



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, November 2, 2023, at 5:00 PM

- Downtown Park Design
- East End Traffic Calming Options
- SR 532 Downtown Impact Analysis
- SMC Titles 7 and 8 Full Draft Review
- Alliance for Housing Affordability ILA Amendment
- Snohomish County Park Levy Briefing

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)

Passcode: 630153
Telephone: 253-215-8782
Webinar ID: 863 5368 8054

November 2, 2023

Staff Report



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

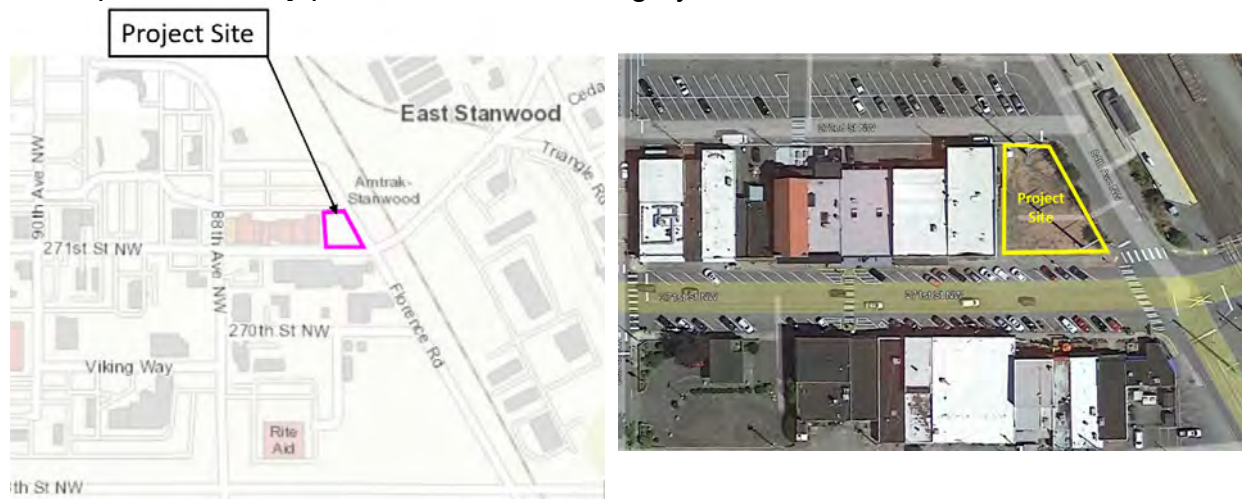
DATE: November 2, 2023

SUBJECT: November CDC Agenda Topics

FROM: Patricia Love, Community Development Director
Tansy Schroeder, City Planner

Downtown Park Design

The City of Stanwood purchased a 0.11-acre parcel on the eastern edge of Stanwood's main street business district and near the Amtrak train station for an urban business district park and entry point for visitors arriving by train.



The downtown park is located on 84th Avenue (Florence Road) next to the Amtrak Station and is bordered by historic commercial buildings on the west side of the property and the railroad line used by Amtrak and general freight to the east. During the 1950s, an auto repair and parts buildings, a filling station, and an area for auto grease and oil storage were located on the site. During the 1980s and early 1990s, an antique business and later a hair salon operated on the Site. During the early 1990s, buildings on the site were destroyed by a fire and the site has since remained a vacant, undeveloped lot.

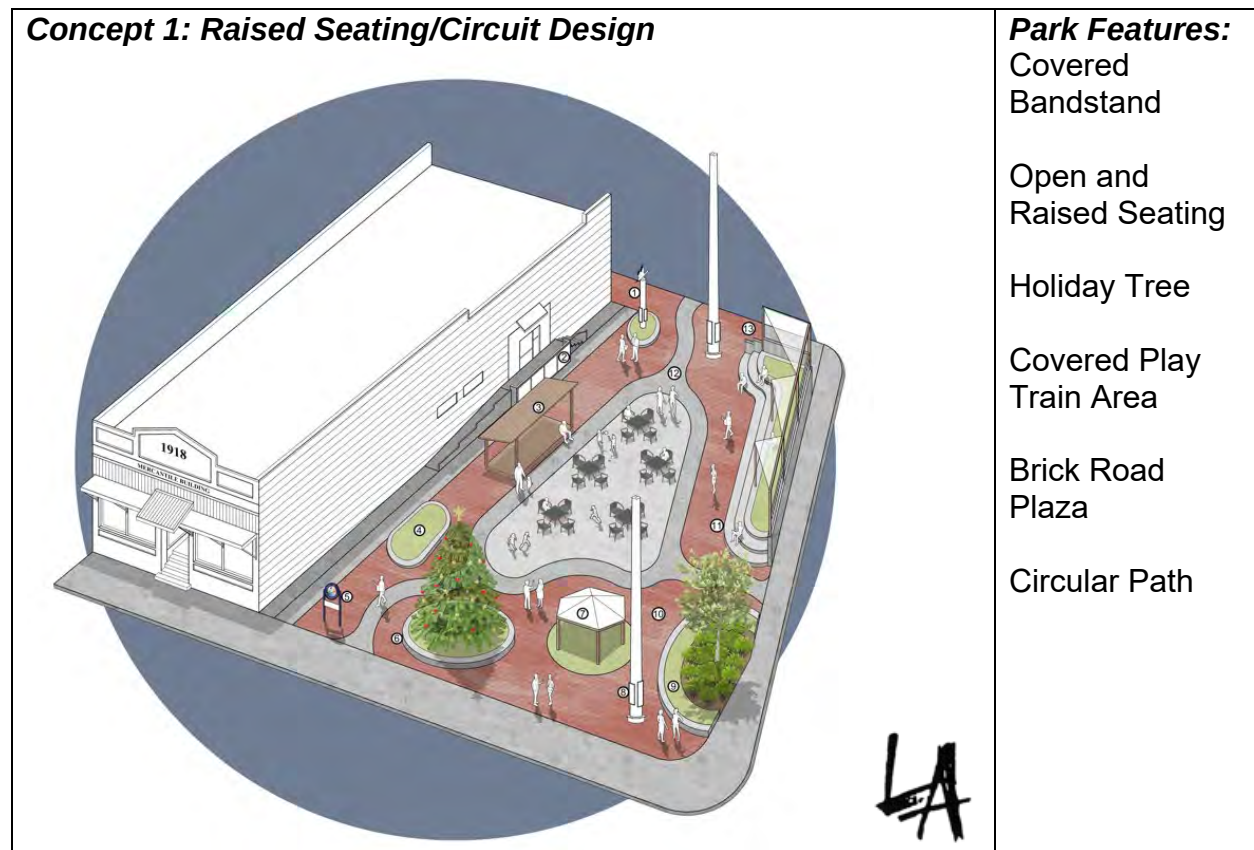
The City purchased the downtown park site as part of the Twin City Mile downtown revitalization project. 271st Street project elements include improving pedestrian safety and comfort, reconfiguring travel lanes and parking, building wider sidewalks and plaza

areas, improved street lighting, adding wayfinding signage, building park areas and gateway features, and installing street trees, art, and other curb appeal amenities.

The City envisions an urban, hard surface downtown park, that can be used by shoppers and tourists as a place to stop, rest and enjoy the day. It should also be designed to accommodate / supplement the many special events held along 271st Street including art festivals, Twin City Idlers Car Show, Stanwood Camano Fair parade, National Night Out, Concerts, Ghouls Night Out (Halloween), Holiday Tree Lighting and Festivities, and potentially the Farmers Market.

Initial project ideas were discussed with the Economic Development Board (March 17, 2023) and Parks and Trails Advisory Committee (May 15, 2023); their ideas included a gazebo, seating, band stage, hardscape play areas, accessible walkways to the rear parking lot, and/or any combination of public gathering space. The intent of the project is to create a “place” within the downtown area that promotes a strong business district and useable community space.

Using the ideas generated by the Committees, Scott Lankford of Lankford Associates, prepared the following three concept designs.



Concept 2: Open Concept/Depot Play Fixture



Park Elements:

Depot Style
Bandstand and
Covered Play
Shelter

Scored
Concrete Plaza
with Open
Seating

Brick Accent
Around Plaza

Holiday Tree

Park Signage
and Artistic
Weathervane

LA

Concept 3: Water Feature/Fixed Seating



Park Features:
Water Feature

Brick Road
Inserts

Fixed In Place
Seating and
Tables

Holiday Tree

Bandstand

Park Signage
and History
Boards

The general consensus is that Option 1 is the most desirable design with the following comments:

Public Works Committee (September 6, 2023)

- Prefer the water feature with concept one; remove the train; In concept 1 remove raised bed and add water feature; for the water feature, is it possible to have a Snow Geese spitting out water or a Viking statue; add more landscaping; concerns with camping overnight; address park hours - closing from dusk to dawn; while the plaza can be used for events, don't design the park only for events; a prominent flag pole on the property; consider ADA and wheelchair access on the brick surface; and do not have a permanent port-a-potty.

Economic Development Board (September 15, 2023)

- Keep a small space for a bandstand; add more plants; a water feature would add a lot of maintenance to the Public Works department; shelter and shade are important; keep the park low maintenance; and keep a connection through the park to the parking lot to the north.

Parks and Trails Advisory Committee (October 16, 2023)

- Don't support the water feature; like Option #1 with the raised seating area; would like open space in the middle to be usable; like permanent sitting area around exterior, keep interior open; like the red brick with gray highlights; support a small play element, but not a playground; add more lighting; band shelter needs electrical capability; and add landscaping.

Public Survey Comments (August 25 – September 22)

- Option 1 was the preferred design (44.05%)
- Most important features included covered shade areas (57.9%); tables and seating (54.18%); children's play element (34.43%) and covered stage (27.59%) and Landscaping (27.59%).
- Least important features included water element (46.84%); wayfinding signage (46.58%); raised stadium seating (38.73%); and art features (33.16%).
- How the park should be used: community events (74.43%), eating lunch (55.19%), and listen to live music (51.90%).
- Best name for the park: Depot Park (65.57%)
- Other common comments:
 - o Need public restrooms and landscaping/shade trees/seasonal color (17 each)
 - o Seating / shade / relaxing / people watching space (14)
 - o Kid/family spaces and water feature/splash pad (13 each)
 - o ADA complaint / Ease of use for seniors (7)
 - o Art/mural space and trash cans / recycle bins (5 each)
 - o Green space (4)
 - o Improve lighting (4)
 - o Other: outdoor heaters, bike racks, charging stations, storage area for tables/chairs, water fountain / bottle filling station, flagpole, food truck space, parking lot and close 271st.
 - o Major concerns included vandalism and potential for tables and chairs to be stolen.

East End Design and Traffic Calming Options

The 2023 / 2024 work plan for the Twin City Mile (TCM) project includes evaluating short term interim design improvements between 88th Avenue and 88th Avenue as well as traffic calming measures. Pertee Inc. and Lankford Associates were hired to prepare preliminary engineering designs for the east end district consistent with the TCM adopted concept plans.

East End Near Term Development Options

The purpose of the east end near-term improvements is to add beautification to the corridor, as well as promote pedestrian visibility and calm traffic as it travels along the corridor. These near-term improvements are expected to be in place for five to ten years while the City works toward the design and implementation of long-term improvements. Two implementation elements are being proposed: 1) improve the mid-block crossing for pedestrian safety and beautification and 2) 88th Avenue / 271st Street intersection improvements to continue implementation of the Twin City Mile and downtown beautification project.

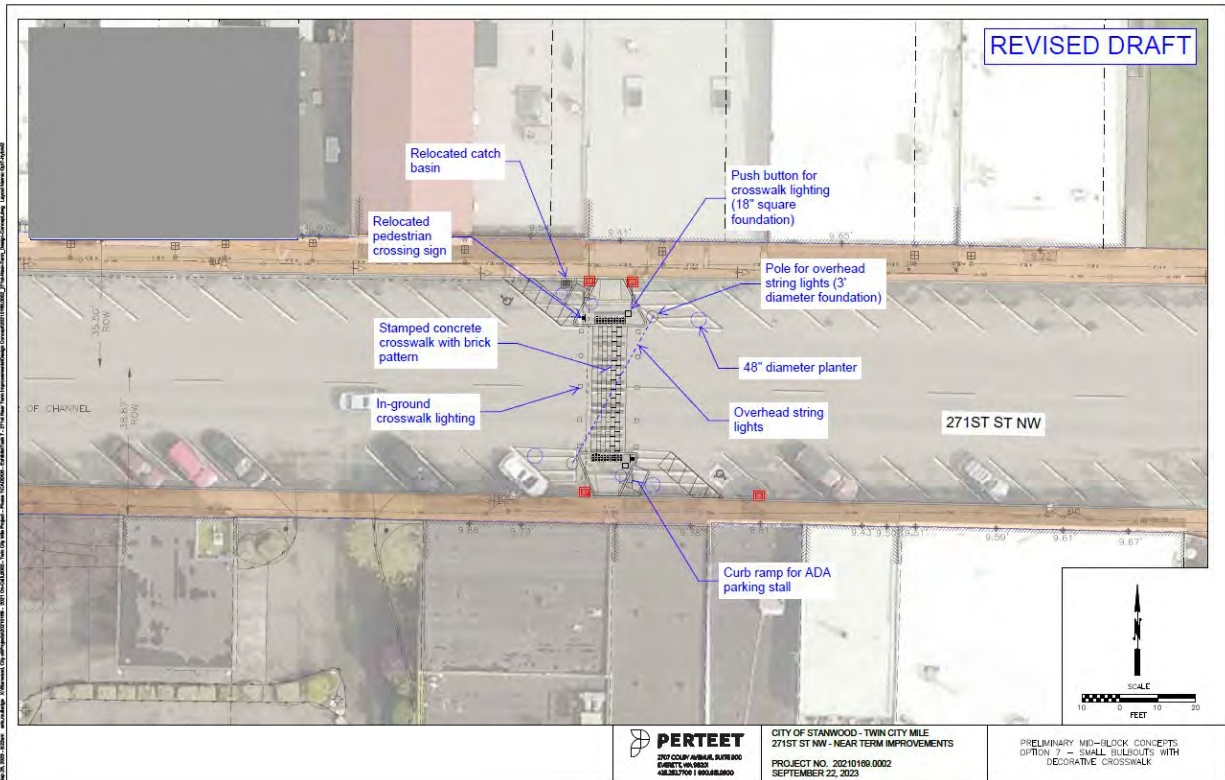
Mid-Block Crossing

Several options were considered on how best to improve visibility of the mid-block crossing while also meeting engineering design standards for ADA parking and access, lighting and drainage.

The location of the ADA parking stalls has a significant impact on the mid-block crossing design. ADA standards dictate stall width, loading/unloading spaces and access ramp requirements. Staff considered relocating the ADA stalls to the 88th Avenue and 84th Avenue intersections, but the move resulted in undesirable design impacts, and it moved people farther away from the store fronts. Additionally, the original TCM concept included raising the cross walk to be level with the sidewalk, however this created design problems with cars backing up over the raised cross walk and diminished the ADA accessibility.

Staff's recommended mid-block crossing improvements include:

- Extending the raised cross walk extension areas for improved visibility;
- Changing out the cross walk to the TCM Brick Road design;
- Include in-ground crosswalk lighting in lieu of raising the cross walk; and
- Add city beautification elements: planter strips and overhead decorative lighting.



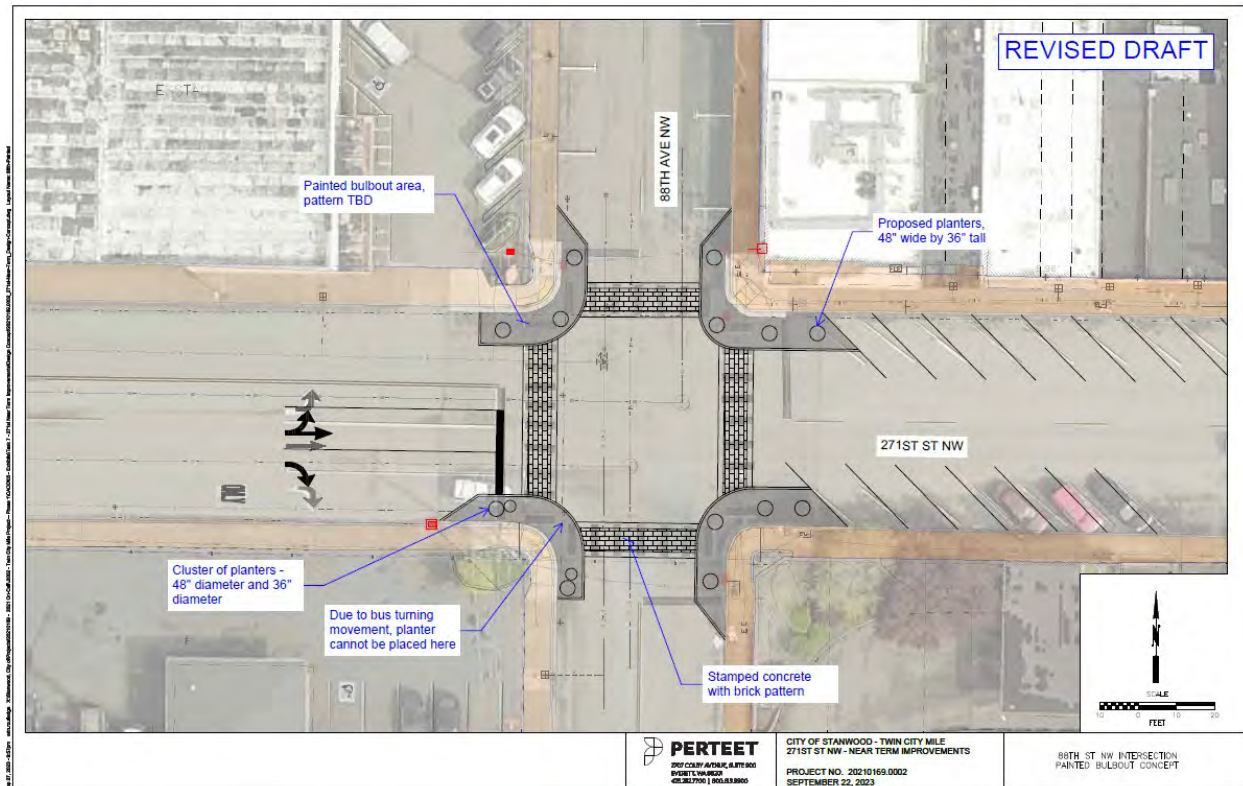
88th Avenue / 271st Street Intersection Improvements

Continuing with the TCM themes, the beautification elements the City identified for the intersection of 271st Street NW and 88th Avenue NW included curb return corner bulb outs, the cement stamped brick concrete crosswalks, and planter pots. With the high cost to reconstruct a full intersection, additional thought was given to how to meet the City's beautification goals while continuing to implement the TCM project goals.

Staff's preferred option shown below is based on the City's goals of implementing beautification opportunities and making pedestrians more visible to vehicles, as well as improving the operation of the intersection. This option is a relatively lower cost to implement because it does not need a full reconstruction of the cement concrete curb returns, and the existing stormwater catch basins and pipe can stay in place and will not need to be moved.

Suggested improvements include:

- Eliminate the northbound turn lane to align the travel lanes (versus off-set travel lanes);
- Apply paint to create bulb outs and place planters to create separation between the vehicle travel paths and the pedestrian space; and
- Add stamped brick concrete crosswalks



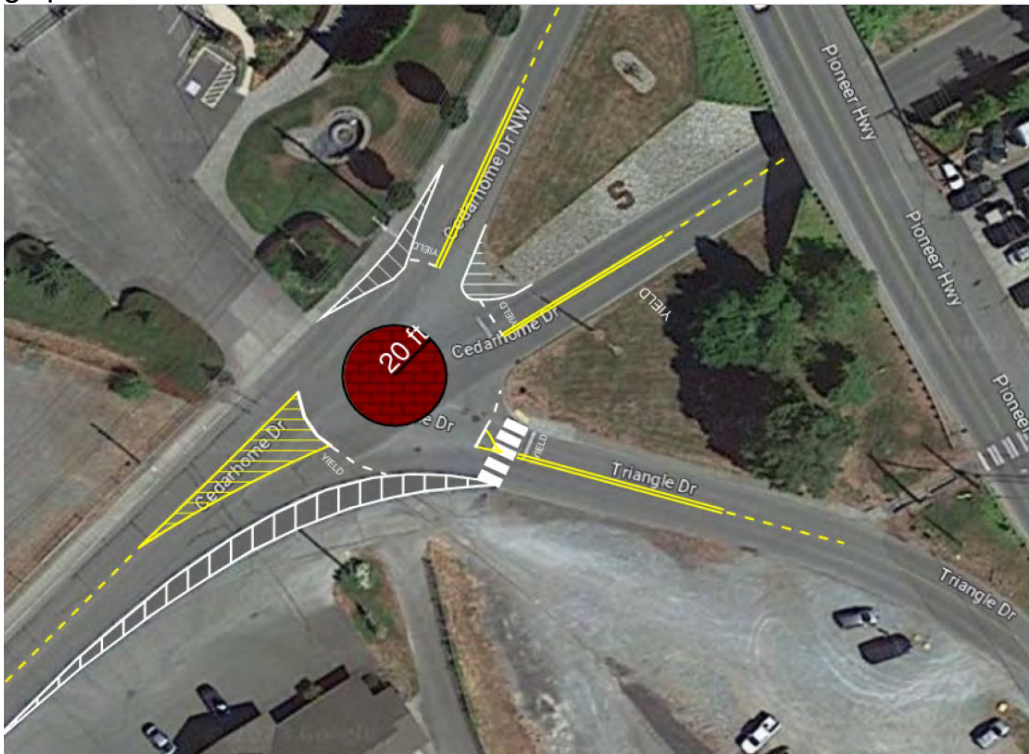
Traffic Calming

A reoccurring comment voiced during the public outreach and committee review of the TCM project was how fast traffic flows coming down Cedarhome Drive to the 88th Avenue stop sign on 271st Street. In response the city initiated a limited scope study to evaluate which types of traffic calming measures could be used to slow westbound drivers and enhance pedestrian safety.

The key to managing traffic speed is to slow it down before it reaches downtown. To achieve this, traffic calming options are being proposed on Cedarhome Drive and at the intersection of 84th Avenue and 271st. While there are many traffic calming options that can be used to reduce speeds along this corridor, staff has selected the following preferred designs which can be implemented easily with limited impact on the businesses and are cost effective.

Cedarhome Drive Triangle - Mini-Roundabout

The mini-round about design reduces travel speeds overall because many drivers who currently have a free-flowing path along Cedarhome Drive would now be required to yield at the intersection. This boosts pedestrian safety at the crosswalk across Triangle Drive and should generally decrease the severity of any crashes that occur between vehicles. However, the geometry of the existing footprint does not afford much room to slow approaching traffic with curvature prior to reaching the center island. This diminishes the benefit to some degree, but overall, this installation should be generally effective at reducing speeds.



84th Avenue Intersection

Painted Blub Outs With Planters, Brick Crosswalks And Raised Decorative Median Narrowing travel lanes has been shown to reduce driver travel speeds due to a more enclosed feeling and less room to maneuver. This traffic calming measure proposes a combination of corner and median treatments to achieve this effect. The proposed corner extensions are shown as a combination of channelized extensions with, typically, planter boxes enforcing the desired travel paths. These planter boxes provide an opportunity for decorative treatments and can be moved as necessary to perform maintenance tasks. Additionally, the proposed median island on the east side of the intersection narrows the travel path for through vehicles on 271st Street NW and can be constructed with a decorative pavement treatment. The combined traffic calming for through traffic on 271st Street NW likely totals a reduction of at least 5 mph. It is estimated that implementation would cost approximately \$150,000.00.

The intent is to get Committee feedback on the options prior to meeting with the general public and businesses.



SR 532 Downtown Impact Analysis

WSDOT presented their findings on the SR 532 Existing Conditions Study conducted this past year to the Council on October 12th. As a companion piece of work, the City has been working on different lane configurations for SR 532 between Ovenell Park and 98th Avenue. As a state route, SR 532 needs to be designed as a Complete Street according to WSDOT rules, but there are many design concepts that can be applied to meet the definition of a Complete Street.

There have been many comments about the need to widen SR 532 to four lanes to improve the flow of traffic. While this could potentially improve traffic flow if SR 532 was widened to four lanes along the entire corridor to I-5, it could have devastating consequences on Stanwood's downtown. In addition, the cost to widen the highway and replace the bridge would be enormous and could take decades to accomplish.

WSDOT's current approach is to avoid major widening projects and provide system improvements to manage traffic. System improvements could include roundabouts, signal timing, multimodal improvements, left turn restrictions or other traffic management solutions. Their philosophy has also changed since the last Comp Plan cycle, in that "Our Plan" is "Their Plan". WSDOT supports efficient and affordable travel options by integrating practical solutions and multimodal strategies into road designs that prioritizes community-driven, public/private, low-cost mobility solutions.

Below are several sketches that show the impact of various lane configurations:

- Existing Conditions with Added Bike Lanes;
- 5-Lane Section with Full Complete Streets Elements – Center Median, Bike Lanes and Sidewalks;
- 4-Lane Section with No Median with Bike Lanes and Sidewalks
- 2021 Concept Showing Striped Bike Lanes on Existing Roadway

All options show a roundabout near Ovenell Park and 98th Avenue.

The purpose of this analysis is to provide a range of roadway configurations for Council to continue the visioning process to determine the future of SR 532 and how it relates to downtown Stanwood. The underlying goal is to select a preferred option which will be then included in the Comprehensive Plan. Larger 11x17 copies of the graphics below will be provided at the meeting.

Concept 1: Bike lanes with Buffers within Existing Curbs

Project Description:

- 12 Foot Landscaped Center Median
- 2 – 11 Foot Travel Lanes (1 East Bound and 1 West Bound)
- 3 Foot Bike Separator Between Travel Lanes and Bike Lanes
- 6 Foot Bike Lanes on North and South Sides of Road
- 8 Foot Parking Strip on North Side of SR 532
- 3.5 Foot Landscape Strip on North and South Sides
- 5 Foot Sidewalks

Project Impacts:

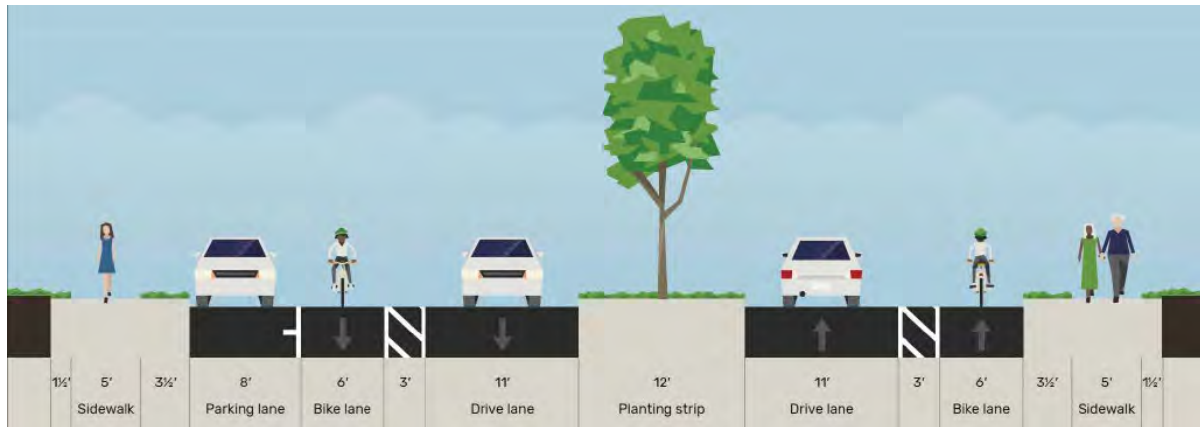
- Sidewalk bulb outs (shown in red) would need to be removed.



SR532 - Downtown Stanwood
City of Stanwood - SR532 Section Concepts

Concept A - 3 Lanes With Buffered Bike Lanes
transpogroup 57
FIGURE 1

Cross Section:



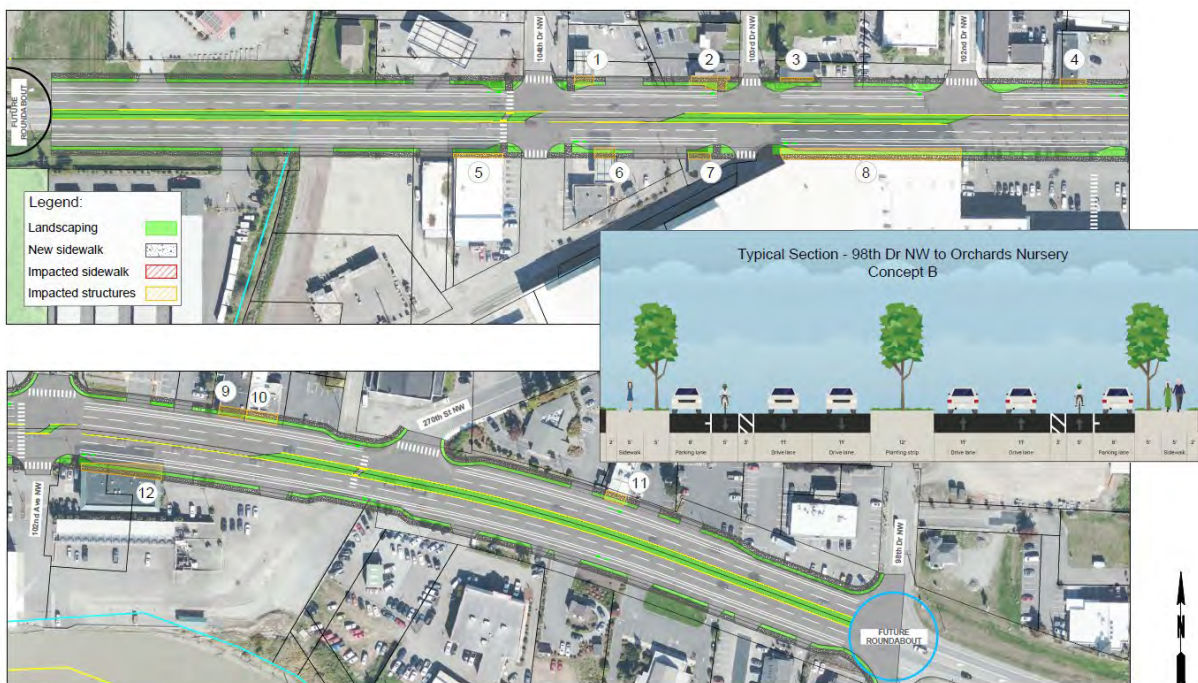
Concept 2: 5-Lane Section with Full Complete Streets Elements

Project Description:

- 12 Foot Landscaped Center Median
- 4 – 11 Foot Travel Lanes (2 East Bound and 2 West Bound)
- 3 Foot Bike Separator Between Travel Lanes and Bike Lanes
- 6 Foot Bike Lanes on North and South Sides of Road
- 8 Foot Parking Strip on North and South Sides of SR 532
- 5 Foot Landscape Strip on North and South Sides
- 5 Foot Sidewalks

Project Impacts:

- Highway widening would be required
- Sidewalks would need to be rebuilt
- 12 businesses would be affected: property and / or buildings
- Right-of-way acquisition would be needed
- Not pedestrian friendly



SR532 - Downtown Stanwood

City of Stanwood - SR532 Section Concepts

Concept B - 5 Lanes With Buffered Bike Lanes

FIGURE

transpogroup 

2

Cross Section:



Concept 3: 4-Lane Section with No Median with Bike Lanes and Sidewalks

Project Description:

- 4 – 11 Foot Travel Lanes (2 East Bound and 2 West Bound)
- 3 Foot Bike Separator Between Travel Lanes and Bike Lanes
- 5 Foot Bike Lanes on North and South Sides of Road
- 8 Foot Parking Strip on North and South Sides of SR 532
- 5 Foot Landscape Strip on North and South Sides
- 5 Foot Sidewalks

Project Impacts:

- Highway widening would be required
- Sidewalks would need to be rebuilt
- 11 businesses would be affected: property and / or buildings
- Right-of-way acquisition would be needed
- Not pedestrian friendly



SR532 - Downtown Stanwood

City of Stanwood - SR532 Section Concepts

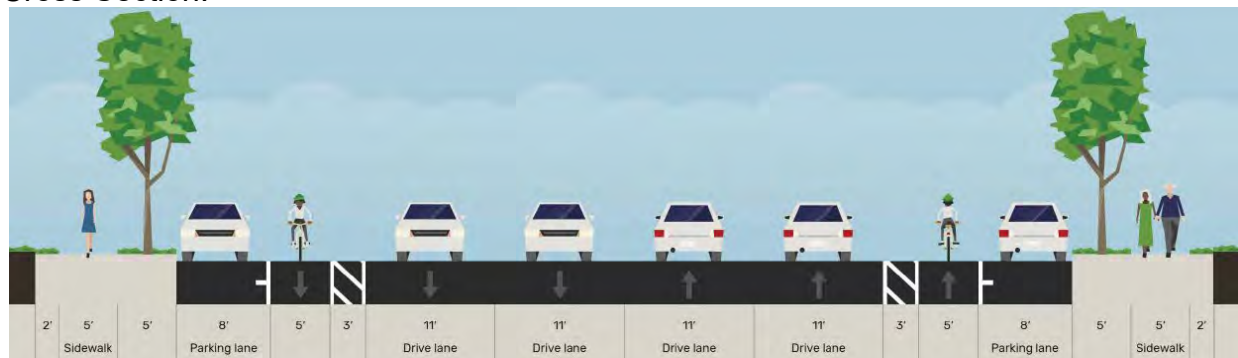
Concept C - 4 Lanes With Left Turn Pocket

FIGURE

3

transpogroup

Cross Section:



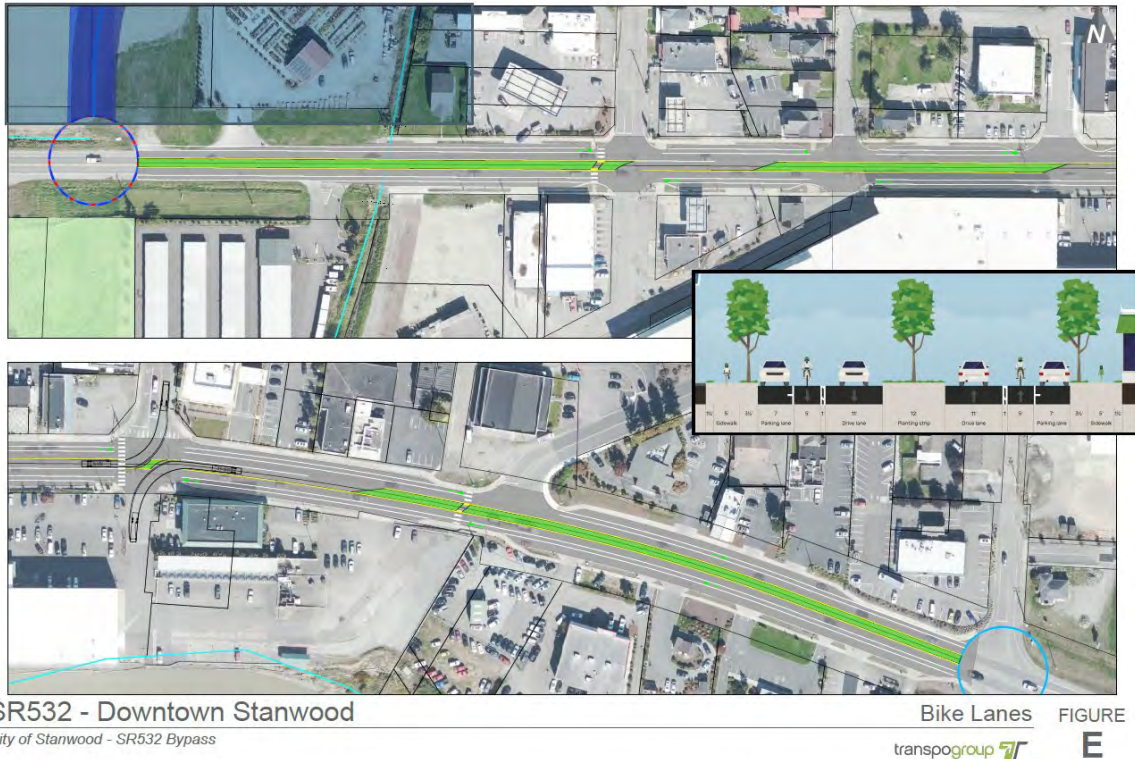
2021 Concept: Striped Bike Lanes on Existing Roadway

Project Description:

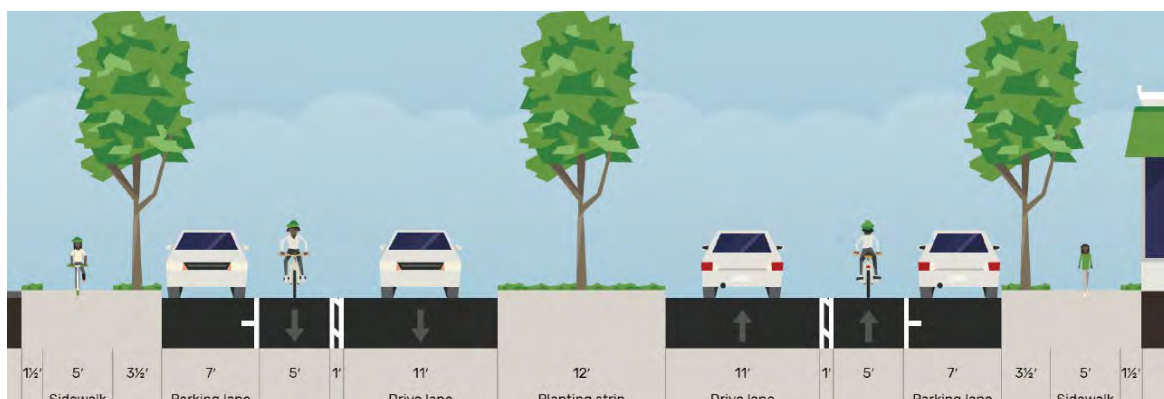
- 12 Foot Landscaped Center Median
- 2 – 11 Foot Travel Lanes (1 East Bound and 1 West Bound)
- 1 Foot Bike Separator Between Travel Lanes and Bike Lanes
- 5 Foot Bike Lanes on North and South Sides of Road
- 7 Foot Parking Strip on North and South Sides of SR 532
- 3.5 Foot Landscape Strip on North and South Sides
- 5 Foot Sidewalks

Project Impacts:

- Highway restriping



Cross Section:



When considering highways as main streets, it is important to consider all functions, not just traffic flow. SR 532 also acts as the entrance to historic downtown; it is the entrance to new Hamilton Landing Park and future Ovenell Park; and is the street front to many businesses.

Several cities have a state highway as their main street. Below are a few Cities that have taken on the challenge of preserving their downtown character while still managing the flow of traffic on a state highway. These cities show the new WSDOT approach to highway design: integration of community desires and pedestrian connections. All three have slightly different approaches, while meeting similar goals.

City of Duvall: SR 203

- Decorative Street Lights
- Landscaped Center Median (Low Profile)
- Bike Lanes and On-Street parking
- Street Trees and Sidewalk Landscaping
- Crosswalk Concrete Treatments



City of Carnation: SR 203

- Decorative Street Lights
- Shared Bike Lanes with Traffic Lane
- Decorative Paver On-Street parking
- Street Trees and Sidewalk Landscaping
- Pedestrian Bulb-Outs and Crosswalk Concrete Treatments



City of Snoqualmie: SR 202

- Decorative Street Lights
- Mid-Block Landscaped Pedestrian Crossing
- Street Trees
- Angled and Parallel On-Street Parking



Stanwood Municipal Code:

Title 7 – Health and Sanitation & Title 8 – Animals

The next set of Municipal Code Titles being reviewed is Title 7 and 8. They are in draft form and are currently being reviewed by staff and the City Attorney. Comments by the Committee will be added to the staff comments and addressed in the second draft of the amendments.

Title 7 – Health and Sanitation

Title 7 is the general nuisance code for the City. The rewrite of Title 7 will retain the existing chapters while updating the language for consistency with the style guide in addition to adding a new chapter for smoking and vaping.

Chapter 7.04 – Garbage Collection: This chapter will be renamed to Solid Waste to reflect modern terminology and will be updated to be consistent with the City's service agreement with Waste Management, adding anti-scavenging provisions, and setting penalties for violations or fees for additional service.

Chapter 7.12 – Litter Control: This entire chapter is out of date and will be rewritten to reference current state law. It is also proposed to rename the chapter "Littering".

Chapter 7.16 – Nuisances: Adoption of the existing nuisances enforceable by the City Code Enforcement Office and Police Department with the addition of junk vehicles and materials, abandoned properties, graffiti, unmaintained vegetation, and chronic nuisances.

New Chapter 7.20 – Smoking and Vaping: The smoking provisions contained in Title 6 will be expanded to cover any indoor or outdoor public places, not just parks and open spaces.

New Chapter 7.30 – Noise Control: Noise control is being moved from Title 9 – Public Peace, Safety and Welfare, to be consolidated with the other nuisance provisions.

Title 8 – Animals

Title 8 contains the animal control licensing and regulations of the City. This Title as currently written contains only one chapter and is difficult to follow and attempts to combine too many issues that may or may not be consistent. This Title has been revised into new, logical Chapters addressing specific issues for ease of reading and enforcement.

Chapter 8.02 – General Provisions: Contain provisions applicable to the entire Title such as definitions, enforcement, and severability.

Chapter 8.10 – Dogs: Address dog licensing, leash requirements, limitation on number of dogs allowed, dangerous dogs, animal noise, animal waste, and exemptions for guide dogs.

Chapter 8.20 – Kennels and Catteries: Existing code provisions adopted in its own chapter.

Chapter 8.30 – Pet Shops and Grooming Parlors: Existing code provisions adopted in its own chapter.

Chapter 8.40 – Livestock: Existing code provisions adopted in its own chapter. This Chapter will also address small livestock as pets.

Chapter 8.50 – Dangerous Animals: Create a specific chapter addressing exotic, wild or dangerous animals (other than dogs) consistent with state law.

Chapter 8.80 – Animal Cruelty: Existing code provisions adopted in its own chapter and updated per state law.

Chapter 8.90 – Enforcement and Impoundment: Enforcement chapter for the Title, include laws regarding impound animals and dealing with stray animals.

Alliance for Housing Affordability ILA Amendment

The Alliance for Housing Affordability (AHA) is an interagency collaborative alliance between the cities of Arlington, Edmonds, Everett, Granite Falls, Housing Authority of Snohomish County (HASCO), Lake Stevens, Lynnwood, Marysville, Mountlake Terrace, Mukilteo, Snohomish, Snohomish County, Stanwood, and Woodway. The intent of the Alliance is to share resources and information related to housing, and housing affordability.



The Alliance provides extensive, up-to-date information on housing trends for the jurisdictional members at a low cost. This information has been fundamental to help the public and elected decision makers better understand the region's current housing stock and changes to affordability. The Alliance also provides review assistance of long-term planning documents relating to housing for jurisdictional members.

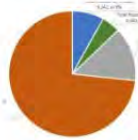
Data & Charts

Click on one of the thumbnails below to find out more

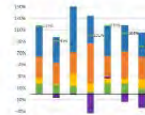
Housing Stock



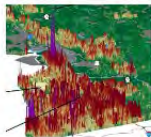
Impact



Price Changes



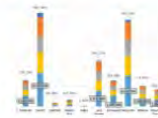
Urban3 Study + Video Clips



Who Can Buy Where



Under \$400k Home Sales



The Alliance operates through an Interlocal Cooperation Agreement (ILA). The need for AHA was originally studied by Snohomish County Tomorrow in 2008, and the ILA was formalized in 2013. Stanwood was added to the ILA in 2014.

The ILA establishes a cooperative structure containing the following main provisions:

- A framework for the cooperative;
- The mission and goals;
- The Joint Board's role and decision making;
- The Administering Agency function;
- Role and function of the Fiscal Agent;
- Contributions from member jurisdictions;
- Membership and participation; and
- Indemnification and dispute procedures.

Since then, additional jurisdictions have requested to join the Alliance. The existing ILA requires City Council approval from all participating jurisdictions when a new jurisdiction

requests to join the Alliance. The proposed ILA amendment will add the Town of Darrington and the City of Monroe to the ILA. The amendment will also revise the ILA so that future additions of jurisdictions will no longer require Council approval from participating jurisdictions. Other amendments to the ILA will still require Council approval.

Snohomish County Park Levy Briefing

Snohomish County is in the process of researching a potential county-wide park levy. The Snohomish County Park Directors attended a presentation from King County on their parks levy. King County approved a county-wide park levy in 2003 which has been re-approved by the voters three times since then. The King County Park Levy was created to achieve four primary goals consisting of keeping King County's parks and trails safe, clean, and open; making parks and recreation more accessible; improving regional trails and mobility; and growing and connecting regional open space. In total, the levy funds approximately 80% of maintenance and operations for the King County parks system.

Snohomish County is currently conducting feasibility for considering a similar park levy in Snohomish County. If the County decides to move forward with the levy, it will likely be at least two years before it reaches the ballot.

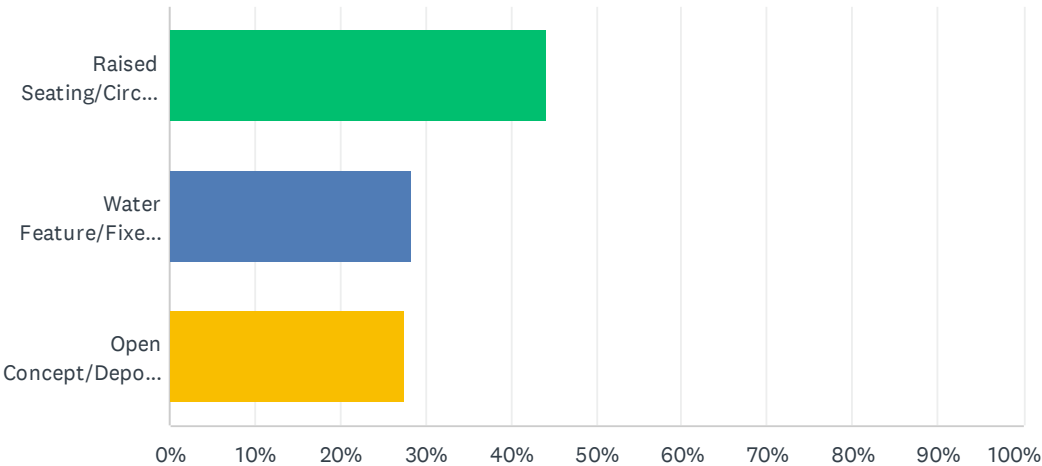
As part of the preliminary feasibility, individual jurisdictions have begun discussing the topic internally. Some jurisdictions are considering their own city-wide park levies. There has been discussion about the need to ensure a county levy does not compete politically with local city levies when/if it goes to ballot. More information on a potential county-wide levy should become available over the next few months. Staff is presenting you with this information to begin the discussion of Stanwood's position on a county-wide park levy, but no committee action is needed at this time.

Attached is the King County Parks Levy fact sheet.

Downtown Park Design

Q1 Which design option do you prefer?

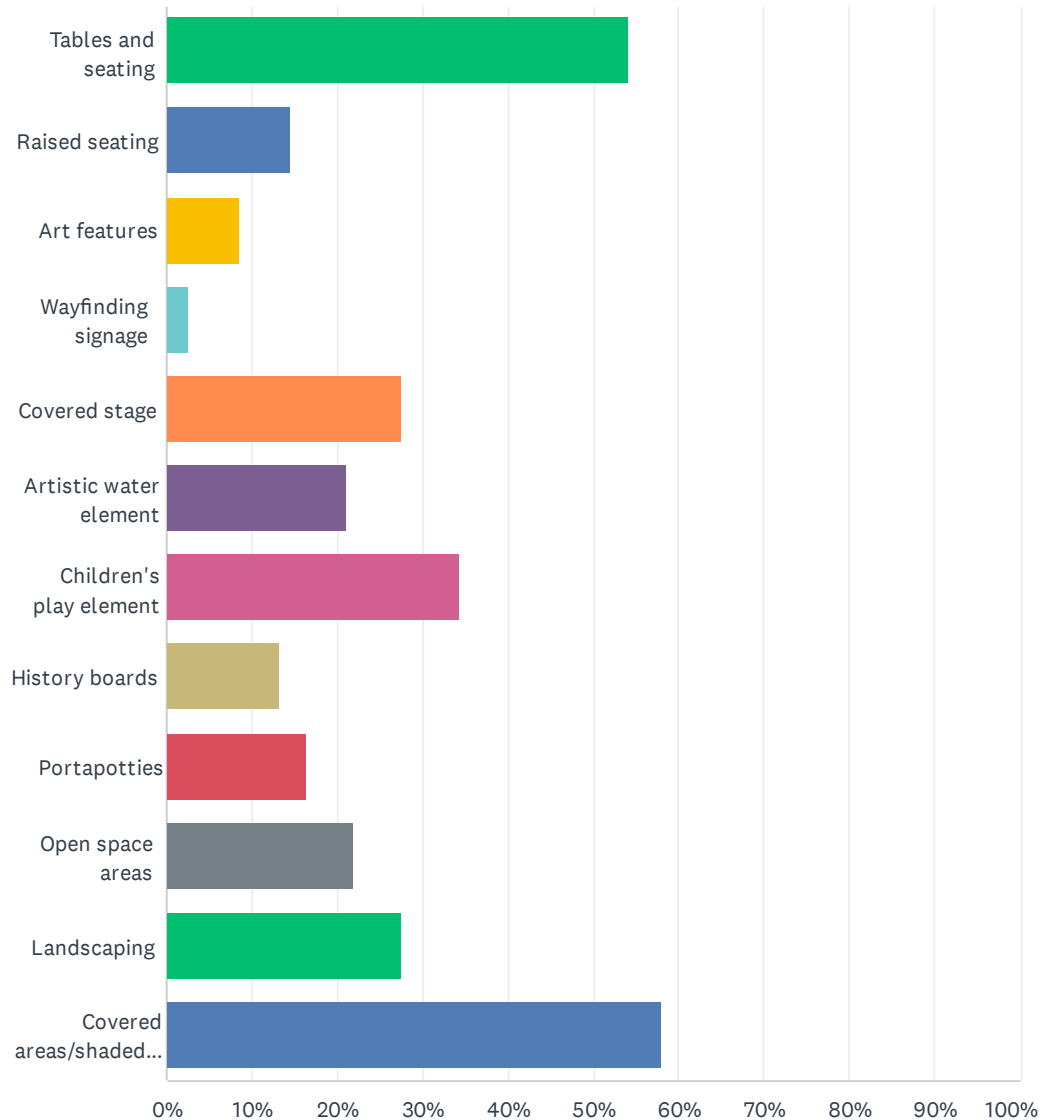
Answered: 395 Skipped: 0



ANSWER CHOICES	RESPONSES	
Raised Seating/Circuit Design	44.05%	174
Water Feature/Fixed Seating	28.35%	112
Open Concept/Depot Play Feature	27.59%	109
TOTAL		395

Q2 What are the three most important features to you? (Select three features)

Answered: 395 Skipped: 0

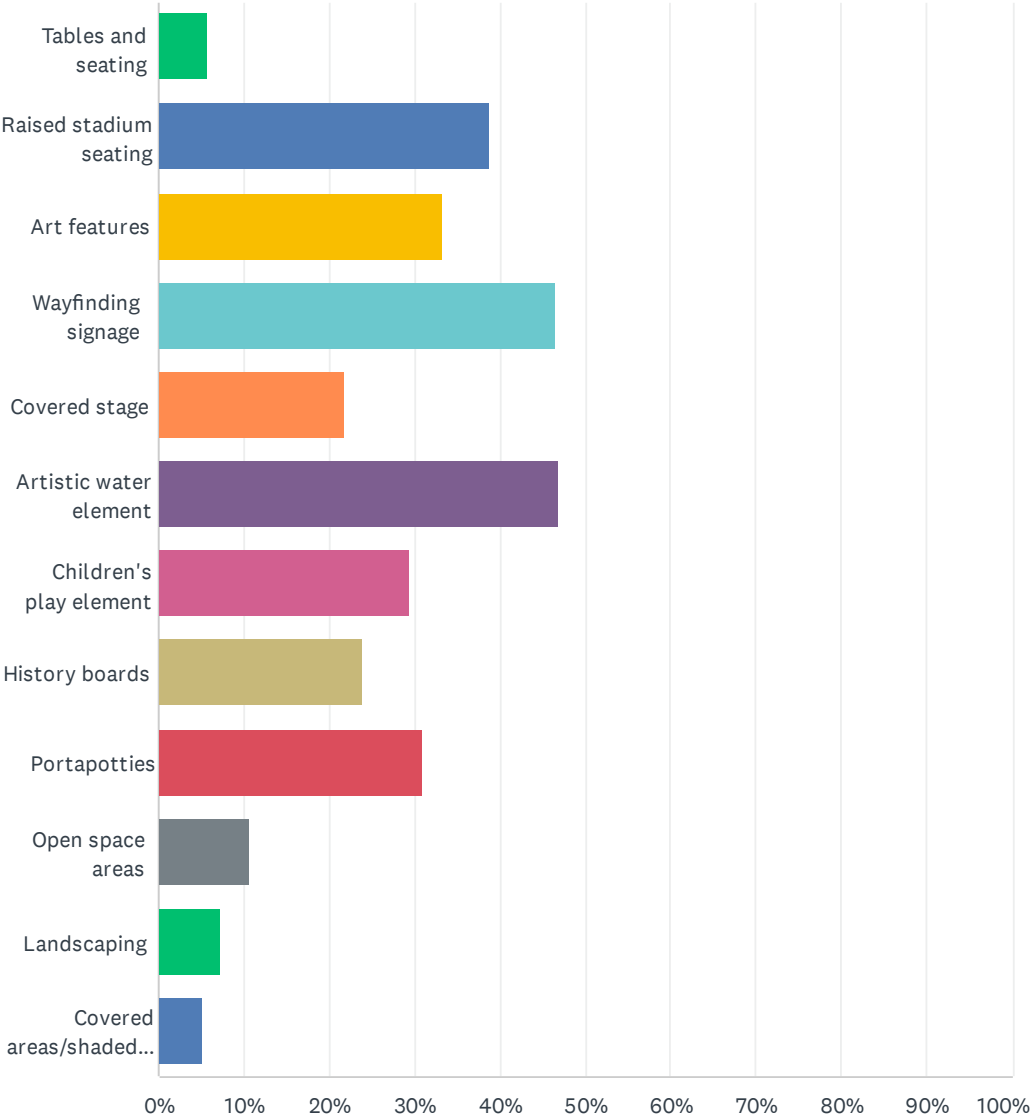


City of Stanwood Downtown Plaza/Park Survey

ANSWER CHOICES	RESPONSES	
Tables and seating	54.18%	214
Raised seating	14.43%	57
Art features	8.61%	34
Wayfinding signage	2.53%	10
Covered stage	27.59%	109
Artistic water element	21.01%	83
Children's play element	34.43%	136
History boards	13.16%	52
Portapotties	16.46%	65
Open space areas	22.03%	87
Landscaping	27.59%	109
Covered areas/shaded seating	57.97%	229
Total Respondents: 395		

Q3 What are the three least important features to you? (Select three features)

Answered: 395 Skipped: 0

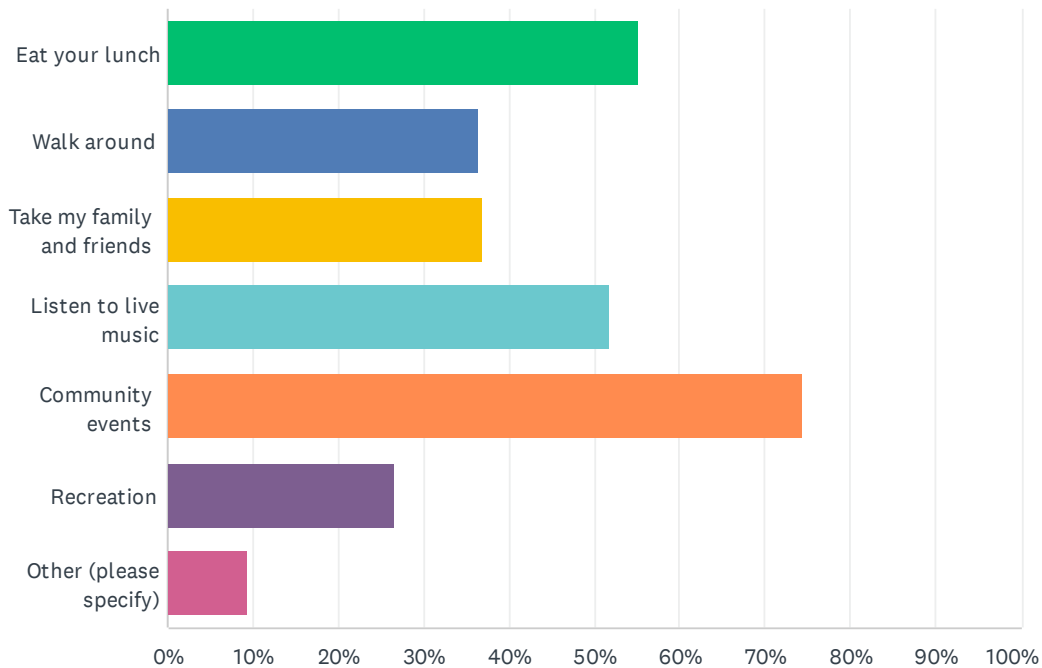


City of Stanwood Downtown Plaza/Park Survey

ANSWER CHOICES	RESPONSES	
Tables and seating	5.82%	23
Raised stadium seating	38.73%	153
Art features	33.16%	131
Wayfinding signage	46.58%	184
Covered stage	21.77%	86
Artistic water element	46.84%	185
Children's play element	29.37%	116
History boards	23.80%	94
Portapotties	30.89%	122
Open space areas	10.63%	42
Landscaping	7.34%	29
Covered areas/shaded seating	5.06%	20
Total Respondents: 395		

Q4 What would you like to use the plaza/park for?

Answered: 395 Skipped: 0



ANSWER CHOICES	RESPONSES	
Eat your lunch	55.19%	218
Walk around	36.46%	144
Take my family and friends	36.96%	146
Listen to live music	51.90%	205
Community events	74.43%	294
Recreation	26.58%	105
Other (please specify)	9.37%	37
Total Respondents: 395		

#	OTHER (PLEASE SPECIFY)	DATE
1	Relaxing area to unwind and read	9/9/2023 7:51 PM
2	An initial positive view of Stanwood Downtown, as seen by train passengers and visitors.	8/31/2023 12:40 PM
3	A place for my child to play	8/30/2023 1:44 PM
4	shaded seating	8/30/2023 10:07 AM
5	there needs to be a bathroom, train waiters have no bathroom	8/30/2023 8:09 AM
6	I probably wouldn't use it. I'm rarely in that part of town	8/30/2023 7:51 AM
7	This is not a good placement for a live music stage because of the noise from the trains. It	8/30/2023 7:33 AM

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would be terrible to try to listen to the music during train movement and it would be terrible for the musicians playing during that time as well.

8	Specifically a better location for the tree lighting. The event is getting very popular now and last year was horrible with the crematorium burning behind the lighting	8/30/2023 6:19 AM
9	Pet area	8/29/2023 7:30 PM
10	Rest in shade while shopping	8/28/2023 1:27 PM
11	Use as a space in downtown that is closed from cars.	8/27/2023 9:20 PM
12	Kids park, or splash pad	8/26/2023 11:54 PM
13	The farmers market could use a more appealing connection to the main street.	8/26/2023 9:05 PM
14	Art walk	8/26/2023 11:44 AM
15	To relax at while shopping with the kids	8/26/2023 10:23 AM
16	Relax	8/25/2023 9:12 PM
17	Picnic with kids, kids toys	8/25/2023 9:06 PM
18	Public restroom	8/25/2023 8:46 PM
19	Children area	8/25/2023 8:35 PM
20	Sit and wait for the train	8/25/2023 6:52 PM
21	Relaxing	8/25/2023 6:46 PM
22	I'd like to not see the marijuana shop if you can block that	8/25/2023 6:14 PM
23	Community performances	8/25/2023 5:30 PM
24	Families play during the day	8/25/2023 4:13 PM
25	Sit and read/Draw, have a coffee	8/25/2023 3:54 PM
26	Sitting and enjoying the area	8/25/2023 3:46 PM
27	Stop wasting money	8/25/2023 3:01 PM
28	Place to meet	8/25/2023 2:55 PM
29	People watch	8/25/2023 2:22 PM
30	Eating treats with kiddos	8/25/2023 12:42 PM
31	Clean public restroom	8/25/2023 11:59 AM
32	Relaxing. Needs more green/trees	8/25/2023 11:45 AM
33	Design features accentuating historic neon and passenger train history	8/25/2023 11:36 AM
34	Open for craft fairs	8/25/2023 11:28 AM
35	All of the above	8/25/2023 11:22 AM
36	just leave it grass	8/25/2023 10:56 AM
37	Green Space	8/25/2023 10:47 AM

Q5 Is there an element that you don't see in the design options that you would like to see? (Please keep in mind that all design elements have to be on hard surface and digging is limited to 2 feet in depth due to the cleanup on the site)

Answered: 109 Skipped: 286

#	RESPONSES	DATE
1	I think that we need a real restroom. Somewhere where you can wash your hands before you sit down and eat. Lets not be short sided.	9/18/2023 10:02 AM
2	Foliage that changes with the seasons	9/6/2023 12:39 PM
3	art bike rack	9/5/2023 4:16 PM
4	Portable handwashing station. Umbrellas for tables.	8/31/2023 9:05 AM
5	Flower garden for nature and pops of color	8/30/2023 9:11 PM
6	Real bathrooms located somewhere in Stanwood Main Street area.	8/30/2023 7:42 PM
7	Inclusionary elements for all kids to be able to enjoy	8/30/2023 1:44 PM
8	Water fountain/1Water bottle filling station	8/30/2023 12:31 PM
9	More trees, possibly in pots if needed. Sound proofing from train noise. Name to be Depot Plaza.	8/30/2023 10:07 AM
10	Multiple trash and recycling bins	8/30/2023 8:45 AM
11	As long as many people can fit in the one area for events. If it is too crowded with things, then our town cannot fit for events.	8/30/2023 6:19 AM
12	drinking water fountains	8/29/2023 11:40 PM
13	Play area for kids, like a small splash park or area for them to play while events are happening ect. Flushable restrooms would be awesome too (WITH CHANGING TABLES!) An outdoor screen for movies! Fenced in areas for kids/pets! Interactive art for picture opts! (Free advertisement too!!! Like a mural for people to pose in) Vending machines/water fountains Concession stand for events -money goes to city/schools/park maintenance	8/29/2023 10:48 PM
14	Food truck staging area outside of design space,	8/29/2023 10:32 PM
15	The children deserve a splash pad!	8/29/2023 10:09 PM
16	Small playground	8/29/2023 9:48 PM
17	Parking	8/29/2023 7:30 PM
18	Rock Waterfall Fountain Feature	8/29/2023 6:46 PM
19	Minimize spend on this project.	8/29/2023 2:18 PM
20	No	8/29/2023 9:47 AM
21	Stage	8/28/2023 5:48 PM
22	All looks awesome	8/28/2023 5:41 PM
23	More landscaping!	8/28/2023 6:26 AM
24	Shaded tables would be nice in the summer months	8/28/2023 5:40 AM
25	Kids play area	8/27/2023 11:39 PM

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26	Bollards to protect the space from cars.	8/27/2023 9:20 PM
27	You have covered the elements I would like to have. Please see below that Francis H. GIARD is my Grandfather. I hope you will correct the spelling of his last name.	8/27/2023 3:35 PM
28	more general seating	8/27/2023 10:14 AM
29	Pently of trash cans and those kind of support areas like water bottle filling station. Real bathrooms would go a long way for that there are No public restrooms near downtown walking.	8/27/2023 12:43 AM
30	Splash pad, kids playground feature	8/26/2023 11:54 PM
31	Water features are typically regretful. To have an open space for farmers market connection to downtown shops would be great.	8/26/2023 9:05 PM
32	ADA compliance	8/26/2023 1:48 PM
33	The concept of 'developing' the designated area to be dependent on portapotties is unacceptable for many reasons. Are they really the first thing we rail travelers to see when they exit the train? Portapotties are certainly not to attack tourists.	8/26/2023 1:21 PM
34	Vandalism prevention	8/26/2023 11:55 AM
35	I think we need a public bathroom built somewhere near that area	8/26/2023 11:44 AM
36	Please make sure it is ADA compliant and accessible. Raised seating is not conducive to an Ada accessible design. Please be mindful that our disabled community will be largely making use of this space.	8/26/2023 11:18 AM
37	When business leave our town, PLEASE make them take their signage. Old signage is like garbage in our town.	8/26/2023 11:03 AM
38	An interactive water element for kids like a splash pad	8/26/2023 10:40 AM
39	I would love to see the raised seating with a water element. Kids love the water, and raised seating is welcoming and works better when an area is getting crowded	8/26/2023 10:23 AM
40	I am concerned that the tables and chairs would just be stolen or vandalized, so I am hesitant to put them in a park.	8/26/2023 9:22 AM
41	I like the idea of fewer tables and chairs that are permanent. Moveable table and hairs seem more of a target to get ripped off.	8/26/2023 9:21 AM
42	Food truck	8/26/2023 8:31 AM
43	More green anyway you can get it lol we live in the PNW, quit turning this town into a manicured concrete jungle! It's stupid. I've lived here most of my life & it keeps making me sadder & sadder.	8/26/2023 8:28 AM
44	Lighting suitable to enjoy the park in the winter months	8/26/2023 8:26 AM
45	Beautiful seasonal colorful trees—maybe in raised planters if necessary. Having strikingly beautiful and colorful trees will draw people to the train depot park in the Spring and Fall.	8/26/2023 8:19 AM
46	Raised bed plant pots with flowers	8/26/2023 8:11 AM
47	Maybe add an activity area like a large chess game or checkers. Sort of like the Anacortes Marina has. Activities for friends, families, kids to enjoy the space.	8/26/2023 7:57 AM
48	No- just looking at it being wheelchair accessible. It's a great spot to hold events	8/26/2023 7:33 AM
49	More natural landscaping	8/26/2023 7:18 AM
50	A public restroom (if that's possible with digging limitations).	8/26/2023 6:43 AM
51	Considering it rains so much I'd love to see more accommodations for ppl waiting for the train. Having a small inclosed and warm spot to wait would be awesome	8/26/2023 12:25 AM
52	Trash containers. Plants. Poles in front of neighbors building for hanging plants and Christmas greenery. Plants under park signage. If port o potties are going to be in the back have a screen between park and potties so out of sight (why go to all the trouble n then tacky it up w potties???). No steps as hard for seniors and mobility challenged.	8/26/2023 12:07 AM

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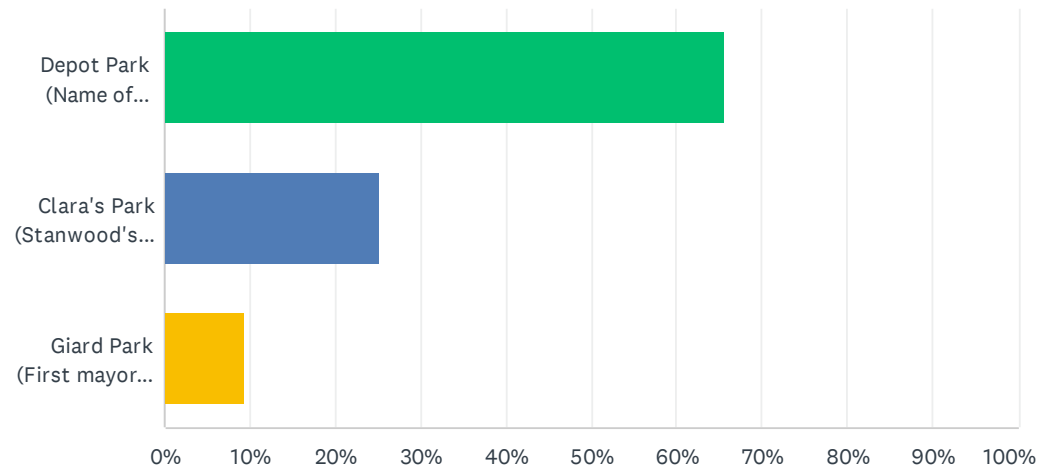
53	Maybe some benches around the perimeter, also curious about lighting?	8/25/2023 11:32 PM
54	Movies in the park could be done in this space	8/25/2023 11:22 PM
55	A live web cam of the Amtrak depot (@virtualrailfan on YouTube) like the have in Skykomish..	8/25/2023 11:08 PM
56	bathrooms, garbage cans	8/25/2023 10:46 PM
57	Just as much foliage / plants / trees as possible.	8/25/2023 10:35 PM
58	I think there needs to be more of the bollard lighting or something around the perimeter that makes it so a vehicle can't drive through the crowd. No playground or play area. This doesn't need to have a bunch of little kids running around downtown.	8/25/2023 10:21 PM
59	Even more water features! Everyone would love that- it's always a crowd pleaser!	8/25/2023 10:12 PM
60	It would be neat to add a little musical section with pipes and mallets and a metal drum, similar to Forest Park. A small water feature added to #1 would be perfect.	8/25/2023 9:24 PM
61	Why does it have to be on hard surface? Can we not have a dog park and a playground?	8/25/2023 9:16 PM
62	Protection of park from vehicles entering area.	8/25/2023 9:14 PM
63	Native art - partnership with the stillaguamish	8/25/2023 9:12 PM
64	Small rock climbing wall for kids Ground chess board Benches Activities for small children	8/25/2023 9:06 PM
65	A kids play area with concrete and then rubber chips on top for safety.	8/25/2023 9:06 PM
66	Permanent restrooms. Kids play fixtures. Loving the Christmas tree setup.	8/25/2023 8:46 PM
67	Play structures for children	8/25/2023 8:35 PM
68	No water feature. They are a nightmare. Ask Edmonds. Think SOAP.	8/25/2023 8:31 PM
69	Native vegetation, pollinator and bird friendly plants and features, usable in the rainy season	8/25/2023 8:15 PM
70	Trash recepticals, places where large hanging baskets can be hung, permanent public restrooms	8/25/2023 8:10 PM
71	The covered areas are a must! It rains too much here to have a space without coverage. More covered areas would allow year round usage as well.	8/25/2023 8:00 PM
72	A flag pole to display the American flag.	8/25/2023 7:30 PM
73	ADA accessible shaded seating. Looks like shaded seating is all elevated seating	8/25/2023 7:24 PM
74	Storage for equipment, tables, chairs, etc.	8/25/2023 7:08 PM
75	Why not close 271st and make a pedestrian mall with benches and all those things (water feature, art, places for concerts and eating) where the through street is and use that little grassy corner for parking instead of a park. If it's all going to be hard surface, the street would work the same for a plaza and be more convenient for concerts and street fairs.	8/25/2023 7:04 PM
76	The first mayor of East Stanwood was Francis Giard	8/25/2023 6:52 PM
77	Outdoor heaters	8/25/2023 6:46 PM
78	It would be nice to have an open area without fixed seating, possibly moveable seating, with the fixed seating (tables and chairs) being along the side of the open area, instead of within it.	8/25/2023 6:37 PM
79	A fountain would be nice but it doesn't need to be elaborate	8/25/2023 6:14 PM
80	More shade & cover from rain!	8/25/2023 5:28 PM
81	I would like to see more planters around the perimeter. Fill them with perennials that attract pollinators. Any trees in the space should be fruit trees like apple, plum, pears.	8/25/2023 4:34 PM
82	Playground for littles	8/25/2023 4:13 PM
83	Easy maintenance since Stanwood isn't well taken care of for litter and dirty sidewalks.	8/25/2023 4:01 PM
84	Water fountain Solar cellphone charging station	8/25/2023 3:54 PM

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85	Maybe add a few individual benches or seats on the sidelines for individuals who come to chill in the sun?	8/25/2023 3:46 PM
86	Raised beds for small landscape plants, e.g shrubs, flowers	8/25/2023 3:12 PM
87	Stop wasting money	8/25/2023 3:01 PM
88	Play obstacle for kids to utilize while families enjoy park. Balance beam... spinner obstacle, etc.	8/25/2023 2:55 PM
89	Option or plan for portable outdoor heating elements to be utilized in winter months or cold evenings for community events/ live music. Thus a city-owned locked storage "closet" up against the wall of existing building for items to be used throughout the year Covered electrical outlets and USB Charging stations in tables or near seating areas (these could be solar powered for reduced cost to city and/or even an option for pay to use Bike rental station for use in town with another docking station at other end of town.	8/25/2023 2:55 PM
90	More covered tables/seating area. It rain here ALOT all year round. And in summer it can be too hot to sit directly in the sun. Having an open concept covered area would still be useful regardless of the weather. The covered walk ways at the Seattle Premium Outlets are a great idea. It's open and doesn't feel closed off, but gives appropriate coverage.	8/25/2023 2:51 PM
91	fruit trees	8/25/2023 2:36 PM
92	More things for children to do around the town to keep them busy.	8/25/2023 2:34 PM
93	Solar panels should be included to provide long term sustainable power that doesn't cost money to tax payers long term.	8/25/2023 1:43 PM
94	Kids splash pad	8/25/2023 1:38 PM
95	Restroom	8/25/2023 1:05 PM
96	If there was a way to combine the 1st and 2nd option. The 1st is great but it would be nice to include a water feature too.	8/25/2023 12:53 PM
97	Splash play element for summer hot days .	8/25/2023 12:46 PM
98	Can we get a splash park somewhere in Stanwood for kiddos??	8/25/2023 12:42 PM
99	A water feature that kids can play in	8/25/2023 12:18 PM
100	Something OTHER THAN artificial turf if that design ends up being chosen.	8/25/2023 11:59 AM
101	More plants/trees. How about a native perennial garden? Interactive plant signage	8/25/2023 11:45 AM
102	Accentuate city's neon signage and passenger railroad history	8/25/2023 11:36 AM
103	mural on the side of the building. maybe depicting the history of the area.	8/25/2023 11:30 AM
104	Splash pad for kids.	8/25/2023 11:26 AM
105	It would be nice to have an actual public restroom for Main Street Stanwood and not have to rely on portapotties. This second part doesnt have to do with the current survey but more as food for thought. The empty fenced lot on the other side of the Amtrak station that is for sale could at some point make a really nice spot for a community garden of raised beds so wouldn't have to be dug etc.	8/25/2023 11:23 AM
106	Like elements of each but raised areas all need to be handicap accessible. Example 1 needs fixed accessible seating. Movable seating invites vandalism.	8/25/2023 11:22 AM
107	A landscaped area for native plants that promotes pollinators since farming is such a big part of the community showing what can be done in your backyard to help support pollinators.	8/25/2023 11:18 AM
108	ADA toilets	8/25/2023 11:13 AM
109	None	8/25/2023 11:01 AM

Q6 Which of the following names do you like best for the plaza/park space?

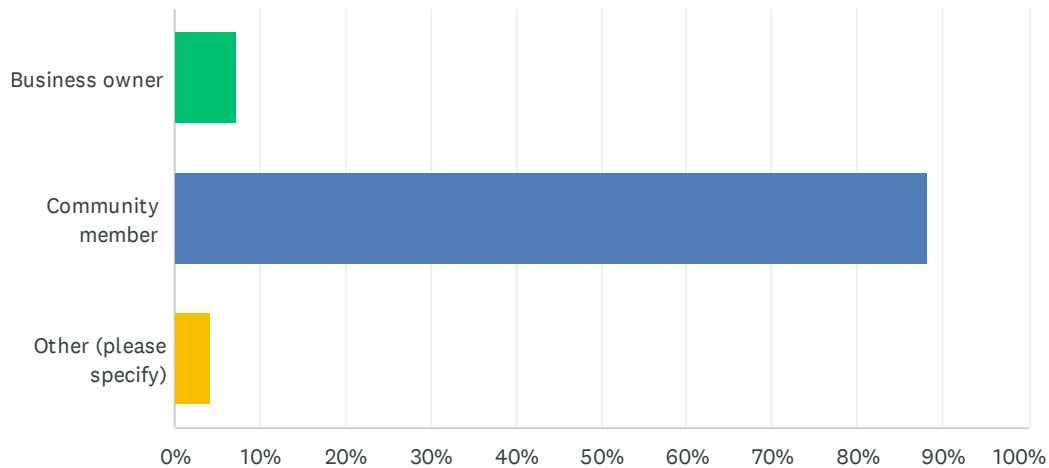
Answered: 395 Skipped: 0



ANSWER CHOICES	RESPONSES	
Depot Park (Name of historic gas station)	65.57%	259
Clara's Park (Stanwood's namesake)	25.06%	99
Giard Park (First mayor of East Stanwood)	9.37%	37
TOTAL		395

Q7 Are you a business owner or a community member?

Answered: 395 Skipped: 0



ANSWER CHOICES	RESPONSES	
Business owner	7.34%	29
Community member	88.35%	349
Other (please specify)	4.30%	17
TOTAL		395

#	OTHER (PLEASE SPECIFY)	DATE
1	Community member and have worked locally as a hairstylist for 17 years	9/10/2023 6:24 AM
2	Camano island resident	8/31/2023 8:11 PM
3	Both aumick Design nw	8/29/2023 6:49 PM
4	Camano resident.	8/28/2023 9:16 PM
5	I lived in Stanwood most of my life and still do most of my shopping and taking friends to dinner in Stanwood even tho I now live just across the county line. Stanwood is and will always be my home.	8/28/2023 5:41 PM
6	Name spelled Giard	8/28/2023 12:13 AM
7	Camano Resident	8/27/2023 5:03 PM
8	I am Francis H GIARD's granddaughter. His name is spelled GIARD. Please correct this.	8/27/2023 3:35 PM
9	Both small business owner and community member	8/26/2023 4:17 PM
10	Technically I'm a business owner, but I'm contracted in one of the beauty businesses on this street.	8/26/2023 8:28 AM
11	Both resident of stanwood and business owner	8/26/2023 7:33 AM
12	PS I don't like any of the names	8/25/2023 9:12 PM
13	Family owns a business and also am a community member	8/25/2023 4:43 PM
14	Citizen	8/25/2023 3:27 PM

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15	I'm both. I'm a Camano island local, a Skagit county business owner who's family frequents Stanwood a lot.	8/25/2023 12:53 PM
16	Both	8/25/2023 11:51 AM
17	business owner and community member	8/25/2023 11:47 AM

East End Traffic Calming Options

MEMORANDUM

2700 Colby Avenue, Suite 900, Everett, WA 98201 | P 425.252.7700

To: Patricia Love, City of Stanwood

From: Brent Powell, PE, PTOE
Gina Parenteau, PE

Date: September 22, 2023

Re: Stanwood Twin City Mile – Traffic Calming Screening Analysis Summary **DRAFT**

INTRODUCTION

The City of Stanwood (City) hired Perteet Inc. (Perteet) to conduct an assessment of potential traffic calming solutions and perform preliminary design services for three project sites. The first site is the intersection of 271st Street NW and 84th Avenue NW, where the City has identified speeding problems and seeks a traffic calming treatment to slow westbound drivers to enhance pedestrian safety. The second site is along Cedarhome Drive in proximity to the rail track, where Community Transit has identified instances of vehicles overtaking buses that have come to a stop for safety checks before traversing the rail track. The City requested Perteet evaluate options to control traffic and limit or eliminate this driver behavior along this segment. The third site is the intersection of Cedarhome Drive at Triangle Drive, where the City asked Perteet to perform a preliminary assessment of roundabout feasibility and efficacy.

This memorandum outlines the purpose, objectives, and scope of Perteet's assessment, focusing on addressing safety concerns, enhancing pedestrian safety, and fostering safety at rail crossings. The analysis below is separated by location. Per the City's request, Perteet did a more in-depth study of options at the 271st Street NW and 84th Avenue NW intersection, as that site is a part of the Twin City Mile corridor project. The evaluations at the remaining two project sites are more conceptual at this stage and could be evaluated in the future if requested by the City.

LOCATION 1: INTERSECTION OF 271ST STREET NW AND 84TH AVENUE NW

Perteet evaluated traffic calming treatments through an alternatives screening analysis. This process narrowed down the list of all common traffic calming treatments to just those applicable to the existing site and traffic conditions for the intersection of 271st Street NW and 84th Avenue NW.

The methodology of the alternatives screening analysis included five steps:

1. Identifying and listing all traffic calming measures from the Federal Highway Administration (FHWA) Traffic Calming ePrimer (ePrimer).

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2. Conducting a desktop site investigation at the intersection of 271st Street NW and 84th Avenue NW. This involved identifying and documenting the existing conditions, including roadway classification, and other relevant factors that could impact the selection and effectiveness of traffic calming measures.
3. Screening the measures from Step 1 using criteria for applicability as listed in the ePrimer, resulting in a list of only measures that are applicable to intersection of 271st Street NW and 84th Avenue NW site conditions.
4. Collaborating with the City to determine which concepts to advance to an initial plan and opinion of cost development stage.
5. Analyzing anticipated traffic calming benefits and project costs, including reviewing low-cost alternative treatments in recognition of limited available funding for implementation and further refining candidate project lists based on City staff evaluations.

Step 1: Traffic Calming Measures

The ePrimer presents traffic calming measures to address speeding and cut-through traffic patterns. The list below demonstrates which treatments are found in ePrimer.

- Lateral shift
- Chicane
- Realigned intersection
- Traffic circle
- Small modern/mini roundabout
- Roundabout
- Speed hump
- Speed cushion
- Speed table
- Offset speed table
- Raise crosswalk
- Raised intersection
- Corner extension
- Choker
- On-street parking
- Road diet
- Diagonal diverter
- Full closure
- Half closure
- Median barrier
- Forced turn island

Not all treatments in these lists are applicable to the project site. The following steps detail Perteet's investigation into which measures are appropriate for each site.

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Step 2: Site Investigation

Perteet completed a site review of the 271st Street NW and 84th Avenue NW intersection. Below are observations made of the existing conditions.

- 271st Street NW is an urban minor collector and 84th Avenue NW is a local (non-collector) street
- The intersection includes marked crosswalks across the west and north legs
- The 84th Avenue NW approaches are stop controlled
- Intersection approaches on all four legs have relatively flat slopes (less than 5%)
- BNSF railroad tracks cross Cedarhome Drive immediately east of the intersection
- There is a marked bus lane along the east side of 84th Avenue NW north of the intersection to provide access to the transit connection with the Sounder train that uses the railroad tracks

Step 3: Traffic Calming Screening Analysis

Not all traffic calming measures are applicable to all types of sites. Different roadway classifications, geometric conditions, and traffic situations can make certain measures inappropriate for use. Perteet screened out these inappropriate measures based on information provided in the ePrimer and site investigation. That analysis is summarized in this step.

Table 1 presents a summary of applicability for each measure at Intersection of 271st Street NW and 84th Avenue NW. The green checkmark icon indicates that a measure is applicable based on all relevant site parameters and, therefore, it is a candidate for further evaluation in the later steps in this process. Orange text indicates that a measure is potentially applicable based on-site characteristics, however, there is at least one question that must be resolved before making a final judgement. And black text indicates that a treatment is inappropriate for a site and will not be advanced beyond this step.

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Table 1. Screening Analysis Summary.

Measure	271st Street NW and 84th Avenue NW
ePrimer	
Lateral shift	Segment treatment only; not applicable at intersections
Chicane	Segment treatment only; not applicable at intersections
Realigned intersection	Only applicable at three-leg intersections
Traffic circle	This is a major intersection; traffic circles are better suited for residential streets
Small modern/mini roundabout	Queues generated by the roundabout may interfere with railroad operations
Roundabout	Would require coordination with and approval from BNSF to extend roundabout design across railroad tracks; queues generated by the roundabout may interfere with railroad operations
Speed hump	Segment treatment only; not applicable at intersections
Speed cushion	Segment treatment only; not applicable at intersections
Speed table	Segment treatment only; not applicable at intersections
Offset speed table	Segment treatment only; not applicable at intersections
Raised crosswalk	Project does not aim to restrict or reduce access at intersection
Raised intersection	✓
Corner extensions	✓
Choker	Segment treatment only; not applicable at intersections
Median island	✓
On-street parking	Segment treatment only; not applicable at intersections
Road diet	This treatment would eliminate all parking in the area to provide bicycle lanes or other narrowing treatments
Diagonal diverter	Project does not aim to restrict or reduce access at intersection
Full closure	Project does not aim to restrict or reduce access at intersection
Half closure	Project does not aim to restrict or reduce access at intersection
Median barrier	Project does not aim to restrict or reduce access at intersection
Forced turn island	Project does not aim to restrict or reduce access at intersection

Note that the screening analysis in Table 1 does not account for the magnitude of speed reduction. The evaluation of whether a treatment would be beneficial to correct the problem(s) the City has identified at the intersection is presented in Step 4. This initial screening process only eliminated options based on site characteristics that are incompatible with certain treatments.

Step 4: Recommended Design Concepts

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As noted in Step 3 and summarized in Table 1, many of the traffic calming treatments are of a site type (intersection or segment) that rule out their application for the candidate locations. Beyond that, there were several main considerations that ruled out groups of treatments, including:

- Certain treatments are incompatible based on roadway classification.
- BNSF railroad proximity

Perteet collaborated with the City to identify two treatments that could be used at this intersection. These recommended options are discussed below.

Option 1-A: Raised Intersection

The raised intersection is characterized by a flat elevated surface encompassing the entire junction with ramps on all entry points. This raised pavement space is typically at the same elevation as the adjacent sidewalks, eliminating the need for curb ramps to facilitate pedestrian crossings. Per the ePrimer, a raised intersection is a solution to enhance road safety and pedestrian well-being, particularly in urban areas. The ePrimer cites a study showing a 1 – 5 mph reduction in 85th percentile travel speeds at a series of raised intersections installed in Florida. Additionally, it notes that “pedestrian safety is improved because a pedestrian is more visible to an oncoming motorist and the pedestrian has an elevated view of oncoming traffic.”

The proposed raised intersection shown in Figure 1 includes an opportunity for aesthetic enhancements consistent with the vision for the Twin City Mile program, such as the use of decorative pavements (shown here spanning the interior of the intersection but these could be used for crosswalks or on the approach ramps) and a landscaping opportunity at the southwest corner of the intersection.

A raised intersection at 271st Street NW and 84th Avenue NW could not impact railroad operations as the traffic heading westbound across the tracks would not reach a stop or yield sign that could lead to backups across the tracks; westbound traffic will remain free flowing, same as today.

The full reconstruction of the intersection does trigger relatively high project costs. See the discussion in the following step for more details. There is no low-cost alternative for a raised intersection because of the need to reconstruct the intersection pavements to elevate the intersection.

If this alternative is advanced for further design, Perteet recommends collaborating with maintenance crews, school bus routes, transit routes, and emergency services to confirm acceptance of this vertical element that all vehicles at the intersection will need to navigate.

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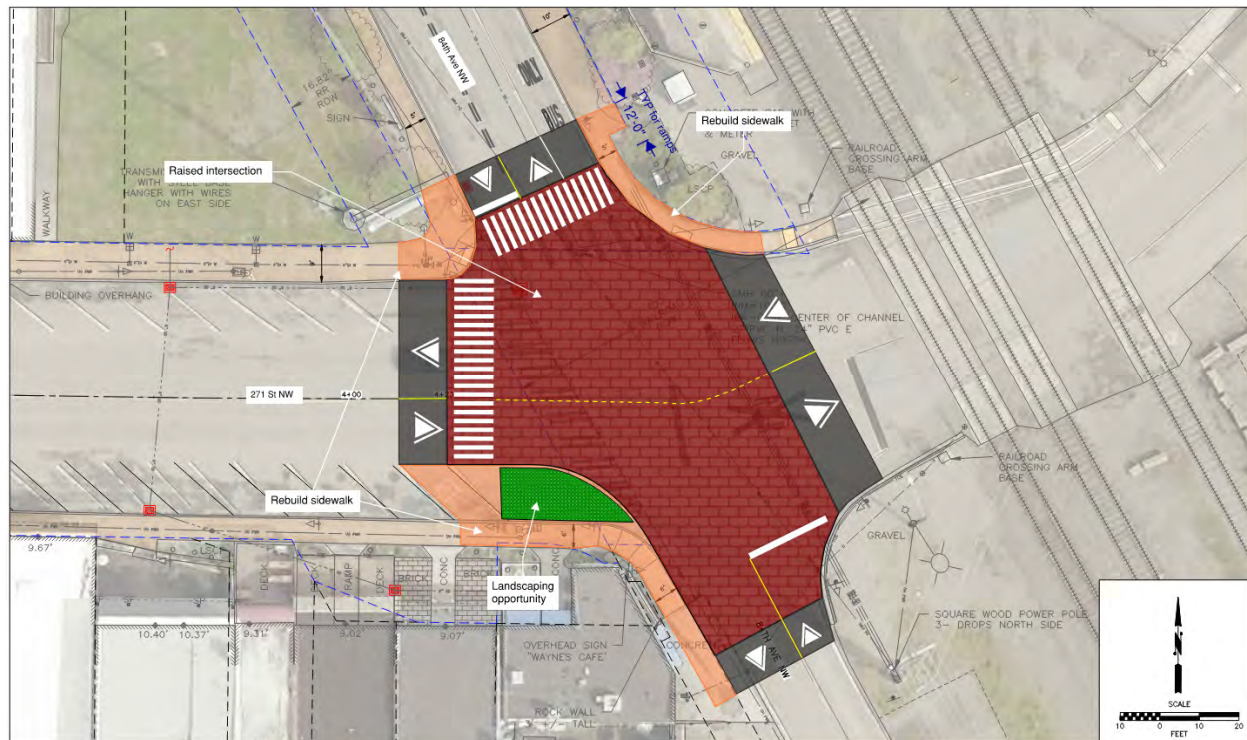


Figure 1: Raised intersection exhibit.

Option 1-B: Median Island plus Corner Extension

While Option 1-A provides traffic calming by changing the drivers vertical travel path, this Option 1-B achieves it through a horizontal extension of the sidewalk into the street and the addition of a median island, which yields a narrower roadway section. This narrowing effect has been shown to reduce driver travel speeds due to a more enclosed feeling and less room to maneuver. Figure 2 displays the proposed combination of corner and median treatments to achieve this effect. The proposed corner extensions are shown as a combination of channelized extensions with, typically, planter boxes enforcing the desired travel paths. These planter boxes provide an opportunity for decorative treatments and can be moved as necessary to perform maintenance tasks. Additionally, the proposed median island on the east side of the intersection narrows the travel path for through vehicles on 271st Street NW and can be constructed with a decorative pavement treatment, as shown in Figure 2.

The combined traffic calming for through traffic on 271st Street NW likely totals a reduction of at least 5 mph. The ePrimer lists the impact of a median island alone as up to 5 mph (with 2–3 mph reductions most commonly) and notes the effect of corner extensions can be up to 3.5 mph reductions. The corner extensions also provide some narrowing of the pedestrian crosswalk overlaps with vehicle travel lanes.

This option also will not impede railroad operations or create backups across the tracks, for the same reasons as Option 1-A.

To maximize cost-effectiveness, Perteet recommends employing channelization along with the addition of planters instead of opting for concrete curb extensions as part of the corner extension component for this traffic

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calming measure. This approach not only preserves the measure's effectiveness but also presents a more budget-friendly alternative. If budget allows the corner extensions with planters could be built as cement concrete curb and sidewalk extensions.

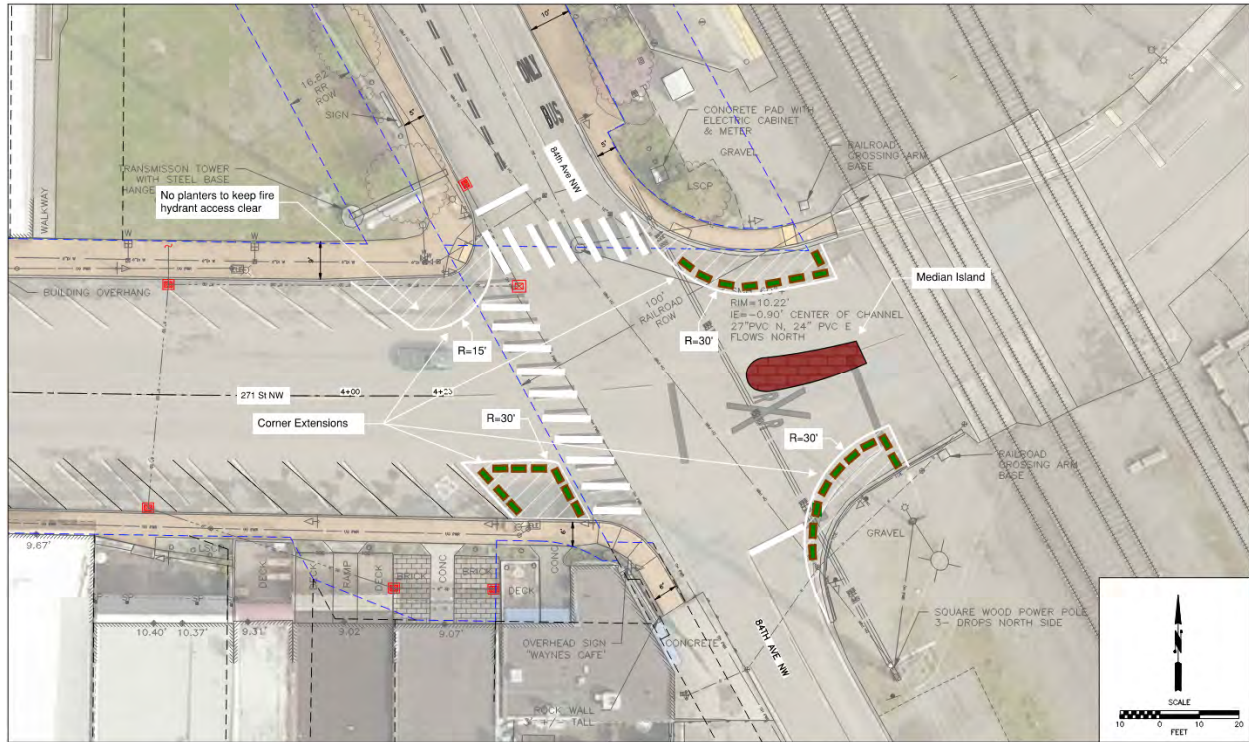


Figure 2: Median island and corner extension exhibit.

Step 5: Cost Analysis

Pertee prepared a planning-level opinion of cost for both of the options shown in Step 4. These costs are summarized, by phase, in Table 2.

Table 2. 271st Street NW and 84th Avenue NW Planning-Level Opinion of Cost.

Alternative	RW	PE	CN (Incl. CM)	Total
A Raised Intersection	\$113,000	\$159,000	\$1,776,000	\$2,048,000
B Corner Extensions, Median	\$0	\$11,000	\$132,000	\$143,000

Terminology: RW – Right of Way, PE – Preliminary Engineering, CN – Construction, CM – Construction Management

The following notes and assumptions apply to the numbers in Table 2.

- Quantity measurements for these opinions of cost were based on aerial imagery and GIS mapping (including GIS right-of-way).
- Proposed pavement sections assumed to be 8 inches cement concrete pavement over 6 inches crushed surfacing.

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- For the raised intersection concept, the approach ramps are assumed to be standard roadway cement concrete pavement and the intersection interior is decorative roadway cement concrete pavement.
- Flow control and water quality stormwater requirements are not triggered based on the scale of impact, which is similar to the 271st Street NW and 92nd Avenue NW project.
- Existing illumination is sufficient for the intersection and will be maintained. (Perteet did not perform a lighting analysis to evaluate this assumption.)
- Landscape areas are irrigated.
- Bid item unit costs are generally based on or similar to recent bid item costs for the 271st Street NW and 92nd Avenue NW project.
- Construction contingency: 30% of construction costs; to cover additional project costs to be identified during final design.
- Construction engineering and administration (CM phase): 15% of construction subtotal, including mobilization.
- Preliminary engineering phase, including administration: 10% of construction total.
- The preliminary engineering cost for the corner extensions with median concept assumes that the City will complete all coordination with BNSF prior to and during design and that the project would require at most two plan/opinion of cost submittals and special provision specifications are not needed.
- All costs presented include inflation for design in 2024, ROW acquisition in 2024 (if required), and construction in 2025.
- Annual inflation rates assumed to be 5% per year for PE, CM, and RW elements; 7% per year for CN costs.

The costs presented in this section also assume that the construction of traffic calming elements at this intersection would occur as an independent design and construction project. Costs will decrease somewhat for the raised intersection option and significantly for the corner extension/median option if the design and/or construction work is combined with another element of the Twin City Mile program.

LOCATION 2: CEDARHOME DR. (SEGMENT)

The second site, located on Cedarhome Dr. near the rail track, has been identified as an area where vehicles have been observed illegally overtaking transit buses during safety checks before crossing the rail track. This driver behavior could lead to head-on crashes. Implementing traffic calming measures at this location to restrict this behavior would enhance the safety of all passengers and road users. Perteet recommends utilizing flexible delineator posts as a cost-effective solution for separating traffic and enhancing safety. These delineator posts are a popular choice for barrier treatments due to their relatively low cost, visibility, and ease of installation. While they provide an effective buffer, it's important to note that they may require periodic maintenance and may not be as aesthetically pleasing as more permanent options. Perteet considered other options like jersey barriers, but those require additional expenses due to necessary roadway widening, making the flexible post option the most cost-effective solution for this specific location.

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Perteet recommends installing a series of the flexible delineator posts at regular intervals. The specific length of the series should be determined during a design effort with an evaluation of turning movements to make sure the posts do not restrict any adjacent driveway turns.

LOCATION 3: CEDARHOME DR. AND TRIANGLE DRIVE

The City asked Perteet to assess if a roundabout would be viable as a speed-reduction treatment at the Cedarhome Dr. location near its intersection and Triangle Dr. intersection. Perteet preformed a preliminary site assessment and recognized the potential for two different treatments of varying cost and impact. Below are the two options for consideration: as mini-roundabout and a standard size, single lane roundabout. Both of these are preliminary concepts and require additional design work to approach a final concept. This additional work would include performing necessary roundabout design checks for fastest-path travel speeds, turn simulations, and sight distance evaluations. Perteet can perform these additional design services if requested.

Option 3-A: Mini-Roundabout

A mini-roundabout circulates traffic around a center island that is, as the name suggests, smaller than a full-size roundabout. Notably, this roundabout includes a central island that can be traversed, accommodating larger vehicles when necessary. The center island still serves as an important speed-control element as it is designed to impede the straight-line travel path through the intersection, forcing drivers to slow down with some curvature to navigate around it (or to experience an uncomfortable vertical bump if a driver chooses to maintain their straight-line path). A well-designed mini-roundabout excels at moderating traffic speeds, reducing the occurrence of angle and turning collisions, and enhancing overall intersection safety. However, mini roundabouts are often about seeking a compromise between full roundabout design standards and a practical project from a cost and scope standpoint.

Mini-roundabouts are typically selected as a lower-cost option that fits within the footprint of an existing intersection. Figure 3 shows how the existing intersection configuration could be modified to fit the center island and a circulating lane around it. Note the use of channelizing buffers and medians to route traffic into the desired travel paths. These treatments are shown with channelization instead of raised cement concrete curbed elements to reduce the project cost and to maintain heavy vehicle accommodations.

Overall, Perteet anticipates that this type of design would reduce travel speeds overall because many drivers who currently have a free-flowing path along Cedarhome Drive would now be required to yield at the intersection. This boosts pedestrian safety at the crosswalk across Triangle Drive and should generally decrease the severity of any crashes that occur between vehicles. However, the geometry of the existing footprint does not afford much room to slow approaching traffic with curvature prior to reaching the center island. This diminishes the benefit to some degree, but overall this installation should be generally effective at reducing speeds. Flexible posts will be necessary in some locations—particularly the triangular channelization area along the northwest curb line of the intersection—to block drivers from using a straight-line travel path that can avoid the center island altogether.

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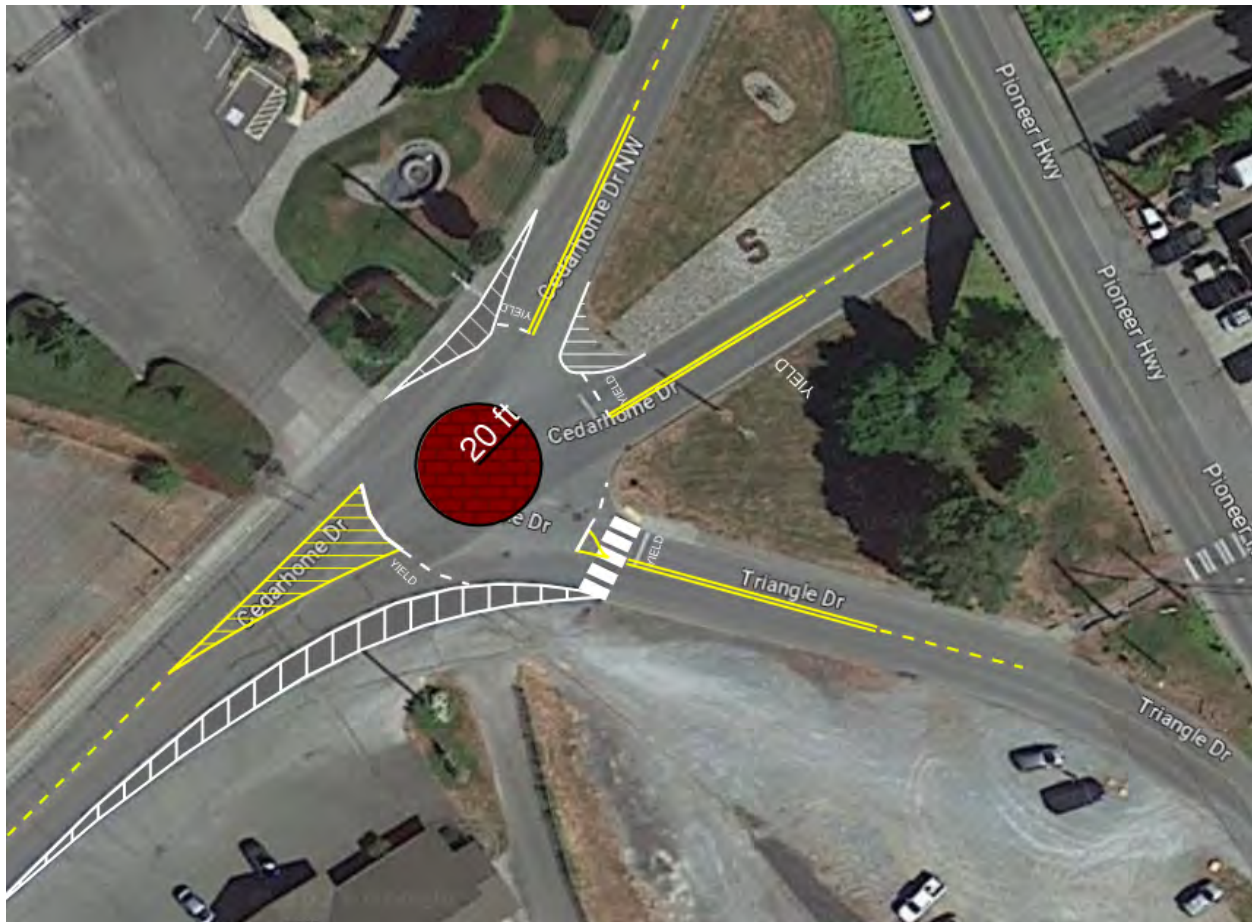


Figure 3: Mini Roundabout Concept Sketch.

Option 3-B: Roundabout

In contrast to Option 3-A, a full-size roundabout uses a larger circular intersection design. Notably, this roundabout includes a central island that cannot be traversed fully, allowing for central landscaping with ground cover, flowers, and street trees to enhance its aesthetic appeal. This design effectively moderates traffic speeds, reduces conflict points between drivers, and facilitates more comfortable bicycle and pedestrian movements than other types of unsignalized intersections. Roundabouts are renowned for their efficiency in managing traffic flow and enhancing safety.

Figure 4 illustrates a potential footprint for a full roundabout concept. The center island is larger—over twice as large of an island diameter as with Option 3-A—and this is configured to facilitate most truck movements via just the asphalt pavement surrounding the center island. The outer ring of the center island is a drivable surface that larger trucks can use as necessary to make turning movements at the intersection. As Figure 4 shows, the footprint of the intersection is larger than the existing intersection. As such, this figure includes construction of new curb lines with planter strips and sidewalks to complete the intersection. (These elements could be omitted or phased if

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desired.) The figure also illustrates more curvature on the approaches for most legs of the intersection, which further work to control travel speeds.

This option has two immediate tradeoffs. First, the project cost will be higher for this option as compared to Option 3-A because of the larger footprint and changes to curb lines. Second, the larger footprint encroaches on the parking lot and driveway for the Northwest Veterinary Clinic of Stanwood immediately south of the intersection. Perteet does not recommend providing driveway connections within roundabouts where it is possible to avoid it or a parcel has an alternative driveway for access.

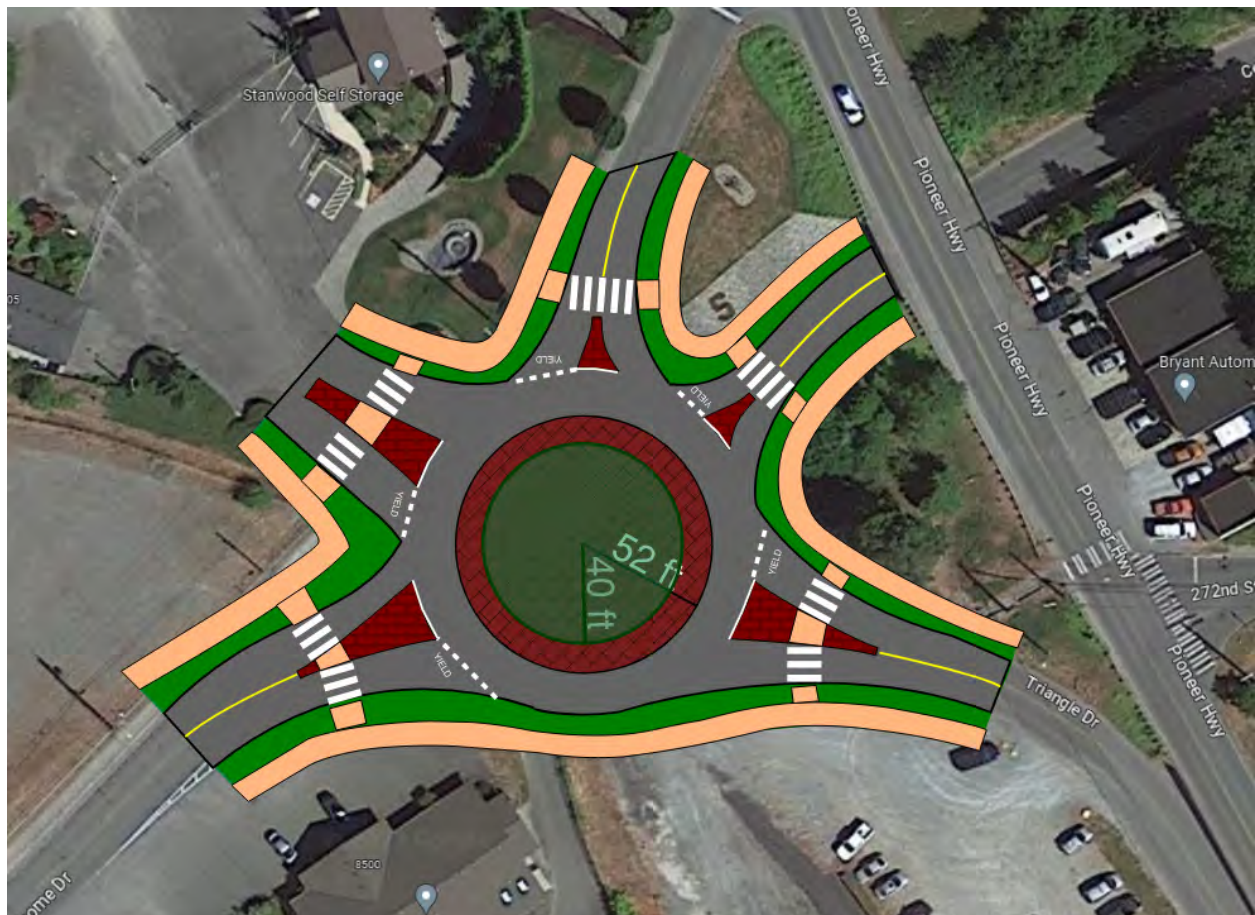


Figure 4: Roundabout concept sketch.

CONCLUSION

Perteet identified concepts that will achieve the City's goal of slowing traffic through the 271st Street NW at 84th Avenue NW intersection and Cedarhome Drive at Triangle Drive intersection. Both locations have an apparent higher-cost option and lower-cost option.

At 271st Street NW and 84th Avenue NW, traffic speed reductions may be similar between the two options, so if the budget is a concern to the City, Perteet recommends pursuing the lower-cost option of the channelized corner

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extensions with median island, such as the design presented in Figure 2. Full-page exhibits and the summary sheets for the planning-level opinions of cost for Location 1 are included as attachments to this memorandum.

Along Cedarhome Drive just east of the railroad tracks, a series of flexible delineator posts placed along the centerline should reduce or eliminate the driver behavior of passing buses that have stopped for a safety check at the railroad track. This approach will be low cost and not require any roadway widening.

At Cedarhome Drive and Triangle Drive, we encourage the City to evaluate modal priorities to assess a recommended treatment. If pedestrian and bicycle safety and comfort are priorities for this intersection, Option 3-B is superior to Option 3-A. If not, then Option 3-A strikes a more practical balance between effectiveness and cost. As noted above, there is necessary preliminary design work that should be done to confirm viability of either roundabout option at this location.

DRAFT

Raised intersection

Rebuild sidewalk

Rebuild sidewalk

Landscaping opportunity

$$\begin{array}{r} 4+00 \\ \hline \end{array}$$
 $4 + 23$ 

PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

CITY OF STANWOOD - TWIN CITY MILE
271st NEAR TERM

PROJECT NO. 20210169.0002
JUNE 29, 2023

DESIGN CONCEPT

Aug 22, 2023 - 3:40pm	beatriz.silva	X:\Stanwood, City of\Projects\20210169 - 2021 On-Call,0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibits\Task 7 - 271st Near Term Improvements\Design Concept\20210169,0002_271st-Near-Term_Design-Concept.dwg	Layout Name: Islands Concept
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PLANNING LEVEL OPINION OF COST SUMMARY

Project Description: Twin City Mile (Traffic Calming) - Raised Intersection Alt.	Client: City of Stanwood
Corridor Section: 271st Street NW and 84th Avenue NW	Date: 9/11/2023
Location: Stanwood, WA	Date of Cost Index: 2023
	Calculated By/Entered By: BMS
	Checked By: BMP

Twin City Mile (Traffic Calming) - Raised Intersection Alt.

		ESTIMATED UNIT			
	ITEM	UNIT	COST	QTY	COST
I.	RIGHT OF WAY				
	TEMPORARY CONSTRUCTION EASEMENTS (urban developed)	SF	\$12	6,700	\$80,400
	ADMINISTRATION (titles, appraisals, negotiations consultant, etc.)	EA	\$15,000	2	\$30,000
	RIGHT OF WAY TOTAL				\$110,400
	FUTURE ROW COST BASED ON INFLATION RATE	Inflation 2%	ROW Year 2024	Cost Index 2023	Future Cost \$113,000
II.	CONSTRUCTION				
1	PREPARATION/GRADING/DRAINAGE				
1.1	PREPARATION				
	REMOVING EXISTING PAVEMENT	SY	\$40	1,230	\$49,200
1.2	EARTHWORK				
	ROADWAY EXCAVATION INCL. HAUL	CY	\$50	100	\$5,000
1.3	STORMWATER MITIGATION				
1.4	STORM SEWER				
	CATCH BASIN TYPE 1	EA	\$4,750	8	\$38,000
	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	LF	\$175	500	\$87,500
2	STRUCTURE				
3	SURFACING				
	CEMENT CONCRETE PAVEMENT	SY	\$300	240	\$72,000
	DECORATIVE CEMENT CONCRETE PAVEMENT	SY	\$500	770	\$385,000
	HOT MIX ASPHALT	TON	\$175	30	\$5,250
	CRUSHED SURFACING	TON	\$60	370	\$22,200
4	ROADSIDE DEVELOPMENT				
	TEMP. WATER POLLUTION & EROSION CONTROL (2%)	LS	\$16,000	1	\$16,000
	LANDSCAPING	LS	\$6,000	1	\$6,000
5	TRAFFIC				
	SIGNING	LS	\$3,000	1	\$3,000
	STRIPING	LF	\$10	500	\$5,000
	CURBS	LF	\$120	400	\$48,000
	SIDEWALKS	SY	\$200	300	\$60,000
	ADJUST MANHOLE OR CATCH BASIN	EA	\$1,000	2	\$2,000
	TRAFFIC CONTROL (15%)	LS	\$119,000	1	\$119,000
6	OTHER ITEMS				
	SURVEYING (3%)	LS	\$24,000	1	\$24,000
	SPECIAL ITEMS (PLANTER BOXES)	EA	\$500	-	\$0

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PLANNING LEVEL OPINION OF COST SUMMARY

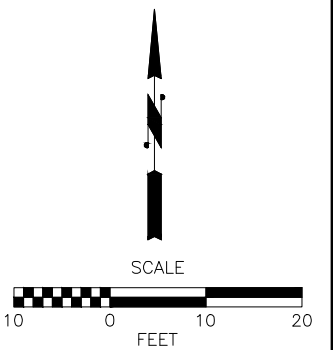
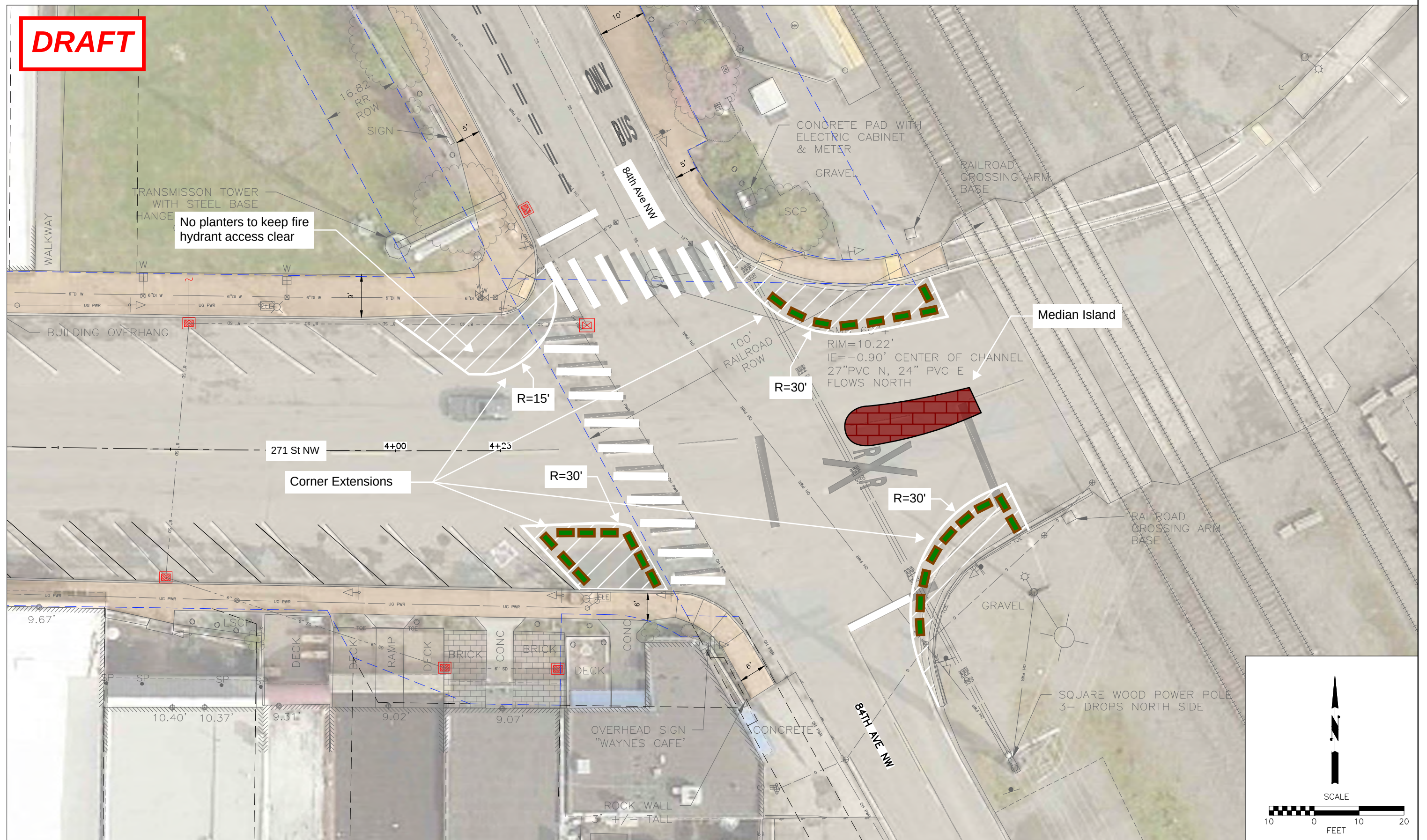
Project Description: Twin City Mile (Traffic Calming) - Raised Intersection Alt.		Client: City of Stanwood			
Corridor Section: 271st Street NW and 84th Avenue NW		Date: 9/11/2023			
Location: Stanwood, WA		Date of Cost Index: 2023			
7	SUBTOTAL (ITEMS 1 THRU 6)				\$947,150
8	MOBILIZATION (10%) 10% OF ITEM 7	EST	\$94,800	1	\$94,800
9	CONSTRUCTION SUBTOTAL (ITEMS 7 & 8)				\$1,041,950
10	SALES TAX (below-the-line)	EST	\$0	1	\$0
11	AGREEMENTS (Utilities, WSP, etc.)	EST	\$0	1	\$0
12	SUBTOTAL (ITEMS 9 THRU 11)				\$1,041,950
13	CONTINGENCY (30% OF ITEM 12)	EST	\$312,600	1	\$312,600
14	CONSTRUCTION SUBTOTAL (ITEMS 12 & 13)				\$1,354,550
15	FUTURE CN COST BASED ON INFLATION RATE	Inflation 7%	Const. Year 2025	Cost Index 2023	Future Cost \$1,551,000
16	CONSTRUCTION ADMINISTRATION CONSTRUCTION ENGINEERING (15% OF ITEM 14)	EST	\$203,200	1	\$203,200
17	FUTURE CN ADMIN COST BASED ON INFLATION RATE	Inflation 5%	Const. Year 2025	Cost Index 2023	Future Cost \$225,000
III.	PRELIMINARY WORK				
	PRELIMINARY ENGINEERING (10.0% OF ITEM 14)	EST	\$135,500	1	\$135,500
	ENVIRONMENTAL PERMITS/DOCUMENTS	EST	\$15,000	1	\$15,000
	FUTURE PE COST BASED ON INFLATION RATE	Inflation 5%	Design Year 2024	Cost Index 2023	Future Cost \$159,000
IV.	TOTAL ESTIMATED COST (ITEMS I, 15, 17, & III)				
	TOTAL PROJECT COST (BASED ON INFLATION RATE)				\$2,048,000

SUMMARY (Including inflation)

Right of Way	\$113,000
Design Engineering, Administration, Environmental Permitting (Item III)	\$159,000
Construction Contract (Incl. Administration)	\$1,776,000

The above opinion of cost is a planning level estimate only. It is based on best available information and scope at the time, not on the results of a detailed engineering study, and is supplied as a budgeting guide only. Perteet Inc. does not guarantee or warrant the accuracy of this planning level estimate.

DRAFT



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PLANNING LEVEL OPINION OF COST SUMMARY

Project Description: Twin City Mile (Traffic Calming) - Corner Extensions, Median Alt.	Client: City of Stanwood
Corridor Section: 271st Street NW and 84th Avenue NW	Date: 9/11/2023
Location: Stanwood, WA	Date of Cost Index: 2023
	Calculated By/Entered By: BMS
	Checked By: BMP

Twin City Mile (Traffic Calming) - Corner Extensions, Median Alt.

		ITEM	UNIT	ESTIMATED COST	UNIT QTY	COST
I.		RIGHT OF WAY				
		RIGHT OF WAY TOTAL				\$0
		FUTURE ROW COST BASED ON INFLATION RATE	Inflation 2%	ROW Year 2024	Cost Index 2023	Future Cost \$0
II.		CONSTRUCTION				
1		PREPARATION/GRADING/DRAINAGE				
	1.1	PREPARATION				
		REMOVING EXISTING PAVEMENT	SY	\$80	30	\$2,400
	1.2	EARTHWORK				
		ROADWAY EXCAVATION INCL. HAUL	CY	\$100	5	\$500
	1.3	STORMWATER MITIGATION				
	1.4	STORM SEWER				
2		STRUCTURE				
3		SURFACING				
		DECORATIVE CEMENT CONCRETE PAVEMENT	SY	\$500	30	\$15,000
		CRUSHED SURFACING	TON	\$120	10	\$1,200
4		ROADSIDE DEVELOPMENT				
		TEMP. WATER POLLUTION & EROSION CONTROL (2%)	LS	\$2,000	1	\$2,000
5		TRAFFIC				
		SIGNING	LS	\$4,000	1	\$4,000
		STRIPING	LF	\$10	1,000	\$10,000
		CURBS	LF	\$120	90	\$10,800
		TRAFFIC CONTROL (15%)	LS	\$9,000	1	\$9,000
6		OTHER ITEMS				
		SURVEYING (3%)	LS	\$2,000	1	\$2,000
		SPECIAL ITEMS (PLANTER BOXES)	EA	\$500	26	\$13,000
7		SUBTOTAL (ITEMS 1 THRU 6)				\$69,900
8		MOBILIZATION (10%)				
		10% OF ITEM 7	EST	\$7,000	1	\$7,000

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PLANNING LEVEL OPINION OF COST SUMMARY

Project Description: Twin City Mile (Traffic Calming) - Corner Extensions, Median Alt.		Client: City of Stanwood			
Corridor Section: 271st Street NW and 84th Avenue NW		Date: 9/11/2023			
Location: Stanwood, WA		Date of Cost Index: 2023			
9	CONSTRUCTION SUBTOTAL (ITEMS 7 & 8)				\$76,900
10	SALES TAX (below-the-line)	EST	\$0	1	\$0
11	AGREEMENTS (Utilities, WSP, etc.)	EST	\$0	1	\$0
12	SUBTOTAL (ITEMS 9 THRU 11)				\$76,900
13	CONTINGENCY (30% OF ITEM 12)	EST	\$23,100	1	\$23,100
14	CONSTRUCTION SUBTOTAL (ITEMS 12 & 13)				\$100,000
15	FUTURE CN COST BASED ON INFLATION RATE	Inflation 7%	Const. Year 2025	Cost Index 2023	Future Cost \$115,000
16	CONSTRUCTION ADMINISTRATION CONSTRUCTION ENGINEERING (15% OF ITEM 14)	EST	\$15,000	1	\$15,000
17	FUTURE CN ADMIN COST BASED ON INFLATION RATE	Inflation 5%	Const. Year 2025	Cost Index 2023	Future Cost \$17,000
III.	PRELIMINARY WORK				
	PRELIMINARY ENGINEERING (10.0% OF ITEM 14)	EST	\$10,000	1	\$10,000
	ENVIRONMENTAL PERMITS/DOCUMENTS	EST	\$0	1	\$0
	FUTURE PE COST BASED ON INFLATION RATE	Inflation 5%	Design Year 2024	Cost Index 2023	Future Cost \$11,000
IV.	TOTAL ESTIMATED COST (ITEMS I, 15, 17, & III)				
	TOTAL PROJECT COST (BASED ON INFLATION RATE)				\$143,000

SUMMARY (Including inflation)

Right of Way	\$0
Design Engineering, Administration, Environmental Permitting (Item III)	\$11,000
Construction Contract (Incl. Administration)	\$132,000

The above opinion of cost is a planning level estimate only. It is based on best available information and scope at the time, not on the results of a detailed engineering study, and is supplied as a budgeting guide only. Perteet Inc. does not guarantee or warrant the accuracy of this planning level estimate.

MEMORANDUM

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To: Patricia Love, Community Development Director, City of Stanwood

From: Gina Parenteau, PE, Project Manager
Erin Routledge, PE, Lead Engineer

Date: September 28, 2023

Re: 271st Street NW
Near Term Improvements Options Summary – **DRAFT**

INTRODUCTION

As part of the City of Stanwood Twin City Mile Beautification Project, it is the City's goal to implement near-term improvements along 271st Street NW between 84th Avenue NW and 88th Avenue NW. These near-term improvements are intended to add beautification to the corridor, as well as promote pedestrian visibility and calm traffic as it travels along the corridor. These near-term improvements are expected to be in place for five to ten years while the City works toward the design and implementation of long-term improvements. The City has hired Perteet to prepare preliminary concept options for near-term improvements.

The existing mid-block crossing of 271st Street NW, between 84th Avenue NW and 88th Avenue NW, has been identified as a location where a near-term improvement could provide some beautification opportunities as well as some traffic calming. On July 6, 2023, Perteet and City staff met to discuss some near-term improvement concepts. This summary memorandum outlines each mid-block concept option that was identified and discussed with the City, and it outlines the benefits and challenges of each option.

In addition to the mid-block crossing beautification improvements, the City identified the intersection of 271st Street NW and 88th Avenue NW as a location to add beautification elements and increase pedestrian visibility at the four-way stop. This summary memorandum outlines the option that were identified and discussed with the City, and it outlines the benefits and challenges of each option.

Exhibits showing each option that will be discussed below are attached to this memorandum summary.

271st Street NW – Mid-Block Crossing

Perteet prepared several options for modifications to the existing mid-block crossing of 271st Street NW, between 84th Avenue NW and 88th Avenue NW, and presented these to the City staff for discussion. Options varied in the level of reconstruction needed and the level of impact to other existing features, ranging from very minimal reconstruction/modification to moderate reconstruction/modification. The options are discussed below, and the benefits and challenges of each are summarized in Table 1.

Option 1: Planters

Option 1 involves installing planter boxes or pots at the existing mid-block crossing of 271st Street NW within the existing painted demarcation area. This would serve as a beautification improvement and may provide some traffic calming effect. These planters and paint could serve as a visual expansion of the existing sidewalk extensions at the mid-block crossing of 271st Street NW. Planter boxes or pots could also be installed at the

MEMORANDUM

intersections of 84th Street NW and 88th Street NW, along with some painted demarcation areas be added if planters are to be used, and this option is discussed in a separate section within this memorandum.

The benefits of this option are that the planters are low in cost, add opportunity for beautification through the look of the planters themselves and the landscaping that is put in the planters, and the planters can be moved and adjusted as needed.

In discussion with the City, it was determined that this is a feasible near-term improvements option and can potentially be combined with other options to add beautification.

Option 2: “Floating” Islands

Option 2 involves installing raised islands in the existing striped areas surrounding the mid-block crossing of 271st Street NW. These “floating” islands would not be connected to any existing curb lines in order to maintain existing drainage patterns and avoid relocation of existing stormwater facilities and could be placed on top of the existing pavement. These islands could also be a beautification opportunity to incorporate the brick pattern theme of the Twin City Mile corridor and could serve as a place for beautification elements such as planters or benches. The raised hardscape may also provide some additional traffic calming, although the impact would be low.

The challenge of this option is that two of the four existing hatched areas around the mid-block crossing currently serve as access aisles for the adjacent ADA parking stalls. Per the PROWAG Section R202.4, any alterations to pedestrian facilities cannot decrease the accessibility of an existing pedestrian facility. Given that requirement, the floating islands would not be able to be placed adjacent to the exiting ADA stalls so that the existing pedestrian path for people using those parking stalls is maintained, and this option was deemed infeasible within the scope of this project.

Option 3: Raised Median Island

Option 3 involves installing a six-foot wide, raised median in the center of the roadway at the mid-block crossing on 271st Street NW. The raised median might be able to be placed on top of the existing pavement, with some minimal reconstruction of the roadway surface to install detectable warnings. This median would incorporate a vertical element and narrow the vehicle travel lanes in this area, which would result in traffic calming. This raised median could also incorporate the brick pattern theme of the Twin City Mile corridor and serve as a beautification element.

The benefits of this option include the traffic calming elements of the island as well as the opportunity for beautification through incorporating the brick pattern and color. This option also allows space to add another pedestrian crossing sign within the median, which would provide more visibility for pedestrians and warning of the crosswalk for drivers.

The challenge of this option is that the median would narrow the travel lane and given that the existing parking stalls are not as deep as standard parking stalls, cars backing out of the angled parking stalls along 271st Street NW could hit the median.

In discussion with the City, it was determined that this option is not preferable given the raised nature of the median that would present a challenge for cars backing out of the angled parking stalls, or result in the need to eliminate the parking stalls within this vicinity.

Option 4: Sidewalk Extensions

Option 4 involves removing the existing sidewalk extensions at the mid-block crossing of 271st Street NW and building larger sidewalk extensions that will shorten the pedestrian crossing and make pedestrians more visible to

MEMORANDUM

vehicles, before they cross the street. These extensions could be built to match the existing travel lane width, or they could be extended out further to make an 11' travel lane. These sidewalk extensions also allow for a minimal amount of room to place poles for overhead string lights and add elements such as planters or benches into the extended sidewalk area.

The challenge of this option is the existing stormwater infrastructure. In order to avoid storm infrastructure relocation, the sidewalk extensions footprint would need to be a triangle shape similar to the existing shape. This triangle shape does not provide much additional space for elements such as poles, planters, or benches. If more of a rectangular option is preferred for the sidewalk extensions, stormwater catch basins and pipe would need to be relocated which would increase the implementation cost.

In discussion with the City, it was determined that this option is feasible and could potentially be combined with a raised crosswalk for additional beautification and traffic calming.

Option 5: Raised Crosswalk

Option 5 involves building a raised crosswalk at the mid-block crossing of 271st Street NW. The vertical nature of the raised crosswalk encourages traffic calming. The raised crosswalk is recommended to be between three inches and six inches in height to be an effective traffic calming device while still allowing transit and emergency vehicles to travel the corridor. The raised crosswalk is also an opportunity to incorporate the brick pattern theme of the Twin City Mile corridor, as the beautification element.

The challenge of this option is that there are two existing ADA parking stalls located around the mid-block crossing, one on the northeast side of the crosswalk and one on the southwest side of the crosswalk. Per the PROWAG Section R202.4, any alterations to pedestrian facilities cannot decrease the accessibility of an existing pedestrian facility. Given that requirement, if the ADA parking stalls were to remain in place, a ramp would need to be constructed from the access aisle onto the sidewalk for users of the ADA parking stalls to use. If this ramp was not constructed, the ADA parking stalls would not be able to remain in their existing location if a raised crosswalk was installed because the raised crosswalk would impede into the existing access aisle, and it would provide a barrier to users of the ADA parking stalls trying to get to the existing mid-block curb ramps.

Because of the diminished ADA accessibility, this option, as shown in the Option 5 exhibit, was deemed infeasible within the scope of this project. In discussion with the City, it was determined that this option is feasible if combined with Option 4 and ramps could be installed so that users of the ADA parking stalls could access the sidewalk without a barrier.

Option 6: Sidewalk Extensions with Raised Crosswalk

Option 6 involves combining Options 4 and 5 into a hybrid design that also allows for full space for beautification elements including string lighting, and planter pots, along with maximum traffic calming by providing the raised crosswalk. After discussion with the City at the design workshop, Perteet prepared a hybrid concept option. This hybrid design is one of the preferred options to meet the goals of the 271st Street NW near-term improvements, which include beautification, increased pedestrian visibility, and some traffic calming. In addition, this option enhances the ADA accessibility for users from the parking stalls (where some options diminished the accessibility), as it adds a curb ramp that is directly connected to the access aisle and the new sidewalk area.

Option 7: Small Sidewalk Extensions with Stamped Brick Crosswalk

Option 7 involves combining Options 4 and 5 into a hybrid design that provides less space for the planter pots and string lighting than Option 6, and it does not provide the maximum traffic calming benefit that the raised crosswalk in Option 6 provides. However, it does include in pavement flashing crosswalk lighting to make drivers

MEMORANDUM

more aware when a pedestrian is waiting to cross. This option was prepared as an option to help keep implementation costs lower, but still incorporate the beautification elements and increase driver awareness of pedestrians. This hybrid design is one of the preferred options to meet the goals of the 271st Street NW near-term improvements, which include beautification, increased pedestrian visibility, and some traffic calming. In addition, this option enhances the ADA accessibility for users from the parking stalls (where some options diminished the accessibility), as it adds a curb ramp that is directly connected to the access aisle and the existing sidewalk area.

Options Summary

As noted in the sections above, the preferred options at this time are Options 6 and Option 7, as they do not diminish ADA accessibility, and meet the City's goals for the scope of the 271st Street NW near-term improvements project.

The table below summarizes the benefits, challenges, and relative implementation cost of each option considered.

Table 1. Summary of Options Considered: 271st Street NW – Mid-Block Crossing.

Options	Benefits	Challenges	Relative Implementation Cost
Option 1 Planter Boxes	Beautification Moveable/adjustable		\$
Option 2 "Floating" Islands	Beautification, space for amenities, some traffic calming	Eliminates access aisle for ADA parking stalls	\$\$
Option 3 Raised Median Island	Traffic calming, beautification	Barrier for vehicles backing out of parking stalls	\$\$
Option 4 Sidewalk Extensions	Increases pedestrian visibility, beautification, space for amenities	Requires reconstruction of existing stormwater infrastructure, adding cost	\$\$+
Option 5 Raised Crosswalk	Traffic calming, beautification	Impedes access isle for adjacent ADA parking stalls, adds a barrier to pedestrian access from access aisle to curb ramp	\$\$+
Option 6 Large Sidewalk Extensions with Raised Crosswalk	Increases pedestrian visibility, beautification, space for amenities, traffic calming	Requires moderate reconstruction of existing stormwater infrastructure, adding cost	\$\$\$\$
Option 7 Small Sidewalk Extensions with Stamped Brick Crosswalk	Increases pedestrian visibility, beautification, traffic calming	Requires minimal reconstruction of existing stormwater infrastructure, adding cost	\$\$\$

Note: relative implementation cost considers options for the mid-block crossing and the 88th Ave NW intersection.

MEMORANDUM

271st Street NW and 88th Avenue NW – Intersection Curb Return Bulbouts

The beautification elements the City identified for the intersection of 271st Street NW and 88th Avenue NW include curb return corner bulbouts, the cement stamped brick concrete crosswalks, and planter pots. Perteet prepared two final options for modifications to the existing curb returns at the intersection of 271st Street NW and 88th Avenue NW. These options are based on the City's goals of implementing beautification opportunities and making pedestrians more visible to vehicles, as well as operational considerations, which include vehicle travel lane alignment, travel lane widths, vehicle turning movements, and parking stall impacts. Perteet met with City staff during the concept design to present preliminary layouts and discussed the existing site constraints, which resulted in the two options. The options are discussed below, and the benefits and challenges of each are summarized in Table 2.

Option 1: Full Buildout Intersection Bulbouts and Stamped Brick Crosswalks

The first option for bulbouts at this intersection would be to fully rebuild each corner with a raised curb and sidewalk bulbout, and new curb ramps. The footprint of the bulbouts at their maximum size would minimize lane widths to 11' to shorten the pedestrian crossing distance at the intersection, and it provide the maximum space to set amenities (planters, benches, etc. in the bulbout area). This option also includes constructing the cement stamped brick concrete crosswalks.

This option would result in plenty of space to include planter pots and the stamped brick concrete crosswalks would be consistent with the new crosswalks recently built at the intersection of 271st Street NW and 92nd Avenue NW, which is a beautification theme for the Twin City Mile corridor. This option is a relatively higher cost to implement, since it will include full reconstruction of the cement concrete curb returns and moving existing stormwater catch basins and pipe.

Option 2: Painted Intersection Bulbouts and Stamped Brick Crosswalks

The second option for bulbouts at this intersection would be to use paint to create bulbouts and place planters within the painted area to help create separation between the vehicle travel paths and the pedestrian space. This option also includes stamped brick concrete crosswalks.

This option provides plenty of space to include planter pots and the stamped brick concrete crosswalks would be consistent with the new crosswalks recently built at the intersection of 271st Street NW and 92nd Avenue NW, which is a beautification theme for the Twin City Mile corridor. This option is a relatively lower cost to implement because it does not need a full reconstruction of the cement concrete curb returns, and the existing stormwater catch basins and pipe can stay in place and will not need to be moved.

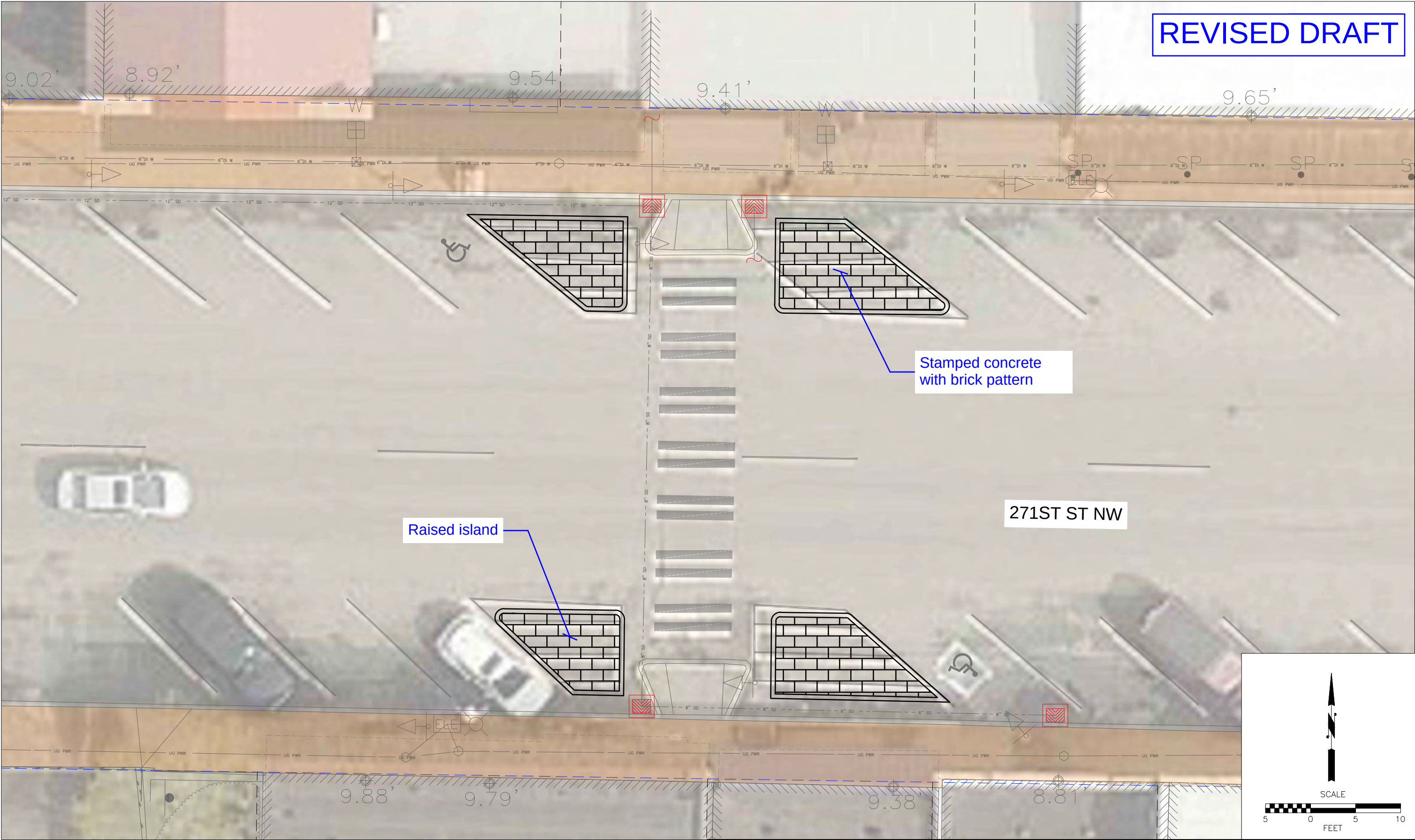
MEMORANDUM

Table 2. Summary of Options Considered: 271st Street NW and 88th Avenue NW – Intersection Curb Return Bulbouts.

Options	Benefits	Challenges	Relative Implementation Cost
Option 1 Full Buildout Bulbouts and Stamped Brick Crosswalks	Beautification, shortens formal crossing distance for pedestrians at some locations, traffic calming, space for added amenities	Requires reconstruction of existing stormwater structures/pipe, adding cost	\$\$\$\$
Option 2 Painted Bulbouts and Stamped Brick Crosswalks	Beautification, traffic calming, space for added amenities		\$\$\$

Note: relative implementation cost considers options for the mid-block crossing and the 88th Ave NW intersection.

Sep 22, 2023 - 7:44am erin.rouledge X:\Stanwood_City of Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibit\Task 7 - 271st Near Term Improvements\Design Concept\20210169.0002_271st Near Term Concept.dwg Layout Name: CIP2 Islands



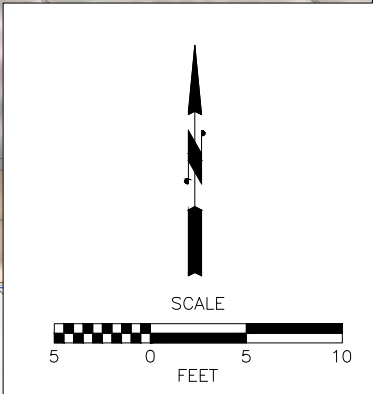
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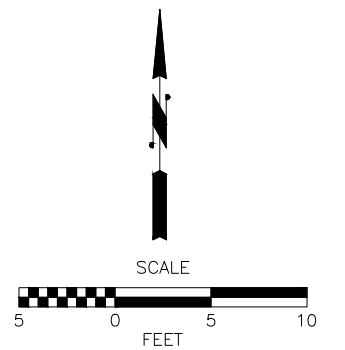
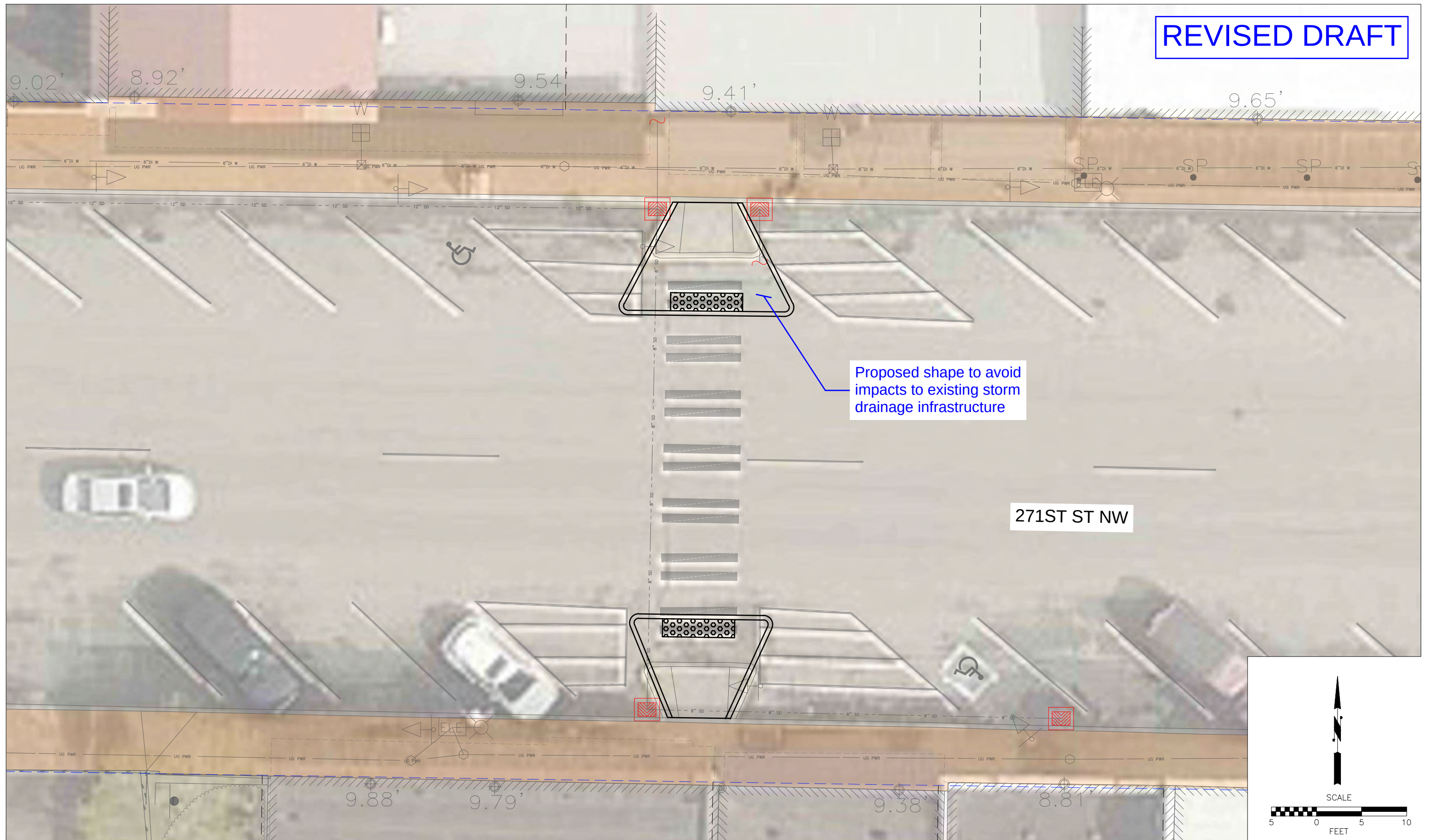
CITY OF STANWOOD - TWIN CITY MILE
271ST ST NW - NEAR TERM IMPROVEMENTS

PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

PRELIMINARY MID-BLOCK CONCEPTS
OPTION 2 - "FLOATING" ISLANDS



REVISED DRAFT



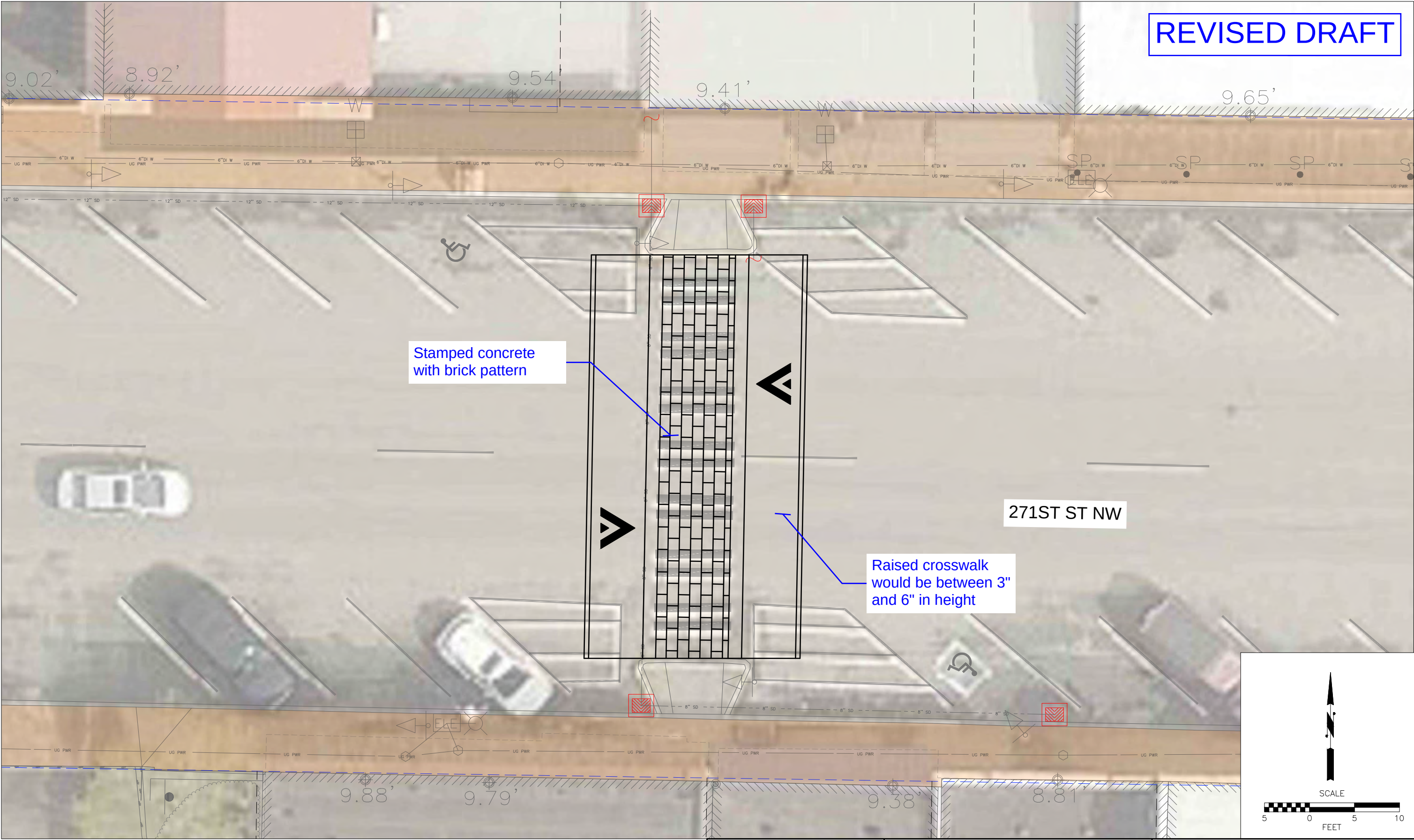
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271ST ST NW - NEAR TERM IMPROVEMENTS

PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

PRELIMINARY MID-BLOCK CONCEPTS OPTION 4 – SIDEWALK EXTENSIONS

Sep 22, 2023 - 7:45am erin.routledge X:\Stanwood_City of Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibit\Task 7 - 271st Near Term Improvements\Design Concept\20210169.0002_271stNearTerm_Design-Concept.dwg Layout Name: Opt5-RaisedWalk

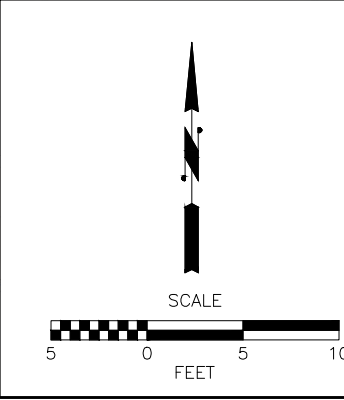


REVISED DRAFT

Stamped concrete
with brick pattern

271ST ST NW

Raised crosswalk
would be between 3"
and 6" in height



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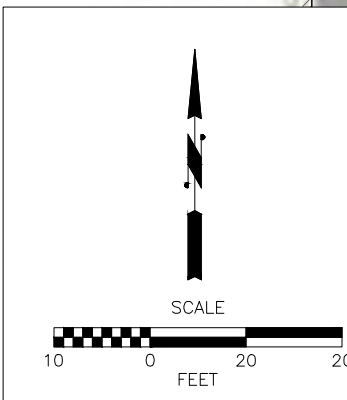
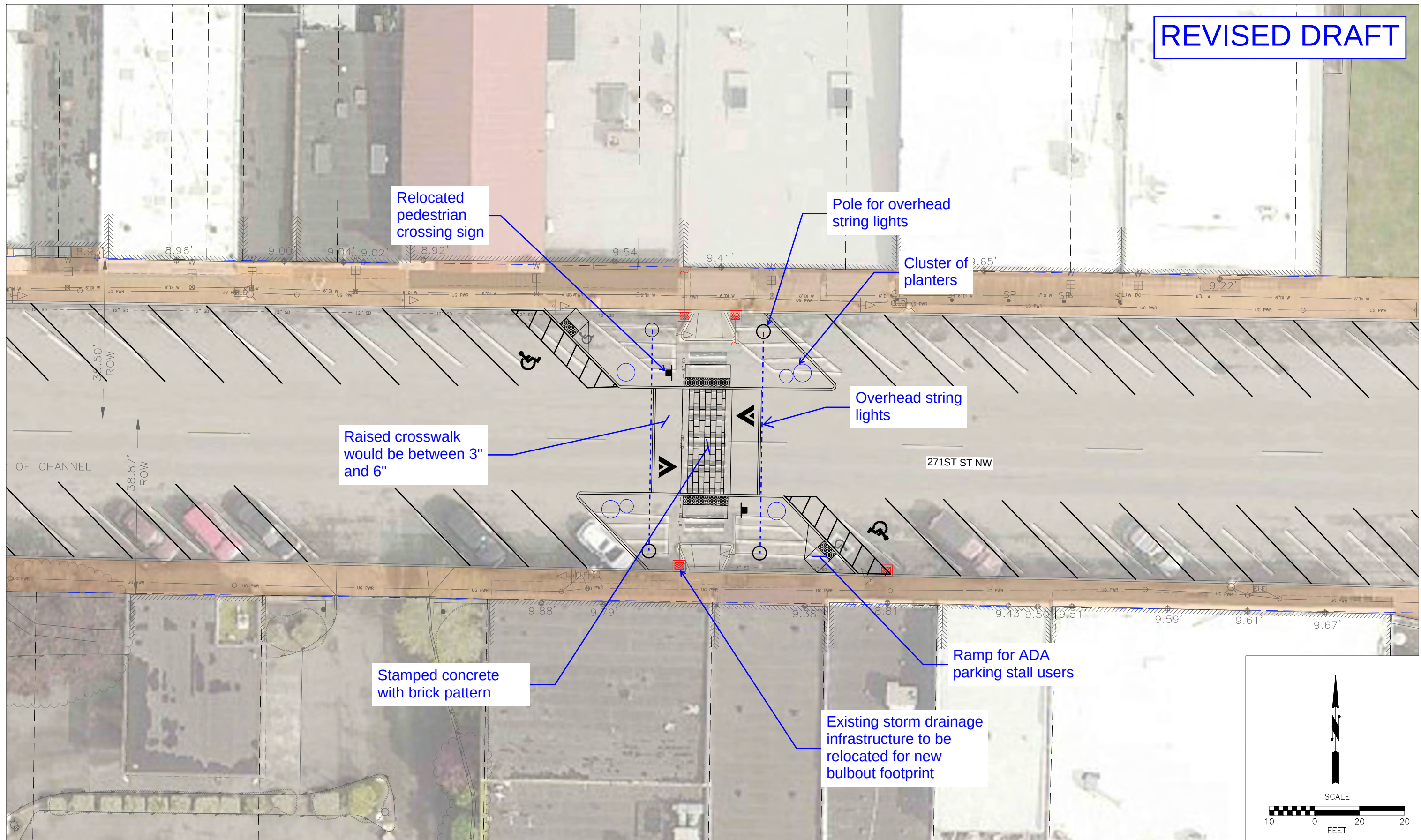
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271ST ST NW - NEAR TERM IMPROVEMENTS

PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

PRELIMINARY MID-BLOCK CONCEPTS
OPTION 5 - RAISED CROSSWALK

Sep 28, 2023 - 9:21am
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Layout Name: Opt6-Hybrid

REVISED DRAFT

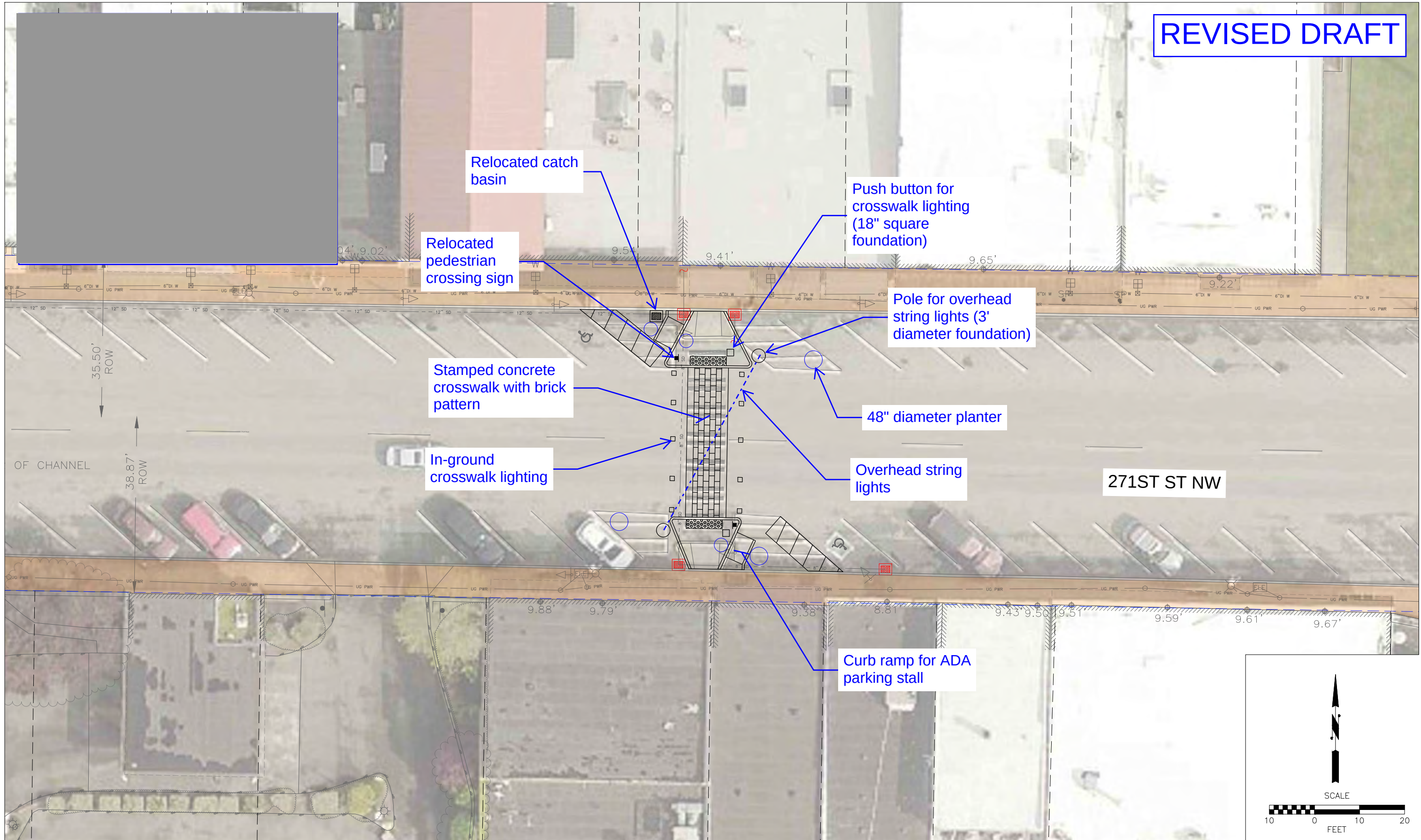


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PRELIMINARY MID-BLOCK CONCEPTS
OPTION 6 - LARGE BULBOUT
WITH RAISED CROSSWALK

Sep 28, 2023 - 9:22am erin.routledge X:\Stanwood_City of Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibit\Task 7 - 271st Near Term Improvements\Design Concept\20210169.0002_271st Near Term Design Concept.dwg Layout Name: Opt7-Hybrid2

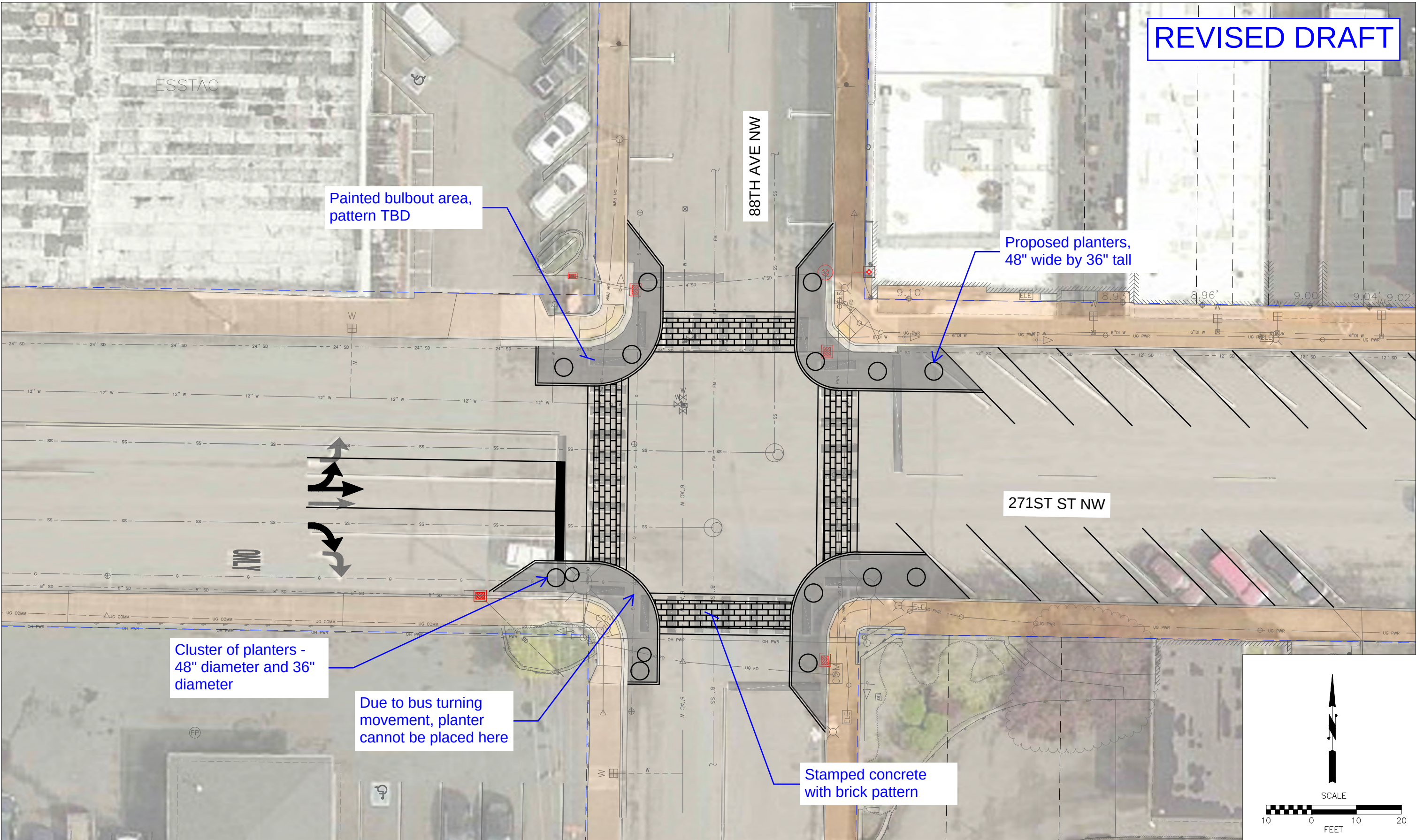


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271ST ST NW - NEAR TERM IMPROVEMENTS
PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

PRELIMINARY MID-BLOCK CONCEPTS
OPTION 7 - SMALL BULBOUTS WITH
DECORATIVE CROSSWALK

Sep 27, 2023 - 9:57pm erin.routledge X:\Stanwood, City of\Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibit\Task 7 - 271st Near Term Improvements\Design Concept\20210169.0002_271st Near Term_Layout-Concept.dwg Layout Name: 88th-Printed



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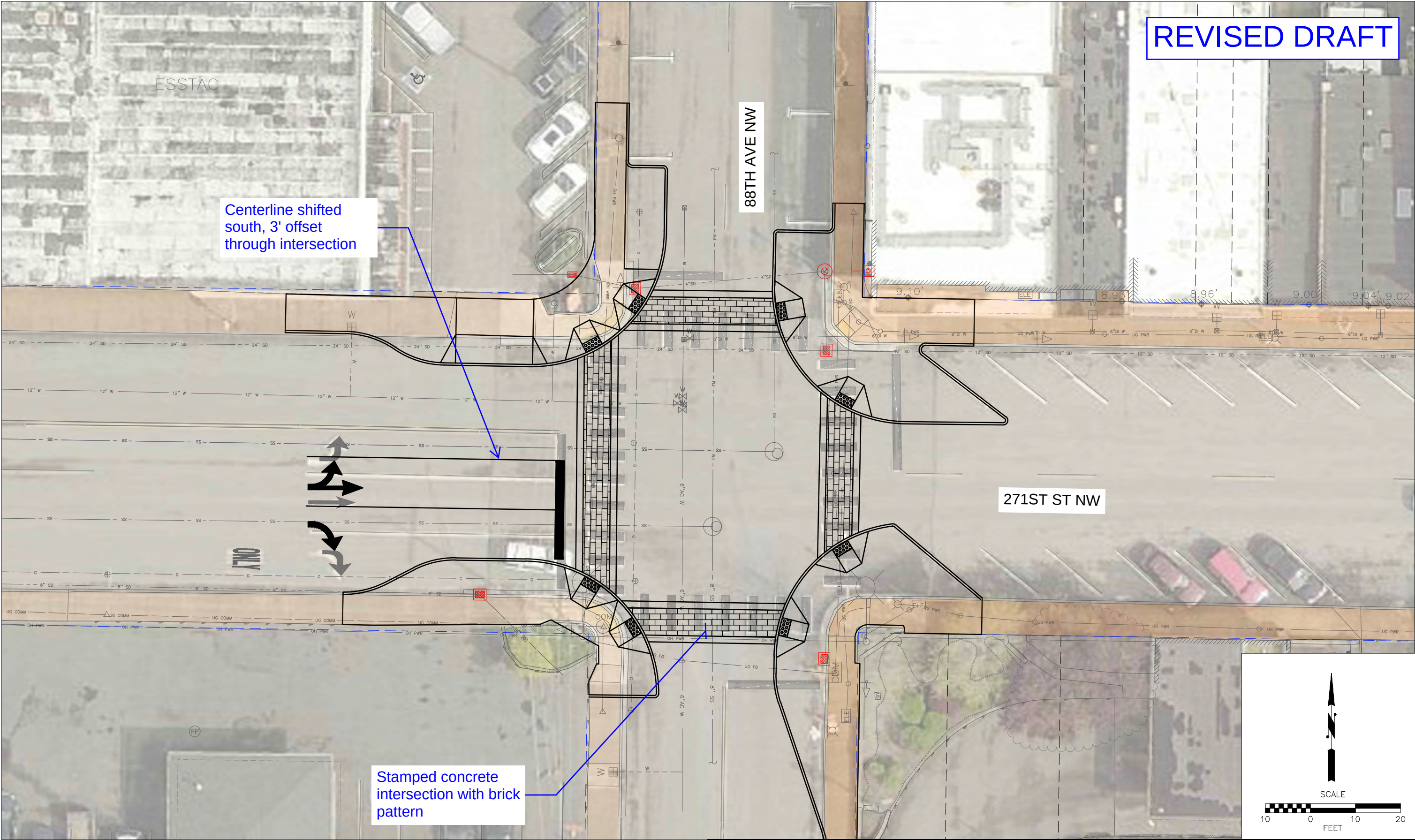
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CITY OF STANWOOD - TWIN CITY MILE
271ST ST NW - NEAR TERM IMPROVEMENTS

PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

88TH ST NW INTERSECTION
PAINTED BULBOUT CONCEPT

Sep 27, 2023 - 10:21pm enr_routledge K:\Stanwood_City of Projects\20210169 - 2021 On-Call_0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibits\Task 7 - 271st Near Term Improvements\Design Concept\20210169_0002_271st Near Term Design Concept.dwg Layout Name: 88th Bulbout



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CITY OF STANWOOD - TWIN CITY MILE
271ST ST NW - NEAR TERM IMPROVEMENTS
PROJECT NO. 20210169.0002
SEPTEMBER 22, 2023

88TH ST NW INTERSECTION
FULL BUILDOUT BULBOUT CONCEPT

SMC Titles 7 and 8 Full Draft Review

**CITY OF STANWOOD
WASHINGTON**

ORDINANCE NO. ____

**AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, AMENDING
STANWOOD MUNICIPAL CODE (SMC) TITLE 7, HEALTH AND SANITATION, AND
ESTABLISHING SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the City of Stanwood has begun a process to comprehensively update its municipal code to conform to current law and practice; and

WHEREAS, the purpose of this code amendment is to eliminate conflicts, improve clarity and overall function of the municipal code, and reflect current city and best practices; and

WHEREAS, Title 7 adopts the City's health and sanitation regulations; and

WHEREAS, the amendments were reviewed for consistency with the state model ordinance and city's review procedures; and

WHEREAS, the amendments update the city's permitting procedures for firework stands, special events, and merchants without a fixed location; and

WHEREAS, the City of Stanwood SEPA Responsible Official has reviewed the proposed amendments to the Stanwood Municipal Code, determined that the amendments are categorically exempt from SEPA, and memorialized those conclusions under file number ____; and

WHEREAS, the Stanwood Advisory Group reviewed the draft ordinance at their ____ meeting, and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the Stanwood Planning Commission reviewed the draft ordinance at their ____ meeting and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the City Council held a public meeting and first reading of the draft code amendment on ____, a second reading on ____, and accepted public comment; and

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

Section 1. Stanwood Municipal Code Title 7, Health and Sanitation, is repealed in its entirety and replaced with the new Title 7 provided in Exhibit "A" attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 2. Severability. The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is

adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 3. Authority to Make Necessary Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbers, section/subsection numbers and any references thereto.

Section 4. Effective Date. This Ordinance shall take effect five days after its passage and publication as required by law.

PASSED and APPROVED this ____ day of _____, 2023.

CITY OF STANWOOD:

Sid Roberts, Mayor

Attest:

Lisa Sokolik, City Clerk

Approved as to Form:

Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

EXHIBIT A

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Title 7 Health and Sanitation

- i** This title is a complete rewrite of existing SMC Title 7. We have preserved existing chapter numbers where possible.
- i** Note that RCW 35A.11.020 limits a city to imposing the identical punishment for a criminal violation as state law provides, but that limitation does not apply to civil violations. While this proposed chapter incorporates by reference the level of civil infraction identified in state law, the City could choose to vary from it.

Chapter 7.01 General Provisions

7.01.020 Severability

The various chapters, sections, and clauses of the ordinances codified in this title are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the title must not be affected.

Chapter 7.04 Solid Waste

- i** This chapter is a rewrite of existing chapter 7.04 regarding garbage collection.
- i** This chapter is renamed to encompass all forms of solid waste.
- i** This chapter has been written to be consistent with the city's 2022 solid waste contract with WM.

7.04.010 Applicability.

This chapter applies to solid waste and collection services for solid waste within the City of Stanwood.

7.04.020 Definitions

- i** Definitions are based on the city's 2022 solid waste contract with WM.

"Collection services" means the process by which solid waste is removed from single-family and commercial premises; transported to a transfer, disposal, or processing facility; and subsequently disposed of or processed.

"Commercial premises" means non-single-family premises and includes multi-family premises and premises on which business, governmental, religious, or educational activity is conducted; however, a business conducted upon a single-family premises which is permitted under applicable zoning regulations, and is not the primary use of the premises, is excluded.

"Construction and demolition debris" means commonly used or discarded materials removed from construction, remodeling, repair, demolition, or renovation operations on any pavement, dwelling unit, single-family premises, commercial premises or other structure, or from landscaping. such materials include, but are not

limited to, dirt, sand, rock, bricks, plaster, gypsum wallboard, aluminum, glass, asphalt material, plastic pipe, roofing material, carpeting, concrete, wood, masonry, trees, remnants of new construction materials (including paper, plastic, carpet scraps, wood scraps, scrap metal, building materials, and/or packaging); but does not include any unacceptable waste.

"Food waste" means waste composed of animal, fruit or vegetable matter, resulting from food preparation or consumption.

"Garbage" means all putrescible and non-putrescible solid, semi-solid, and liquid wastes including, but not limited to rubbish, cold bagged ashes, industrial wastes, swill, dead small animals completely wrapped in plastic and weighing less than fifteen pounds (15 lbs.), and discarded recyclable materials. Needles or "sharps" are included in the definition of garbage to the extent such items may be disposed of in accordance with applicable law. Garbage includes construction and demolition debris; but does not include any recyclables, organic waste, hazardous waste, or unacceptable waste.

"Multi-family premises" means any premises with five or more attached or unattached dwelling units, where all such dwelling units receive centralized collection services and are billed collectively.

"Organic waste" means food waste and yard debris and includes shredded paper. Organic waste excludes any unacceptable waste.

"Recyclables" means the types of materials identified in the City's agreement with its provider of solid waste collection services.

"Single-family premises" means premises in the service area having less than five dwelling units, where each dwelling unit is occupied individually by a renter or owner, that receive individual collection services and are billed individually.

"Solid waste" means all putrescible and non-putrescible solid, semi-solid, and liquid wastes that are generated or coming to exist in the Service Area, including Garbage, Recyclables and Organic Waste, but excluding any Unacceptable Waste.

"Solid waste container" means a container provided to the customer by the City or the City's provider of solid waste collection services for the type of waste intended to be deposited into it.

"Unacceptable waste" means any waste tires, radioactive, volatile, corrosive, flammable, explosive, biomedical, infectious, bio-hazardous, regulated medical or hazardous waste, toxic substance or material, as defined by, characterized, or listed under applicable federal, state, or local laws or regulations, any materials containing information protected by federal, state or local privacy and security laws or regulations, or any material the acceptance or handling of which would cause a violation of any applicable law, damage or threatened damage to collection service equipment or facilities, or present a substantial endangerment to the health or safety of the public or the collection service's employees. Title to and liability for unacceptable waste will always remain with the generator of such unacceptable waste.

"Yard Debris" means leaves, grass, and clippings of woody, as well as fleshy plants, and unflocked holiday trees. Materials larger than 4" in diameter or 4' in length are excluded.

7.04.030 Mandatory Service

- (1) Garbage and recyclables collection service is mandatory for single-family premises.
- (2) Garbage collection service is mandatory for multi-family and commercial premises.

7.04.040 Hauling Restrictions

i This section is based on Bellingham MC 9.12.020 and implements section 2.1 in the city's 2022 contract with WM.

- (1) It is unlawful for any person, other than a contractor having a contract for solid waste collection and disposal with the city, to collect, haul or dispose of garbage or refuse within the city. This subsection does not apply to the collection of garbage and refuse from commercial locations within the city by a person who does not have a contract with the city so long as such person holds a valid, permanent certificate of public convenience and necessity under which the Washington Utilities and Transportation Commission has authorized the collection of garbage and refuse from such locations.
- (2) It is unlawful for any person, other than a contractor having a contract for garbage collection and disposal with the city, to collect, remove, haul, or dispose of any recyclables from any public or privately owned premises within the city without first obtaining the consent of the occupant or owner of the premises.
- (3) A violation of this section is a class 1 civil infraction and may also be enforced per SMC Title 13.

7.04.050 Deposit of Solid Waste

i This section is based on Bellingham MC 9.12.030.

- (1) An owner, occupant, or tenant of a single-family or multi-family premises must deposit or cause to be deposited all solid waste that may accumulate on any premises owned or occupied by such owner, occupant, or tenant, into a solid waste container except:
 - (a) Organic waste may be composted on private premises or at a public place designated for composting, providing the compost site is maintained so as not to create odors, expose raw garbage, allow garbage to become scattered, or increase the risk from pests. Non-putrescible garbage and refuse, animal wastes, and materials containing animal or vegetable fats may not be composted.
 - (b) Organic waste may be provided to the city's service provider for solid waste service consistent with that provider's policies.
 - (c) Solid waste may be hauled or transported from one's own premises to an authorized disposal area or transfer station.
- (2) A violation of this section is a class 3 civil infraction.

7.04.060 Solid Waste Containers

- (1) All customers must use solid waste containers only for the type of waste intended to be deposited into it.
- (2) A solid waste container must be either empty, or at all times supported or braced in such a manner that dogs or other animals cannot enter or tip or tilt the container.
- (3) A solid waste container must have its cover closed at all times so that flies, insects, dogs and other scavengers cannot gain access.
- (4) A solid waste container must be located off of any public street, alley, sidewalk, or other public place except at or about the time of collection.
- (5) After it is provided to a premises, a solid waste container is the responsibility of the owner or lessor of that premises. Damage or loss caused by their negligence will result in a charge to their account.
- (6) It is unlawful for any person to willfully damage or destroy any solid waste container.

(7) A violation of this section is a class 4 civil infraction.

Chapter 7.12 Littering

i This chapter is a rewrite of existing chapter 7.12, renamed from "Litter Control."

7.12.020 Definitions

- (1) "Junk vehicle" has the meaning provided in RCW 70A.200.030.
- (2) "Litter" has the meaning provided in RCW 70A.200.030.
- (3) "Litter receptacle" has the meaning provided in RCW 70A.200.030.
- (4) "Potentially dangerous litter" has the meaning provided in RCW 70A.200.030.

7.12.040 Littering Prohibited

i The following section incorporates the state law, which sets penalties as follows:

- Littering less than 1 cubic foot = class 3 civil infraction (base fee \$50)
- Litter more than 1 cubic foot, but less than 1 cubic yard = misdemeanor
- Littering more than 1 cubic yard = gross misdemeanor
- Potentially dangerous litter (e.g., cigarette butts) = class 1 civil infraction (base fee \$250)

[RCW 70A.200.060](#), prohibiting litter and abandonment of junk vehicles, as presently constituted or hereinafter amended is adopted by reference.

7.12.060 Unsecured Loads Prohibited

i The statutory penalty for unsecured loads varies from a \$93 infraction to a gross misdemeanor, depending on the severity.

[RCW 46.61.655](#), prohibiting unsecured loads, as presently constituted or hereinafter amended is adopted by reference.

Chapter 7.16 Nuisances

i After reviewing the list of nuisances below, do we want to designate the Planning and Community Development Director as responsible for enforcement of this chapter?

7.16.020 Public Nuisance Defined

i Based on existing SMC 7.16.025(2). See also existing SMC 13.10.050.

- (1) A public nuisance is a crime against the order and economy of the city.
- (2) The following are public nuisances: every act unlawfully done and every omission to perform a duty, that:

- (a) annoys, injures, or endangers the safety, health, comfort and repose of any considerable number of persons;
- (b) offends public decency;
- (c) unlawfully interferes with, befouls, obstructs, or tends to obstruct or render dangerous for passage a lake, navigable river, bay, stream, canal, or in a public park, square, street, alley, highway or sidewalk; or
- (d) in any way renders a considerable number of persons insecure in life or use of property shall be a public nuisance.

7.16.030 Public Nuisances Enumerated

 The list in this section is derived from existing SMC 7.16.020.

 Are there any additional common nuisances that staff think should be included? What should be deleted?

Each of the following conditions, unless otherwise permitted by law, is declared to constitute a public nuisance in the city of Stanwood:

- (1) The existence of any accumulation of materials or objects in a location when the same endangers property, safety or constitutes a fire hazard, or interferes with access to any public utility connection, drain, outlet or other use needed by those responsible to check, service, repair or use;
- (2) The existence of any obstruction to a street, alley, crossing or sidewalk, and any excavation in or under any street, alley, crossing or sidewalk, which is by ordinance prohibited, or which is made without lawful permission, or which, having been made by lawful permission, is kept and maintained after the purpose thereof has been accomplished, and for an unreasonable length of time;
- (3) The erecting, maintaining, using, placing, depositing, leaving or permitting to be or remain in or upon any private lot, building, structure or premises, or in or upon any street, alley, sidewalk, park, parkway, or other public or private place in the city, any one or more of the following disorderly, disturbing, unsanitary, fly-producing, rat-harboring, disease causing places, conditions, or things:
 - (a) Any putrid, unhealthy or unwholesome bones, meat, hides, skins, the whole or any part of any dead animal, fish or fowl, or waste parts of fish, or animal matter in any quantity; but nothing herein shall prevent the temporary retention of waste in approved covered receptacles;
 - (b) Any privies, vaults, cesspools, sumps, pits or like places which are not securely protected from flies and rats, or which are foul or malodorous;
 - (c) Accumulation of bottles, cans, glass, ashes, small pieces of scrap iron, wire, metal articles, bric-a-brac, broken stone or cement, broken crockery, broken glass, broken plaster and all such trash, or abandoned material, unless it is kept in covered bins or galvanized iron receptacles;
 - (d) Accumulation of trash, litter, rags, empty barrels, boxes, crates, packing cases, mattresses, bedding, excelsior, packing hay, straw or other packing material, lumber not neatly piled, scrap iron, tin or other metal not neatly piled, or anything whatsoever in which flies or rats may breed or multiply or which may be a fire hazard;
- (4) The depositing or burning or causing to be deposited or burned in any street, alley, sidewalk, park, parkway or other public place which is open to travel, of any hay, straw, paper, wood, boards, boxes, leaves, lawn clippings, manure or other rubbish or material;
- (5) The existence of any fence or other structure or thing on private property which is in a sagging, leaning, fallen, decayed or other dilapidated or unsafe condition;

- (6) The existence on any premises of any abandoned, unusable trailer, house trailer, automobile, boat or other vehicle or major parts thereof;
- (7) The existence on any premises of any abandoned or unused well, cistern or storage tank without first demolishing or removing from the city such storage tank or securely closing and barring any entrance or trapdoor thereto or without filling any well or cistern or capping the same with sufficient security to prevent access thereto by children;
- (8) The existence on any premises, in a place accessible to children, of any unattended and/or discarded icebox, refrigerator, other large appliances and attractive nuisances;
- (9) The existence on any premises of abandoned, wrecked, dismantled, or inoperative vehicles which are not properly cared for, stored, licensed, or maintained and which constitute an attractive nuisance to children on public or private property except as provided for elsewhere in this chapter are declared a public nuisance and may be abated. It is unlawful for any person, firm or corporation to place or keep an abandoned vehicle, abandoned automobile hulk, wrecked, dismantled or inoperative vehicle or parts thereof upon any public or private property in the city or as owner, occupier or partly in control of any real property within the city to permit or allow any such automobile or portion thereof to be placed or kept on said property;
- (10) The existence on any premises of any items of personal property which are not properly stored and maintained and which constitute junk and trash;
- (11) Buildings which are in a state of disrepair which do not meet state, county or city codes for habitability, use, or occupancy and which could constitute an attractive nuisance to children;
- (12) Any toxic substance or hazardous waste as defined in Chapter 70.105 RCW et seq., Hazardous Waste Management, and in WAC 173-303-080, 173-303-081, 173-303-082, 173-303-083 and 173-303-084, Dangerous Waste Regulations, and as hereinafter amended, which is improperly stored or discharged upon the ground, into the air or into the water within the city limits;
- (13) Smoke, odors and/or noxious fumes which may be detrimental to the health of a number of people within the city limits;
- (14) Any unlawful obstruction of the city streets or sidewalks, curbs, gutters or parking strips;

i Items below this point are grouped from existing code.

! I prefer the following structured list over the existing code's list. Do we want to retain the existing code approach or this organizational scheme?

(15) Undesirable vegetation.

- (a) The existence of any dead, diseased, infested or dying tree that may constitute a danger to street trees, streets or portions thereof;
- (b) The existence of any tree, shrub or foliage, unless by consent of the city, which is apt to destroy, impair, interfere or restrict:
 - (i) Streets, sidewalks, sewers, utilities or other improvements,
 - (ii) Visibility on, or free use of, or access to such improvements;
- (c) The existence of any vines or climbing plants growing into or over any street tree, or any public hydrant, pole or electroliner, or the existence of any shrub, vine or plant growing on, around or in front of any hydrant, standpipe, sprinkler system connection or any other appliance or facility provided for fire protection purposes in such a way as to obscure the view thereof or impair the access thereto;
- (d) Noxious weeds as defined in Chapter 16-750 WAC;

- (e) Any weeds growing on lots within the city, including blackberry bushes, which the law enforcement officer determines to be unsightly, harbor vermin or present a fire hazard;
- (f) Fruit trees or other trees, bushes, or shrubs that are infested with insects;

i The following is from PAMC 8.30.060.

- (g) Any vegetation, or parts thereof, which hang lower than eight feet above any public walkway or sidewalk; or hang lower than 14 feet above any public street; or which are growing in such a manner as to obstruct or impair the free and full use of any public walkway, sidewalk, or street;
- (h) Dead, decaying, or diseased vegetation of any type, except when in an enclosed container or in a managed composting operation.
- (i) Compost not kept in a manner to prevent it from attracting infestations of rodents or insects, or emitting foul odors.

i The following items are from Burlington Municipal Code 8.08.010.

- (j) Vegetation, or parts thereof, which obscures or conceals any traffic control sign, signals or other device so as to interfere with the full and effective use and visibility of the same to the motoring or pedestrian public;
- (k) Vegetation, or parts thereof, which obscures the visibility of the motoring or pedestrian public as such persons approach a street intersection for a distance of greater than 50 feet in any direction from the intersecting existing rights-of-way lines upon which the property abuts;
- (l) Grass, weeds, bushes, trees or vegetation which has died and which constitutes a fire hazard or a harborage for rats, vermin, and/or pests;
- (m) A dead, diseased, infested or dying tree or trees that constitute a danger to health or safety;
- (n) Any vines or climbing plants growing into or over utility pole or transformer, or the existence of any shrub, vine or plant growing on, around or in front of any hydrant, standpipe, sprinkler system connection or any other appliance or facility provided for fire protection purposes in such a way as to obscure the view thereof or impair access thereto;
- (o) Grass, weeds, or other similar vegetation, exclusive of flowers or plants within a flower bed or container, trees and shrubs, exceeding an average height of 12 inches.

i Items below this point are new material from PAMC 8.30.060.

(16) Buildings, structures, and improvements.

- (a) Any building or structure, or portion thereof, that is decayed, dilapidated, unsafe, damaged, or in disrepair, to the extent that it poses a threat of collapse, structural failure, or falling.
- (b) Any building or structure, or portion thereof, constructed with inappropriate materials, or improperly fastened together or anchored, to the extent that it poses a threat of collapse, structural failure, or falling.
- (c) Any partially constructed building or structure, or portion thereof that has been left unattended and unfinished for more than 90 continuous days.
- (d) Any building or structure, portion thereof, or improvement, that does not comply with the building codes.

- (e) Any building, structure, or portion thereof, used for habitation that does not have functioning electricity, water, or sanitation services.
- (f) All vacant, unused, or unoccupied buildings and structures, that are allowed to become or to remain open to entrance by unauthorized persons or the general public.

(17) Accumulations of garbage and materials.

- (a) Any accumulation, stack, or pile of building or construction materials associated with a current, in-progress project and not in a lawful storage structure or container.
- (b) Any accumulation of broken, discarded, inoperable, or neglected items or parts thereof, including, but not limited to, household furniture, furnishings, equipment, appliances, machinery, litter, salvage materials, or junk not in an approved enclosed structure, container, or waste receptacle.
- (c) Any garbage, waste, refuse, litter, debris, recyclables, rubble, or other materials, or combination thereof, not in an approved enclosed structure, container, or waste receptacle.

(18) Noxious and putrid materials. Maintaining, using, placing, depositing, leaving, or permitting to be or remain in or upon, any private or public property any of the following:

- (a) Any unsound, putrid, or unwholesome bone, meat, hides, skin, or the whole or parts of any dead animal or fish or the offal, garbage, or other offensive parts of any animals.
- (b) Any materials, garbage, waste, refuse, litter, or debris in which insects may breed or multiply; which provides harborage for rats or other vermin.
- (c) Any open drain, sewer, or septic tank that emits any noxious, foul, offensive, injurious, unpleasant, or disagreeable odor or substance.
- (d) Any noxious, foul, or putrid substance.
- (e) Harmful insects, including but not limited to tent caterpillars.

(19) Hazardous conditions.

- (a) Any refrigerator, freezer, or food-storage locker having a capacity of 1½ cubic feet or more, or any other container manufactured, custom-made or homemade designed for storage that is discarded, abandoned or left in any place accessible to children and that has not had the door, lid, or latching mechanism removed to prevent the latching or locking of the door or lid.
- (b) Any enclosure which may entrap a human or an animal, including accessible refrigeration appliances, that have not had the doors secured or removed.
- (c) Any excavated or naturally occurring hole, vault, sump, pit, well, or any other similar condition, that is not fenced or otherwise secured to prevent access.

(20) Streets and sidewalks.

- (a) Any protrusion, awning, or overhang that inhibits or obstructs use of a public walkway or sidewalk.
- (b) Any object, construction, damage, condition, or act that interferes with, inhibits, obstructs, or renders dangerous the use of a public walkway, sidewalk, street, or highway and other rights-of-way in the City.
- (c) Accumulations of dirt or debris that inhibits or obstructs the use of a public walkway or sidewalk.
- (d) All obstructions to streets, rights-of-way, or other public ways that are made without lawful permission, or that, having been made with lawful permission, are kept and maintained after the purpose thereof has been accomplished.

- (21) **Fire hazards.** Any stack or accumulation of flammable material left in a manner that poses a substantial risk of combustion or the spread of fire, as determined by the Fire Marshal.
- (23) **Dangerous waste.** Any dangerous wastes, hazardous household substances, hazardous waste, moderate-risk wastes, or any hazardous materials, as defined in RCWs 70.136.020 and 70A.300.010, that are not securely contained within an appropriate storage container.
- (25) **Smoke, soot, dust, or odors.**
- (a) Allowing the escape or emission of any smoke, soot, fumes, gases, or odors that are offensive or harmful to a reasonable person.
 - (b) Burning or disposal of refuse, sawdust, or other materials in such a manner as to cause or permit ashes, sawdust, soot, or cinders to be cast upon the streets or alleys of the City, or to cause or permit the smoke, ashes, soot, or gases arising from such burning to become annoying or to injure or endanger the health, breathing, or comfort of persons.
 - (c) Any disturbance of any land area, or permitting the same, without taking affirmative measures to suppress and minimize the blowing and scattering of dust that unreasonably interferes with the breathing or comfort of a reasonable person.
- (26) **Bodies of water.**
- (a) All stagnant, pooled water, excluding any City-approved structures related to storm drainage systems.
 - (b) The polluting of or unapproved discharge into any waterway, well, or body of water.
 - (c) Interference with, damage to, or polluting of designated habitat areas, restoration sites, streams, creeks, lakes, wetlands, or tributaries and similar areas thereto.
- (27) **Graffiti.** Any unauthorized graffiti visible to a public street or alley.

i You can [access the IPMC online](#) to identify the edits below.

- (28) **Violations of the International Property Maintenance Code.** The International Property Maintenance Code, 2021 Edition, published by the International Code Council, is hereby adopted by reference. The following sections of the IPMC are hereby revised:
- (a) Section 101.1. Insert City of Stanwood.
 - (b) Section 103.1. Insert Community Development Department.
 - (c) Section 107-108. Delete.
 - (d) Section 302.4. Insert 6 inches.
 - (e) Section 602.3. Insert January 1 to December 31.
- (29) **Violations of other code sections.**
- (a) Any noise in violation of SMC Chapter 7.30.
 - (b) Any animal maintained in violation of SMC Title 8.
 - (c) Any litter maintained in violation of SMC Chapter 7.12.
 - (d) Any junk vehicle as defined in RCW 46.55.010.
 - (e) Any abandoned property as defined in RCW 7.100.010.

7.16.040 Agriculture Excluded

Agricultural activities, operation, facility, or appurtenances, regardless of past or future changes in the surrounding area's land use or zoning designation, when conducted or maintained for commercial purposes, and in a manner consistent with current best management practices and state and federal law, are not public nuisances under this chapter.

7.16.050 Enforcement

i Declaring nuisances to be criminal offenses means criminal search warrants are available to facilitate enforcement. Note we've already done this in existing SMC 13.10.050.

- (1) Maintaining a public nuisance is a misdemeanor.
- (2) This chapter may also be enforced per SMC Title 13.
- (3) Enforcement of junk vehicles must comply with the requirements of RCW 46.55.240.

Chapter 7.20 Smoking and Vaping

7.20.010 Purpose

The purpose of this chapter is to protect the health of the public, and especially children, from the risks of secondhand smoke and vapor.

7.20.020 Definitions

- (1) "Smoke" or "smoking" has the meaning provided in [RCW 70.160.020](#).
- (2) "Public place" has the meaning provided in RCW 70.160.020.
- (3) "Place of employment" has the meaning provided in RCW 70.160.020.
- (4) "Playground" has the meaning provided in [RCW 70.345.010](#).
- (5) "School" has the meaning provided in RCW 70.345.010.
- (6) "Vapor product" has the meaning provided in RCW 70.345.010.

7.20.030 Smoking Prohibited in Public Places

i SMC Chapter 9.18, Offenses Against Juveniles, incorporates by reference the prohibition in RCW 26.28.080 on selling or giving tobacco to a minor, which is a gross misdemeanor. We have generally tried to place criminal offenses in Title 9.

- (1) The following provisions of the Revised Code of Washington as presently constituted or hereinafter amended are adopted by reference:
RCW 70.160.030 Smoking prohibited in public places or places of employment.
RCW 70.160.075 Smoking prohibited within twenty-five feet of public places or places of employment

i RCW 70.160.070 limits the penalty to \$100; a class 3 civil infraction is \$50.

- (2) A violation of this section is a class 3 civil infraction.

7.20.040 Vaping Prohibited in Certain Places

i SMC Chapter 9.18, Offenses Against Juveniles, incorporates by reference the prohibition in RCW 70.345.140, Purchase or possession [of vapor products] by persons under 18, which it makes a civil infraction.

(1) The following provisions of the Revised Code of Washington as presently constituted or hereinafter amended are adopted by reference:

RCW 70.345.150 Use of [vapor] products in public places—When prohibited.

i Note that RCW 70.345.210 preempts the City from regulating vapor use in outdoor public places, except those where children congregate, such as schools, playgrounds, and parks.

! Shall we repeal SMC 6.40.070 Smoking and Vaping?

(2) Use of vapor products is prohibited in:

- (a) the public places identified in RCW 70.345.150;
- (b) indoor public places;
- (c) schools, playgrounds, and parks.

i RCW 70.345.140 sets the penalty for possession under age 18 as a class 3 civil infraction.

(3) A violation of this section is a class 3 civil infraction.

Chapter 7.30 Noise Control

i This chapter was recently adopted (during 2023). The only changes here are some reorganization to exempt legal firework noises and to add a process to receive authorization to exceed the noise limits.

7.30.010 Purpose

i This is a new section.

This chapter is intended to regulate noise that constitutes a public nuisance and implement the provisions of Chapter 173-60 WAC.

7.30.020 Definitions

"Director" means the Director of Planning and Community Development or the Director's designee.

7.30.030 Public nuisance and disturbance noise violations.

i The following line is existing section 7.30.020.

(1) It is unlawful for any person to cause or allow to originate, or for any person in possession of property to allow to originate from said property, sound that is a public nuisance.

i The following subsection is existing 7.30.010.

- (2) The following sources of sound are hereby declared to be public nuisances, except to the extent that they may be specifically exempted by other provisions of this chapter:
- (a) Noise levels in excess of the standards established by the Department of Ecology pursuant to Chapter 70A.20 RCW and contained in Chapter 173-60 WAC, which are hereby incorporated by reference;
 - (b) Noise levels in excess of the permitted standards in Chapter 173-62 WAC, Motor Vehicle Noise Performance Standards, which are hereby incorporated by reference;
 - (c) Frequent, repetitive, or continuous noise made by any animal which unreasonably disturbs or interferes with peace, comfort and repose of property owners or possessors, except that such sounds are exempt when originating from lawfully operated animal shelters, kennels, pet shops, and veterinary clinics;
 - (d) The frequent, repetitive, or continuous sounding of any horn or siren attached to a motor vehicle, except as a warning of danger or as specifically permitted or required by law;
 - (e) The creation of frequent, repetitive or continuous noise in connection with the starting, operation, repair, rebuilding, or testing of any motor vehicle, motorcycle, off-highway vehicle, or internal combustion engine within Class A EDNA, so as to unreasonably disturb or interfere with the peace, comfort and repose of owners or possessors of real property;
 - (f) Yelling, shouting, hooting, whistling or singing on or near the public streets, particularly between the hours of 10:00 p.m. and 7:00 a.m., or at any time and place so as to unreasonably disturb or interfere with peace, comfort and repose of owners or possessors of real property;
 - (g) The use of a sound amplifier or other device capable of producing or reproducing amplified sound on public streets for the purpose of commercial advertising or sales or for attracting the attention of the public to any vehicle, structure or property of the contents therein;
 - (h) The making of any loud and raucous noise which unreasonably interferes with the use of any school, church, hospital, sanitarium, nursing, or convalescent facility;
 - (i) The creation of frequent, repetitive, or continuous sounds which emanate from any building, structure, or property which can be heard at a distance greater than 50 feet from the source or which unreasonably interferes with the peace, comfort and repose of owners or possessors of real property, such as sounds from musical instruments, audio sound systems, band sessions, or social gatherings;
 - (j) Sound from audio equipment, including but not limited to tape players, radios, and compact disc players, operated at a volume so as to be audible greater than 50 feet from the source, and if not operated upon the property of the operator;
 - (k) The use of unmuffled engine compression brakes.

i The following is existing 7.30.030, with updated cross-reference.

- (3) Additional provisions.
- (a) For the purpose of enforcing subsection (2)(a), all lands zoned MR, SR 5.0, SR 7.0, SR 9.6, SR 12.4, or TN are declared to be Class A EDNAs.
 - (b) Between the hours of 10:00 p.m. Friday and 9:00 a.m. Saturday, and 10:00 p.m. Saturday and 9:00 a.m. Sunday, the noise limitations of the table in WAC 173-60-040 are reduced by 10 dBA for receiving property within Class A EDNAs.

7.30.040 Noises exempt at all times.

i Existing section, with one change proposed below.

The following noises are exempt from the provisions of this chapter at all times; except that nothing in these exemptions is intended to preclude the city from requiring installation of the best available noise abatement technology consistent with economic feasibility:

- (1) Noise originating from aircraft in flight;
- (2) Noise created by safety and protective devices, such as relief valves where noise suppression would defeat the safety release intent of the device;
- (3) Noise created by fire alarms;
- (4) Noise created by emergency equipment, including, but not limited to, emergency standby or backup equipment, and emergency work necessary in the interests of law enforcement or of the health, safety or welfare of the community; and including, but not limited to, any emergency work necessary to replace or repair essential utility services;
- (5) Noise created by auxiliary equipment on motor vehicles used for highway maintenance;

i Note the next line changes the existing "public event" to "special event" for consistency with our proposed new chapter on special events (that includes both public and private events).

- (6) Noise originating from an officially sanctioned parade, sporting event, or other special event authorized by SMC Chapter 5.06 Special Events;
- (7) Noise created by warning devices not operated continuously for more than 30 minutes per incident;
- (8) Noise originating from existing natural gas transmission facilities, subject to any requirements that may be established by appropriate state or federal agencies;
- (9) Noise created by existing stationary equipment used in the conveyance of water by a utility and noise created by existing electrical substations;
- (10) Noise created by the operation of equipment or facilities by a railroad in interstate commerce;
- (11) Noise emanating from temporary construction sites except between the hours of 10:00 p.m. and 7:00 a.m., on weekdays, and except between the hours of 6:00 p.m. and 8:00 a.m. on Saturdays, Sundays, and state recognized holidays;
- (12) Noise emanating from marine-oriented construction sites except between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and weekends;
- (13) Noise created by aircraft-engine testing and maintenance not related to flight operations, except between the hours of 10:00 p.m. and 7:00 a.m.;
- (14) Noise created by existing stationary equipment used in the conveyance of water by a utility and noise created by existing electrical substations.

7.30.050 Noises exempt during daytime hours.

i No changes proposed to this existing section.

The following noises are exempt from the provisions of this chapter between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends:

- (1) Noise created by powered equipment used in temporary or periodic maintenance or repair of residential property, including but not limited to grounds and appurtenances, such as lawnmowers, powered hand tools, and composters;
- (2) Noise created by the discharge of firearms on city police department authorized shooting ranges;
- (3) Noise created by the installation or repair of essential utility services;
- (4) Noise created by blasting;
- (5) Noise created by bells, chimes, or carillons not operating for more than five minutes in any one hour;
- (6) Noise originating from forest harvesting.

7.30.055 Noises exempt at other times.

i This is a new section to exempt the noise from legally discharged fireworks. Our original Title 7 scoping memo recommended exemption of legal fireworks noise but that exemption didn't make it into the new noise chapter.

The following noises are exempt from the provisions of this chapter:

- (1) Fireworks discharged consistent with SMC Chapter 9.42.
- (2) A public display of fireworks properly licensed per SMC Chapter 5.04.

7.30.060 Permitted noises.

i This is a new section to add a process to authorize exceedance of the noise limits.

i This section is constructed to be consistent with WAC 173-60-080.

- (1) A variance from the requirements of this chapter may be authorized consistent with this section.
- (2) An application for a variance must be submitted to the Director on forms provided by the Department.
- (3) A variance may be granted if the Director finds that immediate compliance with requirement of this chapter cannot be achieved because of:
 - (a) special circumstances rendering immediate compliance unreasonable in light of economic or physical factors;
 - (b) encroachment upon an existing noise source; or
 - (c) because of nonavailability of feasible technology or control methods.
- (4) A variance must include all of the following:
 - (a) An identification of the persons authorized to vary from the provisions of this chapter.
 - (b) An identification of the location or locations to which the variance applies.
 - (c) An identification of the provisions of this chapter for which the variance is authorized.
 - (d) One or more of the findings described in subsection (3).
 - (e) A schedule for achieving compliance with this chapter. A variance may not be granted for a period longer than 30 days unless the Department provides at least a two-week opportunity for public comment on the application.

7.30.070 Enforcement – Penalties.

i This section is existing SMC 7.30.070. No change proposed to this section.

- (1) Except as otherwise provided, a violation of this chapter may be punished by a class 3 civil infraction.
- (2) A second violation of this chapter within 30 days may be punished by a class 2 civil infraction.
- (3) A third violation of this chapter within 30 days may be punished by a class 1 civil infraction.
- (4) A fourth violation of this chapter within a six-month period may be punished by a misdemeanor.
- (5) A property owner who permits an activity on their property that violates this chapter is jointly and severally liable for the violation.
- (6) This chapter may also be enforced pursuant to SMC Title 13.

7.30.075 Enforcement – Complaints.

i This section is existing SMC 7.30.060, renumbered to make room for the permitting procedure in .060.

The city of Stanwood will generally enforce this chapter only in response to complaints; however, nothing herein may be interpreted to prohibit proactive enforcement.

7.30.080 Provisions not exclusive.

i This section is existing SMC 7.30.080. No change proposed to this section.

The provisions of this chapter are cumulative and nonexclusive, and do not affect any other claim, cause of action or remedy, nor, unless specifically provided, may this chapter be deemed to repeal, amend or modify any law, ordinance or regulation relating to noise, but must be deemed additional to existing legislation and common law on noise.

7.30.090 Severability.

i This section is existing SMC 7.30.090. No change proposed to this section.

! We could delete this section since the title will now have a general severability provision in chapter 7.01.

If any section, subsection, paragraph, sentence, clause, or phrase of this chapter or its application to any person or situation be declared unconstitutional or invalid for any reason, that decision must not affect the validity of the remaining portions of this chapter or its application to any other person or situation. The city council of the city of Stanwood hereby declares that it would have adopted this chapter and each section, subsection, sentence, clause, phrase, or a portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

7.30.100 No third-party rights.

i This section is existing SMC 7.30.100. No change proposed to this section.

- (1) It is expressly the purpose of this chapter to provide for and promote the health, safety, and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this chapter.
- (2) It is the specific intent of this chapter that no provisions nor any term used in this chapter is intended to impose any duty whatsoever upon the city or any of its officers or employees, for whom the implementation and enforcement of this chapter is discretionary and not mandatory.
- (3) Nothing contained in this chapter is intended nor may be construed to create or form the basis of any liability on the part of the city, or its officers, employees or agents, for any injury or damage resulting from any action or inaction on the part of the city related in any manner to the enforcement of this chapter by its officers, employees, or agents.

**CITY OF STANWOOD
WASHINGTON**

ORDINANCE NO. ____

**AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, AMENDING
STANWOOD MUNICIPAL CODE (SMC) TITLE 8, ANIMALS, AND ESTABLISHING
SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the City of Stanwood has begun a process to comprehensively update its municipal code to conform to current law and practice; and

WHEREAS, the purpose of this code amendment is to eliminate conflicts, improve clarity and overall function of the municipal code, and reflect current city and best practices; and

WHEREAS, Title 8 adopts the City's animal regulations; and

WHEREAS, the amendments were reviewed for consistency with the state model ordinance and city's review procedures; and

WHEREAS, the amendments update the city's permitting procedures for firework stands, special events, and merchants without a fixed location; and

WHEREAS, the City of Stanwood SEPA Responsible Official has reviewed the proposed amendments to the Stanwood Municipal Code, determined that the amendments are categorically exempt from SEPA, and memorialized those conclusions under file number ____; and

WHEREAS, the Stanwood Advisory Group reviewed the draft ordinance at their ____ meeting, and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the Stanwood Planning Commission reviewed the draft ordinance at their ____ meeting and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the City Council held a public meeting and first reading of the draft code amendment on ____, a second reading on ____, and accepted public comment; and

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

Section 1. Stanwood Municipal Code Title 8, Animals, is repealed in its entirety and replaced with the new Title 8 provided in Exhibit "A" attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 2. Severability. The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is

adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 3. Authority to Make Necessary Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbers, section/subsection numbers and any references thereto.

Section 4. Effective Date. This Ordinance shall take effect five days after its passage and publication as required by law.

PASSED and APPROVED this ____ day of _____, 2023.

CITY OF STANWOOD:

Sid Roberts, Mayor

Attest:

Lisa Sokolik, City Clerk

Approved as to Form:

Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

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Title 8 Animals

i The existing SMC Title 8 includes only a single chapter, 8.02. The proposed revision of this title breaks that chapter up into logical components.

Chapter 8.01 General Provisions

i This is a new chapter.

8.01.010 Purpose

i Based on existing SMC 8.02.030.

The purpose of this title is to encourage, secure, and enforce animal control measures that are desirable and necessary for the protection of human health and safety, and to the greatest degree practicable to prevent injury to property and cruelty to animal life.

8.01.020 Administration

! Is this right? Does the animal control officers report to the police chief?

The police chief is principally responsible for administration of this title.

8.01.030 Definitions

i Definitions based on existing SMC 8.02.260 except where noted.

- (1) "Animal control officer" means any individual employed, contracted with or appointed by the city of Stanwood for the purpose of aiding in the enforcement of this chapter or any other law or ordinance in the city of Stanwood relating to the licensure of animals, control of animals, or seizure and impoundment of animals, and includes any state or local law enforcement officer or other employee whose duties in whole or in part include the seizure and impoundment of any animal. This term has the same meaning as in RCW 16.08.070.
- (2) "Livestock" means domestic or farm animals including but not limited to horses, cattle, sheep, donkeys, emus, ostriches, buffaloes, llamas, goats, and swine. Livestock does not include poultry.
- (3) "Poultry" means chickens, turkeys, geese, ducks, pigeons, peahens, or other domestic fowl.
- (4) "Owner" means any person or legal entity having a possessory property right in an animal or who harbors, cares for, exercises control over, or knowingly permits any animal to remain on premises occupied by them.

8.01.040 Owner Responsibility

i This is a new section.

The owner, as defined in this SMC 8.01.030, of an animal is responsible for compliance with this title.

8.01.050 Third-Party Liability

i This section is based on existing SMC 8.02.520.

- (1) It is expressly the purpose of this chapter to provide for and promote the health, safety and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this chapter.
- (2) It is the specific intent of this chapter to place the obligation of complying with its requirements upon the owner and possessors of animals and no provisions nor any term used in this chapter is intended to impose any duty whatsoever upon the city or any of its officers or employees, for whom the implementation and enforcement of this chapter is discretionary and not mandatory.
- (3) Nothing contained in this chapter is intended nor may be construed to create or form the basis of any liability on the part of the city, or its officer, employees or agents, for any injury or damage resulting from the failure to comply with the provisions of this chapter, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued or done in connection with the implementation or enforcement of this chapter, or by reason of any action or inaction on the part of the city related in any manner to the enforcement of this chapter by its officers, employees or agents.

8.01.060 Savings

i Based on existing SMC 8.02.540.

Nothing contained in this chapter may be construed as abating any action now pending under or by virtue of any ordinance of the city herein superseded; or as discontinuing, abating, modifying or altering any penalty accrued or to accrue, or as affecting the liability of any person, firm or corporation, or as waiving any right of the city under any ordinance or provision thereof in force at the time of passage of the ordinance codified in this title.

8.01.070 Severability

The various chapters, sections, and clauses of the ordinances codified in this title are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the title must not be affected.

Chapter 8.10 Animal Regulations

8.10.020 Leash requirement for dogs

i This section is based on existing SMC 8.02.310, and also implements the definition of "animal at large" in SMC 8.02.020. This language based on AMC 6.04.100. Existing code limited leash length to 8 ft, but with many standard retractable leashes exceeding that length, that limit was deleted.

- (1) It is unlawful to allow any dog to roam, stray, or be away from the premises of the owner or keeper, or to be in or on any public place or property unless such animal is physically controlled by the owner or keeper or other competent and authorized person by means of a physical control device; except while the animal is present within the boundaries of a city-owned or sanctioned off-leash dog park or while participating in an organized exhibition or training session.
- (2) The control device requirements of this section do not apply to a police dog while in the performance of a law enforcement function.

- (3) A violation of this section is a class 3 civil infraction.

8.10.040 Limit on number of dogs

i Existing SMC 8.02.105

- (1) It is unlawful to keep more than four adult dogs on any premises in the city except as provided for in SMC Chapter 8.20.
- (2) A violation of this section is a class 3 civil infraction.

8.10.060 Noisy dogs and cats prohibited

i Based on existing SMC 8.02.230 with revisions based on PTMC 9.09.030.C.8.

- (1) It is unlawful to allow a dog or cat to unreasonably disturb persons with frequent, repetitive, or intermittently continuous sounds including but not limited to, barking, howling, yelping, or whining.
- (2) It is an affirmative defense under this section that the animal was intentionally provoked to bark or make any other noise by any person.
- (3) A violation of this section is a class 2 civil infraction.

8.10.080 Trespassing dogs and cats prohibited

i Based on existing SMC 8.02.210.

- (1) It is unlawful to permit any dog or cat to trespass on private or public property without the permission or consent of the property owner.
- (2) A violation of this section is a class 3 civil infraction.

8.10.100 Animal waste

i Subsections (1) and (2) are based on existing SMC 8.02.210 (2)-(3). Subsection (3) is new.

- (1) It is unlawful to fail to remove fecal matter deposited by an animal on the property of another before the owner and the animal leave the immediate area in which the fecal matter was deposited.
- (2) It is unlawful for a person to fail to have in his or possession the equipment necessary to remove fecal matter deposited by an animal when on public property or a public right-of-way.
- (3) It is unlawful for any owner or keeper to allow waste to accumulate on the owner's property to the extent that neighbors are adversely affected by odor or runoff.
- (4) A violation of this section is a class 3 civil infraction and may also be enforced per SMC Title 13.

8.10.120 Nuisance or destructive behavior

i Based on AMC 6.04.140.

- (1) It is unlawful for an owner to:
- (a) permit a dog to chase, run after, or jump at vehicles lawfully using the public streets, alleys, and ways;

- (b) permit any dog to trespass on public or private property so as to damage or destroy any lawn, garden, or other property or thing of value;
- (2) It is a defense to a charge of violation of this section that the dog had been intentionally provoked to perform the nuisance or destructive behavior by a person other than the owner.
- (3) A violation of this section is a class 3 civil infraction.

8.10.140 Disposal of diseased animals

i Based on existing SMC 8.02.330.

- (1) If an animal dies or has been killed due to disease, the owner must immediately notify a veterinarian and dispose of the carcass per veterinarian instructions.
- (2) No person may sell, offer to sell, or give away the carcass of any animal, which died or was killed on account of disease.
- (3) The city has the authority to seize the carcass for public health and safety purposes.
- (4) A violation of this section is a class 1 civil infraction.

Chapter 8.12 Dogs—Licensing

8.12.020 License—Required

i Existing SMC 8.02.110

- (1) It is unlawful to own, possess, harbor, or otherwise be the custodian of any dog over the age of six months within the city unless the dog is licensed per this chapter.

i The following is based on part of existing SMC 8.02.150.

- (2) A license is required within 30 days of acquisition of a dog.

i The following is based on part of existing SMC 8.02.120.

- (3) A licensed dog must display its city-issued license tag, securely affixed to a substantial collar or harness, at all times except when the animal is securely confined within a residence or enclosure or is being displayed in an exhibition.
- (4) An electronic identification device is not a substitute for the city-issued license tag.
- (5) A violation of this section is a class 2 civil infraction.

8.12.040 License—Exemptions

i Existing SMC 8.02.160 Dog license exemptions.

- (1) The following dogs are exempt from the requirement for a dog license in SMC 8.10.100:
 - (a) a dog in the custody of a veterinarian, or animal shelter or animal rescuer; or
 - (b) a dog whose owners are nonresidents temporarily within the city for a period not exceeding 30 days.

(2) A service dog is exempt from payment of dog license fees.

8.12.060 License—Application

i Existing SMC 8.02.120 plus additional requirements for application information, existing SMC 8.02.140

! Staff please verify this is consistent with your current practice.

- (1) An application for a dog license or renewal of a dog license must be made to the Finance Director on forms provided by the Finance Department.
- (2) An application for a license for a dog must include the following:
 - (a) The name, address and telephone number of the legal owner of the animal;
 - (b) The name, address and telephone number of the person having custody of the animal, if other than the legal owner;
 - (c) The name, age, breed, color, sex, distinguishing features, markings or tattoos of the animal, and, in the case of dogs, whether the animal has been neutered;
 - (d) The address of the property at which the animal is ordinarily kept or maintained;
 - (e) A certificate of a veterinarian indicating the dog has current rabies immunization;
 - (f) A certificate of a veterinarian indicating the dog has been neutered, if claiming so;
 - (g) EID microchip transponder information, if applicable;
 - (h) Any applicable fees as set by City Council resolution.

8.12.080 License—Renewal

i The following is based on part of existing SMC 8.02.150.

! Staff please verify this is consistent with your current practice.

- (1) Except as provided in (2), a dog license expires on December 31 of each year and must be renewed within 45 days of expiration.
- (2) A lifetime license purchased before May 3, 2015, is valid for the lifetime of the dog, but updated rabies certificates must be submitted when vaccinations expire.

Chapter 8.14 Dogs—Dangerous and Potentially Dangerous

i This chapter is mostly a complete rewrite of the applicable provisions in the existing animals title.

8.14.010 Purpose

The purpose of this chapter is to regulate dogs that may be dangerous to people or other domestic animals.

8.14.020 Applicability

- (1) This chapter applies to all domestic dogs *Canis lupus familiaris*.

(2) For wild animals and wolf hybrids, see SMC Chapter 8.50.

8.14.030 Definitions

i These definitions are taken directly from RCW 16.08.070, and are replicated here instead of incorporated by reference in case the city wishes to expand or otherwise modify them.

- (1) "Dangerous dog" means any dog that (a) inflicts severe injury on a human being without provocation on public or private property, (b) kills a domestic animal without provocation while the dog is off the owner's property, or (c) has been previously found to be potentially dangerous because of injury inflicted on a human, the owner having received notice of such and the dog again aggressively bites, attacks, or endangers the safety of humans.
- (2) "Potentially dangerous dog" means any dog that when unprovoked: (a) Inflicts bites on a human or a domestic animal either on public or private property, or (b) chases or approaches a person upon the streets, sidewalks, or any public grounds in a menacing fashion or apparent attitude of attack, or any dog with a known propensity, tendency, or disposition to attack unprovoked, to cause injury, or to cause injury or otherwise to threaten the safety of humans or domestic animals.
- (3) "Severe injury" means any physical injury that results in broken bones or disfiguring lacerations requiring multiple sutures or cosmetic surgery.

8.14.040 Declaration as Potentially Dangerous or Dangerous Dog

- (1) An animal control officer may issue a notice of intent to declare a dog either "potentially dangerous" or "dangerous" if there is probable cause to believe that the dog meets the term of either definition.
- (2) Basis.
 - (a) The animal control officer's determination must be based on:
 - (i) the written complaint of a person who is willing to testify that the animal has acted in a manner which causes it to fall within the definition;
 - (ii) one or more dog bite reports filed with the police department;
 - (iii) actions of the dog witnessed by any animal control officer or law enforcement officer; or
 - (iv) other substantial evidence, including hearsay if it is of a nature that a reasonable and prudent person would rely upon.
 - (b) Per RCW 16.08.090(3), a dog may not be declared dangerous if the threat, injury, or damage was sustained by a person who, at the time, was committing a willful trespass or other tort upon the premises occupied by the owner of the dog, or was tormenting, abusing, or assaulting the dog or has, in the past, been observed or reported to have tormented, abused, or assaulted the dog or was committing or attempting to commit a crime.
- (3) Contents. The notice of intent to declare a dog potentially dangerous or dangerous must include all of the following:
 - (a) a description of the animal;
 - (b) the name and address of the owner or keeper of the animal, if known;
 - (c) the whereabouts of the animal if it is not in the custody of the owner;
 - (d) the facts upon which the declaration is to be based;
 - (e) the restrictions that will be placed on the animal as a result of the declaration;

- (f) a reference to the penalties for violation of the restrictions, including the possibility of destruction of the animal, and imprisonment or fining of the owner;
- (g) a statement that the owner is entitled to an opportunity to meet with the police chief to give any reasons or information as to why the dog should not be declared potentially dangerous or dangerous;
- (h) a proposed date, time, and place for such a meeting, and that the owner may propose an alternative meeting date and time, but that such meeting must occur within 15 days of the date the notice was served.

(4) Service.

- (a) The notice of intent issued pursuant to this section must be in writing and served on the owner in one of the following methods:
 - (i) Personally;
 - (ii) By certified mail, with return receipt requested, and ordinary first class mail to the owner's or keeper's last known address; or
 - (iii) If the owner cannot be located by one of the first two methods, by publication in a newspaper of general circulation.
- (b) Service is effective on the date the notice is received; or, in the case of certified mail, three days after the notice is mailed; or, in the case of service by publication, 15 days after publication.
- (c) The owner of any dog found to be a potentially dangerous or dangerous dog under this Chapter may be assessed all service costs expended under this subsection.

i Existing SMC 8.02.410 provides an appeal opportunity to the hearing examiner, but a formal appeal is not required, and review by police chief is substantially more expeditious.

(5) Review by police chief.

- (a) If the owner does not attend the scheduled meeting with the police chief, the police chief may issue an order declaring that the dog is potentially dangerous or dangerous.
- (b) If the owner attends the scheduled meeting with the police chief, the owner may offer, orally or in writing, any reason or information as to why the dog should not be found potentially dangerous or dangerous.
- (c) After review of the record and the owner's reasons and information, the police chief must determine whether a preponderance of the evidence weighs in favor of finding the dog potentially dangerous or dangerous.
- (d) If the police chief determines that the dog is potentially dangerous or dangerous, the police chief must issue a declaration that includes:
 - (i) a recital of the authority for the declaration;
 - (ii) a concise statement of the facts that support the determination; and
 - (iii) the signature of the person who made the determination.
- (e) The Sheriff's determination is final and may be appealed to District Court, which will review the record made at the meeting to determine whether the declaration is supported by a preponderance of the evidence. Any such appeal must be filed within 20 days of service of the order. Upon notice that an appeal has been filed, the police chief must file a certified copy of the record from any such meeting with the District Court. A recording of the meeting will be made available to the person appealing the ruling, who will have the responsibility of transcribing the meeting for the appeal.

- (6) A dog that has been declared "potentially dangerous" or "dangerous" in another jurisdiction under substantially similar definitions is considered the same as if it had been declared by the city.

8.14.050 Registration Requirement for Potentially Dangerous and Dangerous Dogs

- (1) An owner of a potentially dangerous or dangerous dog must maintain a current certificate registration for the dog with the police department, including maintaining the current address of the dog with the city at all times. The owner must notify the police department if the dog dies, is removed from the city, or has its ownership transferred to another person.
- (2) The police department may not issue a certificate of registration to the owner of a potentially dangerous or dangerous dog unless the owner presents sufficient evidence of compliance with the signage and secure enclosure requirements of SMC 8.14.070.
- (3) No violation of the registration requirements occur until ten days after the initial declaration of a dog as potentially dangerous or dangerous.

8.14.060 Requirements for Potentially Dangerous Dogs

i State law creates requirements for dangerous dogs, but not potentially dangerous dogs, which it leaves up to local jurisdictions.

- (1) An owner of a potentially dangerous dog must:
 - (a) Register the dog with the police department per SMC 8.14.050;
 - (b) Conspicuously display a sign with a warning symbol on any premises where the dog is kept that informs children of the presence of a potentially dangerous dog;
 - (c) While on the owner's property, ensure the dog is restrained by chain, leash, or other confinement suitable to prevent the animal from leaving the owner's property;
 - (d) While off the owner's property, ensure the dog is under physical restraint by the owner or other responsible person;
 - (e) Ensure the dog wears a bright orange collar bearing the warning "potentially dangerous dog"; and
 - (f) Ensure the dog has a microchip implant for permanent identification.
- (2) A violation of this section is a misdemeanor.

8.14.070 Requirements for Dangerous Dogs

i Note a municipality also has the ability to simply prohibit dangerous dogs within its jurisdiction.

- (1) An owner of a dangerous dog must:
 - (a) Register the dog with the police department per SMC 8.14.050;
 - (b) Conspicuously display a sign with a warning symbol on any premises where the dog is kept that informs children of the presence of a dangerous dog;

i The following requirement is based on the statutory definition of "proper enclosure of a dangerous dog."

- (c) Ensure the dog is securely confined indoors, or inside a locked pen or structure, suitable to prevent the entry of young children and designed to prevent the animal from escaping, with secure sides and a secure top, that also provides protection from the elements for the dog;

- (d) Whenever not confined, ensure the dog is securely muzzled, on a leash that is not longer than six feet in length, and under the control of a person 15 years of age or older who is physically able to control the dog;
- (e) Ensure the dog wears a bright orange collar bearing the warning “dangerous dog”;
- (f) Ensure the dog has a microchip implant for permanent identification; and

 Note these amounts are set by RCW 16.08.080(6), but may be set higher.

- (g) Maintain either:
 - (i) A surety bond issued by a surety insurer qualified under RCW Chapter 48.28 in a form acceptable to the city in the sum of at least \$250,000, payable to any person injured by the dangerous dog; or
 - (ii) A policy of liability insurance, such as homeowner’s insurance, issued by an insurer qualified under RCW Title 48 in the amount of at least \$250,000, insuring the owner for any personal injuries inflicted by the dangerous dog.

(2) A violation of this section is a gross misdemeanor.

8.14.080 Requirement to Provide Notice to City.

- (1) The owner of a dangerous dog or potentially dangerous dog must immediately notify the police department when the animal:
 - (a) is loose or unconfined off the property; or
 - (b) has bitten or injured a human being or other domestic animal; or
 - (c) is sold, given away, or dies; or
 - (d) is moved to another address;
 - (e) is declared potentially dangerous or dangerous by another jurisdiction.
- (2) A violation of this section is a misdemeanor.

Chapter 8.20 Kennels and Catteries

 This chapter includes existing kennel provisions (e.g., SMC 8.02.440-450, and 470). This section is based on SMC 8.02.440. The terms "license" and "permit" have been consolidated to "permit." This chapter deletes special licenses for shelters and kennels, which are subject to standard business licenses.

 This chapter is still a bit confused, mixing various kennel types, licenses/permits, and land use approvals.

8.20.020 Permit Required.

 This section is based on SMC 8.02.450.

- (1) It is unlawful to keep dogs over six months of age in numbers that exceed the maximums identified in SMC 8.10.040 or 8.20.040 without a permit from the city for that purpose under this chapter.

- (2) Exception. A veterinarian must obtain the required permit for any service other than the one which by law may be performed only by a veterinarian; provided, that no such permit is required for his or her possession of animals solely for the purposes of veterinary care.
- (3) A violation of this section is a class 1 civil infraction.

8.20.040 Hobby Kennel Permit

i This section is based on SMC 8.02.470 except where noted.

(1) Limitation on Number of Dogs Allowed. The city may limit the number of dogs or cats allowed by a hobby kennel permit based on the following guidelines:

- (a) The amount of lot area, except that:
 - (i) the maximum number may not exceed 25 where the lot area contains five acres or more;
 - (ii) the maximum number may not exceed five per acre where the lot area contains one acre but less than five acres; and
 - (iii) the maximum number may not exceed four where the lot is less than one acre;
- (b) The facility specifications or dimensions in which the dogs are to be maintained;
- (c) The zoning classification in which the hobby kennel would be maintained.

i Next paragraph is based on SMC 8.02.450.

! Do we need to retain these ways to exceed the standard limits?

- (2) Exceeding the limitation.
 - (a) The animal control officer may allow up to six dogs more than the maximum number of dogs referred to in (1) for a hobby kennel or for a commercial kennel.
 - (b) Administrative conditional use permit from the community development director may allow six or more dogs more than the maximums referred to in (1). The factors to be considered in granting or denying such additional animals must be the same as set forth in (3)(d).
 - (c) Any aggrieved party may appeal the decision of the animal control officer or the community development director to the hearing examiner, who is authorized to hear such appeals and make a decision.
- (3) Requirements for Hobby Kennels.
 - (a) Housing for animals must comply with the standards in SMC 8.30.030 for pet shops.
 - (b) All open run areas must be completely surrounded by a six-foot fence set back at least 20 feet from all property lines; for purposes of this section "open run area" means that area, within the property lines of the premises on which the hobby kennel is to be maintained, where the dogs are sheltered and maintained.
 - (c) No commercial signs or other appearances advertising the hobby kennel are permitted on the property except for the sale of the allowable offspring set forth in this section, or otherwise allowable under the city sign code as codified in Chapter 17.110 SMC.
 - (d) The animal control officer may require setback, additional setback, fencing, screening or soundproofing pursuant to SMC Title 17, Zoning, as she or he deems necessary to ensure the compatibility of the hobby

kennel with the surrounding neighborhood. Factors to be considered in determining such compatibility are:

- (i) Statement regarding approval or disapproval of surrounding neighbors relative to maintenance of a hobby kennel at the address applied for;
 - (ii) Past history of animal control complaints relating to the dogs and cats of the applicant at the address for which the hobby kennel is applied for;
 - (iii) Facility specifications and dimensions in which the dogs are to be maintained;
 - (iv) Animal size, type, and characteristics of breed;
 - (v) The zoning classification of the premises on which the hobby kennel is maintained.
- (e) The hobby kennel may limit dog reproduction to no more than one litter per license year per female dog and two litters per license year per female cat;
- (f) Each dog in the hobby kennel must have current and proper immunization from disease according to the dog's species and age, including DHLPP inoculation for dogs over three months of age and rabies inoculations for all dogs over six months of age.
- (4) Permit Issuance and Maintenance. Only when the animal control officer is satisfied that the requirements of this chapter have been met may a hobby kennel permit be issued. The license will continue in full force throughout the license year unless, at any time, the hobby kennel is maintained in such a manner as to:
- (a) Exceed the number of dogs allowed at the hobby kennel by the animal control section; or
 - (b) Fail to comply with any of the requirements of this chapter.

8.20.060 Special Hobby Kennel Permit.

i Based on existing SMC. Renamed "license" to "permit."

- (1) An owner of up to four dogs who does not meet the requirements for a hobby kennel permit may be eligible for a special hobby kennel permit to be issued at no cost by the animal control authority which will allow them to retain the specific animals in their possession if the following conditions are met:
 - (a) The applicant must apply for the special hobby kennel permit and individual licenses for each dog within 30 days of the enactment of the ordinance codified in this chapter or at the time they are contacted by an animal control officer.
 - (b) The applicant is keeping the dogs for the enjoyment of the species, and not as a commercial enterprise.
- (2) The special hobby kennel permit is only valid for those specific dogs in the possession of the applicant at the time of issuance, and is intended to allow pet owners to possess animals beyond the limits imposed by code until such time as the death or transfer of such animals reduces the number possessed to the legal limit set forth by code.
- (3) The animal control officer may deny an application or revoke a special hobby kennel permit based on past animal control code violations by the applicant's dogs, or complaints from neighbors regarding the applicant's dogs; or if the animal(s) is maintained in inhumane conditions.

Chapter 8.30 Pet Shops and Grooming Parlors

i This chapter includes existing SMC 8.02.460 and .480.

8.30.030 Standards for Pet Shops

i The following is based on existing SMC 8.02.460.

(1) Provisions.

- (a) An animal housed in any animal shelter, commercial kennel, or pet shop must be provided housing facilities that are structurally sound, maintained in good repair, and designed so as to protect the animals from injury and restrict the entrance of other animals.
- (b) An animal housed in any animal shelter, commercial kennel or pet shop or enclosure therein must be provided with adequate floor space to allow each animal to turn about freely and to easily stand, sit, and lie in a comfortable normal position.
- (c) Electrical power must be supplied in conformance with applicable electrical codes adequate to supply heating and lighting as may be required by this chapter.
- (d) Water must be supplied at sufficient pressure and quantity to clean indoor housing facilities and enclosures of debris and excreta.
- (e) Suitable food and bedding must be provided and stored in facilities adequate to provide protection against infestation or contamination by insects or rodents.
- (f) Refrigeration must be provided for the protection of perishable foods.
- (g) Facilities for the removal and disposal of animal and food wastes, bedding, dead animals and debris must be provided and operated as to minimize vermin infestation, odors, and disease hazards.
- (h) Washroom facilities, including sinks and toilets, with hot and cold water, must be conveniently available to maintain cleanliness among animal caretakers and for the purpose of washing utensils and equipment.

(2) Operation.

- (a) Sick, diseased or injured animals must be separated from those appearing healthy and normal and, if for sale, shall be removed from display and sale and kept in isolation quarters with adequate ventilation to keep from contaminating well animals.
- (b) An employee responsible for the care and supervision of the animals must be on duty at all times during the hours a store is open.
- (c) An employee, keeper or owner must feed, water, and do the necessary cleaning of animals on days the store or establishment is closed.
- (d) No person may misrepresent an animal to a consumer in any way.
- (e) No person may knowingly sell a sick or injured animal.
- (f) An animals that is caged, closely confined, or restrained must be permitted daily, and for an appropriate length of time, as determined by their size, age and species, to exercise in a yard or area suitable for that purpose.

8.30.040 Standards for Grooming Parlors

i The following is based on existing SMC 8.02.480. Deleted subsection (5) about prescribing medicine, which is regulated by state law.

- (1) A grooming parlor must:
 - (a) Keep each animal in an individual cage;
 - (b) Not permit animals therein kept for the direct purpose of grooming to have contact with other animals kept therein;
 - (c) Sanitize all equipment after each animal has been groomed;
 - (d) Take reasonable precautions to prevent injury from occurring to any animals while in the custody of said parlor;
 - (e) Not leave animals unattended during the drying process;
 - (f) Remove animal waste.
- (2) A grooming parlor may not board animals, but may keep said animals for a reasonable time in order to perform the business of grooming.

8.30.050 Violations

A violation of this chapter is a class 3 civil infraction for each animal affected, for each day it occurs, and may also be enforced per SMC Title 13..

Chapter 8.40 Livestock and Poultry

i This chapter incorporates existing provisions in SMC 8.02 concerning livestock. Existing 8.02.060 and 070 is not addressed here.

8.40.020 Hitching of horses prohibited in business districts

! Shall we keep existing SMC 8.02.090 just for olde tyme's sake?

It is unlawful to leave a horse tied, fastened, or hitched to any object in a business, commercial, or industrial zone within the city limits, except for special events approved by the city.

8.40.030 Driving or riding animals so as to endanger person or property

i Existing SMC 8.02.100

It is unlawful to drive, herd, or ride a horse or other livestock in the city in such a manner as to endanger or to be likely to endanger any person or property, or to drive or ride a horse or other livestock upon any sidewalk in the city; provided, that this section shall not prohibit any person from driving or herding livestock in a safe manner consistent with reasonable farming or ranching practices.

8.40.040 Livestock not to run at large

i Based on existing SMC 8.02.040.

No livestock or poultry of any kind shall be allowed to run at large, during any hour of the day or night upon any unenclosed land public or private, within the city limits.

8.40.050 Required area for certain livestock

i Based on existing SMC 8.02.320. New exclusion for small animals.

- (1) This section applies to livestock but not pigs, pigmy goats, and miniature ponies.
- (2) All persons owning or having control or possession of any livestock within the city of Stanwood must keep the livestock safely and appropriately enclosed at all times on the premises owned and occupied by such person.
- (3) The entire roaming area enclosing the livestock must be fenced. Fences must be of such a size and type to prevent encroachment on adjacent property, defined as reaching over, under, or through, as well as trespassing or intruding upon, the property of another.

i Based on existing SMC 8.02.050. Note existing language had an exemption for small farms or ongoing agricultural activity, which were not defined.

- (4) A livestock enclosure must encompass at least one-half acre or 21,280 square feet per animal.

i The following is new material.

- (5) If a livestock animal gives birth, thereby exceeding the number of livestock animals allowed by the minimums set forth in this section, the owner must conform the number of the animals or the dimensional requirements within one year of the birth of the animals.

8.40.060 Standards for buildings and enclosures

i Based on existing 8.02.350 and 380.

- (1) Any building containing livestock other than pigs, pigmy goats, and miniature ponies must be located at a minimum distance of 100 feet of any adjoining residence.
- (2) An accessory building used for housing poultry or rabbits must be provided and must be a minimum of four square feet per animal.
- (3) A maximum of two accessory buildings for housing poultry or rabbits must be permitted on a lot. Each building must be located a minimum distance of five feet from any property line and 20 feet from any neighboring residence or business. Such accessory buildings may not be located in the required front yard.
- (4) A house, pen, or enclosure where livestock, poultry, or rabbits are kept must be kept clean and free from disagreeable odors. No organic materials furnishing food for flies or rodents may be allowed to accumulate on the premises. All manure and other refuse must be kept in tightly covered fly-proof receptacles and disposed of at least once each week in a manner approved by the animal control officer.
- (5) All premises where livestock or fowl are kept must be free from rats and rat and mice harborages.

8.40.070 Swine

i Based on existing SMC 8.02.360 and 370.

- (1) No pigsty, piggery, or other place where swine are kept may be built or maintained on marshy ground or land subject to overflow, nor within 200 feet of any stream or other source of water supply, nor within 300 feet of any inhabited house or public meeting house on adjoining property.
- (2) When garbage is fed to pigs, all unconsumed garbage must be removed daily and disposed of by burial or incineration. No organic material furnishing feed for flies may be allowed to accumulate on the premises. All garbage must be handled and fed upon platforms of concrete or other impervious material. Unslaked lime, hypochlorite of lime, borax or mineral oil must be used daily in sufficient quantities to prevent offensive odors and the breeding of flies.

8.40.080 Violations

A violation of this chapter is a class 2 civil infraction and may also be enforced per SMC Title 13.

Chapter 8.50 Dangerous Animals

i This chapter is based on existing SMC 8.02.035, with corrections.

i Definition is expanded to include wolf hybrids and all cougars.

8.50.020 Definitions

i The state law definition excludes wolf hybrids and wild-bred cougars, so this definition adds them back in.

- (1) "Potentially dangerous wild animal" means:
 - (a) All the animals listed in the definition of "potentially dangerous wild animal" in RCW 16.30.010;
 - (b) All animals of the family *Canidae* (as dogs, wolves, jackals, or foxes) and their hybrids, except for the domestic dog *Canis lupus familiaris*; and
 - (c) All cougars.

8.50.030 Prohibition

- (1) It is unlawful to own, possess, breed, import, export, barter, have custody or control over, buy, sell, or attempt to buy or sell any potentially dangerous wild animal.
- (2) It is unlawful to display or sponsor a display of potentially dangerous wild animals within the City of Stanwood.
- (3) This prohibition is not subject to the exceptions provided in RCW 16.30.020.

8.50.040 Confiscation

i This language mostly mirrors RCW 16.30.040.

- (1) The Animal Control Authority or a law enforcement officer may immediately confiscate a potentially dangerous wild animal held in contravention of this chapter.

- (2) An Animal Control Authority or law enforcement officer who confiscates an animal prohibited by this chapter must serve notice upon the possessor in person or by regular and certified mail, return receipt requested, notifying the possessor of the confiscation, that the possessor is responsible for payment of reasonable costs for caring and providing for the animal during the confiscation, and that the possessor must demonstrate a plan to immediately remove the animal from the city in order for the animal to be returned to the possessor.
- (3) If a potentially dangerous wild animal confiscated under this section is not returned to the possessor, the Animal Control Authority or law enforcement officer may release the animal to a facility outside the city, such as a wildlife sanctuary, where the animal is legal to possess. If the animal control authority or law enforcement officer is unable to relocate the animal within a reasonable period of time, it may euthanize the animal.

8.50.050 Violations

- (1) A violation of this chapter is a misdemeanor punishable by up to 90 days in jail, a \$1000 fine, or both.
- (2) A violation of this chapter occurs with respect to each animal that is possessed in violation of this chapter.

Chapter 8.80 Animal Cruelty

i This chapter includes existing SMC 8.02.390, with updates.

8.80.010 Adoption by reference

The following provisions of the Revised Code of Washington as presently constituted or hereinafter amended are adopted by reference:

RCW [9.08.030](#) False certificate of registration of animals—False representation as to breed.

RCW [9.08.065](#) Definitions

RCW [9.08.070](#) Pet animals—Taking, concealing, injuring, killing, etc.—Penalty.

RCW [9.91.170](#) Interfering with dog guide or service animal.

RCW [16.52.011](#) Definitions

RCW [16.52.015](#) Enforcement Powers

RCW [16.52.080](#) Transporting or Confining Animals in an Unsafe Manner

RCW [16.52.085](#) Removal of Neglected Animals for Feeding and Restoration to Health – Examination – Notice – Return – Non-Liability

RCW [16.52.090](#) Docking Horses – Misdemeanor

RCW [16.52.095](#) Cutting Ears – Misdemeanor

RCW [16.52.100](#) Confinement Without Food and Water

RCW [16.52.110](#) Old or Diseased Animals at Large

RCW [16.52.117](#) Animal Fighting – Owner, Trainers, Spectators – Exceptions

RCW [16.52.180](#) Limitations on Application of Chapter

RCW [16.52.185](#) Exclusions from Chapter

RCW [16.52.190](#) Poisoning Animals--Penalty

RCW [16.52.193](#) Poisoning Animals – Strychnine Sales

RCW [16.52.200](#) Sentences – Forfeiture of Animals – Liability for Costs – Civil Penalty

RCW [16.52.207](#) Animal cruelty in the second degree

RCW [16.52.210](#) Destruction of Animal by Law Enforcement Officer – Immunity from Liability

RCW 16.52.225—Nonambulatory livestock—Transporting or accepting delivery—Gross misdemeanor—Definition.

RCW 16.52.230—Remedies not impaired.

RCW [16.52.300](#) Dogs or Cats Used as Bait – Penalties

RCW [16.52.305](#) Unlawful use of hook – Gross misdemeanor

RCW 16.52.310—Dog breeding—Limit on the number of dogs—Required conditions—Penalty—Limitation of section—Definitions.

RCW [16.52.340](#) Leave or confine any animal in unattended motor vehicle or enclosed space—Class 2 civil infraction—Officers' authority to reasonably remove animal.

RCW [46.61.660](#) Carrying Animal on Outside of Vehicle

Chapter 8.90 Enforcement and Impoundment

i Existing provisions in SMC 8.02 regarding impoundment and other actions required for enforcement are reorganized in this new chapter. Existing SMC 8.02.190 regarding stray animals is incorporated here.

8.90.010 Authority

This title may be enforced by the police chief, Animal Control Officer, or any law enforcement officer.

8.90.020 Animal Control Shelter

i Based on existing SMC 8.02.270 Animal control shelter.

- (1) The city may maintain and operate, or contract to maintain and operate an animal control shelter, which may be used as the public pound for any animal impounded pursuant to this chapter.

i Based on existing SMC 8.02.170(4).

- (2) A resident of the city of Stanwood may, for a fee equal to the costs associated with the current agreement, deliver and relinquish ownership of unwanted dogs or cats owned by them to the animal control shelter, providing that service pursuant to a contract with the city exists. The fee must be paid directly to the animal shelter by the person relinquishing the animal at the time of release.

8.90.030 Impoundment Authorized.

i This section based on existing SMC 8.02.170.

- (1) The City may impound any of the following animals:
 - (a) Dogs maintained in violation of SMC Chapter 8.10;

- (b) Dogs that are not licensed or do not exhibit the identification tag per SMC Chapter 8.12;
 - (c) An animal left in an unattended motor vehicle or enclosed space per RCW 16.52.340;
 - (d) Livestock in violation of SMC 8.40.020 or 8.40.040;
 - (e) Trespassing dogs and cats in violation of SMC 8.10.080;
 - (f) Potentially dangerous or dangerous dogs in violation of SMC Chapter 8.14, as authorized by RCW 16.08.100(1);
 - (g) Animal carcasses maintained in violation of SMC 8.10.140.
- (2) Notwithstanding other time limits in this chapter, an impounded animal that has bitten a person or another animal must be made available for testing for rabies or other disease and maintained in quarantine for the requisite length of time.

i The following is based on SMC 8.02.300 except for subsection (7), which seems to require a warrant anyway.

- (3) Entry. An animal control officer or law enforcement officer may enter private property:
- (a) with consent of the owner or any adult occupant of any premises where the animal lives to determine compliance with the provisions of this chapter;
 - (b) in the absence of the owner or occupant, using reasonable force when, in the officer's judgment, an animal on such premises needs emergency assistance to prevent an animal's death or serious injury;
 - (c) with a search warrant or when authorized by law;
 - (d) to remove and impound any animal left in an unattended motor vehicle or enclosed space per RCW 16.52.340, leaving notice of the impounding and disposition of the animal in plain view with the vehicle;
 - (e) when in hot pursuit, with or without a warrant, to take possession of an animal observed to be at large in violation of this title.

8.90.040 Required Notice

i Based on existing SMC 8.02.070 Notice of impoundment.

- (1) When the city impounds an animal pursuant to SMC 8.90.030, the city must give the owner thereof written notice of the impoundment as soon as possible, but not more than three days after impoundment.
- (2) Notice should be provided by personal service or by regular and certified mail with return receipt requested. If the owner is not known, such notice must be given by posting the same in a conspicuous place at the entrance of City Hall and the city police department.
- (3) The notice must state that the animal or animals described therein have been taken up and impounded and will be sold at public auction to the highest bidder for cash at the time therein named. That time may not be less than 10 days from the time of service or posting of the notice.
- (4) For a potentially dangerous or dangerous dog, the notice must specify the reason for the confiscation of the dog, that the owner is responsible for payment of the costs of confinement and control, and that the dog will be destroyed in an expeditious and humane manner if the deficiencies for which the dog was confiscated are not corrected within 20 days, and that redemption is not available until sufficient evidence of such corrections is provided.

8.90.050 Redemption

i Based on existing SMC 8.02.080.

- (1) If the owner claims an impounded animal before the scheduled sale of the animal, the owner is entitled to possession thereof by paying to the city the fees established by Council resolution for:
 - (a) Transportation and impoundment expenses. The fee shall progressively double for each impoundment of the same animal during any one-year period.
 - (b) Actual cost per day for room and board during the period of impoundment.
 - (c) Any and all delinquent court fines imposed with respect to the animal.
- (2) At the time named in the notice of impoundment, if the impounded animal has not been claimed and redeemed, the city may sell such animal per SMC 8.90.070.
- (3) Within one year from the date of sale, if the owner of an animal sold per this section provides satisfactory proof of ownership, the owner is entitled to receive the net proceeds of such sale so paid into the city treasury, after deducting all legal charges, administrative costs and expenses. If those funds have not been claimed after one year, such proceeds shall be deemed forfeited and deposited in the general fund.

8.90.060 Impoundment Costs

i Based on existing SMC 8.02.170(4).

- (1) The owner of an animal impounded under this title must pay the city assessed penalties and all fees and costs associated with apprehension, transportation, impoundment, care, boarding, and any veterinary care incurred, including euthanasia and disposal if applicable, as a result of the confiscation or impoundment, whether or not the animal is redeemed.
- (2) Relinquishment of the animal by its owner does not constitute a waiver of fees or costs incurred under this section or fines otherwise imposed.
- (3) The net proceeds of the sale of an impounded animal may not offset any delinquent court fines.
- (4) The city may collect the penalties, fees, and expenses by use of appropriate legal remedies.

8.90.070 Destruction and Sale

i Based on existing SMC 8.02.170 and 180.

! SMC 8.02.170(5) was not included. Is it still needed?

- (1) The city may sell or destroy, by humane means, an impounded animal pursuant to this chapter, when such animal has not been redeemed by its owners within ten working days after the animal is impounded.
- (2) The city may immediately destroy an impounded animal immediately if it would be humane to destroy an injured or diseased animal and the animal is unlicensed or the owner cannot be located. Determination of whether the animal should be destroyed must be made by a veterinarian, animal control officer, or police officer.
- (3) To sell an impounded animal, the city must sell at public auction to the highest bidder for cash and give a receipt to the purchaser. The net proceeds of such sale must be paid into the city treasury, after deducting

legal charges, administrative costs, and expenses. The city may contract for auctioneer services and pay expenses thereof from the proceeds from the sale of said animals.

8.90.080 Obstruction of Impoundment

i Based on existing SMC 8.02.290.

- (1) It is unlawful for any person to prevent or hinder or to attempt to prevent or hinder the lawful impounding of any animal, or by force or otherwise remove or attempt to remove any animal from the public pound without the authority of the animal control officer, or other person in charge of the pound, or to aid in any attempt to remove any animal or animals from the pound.
- (2) A violation of this section is a misdemeanor, which upon conviction thereof, may be punished by a fine of up to 90 days in jail or \$1,000 fine, or both, plus costs.

Alliance for Housing Affordability ILA Amendment

**AMENDMENT TO INTERLOCAL COOPERATION AGREEMENT FOR INTER-
JURISDICTIONAL COORDINATION RELATING TO AFFORDABLE HOUSING WITHIN
SNOHOMISH COUNTY (the “Interlocal Agreement”)**

This Amendment (the “Amendment”) to the Interlocal Agreement dated [_____] (the “Original Agreement” and, together with this Amendment, the “Agreement”) is made as of _____, 2023, by and among the Cities of Arlington, Edmonds, Everett, Granite Falls, Lake Stevens, Lynnwood, Marysville, Mill Creek, Mountlake Terrace, Monroe, Mukilteo, Snohomish, and Stanwood, and the Towns of Darrington and Woodway, all of which are municipal corporations organized under the laws of the State of Washington; the Housing Authority of Snohomish County, a public housing authority organized under Ch. 35.82 RCW; and Snohomish County, a political subdivision of the State of Washington (each a “Party” and together, the “Parties”). This Amendment is made pursuant to the Interlocal Cooperation Act, Ch. 39.34 RCW, and has been authorized by the governing body of each Party.

WHEREAS the Parties (except the City of Monroe and the Town of Darrington) entered the Interlocal Agreement and now desire to amend the Interlocal Agreement to add the City of Monroe and the Town of Darrington as parties thereto; and

WHEREAS the Parties wish to create a streamlined procedure for the future addition of parties to the Interlocal Agreement;

NOW, THEREFORE, IT IS HEREBY AGREED AS FOLLOWS:

1. Term. This Amendment shall be effective when it has been both (a) executed by each of the Parties and (b) filed in the offices of the Snohomish County Auditor.
2. Parties. The Agreement is amended to add the City of Monroe and the Town of Darrington as parties thereto. Commencing on the date of this Amendment, the City of Monroe and Town of Darrington shall assume all rights and obligations under the Interlocal Agreement as though each was named as a party therein. Periodic payments, dues, fees, or other obligations due pursuant to Section 5(f) of the Original Agreement shall be applied to the City of Monroe and the Town of Darrington commencing with the first billing cycle following the date of this Amendment.
3. Notice. Section 13(d) is amended to add:

City of Monroe
Anita Marerro, Senior Planner
806 West Main Street
Monroe, WA 98272
Phone (360) 863-4513
AMarrero@monroewa.gov

Town of Darrington
Dan Rankin, Mayor
1005 Cascade St.
PO Box 397
Darrington, WA 98241
Phone: (360) 436-1131
Dan.Rankin@Darringtonwa.us

4. Authorized Actions of the Joint Board. Section 4 of the Agreement is amended to add:

(m) Admit one or more governmental entities as a Party to this Agreement in furtherance of the purposes of this Agreement;

5. Addition of Parties. The Agreement is amended to add a new Section 16 as follows:

16. Addition of Parties. Following a decision of the Joint Board to admit a new governmental entity as a Party to this Agreement, which decision shall be made and documented following the procedures outlined in Section 3, such new governmental entity (the “New Party”) shall be deemed to be a Party to the Agreement and shall assume all rights and obligations under the Agreement as though it were named a Party therein, commencing on the date that the attached Exhibit A has been both (a) acknowledged and signed by the New Party, and (b) filed in the offices of the Snohomish County Auditor. Periodic payments, dues, fees, or other obligations due pursuant to Section 5(f) of the Original Agreement shall be applied to the New Party commencing with the first billing cycle following the date the New Party is admitted as a Party under the Agreement.

6. Execution. The Agreement may be executed in multiple counterparts and, if so signed, shall be deemed one integrated Agreement. The undersigned signatories represent that they are authorized to execute this Agreement on behalf of the respective Party for which they have signed below.

[Signature Pages Follow]

CITY OF ARLINGTON

By: _____
Signature Date

Its: _____

TOWN OF DARRINGTON	
By:	Signature Date
Its:	

CITY OF EDMONDS

By: _____
Signature Date

Its: _____

CITY OF EVERETT

By: _____
Signature Date

Its: _____

CITY OF GRANITE FALLS

By: _____
Signature Date

Its: _____

CITY OF LAKE STEVENS

By: _____
Signature Date

Its: _____

CITY OF LYNNWOOD

By: _____
Signature Date

Its: _____

CITY OF MARYSVILLE

By: _____
Signature Date

Its: _____

CITY OF MILL CREEK

By: _____
Signature Date

Its: _____

CITY OF MONROE

By: _____
Signature Date

Its: _____

CITY OF MOUNTLAKE TERRACE

By: _____
Signature Date

Its: _____

CITY OF MUKILTEO

By: _____
Signature Date

Its: _____

CITY OF SNOHOMISH

By: _____
Signature Date

Its: _____

CITY OF STANWOOD

By: _____
Signature Date

Its: _____

TOWN OF WOODWAY

By: _____
Signature Date

Its: _____

SNOHOMISH COUNTY

By: _____
Signature Date

Its: _____

**HOUSING AUTHORITY OF
SNOHOMISH COUNTY**

By: _____
Signature Date

Its: _____

EXHIBIT A

Following a decision of the Joint Board of the Alliance for Housing Affordability (the “AHA”), _____ hereby acknowledges and accepts entry to the AHA as a Party to the Interlocal Cooperation Agreement for Inter-Jurisdictional Coordination Relating to Affordable Housing Within Snohomish County, as amended, and according to the terms thereof.

[PARTY]

By: _____
Name Date

Its: _____

Snohomish County Park Levy Briefing

King County Parks, Recreation, Trails, and Open Space Levy

Voter Ballot Measure Fact Sheet

August 6, 2019 Primary Election

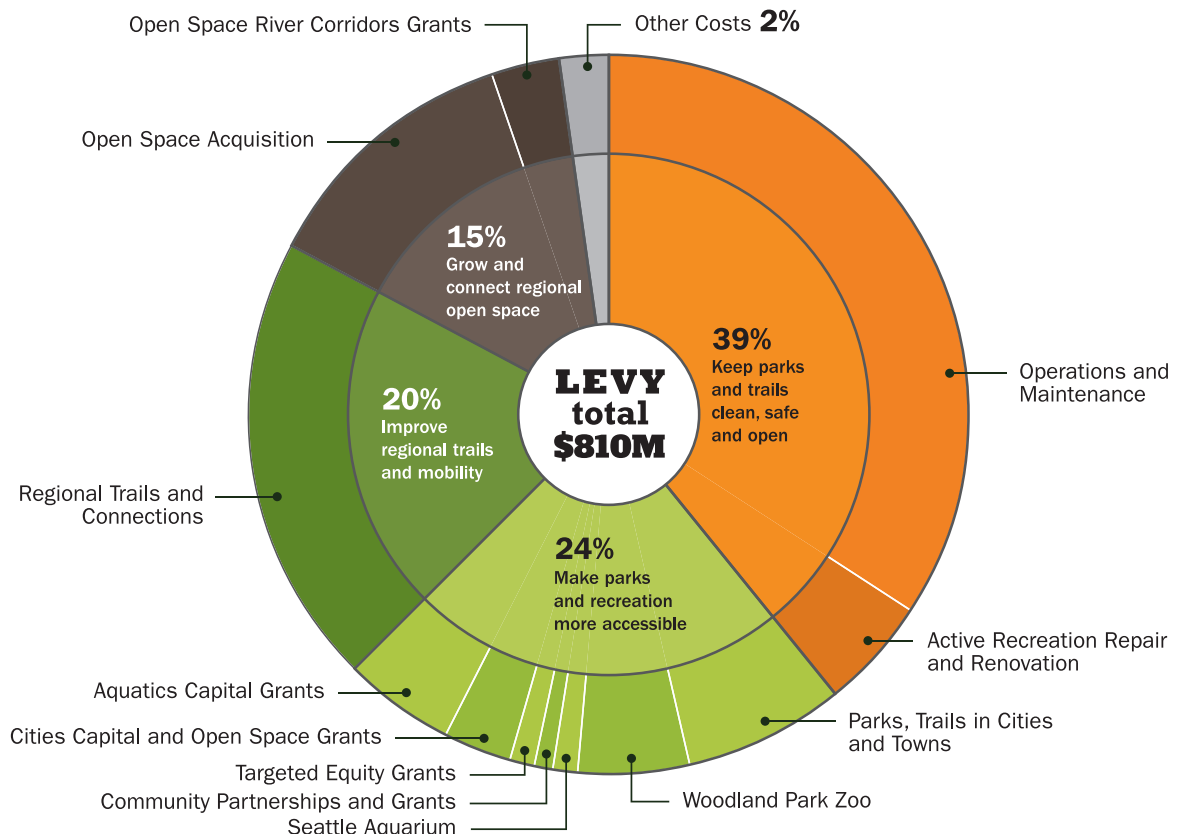
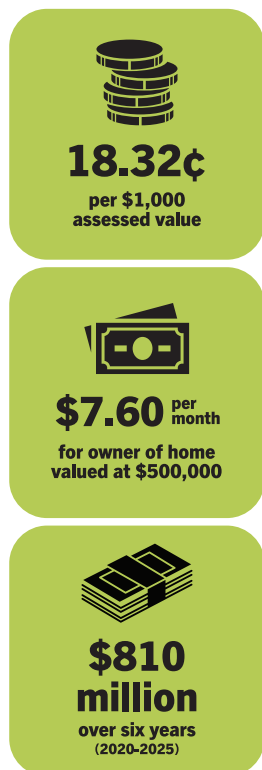
The 2020-2025 King County Parks, Trails, and Open Space Replacement levy ballot measure is a property tax levy lid lift that would replace the current park levy expiring at the end of 2019. It would fund operations and maintenance of King County's parks and trails, support the growth and connection of regional trails, and establish grant programs to expand access to recreation and protect open space for King County residents. Proceeds from the levy would also directly support parks in King County's cities, as well as the Woodland Park Zoo and the Seattle Aquarium.

King County Proposition No. 1

Parks, Recreation, Trails and Open Space Levy

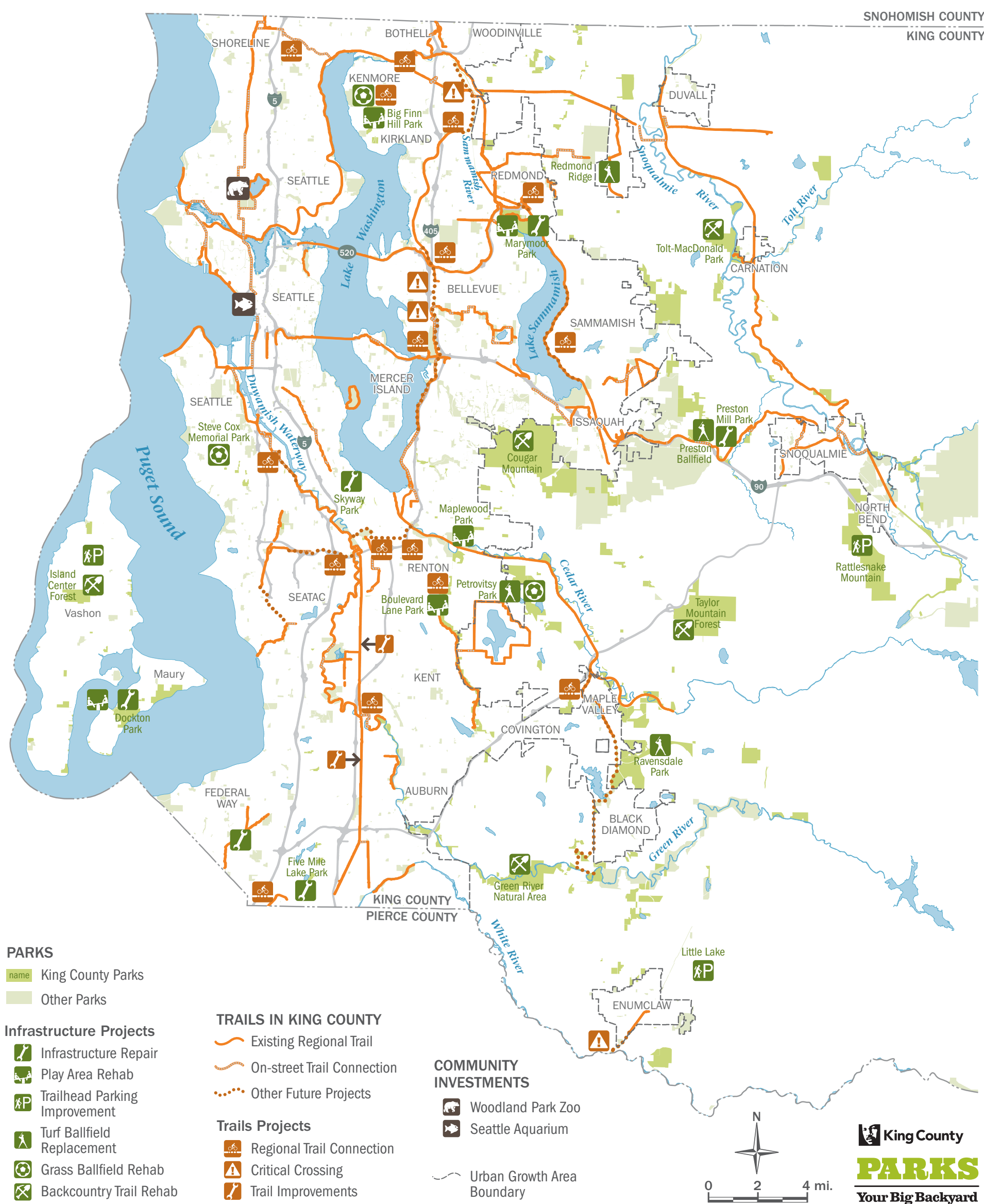
The King County council passed Ordinance 18890 concerning replacement of an expiring parks levy. If approved, this proposition would provide funding for county, town, city and park district parks, and for open space, trails, recreation, public pools, zoo operations and an aquarium capital project. It would authorize an additional six-year property tax beginning in 2020 at \$0.1832 per \$1,000 of assessed valuation with the 2020 levy amount being the base for calculating annual increases in 2021 - 2025 by the King County inflation plus population index or the 84.55 RCW limitation, whichever is greater. Should this proposition be:

- ☐ Approved?
- ☐ Rejected?



Proposed 2020-2025 King County Parks Levy

PARKS & TRAILS PROJECTS





King County Parks Levy Oversight Board

As was done in the past, the levy ordinance establishes a nine-member Levy Oversight Board, nominated by King County Council and confirmed by the King County Executive. The board will meet annually to review levy expenditures and report on progress in the implementation of the levy.

About King County Parks

King County Parks offers 200 parks and 28,000 acres of open space, including Marymoor Park and Cougar Mountain Regional Wildland Park, 175 miles of regional trails, 215 miles of backcountry trails, and facilities like the Weyerhaeuser King County Aquatic Center. King County Parks maintains relationships with non-profit, corporate and community partners to enhance recreation for King County residents.

**Election Day is
August 6, 2019**

**For more information, visit
kingcounty.gov/parks/levy.**



PARKS

Your Big Backyard

**King County Parks and Recreation Division
Department of Natural Resources and Parks**

**201 S Jackson St, Ste 700
Seattle, WA 98104
206-477-4527**