



City Council Committee Meeting Agenda

Community Development Committee

Stanwood City Hall
Conference Room
10220 270th Street NW, Stanwood

Meeting information is posted online at
<https://stanwoodwa.org/>.

Thursday, October 5, 2023, at 5:00 PM

- Stanwood Municipal Code Titles 10, 11 & 14 Scoping Memos
- 2024 Comprehensive Plan Introduction, Housing, and Economic Development Design Drafts
- 88th Avenue Arch Call for Art

Zoom Meeting Information

Please click the link below to join the webinar:

[https://us02web.zoom.us/j/\[86353688054\]?pwd=TDJDWTdpeUVBaXEwY3k3VGUyR3FZUT09](https://us02web.zoom.us/j/[86353688054]?pwd=TDJDWTdpeUVBaXEwY3k3VGUyR3FZUT09)

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

DATE: October 5, 2023

SUBJECT: October CDC Agenda Topics

FROM: 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 As most of Title 10 is significantly outdated, it is recommended to eliminate the majority of this Title and adopt by reference the Washington State Model Traffic Ordinance (MTO).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.

2024 Comprehensive Plan Introduction, Housing, and Economic Development Design Drafts

Attached for the Community Development Committee review is the first full draft of the 2024 Comprehensive Plan Introductory Chapters, Housing Element and Economic Development Element. Land Use and Transportation Elements will be provided 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 Committee review and provide comments on the attached chapters so that when the draft plan issued for formal public review in early 2024 it includes the Committee'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

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

The Advisory Group reviewed this draft at their September meeting. Please be aware that comments received from the Advisory Group have not yet been incorporated and will be incorporated for the next draft version. Their comments consisted of the following;

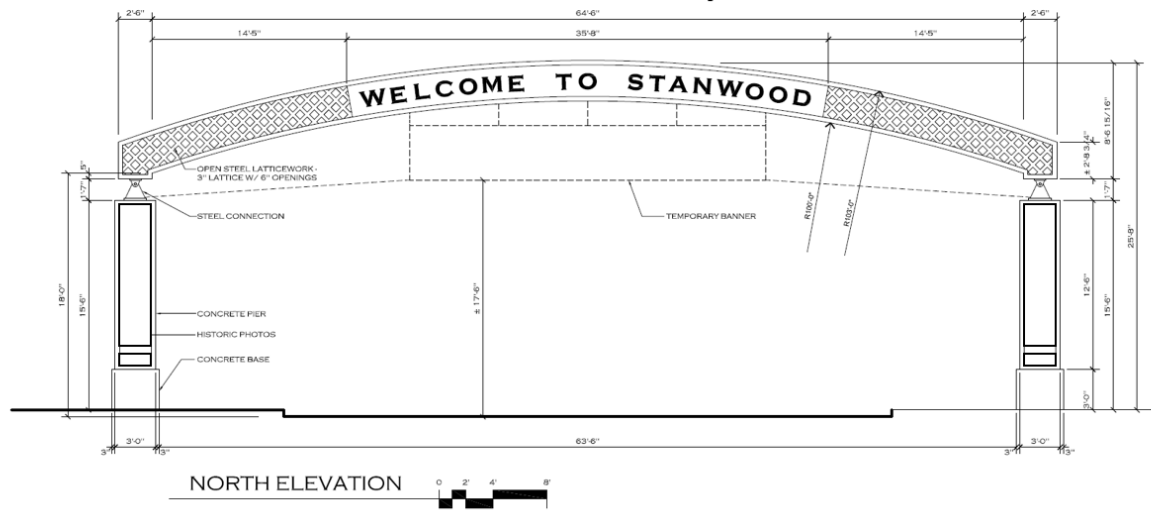
- Text is too small in many places and should be larger
- Some photos are inappropriate and should be replaced
- The demographics page is too busy and needs condensing
- Consider mobile viewing on phones
- Consider adding legislative history and how it affected Stanwood's historical growth
- Add sources for data
- Color scheme in racially disparate impacts is difficult to read and distinguish
- Minor spelling and grammatical changes

88th Avenue Arch Call for Art

The Downtown Stanwood Gateway Arch on 88th Avenue is part of the City's Beautification Action Plan to emphasize one of the downtown entrance points from SR 532. Arches are typically used to signify the entrance to, or celebrate, a special place. Cities use arches to denote their downtowns, parks or special districts. In Stanwood, that special place is the historic downtown. The purpose of the 88th Avenue is to promote the visibility of downtown Stanwood to city residents and tourists.

The support columns on the arch allow for art pieces on the north and south sides of the structure. The artwork is intended to be observed from a distance by both pedestrians and motorists.

City Beautification Program 88th Avenue Gateway Arch



The City and the Stanwood Camano Arts Advocacy Commission (SCAAC) determined four themes for the artwork:

- Early Native American Heritage, Culture or Themes
- Norwegian Settlement, Culture, or Themes
- Rural Farming Agriculture, Community
- Natural or Environmental Beauty of the Area

Banner Review Process

SCAAC issued a call for art in June and received 62 banner submissions from 18 artists. Initially, the concept for the artwork were to have four different banners on display. After reviewing the artwork, City staff and SCAAC recommends having identical banners on the south-facing pillars and two different banners on the north-facing pillars.

SCAAC is proposing three distinct banner combinations, to be changed in the winter, spring and summer. Below are the recommended banner designs based on feedback from the Economic Development Board.

1. Combination 1 (Winter):
 - a. South-facing: "October Snow Geese Take Flight" by Ting-Li Wang
 - b. North-facing: "Freeborn" by Juanita Hagberg & "Winter Snow Eide Road Stanwood WA" by Isac Martin
2. Combination 2 (Spring):
 - a. South-facing: "Snow Geese 2" by Susan Palmer
 - b. North-facing: "Quintessential Stanwood" by Barb Noonan & "From Leque Island" by Juanita Hagberg
3. Combination 3 (Summer):
 - a. South-facing: "Paddles Up" by Brian Perry

- b. North-facing: “Stanwood Strawberries” by Resha Hanson & “Twin City Peas” by Resha Hanson

After the Committee reviews the banners, staff will bring the recommendations to City Council to accept the designs, modify the designs, or reject the designs. Once approved, the banners can be manufactured.

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.

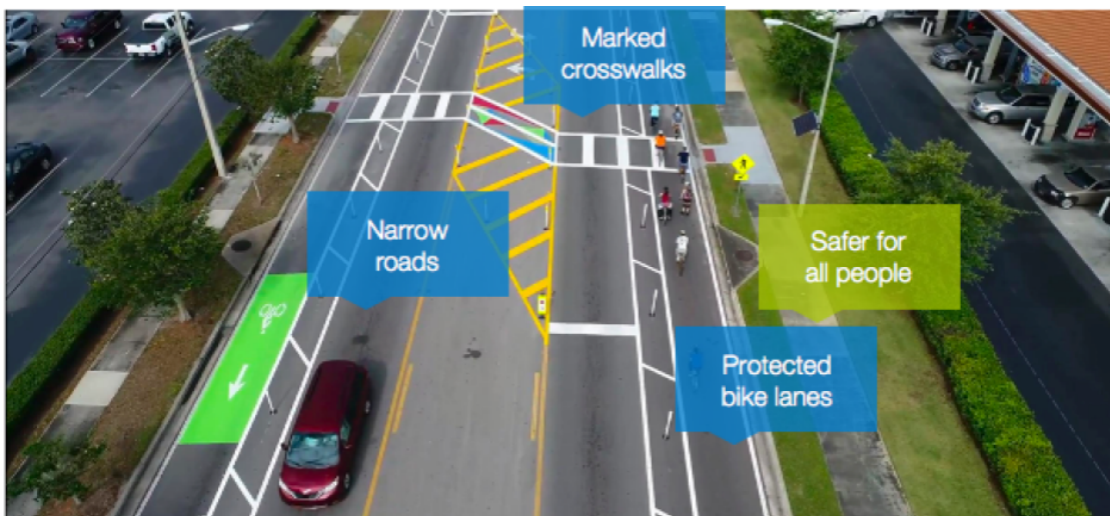
- Confirm redlines to Engineering Standards are complete and represent all staff direction. Make additional changes, as needed.
- Prepare draft Complete Streets Ordinance and review with staff (see Sections 2 and 3).
- Provide a table of redlines / update for all changes made (for Advisory Group review).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

2024 Comprehensive Plan

Introduction, Housing, and Economic Development

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”



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.

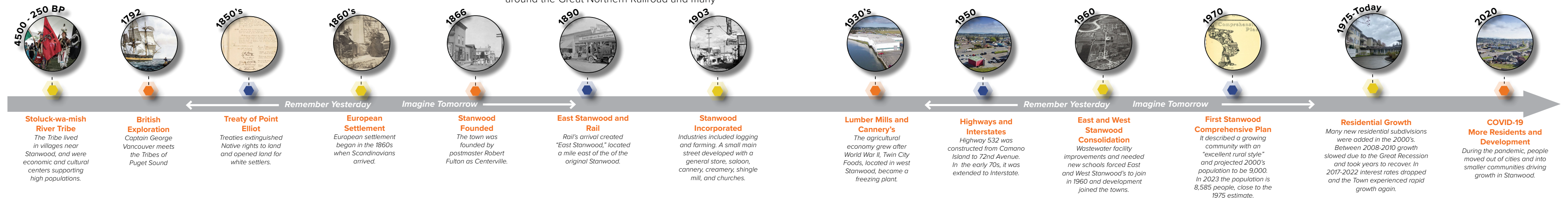
COMMUNITY CHARACTER MAINTAINS

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.

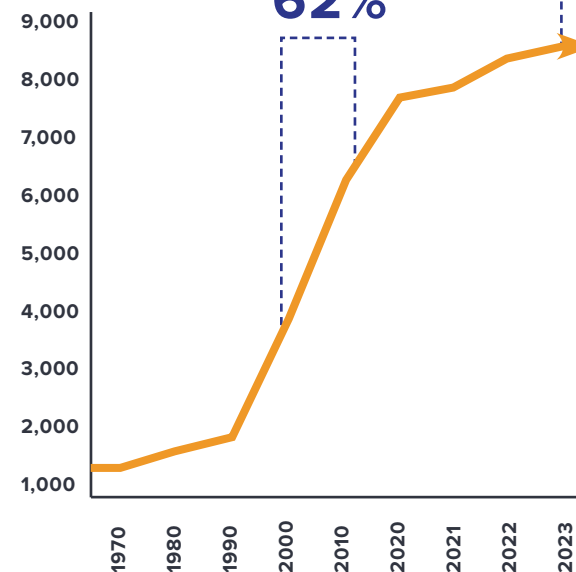
In 2017-2018 the housing market changed, interest rates started going down and housing prices recovered. The City experienced a period of rapid growth between 2018 and 2022. The Community felt this change; the population grew and housing prices significantly increased.





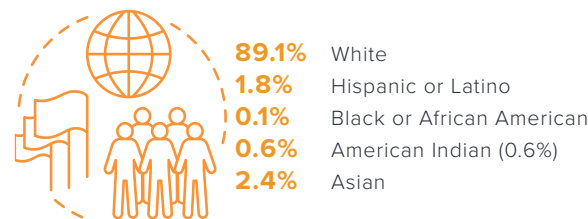
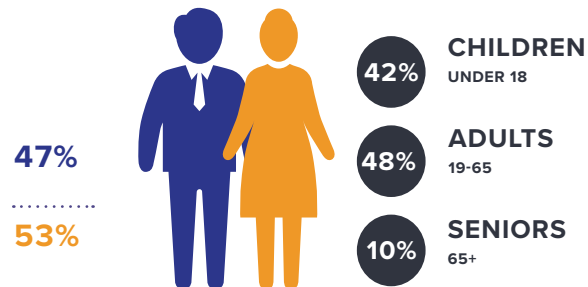
POPULATION

8,405 in 2023

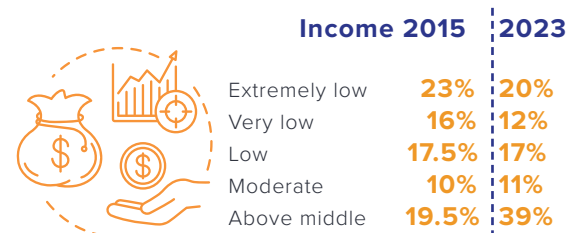


10,963
2044 GROWTH ESTIMATE

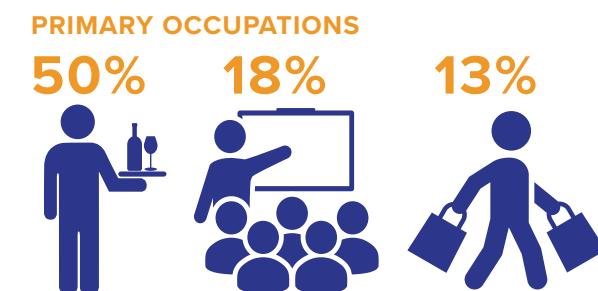
PEOPLE



EMPLOYMENT

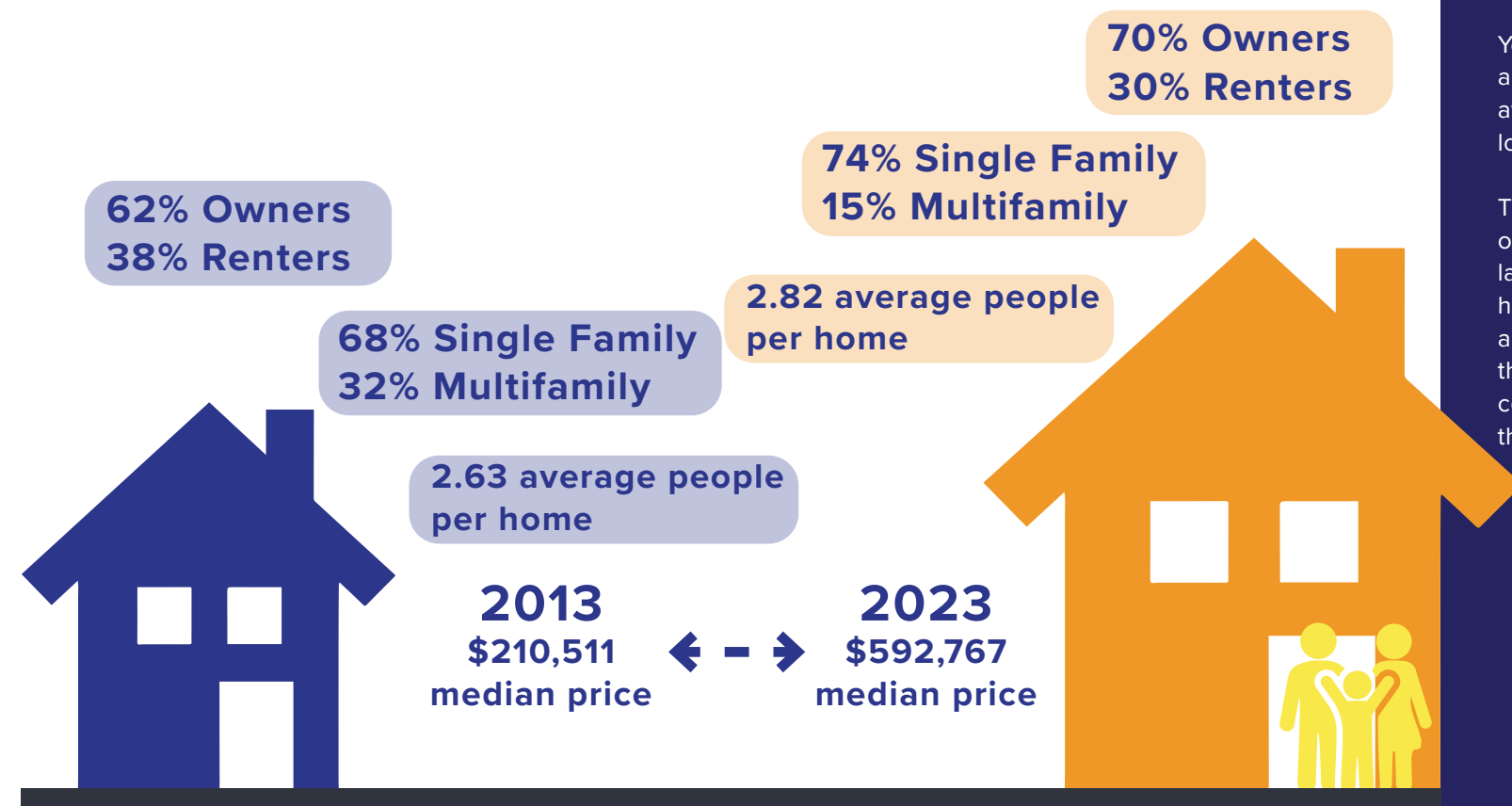


61,637
MEDIAN INCOME 2015
89,231
MEDIAN INCOME 2023



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.



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: 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.



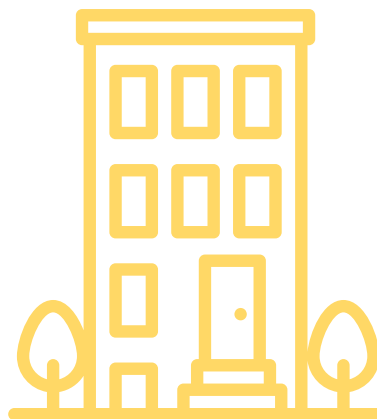
YOUNGER HOUSEHOLDS

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.

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 4,385 housing units are needed in Stanwood by 2044. Stanwood is currently on track to meet these targets.

+48.5

Units

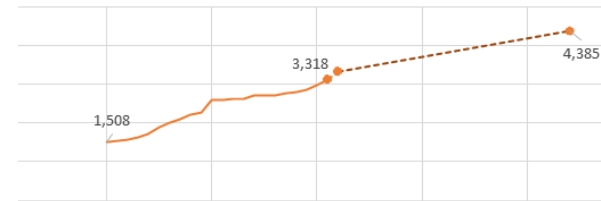
per year to reach

2044 projection

2013	6,349	2,409
2023	8,585	2,978
2044	10,963	4,385

In 2022, the Office of Financial Management estimated there were 3,318 housing units in Stanwood. This means that 1,067 housing units are needed to meet the 2044 goal. Stanwood would need to develop on average 48.5 housing units per year between 2022 and 2044 to meet this housing target.

STANWOOD HOUSING TRENDS AND 2044 HOUSING TARGET



2023 Land Capacity

931 units to own
758 units to rent

2044 Land Needed

646 units to own
317 units to rent

HOUSING

To meet the projected needs for 2044 based on current tenure, Stanwood would need to develop **646 units for homeownership, and 317 rental units**. Stanwood has the land capacity (see Land Use Element) to meet its housing target.

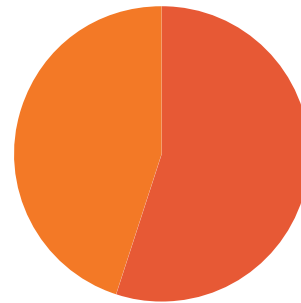
Most households in Stanwood, about 70%, are detached single-family residential. Based on land that is vacant or re-developable, 55% of land can accommodate single-family residential housing and 45% of land can accommodate multi-family residential housing. Stanwood has the land capacity to develop 931 single-family residential units and 758 multifamily residential units based on 2021 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.**

55%

Single Family

45%

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

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 in habitants in the process.

Infill Housing

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

Units

Single Family Homes, Apartments, or Condos





HOUSING GROWTH OVERVIEW: AN INVENTORY OF THE PAST AND PRESENT

Stanwood has the land capacity to support its housing target with 2021 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%



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

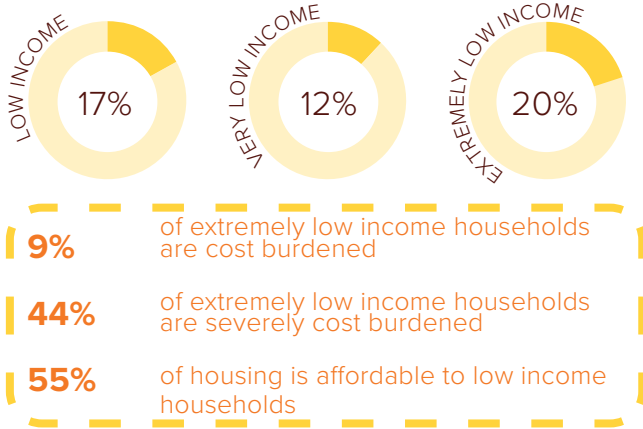
A household is considered cost-burdened when it spends more than 30% of its income on rent and utilities

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 Need	Existing Gap	2044 Need	2044 Gap
Extremely Low (30% or less)	315	334	19	461	146
Very Low (30-50%)	400	334	(66)	461	61
Low (50-80%)	685	331	(354)	457	(228)
Moderate (80-100%)	735	309	(426)	426	(309)
High (more than 100%)	405	1,231	826	1,697	1,292

Existing and Future Housing Needs by Tenure

	All Units	Units to Own	Units to Rent
Income Level (AMI)	Existing / 2044 Gap	Existing / 2044 Gap	Existing / 2044 Gap
Extremely Low (30% or less)	19 / 146	126 / 174	(107) / (28)
Very Low (30-50%)	(66) / 61	3 / 63	(69) / (2)
Low (50-80%)	(354) / (228)	(347) / (274)	(7) / 45
Moderate (80-100%)	(426) / (309)	(484) / (406)	58 / 97
High (more than 100%)	826 / 1,292	615 / 1,002	210 / 290

2044 Goal: How do we get there?





WHERE WE ARE GOING: HOUSING

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 .

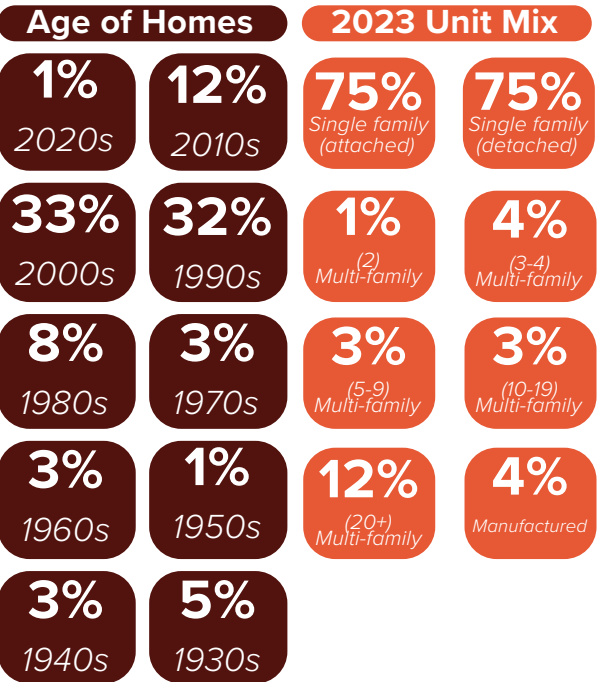
VACANCY RATES

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.

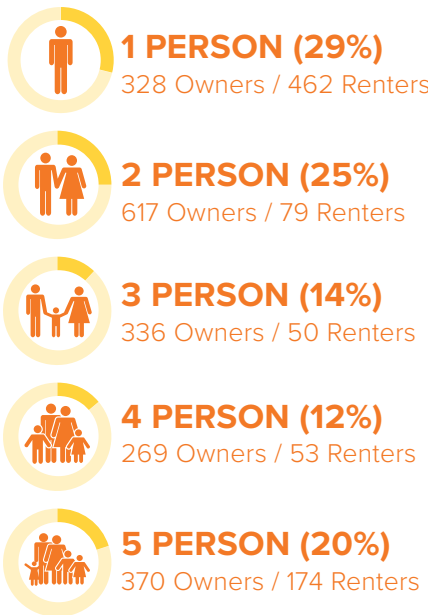
COST-BURDENED RESIDENTS

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

WHERE WE ARE GOING: HOUSING



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
- Brookstone
- 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.



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.

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 areas, 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.

HP-2.5 - Encourage moderate-density the development such as of townhouses, duplexes, triplexes, fourplexes, or other housing types to bridge the gap between higher-density

residential areas to single-family residential areas to promote affordable housing and rental opportunities.

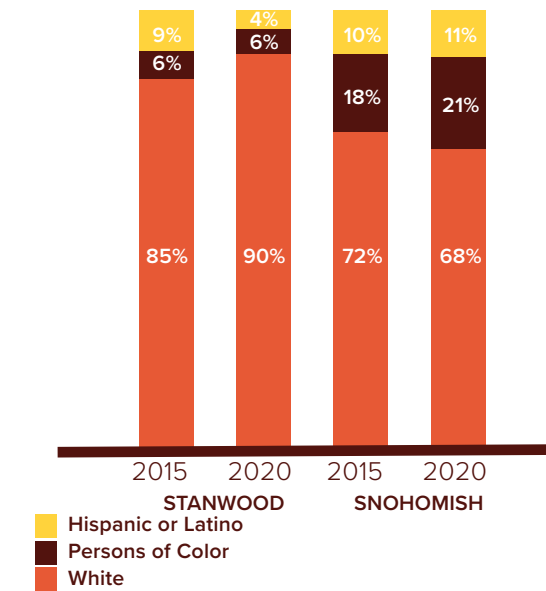
HP-2.6 - Allow manufactured housing in all residential zones except for multi-family residential, subject to City development regulations.

HP-2.7 - Allow qualified senior citizen housing developments, which may include housing for disabled persons, to exceed the maximum zoned density requirements in specified

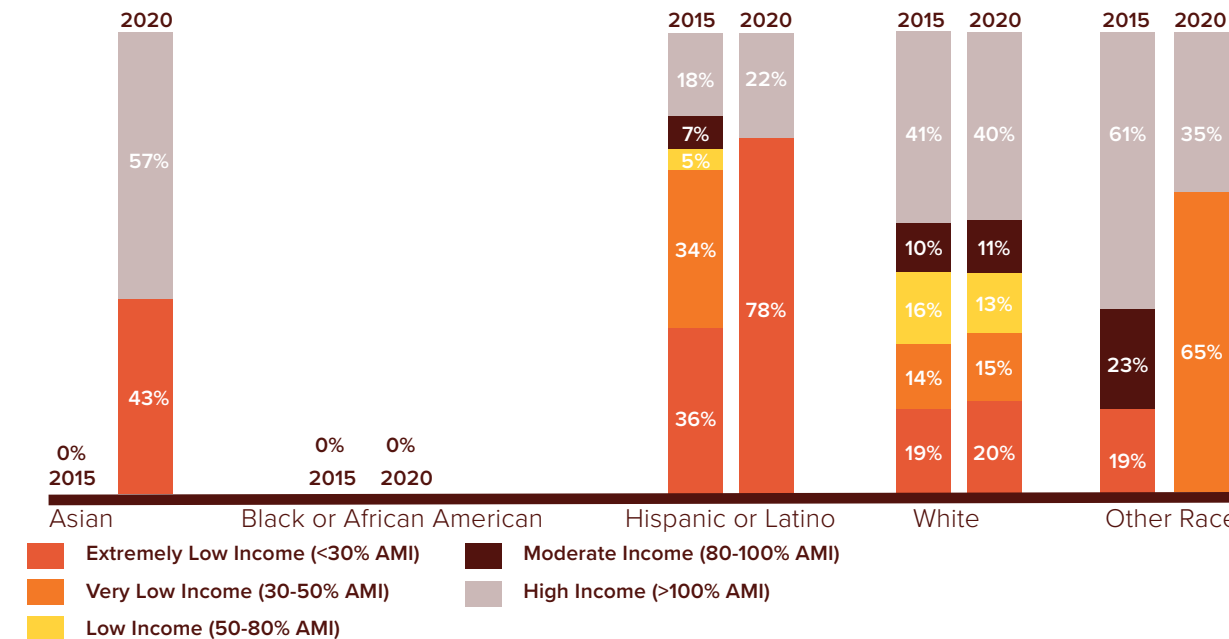
RACIALLY DISPARATE IMPACTS

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.

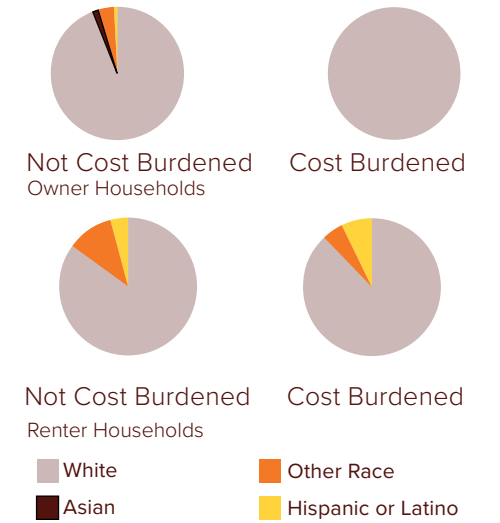
Racial Distribution



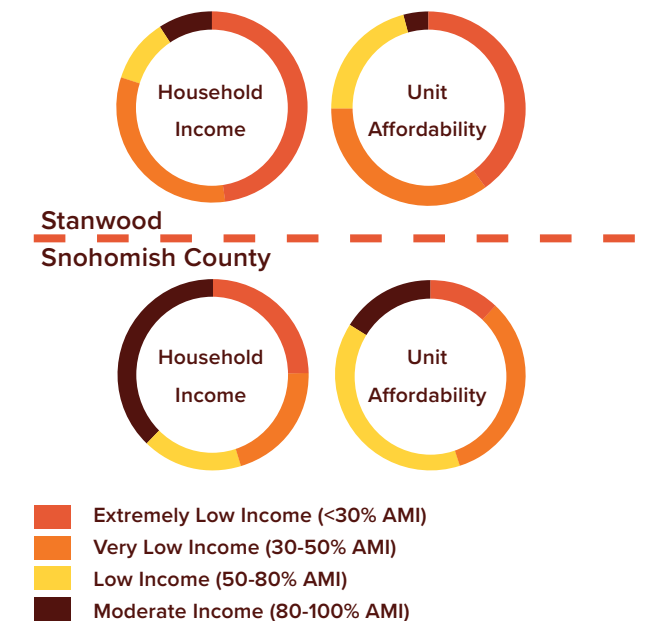
AMI Levels Across Racial Groups



Cost Burdened Households, 2019



Renter Income vs. Affordability





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

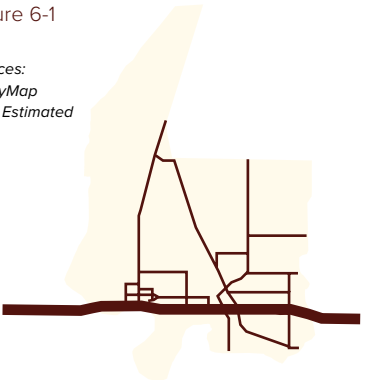
displacement and housing exclusion within certain populations. This includes Hispanic or Latino households within 30-100% AMI, and Other Race households that make less than 30% AMI and households that make more than 50% AMI.

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



% People of color (2017-
11.31% or less



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.



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-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.

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.



WHERE WE'RE GOING: ECONOMIC DEVELOPMENT

CORE VALUES



Sense of Community



Economic Development



Environment



Growth

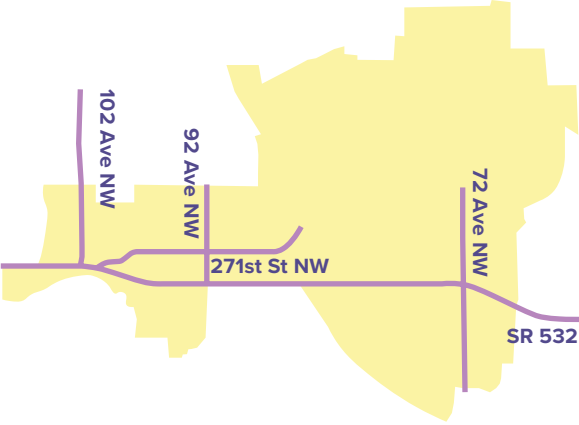


Livability



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.

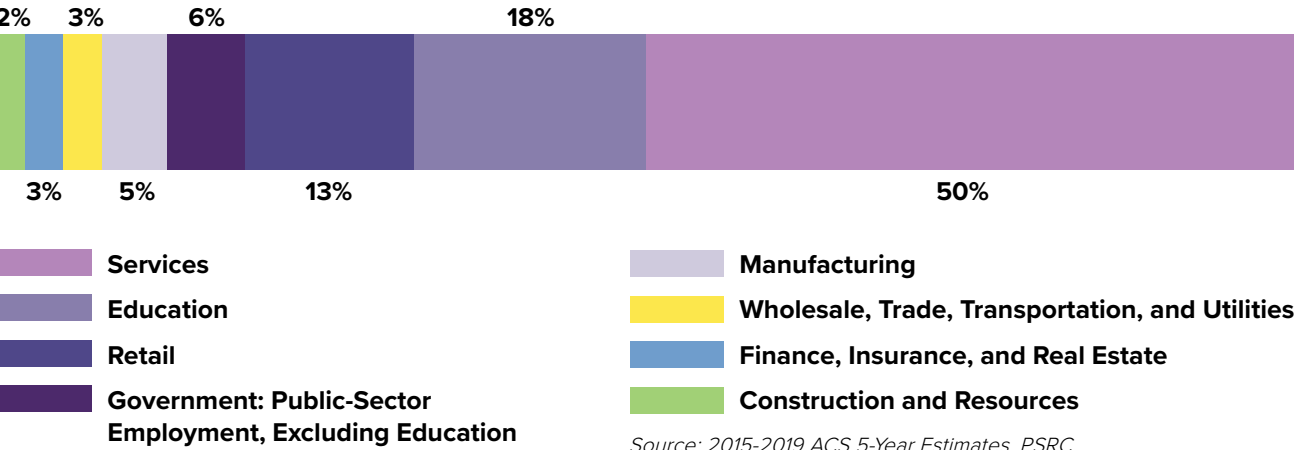
2012: Camano Island growth, in combination with limitations to commercial development on Camano Islands and the surrounding rural areas, result in Stanwood’s ability to attract more service-related industries.

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.

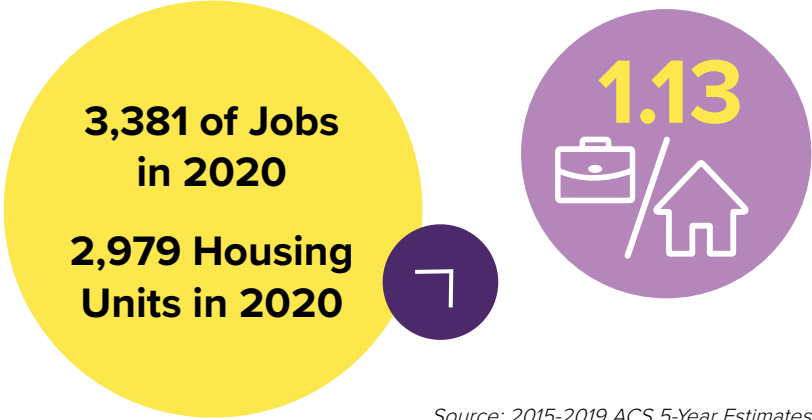
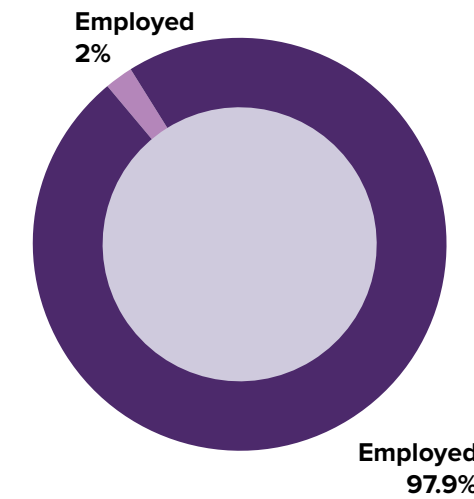


Jobs-to-Housing Ratio

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.

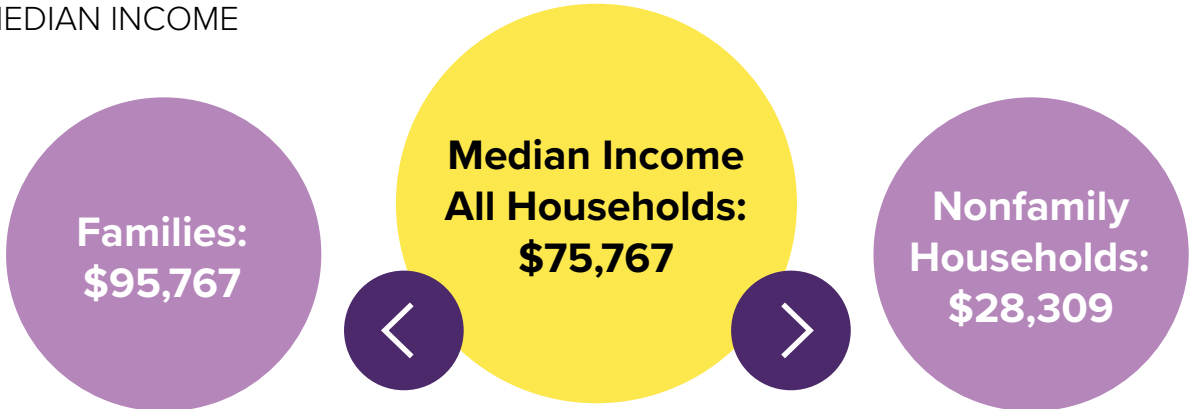
With 3,381 jobs and 2,979 housing units in 2020, Stanwood maintains a ratio (1.13) beneficial to the community workforce. This ratio is higher than Snohomish County.

Employment Rate in Stanwood

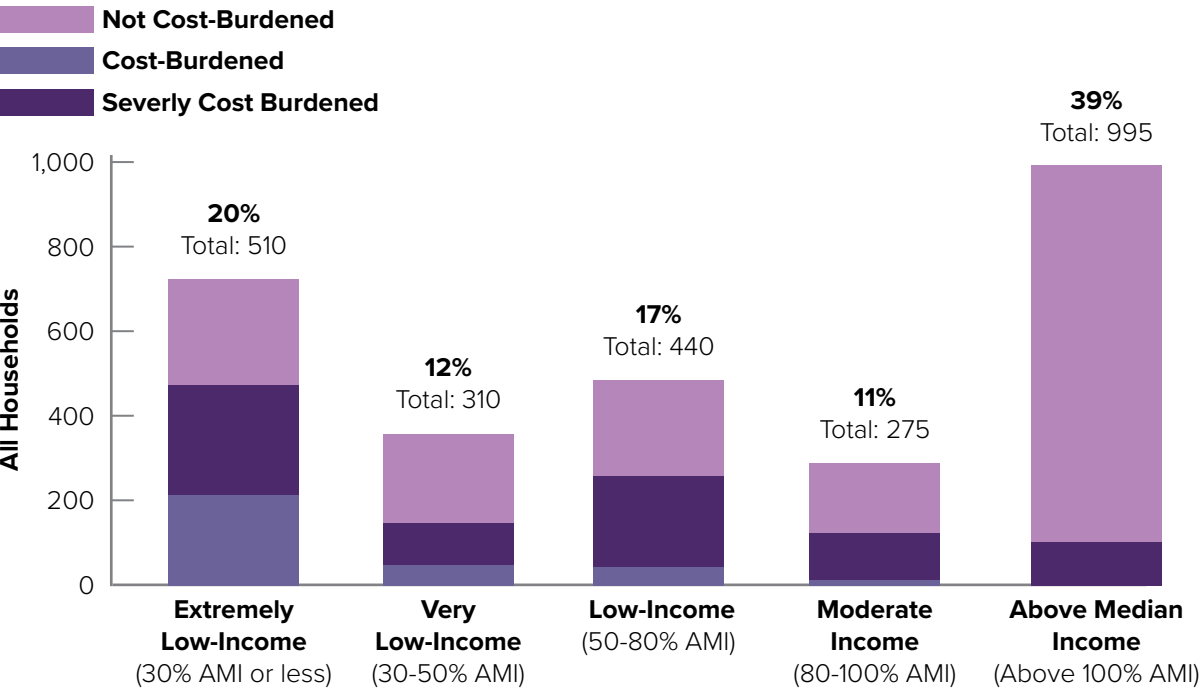




MEDIAN INCOME



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.

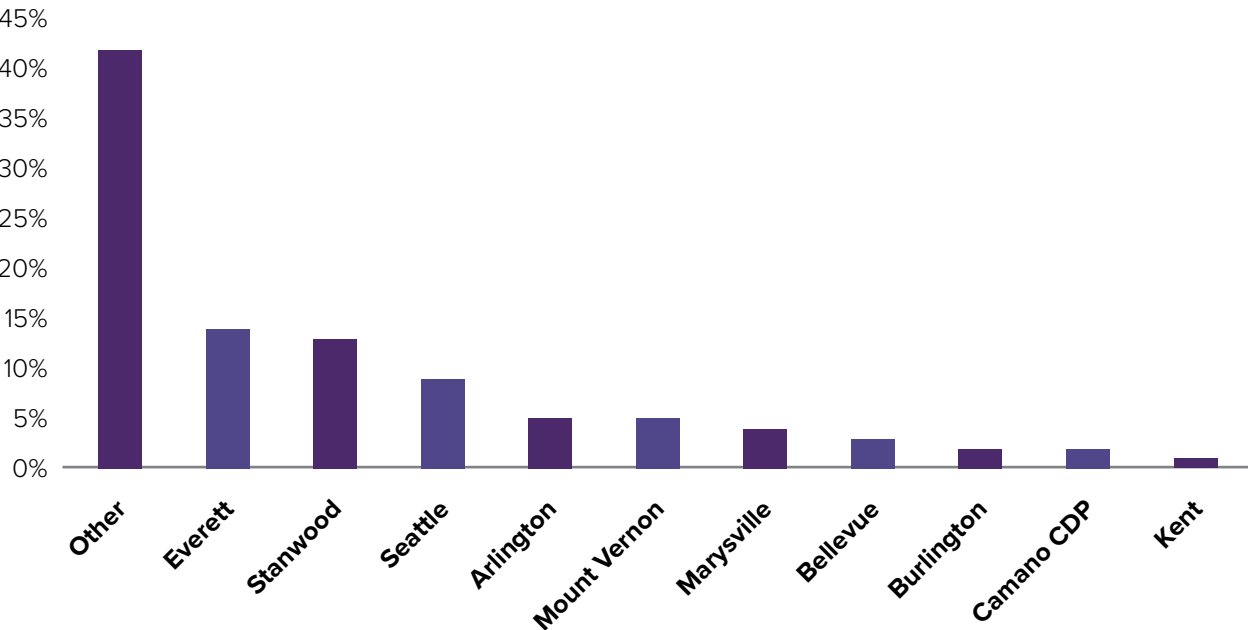
Census OnTheMap data indicates that about 88% of Stanwood's workforce is employed in the City, but lives out of town, about 13% live and work in Stanwood, and about 87% of people who live in Stanwood, work out of town as shown in Exhibit 10. Some workers who are employed in Stanwood commute from other 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.

WHERE WE'RE GOING: ECONOMIC DEVELOPMENT



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.

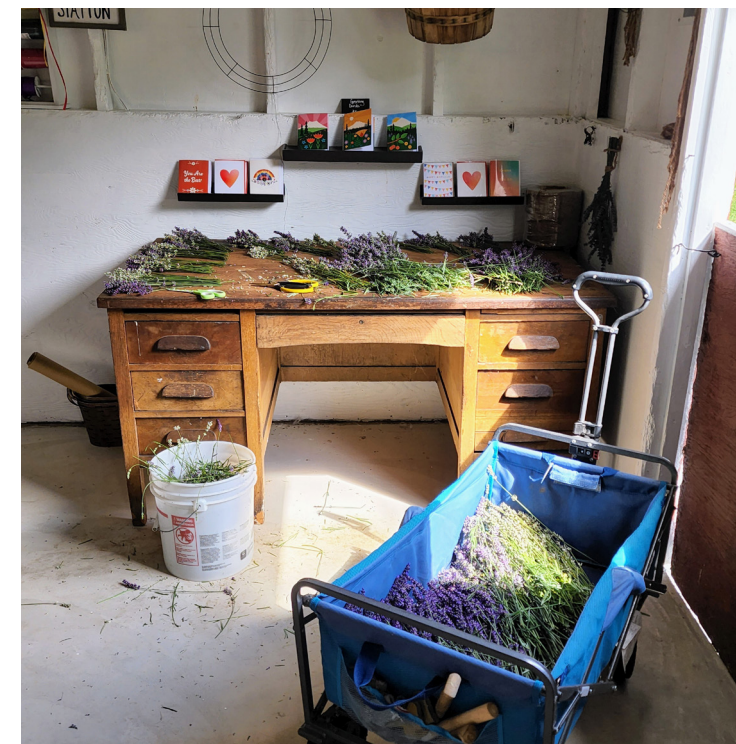
"Agriculture can be an important component in the incubation of a creative economy."

- 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 to 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*



88th Avenue Arch

Call for Art



City of Stanwood/SCAAC 88th Ave Archway Banners Call for Art

We received 62 banner submissions from 18 artists on the requested themes. Mediums include photography, watercolor, oil pastels, acrylic paints and digital art.

SCAAC met with Patricia Love last week to narrow down the selections. Initially, the concept was to have 4 different banners on display. We now feel a stronger and more visually appealing design will include identical banners on the south-facing pillars, and two different banners on the north-facing pillars.

We are proposing 3 distinct banner combinations, to be changed in the winter, spring and summer – images & renderings on the following pages:

Combination 1:

South-facing: "October Snow Geese Take Flight" by Ting-Li Wang

North-facing: "Freeborn" by Juanita Hagberg & "Winter Snow Eide Road Stanwood WA" by Isac Martin

Combination 2:

South-facing: "Snow Geese 2" by Susan Palmer

North-facing: "Quintessential Stanwood" by Barb Noonan & "From Leque Island" by Juanita Hagberg

Combination 3:

South-facing: "Paddles Up" by Brian Perry

North-facing: "Stanwood Strawberries" by Resha Hanson & "Twin City Peas" by Resha Hanson

Thank you for your consideration.

Combination 1:

South-facing: "October Snow Geese Take Flight" by Ting-Li Wang

North-facing: "Freeborn" by Juanita Hagberg & "Winter Snow Eide Road Stanwood WA" by Isac Martin



Combination 2:

South-facing: "Snow Geese 2" by Susan Palmer

North-facing: "Quintessential Stanwood" by Barb Noonan & "From Leque Island" by Juanita Hagberg



Combination 3:

South-facing: "Paddles Up" by Brian Perry

North-facing: "Stanwood Strawberries" by Resha Hanson & "Twin City Peas" by Resha Hanson



Combination 1 :

South-facing: **“October Snow Geese Take Flight” by Ting-Li Wang**

North-facing: “Freeborn” by Juanita Hagberg & “Winter Snow Eide Road Stanwood WA” by Isac Martin

Artist: Isac Martin

Title: “October Snow Geese Take Flight”

Medium: Photography

Each year the Stanwood Camano Snow Goose & Birding Festival attracts a multitude of visitors to this beautiful part of the Pacific Northwest. It was at one of these festivals before Covid that I discovered snow geese and began photographing them every year. To me, the snow geese symbolizes beauty, grace and friendliness, something I will always associate with Stanwood, WA.



Combination 1 :

South-facing: "October Snow Geese Take Flight" by Ting-Li Wang

North-facing: "Freeborn" by Juanita

Hagberg & **"Winter Snow Eide Road Stanwood WA"** by Isac Martin

Artist: Isac Martin

Title: "Winter Snow Eide Road Stanwood WA"

Medium: Photography



Combination 1 :

South-facing: "October Snow Geese Take Flight" by Ting-Li Wang

North-facing: **"Freeborn" by Juanita Hagberg** & "Winter Snow Eide Road Stanwood WA" by Isac Martin

Artist: Juanita Hagberg

Title: "Freeborn"

Medium: Watercolor

I loved the late afternoon light, values, and peacefulness of Freeborn Lutheran Church. It has been part of the community for over 100 years, providing respite and spiritual uplift for the congregation. The history of the place also appealed to me, and I was reminded of it when I painted "Freeborn"



Combination 2 :

South-facing: **“Snow Geese 2” by Susan Palmer**

North-facing: “Quintessential Stanwood” by Barb Noonan & “From Leque Island” by Juanita Hagberg

Artist: Susan Palmer

Title: “Snow Geese2”

Medium: Digital



Combination 2 :

South-facing: "Snow Geese 2" by Susan Palmer

North-facing: **"Quintessential Stanwood"**
by Barb Noonan & "From Leque Island" by
Juanita Hagberg

Artist: Barbara Noonan

Title: Quintessential Stanwood

Medium: Soft Pastel

Brief Explanation: As I drive through Stanwood, it's the barns that always capture my eye. The heartbeat of our area are the farmers who work such long hard hours and preserve our pastures and food source. I've been painting these views since 2007 when I would drive up from Seattle, awaiting the perfect hour and light to cast across the fields and buildings. This gem is most familiar to many I'm sure. Now I live here and frequent the backroads with my camera daily. You never know what delight you may find.



Combination 2 :

South-facing: "Snow Geese 2" by Susan Palmer

North-facing: "Quintessential Stanwood" by Barb Noonan & **"From Leque Island" by Juanita Hagberg**

Artist: Juanita Hagberg:

Title: "From Leque Island"

Medium: Watercolor

I painted "From Leque Island", because the history of places intrigued me. The image represents to me the tenacity and hard work that went into establishing settlements and farming in Stanwood. That Ovenell Farm and the homesteader's barn in East Stanwood are still here, suggests resilience, and honors the past. The projected City Park at Ovenell's is a testament to that.



Combination 3 :

South-facing: **“Paddles Up” by Brian Perry**

North-facing: “Stanwood Strawberries” by Resha Hanson & “Twin City Peas” by Resha Hanson

Artist: Brian Perry

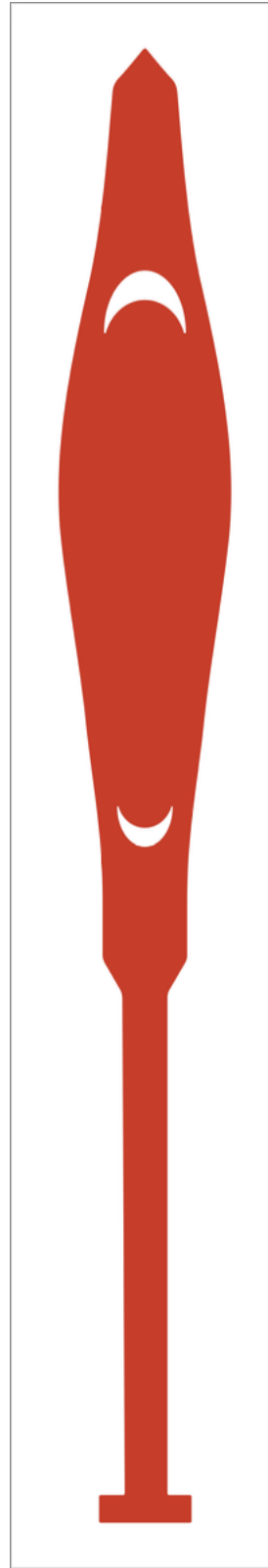
Title: “Paddles Up”

Medium: Digital

NOTE: Color options include black, orange, red or blue – all on white backgrounds. One color would be selected for both banners.

This design while simple, is a welcoming gesture that northwest coast canoe tribes use to greet guests and visitors while traveling by canoe. I think it lends itself well to the space allotted for art on the Gateway Arch. Traveling by canoe on the Salish Sea has become very popular. To our ancestors, it was commonplace and necessary. For modern day Tribes it’s a way to reconnect with our ancestors and to build upon our culture. Tribal canoe Journeys started again in 1989 and since then it has skyrocketed in popularity and reinvigorated our culture. Bringing a sense of pride and confidence in our heritage.

Not everyone will know what the paddles represent, but they should be able to piece together that there is significance in the simple visual of the paddles. Paddles up- Welcome to the city of Stanwood.



Combination 3 :

South-facing: "Paddles Up" by Brian Perry

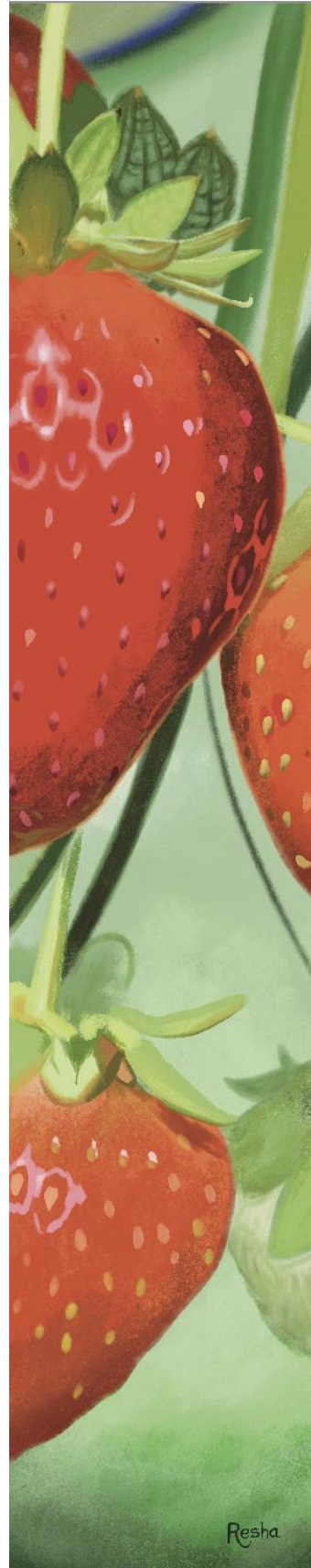
North-facing: **"Stanwood Strawberries" by Resha Hanson** & "Twin City Peas" by Resha Hanson

Artist: Resha Hanson

Title: "Stanwood Strawberries"

Medium: Acrylic

Everyone has seen the strawberry stand that pops up in front of the old furniture store. It's a popular stop for people looking to support local farms. Strawberries are a staple in our family and I love painting them too.



Combination 3 :

South-facing: "Paddles Up" by Brian Perry

North-facing: "Stanwood Strawberries" by
Resha Hanson & **"Twin City Peas" by Resha
Hanson**

Artist: Resha Hanson

Title: "Twin City Peas"

Medium: Acrylic

For more than half a century, the Twin City processing plant was a successful business that boomed at its peak, providing thousands of jobs to locals and supplying peas to other parts of the country. I chose to commemorate the local pea industry with this illustration. My family enjoys growing and eating peas so this was a fitting and meaningful piece.



ARTIST BIOS

Juanita Hagberg

ARTIST BIO

My personal and aesthetic connection to nature is evident in my watercolors. Memories of my experiences in the outdoors are the basis of my art. Painting with the plein air group, Roaming Artists (Camano Island, WA) for many years has given me wonderful access to waterfronts, private gardens, and farms in Stanwood, Camano Island, and surrounding areas. There is so much visual stimulation and history here! My work evokes memories and experiences of this beautiful place.

I have exhibited in many juried shows - most recently, "The de Young Open," de Young Museum, S.F.; "Yosemite Renaissance," Yosemite National Park Museum Gallery; "The Signature American Watermedia Exhibition (CA;) Arts at the Port, Fine Art Exhibit (WA.) Selected non-profit organizations benefitting from my work include the Museum of Northwest Art; Stanwood Camano Arts Advocacy Commission, (WA) Stanwood Banner Project; Stanwood Camano Area Foundation, (WA) presentation painting for volunteer award recipient; Karla Matzke Gallery, (WA;) the Camano Center; (WA;) John Muir Land Trust, (CA.). I have volunteered to teach art in CA, OR, and WA schools; and have been the featured artist/lecturer and workshop artist for the California Watercolor Association. I am the Coordinator of the Roaming Artists, Camano Island, WA.

My watercolor paintings have been published: Watercolor Magazine; Dusty Cellars Winery (WA) label art; "Splash 11 – New Directions, The Best of Watercolor," North Light Books and F+W Media; Watercolor Artist Magazine; and "A Walk Into Abstracts, Vol. 6," Sue St. John. You may see my paintings at Valley Art Gallery, Walnut Creek, CA; the Roaming Artists Show, Camano Island, WA; in private and corporate collections in the U.S and Europe; www.theartistsnetwork.com; www.YouTube.com; and www.juanitahagbergwatercolors.com.

ARTIST STATEMENT

Painting "en plein air" gives me the opportunity to explore an area and think about what makes a place unique and special. Of course, the essence of the subject inspires me with the light, forms, and textures of the moment, but historical significance is also of interest to me.

R. Brian Perry

Port Gamble S'Klallam Tribal Member

I am an enrolled member of the Port Gamble S'Klallam Tribe and I've been around Native American art my entire life. I began my formal training when I met David Boxley, a Tsimshian Indian, and well-established artist from Alaska. I took my first northern form-line and other design classes with him and I began focusing specifically on Native American art. The classes gave me the confidence to try new things and I found inspiration everywhere, including from my job. At the time, I was a full-time employee for the Northwest Indian Fisheries Commission. I traveled to tribal salmon hatcheries and supervised marking and tagging of fingerling salmon. My carving tools were always with me. Most tribal hatcheries are in remote, rural areas. They're perfect for seeing ravens, eagles, otters, elk, and other wildlife. I rescued a great blue heron, a kingfisher and an osprey from bird netting designed to keep such predators out of the fishponds. I'll never forget the intensity in the Osprey's eyes and I immediately went home and sought to capture that intensity in a carving of an Osprey mask. My early art reflected my training from David Boxley—it was Northern design art, as found in Canada and Alaska. The more art I made, the more connections I established – with nature, my mentors, other tribes, and my spirituality. Art is the common thread between me and everything that matters in my life. I met many of my mentors Duane Pasco, Eddie Charles, and David Franklin, through art and I learned Coast Salish art. Recently I sketched a raven design titled Raven Speaks, which my current supervisor used to have blankets printed. I designed and installed a 12' Totem pole of a Heron at Heronswood garden, and I collaborated with David Franklin to design and install a 14' Guardians of the Salish Sea Totem pole at the Salish Sea Elementary school in Seattle. Every piece of art I create tells a story and brings people together. I love the collaboration between people and with different mediums.

The last few years I have been blending traditional designs with contemporary mediums. I have been to Pilchuck glass school to experiment with glass. I am learning how to cast, blow, and sandblast and how to cast with resins. Taking sculptures and making mold castings in colors. I have dabbled with metal - the 46' Paddles Up sculpture I designed that adorns the front of The Point Casino, in Kingston, Washington is made of steel. I collaborated with Preston Singletary, Anthony Jones, and David Franklin to design, create and install The Weavers Welcome, a glass and metal sculpture at The Burke Museum.

I have come a long way on this art journey. And yet I am still inspired by the simple things-- seeing or hearing ravens, watching and hearing eagles, and hearing the sound of an orca blast its breath at the surface of the Salish sea. I am blessed to be where I am, to be who I am and to have lived where I have. I am blessed to have had an amazing grandfather who taught me and encouraged me. I am blessed to have all the mentors I've had, and the support of my family. So many people have given freely of their time and knowledge. The only way I can repay them all, is to pass along what I have been taught.

Resha Hanson

Resha Hanson is a fine artist, muralist, and graphic designer currently based near her roots in the Pacific Northwest. Her artistic upbringing nurtured her abilities but the gloomy skies and Seattle's cold weather had her seeking sunshine. After earning her BFA in Graphic Design from the University of Hawaii, world travels filled her soul with rich experiences that continue to inspire her work.

Whether it be a massive mural, a miniature oil painting, or a design project, Resha's love of color is evident and intentionally integrated. Her training in design influences her painting, resulting in beautiful compositions that combine graphic qualities with fine art. Her innate attention to detail and her happy spirit are fundamental to her work and she currently enjoys exploring beaches, tropical birds, and food as subject matter. All together these form her unique interpretation of the world.

Isac Martin

I'm a local photographer from Arlington Washington and I've taken so many pictures on Camano island and would love to share my work with you to hopefully be a part of the banner project

Barb Noonan

Barbara Noonan of Mornin Noonan Night Studios, Camano Island, WA, is an award-winning soft pastel artist who delights in interpreting nature's light in her paintings. She is a member of the Camano Island Artists and actively participates with SCAAC. Her award-winning paintings are found in books, magazines, Virginia Mason Medical Center, Kent City Hall, Stanwood Banner 22, and personal collections internationally. Additional works can be found on island at Matzke Fine Art Gallery.

Ting-Li Wang

I am a Taiwanese-American documentary photographer based in Mount Vernon, WA. I approach photography with a journalistic eye and emphasis to capturing beautiful light, decisive moment and compelling composition. I love the cultural and geographic diversity in this part of the world and am grateful for the opportunity to share my vision with the world.

Susan Palmer

As a child, if anyone asked what I wanted to be, without any doubt, I would say, “an artist.” I enjoyed calligraphy as a young girl. In high school I studied graphic arts. College my major was photography. During all that time and up today there’s been a calling for everything to do with quilts and quilt making. The texture, patterns and color of fabrics brings such joy. The ability to take perfectly good fabrics, cut them up and sew them back together into unexpected pieces of art.

I have been making quilts for over 30 years. In 2007 was the beginning of my Professional Long-Arm Quilting business. Soon after that, Independent Quilt Fabric Sale Representative was added. Now during this crazy year, I’ve taken this downtime to learn, everything social media, from producing video for YouTube, live streaming Quilt Shows and my newest bliss Surface Design. How exciting to see my art on a piece of fabric or so many other opportunities, like clothing, wallpaper, coffee cups...