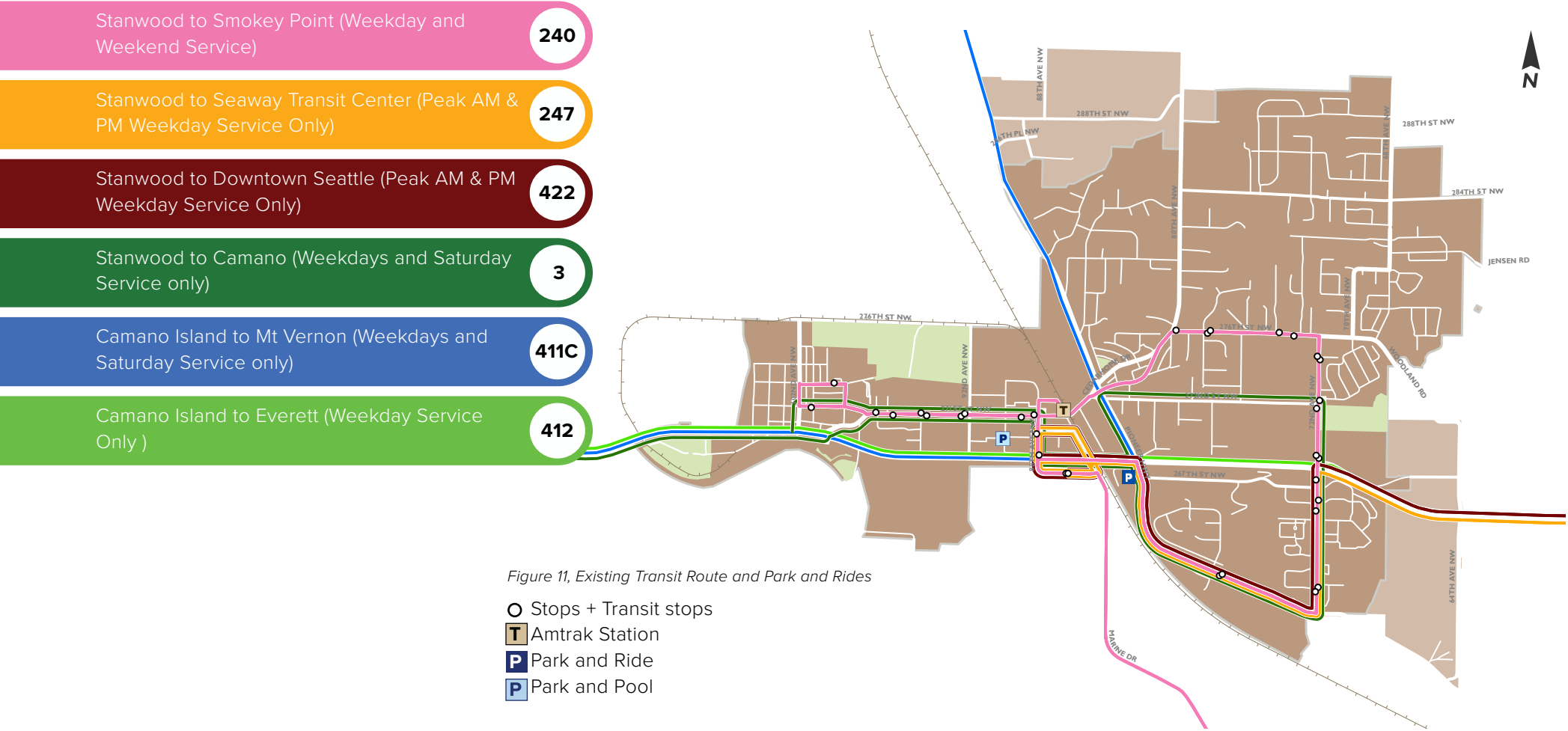




PUBLIC TRANSIT: BUS ROUTES AND NETWORKS

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with street improvements, bicycle facilities, and pedestrian facilities is critical to transit's success.

Community Transit (CT) operates three routes in and through the City of Stanwood while Island Transit operates another three routes serving Stanwood. Each route provides a vastly different service area. Some routes provide direct trips from Stanwood to Camano Island, while others provide long distance trips to



PARK-AND-RIDE AND PARK-AND-POOL LOTS

Park-and-Ride are important facilities for transit riders as they provide a location to leave personal vehicles parked for extended periods of time. This extends the range of the transit network as drivers can reach transit service via carpools or SOV trips during commutes.

As shown in Figure 8, the Stanwood area is served by one park-and-pool lot within City limits, and another two park-and-ride lots outside City limits. The park-and-pool lot inside the City is located at 90th Avenue NW and Viking Way and has 38 parking stalls which serve both Community Transit and Island Transit Routes.



Outside the City, a park and ride is located on 267th Street NW and Marine Drive and has 70 parking stalls which serve both Community Transit and Island Transit Routes. A 2012 Park-and-Ride survey found this facility is at 28 percent capacity. Additionally, this facility may not be available during significant flood events.

A second park-and-ride located outside the City limits is on the southwest corner of I-5 and SR 532. While this lot is located 3.5 miles east of the City, it provides commuters with the ability to use both the Island Transit and Community Transit routes traveling south on I-5 to destinations such as Everett and Seattle. This lot has approximately 147 parking spaces. A 2012 Park-and-Ride survey found this facility is generally at 95 percent capacity or greater. This facility also has bicycle lockers.

VANPOOL PROGRAMS

Community Transit operates a vanpool program serving commuter groups with an origin or destination in Snohomish County. The program offers support to form and operate vanpool groups. The program provides vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups for daily commuters. There are currently 8 vanpools registered on the Community Transit vanpool webpage that originate in Stanwood and travel to other areas such as Everett, Lynnwood, and Marysville.





A CALL TO ACTION: PLANNING FOR 2044 GROWTH

The Transportation Plan forecasts expected growth and associated travel issues for Stanwood by 2044. The 20-horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows.

As discussed in the Housing and Land Use Elements, Stanwood is expected to grow by a population of 10,963 people and 4,385 housing units. More residents in the community means a higher demand on the City's transportation systems. To accommodate changing transportation needs for increased daily commutes, the City has developed actions to mitigate and reduce growth related impacts, and improve availability and access to transportation routes and network.

To design an "action plan" to accommodate future growth, the City has examined existing and future land use allocations. Allocations are based the previous 2015 Comprehensive Plan information, updated to reflect the latest changes to zoning, planned and built developments, and subarea plans.





LAND USE FORECASTS

The City's travel forecasting model was built to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in households and employment. The model is useful in evaluating transportation system alternatives intended to restrict or to require specific land use actions. The land use assumptions are based on zoning present at the time the model was created.

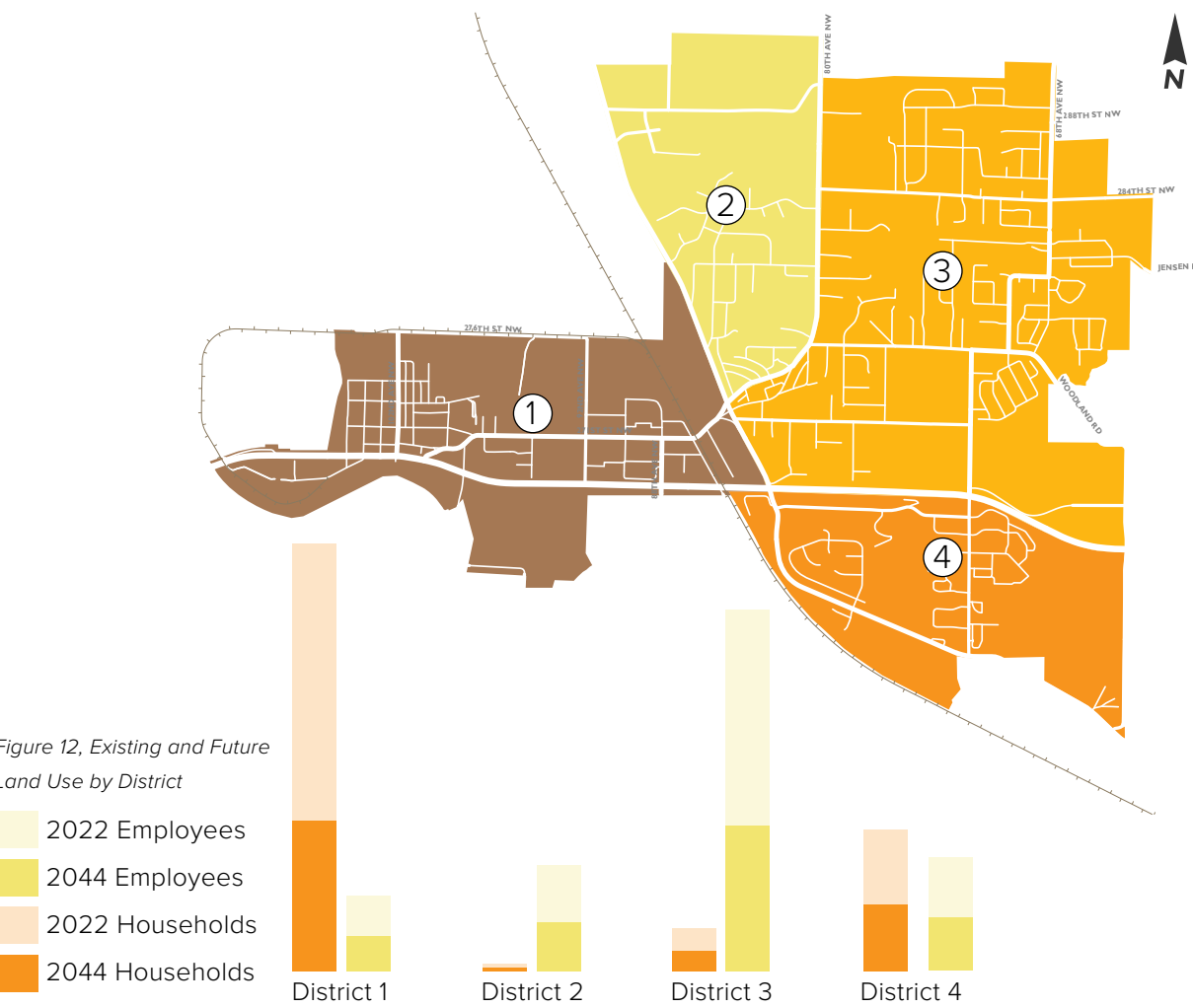
Household Growth

Figure 12 shows the projected household growth in Stanwood, which is forecast to grow by approximately 1,070 households (or 32 percent). From an annual basis, growth in the City and its UGA is forecast to average 1.3 percent per year.

As shown in Figure 12, the bulk of housing growth (nearly 77 percent of all housing growth) will be in the eastern portion of the City (east of Pioneer Highway), with the majority allocated to District 3. The other districts have about an equal share of the remaining growth allocation.

Employment Growth

Figure 12 also summarizes the forecasted growth in employment used in developing the 2035 travel forecasts. The number of jobs in Stanwood and its UGA is forecast to increase by 57 percent (approximately 1,830 employees) – from approximately 3,240 employees in 2022 to nearly 5,070 employees in 2044. The bulk of the employment growth (nearly 84 percent of all employment growth) will occur in the downtown area (District 1).



TG-8

Minimize negative environmental impacts for the benefit of the City's natural resources and the reduction of greenhouse gas emissions.

- TP 8.1: Reduce greenhouse gas emissions and pollutants from transportation activities through the electrification of the transportation system, use of cleaner fuels and vehicles, and developing of infrastructure needed to support clean fuel vehicles such as electric vehicle chargers.
- TP 8.2: Prioritize transportation projects that reduce vehicle miles traveled per capita while promoting vibrant commerce and environmental sustainability.
- TP 8.3: Promote and incentivize transportation trip reduction programs and actions to reduce air pollution and greenhouse gas emission, including but not limited to:
- a.) Land use plans and zoning for compact, higher-density, mixed use development to reduce vehicle mile traveled;
 - b.) Employer-based incentives for ridesharing, vanpooling, flextime, and telecommuting work schedules;
 - c.) Adopting policies or regulations proportionally reducing traffic impact fees or reduced parking requirements;
 - d.) Support building codes and other efforts to promote conservation efforts and the use of clean alternative energy sources, renewable energy, electric or hybrid vehicles, and electric vehicle charging stations; and
 - e.) Convert incandescent streetlights to L.E.D.
- TP 8.4: Work with local, state, and regional agencies to achieve regional goals to improve air quality, water quality, fish passage, and environmental pollution goals by minimizing and mitigating adverse impacts of transportation services on designated critical areas and resource lands.
- TP 8.5: The City should consider purchasing hybrid or electric vehicles when purchasing fleet vehicles.
- TP 8.6: Establish compact, pedestrian, transit-oriented development, and reductions to greenhouse gas emissions as metrics for prioritizing transportation investments.
- TP 8.7: Adopt and apply stormwater retrofit designs in transportation projects to provide flow control and/or treatment benefits to protect and improve fish habitat and water resources.

TG-10

Ensure and prioritize equity, inclusion, and access to opportunities in the development and maintenance of transportation systems.

- TP 10.1: Consider current and past inequities in infrastructure development when planning and programming new investments using PSRC's Opportunity Index, the Countywide Equity Index, and other regional/state guidance documents. Consider consolidating findings into a transportation equity report.
- TP 10.2: Conduct public engagement with marginalized or underrepresented communities to understand multimodal transportation needs and barriers to access.
- TP 10.3: Prioritize active transportation and transit investments in historically underserved communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations to improve affordable and convenient access to employment, education, health care, social services, recreation, and culture.
- TP 10.4: Mitigate the negative impacts of the transportation system on historically underserved communities when developing plans and programs by incorporating equity and inclusion into the Capital Improvement Plan and Transportation Improvement Plan's proposed infrastructure projects.



2044 BASELINE EVALUATION

Future Traffic Volumes

The travel forecasting model was used to convert the existing (2022) and forecast (2044) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2022 traffic counts, was used to forecast 2044 traffic volumes and travel patterns. Future daily traffic volumes are shown in Figure 13.

Future Intersection Operations

The 2044 Baseline forecast model was set up with the assumption that only currently committed transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying future traffic operations deficiencies, which were then used to establish a framework for the Transportation Systems Plan. The resulting 2044 baseline PM peak hour intersection levels of service are shown in Figure 14.

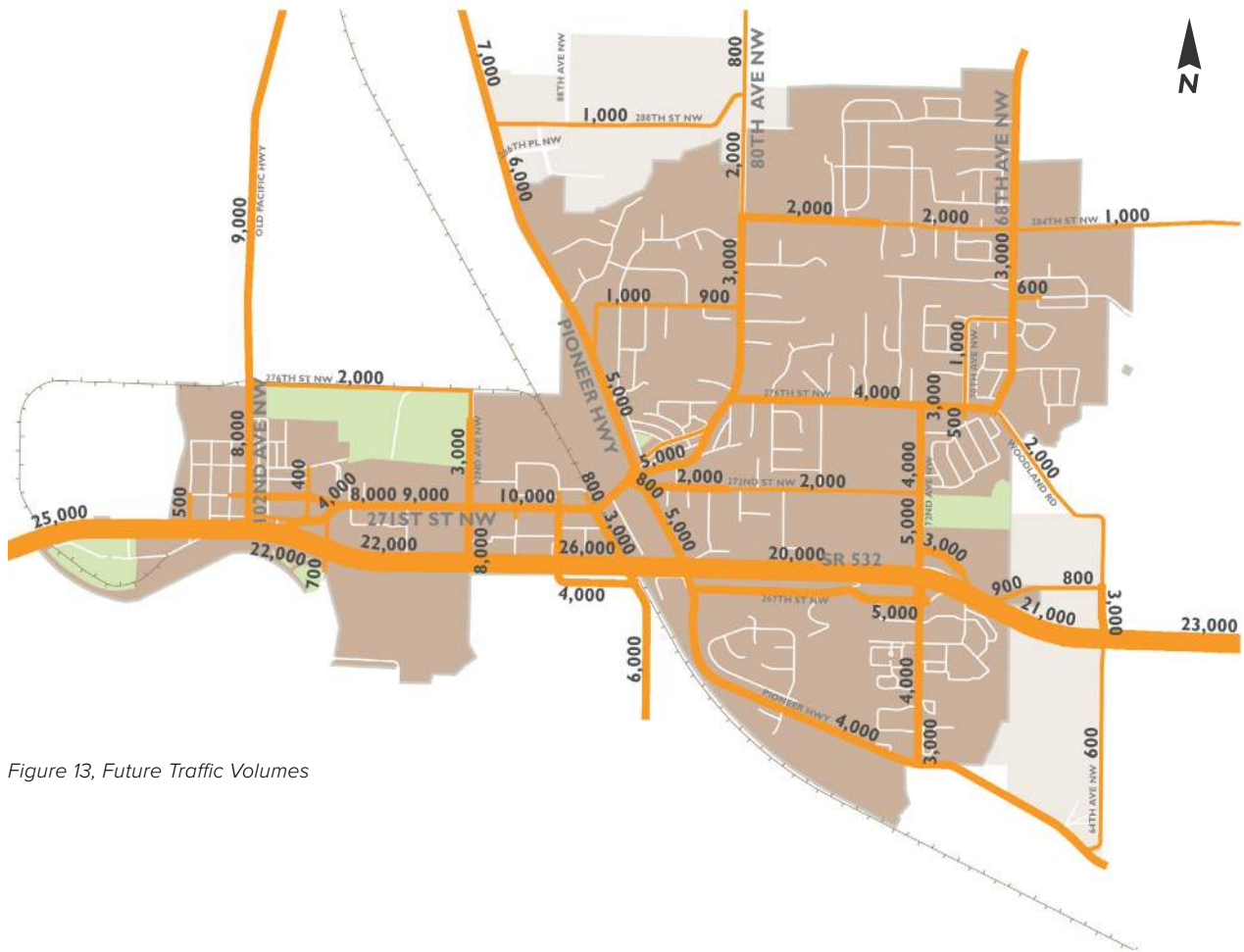


Figure 13, Future Traffic Volumes



Future Intersection Operations

The 2044 Baseline forecast model was set up with the assumption that only currently committed transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying future traffic operations deficiencies, which were then used to establish a framework for the Transportation Systems Plan. The resulting 2044 baseline PM peak hour intersection levels of service are shown in Figure 14.

Figure 14, Future (2044) Intersection Traffic Operations

- LOS SIGNAL
- Stop
 - Signal
- LOS level
- A-C
 - D
 - E
 - F





FUTURE IMPROVEMENTS & CAPACITY ISSUES

The 2044 Baseline model was developed based on capacity improvement projects identified in City of Stanwood plans and project lists (see Figure 16). No applicable projects were noted in WSDOT and Snohomish County plans and project lists. The following list highlights areas within the City and UGA with capacity concerns:

SR 532 at the intersection of 103rd Drive NW

This intersection operates below standard under existing conditions and with the added traffic volumes along SR 532 the intersection continues to operate below standard by 2044.

The intersection is stop-controlled on 103rd Drive NW and the traffic attempting to turn onto SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. As the minor leg experiences more delay it may back up into the downtown area, causing additional delays at adjacent intersections.

SR 532 at the intersection of 98th Drive NW

Under existing conditions this intersection operates near capacity and with the added traffic volumes along SR 532 the intersection operates below standard by 2044.

This intersection is stop-controlled on the minor legs (north and south) and the traffic both turning

onto and crossing SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. While both minor legs experience high delays, the south leg has slightly more volume and thus experiences slightly more approach delay.

SR 532 at the intersection of 64th Avenue NW

Similar to the previous two intersections, this intersection operates below standard under existing conditions and with the additional traffic volumes along SR 532 the intersection operates below standard by 2044.

The stop-controlled north and south legs both experience heavy delays, with the northern leg experiencing more due to slightly higher volumes. While 64th Avenue NW isn't in the downtown area, there is both residential and employment growth planned in areas near this intersection. Delays at this intersection may generate backups in the surrounding area, potentially blocking driveways and adjacent intersections.

These capacity concerns are addressed in the transportation project and program improvements as described in the following chapter, "A Strategy for Improvement and Movement".





TRANSPORTATION SYSTEMS PLAN: “A STRATEGY FOR IMPROVEMENT AD MOVEMENT”

Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City and its UGA. The recommended improvements are based upon the following:

- 1. Analyses of the existing transportation system
- 2. Forecasts of future travel demand
- 3. Anticipated availability of funding resources
- 4. The desire of the community to create an efficient transportation system that puts a priority on community livability.

Streets and state highways are the core of the transportation system serving the City of Stanwood and surrounding communities. These facilities provide for the overall movement of people and goods, for a wide range of travel modes.

As the streets and highways establish the framework for the overall transportation system for the City, this section describes proposed projects and policies to maintain and improve Stanwood transportation.

KEY TERMS

FUNCTIONAL CLASSIFICATION

A method to group highways, roads, and streets that comprise the transportation system. The functional classification of a roadway depends on types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic it carries.

Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses.

Lower classifications (e.g., local access streets) provide access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors balance the function between mobility and access.

Roadway Functional Classification: Urban vs. Rural

The City of Stanwood has an urban roadway designation while areas outside City limits are designated as rural. The functional classification reflects the analysis of the longer-range needs to serve growth through 2044.

In Stanwood, the roadway functional classification system is based on the Federal Functional Classification as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. The functional classification system has three broad categories of roadways that are further divided into urban and rural classifications as described in the Transportation Plan Appendix:

- Minor Arterial
- Major Collector
- Minor Collector

In addition to the roadway classifications described in the Transportation Plan Appendix, the roadway network includes local streets. These roadways are intended for use within commercial, single-family, and multi-family subdivisions to

Traffic volumes are typically very low for compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All

roadways that have not been designated as an arterial or collector roadway are considered to be local access streets.

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally desire to locate along arterials or collectors due to higher traffic volumes and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

Figure 15 shows the functional classification for streets within the City and designated UGA. The figure shows how the City’s arterial classifications connect with and support the transportation system.

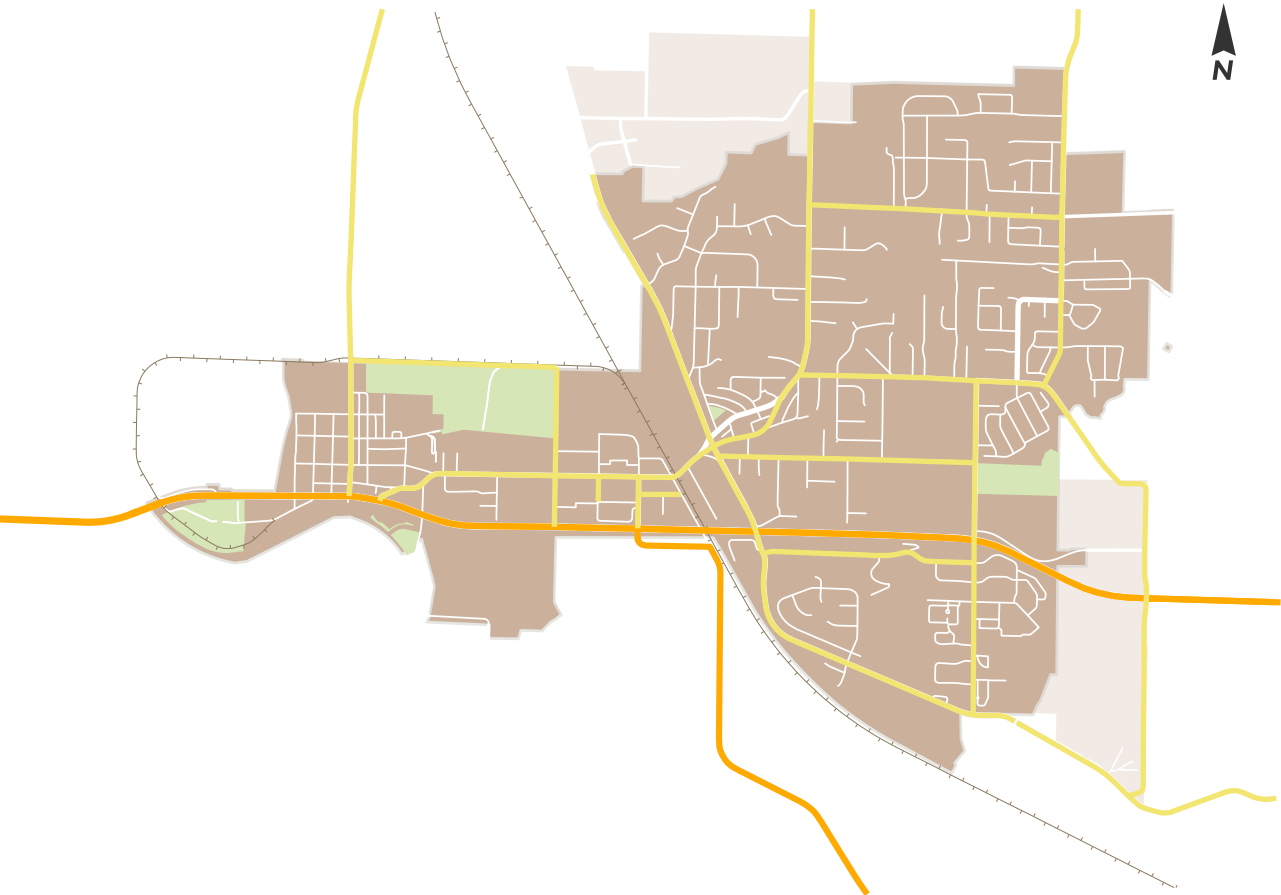


Figure 15, Federal Functional Class

- Minor Arterial
- Collector



Transportation Strategies

Based on the previously discussed evaluation of existing and forecast traffic volumes, traffic operations, safety, and circulation needs, a recommended list of transportation improvement projects and programs are identified. Improvements to the roadway network include intersection / operations, widening / reconstruction, and new roadway projects.

See Figure 16 for an overview of the proposed transportation improvement projects to meet 2044 growth needs and pedestrian travel.

As the streets and highways establish the framework for the overall transportation system for the City, this section describes proposed projects and policies to maintain and improve Stanwood transportation.

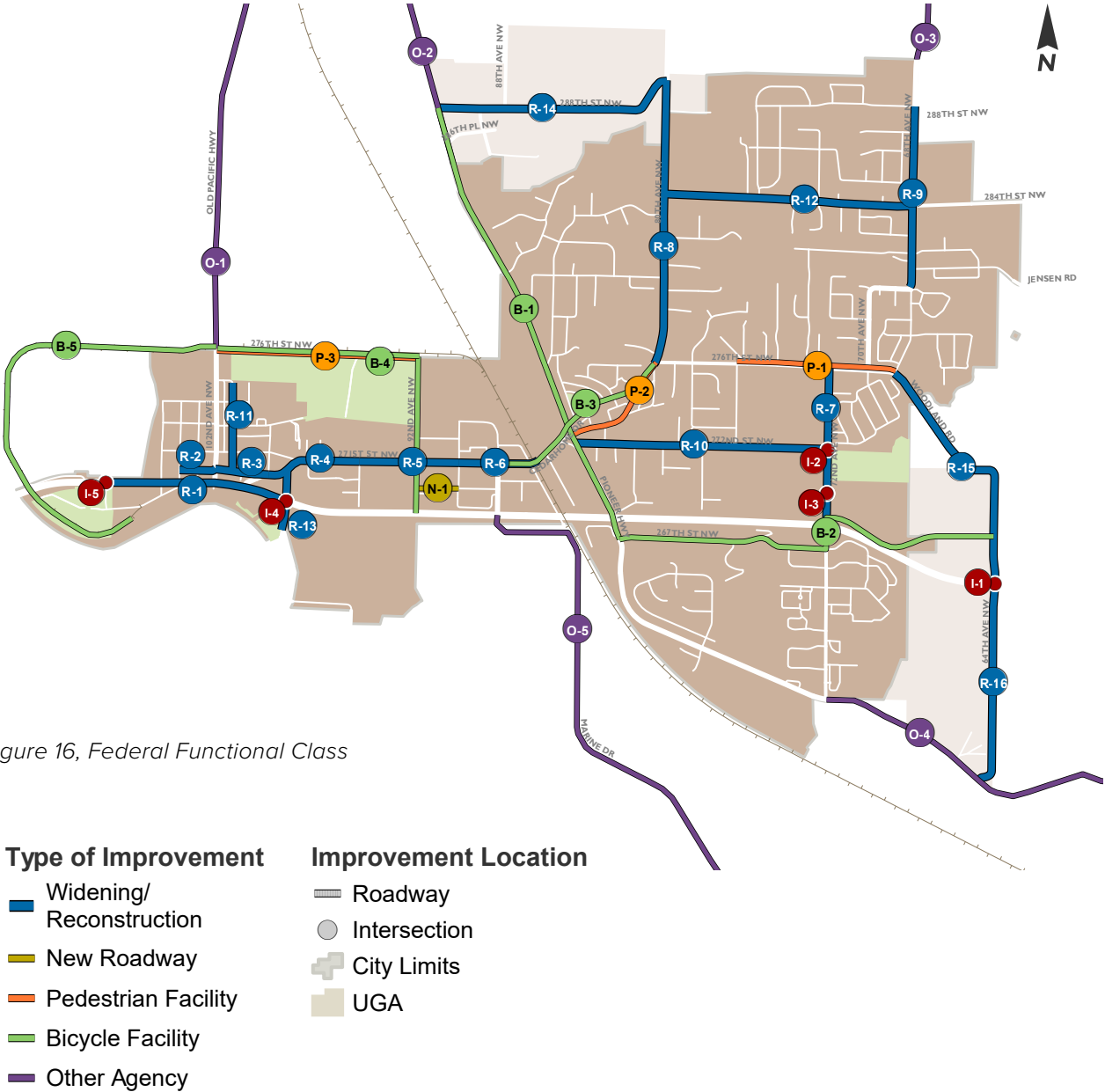


Figure 16, Federal Functional Class



The Stanwood transportation project list is organized into the following categories:

Roadway Network improvements include projects that benefit all modes and are further sub-divided into the following categories:

Intersection / Operations projects include upgrading intersections through the addition of traffic circles, added turn lanes, or modifications to traffic controls. Where applicable, improvements may also include implementation of Intelligent Transportation Systems (ITS).

Five intersection projects have been identified within the City that includes the installation of a new traffic signal or traffic circle.

Widening / Reconstruction projects include widening existing corridors to add travel lanes and turn lanes to add capacity. Includes reconstruction and upgrading roadways to serve higher traffic volumes and non-motorized travel.

These projects are generally intended to add capacity to existing road segments rather than establishing new roadways to serve the same purpose. Roadway reconstruction projects typically include the addition of curb and sidewalks on one or both sides, and are important improvements to complete the pedestrian network.

New Roadways projects include constructing new arterials or collector roads, including non-motorized facilities.

The City has identified two new roadways to support future growth. The new roadways of Viking Way (N-1). A second project, Downtown to East Residential Connectors (N-2), would study the feasibility of providing alternative routes across the railroad tracks separating the City.

Other Agency improvements include projects developed by other agencies (WSDOT, transit, etc.) that impact the City's transportation system. As described in the previous section, Snohomish County is currently developing a countywide bicycle network as part of their Comprehensive Plan update. Several roadways into and out of the City are identified as future bicycle routes. These other agency improvements are shown as bicycle connections in Figure 15. These corridors are expected to serve as key connections that would provide the most benefit for serving non-motorized destinations outside of the City.

The bicycle projects included in the City's transportation project list were primarily selected due to the location of connections to the Snohomish County bicycle network to provide greater bicycle and recreational travel opportunities.

Citywide Programs include annual transportation programs within the City of Stanwood. A systematic program for maintaining the existing and future transportation infrastructure is critical to a safe and efficient transportation system. Failure to maintain existing roadways by providing dedicated funding for

maintenance and operations programs could result in more substantial capital projects and road rehabilitation projects in the future.

Small capital programs (C-1) include small-scale construction projects in the City of Stanwood. Maintenance and operations (C-2) provides for other ongoing maintenance needs. The Non-Motorized Plan Annual Improvements (C-3) is used to address numerous smaller projects identified on the City's Non-Motorized Plan.





Pedestrian Network improvements include sidewalks added to one or both sides of the roadway, and multiuse pathways that can be used by a range of non-motorized users.

The City's Pedestrian Network Plan is shown in Figure 17. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. The pedestrian network projects are addressed in the Non-Motorized Master Plan.

Bicycle Network improvements expand route options for bicyclists through a range of project types that may include shoulder widenings, installation of shared lane markings that indicate where cyclists should ride on the road, or construction on new on-street bicycle lanes. The City's Bicycle Network Plan is shown in Figure 15. Improvements to the bicycle network include separate multiuse pathways and on-street facilities developed with other roadway projects or independently. These types of improvements make bicycles a viable alternative to private vehicles. The bicycle network projects are addressed in the Non-Motorized Master Plan.

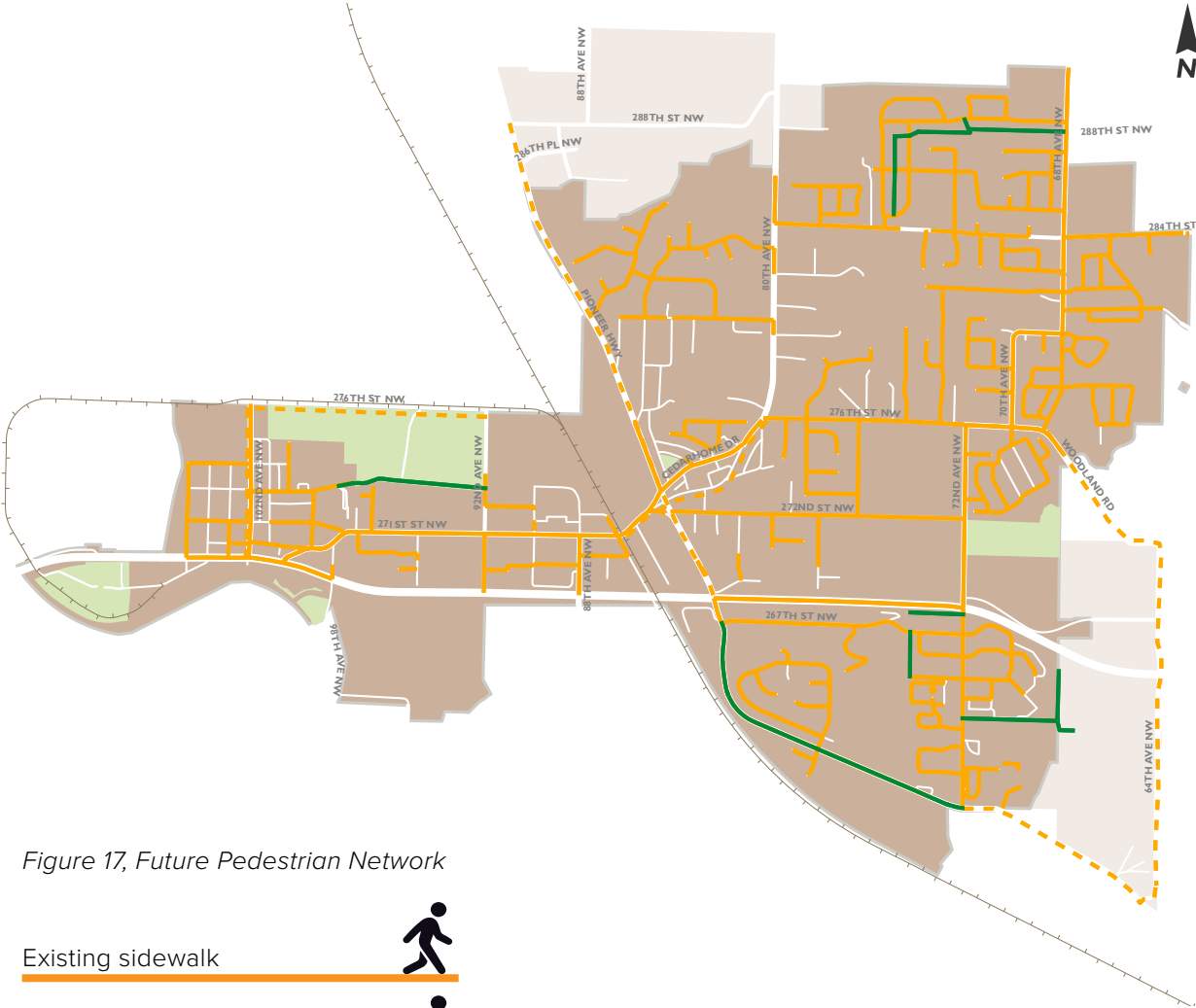


Figure 17, Future Pedestrian Network

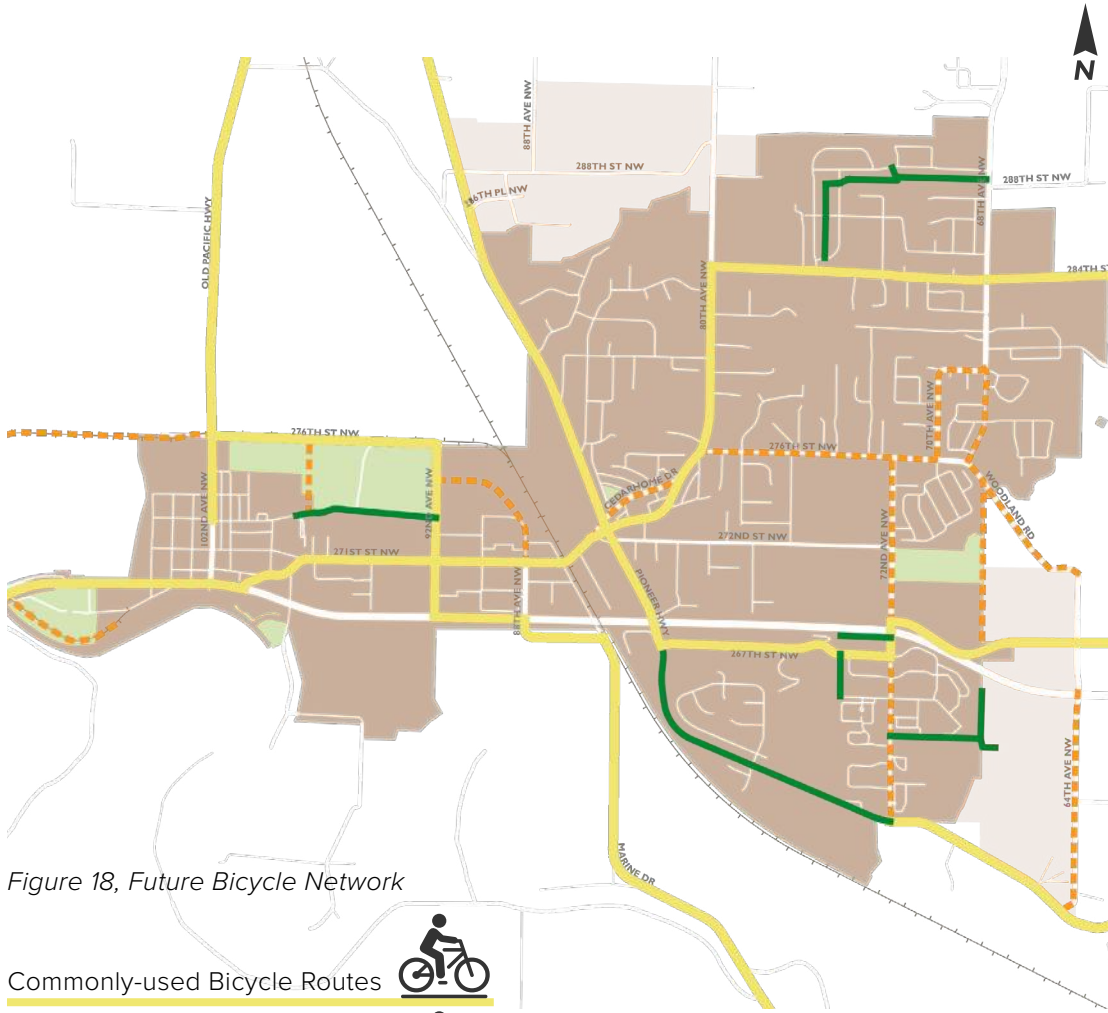
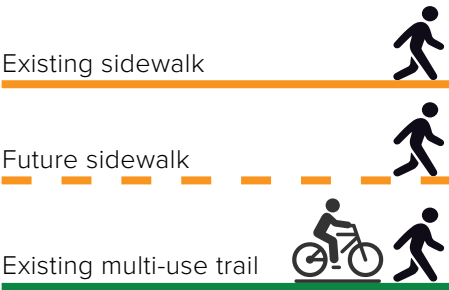
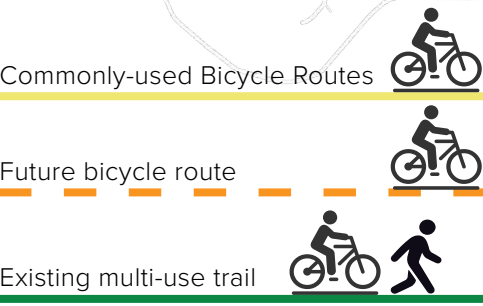


Figure 18, Future Bicycle Network





TG-3

Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation opportunities.

- TP 3.1: Collaborate with regional and state agencies such as the Puget Sound Clean Air Agency and the Washington State Department of Ecology to implement and achieve regional air quality and environmental quality goals.

TP 3.2: Adopt Washington State Target Zero1 strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.

TP 3.3: Identify and support major transportation hubs and economic development interests, such as ports, airports, and designated freight trucking routes.

TP 3.4: Continue to coordinate freight transportation work with WSDOT, Snohomish County, Port authorities, railroads, and commercial aviation interests.

Target Zero1 = Washington State Strategic Highway Safety Plan

TP 3.5: Support transportation mobility and access for people of all ages and abilities by
- providing safe and accessible travel choices for people with physical mobility challenges, special needs, seniors, and young children.

TP 3.6: Transportation plans, improvements, programs, and services shall include an emphasis on social, racial, and income equity, as well as under-served populations.

TP 3.7: Consider options to convert vehicle dominated streets, or portions thereof, into pedestrian and bike friendly corridors, car-free zones or time-flex streets to improve pedestrian mobility and connections, implement low-cost transportation solutions, and promote public health.

TP 3.8: Restrict wide- open, undefined access driveways to minimize and consolidate access points to SR-532 and other major city streets.

TP 3.9: Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environment impacts when planning and designing transportation facilities.

TG-4

Maintain and preserve the utility of prior transportation investments.

- TP 4.1: Monitor the operation of the transportation system and identify system maintenance and preservation projects to protect existing investments and ensure a safe and reliable citywide transportation system.

TP 4.2: Reduce capital improvement needs and extend transportation life-cycle costs through investments in maintenance, preservation, and safety to extend the life and utility of prior transportation investments.

TP 4.3: Conduct periodic inspections of transportation infrastructure proactively, mindful of the infrastructure life cycle.

TP 4.4: Maintain the remaining historic brick roads (see map), particularly 270th Street NW, when financially feasible per
- City Beautification Action Plan and Twin City Mile.

TP 4.5 Update the Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.

Intersection/Operation Improvement Projects

- (I-1) SR 532/64th Ave North Intersection
Install a roundabout or signal in coordination with WSDOT

(I-2) 272nd Street NW/72nd Ave N (Lindstrom Road)
Intersection improvement to accommodate bus turning movement and operations. Upgrade to All-Way Stop Control

(I-3) 272nd Street NW/High School Access
Intersection control to be upgraded to a signal with new planned development. Specific traffic controls to be determined

(I-4) SR 532/98th Drive NW
Install a roundabout as eastern gateway to downtown area and improve access management in area

(I-5) SR 532/future Ovenell Park Road Entrance
Install a roundabout as western gateway to downtown area and improve access management in area
- (R-1) SR 532 Downtown Corridor
Reconfigure corridor between roundabouts to improve access management and downtown walkability. Improvements subject WDDOT approval.

(R-2) Twin City Mile Phase 1
Construct improvements as part of Twin City Mile. Includes 270th St NW/102nd Ave NW Intersection

Widening/Reconstruction Improvement Projects

- (R-3) Twin City Mile Phase 2
Construct improvements as part of Twin City Mile. Includes 102nd Dr NW to 99th Ave NW

(R-4) Twin City Mile Phase 3
Construct improvements as part of Twin City Mile. Includes 99th Ave NW to 96th Ave NW

(R-5) Twin City Mile Phase 4
Construct improvements as part of Twin City Mile. Includes 96th Ave NW to 90th Ave NW

(R-6) Twin City Mile Phase 5
Construct improvements as part of Twin City Mile. Includes 90th Ave NW to 84th Ave NW

(R-7) 72nd Avenue NW Improvements
Reconstruct and widen 72nd Avenue NW, including sidewalks on both sides at missing locations. Three-lane cross-section south of 272nd St NW, two-lane cross-section north. Includes 268th Street NW to 276th Street NW.

(R-8) 80th Avenue NW Improvements
Reconstruct and widen 80th Avenue NW, including sidewalks on both side. Includes 276th Street NW to 288th Street NW/

(R-9) 68th Avenue Reconstruction
Reconstruct 68th Avenue NW, including a sidewalk on one side. Includes 280th Street to 288th Street.

(R-10) 272nd street NW Reconstruction
Reconstruct and widen 272nd Street NW, including sidewalks on both sides. Includes 72nd Avenue NW to Pioneer highway.

- (R-11) 101st Avenue NW Reconstruction
Reconstruct 101st Avenue NW, including sidewalks on both side. Includes 270th Street NW to 274th Place NW.

(R-12) 284th Street NW Improvements
Reconstruct and widen 284th Avenue NW, including sidewalks on both side. Includes 68th Avenue NW to 80th Avenue NW.

(R-13) 98th Drive NW Reconstruction
Reconstruct and widen 98th Avenue NW, including sidewalks on both sides. Includes 268th Street NW to 271st Street NW.

(R-14) 288th Street NW Reconstruction
Reconstruct and widen 288th Avenue NW, including sidewalks on both sides. Includes 80th Avenue NW to Pioneer Highway.

(R-15) 64th avenue NW/Woodland Road
Reconstruct and widen 64th Avenue NW, including sidewalks on both sides. Includes SR 532 to 68th Ave NW

(R-16) 64th avenue
Reconstruct and widen 64th Avenue NW, including sidewalks on both sides. Includes SR 532 to Pioneer Highway.

New Roadways

- (N-1) Viking Way
Construct a new road, including sidewalks on both sides. Includes 88th avenue to 92nd Avenue NW

(N-2) Downtown to East Residential Connectors
Feasibility study for a new roadway between downtown and east residential





Pedestrian Network

(P-1) 276th Street NW
Construct sidewalk on south side of the street and complete gaps in sidewalk on the north side of the street. Includes 76th Drive NW to 68th Avenue NW

(P-2) Cedarhome Street
Construct sidewalk on both sides of the street. Includes 276th Street NW to Florence Road

(P-3) 276th Street NW (Lover's Lane)
Construct sidewalk on both sides of the street. Includes 92nd Avenue to 102nd Avenue NW

Bicycle Network

(B-1) Pioneer Highway
Install bicycle facility on Pioneer highway from the existing pathway south of 267th Place NW to the future County bicycle connection north of the city limits. Includes 288th Street NW to 72nd Avenue NW (Lindstrom Road)

(B-2) 267th Street NW/268th Street NW
Install bicycle facility on 267th Street NW and 268th Street NW from the existing pathway south of 267th Place NW to the future County bicycle connection east of the city limits. Includes Pioneer Highway to 72nd Avenue NW (Lindstrom Road).

(B-3) Cedarhome Drive
Install bicycle lanes and accommodation at the new roundabout intersections. Includes 88th Avenue to 276th Street NW

(B-4) 276th Street NW (Lovers's Lane)
Widen shoulder in both directions. Includes 92nd Avenue NW to 102nd Avenue NW

(B-5) Rails to Trails
Widen shoulder in both directions. Includes Railroad line - Saratoga Drive to Lane Road.

Other Agency Improvements

(O-1) Old Pacific Highway
Snohomish County bike route

(O-2) Pioneer Highway North
Snohomish County bike route

(O-3) 268th Street NW
Snohomish County bike route

(O-4) Pioneer Highway South
Snohomish County bike route

(O-5) Marine Drive
Snohomish County bike route

City Wide Programs

(C-1) Small Capital Projects
Ongoing funding for small capital projects

(C-2) Maintenance & Operations
Ongoing funding for small capital projects

(C-3) Non-Motorized Plan Annual Improvements
Separate annual program to make progress on improvements as listed in the City's Non-motorized Transportation Plan.

HOW TO NAVIGATE

A relative priority (high, medium, and low) was established for each project.

The priority reflects the relative need for the projects to enhance the City of Stanwood and its UGA transportation system and provides guidance in implementing the respective improvements.

The priority list will be amended throughout the planning period, based on achieved growth, funding, and project cost.





KEY PARTNERSHIPS FOR TDM ACTIONS

Community Transit and Island Transit

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. The City plans to continue to work with the Community Transit and Island Transit to improve transit services and develop a convenient, integrated, and efficient transit system that supports future growth. The City can encourage the integration of the transit system with other modes through:

- 1. Street improvements and design standards that support transit;
- 2. Bicycle facilities and parking located near transit stops; and
- 3. Pedestrian facilities that connect people to transit, including crosswalks and wayfinding signs.
- 4. Development of the City's transportation system in a way that emphasizes a well-connected community and coordinates effective transit service with providers is critical to transit's success.

Snohomish County, WSDOT, and PSRC

The City's UGA is classified as an "affected" UGA by WSDOT but currently does not have any employers with 100 or more employees working a shift beginning between 6 am and 9 am, and therefore is not required to implement CTR. When such an employer does exist, the City should develop a CTR ordinance consistent with the State CTR Act. The ordinance should include Transportation Demand Management (TDM) actions for employers.

TDM strategies are typically most effective in denser and larger urban areas. However, strategies coordinated with Snohomish County, WSDOT, and PSRC can provide alternatives for residents and employees in Stanwood. Potential TDM strategies the City could promote through policy or investment include but are not limited to the following.

- 1. **Transit Incentives:** Employers can provide free or reduced-rate transit passes to all employees.
- 2. **Ridesharing:** Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- 3. **Flexible Work Schedules:** Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools,

or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.

- 4. **Telecommuting:** The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some workdays.
- 5. **Secured Bicycle Parking and Showers:** Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.



REGIONAL CONTEXT

COMMUTE TRIP REDUCTION (CTR) LAW (1991)

Enacts goals to improve air quality, reduce traffic congestion, and reduce fuel consumption. In 2006, the Legislature adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified program focuses on UGAs and congested highway corridors.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, and promotion of ridesharing activities.

TG-6

Coordinate with regional officials on hazard mitigation planning efforts to improve the city's emergency management response and recovery efforts during and after major disasters to save lives, protect community investments, and restore critical transportation assets and services quickly after a disaster.

TP 6.1: Adopt and implement a Hazard Mitigation Plan that advances the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts.

TP 6.2: Coordinate with Snohomish County, Island County, and WSDOT to prepare a local and regional response for system recovery for the Hazard Mitigation Plan.

TG-7

Support the development of a balanced regional transportation system by working cooperatively with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

TP 7.1: Coordinate with WSDOT, Island County, and Snohomish County to implement the SR- 532 Route Development Plan, including the adoption of an impact fee ordinance addressing immediate and long-term improvements on SR- 532.

TP 7.2: Encourage rail providers such as Amtrak or Sound Transit's Sounder to expand light rail passenger rail service to better connect Stanwood to regional centers, such as Everett, Lynnwood or Seattle.

TP 7.3: Partner with WSDOT to implement access management solutions on SR 532 ensuring a coordinated system of traffic flow by adding roundabouts or signals, restricting left turning movements, and/or by amending traffic signal timing to allow efficient progression of vehicles, bicycles, and pedestrians.

TP 7.4: Promote a working relationship with regional planning agencies, particularly with Puget Sound Regional Council (PSRC), to ensure the City's Comprehensive Plan

is consistent and complementary with the Regional Transportation Plans, Growth Strategies, including VISION 2050 and the multi-county planning policies that are reviewed and approved by PSRC.

TP 7.5: Work with Island County and Snohomish County to ensure the City's transportation plan is consistent with Island and Snohomish Counties Transportation Element and Six Year Transportation Improvement Plans.

TP 7.6: Integrate and focus transportation system improvements with land use plans to connect local and regional development centers.

TP 7.7: Actively coordinate with local transit agencies, such as Community Transit, Island Transit, Skagit Transit and Snow Goose Transit, to promote and expand bus service and connections to improve access to regional transportation systems.





FINANCING PROGRAM: How will Stanwood support transportation projects?

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Stanwood.

The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation systems plan. Implementation strategies are discussed and include items such as coordination with WSDOT, Snohomish County, and Puget Sound Regional Council (PSRC) to prioritize and fund regional improvements.

The Growth Management Act (GMA) requires the Transportation Element of the Comprehensive Plan include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. The financing plan is to be the basis in developing the required 6-year Transportation Improvement Program (TIP).

If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how

additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met.

This section presents a summary of the following:

- Costs for capital improvement projects and citywide maintenance and operation programs .Comparison of capital project and maintenance and operations program costs to estimated revenues from existing sources used by the City to fund transportation improvements.
- Other potential funding sources to help reduce the projected shortfall are described.
- Summary of a reassessment strategy for the City to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included

Program Highlights

- The estimated capital cost of the Transportation Plan is approximately \$110 million (in 2014 dollars).
- Nearly two-thirds of the capital costs are associated with reconstruction and widening of existing streets in the City.
- These costs cover upgrading roadways to accommodate higher volumes of traffic and construction of urban features such as underground drainage, sidewalks, and street lights.
- Less than 5 percent of the capital project costs focus on improving the safety and operations of intersections.
- The revenue projections were estimated

based upon the City's 2013 budget, historical revenues, and the adopted impact fee program.

- Based on recent historical data, it is estimated that revenues would be more than \$58 million during the 20-year period, of which approximately 85 percent would be dedicated for capital improvements and approximately 15 percent for maintenance and operations programs.
- The maintenance and operations program to preserve the existing street system is approximately 10 percent, or \$12 million, of the total \$124 million Transportation Plan cost.
- The cost projections are not specific to individual projects or locations.
- More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.
- The City has developed estimates of annual expenditures to repair, replace and construct sidewalks to improve connectivity and safety, beyond facilities that would be constructed as part of other capital improvements.

TG-9

Establish a stable, financially sustainable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

TP 9.1: Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.

TP 9.2: Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law per RCW 36.73), to support ongoing maintenance, preservation, and operation of the City's transportation system.

TP 9.3: Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth through: traffic impact fees, frontage improvements, local improvement districts, off-site mitigation improvements and other means allowed by State and local laws.

TP 9.4: Partner with WSDOT, Snohomish County, Island County, Community Transit, Island Transit, Tribes and other state or local agencies to define and adopt broad based funding approaches that leverages city revenues against other funding opportunities to implement transportation projects

and programs.

TP 9.5: Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.

TP 9.6: Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available. Consider options for alternative funding mechanisms if local fundings is not available for critical/high priority projects.

TP 9.7: Prioritize funding transportation safety improvement projects during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.

TP 9.8: Develop a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

Project and Program Costs

Planning-level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were also developed with the assumption that costs would include:

- Associated storm water development requirements
- Property acquisition
- Wetland mitigation
- Utility extensions and/or upgrades, based upon historic costs for those items.

Maintenance and operations costs were projected based on recent expenditures and assuming 3 percent annual growth to account for expected population growth and annexations. Maintenance and operations costs cover the following:

- General administration
- Roadway and storm drainage maintenance
- Street lighting, traffic signal and street signs, and street sweeping
- Other miscellaneous safety improvement programs

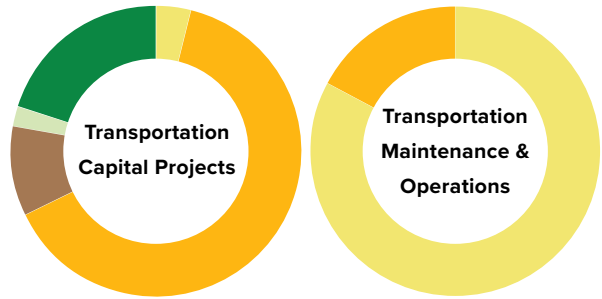




Figure 19 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Stanwood capital improvements, maintenance, and operations. The costs are summarized for the life of the Plan.

Figure 19, Transportation Project and Program Costs

Transportation Capital Projects	
Intersections/Operations:	\$4,000,000
Widening / Reconstruction:	\$72,100,000
New Roadways:	\$11,070,000
Pedestrian Network:	\$2,540,000
Bicycle Network:	\$21,160,000



Transportation Maintenance & Operations	
Maintenance & Operations:	10,025,000
Small Capital Project Program:	\$2,050,000

Existing Revenue Sources

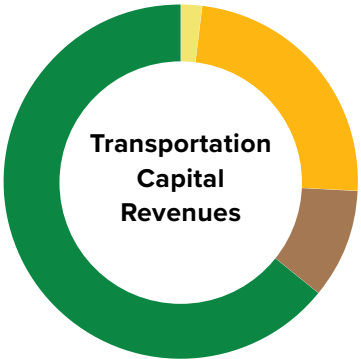
The City has historically used tax revenues, developer fees, and grants to construct and maintain their transportation facilities. In 2012, the City of Stanwood passed Ordinance 1328, creating a Transportation Benefit District (RCW 36.73.020) coextensive with City limits. Funds from the \$.002 sales tax are used for transportation improvements including safety, multi-modal connectivity, peak period trip capacity, to reduce the risk of transportation facility failure, and to maintain optimal performance of transportation infrastructure, as defined in RCW.36.73.010(6).

The description of available funding sources and projected revenue is listed in Figure 20.

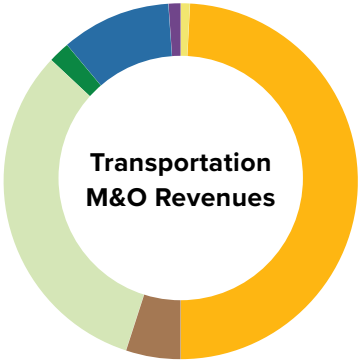


Figure 20, Transportation Funding Revenues

Transportation Capital Revenues	
REET 2:	\$935,000
Transportation Impact Fee Fund:	\$12,000,000
Transportation Benefit District:	\$5,232,000
Miscellaneous:	\$53,000



Transportation M & O Revenues	
REET 1:	\$124,000
Property Tax:	\$3,977,000
Sales & Use Taxes (Street Maintenance):	\$413,000
Motor Vehicle Fuel Tax:	\$2,600,000
Transportation Benefit Management Fee:	\$210,000
Transportation Benefit District (M&O)	\$775,000
Miscellaneous:	\$44,000



Distribution

Approximately \$50 million in revenues is dedicated for capital improvements. These revenues are sourced from the following resources:

- Grants - \$32 million (based on the types of projects pursued)
- Developer Contribution Impact Fees- \$12.0 million
- The Transportation Benefit District - \$5.2 million
- Capital Revenues – 10%
- City Taxes and Fees - Less than \$1 million

Approximately \$8.1 million in revenues (over 20 years) is dedicated for maintenance and operations programs. These revenues are sourced from the following resources:

- Property Taxes – Approximately 50%
- Motor Vehicle Fuel Tax - \$2.6 Million (30%)
- Sales and Use Taxes – 5%

Tax Revenue

The existing tax revenues used by the City will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include motor vehicle fuel tax, property taxes, and other tax revenues that support the City’s general fund. The majority of the existing tax revenue sources will be used for maintenance, and to provide the matching funds for grants or to complete a portion of the improvement projects not covered by other agencies.



Developer Transportation Funding

The City uses several programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks and internal roadways needed to serve the development.

The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City previously adopted a Transportation Impact Fee (TIF) program as allowed for by the GMA to help fund growth-related transportation system improvements.

Transportation Impact Fees

Transportation Impact Fee (TIF) programs help fund part of the costs of transportation facilities needed to accommodate growth.

State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. Cost associated with dedication of right-of-way for improvements included in the TIF also would be eligible for credits. The City is in the process of updating its existing program based on the updated Transportation Plan.



Other Developer Mitigation and Requirements

The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City’s current design standards. These improvements can include the following:

- Widening of pavement
- Drainage improvements
- Construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits would be required. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The State Environmental Policy Act (SEPA) review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to the following:

- Safety
- Traffic operations
- Non-motorized travel
- Or other transportation issues.

The needed improvements may or may not be identified as specific projects in the Plan. As with frontage improvements, if the required improvements are included in the TIF program, then the City must provide credits to the extent

that the costs are included in the impact fee. The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City’s level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency.

Grants

Over the past several years, the City has secured grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis. Due to reduced federal and state revenues, the pool of grant funding will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Part 1: Revenue Shortfall

The Transportation Plan results in a shortfall of over \$65 million dollars.

This shortfall assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. This would be offset by a reduced need for

transportation improvements necessitated by growth.

If the City is more successful in obtaining grants or other outside funding for projects then potential deficit could be reduced, as discussed in the next section.

Capital Revenue Shortfall

The shortfall in funding would primarily affect the ability of the City to fund capital improvements. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with the future annexation of its UGA.

Maintenance and Operations Revenue Shortfall

A shortfall of approximately \$3.9 million is forecasted for completely funding the 20-year maintenance and operations programs. General citywide maintenance and operations programs will balance with forecasted revenues over the life of the plan.

Table XX summarizes the City’s proposed transportation financing strategy for the approximately \$110 million City portion of the capital improvement costs as well as the \$12 million in maintenance, operations, and program expenditures.

Figure XX, Forecasted Revenues and Costs
Transportation Capital Revenues: \$50,667,000
Total Capital Project Costs: \$111,870,000
Capital Estimated Shortfall: (\$62,203,000)
Transportation M&O Revenues: \$8,143,000
Transportation M&O Costs: \$12,075,000
M&O Estimated Shortfall: (\$3,932,000)
Total Estimated Shortfall: (\$65,135,000)

Part 2: Potential Options to Balance Shortfall

As previously noted, projected existing revenue sources would allow the City to fund less than 50 percent of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenues.

Options for Reducing the funding Shortfall for Capital Improvements Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants. Alternatively, the City could delay implementation of projects, especially lower priority improvements.

1. Delaying Improvement Projects

The City will focus its funding on the higher priority improvements (see Table xx) by making conservative adjustments to the Six-Year Improvement plan. The City will not likely be able to, or may choose not to, fund the low and

possibly some of the medium priority projects within the 20-year horizon without additional funding sources. Removing the costs of the low to medium priority projects would reduce the estimated funding shortfall. The projects are, however, still included in the Transportation Plan to illustrate the City’s desired transportation system.

2. Additional Grants and Other Agency Funding

As discussed above, the transportation financing analyses estimates that the City may receive more than \$32.4 million in grant funding over the life of the plan. If the City is able to pursue and receive grants at a higher rate, revenues would increase over the life of the plan.

The Transportation Plan has a range of improvement projects that should be competitive for grant funding. These include the Viking Way/90th Avenue NW (project I-1), the SR 532/64th Avenue NW (project 1-2), non-motorized improvements, and several roadway widening / reconstruction projects.

3. Tax Increment Financing

Washington State allows cities to create “increment areas” that allows for the financing of public improvements, including transportation projects within the area by using increased revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.



The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

4. Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

5. Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.



Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately \$65 million (in 2014 dollars) over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its 6-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding.



In order to implement the Transportation Plan, the City will consider the following nine principals in its transportation funding program:

1. Balance improvement costs with available revenues as part of the annual 6-year Transportation Improvement Program (TIP);
2. Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
3. Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
4. Explore ways to obtain more developer contributions to fund improvements;
5. Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 532;
6. Vigorously pursue grant funds from state and federal sources;
7. Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the City and its UGA;
8. Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations; and
9. The City could consider changes in its level of service standards and/or limit the rate of growth in the City and its UGA as part of future updates to its Comprehensive Plan.

Some lower priority improvements may be removed from the Transportation Plan. The City will use the annual update of the 6-year

Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs.

Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards.

The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

