# 2024 COMPREHENSIVE PLAN & MUNICIPAL CODE UPDATE PROJECT ADIVISORY GROUP
# Meeting Agenda

## 2024 Comprehensive Plan and Municipal Code Update Project Advisory Group

https://us02web.zoom.us/w/86790881957
Telephone: 253-215-8782
Webinar ID: 867 9088 1957

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

## Wednesday, March 20, 2024, at 5:30 PM

- 2024 Comprehensive Plan Update

Remember Yesterday. Imagine Tomorrow.

CITY OF STANWOOD

2024 COMPREHENSIVE PLAN UPDATE

2024 COMPREHENSIVE PLAN & MUNICIPAL CODE UPDATE PROJECT
ADIVISORY GROUP

**MEETING DATE:** March 20, 2024

**SUBJECT:** March Agenda Items

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

***2024 Comprehensive Plan Update:***

Staff has been working on updating the 2024 Comprehensive Plan. Over the last two years, the Advisory Group has reviewed portions of the Comprehensive Plan Update including Goals and Policies of various elements, elemental text, and limited design drafts.

Staff has been working aggressively over the last three months to prepare a complete design draft of the full 2024 Comprehensive Plan to be able to begin the public notice and adoption process. The full draft is at a 90% complete stage. Significant updates are still in process for the Housing Element and Utilities Element. These elements will be finished by April 1 to formally begin the public process.

Below is a table summarizing the status of each element of the Comprehensive Plan. Please note that while some statuses may be listed as “finished”, city staff still expects to make additional changes based on public comment and feedback. Consistent themes included updating the comprehensive plan into a visually-appealing, plain-language document. All elements have been updated to reflect current conditions.

| *Element* | *Status* | *Updates* |
|---|---|---|
| Introduction | Finished except for Table of Contents | Added Acknowledgements, Mayor's Message, Tribal Acknowledgement, and Table of Contents |
| Planning 101 | Finished | Provides background information on comprehensive planning in Washington State and Stanwood |
| Welcome to Stanwood | Finished | Added vision, core values, detailed history of Stanwood, community demographics, and geographical context |
| Land Use | Finished pending minor map edits | Completely re-written |
| Housing | Text, graphics, and formatting pending updates | Updated the color scheme (in process), working on updating content |
| Economic Development | Finished | No major changes |

| | | |
|---|---|---|
| Transportation | Finished pending minor formatting corrections | Content is good, working on cleaning up formatting |
| Parks and Recreation | Finished | Updated to reflect PROS Plan and current conditions |
| Natural Environment | Finished pending maps | No major changes |
| Shoreline | Finished | No changes |
| Utilities | Text, graphics, and formatting pending updates | Working on updating content |
| Capital Facilities | Finished pending maps | Updated to reflect current conditions |

CITY OF STANWOOD 2024 - 2044

# COMPREHENSIVE PLAN

## A GUIDE TO STANWOOD'S FUTURE

City of Stanwood 2024-2044
Comprehensive Plan

Adopted on Month XX, 2024 via
Ordinance 20XX-XX

City of Stanwood
10220 270th Street NW
Stanwood, WA, 98292

City Hall: 360.629.2181
Public Works: 360.629.9781

www.stanwoodwa.org

Cover Image: A painting of
Stanwood's First National Bank
by Chaim Bezalel and Yonnah
Ben Levy

*"Remember yesterday, imagine tomorrow"*

# ACKNOWLEDGMENTS

Special thanks to all those who have helped and participated in the 2024 Comprehensive Plan.

## MAYOR SID ROBERTS

## CITY COUNCIL

| 2022-2023 | 2024 |
|---|---|
| DANI GAUMOND | DANI GAUMOND |
| MARCUS METZ | MARCUS METZ |
| DARREN ROBB | DARREN ROBB |
| TIMOTHY PEARCE | ROBERT “CHILI” HICKS |
| STEVE SHEPRO | STEVE SHEPRO |
| ANDREENA BERGMAN | ANDREENA BERGMAN |
| TIM SCHMITT | TIM SCHMITT |

## PLANNING COMMISSION (CURRENT AND FORMER)

| | |
|---|---|
| ERIC WARNAT | MONAE BIRKHOFER |
| ROBERT “CHILI” HICKS | MELISSA TONER |
| PATRICK HOSTERMAN | CODY DAVIS |
| JUSTIN BURNS | JEFF WHEATLEY |

## PARKS AND TRAILS ADVISORY COMMISSION (CURRENT AND FORMER)

| | |
|---|---|
| CATHY WOOTEN | MATT WITHERS |
| DAVE HALL | LISA BRUCE |
| JUDY WILLIAMS | GORDY HOLMES |
| KATELYN DURFEE | MEAGAN WATNE |

## COMMUNITY ADVISORY GROUP (CURRENT AND FORMER)

| | |
|---|---|
| BLAKE ARNOLD | LAUREN RUSKAUFF |
| KRISTINE BIRKENKOPF | STEVE SHEPRO |
| ELIZABETH CALLAGHAN | TIM SCHMITT |
| SIM JHUTTI | DYLAN SLUDER |
| RUSSELL JOE | JAMI SOLLID |
| PETER KAMB | MEAGAN WATNE |
| BEN HAGGLUND | |

## CITY STAFF

| | |
|---|---|
| SHAWN SMITH | CITY ADMINISTRATOR |
| PATRICIA LOVE | COMMUNITY DEVELOPMENT DIRECTOR |
| KEVIN HUSHAGEN | PUBLIC WORKS DIRECTOR |
| DAVID HAMMOND | FINANCE DIRECTOR |
| TANSY SCHROEDER | CITY PLANNER |
| AUDREY ROTROCK | ASSOCIATE PLANNER |
| CARLY RUACHO | PARKS PLANNING MANAGER |

## CONTRIBUTING CONSULTANTS

transpogroup ATWELL RVi AHA Alliance for Housing Affordability STILLAGUAMISH TRIBE OF INDIANS

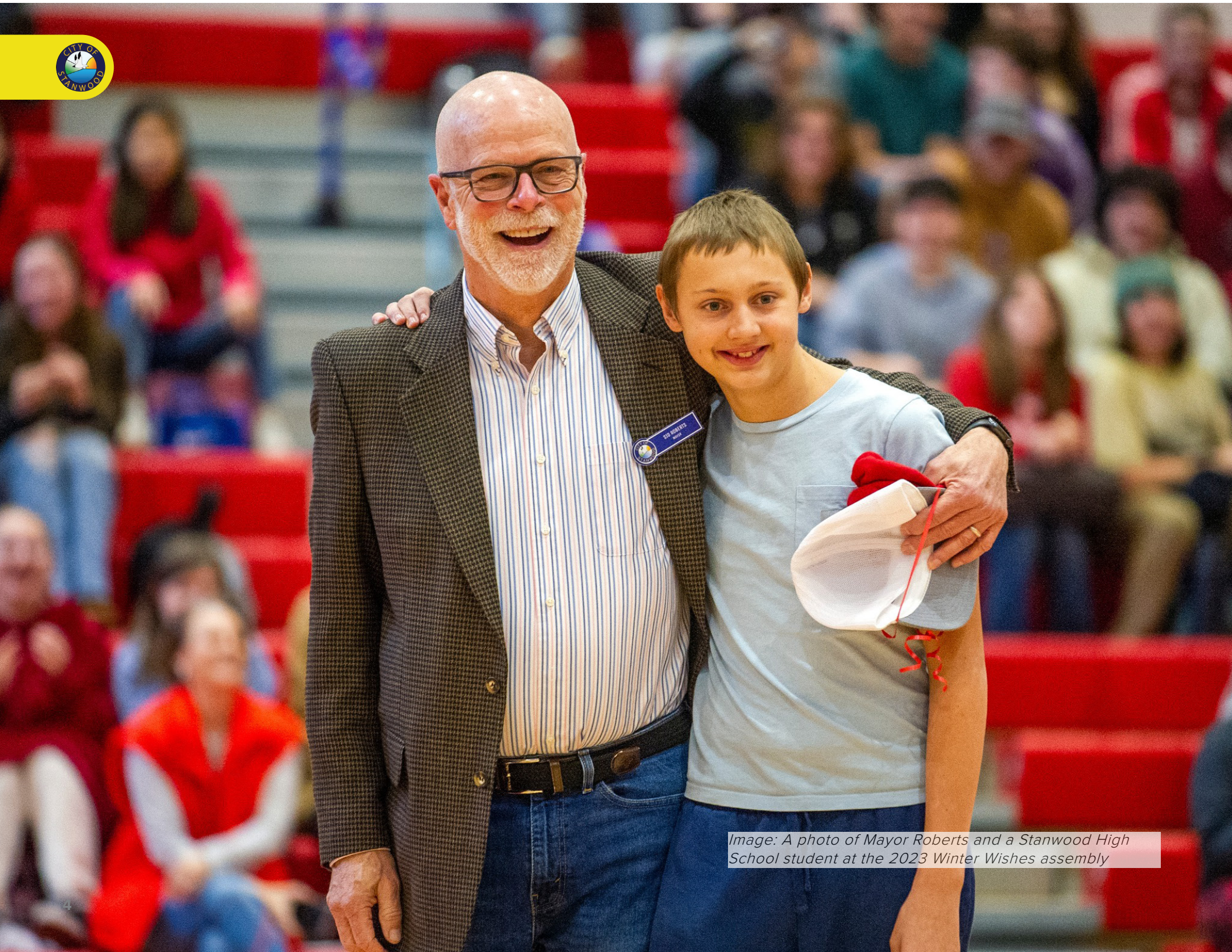


*Image: A photo of Mayor Roberts and a Stanwood High School student at the 2023 Winter Wishes assembly*

# Mayor's Message

Dear Stanwood Resident,

The City of Stanwood is a special place; it grew out of a rich history of different cultures living and working together to form the city you see today. We celebrate our indigenous history, our Scandinavian ancestors, and our rural community roots.

Like many cities, Stanwood is a growing and building the City we desire requires that we dream big and face our challenges head on. With an expected growth of 2,558 new residents by 2044, it is important that we grow in the right direction. A direction that provides families with a good quality of life, a city that supports businesses, and that invents our tax dollars in a responsible and sustainable manner.

It is my pleasure to present our 2024 Comprehensive Plan which remembers our city history while striving to imagine what the future may hold for the City. This Comprehensive Plan is a blueprint for our future. Through appropriate goals, policies, and programs, it serves as a decision-making tool to guide future growth and development. It addresses issues that impact the entire City, such as how land is used, where buildings are built, the locations of roads and parks, and how to keep the City safe and resilient.

This Comprehensive Plan is designed around four primary principles:

+ The City of Stanwood is the commercial and cultural center of the greater Stanwood/Camano region
+ The City strives to be self-sufficient - providing employment, access to locally grown food, community activities, and a full range of goods and services for its residents and surrounding rural communities;
+ Preserve our small-town character which gives the community its distinctive identity; and
+ Downtown Stanwood as the heart and core of the community.

I'm excited for Stanwood's future and hope to see the planning strategies contained in this Plan become a reality for the residents of Stanwood and our welcomed guests.

Sincerely,
Mayor Sid Roberts

# stuləgʷabš = People of the River

## *Imagine...*

Imagine... a lush valley, thick with fertile soils;
Imagine... a landscape abundant in ferns and evergreens, deer and beavers;
Imagine... a river meandering through thick grasses, obscurred by dogwood and salmon berry bushes;
Imagine... a parade of Chinook and Coho salmon swimming in a clam and oyster filled bay;
Imagine... a fog cloaked coastline scattered with small small camp sites;
Imagine... a thriving community of many cultures;
Imagine... a fisherman poling upriver in a dugout canoe;
Imagine... a cluster of plank houses where generations of families weathered winters together;
Imagine... a grandparent teaching their grandchild to weave cedar into baskets and blankets, as their grandparents tought them;
Imagine... a community welcoming explorers and new settlers;
Imagine... an inter-cultural marraige uniting people of different backgrounds;
Imagine... a new beginning, as native women taught arrivals how to live off of the land and waterways;
Imagine... a growing community, rooted in its indigenous history;

## *Remember...*

The Camp of Muk-Kah, where the Stillaguamish people lived along the mouth of the Stillaguamish Review, Port Susan Bay and Skagit Bay for thousands of years;
The Town of Centerville, an integrated settlement of Native People, Scandinavian, Portuguese, and German settlers at the mouth of the Stillaguamish River; and
The City of Stanwood, as time passes and the landscape changes, the indigenous history of Stanwood remains a living history for the families that continue to live in their traditional territory and is part of the community's foundation.

*Image: A photo of a Stillaguamish woman weaving a cedar mat.*

*Image: A photo from the 2018 Stillaguamish Festival of the River and Pow Wow.*

*Image: Stillaguamish elder, Martha Tommy, poles a river canoe in an undated historic photo.*

CITY OF STANWOOD

# COMPREHENSIVE PLAN


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## ECONOMIC DEVELOPMENT

CURRENT SITUATION 00

## TRANSPORTATION

CURRENT SITUATION 00

## PARKS, RECREATION, & OPEN SPACE

CURRENT SITUATION 00

## ENVIRONMENT

ENVIRONMENTAL FACTORS 00

## SHORELINE MANAGEMENT

CURRENT SITUATION 00

## UTILITIES

CURRENT SITUATION 00

## CAPITAL FACILITIES

SOMETHING 00

## APPENDICES

SOMETHING 00

SOMETHING 00

SOMETHING 00

CITY OF STANWOOD

# COMPREHENSIVE PLAN

# PLANNING 101

*Image: A photo of residents and elected and appointed officials discussing future planning of Stanwood*

# WHAT IS A COMPRHENSIVE PLAN?

The Comprehensive Plan is a long-term planning document that establishes city goals and policy which are intended to guide growth, development, community character and quality of life for at least 20 years into the future.

Planning for the future is nothing new to Stanwood as the City's first Comprehensive Plan was adopted in 1975; predating the Growth Management Act by 17 years. This Comprehensive Plan set the foundation for the City's development, growth, and modern-day planning efforts. The Washington Growth Management Act (GMA) establishes planning goals to guide the development and adoption of comprehensive plans within the State.

In the 1980's and 1990's the State of Washington experienced significant growth. Boeing rebounded from the 1970's economic crash and new tech companies were emerging, such as Microsoft and Amazon, bringing more people needing housing to Washington. In response to increased growth pressures, the State passed the GMA to manage growth by protecting critical areas, natural resources and farmlands. Cities would accept and manage urban growth while counties would manage rural lands and their associated growth. With intentional planning, Stanwood can manage its growth to ensure the quality of life and character of the City is not degraded.

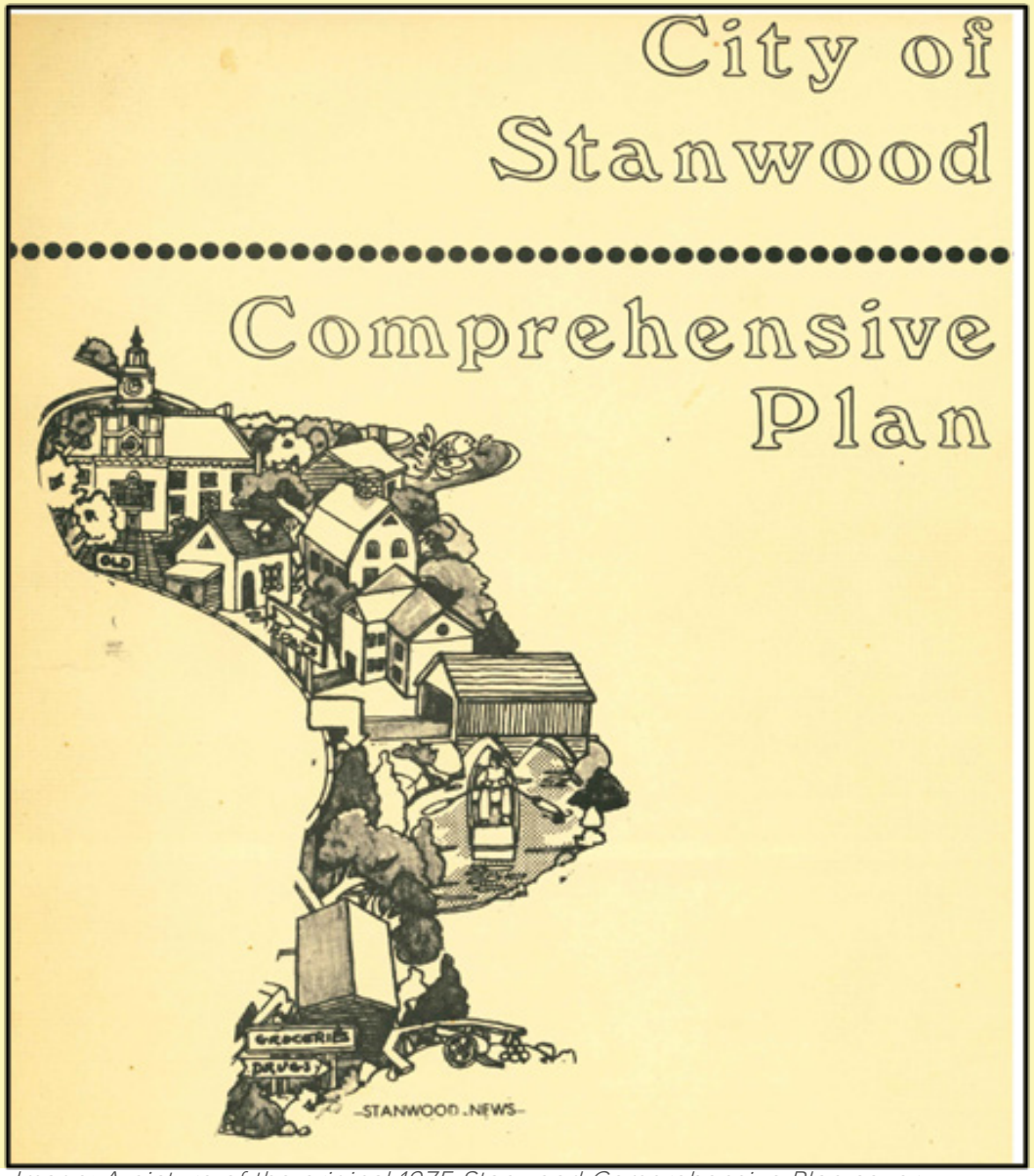



*Image: A picture of the original 1975 Stanwood Comprehensive Plan cover*

# WHY PLAN?

The City, through its Comprehensive Plan, decides issues such as:

+ Where future growth in housing and employment should go,
+ How to address community character and the form of development,
+ Quality of life measures,
+ Economic development initiatives,
+ Open space and recreational opportunities,
+ How future public utilities such as sewer, drainage and water need to be provided,
+ What transportation policies are needed to effectively manage traffic,
+ How new improvements will be funded.

There are two primary objectives of a Comprehensive Plan:

**1.** Examine the challenges faced by the community and provide strategies for overcoming those challenges

**2.** Identify opportunities for community growth as required by the state while preserving the City's small-town vision and quality of life.

The City wants to ensure that growth occurs in a way that considers quality of life, placemaking, and other community character goals. This Comprehensive Plan update builds upon decades of community visioning to create a livable future for Stanwood residents.

This Comprehensive Plan is intended to serve as a roadmap that guides decision making in the City. The goals and policies throughout this document reflect the vision of the community and lead to implementable actions. The actions in this plan can be organized into three categories;

Implementation Actions

**1.** Adopt policies;

**2.** Serve as the framework for regulations that need to be adopted, and

**3.** Act as administrative guidelines for decision makers.

# GROWTH MANAGMENT ACT

The Growth Management Act (GMA) is a series of state laws that requires cities and counties to develop a comprehensive plan to manage their population growth. The GMA includes 14 goals that act as the foundation and guiding principles for all comprehensive plans in Washington State. These goals are not listed in priority order but should be considered equally when adopting Comprehensive Plans.

## GROWTH MANAGEMENT ACT GOALS

*Urban growth.* Encourage development in urban areas.

*Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land.

*Transportation.* Encourage efficient multimodal transportation systems.
*Housing.* Plan for and accommodate housing affordable to all economic segments.

*Economic development.* Encourage economic development throughout the state.

*Property rights.* Private property shall not be taken for public use without just compensation having been made.

*Permits.* Applications should be processed in a timely and fair manner.

*Natural resource industries.* Maintain and enhance natural resource-based industries.

*Open space and recreation.* Retain open space, enhance recreational opportunities.

*Historic preservation.* Identify and encourage preservation.

*Environment.* Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

*Citizen participation and coordination.* Encourage the involvement of citizens.

*Public facilities and services.* Ensure that those public facilities and services necessary to support development shall be adequate.

*Historic preservation.* Identify and encourage preservation.

*Shoreline management.* Protect and manage shoreline and critical area resources.

Communities planning under the Washington State Growth Management Act (GMA) are required to update their comprehensive plans every ten years. Stanwood's first GMA based Comprehensive Plan was adopted in 1995 and is updated as needed to keep it current with City priorities and state requirements.

In response to the adoption of the Growth Management Act, cities and counties across the state began working together to form regional planning organizations to address growth and transportation issues within logical regional boundaries. Stanwood resides within the Puget Sound Regional Council (PSRC) planning agency that includes all jurisdictions within King, Pierce, Kitsap and Snohomish Counties.

## REGIONAL COLLABORATION

Planning for growth begins with the state's Office of Financial Management (OFM). To project future statewide growth, OFM uses three primary sources of information: birth rates, death rates, and net migration. Based on these factors the state prepares a range of possible growth projections for Washington Counties.

Using the state's project growth forecasts, the regional planning organizations prepare growth strategies based on their region's unique characteristics. The Puget Sound Regional Council (PSRC) prepares the visioning document, Vision 2050, for the four-county region of Snohomish, King, Pierce, and Kitsap. Stanwood is the most northern city with the PSRC boundaries.

Vision 2050 sets the framework for how and where growth is expected to occur by establishing regional growth strategies and targets. Growth is predominately focused around transit infrastructure and urban centers resulting in the metropolitan, core cities, and high-capacity transit communities responsible for the majority of projected growth.

Snohomish County uses a process commonly known as the "population allocation process" through Snohomish County Tomorrow to assign population and employment growth to various cities and unincorporated areas. Snohomish County Tomorrow (SCT) is a collaborative and cooperative public inter-jurisdictional effort between Snohomish County, 19 of its cities, and the Tulalip Tribes aimed towards the overall improvement across all jurisdictions and their relationship with the region. Through this process, the City of Stanwood is ultimately responsible for approximately 1.1% of Snohomish County's expected growth over the next twenty years.

**GMA**

**PSRC Vision 2050**

**CPP**

**Local Comprehensive Plan**

## HOW TO USE THIS PLAN

This Comprehensive Plan addresses the 20 year period from 2024 to 2044 and is designed around four primary principles:

**1.** The City of Stanwood is the commercial and cultural center of the greater Stanwood/Camano region.

**2.** The City strives to be self-sufficient - providing employment, access to locally grown food, community activities, and a full range of goods and services for its residents and surrounding rural communities.

**3.** Residents and members of the business community both support preservation of existing structures and seek new development that enhances the existing small-town character which gives the community its distinctive identity.

**4.** Downtown Stanwood as the heart and core of the community.

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

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

## HOW IS THE COMPREHENSIVE PLAN IMPLMENTED?

Comprehensive Plans are implemented through adoption of zoning regulations. The Comprehensive Plan establishes the vision and policy for future development; zoning regulations include the development standards needed to implement that vision.

GMA requires development regulations to be "consistent with and implement the comprehensive plan". To ensure consistency, Stanwood's zoning regulations:
+ Segregate uses that are thought to be incompatible – such as single family residential from industrial
+ Preserves the "character" of the community by establishing housing types, density, uses, lot coverage, setbacks, building height
+ Protects critical areas such as shorelines, wetlands, streams, and wildlife
+ Includes building and subdivision design guidelines

However, implementing the Comprehensive Plan is more than just zoning regulations. It includes ensuring the community has safe buildings, streets, and a sustainable environment. Once adopted, these are the standards that the City Council has deemed necessary to implement the City's future vision and establishes land use rights upon the land.

### What happens if the city does not adopt a comprehensive plan consistent with the GMA?

It is extremely important that the City maintain a complaint Comprehensive Plan as the Governor has the authority to impose sanctions on cities that do not comply with the GMA. "Sanctions" means that the State may withhold or temporarily rescinding the authority to collect taxes and grants that the City relies upon to operate its day-to-day business. Taxes that could be impacted by a non-compliant Comprehensive Plan include:

- Motor vehicle fuel tax
- Transportation improvement account
- Rural arterial trust account
- Sales and use tax
- Liquor profit tax
- Liquor excise tax
- Real estate excise taxes (REET)

# WHO WE ARE: WELCOME TO STANWOOD

*Image: A photo of a local florist selling flower bouquets at the Stanwood Farmer's Market*

*Image: A photo of residents taken at Art by the Bay art festival in 2015*

## 2044 VISION STATEMENT

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

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

*The Mission of the City of Stanwood is to create and maintain a community where people can live, work and play in an environment that is safe, vibrant and aesthetically pleasing. Stanwood: is inclusive of everyone, includes the community in its decision-making process; ensures a thriving local economy, provides transparent government, and is responsive to the needs of the community.*

*Cover Image: An aerial photo taken at the 2015 Stanwood-Camano Fair*

# WHO WE ARE:COMMUNITY VALUES

## Sense of Community

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

## Livability

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

## Mobility

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

## Growth

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

## Economic Development

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

## Environment

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

## Parks

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

# HISTORY

The City of Stanwood sits in Snohomish County about 50 miles north of Seattle. Stanwood lies at the mouth of the Stillaguamish River along State Route 532; approximately 3 miles west of I-5. The City is surrounded by rural and agricultural lands and is sited near Camano Island.

## STILLAGUAMISH INDIGENOUS ROOTS

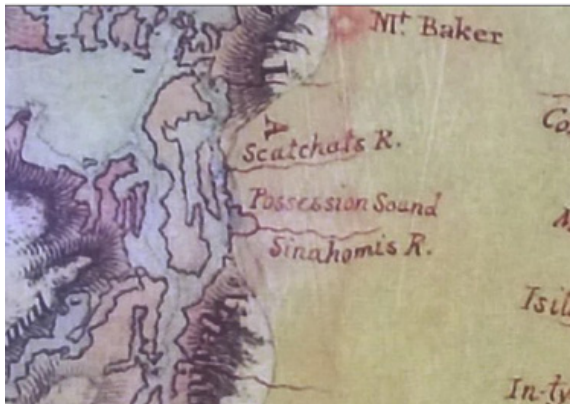
Northwest Snohomish County and the modern City of Stanwood is located within the traditional territory of the of the stuləgʷábš, People of the River, Stoluck-wa-mish River Tribe, the Stillaguamish Tribe of Indians.

The villages along the Stillaguamish River were known to be significant economic and cultural centers that supported high population densities of the time where people practiced the traditional ways of fishing, hunting and gathering. The Stillaguamish Tribe has had these lands and cultural traditions passed on to them by their ancestors who believe that everything has a spirit and that they are caretakers of these lands and waters.

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

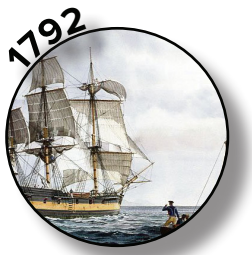
In the mid 1800's, local tribes were pressured by the US Government to sign treaties to transfer ownership of Washington lands. The 1855 Treaty of Point Elliott in the Mukilteo region included 19 tribes, one of which included the Stillaguamish Tribe. Tribal members signed the treaty with an X-mark, signfiying tribal protest. Land treaties extinguished Native rights to the land and further facilitated European development of indigenous land.

*Image: An excerpt of an 1824 map based on the Hudson's Bay Company geographic data accumulated up to 1821, appears to depict the Stillaguamish River labeled as "Scatchats River" and the Snohomish River labeled as "Sinahomis River"*



### Stillaguamish Tribe of Indians

*The Stillaguamish people have inhabited these lands and waters since time immemorial and their descendants have remained in this territory to this day.*




### British Exploration

*In the 1790's, Captain George Vancouver charts the northwestern Pacific Coast and meets the Tribes of Puget Sound.*

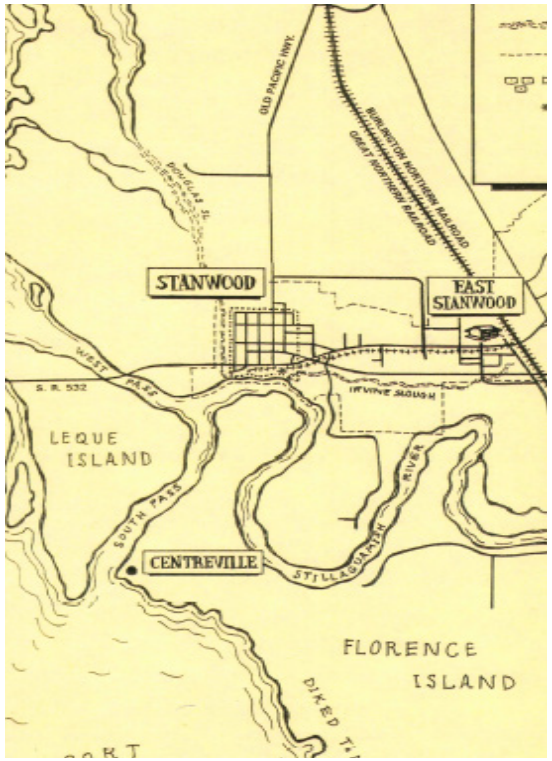
### Treaty of Point Elliot

*In 1859, the Treaty of Point Elliot was ratified by the United States Government relinquishing tribal rights to the land.*

### European Settlement

*European settlement began in the 1860's when Scandinavians and other Europeans arrived.*

*Image: An excerpt of a 1998 map produced by the Stanwood Historical Society depicting the historical Stanwood area.*




## EUROPEAN MIGRATION AND THE GOLD RUSH

European settlement began in the 1860s when Scandinavian immigrants arrived at the mouth of the Stillaguamish River. The prospect of riches from the 1895 gold rush in the Northwest Territory of Canada brought people from all over the world to the Stillaguamish River delta. A small trading post on the south side of the Stillaguamish River was founded as Centerville in 1866 by Postmaster Robert Fulton. Henry C. Anderson and other Klondikekers brought their newfound fortune back to Stanwood and invested it in the community. This money funded the creation of the first Bank of Stanwood and helped finance the H&H Railroad which was built to transport lumber and farm products from Stanwood to the main rail line in East Stanwood.

*Image: The town's first bank, the Bank of Stanwood, which opened in 1904, during the 1909 catastrophic flood. (Credit: SC News file)*

### Stanwood Founded

*In 1888, a community comprised of a trading post and saloon was founded by postmaster Robert Fulton as Centerville.*

### East Stanwood and Rail

*In 1889, the arrival of the Great Northern Railroad led to the founding of "East Stanwood," located a mile east of the of Stanwood.*

### Stanwood Incorporated

*Stanwood was incorporated in 1903 and East Stanwood was incorporated in 1906. A small main street developed with a general store, saloon, cannery, creamery, shingle mill, and churches.*

## CENTERVILLE BECOMES STANWOOD

At the mouth of the Stillaguamish River in the late 1860s and early 1870s, the saloon, logging camp, and mail stop now known as Stanwood, Washington was called Centerville. Confusion over the many Centervilles all over the United States resulted in the Postal Service requesting that the local postmaster select a more unique name for the community. In 1877, Daniel Orlando (D.O.) Pearson and his wife, Clara J. Stanwood Pearson, moved to Centerville to establish a general merchandise store. D.O. took over as the 7th Postmaster and formally renamed the town in honor of his wife's maiden name; Stanwood. Stanwood was platted in 1888 and incorporated in 1903.

*Image: An image of D. O. Pearson and Clara Stanwood sitting near the back porch of the Pearson House*

## STANWOOD'S EVOLVING INDUSTRY

Like most early settlements in this region, the town site originated as a lumber camp, then became a mill site and grew into a water transportation center. Residents of Stanwood were primarily loggers or famers and as the town began to grow, a small main street developed with a general store, saloon, cannery, creamery, shingle mill and churches. As trees were harvested, the fertile soils were cleared and tilled and the agricultural economy took off. Many levees were erected in the area to control flooding and open lands for agriculture. Two large lumber mills operated on the waterfront with several small shingle mills in surrounding areas. Hay and oats from valley farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s, the agricultural economy grew. After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront.

### Lumber Mills and Cannery's

*Historical industries included logging and farming. In 1909, canneries and condenseries began operating in Stanwood. The agricultural economy continued to grow after World War*

### Highways and Interstates

*In the late 1950's, Highway 532 was constructed from Camano Island to 72nd Avenue. In the early 70s, it was extended to Interstate-5.*

### East and West Stanwood Consolidation

*Wastewater facility improvements and the need for new schools resulted in Stanwood and East Stanwood consolidating in 1960, resulting in the City of Stanwood known today.*

## EAST STANWOOD

In the early 1890's the railroad came to the Stanwood area and a second community, "East Stanwood," located one mile east of the of the original Stillaguamish waterfront business district, was platted in 1906. East Stanwood was built around the Great Northern Railroad and many businesses started moving near the depot. This began a rivalry between the two areas: Stanwood had river access and east Stanwood had the railroad. A east and west running railroad spur, the H & H Railroad also affectionately referred to as the "Dinky", was built to transport pedestrians and freight one mile from Stanwood to East Stanwood.

Stanwood's nickname – The Twin Cities – comes from these two separate and independently run cities. Because of new requirements for wastewater facilities and the need for a new high school, which neither town could afford on its own, they consolidated into one entity in 1960. New development began to blur the line between the two cities with the construction of Highway 532. In the early 1970s, the highway was extended to Interstate 5 and is the 532 corridor known today.

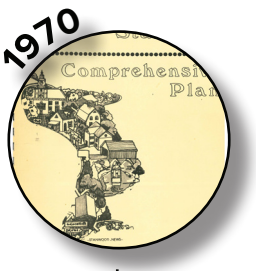
## MODERN STANWOOD

"East" Stanwood and "West" Stanwood have maintained their distinctive historical commercial areas. Buildings are occupied by small retail, professional, and service-based businesses. Most of the business owners live within the larger Stanwood community or on Camano Island. The commercial area in-between the two historic communities has been slowly converting from single-family residential housing into small service-based businesses. In the 1990's a third business district was built on the hill east of the railroad tracks, and large annexations and subdivisions soon followed. In 2003, the Stanwood Towne Center opened on the corner of State Route 532 and 92nd Ave NW.

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

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

Despite changes in the economy and housing markets, Stanwood's growth resembles the growth that was predicted in the original 1975 Comprehensive Plan.




### First Stanwood Comprehensive Plan

*In 1975, Stanwood produced its first comprehensive plan. This plan described Stanwood as a growing community due to the "excellent rural style of life that it offers".*

### Residential Growth

*Many new residential subdivisions were constructed in the 2000's. Between 2008-2010 growth slowed due to the Great Recession. In 2017-2022 interest rates dropped and the City*

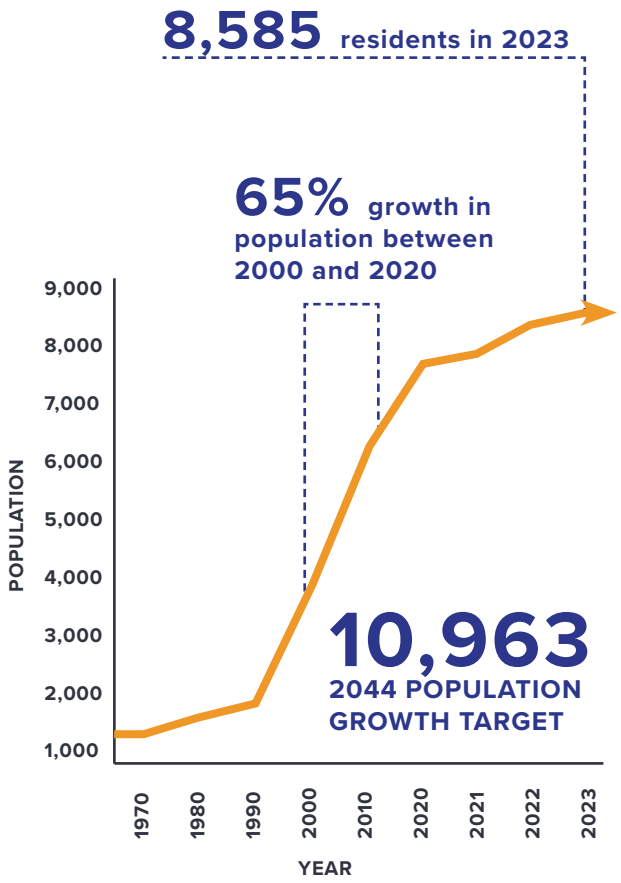
### COVID-19: More Residents and Development

*During the pandemic, people moved out of cities and into smaller communities continuing to drive growth in Stanwood.*

## WHO WE ARE: STANWOOD'S COMMUNITY

### POPULATION

The population of a City tells a portion of its story: Stanwood is shifting from an older agricultural community to a younger family community. As such, its population has nearly doubled over the last 20 years. As a community within the greater Seattle metropolitan area, Stanwood has become one of the fastest growing bedroom communities in the region. Available developable lands, a picturesque setting, and easy access to Interstate 5 contribute to Stanwood's population growth.



**37.2** MEDIAN AGE in 2013

**31.5** MEDIAN AGE in 2023

In 2015, empty nesters and the middle-aged population, in the 45 -55 age range, was the largest group of Stanwood residents and expected to be the largest future population demographic of seniors moving into retirement. In fact, the opposite has occurred. Stanwood has attracted young families with children where housing is still somewhat affordable compared to other cities in south Snohomish County, it is within a commutable working distance to Everett and Seattle, and represents a rural, family friendly lifestyle.

*Image: A photo of Mayor Roberts and Councilmembers Metz and Shepro at a ribbon cutting*

### EMPLOYMENT

Stanwood is the community center of northwest Snohomish County and Camano Island with a relatively higher population and job count than towns and cities within its vicinity. Stanwood reputation as a business-friendly community emphasizes how to enhance the business climate and create more livable wage jobs. In less than two decades, Stanwood has experienced dramatic economic transformation that has impacted the community's demographics. From a rural, agricultural community whose economic activity was generally confined to the provision of goods and services for the community, Stanwood has evolved into a commercial hub for northwest Snohomish, Island, and Skagit Counties.

**$89,231**
MEDIAN INCOME 2023

#### PRIMARY OCCUPATIONS

**50%** SERVICE

**18%** EDUCATION

**13%** RETAIL

## CHANGE IN STANWOOD

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

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

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

## STANWOOD TODAY AND TOMORROW

During the 2019 Covid 19 Pandemic, housing prices soared as people began moving out of major cities and into smaller, rural communities with larger lots . Stanwood became a desired community to live in as families had the opportunity to remote work – reducing or eliminating their long commutes to Seattle.

**People**
**62% Own**
**38% Rent**

**Housing**
**68% single family**
**32% multifamily**
**$210,511 median price**

**2013 vs. 2023**

**People**
**70% Own**
**30% Rent**

**Housing**
**74% single family**
**15% multifamily**
**$562,767 median price**

## WHERE DOES THE DATA COME FROM?

"Data are just summaries of thousands of stories—tell a few of those stories to help make the data meaningful." - Dan Heath

There are two primary sources where data is pulled from for the purposes of the Comprehensive Plan.

The first source is city, county, or state records. An example could include permit records for construction of new housing or apartments, subdivisions, and so on. Often times, larger agencies use these records to conduct region-wide analyses. The Puget Sound Regional Council (PSRC) regularly reports on annual permitting activity in housing (units permitted, units lost (due to demolition, natural causes, etc.)).

The second data source is surveys. A selection of the population is asked questions about themselves and their households, and those answers are used to estimate information for the whole population. It is understood that these assumptions come with a margin of error. The most well-known survey is the American Communities Survey (ACS), and is produced annually by the U.S. Census Bureau for cities, counties, and states. In smaller jurisdictions, the ACS uses an average of the current year and the past 4 years of data for

# STANWOOD'S LANDSCAPE

The City now serves as the town center of a diverse rural, suburban and urban population of nearly 40,000 people spread across two counties in what is generally identified as "Greater Stanwood Camano" area. Stanwood's 2023 jurisdictional population is 8,585 and encompassed nearly 3 square miles of land area. Stanwood provides water, sewer, drainage, and standard City Hall services. Fire service is provided by the North County Regional Fire Authority and police services are contracted through Snohomish County. Many residents outside the City come into Stanwood for business, community events and park and recreation services. Stanwood strives to retain its small-town character and sense of community as reflected in the 1975 Comprehensive Plan. It embraces the values of rural life while still providing urban level of services to the community.

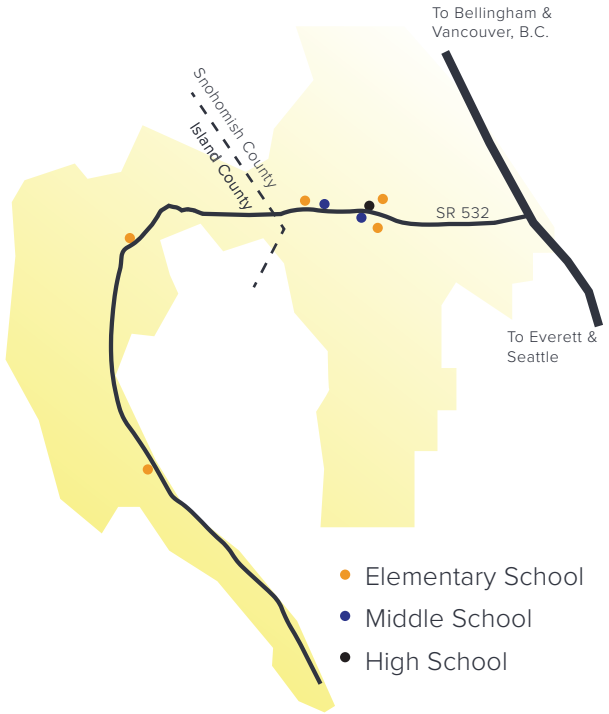



*Image: A map showing the boundaries of the Stanwood-Camano School District*

The Stanwood community is greater than its jurisdictional limits. The Greater Stanwood – Camano community is an integrated community based on school district boundaries rather than City limits. Most Camano Island residents call Stanwood their hometown and many Stanwood children attend schools on Camano Island. All children in these communities attend the single high school which is in Stanwood. This mixing of communities makes Stanwood unique and has resulted in a special relationship between Stanwood and Camano Island residents. Stanwood will continue to grow and be a community people choose to live in: an urban city surrounded by productive farmlands and abundant environmental beauty. The challenge Stanwood faces is how to grow while preserving its rural roots and culture. This Comprehensive Plan strives to meet that challenge by:

*Image: A historical aerial of Downtown Stanwood and the Stillaguamish River*

+ Encouraging residential and business growth in the downtown area to create a vibrant and economically sustainable community;

+ Ensuring growth occurs within the City boundaries to preserve the surrounding farmlands;

+ Providing for parks, trails and recreational facilities for a healthy, walkable community;

+ Ensuring proper maintenance of its public facilities and delivery of services to its residents; and

+ Plan for and budget capital improvements responsive to the community's needs.

*Image: A modern aerial of Downtown Stanwood and the Stillaguamish River*

# WHERE WE'RE GOING: LAND USE

*Image: An overlook of west Downtown Stanwood's industrial and commercial areas*

# LAND USE : KEY TAKEAWAYS

## COMMUNITY VALUES

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

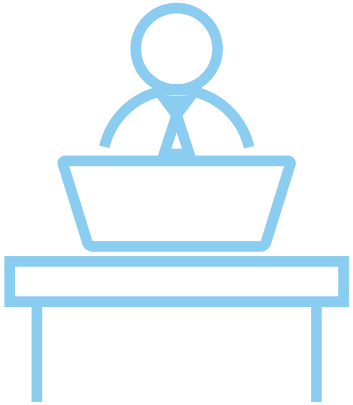
## GROWTH TARGET

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

## ZONING COMPOSITION

Despite rezones and annexations occurring since the 2015 Comprehensive Plan, **Single Family Residential zones continue to occupy the greatest acres of lands that exist within City limits.** Stanwood is comprised of 13 different zoning designations, however single-family zones make up 44% of the entire city.

# KEY TAKEAWAYS



## JOB TARGETS

Stanwood supports creating livable wage and professional jobs within its boundaries to meet its 2044 job target. The job target of 5,073 will require more job growth than recent years have shown. Between 2013 and 2023, the City grew on average 0.37% in jobs per year. **To meet 2044 job targets, the City would need a minimum job growth rate of 1.95% per year.**

## HISTORIC DOWNTOWN

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

## UPTOWN IDENTITY

Uptown Stanwood is where the majority of new development occurs and as such, has a visual disconnect from historic downtown. **Larger houses are organized in suburban styles and modern "big box" commercial areas are concentrated along SR 532.** The uptown area has experienced the most strain from recent growth.

# INTRODUCTION

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

The Land Use element is the most critical component of the Comprehensive Plan and the basis for all other required elemental chapters.

Stanwood is required to plan for future demands on land, services, and infrastructure. The Land Use elemental chapter outlines how Stanwood will accommodate 2044 growth targets for population, housing, and jobs. The land use goals and policies are oriented around maintaining a desirable standard of living, balancing environmental protection, and enhancing the cultural well-being of the community. Stanwood's Land Use elemental chapter establishes the policy basis for guiding the City's growth and development to achieve the desired urban form, intensity, and aesthetic.

*Image: A Stanwood Future Farmer of America (FFA) showing off their seedlings*



## *LAND USE GOALS & POLICIES*

# LUG-1: AMENDMENTS

***Provide an amendment process that allows for annual updates of this Comprehensive Plan.***

LUP 1.1 All amendments to the City's Comprehensive Plan and development regulations shall ensure early and continuous public participation per RCW 36.70A.140.

LUP 1.2 The City shall ensure coordination of Comprehensive Plans by requesting input from other agencies with jurisdiction during the drafting process, or at a minimum, by requesting comments during the state and public review periods.

LUP 1.3 City shall attempt to process applications for state and local permits in a timely, transparent, and fair manner to ensure predictability.

*Image: Stanwood's remaining brick roads are a living relic of the historical industries*

# COMMUNITY FEEDBACK

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

# LUG-2: REGIONAL COLLABORATION

***Plan current and future land uses in accordance with the Stanwood community values and vision, Snohomish Countywide Planning Policies, and the Washington State Growth Management Act.***

LUP 2.1 Continue to participate in regional planning efforts, such as Snohomish County Tomorrow and the Puget Sound Regional Council, to ensure that the values of the growing community are represented and that Stanwood continues to have input into larger scale planning issues that affect the City.

LUP 2.2 Conduct inclusive and equitable planning processes through public engagement of disadvantaged areas and underrepresented groups in the city to represent a variety of perspectives and reduce disparities experienced by sects of the community.

LUP 2.3 Monitor changes to the Growth Management Act, Puget Sound Vision 2050, and Snohomish County Tomorrow policies. Revise and adopt changes to goals and policies as needed to maintain regional consistency.

LUP 2.4 Density designations for residential and mixed-use land should be consistent with the Comprehensive Plan, regionally adopted plans, and the Growth Management Act.

# GROWTH MANAGEMENT IN STANWOOD

As discussed in the preface of this Plan, cities are responsible for planning for and accommodating a portion of regional growth over the next twenty years.

An Urban Growth Area, or UGA, is an area designated for urban growth and higher densities. UGA's include both lands within city limits and adjacent areas outside of city limits designated for future annexation into the City. Urban Growth Areas were established by the Washington State Growth Management Act (GMA) as a tool to preserve and protect rural and resource lands while accommodating growth where urban services are available. The City of Stanwood is responsible for providing municipal services to areas within city limits. Snohomish County is responsible for managing and serving the unincorporated areas located outside of city limits until they are annexed into the city at some point in the future.

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

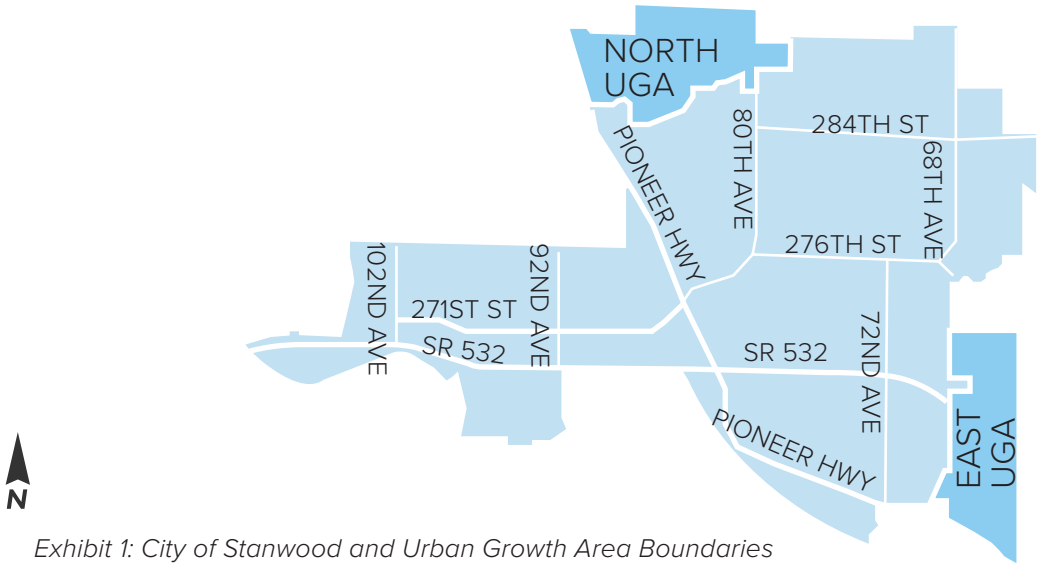



*Exhibit 1: City of Stanwood and Urban Growth Area Boundaries*

# LUG-3: UGA

***Promote coordinated and efficient growth within the Stanwood Urban Growth Area (UGA) with neighboring jurisdictions and Tribes, Snohomish County, and the Puget Sound Regional Council as the Stanwood Urban Growth Area (UGA) is developed***

LUP 3.1 New development may only occur within the UGA or along existing major transportation routes outside the floodplain in an effort to concentrate new growth in underutilized lands.

LUP 3.2 Engage with Tribal agencies to address regional issues and disparities, and to understand shared impacts and benefits to growth.

LUP 3.3 Ensure land use compatibility between adjacent jurisdictions to ensure sensitive, culturally significant, underinvested, or disadvantaged lands or land uses are protected

LUP 3.4: Collaborate with Snohomish County during the periodic update process to evaluate if the city must annex Urban Growth Area lands to meet future growth targets in accordance with Countywide Planning Policies. .

LUP 3.5 Protect protection of existing agricultural and forest lands within unincorporated Stanwood the city by locating urban development within the City and limiting expansions of the Urban Growth Area boundaries in accordance with the Right to Farm Act.

LUP 3.6 Emphasize the role of Stanwood as the urban core of a larger, rural region and encourage urban development within city limits.

## LAND USE MANAGEMENT

Designating certain lands for certain uses is one way the City can manage its growth. There are two types of land use designation; a property's future land use designation and its zoning designation. The future land use designation demonstrates the community's goals and desires for where specific types of development should be located. The zoning designation implements the goals and policies of the Comprehensive Plan and future land use designations.

The future land use map is a community's visual guide to future planning. The map shows the community's shared vision regarding where new development should occur, where industrial uses should be accommodated, and where higher densities may be appropriate.

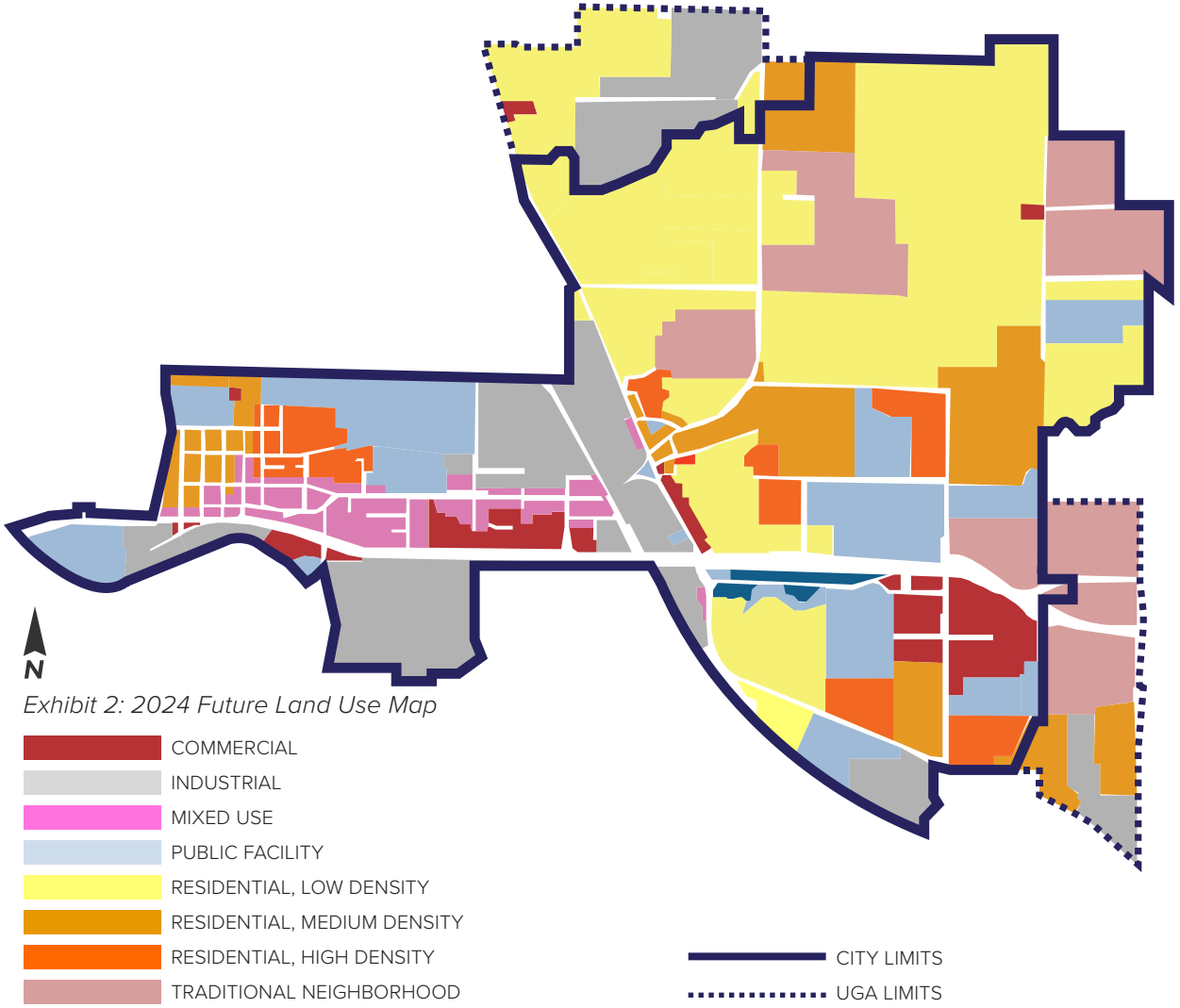



*Exhibit 2: 2024 Future Land Use Map*

### WHAT IS AN URBAN GROWTH AREA?

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

# LUG-4: FUTURE PLANNING

***Future land use designations shall ensure the optimum use of the land for present and future generations while preserving and maintaining the quality of the natural environment.***

LUP 4.1 Plan for a balanced mix of land uses based on land availability, capacity to provide public services, and limiting environmental impacts of development.

LUP 4.2 Promote retention of resource lands, historic and culturally significant sites, open spaces, and designated park and recreational lands.

LUP 4.3 Identify underdeveloped or underutilized lands and establish density lot size and road access standards that create incentives for infill development or redevelopment.

LUP 4.4: Ensure Stanwood is able to accommodate growth targets by establishing zoning regulations that attract quality development from the housing and commercial markets. .

LUP 4.5 Ensure that the land supply necessary for 20-year employment, housing, and population projections is available.

LUP 4.6 Ensure growth allocations are distributed equitably. Use tools such as impact fees and plant investment charges to provide funds for necessary infrastructure improvements.

*Image: The "future" of Stanwood seen trick-or-treating at the City's Ghouls Night Out event.*

# A TALE OF TWO STANWOODS

The City of Stanwood that people are familiar with today did not always exist. Until 1960, two distinct, competing communities existed. The town of Stanwood originated in 1888 along the Stillaguamish River taking advantage of the waterfront and incorporated in 1903. One mile east of Stanwood, East Stanwood grew in 1906 as a bustling hub along the railroad and was incorporated in 1922. There was an intense rivalry between the two towns until they consolidated in 1960 due to the expensive need for a sewage treatment system.

The legacies of historic Stanwood and East Stanwood still exist in the form, aesthetic, and development patterns seen throughout the community today. Pioneer Highway divides the City into Downtown and Uptown. Downtown Stanwood has maintained its historic character from the original cities, and Uptown Stanwood has evolved from the residential neighborhoods of the historic East Stanwood. Downtown and uptown each have their own characteristics including differences in visual appearances, amenities and services, orientation, and purpose. Each area has different strengths and together, they create a harmonized community where residents can get a little bit of everything they need within the City's limits.

in the redevelopment and expansion of the downtown and uptown. While downtown has more historic buildings, institutional uses, and pedestrian oriented commercialized areas; uptown has newer buildings, mixed uses, and auto oriented commercial uses.

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

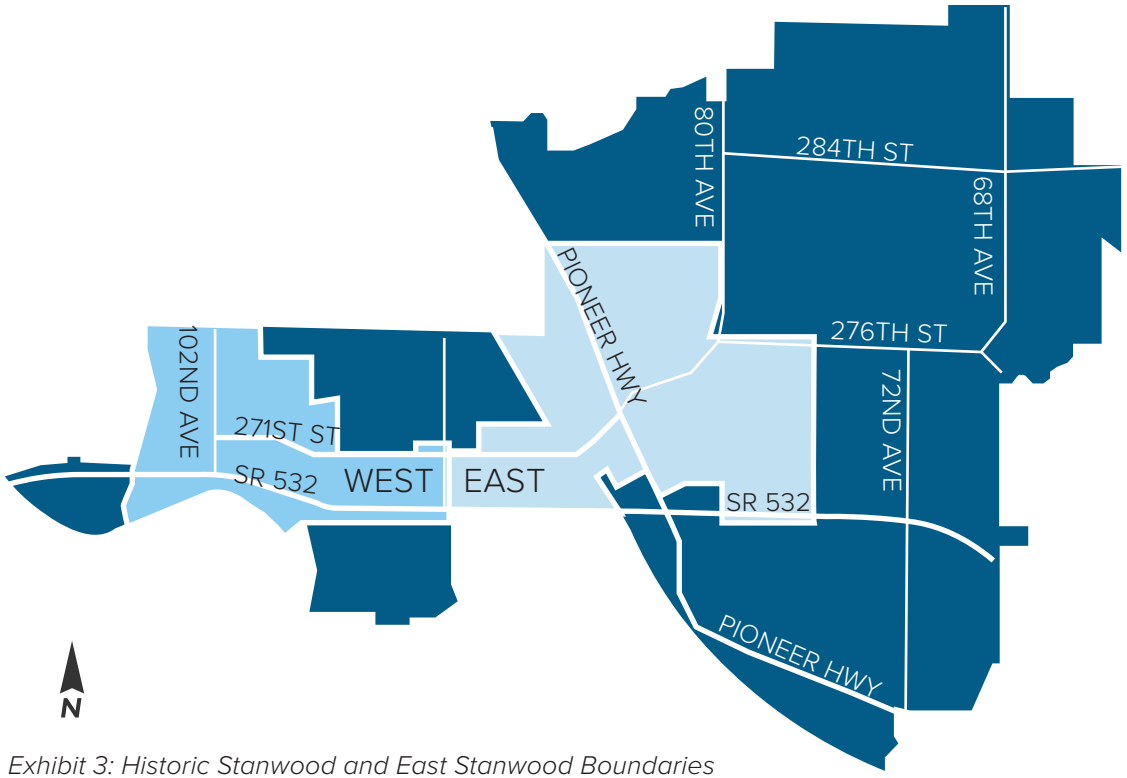



*Exhibit 3: Historic Stanwood and East Stanwood Boundaries*

# DOWNTOWN DISTRICTS

Downtown Stanwood reflects a living history of past and present. The community's oldest buildings and structures are predominantly located in downtown along with the Stanwood Historical Society. The majority of downtown is located within the floodplain which presents challenges for development and historic preservation. Downtown can be categorized into three distinct districts. "Eastend" and "Westend" are representative of the historical commercial hubs, approximately one mile apart, and are connected by the central district. The historic rivalries between westend and eastend have had legacy effects on the visual appearance and uses found in each area. The City is investing in unification of the eastend and westend through the City Beautification Action Plan.

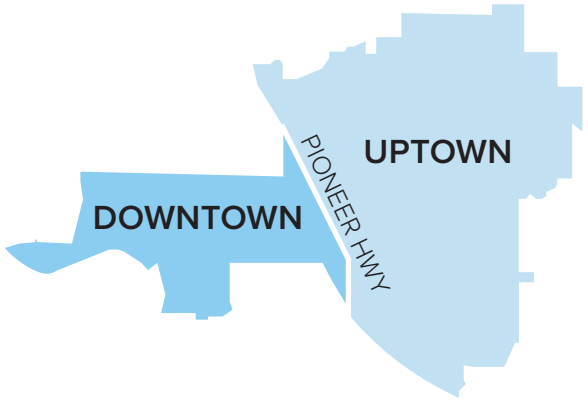



*Exhibit 4: Downtown and Uptown Stanwood Boundaries*

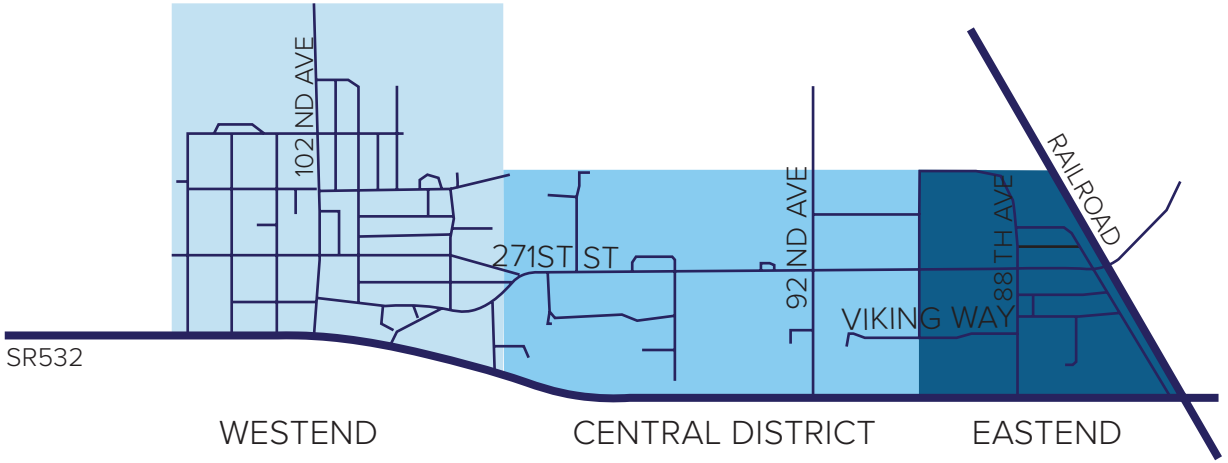



*Exhibit 5: Delineation of Downtown Districts*

## WESTEND

The westend of downtown Stanwood originated from the original town of Centerville later renamed to Stanwood. Industry was built around the Stillaguamish water front for logging mills, canneries, and condensaries. Today, large industrial businesses still utilize the waterfront. The existing housing stock is characterized by smaller, cottage-style housing typical of the early 1900's, early and mid-20th century storefronts, and the brick roadway on 270th Street NW. Small businesses, municipal uses including City Hall, and historic residential buildings can be found throughout the westend.

## CENTRAL DISTRICT

The Central District connects westend to eastend. The central district contains larger chain retailers, professional offices, home businesses, and the Stanwood Middle School. There are also multiple services located in the central district including the post office, the library, and the community resource center. Transit services run along 271st Street NW. Additionally, a wide variety of housing types are sprinkled throughout the district, including single family homes, duplexes, apartments. Stanwood's priorities for this district are to build up regional economic opportunities, create stronger pedestrian connections, develop public spaces, and establish a visual identity complimentary to the westend and eastend.

## EASTEND

The eastend of downtown Stanwood originated from the original town of East Stanwood. Industry utilized the adjacent railroads and a smaller rail line brought people from Stanwood to East Stanwood for shopping. Today, the eastend is still a bustling area with multiple shopping and dining opportunities. Larger commercial, agricultural, and industrial uses radiate outwards from 271st Street NW.

On the other side, Eastend represents a portion of East Stanwood and was originally oriented around the railroad for railway development, shipping goods, and agriculture. Remnants of mid-century buildings remain along 271st continue the legacy of Stanwood's history.

*Images: A comparison of the east end of 271st Street NW approximately 100 years apart. Many of the historical structures are still present to this day.*

## HEART OF STANWOOD: DOWNTOWN

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

There will always be a legacy of the historical community identities and Stanwood is actively working to implement strategies outlined in previous planning efforts to promote unification, beatification, and strengthening of downtown. Implementation strategies include the City Beautification Action Plan, the Twin City Mile Revitalization Project, and the Storefront Improvement Program which all re-invest in Stanwood's downtown.

Development of the downtown area reflects its historic beginnings. Downtown has more historic buildings, institutional uses, and pedestrian oriented commercialized areas compared to the uptown area. The following section will describe the different zoned lands in downtown while answering the following:

***1. Why did Stanwood develop this area?***

***2. What relationship does today's zoning map have with how historic downtown was developed?***

***3. What key considerations should be made for the downtown area overall?***

# LUG-5: CITY CHARACTER

***Re-vitalize and reinforce the character of Stanwood as new development, redevelopment, and infill occurs.***

LUP 5.1 Development shall occur in alignment with adopted plans such as Twin City Mile, City Beautification, and Stanwood Destiny by Design.

LUP 5.2 Encourage building designs that emulates Stanwood's culture and history, including but not limited to Early Century architectual styles and details.

LUP 5.3 Recognize Stanwood is the urban focal point of a rural, agricultural community and support residential use at urban densities. .

LUP 5.4 Preserve parks, resource lands, open spaces and recreational opportunities.

LUP 5.5 The City shall maintain the Comprehensive Plan Future Land Use Map (FLUM). The City's Zoning Map, municipal code, and development standards shall align with the FLUM.

LUP 5.6 Zoning designations and land uses shall be guided by the assigned Future Land Use designations.

# LUG-6: DOWNTOWN STANWOOD

***Develop Downtown Stanwood, defined as the area incorporating East End, the 271st Corridor, and West End and recognize that the Downtown District serves the City and tri-county region as consistent with the Downtown Master Plan.***

LUP 6.1 Allow a mix of residential, office, retail, entertainment and service uses to operate and serve incorporated Stanwood, unincorporated Snohomish County, Skagit County, and Island County.

LUP 6.2 Support residential, commercial, and mixed use re-development of the downtown and recognize the area as a transit and pedestrian focused.

LUP 6.3 Encourage a compact Downtown to facilitate easy pedestrian and bicycle access between shops, buildings and surrounding neighborhoods. .

LUP 6.4 Foster an atmosphere in the Downtown in which customers are encouraged to park their cars and walk to multiple shops and services.

LUP 6.5 Reduce the proliferation of driveways by encouraging shared access.

LUP 6.6 Support increased bus service in the area around the transit center in East End serving the Amtrak railroad station.

LUP 6.7 Encourage buildings to be located closer to streets and sidewalks, and parking areas to be located behind the buildings.

LUP 6.8 Encourage use of downtown development incentives and flexible standards to and promote business and infill development the development or enhancement of retail areas to achieve a balanced shopping, dining, cultural, and entertainment experience in Downtown

LUP 6.9 Allow flexibility in mixed use developments with residential units built into a convenient, transit oriented, and walkable downtown where there is not convenient access to commercial storefronts.

LUP 6.10 Establish urban site planning, parking, pedestrian connections, street furniture and landscaping to encourage creative development of the Downtown. Maintain a pedestrian scale in the downtown district relating to features such as, but not limited to, massing, lighting, signage, and arcades or awnings.

*a. Allow creative options to achieve  landscaping requirements, such as roof gardens, window boxes, container plantings, and hardscape consisting of decorative paving in lieu of a portion of landscape requirements.*

*b. Provide development flexibility for opportunities to develop public art, plazas, courtyards, or other public amenities.*

*c. When appropriate, site new civic and cultural facilities, including City Hall and the Library, in the Downtown District.*

*d. Encourage outdoor dining, outdoor street furniture and temporary outdoor displays that create an interesting, visually stimulating, and interactive downtown.*

LUP 6.11 Incentives supporting development in Downtown should be evaluated to reduce the cost of development within the floodplain. Stanwood should coordinate with FEMA and the Washington State Department of Ecology to re-evaluate floodplain boundaries as community resilience measures are implemented.

LUP 6.12 Create Develop a more robust visual and physical connection between the east and west ends of the business areas within Downtown by encouraging infill development that adds to a critical mass of building in along the 271st corridor.

LUP 6.13 Reduce the visual impact of existing surface parking lots through techniques such as accessory commercial development on pads, and landscaping.

LUP 6.14 Encourage small scale, specialty, and local retail along the front of 271st Ave. Encourage residential uses between 271st Ave (behind storefronts) and larger-scale retail and service uses along SR 532.

LUP 6.15 Develop a vital, an inviting and attractively designed Downtown.

LUP 6.16 Advocate for greater pedestrian scale and attractive façades with incentive programs or grants and collaboration with developers, community organizations, and property owners.

LUP 6.17 New commercial developments may should be required to provide open spaces for public gathering, seating and eating at a scale appropriate for the development.

LUP 6.18 Create visual alignment in the Downtown District through a wayfinding signage program that includes decorative “sense of place” banners and signage that outlines opportunities for recreation, education, or key downtown activities and places in alignment with the Downtown Plan and the Twin City Revitalization project.

LUP 6.19 Support the creation of a creative district celebrating the local arts and culture in Downtown.

# LUG-7: HISTORIC CHARACTER

***Preserve historical residential neighborhoods by preserving character, scale, architecture, and unique natural and manmade features as assets that create a livable and uniquely desirable community.***

LUP 7.1 Recognize the “best” architectural qualities of desired historic and modern structures by documenting identifiable architectural districts and create incentives for replication of those elements in new development. .

LUP 7.2 Adopt regulations that determines how uses and project designs for new commercial and industrial development that complement the historical character, scale, and needs of neighborhoods.

LUP 7.3 Promote restoration of historic buildings and encourage compatibility of new developments with historic structures. .

LUP 7.4 Maintain historical street signs to existing street signs to recognize and strengthen the historical character of Downtown.

LUP 7.5 Acknowledge the cultural significance of sites throughout the city recognizing the influence that tribal and minority communities have had in Stanwood’s boundaries. Implementation may occur through public art, signage, plaques, parks, public amenities if they recognize historic and culturally significant places, structures, or uses.

## RESIDENTIAL NEIGHBORHOODS

The residential lands in Downtown Stanwood are predominantly zoned for high density multi-family housing and moderate density single-family housing. Downtown has approximately 29.1 acres of single-family zoned land and 27.8 acres of multi-family zoned land. The historic single-family homes are a distinguishing feature of Downtown. The historical neighborhoods represent typical small-town town, early century architecture with cottage and craftsman style homes owned by mill workers and business owners of the early twentieth century. Many historical structures maintain to this day and have been re-adapted for a wide variety of uses. The multi-family housing in Downtown Stanwood is centered around the Josephine Caring Community, a senior living facility that dates back to 1908. Small apartment complexes, duplexes, fourplexes, and other forms of middle housing are intermingled with detached single-family residences. The residential neighborhoods are in close proximity to goods and services encouraging walkability and support for local businesses.

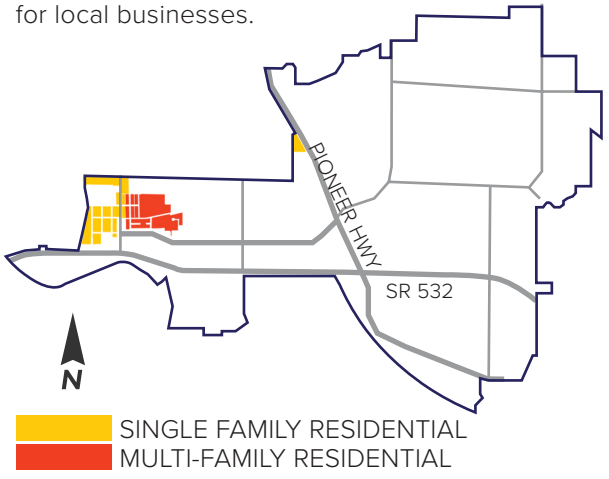



*Exhibit 6: Downtown Residential Lands*

## COMMERCIAL & MIXED USE DEVELOPMENT

Downtown's commercial lands are primarily made up of the general commercial and downtown mixed use zones. Downtown has approximately 29.5 acres of general commercial zoned land and just under 65 acres of mixed use zoned land. There is a single, one-acre parcel zoned Neighborhood Business in the northwest corner of Downtown near the elementary school. The Downtown Mixed Use zone follows the "Twin City Mile" from westend to eastend and is characterized by small businesses and residences in historic structures. In the central district is a general commercial hub that encompasses large, chain grocery stores and auto-oriented commercial development. Auto-oriented commercial development in the southwest area of Downtown is also zoned general commercial.

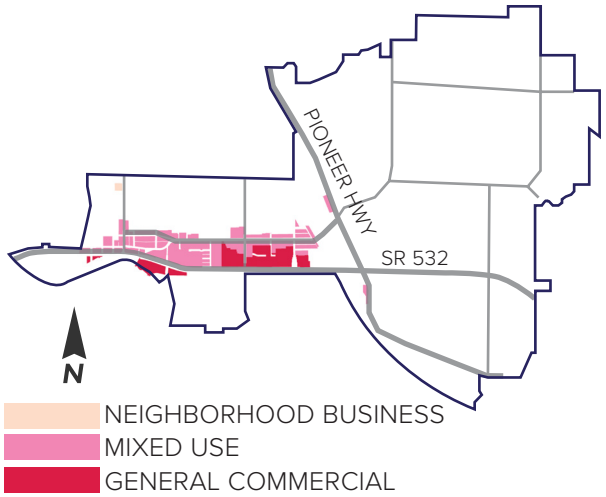



*Exhibit 7: Downtown Commercial and Mixed Use Lands*

## INDUSTRIAL DEVELOPMENT

The majority of Stanwood's industrial land is located within Downtown. Downtown has just under 77 acres of general industrial zoned land and approximately 119.7 acres of planned industrial zoned land. Since 1999, industrial job activity has declined and Stanwood is hoping to revitalize industrial growth. The industrial lands north and east of the eastend commercial hub in addition to some land in the southwestern area of Downtown are zoned Planned Industrial. Both of these industrial areas reflect the historical water and rail industries. The Planned Industrial zone is intended to increase flexibility in the types of uses allowed and promote creativity in project design while also ensuring compatibility between industrial uses and the adjacent shopping and dining district. Also located within Downtown Stanwood is the wastewater treatment plant and a large, historical manufacturing warehouse which are zoned General Industrial. There are many underutilized industrial parcels that are ripe for new development opportunities that support job growth.

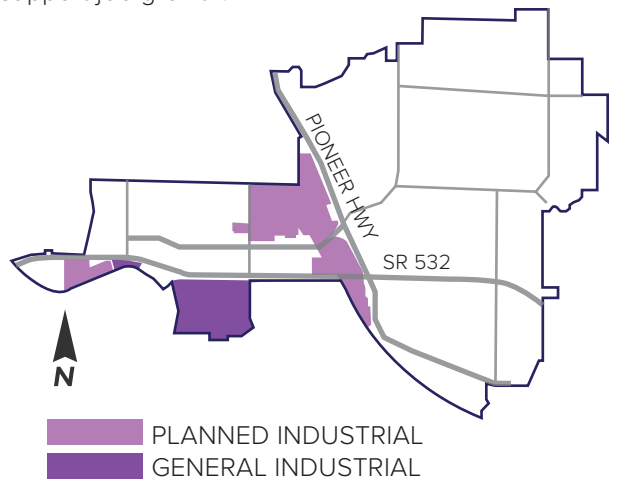



*Exhibit 8: Downtown Industrial Lands*

## PARKS, OPEN SPACE AND PUBLIC FACILITIES

As the “heart” of Stanwood, Downtown contains many municipal facilities and services including city hall, the library, the post office, local food banks and resource centers, schools, and the wastewater treatment plant. Approximately 27.1 acres of land in Downtown is zoned for public facilities. Parks and open space are also abundantly available Downtown with ample opportunities for recreation and a variety of supportive amenities or infrastructure. There’s approximately 78.3 acres of land zoned for parks and open space in Downtown including Heritage Park, Hamilton Landing Park, and Ovenell Farm. In addition, the City is currently working on a 5-mile looped trail in the downtown area known as the Stanwood Port Susan Trail. Parks and open space zones are intended to remain in perpetuity by the City and are conveniently located within walking distance of schools, housing, commercial amenities, and government facilities.

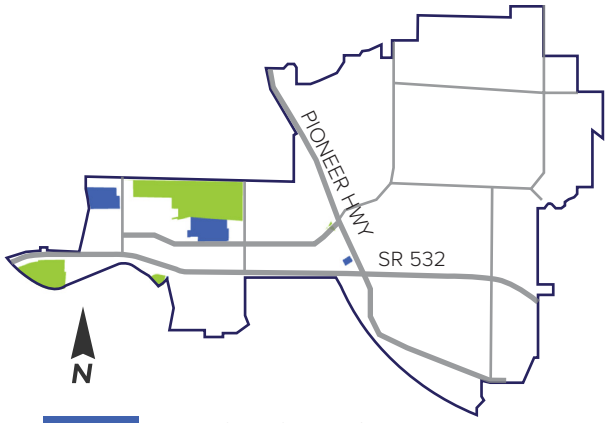



*Exhibit 9: Downtown Publicly Owned Lands*



# LUG-8: DOWNTOWN GATEWAY

***Enhance the aesthetic quality of entry points to the city along SR 532 in accordance with the Twin City Mile, Downtown Master Plan, and City Beautification Plan to establish as “sense of place” within Stanwood.***

LUP 8.1 Maintain a unified signage plan that establishes the gateways to both the Uptown and Downtown Districts and also directs people to local services and facilities. .

LUP 8.2 Maintain attractive landscaping, vistas, and open spaces along SR 532.

LUP 8.3 Encourage the planting of street trees and work with the Washington State Department of Transportation (WSDOT) and property owners to provide street trees on along SR 532. .

LUP 8.4 Work with WSDOT to improve the quality of SR 532 and its capacity for vehicle traffic, bicycle traffic, and pedestrian travel.

# LUG-9: HISTORIC PRESERVATION

***Encourage preservation of lands, culturally significant sites and structures of historic significance.***

LUP 9.1 Inventory and document historical and cultural sites by engaging with tribes and other cultural communities.

LUP 9.2 Consider the impact of cultural loss for projects proposed on historic lands and coordinate feedback from Tribes. .

LUP 9.3 Encourage property owners to engage in restoration of historic properties, uses, and buildings Ensure compatibility of new developments with historic structures through building design standards. . .

LUP 9.4 Maintain and rehabilitate historic buildings and structures through consistent code enforcement to ensure public safety.

LUP 9.5 Provide information about flood proofing exemptions for designated historic structures and evaluate how preservation designations for older residential and commercial structures located in the Downtown may reduce costs of rehabilitation and restoration. .

LUP 9.6 When structures display a desired historic period, architectural character and scale, develop flexible interpretations of standards to encourage re-investment and re-use.

LUP 9.7 Educate eligible properties of available historic and cultural preservation resources.

*Image: A painting of the historical Floyd Building by Chaim Bezalel and Yonnah Ben Levy.*

## HISTORIC PRESERVATION

While Stanwood does not have an official "Historic District", it is important to protect and preserve the historical character of Downtown Stanwood from the early 1870's to today. Site planning, street standards, and architectural design are all carefully considered in the re-investment and re-use of these structures. The Stanwood Historical Society operates the Pearson House Museum and seeks to preserve and display any materials which help to illustrate and interpret the economic, social, and cultural heritage of the greater Stanwood area.

In addition to the historic westend main street and historic eastend main street, famous historical structures that can be seen and visited today include:

1. *D.O. Pearson House* (National Register of Historic Places) – 1890; Home of the First Mayor of Stanwood

2. *Floyd Norgaard Cultural Center* (National Register of Historic Places) – 1903; Stanwood Fraternal International Order of Odd Fellows Public Hall

3. *First National Bank* – 1904; First bank and first brick building in Stanwood

4. *Sons of Norway Hall* – 1914

5. *Hartney's Style Shop* – 1925

6. *Stanwood Volunteer Fire Station* – 1929

7. *Stanwood Hotel* – 1892

8. *Masonic Hall* – 1890

9. *Stanwood Hardware and Furniture Company* – 1902

10. *Presbyterian Church* – 1906

11. *The Peterson Buildings* – 1929; West Coast Telephone Company

12. *The Elite Millinery* – 1919

13. *Stanwood City Hall* – 1904

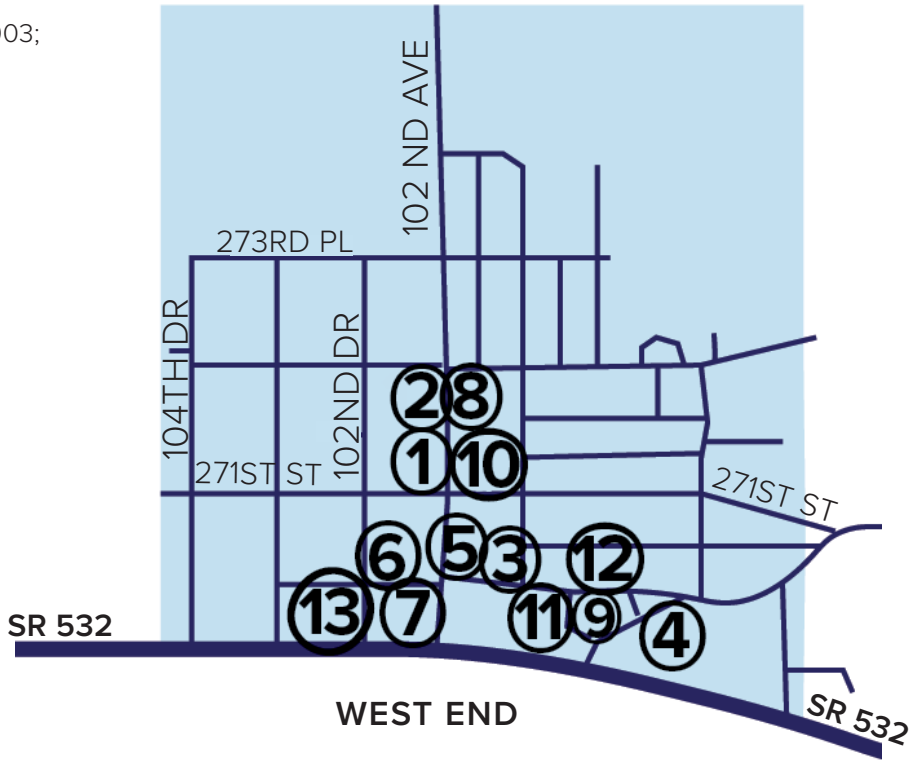



*Exhibit 10: Map of Historic Structures in Stanwood*

**1.**

**6.**

**7.**

**9.**

**13.**

## STORMWATER MANAGEMENT

The City of Stanwood includes five major drainage basins, all draining to the Stillaguamish River or Puget Sound. The five basins include: Douglas Creek and Unnamed Slough, Church Creek, Irvine Slough, Skagit River, and the Stillaguamish River. Topographically, the City is divided into moderately sloped uplands to the east in the Uptown area and flat floodplain areas to the west in Downtown. Most of the upland portions of the City are located within the Douglas Creek, Irvine Slough, and Church Creek basins. The most western area is tributary to the lower reaches of the Stillaguamish River and adjacent estuary areas of Puget Sound.

More information on guidance on the City's storm drainage system can be found in the Utilities and Capital Facilities Element of this plan in addition to the 2024 Comprehensive Storm Water Plan.

## NATURAL RESOURCE LANDS

Natural resource lands include lands devoted to agriculture, forestry, or mineral extraction. Based on criteria provided by the RCW 36.70A.020 (8) and WAC 365-190, the City does not have any of these lands designated in the City. Snohomish County has not designated any of the UGA for the protection of these natural resources, though small hobby farms do exist. Additional information regarding Stanwood's environmental features, such as shoreline, wetlands, and rivers is in the Natural Environment elemental chapter.

## DOWTOWN FLOOD MANAGEMENT

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

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

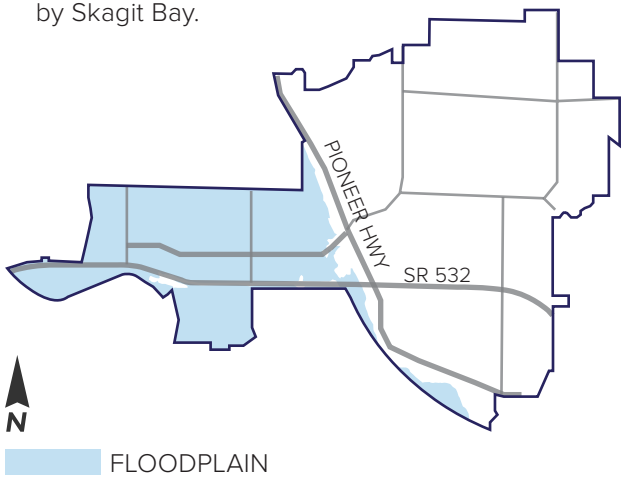



*Exhibit 11: Map of the 100-year Floodplain n Stanwood*

## ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities are generally defined as facilities that are typically difficult to site including, but not limited, to airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; inpatient facilities, including substance abuse facilities, mental health facilities, group homes, community facilities; secure community transition facilities; and regional transit authority facilities. Stanwood is responsible for establishing a process for identifying and siting essential public facilities and may not prohibit the siting of essential public facilities.

As partners in the Puget Sound Region, it is the City's obligation to be open to hosting essential public facilities. To that end the City has adopted land use regulations to allow this to happen and which create a process by which they can be permitted. While open to siting additional essential public facilities in the City, consideration should be given to the fact that the City is currently served by numerous facilities which greatly benefit the region but not necessarily city residents.

Existing essential public facilities in the region include;

+*Tulalip Tribes and Washington State Health Care Authority Behavioral Health Facility;*
+*Rail Transportation (BNSF railroad tracks);*
+*Three State Highways: State Route 532, Pioneer Highway and Old Pacific Highway*

# LUG-10: ESSENTIAL PUBLIC FACILITIES

***Provide for the siting of essential public facilities, as dictated by the Growth Management Act (GMA).***

LUP 10.1 Evaluate the need for an interlocal agreement with Snohomish County to find mutual strategies to reduce public costs, prevent adverse impacts to marginalized or historically disproportionally burdened populations, and minimize environmental impacts.

LUP 10.2 The City should strive to locate essential public facilities outside of the floodplain as required by FEMA.

LUP 10.3 The City shall not utilize eminent domain unless there is demonstrated absolute needs of a taking in order to meet the GMA requirements for essential public facilities. The City shall provide private property owners with the just compensation for lands subjected to eminent domain.

LUP 10.4 The City shall not prevent the sitting of an essential public facility but should mitigate the impacts of development.

LUP 10.5 Sitting of an essential public facility should not be located in areas that have experienced disproportional impacts to marginalized communities.

RCW 36.70A.200 requires municipalities to establish a process for identifying, mitigating, and siting essential public facilities within their jurisdiction. The Stanwood Municipal Code establishes the permit process for essential public facilities. This code should be periodically evaluated and, if necessary, be updated to ensure such facilities can be sited within city limits.

## PUBLIC WATER SYSTEM

Stanwood's water system is a major infrastructure, much of which is invisible to the customers that receive its water. The City's existing water system was originally established in 1911 by the Stanwood Water Company, which provided water supply to customers from Lake Ketchum. The City purchased the water system in 1986 and now serves its customers with water produced predominantly from groundwater wells in the East Stanwood Aquifer. The City now provides water service to approximately 4,100 residential and non-residential units throughout its water service area boundary, which extends beyond the City's corporate limits.

More information can be found in the Utilities element and the 2024 Comprehensive Water Plan. Projects proposed to improve water quality, quantity, and accommodate future demands on water supply services are described in the Capital Improvement element.

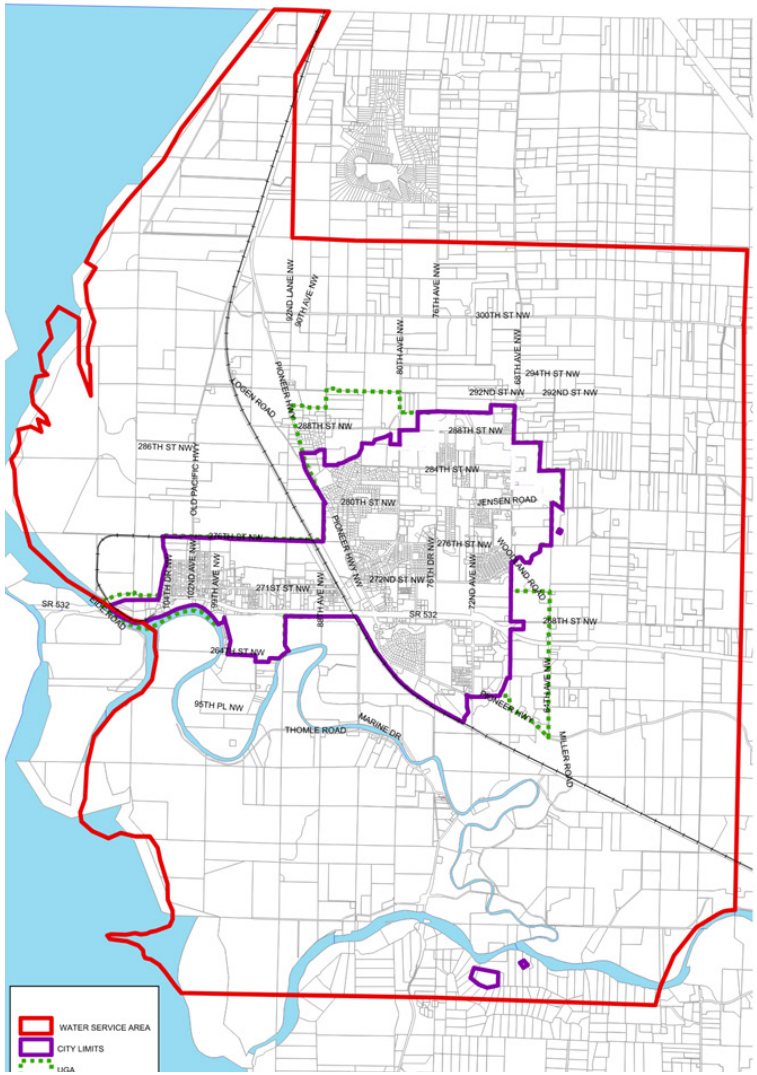



*Exhibit 12: Map of Stanwood's Public Water Service Area*

# UPTOWN

If Downtown is the heart of Stanwood; Uptown is the body. Circulating and providing the nutrients needed to support the community, Uptown is the epicenter for residential growth and the gateway to the Interstate 5 corridor. While Uptown also has historical connections back to East Stanwood, the majority of new growth has occurred here through annexations, new subdivisions, and multi-family housing developments. Uptown supports the physical and economic growth anticipated for the next 20 years that Downtown cannot accommodate on its own and plays an equal role in serving Stanwood's needs for larger retail uses, auto oriented services, new jobs, and housing opportunities.

## RESIDENTIAL NEIGHBORHOODS

Large annexations occurred in the 1980's through the early 2000's forming the uptown landscape seen today. The residential lands in Uptown Stanwood are zoned for single-family housing of varying densities and high-density multi-family housing. Uptown has approximately 681.5 acres of single-family zoned land, 77.7 acres of multi-family zoned land, and 142.1 acres of residential-oriented traditional neighborhood zoned land. This area is primarily dominated by single-family development north of SR 532 and multifamily development south of SR 532.

Uptown fulfills most of the community's housing needs and allows a range of housing types and densities providing a variety of housing opportunities. The Traditional Neighborhood zone requires at least three types of housing units within a development or a mix of commercial uses with two housing unit types. The wider the range of housing types, the greater the opportunity for any individual or household to find housing to their specific needs, preference, or affordability. Much of the northern residential land was developed as single-family residential subdivisions prior to annexation, and recent development has seen the increase of alternative middle housing types including duplexes, cottages, and townhomes.

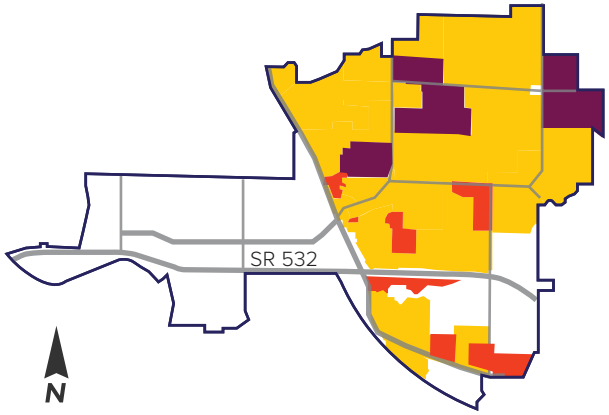



*Exhibit 13: Uptown Residential Lands*

## COMMERCIAL AND MIXED USE DEVELOPMENT

Uptown has approximately 58.3 acres of commercial zoned land and 23 acres of mixed use-oriented traditional neighborhood zoned land. The Uptown commercial area began being developed in the 1990's south of SR 532 as the Lindstrom Development through a binding site plan process. In recent years, the last few remaining vacant parcels of the binding site plan have been developed. The Lindstrom Development and the surrounding commercial area is home today to a variety of uses including a grocery store, restaurants, a movie theater, retail 'strip mall' buildings, senior housing, multifamily housing, the YMCA, medical facilities and pharmacies, schools, banks, a light manufacturing facility, and other service-oriented businesses.

The Uptown commercial area serves not only local residential needs, but also regional commercial needs. Over the last several years, new mixed-use buildings have been developed changing the predominately car-oriented environment to a more pedestrian friendly atmosphere.

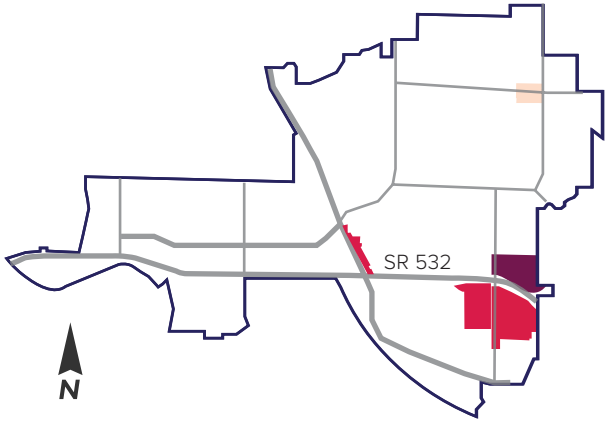



*Exhibit 14: Uptown Commercial and Mixed Use Lands*

## INDUSTRIAL DEVELOPMENT

Uptown Stanwood does not have very much industrial land. Uptown has just over 19 acres of general industrial zoned land accommodating the Public Utility District's substation facilities. Stanwood's unincorporated urban growth areas, which are located adjacent of Uptown to the north and east, have large swaths of land zoned general industrial.

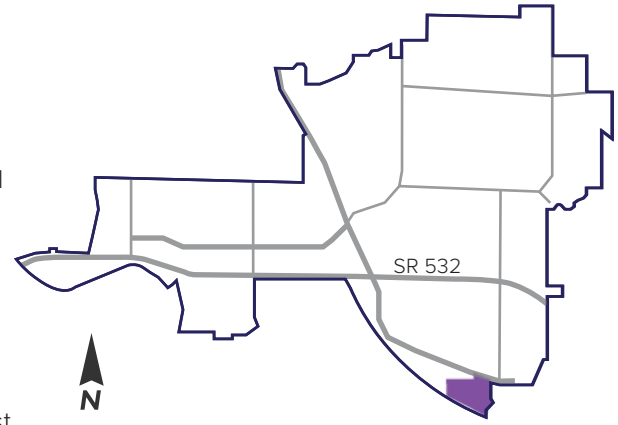



*Exhibit 15 Uptown Industrial Lands*

## PARKS, OPEN SPACE AND PUBLIC FACILITIES

Similar to Downtown, Uptown Stanwood also has a variety of municipal facilities and services to serve the growing residential community. There are five different schools located within Uptown in addition to the fire station and a future police station. There are approximately 138.5 acres of land zoned for public facilities within the uptown area. Uptown is also home to Lions Park and Church Creek Park. These parks, in addition to a couple open space areas consisting of undisturbed critical areas, make up just under 26 acres of Parks and Open Space zoned land in the uptown area.

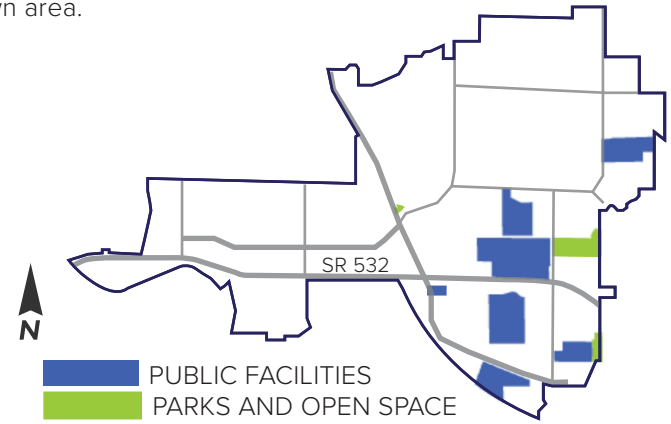



*Exhibit 16: Uptown Publicly Owned Lands*

# LUG-11: UPTOWN STANWOO

***Maintain and encourage further infill development of commercial and mixed-use structures in the Uptown District to support new jobs, retailer provided essential goods and services, and a variety of housing opportunities.***

LUP 11.1 Support residential, commercial, and mixed use re-development and infill of the Uptown District and allow shared parking and off-site parking when appropriate. Commercial developments should include pedestrian connectivity through drive aisles and parking lots in the Uptown District.

LUP 11.2 Plan for auto-oriented site development within the Uptown District Center with a combination of private and public street systems and large parcels with shared access through private drive aisles in parking lots. .

LUP 11.3 Allow a variety of retail, service, office, and other commercial uses as well as incentivizing mixed use, middle house, subsidized and affordable housing, senior housing and assisted living residential uses in the Uptown District.

LUP 11.4 Allow surface parking to accommodate shopping centers in the Uptown District with limited restriction on the location of parking.

LUP 11.5 Regulate uptown signage and building design standards with design guidelines appropriate for multi-store commercial complexes enhancing the quality of the uptown atmosphere and reducing sign litter in accordance with the Economic Development Action Plan.

LUP 11.6 Plan for an interconnected system of amenities and infrastructure throughout Uptown, including non-motorized transportation routes, parks, trails, and recreation facilities, connecting the District to surrounding residential neighborhoods.

LUP 11.7 Create visual alignment in the Uptown District through a wayfinding signage program that includes decorative "sense of place" banners and signage that outlines opportunities for recreation, education, or key uptown activities and places in alignment with the Twin City Revitalization project. (

# CURRENT LAND USE INVENTORY

The Land Use Inventory provides an estimated total acreage of existing lands within Stanwood categorized by zoning designation and development status. The inventory is a critical component in understanding the current conditions of the city and whether there are sufficient lands available to accommodate growth. How do we understand what zones or regulations should be changed in the future if we do not understand what lands and development exist today?

## EXISTING LAND STATUS: ZONING

The City of Stanwood is approximately 1,617.82 acres in size. Stanwood is divided into 13 different zoning designations. Single-Family Residential zones comprise approximately 43.3% of the City, while 26.9% of the City is zoned for higher dense housing, mixed use, and commercial uses. Industrial lands make up 13.2% of the City and the remaining 16.6% is comprised of land zoned for public facilities and parks and open space.

**LAND USE INVENTORY**

| *LAND USE ZONING DESIGNATION* | *TOTAL CITY ACRES* | *TOTAL PERCENT OF CITY* |
|---|---|---|
| GC | 89.21 | 5.5% |
| MU | 63.77 | 3.9% |
| NB | 2.3 | 0.1% |
| GI | 90.85 | 5.6% |
| PI | 122.53 | 7.6% |
| POS | 99.47 | 6.1% |
| PF | 166.55 | 10.3% |
| SR 12.4 | 58.59 | 3.6% |
| SR 9.6 | 471.34 | 29.1% |
| SR 7.0 | 122.87 | 7.6% |
| SR 5.0 | 48.87 | 3.0% |
| MR | 106.10 | 6.6% |
| TN | 175.37 | 10.8% |

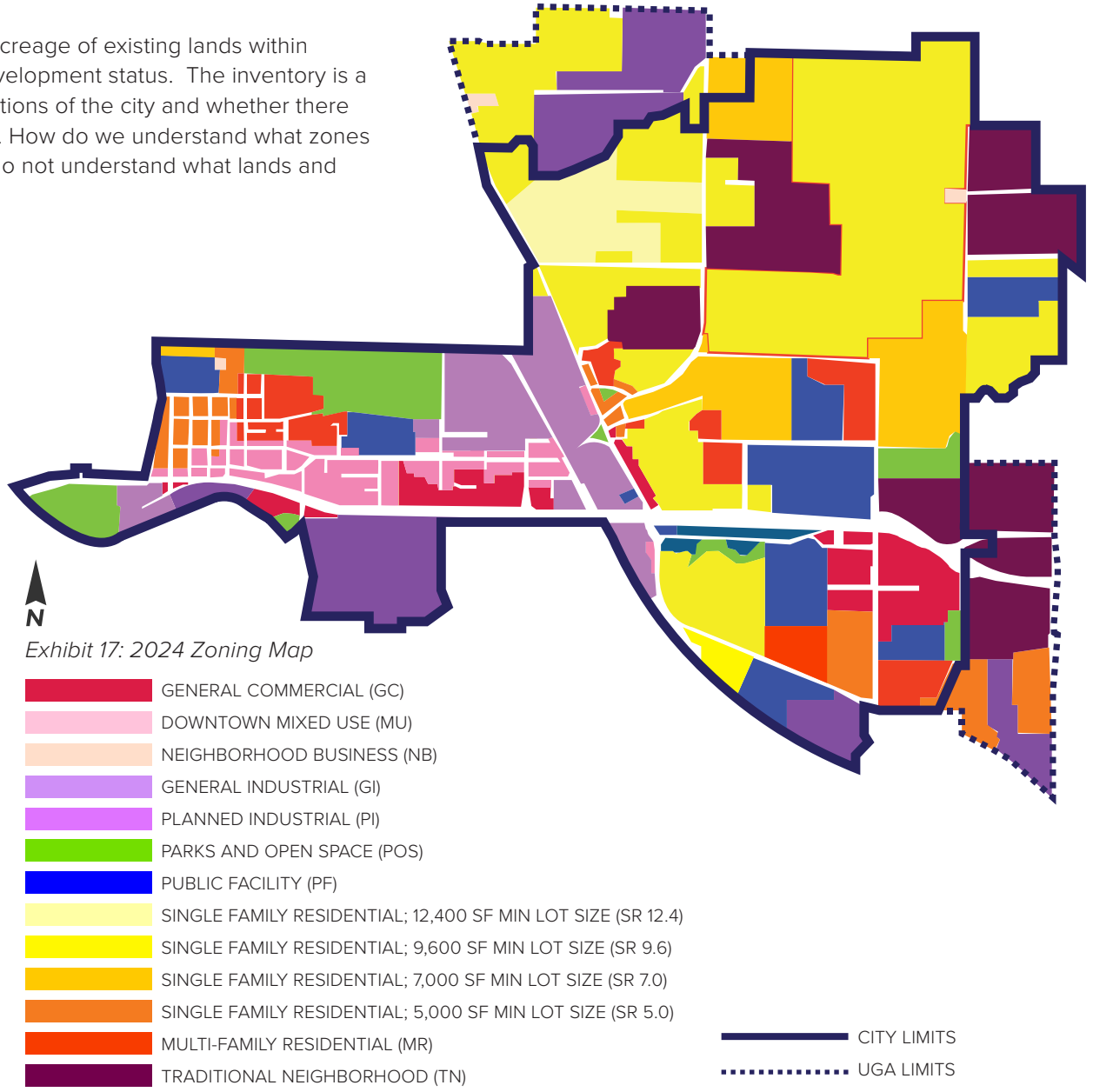



*Exhibit 17: 2024 Zoning Map*

## EXISTING LAND STATUS: DEVELOPMENT

Not including land zoned for Public Facilities or Parks and Open Space, roughly 70% of the land within Stanwood is considered "developed". The remaining 30% of land is categorized as either vacant, partially-utilized, or redevelopable. This remaining 30% is considered "under-developed" and is where Stanwood can anticipate to see growth occur.

## DEVELOPMENT POTENTIAL

Vacant properties, or undeveloped parcels, are characterized as **lots without any structures**. Excluding public lands, Stanwood has approximately 58.4 acres of vacant land. Vacant lands comprise 4% of the total City and 14% of under-developed lands. The majority of vacant lands are located within the Planned Industrial zone (21.7 vacant acres) with Multi-Family Residential having the second highest vacant acreage (18.1 vacant acres).

Partially-used properties are parcels where **existing structures use a portion of the site and additional development is possible without demolition of existing structures**. Excluding public lands, Stanwood has approximately 203.8 acres of partially-used land. Partially-used lands comprise 15% of the total City and half of under-developed lands. The majority of partially-used lands are located within the Single-Family Residential 9.6 zone (91.7 partially-used acres) and the Planned Industrial zone having the second highest total of partially-used acreage (54.1 partially-used acres).

Redevelopable properties are parcels with **existing structures that underutilize the lot, and if demolished, could accommodate additional development at a higher intensity**. Excluding public lands, Stanwood has approximately 145.4 acres of redevelopable land. Redevelopable lands comprise 11% of the total City and 36% of under-developed lands. The majority of redevelopable lands are located within the Traditional Neighborhood zone (44.6 redevelopable acres) with the Multi-Family Residential zone having the second highest (24.4 redevelopable acres).

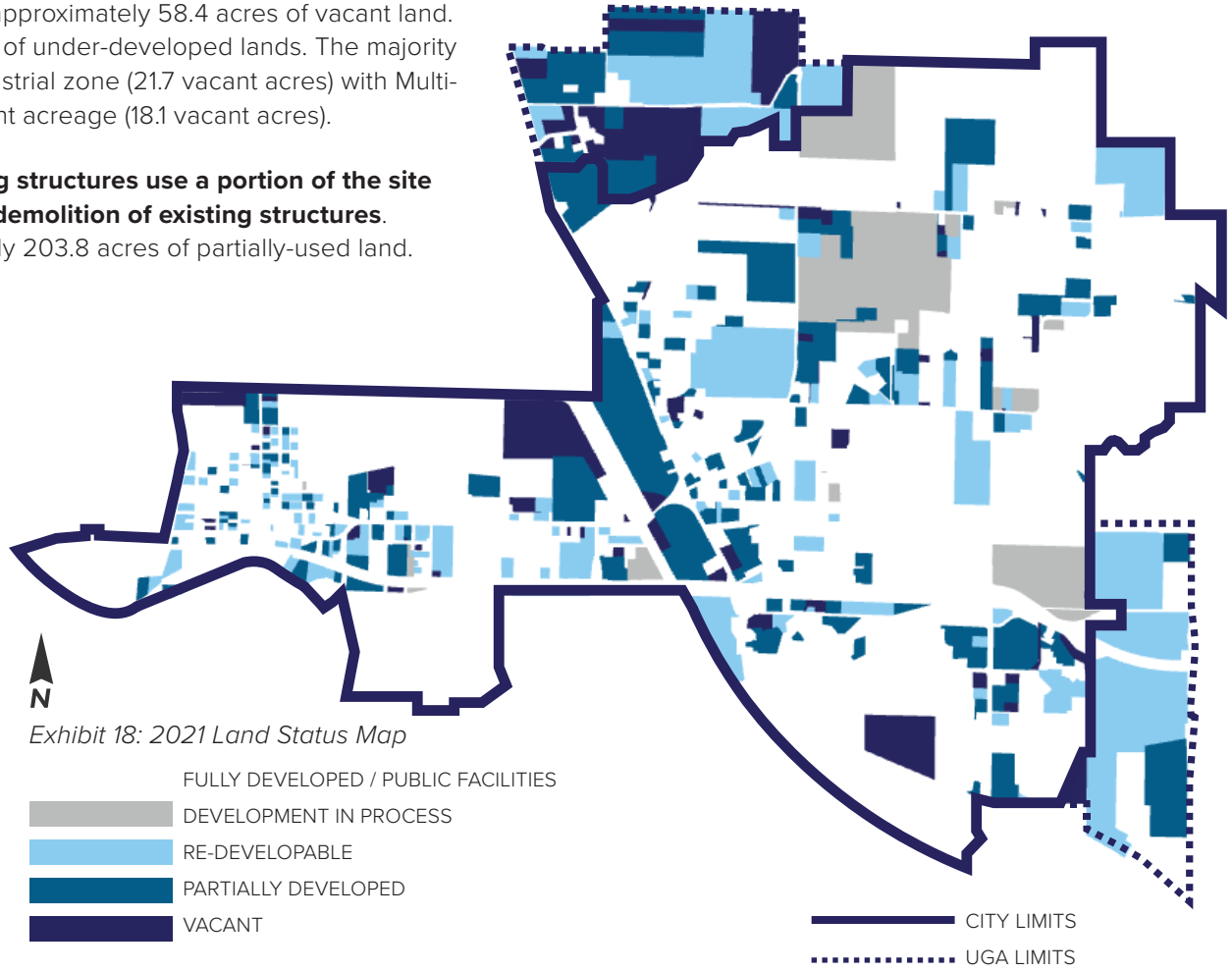



*Exhibit 18: 2021 Land Status Map*

## ANNEXATION

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

Annexations do not happen overnight – the process may often take over a year as residents, elected officials, City and County staff, and local agencies work together through the process to ensure appropriate services will be available for the annexation. Annexations can be initiated by the City itself or by property owners interested in annexing. Stanwood's UGA was originally designated in the 1990's in response to the Growth Management Act to preserve rural lands. Changes to UGA boundaries require extensive review and service area evaluations to avoid urban sprawl. A UGA boundary should only be considered to be changed if the City does not have capacity to meet growth targets.

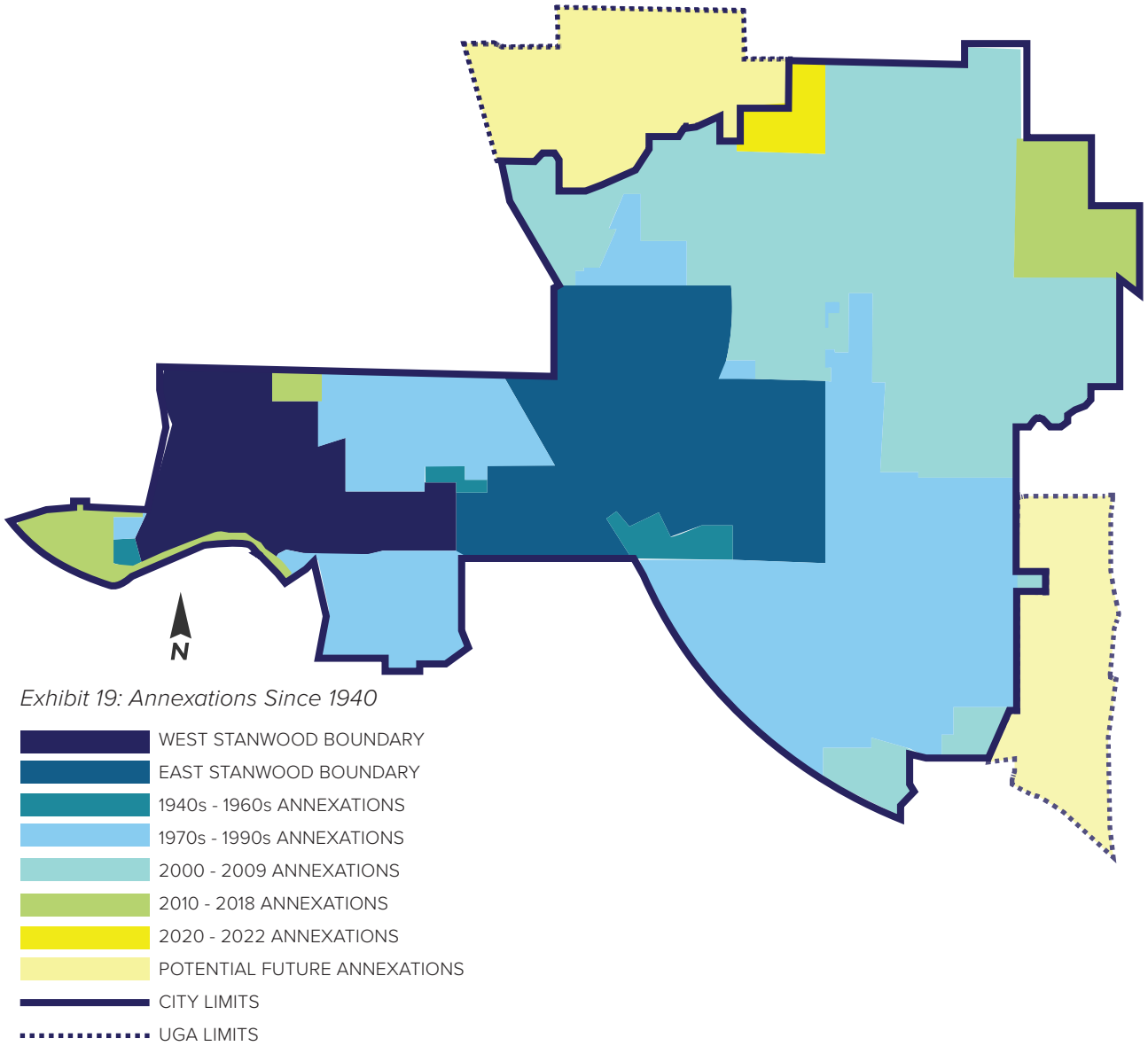



*Exhibit 19: Annexations Since 1940*

# LUG-12: ANNEXATIONS

***Allow phased annexation of the City's adopted Urban Growth Area (UGA) consistent with the Growth Management Act.***

LUP 12.1 Unincorporated areas must annex to Stanwood for eligibility to receive a full range of city-provided services.

LUP 12.2 Within the UGA, consult and inform affected residents in the land use designation of potential annexation areas to determine if concurrent rezones are necessary to reflect the use and intent of geographic areas in the UGA and if there will be changes to public services that warrant public notice. .

LUP 12.3 The areas for annexation to Stanwood are determined by Snohomish County and include the territory contiguous with boundaries of the City. Annexations shall be processed under the adopted annexation approval criteria within the Stanwood Municipal Code. .

LUP 12.4 Annexation efforts should be coordinated and processed efficiently among interested property owners of contiguous property within the UGA to establish uniform development requirements appropriate to the subject annexation area. Individual property owners should not be precluded from pursuing annexation.

LUP 12.5 Annexation impacts shall be balanced with other annexation policy goals such as providing public service, governmental structure, or infrastructure.

LUP 12.6 Individual annexation areas should be part of logical, orderly growth for the City in accordance with the Office of Financial Management and U.S. Census Bureau.

LUP 12.7 The property owners of the annexation area should fund the public facility improvements necessary to serve new development. The funding requirements shall be consistent with applicable Stanwood policies and regulations. .

LUP 12.8 Existing development within newly annexed areas should have a full level of public services and facilities at the time of annexation or as soon as practicable thereafter. Flexibility in full sewer connection shall be granted to individual or phased projects with a signed annexation agreement.

## LOOKING FORWARD

Accommodating future growth is a complex and multifaceted process. Similar to baking a cake, one could think of Stanwood's assigned growth targets as a recipe the City is required to follow. Existing zoning and land uses, development or redevelopment potential, and annexations of lands into City limits are all different "ingredients" that contribute to the recipe. Before baking, a good chef might seek feedback from those who will enjoy the cake. Similarly, the City engages with the community to gather input and involve residents in the process.

Baking a cake takes time, and so does seeing the results of long-range planning. The benefits and changes may not be immediate, but with patience and intentional planning, the city will evolve and grow over time. The next section will go over Stanwood's 2044 growth targets and the City's capacity to meet those targets.

# 2044 GROWTH TARGETS

As demonstrated in the introduction to this plan, the assignment of growth targets is a very involved process at the state, regional, county, and local levels. The City of Stanwood has been assigned the following 2044 growth targets:

**10,963 PEOPLE**
*Increase of 2,378 people over the next twenty years or approximately 114 people annually.*

**4,608 HOUSES**
*Increase of 1,241 dwelling units over the next twenty years or approximately 59 homes annually.*

**5,073 JOBS**
*Increase of 1,208 jobs over the next twenty years or approximately 60 jobs annually.*

*Exhibit 20: City of Stanwood 2044 Growth Targets*

## POPULATION GROWTH AND CAPACITY

Stanwood's population has nearly doubled over the last twenty years. Between 2013 to 2023, the City grew an average of 2.9% in population each year. In 2023, Stanwood had a population of 8,585 people (OFM). The City has sufficient land capacity for population growth and is on track to meet 2044 population target of 10,963 people if the growth rate continues steadily. To meet 2044 population targets, the City would need a minimum population growth rate of 1.32% per year.

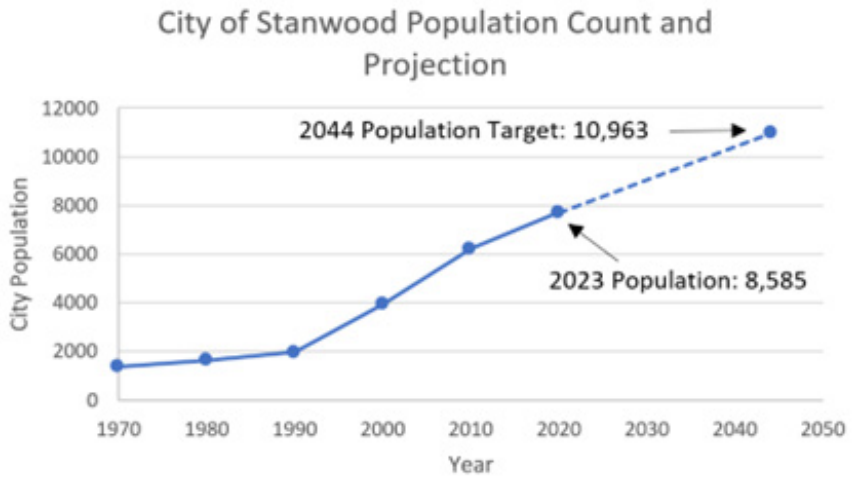



*Exhibit 21: Stanwood Population Projection, 1970 - 2044*

## HOUSING GROWTH AND CAPACITY

Stanwood has seen a 95% increase in housing supply since 2000. Almost 75% of Stanwood's existing housing stock is comprised of detached single-family houses. As of 2023, there were 3,367 existing housing units in Stanwood. The City has sufficient land capacity for housing growth and is on track to meet 2044 housing target of 4,608 housing units if the growth rate continues steadily. To meet 2044 housing targets, the City would need a minimum housing growth rate of 1.76% per year.

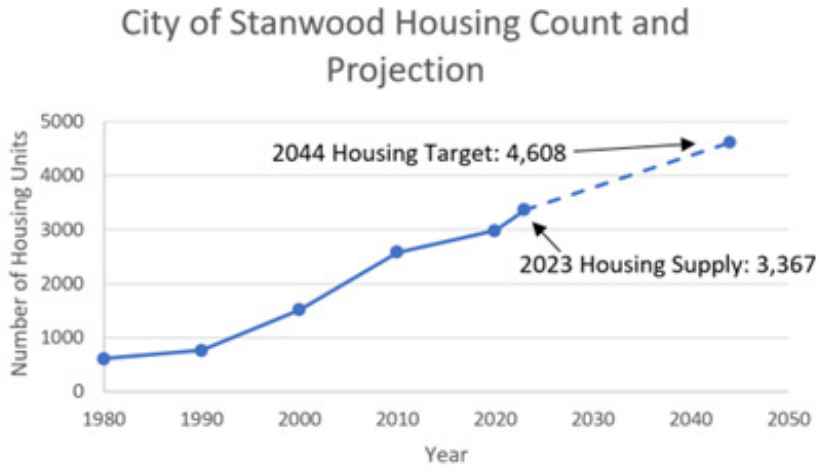



*Exhibit 22: Stanwood Housing Stock Projection, 1970 - 2044*

## HOUSING AFFORDABILITY CAPACITY

In order to address the Washington state housing crisis, local governments must plan for and accommodate housing affordable to all income levels. Future housing targets are broken into categories based on Area Median Income (AMI). By allowing and encouraging a variety of housing types, more residents can hopefully find housing options that fit their needs. These are not additional targets, but a breakdown of the overall housing target into income bands. A further detailed breakdown of the City's capacity for housing at different income levels can be found in the Housing Element of this Plan.

## JOB GROWTH AND CAPACITY

Job growth has been slow in Stanwood. From 2009 to 2019, there was an annual job growth rate of less than one percent. According to the 2021 American Community Survey, Stanwood had a total of 3,426 jobs. Approximately 73% of these jobs are in the service sector, 14% are in the industrial sector, 10% are in retail, and 3% are in the government sector. Almost all new net job growth in the past ten years took place in the service and government sectors.

The City has sufficient land capacity for job growth, however the target of 5,073 jobs will require more job growth than recent years have shown. To meet 2044 job growth targets, the City would need a minimum job growth rate of 2.09% per year.

# LUG-13: EDUCATION

***Support the development of trade schools and learning opportunities or apprenticeship programs accessible to the residents of Stanwood.***

LUP 13.1 Support the Snohomish County Regional Apprenticeship Pathways (RAP) program.

LUP 13.2 Support high school accessibility to and awareness of trade schools and apprenticeship opportunities that provide a pathway to living wage jobs.

# LUG-14: GOODS & SERVICES

***Maintain commercial districts with a sufficient range of uses that provide a variety of essential goods and services to residents while preserving and supporting development of local businesses.***

LUP 5.1 Commercial developments should include pedestrian connectivity promoting an inviting and walkable city.

LUP 5.2 Stanwood should support a variety of commercial and service uses that serve the residents of the larger, rural community and allows residents to meet their basic daily needs within the city.

LUP 5.3 Encourage neighborhood scale commercial nodes in the Traditional Neighborhood and Neighborhood Business designations with businesses that provide essential goods and services. .

LUP 5.4 Balance the need for “big box” and local businesses by prioritizing placement of “big box” stores in auto oriented and commercialized areas of the city, particularly Uptown, and enhancing opportunities for local businesses Downtown.

LUP 5.5 Support development of major retailer stores providing key goods and services, such as clothing and furniture, to Stanwood and the surrounding unincorporated areas reducing the city’s economic spillage into other urbanized areas.

LUP 5.6 Evaluate commercial land use designations in Stanwood with the following focuses:

a. Availability of capital facilities, roadways, and utilities;

b. Relationship to the downtown;

c. Proximity to residential uses to promote residential density near or around small commercial nodes in the UGA;

d. Compatibility with existing and planned land uses within Stanwood and adjacent jurisdictions.

# LUG-15: SHARED USE

***Encourage industrial uses to share and coordinate development of mutually beneficial or shared, and essential public infrastructure.***

LUP 6.1 Focus job growth and business development within the Planned Industrial zone with corresponding improvements along the city’s major transportation corridors.

LUP 6.2 Support existing businesses while encouraging the clustering of new developments and businesses to share facilities such as internal roadways, parking facilities, and rail access.

LUP 6.3 Incorporate development requirements for open space and recreation, transportation, and community-oriented spaces such as linear parks and pedestrian/bicycle trails in industrial developments. .

# LUG-16: COMPATIBILITY

***Encourage compatibility between industrial uses and nearby non-industrial development where industrial land abuts other land uses.***

LUP 6.1 Discourage industrial development that would negatively impact residential and commercial land uses, shorelines, and environmentally sensitive areas.

LUP 6.2 Zone industrial use in areas with proximal access to arterials and state routes. Emphasize the location of complimentary industrial uses in areas zoned for Planned Industrial adjacent to the Downtown District.

LUP 6.3 A mix of appropriate industrial uses with the inclusion of retail, offices, eating and dining, public spaces, and recreation opportunities in business park-type developments are encouraged.

# LUG-17: LIVEABLE WAGES

***Support existing local businesses while promoting development of new planned industrial, office, and complimentary uses since both local and large scale businesses provide livable wage jobs .***

LUP 7.1 The amount of land planned and allocated for industrial use should be reasonably scaled to meet the demonstrated demand for industrial activity and livable wage job opportunities.

LUP 7.2 Protect existing industrial lands and uses from possible future land use conflicts when evaluating changes to zoning standards and boundaries.

LUP 7.3 Conduct an assessment of permitted industrial uses to ensure there is consistent review of other potential uses that encourage a diverse range of living wage jobs. The assessment should occur alongside the 10-year periodic Comprehensive Plan update. .

LUP 7.4 Support businesses oriented in emerging services, technologies, and industries, such as green businesses, through the Unclassified Use Permit Process.

*Image: A photo from Santa's visit to Stanwood at the annual Light Up Your Holidays event.*

# WHERE WE'RE GOING: HOUSING

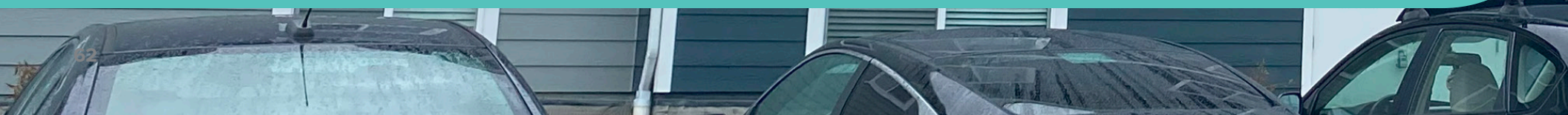


*Image: A painting of the historical Floyd Building by Chaim Bezalel and Yonnah Ben Levy.*

# HOUSING : KEY TAKEAWAYS

## COMMUNITY VALUES

- SENSE OF COMMUNITY
- LIVABILITY
- GROWTH
- ECONOMIC DEVELOPMENT



## GROWTH TARGET

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



## YOUNGER HOUSEHOLDS

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

## ECONOMIC INVESTMENT

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



## DOWNTOWN AND UPTOWN

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



## HOUSING EQUITY

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

# INTRODUCTION

Housing is integral to supporting a higher quality of life. Housing is shelter, protection, and a foundation for society's well-being. Well-directed or well-planned housing can contribute greatly to the lives of Stanwood residents, providing accessible and affordable opportunities while fostering a sense of community and connectedness. By planning for the development of housing in Stanwood, the city is laying the groundwork to support a healthy and vibrant community that can thrive well into the future.

The Housing Element provides a detailed inventory and analysis of the existing housing stock, assesses the needs of the community, and puts forth goals and policies to implement Stanwood's vision for housing. It is also intended to provide city officials and the public with the information necessary to guide housing growth in the direction that best addresses the desires of Stanwood's existing and anticipated residents, including those in the workforce, those with special housing needs, those who are cost-burdened, or those who were historically displaced.

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

Stanwood's Housing Element establishes the policy basis for guiding the preservation and development of the city's housing stock. While the marketplace generally provides adequate housing to meet the demands of households in upper economic levels, appropriately zoned land, housing rehabilitation and funding programs, regulatory incentives, and inventive planning techniques can create an atmosphere ripe for the development of affordable housing for lower and middle-income households. Stanwood plans to strike a balance for the current and future housing needs of all its residents.

# COMMUNITY ENGAGEMENT

The 2024 Comprehensive Plan Housing Element Update is informed by the GMA, Regional 2050 Plan, Snohomish County Countywide Planning Policies, previously adopted comprehensive plans, the Housing Action Plan and Housing Needs Assessment, and the Stanwood community. The intention and hope remain the same across all these planning efforts. In 2044, Stanwood will have enough of a diverse range of housing that meets the various needs and affordability ranges of the community while keeping in tack the character that is well-known and loved.

The housing element was created with great consideration over the concerns shared by community members while balancing the requirements of the state and the demands of the market. Many community members voiced concerns over the rate of development, higher forms of housing density, the one-dimensionality of single-family housing tracts, as well as concerns over the quality of utilities, roads, and public safety. The housing vision is further reflected in this element by the community's desire to:

- Preserve valued open spaces and agricultural land by focusing housing development towards the downtown and uptown areas of the city.
- Maintain existing housing stock in a way that supports families and households and upholds Stanwood's characteristic housing.
- Balance the demand for single-family and multifamily residences while preserving greenspaces and vegetation as new development occurs.
- Ensure demand for utilities, facilities, roads, and public safety are met alongside the development of housing.
- Provide affordable housing and larger multi-family homes within walking or biking distance from public transportation, retail, services, and other community amenities.
- Create neighborhoods that contribute to a greater sense of community, livability, mobility, and growth.
- Develop housing with greater scrutiny in areas prone to flooding.

Community input is invaluable to the planning process and the future of housing development for Stanwood. Also critical to the housing element is understanding the population and housing trends of recent years, the current housing stock, land capacity for future development, affordability across all income levels, the need for rental and homeowner units, as well as the risk of displacement for vulnerable populations.

## COLLABORATIVE EFFORTS

### HOUSING ACTION PLAN

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

### AHA

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

www.ci.stanwood.wa.us
CITY OF STANWOOD
www.stanwoodwa.org
DISCOVER STANWOOD CAMANO
What housing fo
Making the
Would you support manufactured housing in Stanwood?
YES
NO

## HG-5

***Minimize environmental impacts of new housing developments:***

HP-5.1 - Ensure new housing developments conform to the city's sensitive area regulations.

HP-5.2 - Ensure new housing developments conform to the city's adopted drainage manual.

HP-5.3 - Ensure services for new housing developments are in place concurrently with the occupancy of the structures.

HP-5.4 – Allow for clustering and smaller lot sizes in return for the protection and rehabilitation of sensitive areas.

HP-5.5 - Protect views by maintaining height limitations.

## HG-6

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

HP-6.1 – Require the provision of open space and recreational amenities in new developments to serve those developments.

HP 6.2 – Collect impact fees from new developments to provide public recreational facilities.

HP-6.3 – Create a fee-in-lieu-of program to allow residential developments to pay a fee rather than provide small, non-utilized recreation areas.

HP-6.4 – Allow for clustering and smaller lot sizes in return for larger amounts of open space.

ICE COLD INSIDE
COTTON CANDY

# FUTURE CITY GROWTH

## 2044 GROWTH TRENDS

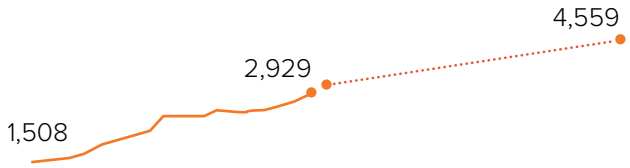
According to Snohomish County Regional Projections, a population target of 10,963 people and 4,559 housing units are needed in Stanwood by 2044. Stanwood is currently on track to meet these targets.

**+56** Units per year to reach 2044 projection

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

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

## STANWOOD HOUSING TRENDS AND 2044 HOUSING TARGET



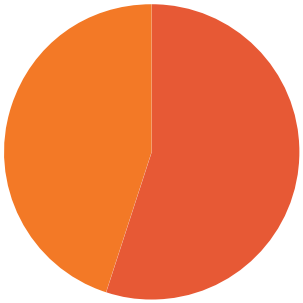
## HOUSING

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

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

**25%**
Single Family

**75%**
Multifamily



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# HOUSING AND INCOME-LEVEL AFFORDABILITY

In addition to the housing growth targets determined by Snohomish County (4,608 total dwelling units by 2044), Stanwood must also consider what types of housing units are being developed and what income group those new units would support. Exhibit 22 describes both the 2020 breakdown of housing units per income level and the 2044 distribution targets per income level. As of 2020, approximately 1,630 units were needed to meet the 2044 capacity with most new units needed for the above median income (>120% AMI) and very-low income (30-50% AMI) groups. Existing projects in the City's permit pipeline are considered in determining how many units are required per income band as of 2023. As of 2023, approximately 893 additional units are required to meet income level affordability requirements. New residential development is needed primarily for the extremely low income (<30% AMI) and high income (>120% AMI) groups. Additionally, extremely-low income housing needs to include transitional, permanent supportive, and temporary emergency housing is needed.  Capacity for housing units for each income band.

**HOUSING INCOME-LEVEL BREAKDOWN (AMI)**

| | 0-30% Non-PSH | 0-30% PSH | >30-50% | >50-80% | >80-100% | >100-120% | >120% | Temp Emergency Housing |
|---|---|---|---|---|---|---|---|---|
| Existing 2020 Housing Supply | 302 | 17 | 313 | 704 | 708 | 405 | 529 | 5 |
| Projected 2044 Housing Target | 370 | 167 | 632 | 787 | 722 | 628 | 1302 | 106 |
| Additional Units Needed between 2020-2044 | 68 | 150 | 319 | 83 | 14 | 223 | 773 | 101 |
| Units permitted in 2021-2023 | 0 | 0 | 0 | 470 | 14 | 96 | 544 | 0 |
| Additional unit needed between 2024-2044 | 68 | 150 | 319 | -387* | 0 | 127 | 229 | 101 |

*Stanwood exceeds the housing targets for the low income (50-80% AMI) group by approximately 387 units. Additional units for this income band are not necessary to meet the 2044 income affordability targets.

New housing units should be encouraged to support these income groups through thoughtful development regulations. The Department of Commerce has developed guidance regarding how housing unit types indicate the affordability level for income groups as described in Exhibit 26. Housing unit targets for the extremely low, very low, and above moderate income households would be supported by different housing types.

## Recommended Housing types for Income-Level Needs

***Greater than 120% AMI***
*Single family homes*

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

***50-80% AMI***
*Apartments, accessory dwelling units*

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

***Below 30% AMI***
*Subsidized apartments, tiny home*

Extremely low income (<30% AMI) would only be meet through subsidized units, permanent supportive housing, and transitional housing opportunities that would be typically developed by private or non-profit entities. The City permits these forms of housing in all zones that allow residential development. Similarly, the very low income (30-50% AMI) would also likely be supported by subsidized units, but could also have needs met potentially through manufactured housing, shared housing, or single-room occupancy units (i.e. studio). Partnerships and collaboration is conducted to encourage greater opportunities for the most vulnerable residents in our community.

Single-family residential units are the most common form of housing in the City and are anticipated to meet the needs of the high income households (greater than 120% AMI). Residents with above median incomes (100-120% AMI) would have needs better met by small lot developments, cottages, or townhomes.

The City currently permits certain forms of housing throughout most of the residential zones. Single family homes are permitted across all residential zones. Cottage housing is also widely allowed outright, other than the Multifamily Residential zone. Multifamily housing itself is only allowed in one residential zone, limiting potential opportunities for further development. Notably, Stanwood currently prohibits many forms of "Middle Housing" which would serve to meet more moderate-income (50-120% AMI) needs. Stanwood is actively developing a new Zoning Code that will permit forms of middle housing, such as duplex, townhome, and mixed-use housing, throughout certain residential zones. Expanding permitted forms of housing increases the City's housing capacity and helps close a discrepancy in housing affordable to all income groups. Additional details on meeting housing capacity needs are described in the Housing Element.

## PERMITTED HOUSING TYPES IN RESIDENTIAL ZONES

| | Single-Family | Accessory Dwelling | Cottage House | Duplex | Townhomes | Mixed-Use | Multi-family |
|---|---|---|---|---|---|---|---|
| 12.4 Single-Family Residence | P | AC | P | X | X | X | X |
| 9.6 Single-Family Residence | P | AC | P | X | X | X | X |
| 7.0 Single-Family Residence | P | AC | P | X | X | X | X |
| 5.0 Single-Family Residence | P | AC | P | P (7,00 SF REQUIRED) | C | X | X |
| Multi-family Residence | P | X | X | P | P | X | P |

*LEGEND*

*AC = allowed as an accessory use to a permitted primary use*

*P = permitted*

*C = Conditional use permit*

*X = prohibited/unlisted*

# TWO DISTRICTS: DOWNTOWN AND UPTOWN

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

## DOWNTOWN

Home types: Craftsman style

Pricing: $350,000- $450,000

Neighborhood perks:

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

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

## UPTOWN

Home types: single family

Pricing: $500,000-$800,000

Neighborhood perks:

+ Larger lots
+ Wider streets
+ Newer homes

## DISTRICT GROWTH

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

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

## DISTRICT GENTRIFICATION

Gentrification often occurs when market home prices of neighborhoods increase in a short period of time. For example, gentrification can occur when historic neighborhood properties are bought by one or more developers, "torn down", and then redeveloped with higher market value homes, often out pricing long standing community members.

In Stanwood, gentrification has been observed through individual households with higher education and income levels purchasing property or rentals in low-income, working-class neighborhoods. New families are moving into older homes of the Downtown area, repairing them and increasing home values, putting existing households at risk of physical displacement. Rehabilitation, maintenance, and repair costs are not an immediate concern for most newer homes in Uptown, but as these homes age upkeep may be an issue.

## DISTRICT 2044 VISION

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

## KEY TERMS

*Gentrification*

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

*Infill Housing*

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

*Units*

Single Family Homes, Apartments, or Condos

## What is the ACS?

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

## Why do these sources matter?

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



# HG-4

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

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

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

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

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

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

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

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

# HOUSING GROWTH OVERVIEW: AN INVENTORY OF THE PAST AND PRESENT

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

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

**1.** Stanwood is a small city situated in the northwest corner of the county, six miles from the I-5 corridor and within a rural farming community. The small-town atmosphere is attractive to many families who want to get away from the busy south county region.

**2.** Housing is more "affordable" than houses in south Snohomish County.

**3.** The Stanwood-Camano School District is rated in the top 30% of Washington State schools.

**4.** With remote working becoming a new trend, Stanwood has experienced more people working from home and avoiding long commutes.

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

## Available Housing Unit by Income Bracket and Tenure

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

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

**20%** of homeowners are cost burdened.

**9%** of homeowners are severly cost burdened.

**56%** of households can afford homeownership with a median-priced home of $592,767.

**25%** of renters are cost burdened.

**16%** of renters are severely cost burdened.

**94%** of available units are affordable to those who are low, very low, and extremely low income.

**Single Family Homes**

**2022 / 2015**

**$592,767 / $210,511**

**Condos**

**2022 / 2015**

**$383,125 / $207,464**

**Townhomes**

**2022 / 2015**

**$441,000 / $196,000**

## HOUSING NEEDS

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

## KEY TERMS

*Cost-Burdened*

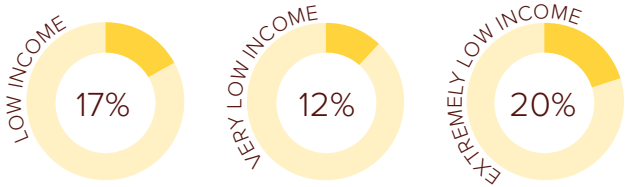
A household is considered cost-burdened when it spends more than 30% of its income on rent and utilities

*Severely Cost-Burdened*

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

*Area Median Income (AMI)*

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




**9%** of extremely low income households are cost burdened

**44%** of extremely low income households are severely cost burdened

**55%** of housing is affordable to low income households

**Existing and Future Housing Needs by Income Level**

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

## 2044 Goal: How do we get there?

**+147 Single Family Units**

**+1,253 Middle and Multi-Family Units**

## POPULATION

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

GROWTH SINCE 2015

27.6% **vs** 11.8%

Stanwood Snohomish

## OCCUPANCY

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

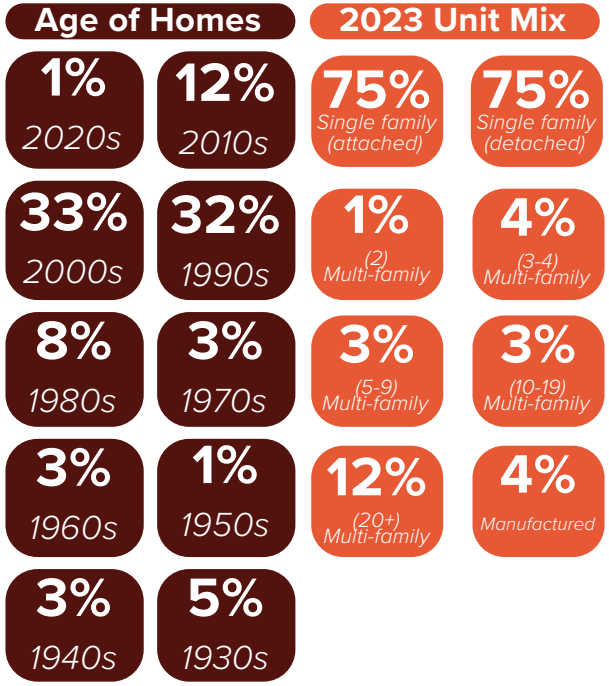
VACANCY RATES

7.7% **vs** 4.8%

Stanwood Snohomish

## AGE AND CONDITION OF HOUSING STOCK

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




## MULTI-FAMILY

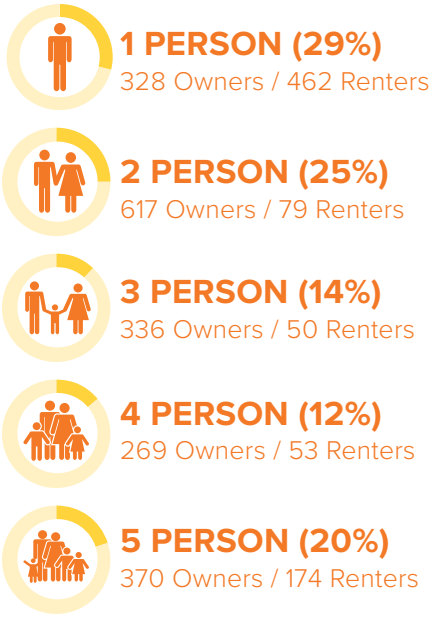
There is a need for additional affordable multi-family units in Stanwood, especially for low-income households. Almost ¾ (71%) of Stanwood's housing stock is single-family residential units. The remaining ¼ is composed of multi-family units.

## COST-BURDENED RESIDENTS

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

### Number of Bedrooms

### Household Size



## KEY TERMS

*Household*

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

## GMA UPDATES

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

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

# IMPROVING HOUSING AFFORDABILITY

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

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

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

## *1. IMPROVE AFFORDABILITY ACROSS INCOME RANGES*

In Stanwood, nearly half (49%) of households are considered low-income, earning 80% AMI or less. Proportionally, extremely low-income households are the most cost-burdened, with 9% being cost-burdened and 44% being severely cost-burdened; these households tend to be renters.

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

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

## *2. IMPROVE HOMEOWNERSHIP AFFORDABILITY*

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

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

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

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

## *3. IMPROVE RENTAL AFFORDABILITY*

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

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

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

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

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

## *5. REDUCE TRANSPORTATION COSTS*

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

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

## *6. INCREASE EMPLOYMENT OPPORTUNITIES*

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

## *7. IMPROVE AND SUSTAIN SUBSIDIZED AND SPECIAL NEEDS HOUSING*

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

**Subsidized Housing**

Lervick Family Village

Scandia Village

Island View

**Senior Living**

Lincoln School Senior Apartments

Camwood Senior Center

Lincoln Hill Village Apartments

Bayview Gardens

**Special Housing**

Hilltop I

Hilltop II

Josephine

Brookdale

Housing Hope Project

## KEY TERMS

### *Subsidized Housing*

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

### *Special Housing*

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

# HG-1

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

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

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

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

HP-1.4 - Provide opportunities for siting manufactured housing.

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

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

**HG 1 New Policies**

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

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

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

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

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

# HG-2

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

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

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

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

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

HP-2.5 - Encourage moderate-density the development such as of townhouses, duplexes, triplexes, fourplexes, or other housing types to bridge the gap between higher-density residential areas to single-family residential areas to promote affordable housing and rental opportunities.

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

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



# HOUSING EQUITY

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

## IMPROVING EQUITY

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

To strengthen and improve equitable housing, Stanwood has developed new housing goals and policies to reduce and mitigate identified displacement risk in the City. Housing actions are recommended based on multi-faceted analysis of current racial composition and income data. **Analysis determined a community need for more inclusive and attainable housing units and resources.**

## KEY TERMS

### *BIPOC*

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

### *Exclusion*

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

### *Displacement*

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

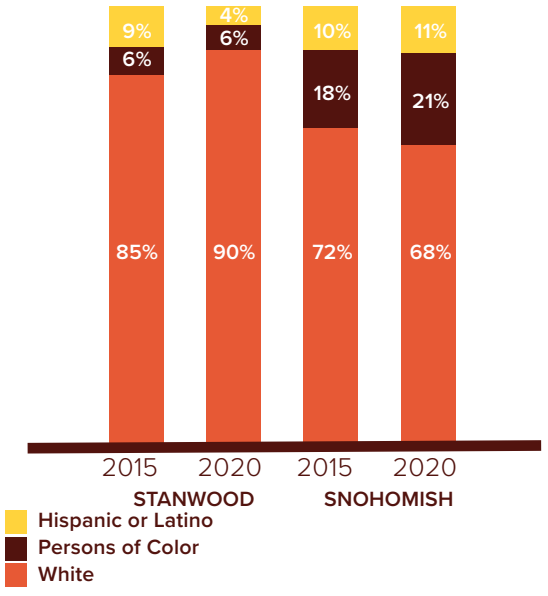
### *Racially Disparate Impacts*

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

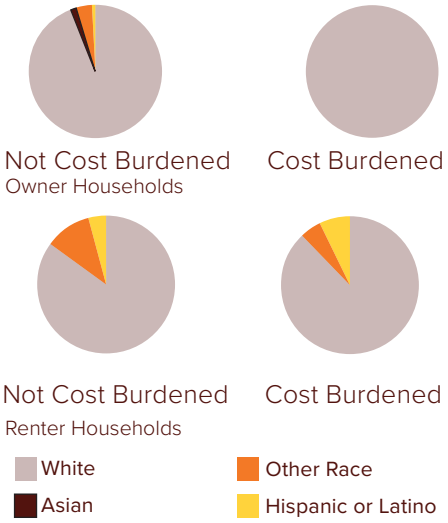
# RACIALLY DISPARATE IMPACTS

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

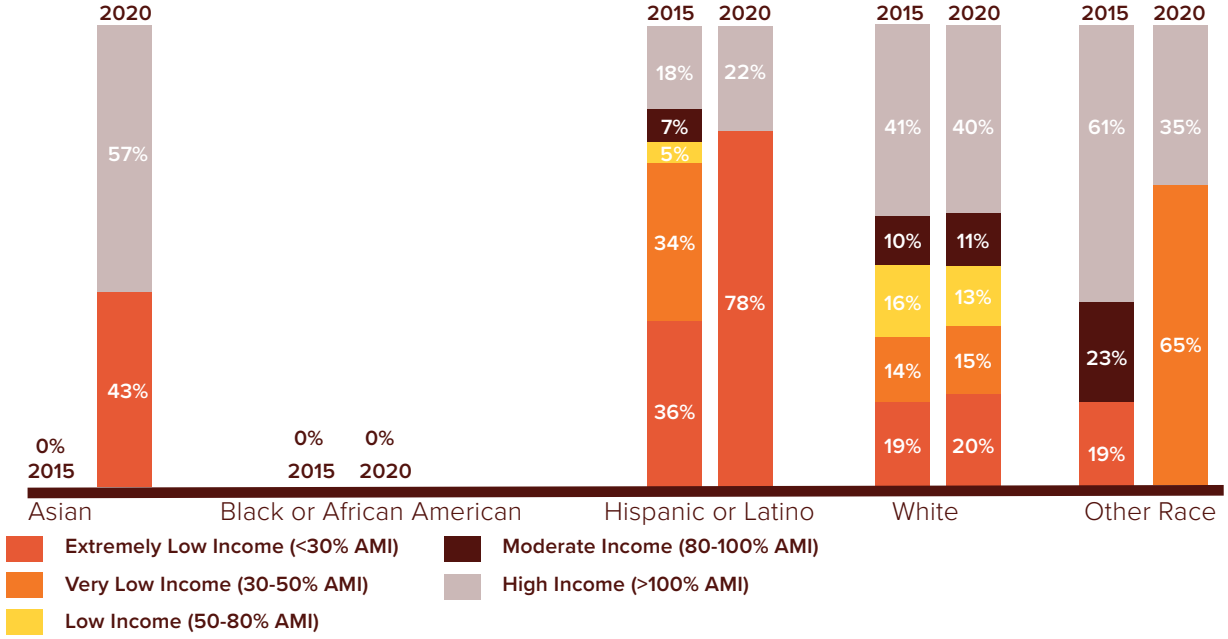
## Racial Distribution



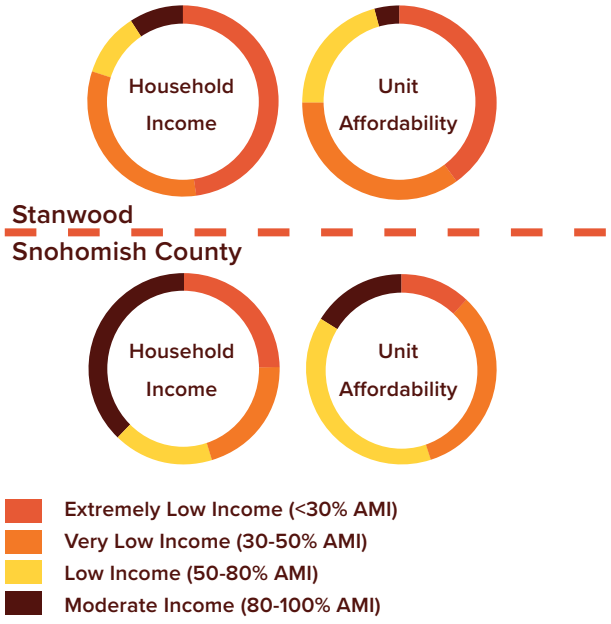

## Cost Burdened Households, 2019




## AMI Levels Across Racial Groups




## Renter Income vs. Affordability



# HG-3

***Encourage the preservation and rehabilitation of older housing:***

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

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

HP-3.3 – Continue to seek Community Development Block Grants (CDBG), and other funding, and allocate funding from the Sales and Use Tax for Affordable Housing to continue investments for housing in older neighborhoods.

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

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

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

# DETERMINING A HOUSING RESPONSE

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

## BIPOC COMMUNITIES: ON THE DECLINE

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

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

## INCOME DISPARITIES

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

## DISPROPORTIONATE COST BURDEN

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

## HOMEOWNERSHIP BARRIERS

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

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

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

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

## HOUSING EXCLUSION

Exclusion can extend beyond race and include income, ethnicity, or other sociodemographic characteristic. The PolicyMap (Figure 6-1) shows the geographic distribution of race and ethnicity in Stanwood, including the estimated percent of the population that identifies as a person of color according to the 2017-2021 American Community Survey 5-Year Estimates. According to the PolicyMap, Stanwood’s population of people of color is 11.31% or less, and is noticeably less diverse than the surrounding areas of Snohomish County.

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

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

## DISPLACEMENT RISK

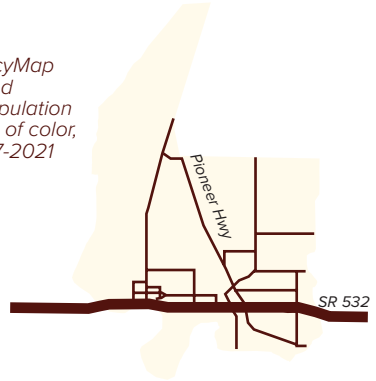
**Lack of affordable housing and employment opportunities may contribute to displacement risk in Stanwood.** Amongst BIPOC communities in Stanwood, there is a strong indication of displacement and housing exclusion within certain populations. This includes Hispanic or Latino households within 30-100% AMI, and Other Race households that make less than 30% AMI and households that make more than 50% AMI.

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

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

Figure 6-1

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



# ANTI-DISPLACEMENT TOOLS AND STRATEGIES

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

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



# HG-1

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

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

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**HG 1 New Policies**

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

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

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

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

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

# WHERE WE'RE GOING: ECONOMIC DEVELOPMENT

*Image: Twin City Foods and the Hamilton Smoke Stack, Photo by Chaim Bezalel.*

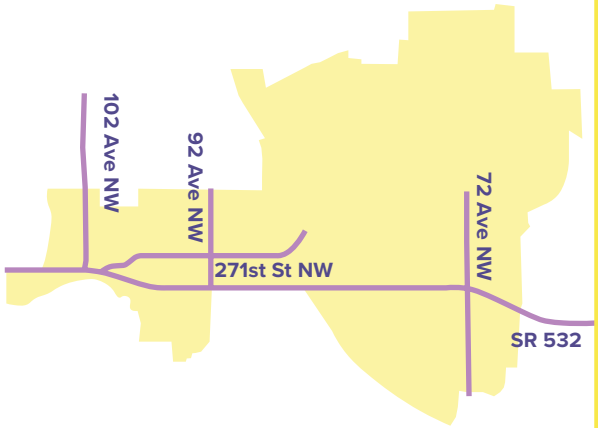
# ECONOMIC DEVELOPMENT : KEY TAKEAWAYS

## CORE VALUES

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

## RAILS TO ASPHALT

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




## COMMERCIAL HUBS

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

## EMPLOYMENT SHIFT

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

## LOCAL INVESTMENT

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

## DIVERSIFICATION

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

# INTRODUCTION

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

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

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

Economic analysis of the community, its employment base, how it functions, and its future growth are essential to determine the best method of maintaining the existing community strengths while addressing key gaps and accommodating anticipated growth for population, housing, and job targets. Infrastructure improvements are needed to effectively link economic opportunities to compatible zones and transit centers to ensure that Downtown and Uptown businesses have a steady stream of local and visitor support.

*Image: Storefront in Stanwood, Photo by Amber Henke*

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

-PUGET SOUND REGIONAL COUNCIL VISION 2050

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

Live
love
Laugh
#shoplocal #ladderse

# Community Feedback

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

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

- STANWOOD RESIDENT

# Community Needs

## HISTORIC DOWNTOWN DISTRICT

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

## TWIN CITY MILE

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

## SHIFTING BUSINESS DEVELOPMENT

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

## PROTECTING FARMLANDS

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

*Image: Residents gather along 271st Street NW waiting for the annual parade.*

# THE HISTORY OF STANWOOD'S ECONOMY

As discussed in the preface of this Plan, Stanwood has had a rich history which has left legacy impacts on Stanwood's economy today.

## PRE-1860'S

### Indigenous Economies

Prior to European settlement, the Stillaguamish people lived and traded on these lands. Villages were significant economic and cultural centers. They believed that everything has a spirit and that they are caretakers of these lands and waters

## 1860-1890'S

### The Gold Rush and Manifest Destiny

The prospects of riches and a fresh beginning brought many new people to the Stanwood area. In the early 1870's settlers began establishing a small logging camp and mail stop. With men returning home, pockets heavy, after the 1895 Klondike Gold Rush, Stanwood began to grow and flourish.

## 1900-1930'S

### Historic Commercial Development

Historically, Stanwood's economy was based on logging and food processing industries. The Stillaguamish River and its delta lands have provided economic benefit to the City for over 100 years. Both canneries and large lumber mills operated on the waterfront with several small shingle mills in surrounding areas. The first food processing plant in Stanwood began operation in 1989. Hay and oats from local farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s and the Stillaguamish River was re-routed by the Army Corps of Engineers, the agricultural economy grew.

*Image: A photo of the Camano Ferry which began operations in 1909.*

## 1940-1950'S

### Post-War Development

After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront. In the late 1950's, SR 532 was developed connecting East Stanwood to Stanwood and the I-5 corridor and opening new economic opportunities.

## 1960-1970'S

### Unification of East and West Stanwood

Stanwood was historically made up of two cities, Stanwood and East Stanwood, which consolidated in 1960 due to wastewater facility consolidation and school district requirements. After the merge, new development occurred in East Stanwood and between the towns. By the 1970's, State Route 532 bypassed the old highway through the town to Camano Island.

## 1980-2010'S

### Modern Commercial Development

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

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

supermarket, restaurants, and other service-based businesses. In 2003, the Stanwood Towne Center opened, providing an additional shopping center with a 50,645 square-foot QFC supermarket. Another 40,336 square feet of retail space opened on the corner of SR 532 and 92nd Avenue, hosting retail venues like Grocery Outlet and Petco.

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

# 2020-2024

## Industry Diversification

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

## COVID-19 Pandemic

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

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

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

*Image: A photo from the grand opening of the Dance Project NW.*

## Noteworthy Commercial Developments and Events since the 1990's:

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

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

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

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

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

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

# OUR ECONOMIC VISION: SUSTAINING A LIVABLE STANWOOD

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

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

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

1. A "main street" style downtown
2. More diverse businesses and professional services
3. Supportive small business community.
4. Economically resilient
5. Self sustaining community
6. Healthy mix of housing and mixed use centers
7. Revitalization and preservation of historic legacy
8. Preserve Twin Cities character
9. Encourage well designed development
10. Affordable homes
11. Support livelihoods, without leaving the city.

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

Stanwood has adopted the following plans over the last 20 years to set the stage in meeting its economic goals. These plans are further described later on in this chapter:

- **2003 Design Stanwood**
- **2010 Economic Development Action Plan**
- **2012 SDAT: Density by Design**
- **2015 Downtown Plan**
- **2015 Comprehensive Plan**
- **2020 City Beautification Action Plan**
- **2022 Stanwood Housing Needs Assessment**
- **2022 - Ongoing Twin City Mile Project**



# *ECONOMIC DEVELOPMENT GOALS & POLICIES*

## EDG 1 RESILIENCY

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

EDP 1.1 Develop a toolkit of incentives such as property tax exemptions, density bonuses or public-private partnerships to attract desired uses such as mixed-use development or retail businesses that would not be viable based on current market conditions, but would contribute to the economic vitality of the city.

EDP 1.2 Fund the Storefront Improvement Program and encourage attractive exterior renovations within the Downtown District and Twin City Mile.

EDP 1.3 Encourage high quality site and building design with "curb appeal" of new commercial or industrial developments.

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

EDP 1.5 Determine methods of incorporating historic community identities, including Black and Indigenous People of Color Communities, into the design and economic assets of Stanwood.

EDP 1.6 Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses.

EDP 1.7 Assist in providing public education regarding financing options and programs such as tax-exempt financing for income qualified projects and property tax exemptions for historical renovations of cultural significant buildings.

# EDG 2 PROCEDURES

***Ensure equitable and efficient licensing and permitting procedures.***

EDP 6.1 Ensure that City licensing and permitting procedures and development regulations are coherent, fair, equitable and expeditious.

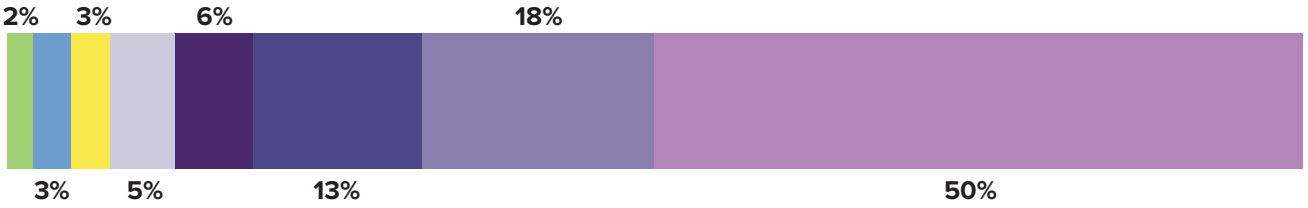
EDP 2.2 Coordinate with other government entities to eliminate duplication of efforts where specialized industry requirements call for the inspection by government agencies.

*Image: A photo from the grand opening of the Union Coffee Bar  along SR 532.*

# CURRENT STATE OF THE ECONOMY: FAST FACTS

## Job Sector Trends in Stanwood

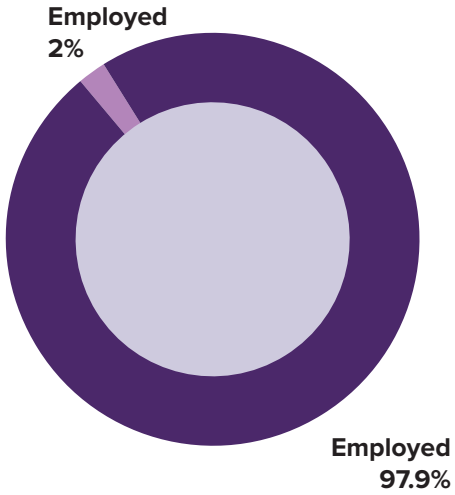
According to the American Community Survey 5-Year Estimates, Services (i.e, utilities, education, health professional, business) are the biggest job sector in Stanwood.




- Services
- Education
- Retail
- Government: Public-Sector Employment, Excluding Education
- Manufacturing
- Wholesale, Trade, Transportation, and Utilities
- Finance, Insurance, and Real Estate
- Construction and Resources

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

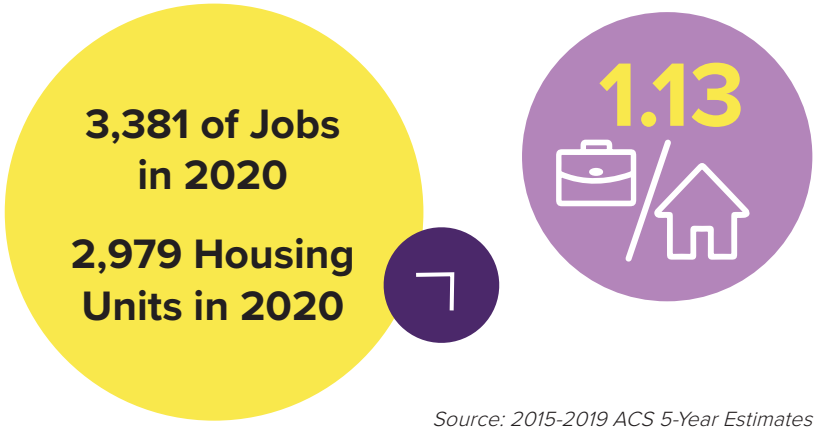
## Employment Rate in Stanwood




## Jobs-to-Housing Ratio

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

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




*Source: 2015-2019 ACS 5-Year Estimates*

## Area Median Income (AMI)

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

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

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

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

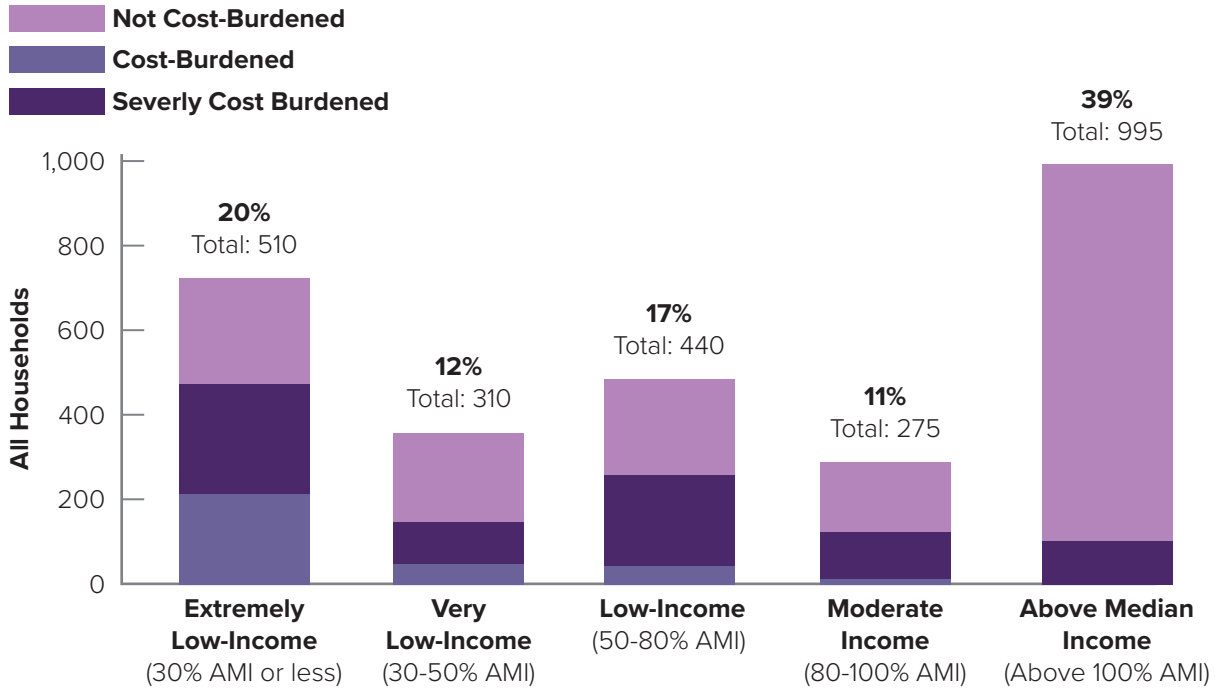
MEDIAN INCOME

**Families: $95,767**

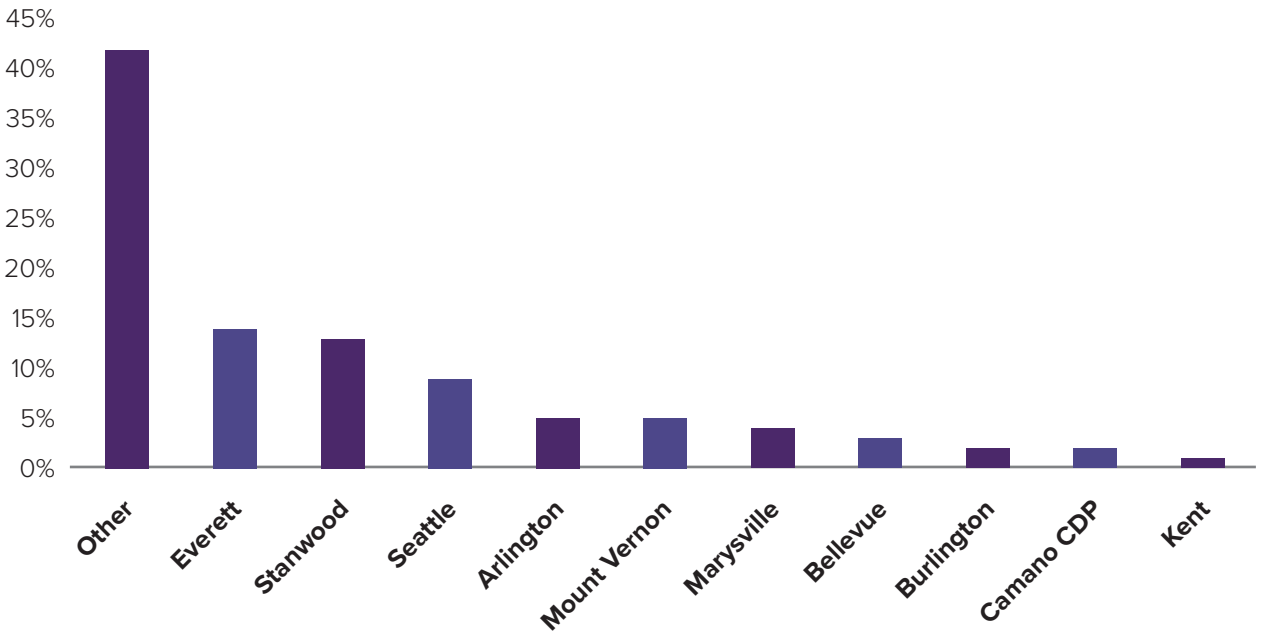
**Median Income All Households: $75,767**

**Nonfamily Households: $28,309**

### Income Distribution Overview, Stanwood



WHERE RESIDENTS OF STANWOOD ARE EMPLOYED




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

## Commuting

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

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

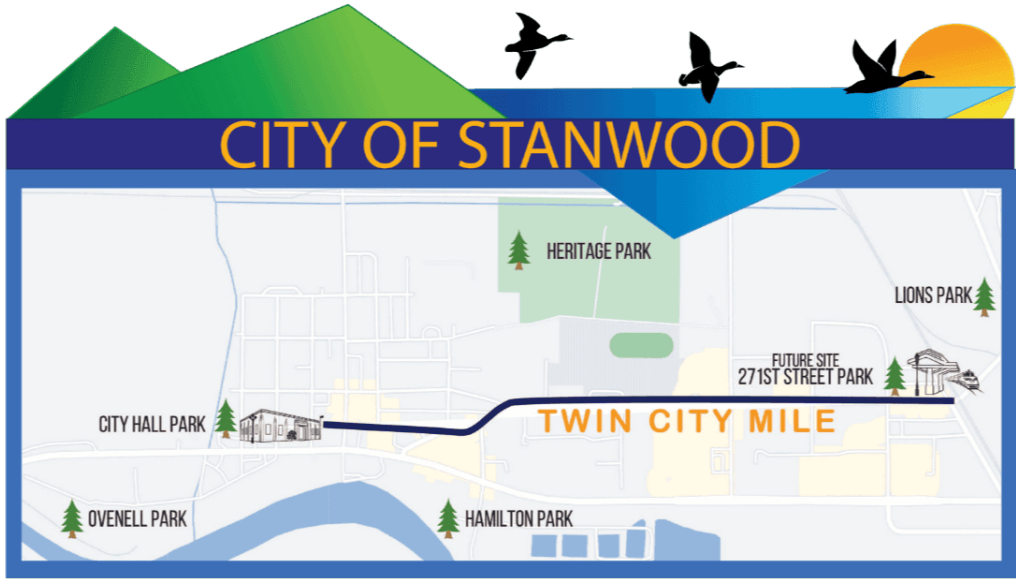
A portion of Stanwood residents are employed out of town: 14% work in Everett, 9 % in Seattle, 5% in Arlington, and 5% in Mount Vernon. Of the workforce that lives in Stanwood, 40% commute 10-24 miles while 15% travel more than 50 miles to get to work.

*Source: OntheMap, 2019*

# STANWOOD'S BUSINESS LANDSCAPE

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

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




*Map of Twin City Mile connecting the Downtown area*

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

*Image: A photo from the grand opening of the re-modeled Stanwood Thrift Store.*

# REGIONAL WEAKNESSES & STRATEGIES

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

## EQUITY

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

## HEALTH

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

## CHILDCARE

The availability of childcare impacts the ability for the labor force to work. Childcare is a critical infrastructure needed to sustain the workforce and impacts the overall performance of the region's economy. A lack of access to affordable childcare keeps approximately 133,000 parents out of the Washington labor force and specifically impacts working mothers and low income families. It is estimated that a lack of childcare has resulted in a loss of approximately 14.7 billion in personal earnings, $34,8 billion in gross state product, and over $1 billion in annual tax revenue[2].

## JOB DISTRIBUTION

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

## BROADBAND

One result of the COVID-19 pandemic was a heightened demand for broadband services across the region to accommodate on-line education and work from home trends. Access to broadband is not equitable throughout the community and creates opportunity barriers for households for education and employment.

## HOUSING

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

## BUSINESS RECOVERY

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

## INDUSTRY RESILIENCE

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

# EDG 3 DIVERSIFICATION

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

EDP 3.1 Identify sectors of the economy within Stanwood where opportunities might exist to create additional jobs and identify potential strategies for attracting employment.

EDP 3.2 Provide a supportive business environment for start-up of businesses that provide living-wage jobs.

EDP 3.3 Strive to create livable wage jobs to promote economic opportunity and sustainability for residents living in the greater Stanwood region.

EDP 3.4 Office uses should be encouraged in the industrial zones to balance existing service, retail, and industrial based jobs.

EDP 3.5 Recognize the importance of home-based businesses as a source of new business development.

EDP 3.6 Encourage and incentivize employment recruitment, expansion, and retention for businesses that provide living wage jobs.

EDP 3.7 Encourage businesses and recreational activities that promote tourism.

EDP 3.8 Conduct a business equity analysis to understand historic reasons for displacement and closure of local businesses and an economic racial equity analysis to understand the specific economic disparities impacting disadvantaged or underrepresented communities. by:

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

EDP 3.9 Collaborate with Snohomish County on appropriate strategies to reduce barriers to business development or economic security based on the results of the equity and economic racial equity analysis.

EDP 3.10 Support development and networking of women and minorities in business and encourage such businesses to apply for certification from the Washington State Office of Minority and Women's Business Enterprises.

EDP 3.11 Support Washington State legislative polices that move people towards a livable wage to reduce economic disparities among workers that are vital to community resiliency.

EDP 3.12 Improve opportunities to locate childcare facilities or after school care programs that support the workforce within the community.

*Image: A photo from the grand opening of the re-modeled Stanwood Thrift Store.*

# ECONOMIC DEVELOPMENT STRATEGY

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

**1.** Expanding Economic Opportunities

**2.** Becoming a Global Competitor

**3.** Sustaining Quality of Life

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

## ECONOMIC DEVELOPMENT GOALS

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

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

- To promote the new Planned Industrial Zone with complimentary industrial and office uses, such as medical offices, professional offices, and light industrial businesses.
- Strengthen the identity of Stanwood's Downtown District by providing a framework for which the residential uses can support a civic services and businesses. New developments will incorporate the unique Main Street character of Stanwood while providing vital and diverse retail and service businesses. To accomplish this, the City needs to establish Downtown District design standards, build human scaled infrastructure, and implement the *Beautification Action Plan*.
- To promote commercial areas which provide local and accessible services for both the residential neighborhoods and highway commercial customers.
- To encourage a multi-modal transportation system that allows local resident to move more easily from homes to jobs to necessary services without the use of single-occupancy vehicles.

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

-PUGET SOUND REGIONAL COUNCIL VISION 2050

## LIVABLE WAGE JOBS

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

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

Accomplishing these goals is no easy task and requires a thoughtful plan to achieve them. Stanwood needs to focus development regulations for these areas on "how" development should occur rather than "whether" it should occur, with incentives rather than restrictions. Regulations should clearly define permitted uses and development processes and prescribe conditions. They should avoid vague criteria and standards. A clear and simple regulatory process is fundamental to the success of Stanwood's economic strategy. Expedited, predictable permit processes are essential to meeting these goals and objectives.

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

*Image: A photo of the Twin City Idlers annual car show.*

# EDG 4 PARTNERSHIPS

***Develop strong community partnerships.***

EDP 4.1 Encourage public and private partnerships to sponsor and promote public improvement programs, community events, and support implementation of the Downtown Beautification Action Plan.

EDP 4.2 Support expansion of education programs to enhance the local workforce by coordinating with regional organizations, institutions, businesses, and stakeholders to develop a higher education and employment resource network.

EDP 4.3 Collaborate with nearby tribes to identify culturally significant sites (fishing, hunting, gathering grounds, etc.) that shall be preserved and celebrated.

# ECONOMIC STRENGTHS & OPPORTUNITIES

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

## TWIN CITY MILE

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

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

*Image: A photo taken at the City's Movies in the Park event.*

## RECREATIONAL OPPORTUNITIES

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

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

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

## AGROTOURISM

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

> "Agriculture can be an important component in the incubation of a creative economy."
>
> - 2013 SUSTAINABLE DESIGN ACTION TEAM REPORT

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

The *Economic Development Action Plan* emphasizes that Stanwood will benefit from maintaining and supporting local agricultural businesses that attract tourism. Farmers diversify their income, increase revenues, and enhance the year-round viability of their operations. Additionally, farmers can utilize economic incentives to preserve agricultural lands, such as Washington Agricultural and Farming Program tax breaks or the Snohomish County Transfer of Development Rights (TDR) program. Investing in the community's farmers and agritourism enhance the appeal and demand for local products, foster regional marketing efforts and create value-added and direct-marketing opportunities that may stimulate economic activity in Stanwood and spread the benefits to other communities in the county.

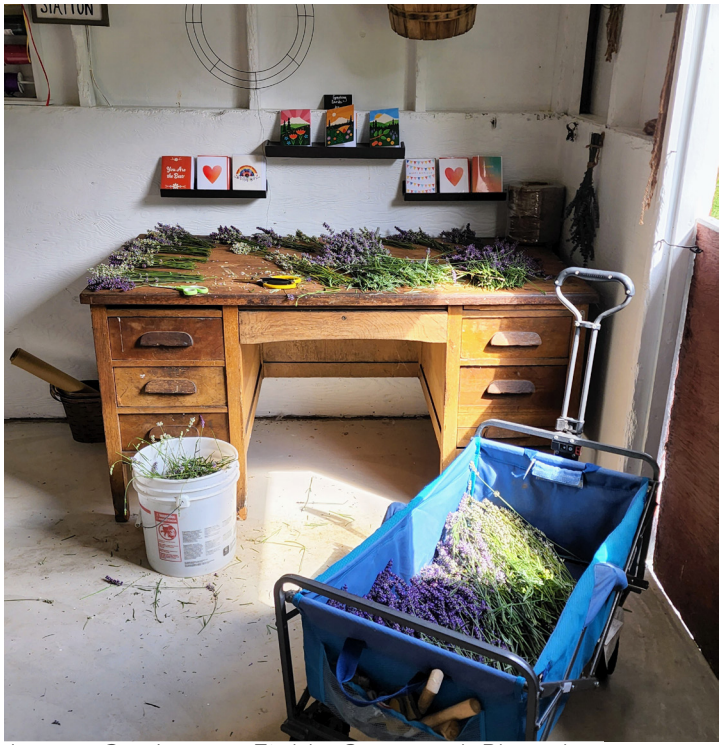


*Image: Our Legacy Fields, Stanwood, Photo by Lisa Fugate*

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

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

## SKANDA CULTURE

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

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

# EDG 5 ARTS

***Support and promote the arts within the greater Stanwood community region.***

EDP 5.1 Collaborate with private and non-profit organizations to identify and support funding opportunities for arts and cultural institutions, programming, and education that increase access to and participation in the arts.

EDP 5.2 Adopt a strategic plan to protect, enhance, and expand the community's arts and cultural resources and strengthen creative industries.

EDP 5.3 Provide financial or logistical support to local arts, festivals, performances, or cultural tourism.

EDP 5.4 Consider the development of an arts and culture district in Downtown Stanwood.

and holidays. The annual *Lutefisk[3] Dinner*, a dinner to celebrate Scandinavian roots, still occurs at Stanwood High School.

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

The Floyd Norgaard Cultural Center, originally known as the Stanwood Fraternal I.O.O.F. Public Hall, was built in 1902 to host meetings of the *Fritjov Lodge*. The structure was purchased by the Stanwood Area Historical Society and the Norgaard family to save the landmark and utilize it as a community center for music, theater, arts, and culture and preserve the site's Skanda history. Stanwood is also home to a number of other buildings within the National Registry of Historic Sites, such as the Town Hall, City Hall, S.A. Thompson House, and D.O. Pearson House.

## INTERCONNECTED COMMUNITY

Stanwood has an ideal location at the intersection of Snohomish, Island, and Skagit Counties stimulating the city's economy with a wide range of users. The city plays an urban role in the region by providing employment, retail, and tourism opportunities. There is relatively low economic competition in the immediate vicinity which can advance Stanwood's position as a regional retail center with a variety of shopping or employment opportunities. Stanwood is accessible to nearby cities and pass-by visitors along State Route 532 and Pioneer Highway, however it does not operate as a "one-stop" shop for Interstate 5 users. Locals to Snohomish, Island, and Skagit Counties are more likely to travel to Stanwood for shopping than I-5 drivers are, who would need to drive approximately 4 miles west to get goods and services typically available immediately next to the highway.

## DIVERSIFYING THE ECONOMIC BASE IN THE COMMUNITY

A variety of businesses and employment opportunities are needed in Stanwood to create a sustainable economy and livable community. Stanwood has historically been an agricultural or commuter town which contrasts the ultimate vision for residents to succeed within the City's jurisdictional boundaries.

Local businesses are the heart of the community and specifically need attention to grow and remain in Stanwood. Business development in new industries is needed to create more livable wage jobs. The city primarily has commercial, service, and industrial uses but there is a lack of professional or office level employment opportunities. Additionally, there is a lack of technological or sustainability-based jobs. Professional and office employers provide high paying jobs that can support middle class households and in turn, support local service and retail businesses.

# EDG 6 NATURAL RESOURCES

***Encourage economic development activities which respect the natural environment and take into consideration the area's natural resources, public services, and facilities.***

EDP 6.1 Support businesses that support outdoor recreation and ecotourism by building on the natural amenities present in the community.

EDP 6.2 Consider service and infrastructure implications during business recruitment and address those needs in the Capital Improvement Plan.

EDP 6.3 Balance the continued need to protect the natural, culturally significant, and historic features of property with future growth and development.

EDP 6.4 Work with businesses, the public, and non-profit representatives to develop environmentally sustainable policies addressing climate change and implementable development incentives.

- Equity also needs to be part of the conversation of cultivating a resilient local business community. Stanwood aims to work with marginalized groups to better understand current barriers to business development and strategize on programs to develop economic equity throughout the City. More information is needed to determine specific strategies to level the economic playing field – and Stanwood realizes they have a role to play in rectifying historic inequities.

- The community needs to expand its retail area, provide a broader base, and build on it's strengths in recreation, arts and community events, Skanda culture, agritourism, and local service needs. A distinctive downtown business district can create additional opportunities for community events and activities that celebrate the City's strengths – farmers markets, parades, and holiday events celebrated in a beautiful downtown core emulating the unique history and character of Stanwood. Stronger visual connections and pedestrian infrastructure to downtown and the transit station supports tourism and pass by visitors. Stanwood should be a desirable place to get off the train to explore the Twin City Mile and local businesses.

- Stanwood's other strengths should continue to be enhanced, such as the arts community and agritourism. The arts program can be expanded upon and capture an opportunity with similar communities on Camano Island. These types of cottage industry tourism activities can add to the "string of pearls tourism" that occurs in this area, where people experience restaurants, small boutique shops, wineries, Arts Festival, and other events in the immediate area. Additionally, developing agritourism activities such as demonstration farms or u-pick is a logical strength and opportunity given the City's location, natural assets, and community values. Stanwood is well positioned to serve as the launch point for tourism destinations focused on farmers who open their doors to visitors. Sharing farm culture on a personal level, bridges the gap between urban and suburban communities.

## SUSTAINABLE JOB GROWTH

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

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

## CITY BEAUTIFICATION

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

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

# EDG 7 PEDESTRIAN MOBILITY

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

EDP 7.1 Provide public or private parking that is convenient with safe pedestrian access to entries.

EDP 7.2 Within Commercial Centers, support amenities such as convenient and safe parking, weather protection and public spaces to improve conveniences for shoppers and business owners.

# PREVIOUS PLANNING EFFORTS

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

## *2010 ECONOMIC DEVELOPMENT ACTION PLAN*

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

The plan's vision is to strengthen Stanwood's vitality and identity as the "city center" of the Snohomish, Island, and Skagit regions by capturing a greater share of spending and bringing more wealth into the community by supporting existing businesses, creating additional local shopping, and increased employment opportunities for residents. New local shopping and employment opportunities supports our community by increasing accessibility to goods and services, reducing impacts on roadways, and establishes Stanwood as a business supportive environment. Retaining local and encouraging new businesses results in a robust and diverse tax base that supports population growth and infrastructure demands. The ultimate goal of the plan is to create a self sufficient and sustainable Stanwood; one in which residents of all incomes can afford to live and work in the City, accessibility to goods and services, and a diversity of wages. There are 12 key strategies the 2010 Plan outlined to achieving the City's economic vision:

### *EDUCATION PROGRAM*

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

### *DEVELOPMENT SERVICES PROGRAM*

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

### *ZONING AND DEVELOPMENT STANDARDS WORK PROGRAM*

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

### *HISTORIC RESOURCES PROGRAM*

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

### *ECONOMIC DEVELOPMENT DIRECT SUPPORT PROGRAM*

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

### *DOWNTOWN REVITALIZATION PROGRAM*

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

### *UPTOWN PROGRAM*

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

### *SUSTAINABLE DEVELOPMENT PROGRAM*

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

### *BUSINESS RETENTION PROGRAM*

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

### *BUSINESS RECRUITMENT PROGRAM*

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

### *COMMUNITY MARKETING PROGRAM*

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

### *TOURISM PROGRAM*

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

# EDG 8 SUSTAINABILITY

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

EDP 8-1 Engage in business recruitment efforts that serve the agricultural, cottage, and food-service industry.

EDP 8-2 Develop relationships with potential partners in the emerging clean technology sector.

EDP 8-3 Preserve farmland around Stanwood and enhance agricultural economic activity in the region.

EDP 8-4 Continue to support local farmer's market that specializes in local food products.

EDP 8-5 Develop a climate change action plan and sustainability strategy to reduce waste consumption and encourage environmentally sound practices as the city and among local residents and businesses.

EDP 8-6 Use new public facilities as demonstration projects as sustainable building practices and to support the market for locally produced clean technologies and other products.

EDP 8-7 Encourage all businesses to promote socially and environmentally responsible practices into their operations.

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

*Image: A photo from the grand opening of Pat's Thai Shabu Restaurant.*

## 2015 DOWNTOWN SUBAREA PLAN

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

## 2020 CITY BEAUTIFICATION ACTION PLAN

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

### *1. Gateway Signage and Landscaping*

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

### *2. Main Street Revitalization*

Enhance the attractiveness of the Downtown District by developing a "Main Street" aesthetic through the installation of street trees, benches, seating areas, street trees, flower baskets or flowerpots; painting murals which depict local history or community character; installing mini library boxes; installing etched rocks; hanging seasonal banners, or other similar public improvements which enhance the visual appearance of the street scape. Project includes reconfiguration is 271st Street to have a "human" focus and be oriented towards pedestrians through wide sidewalks, plaza areas, and parks. The intent of revitalization is connecting business districts to outdoor event areas and housing units, creating a harmonious, "main street" style Downtown District.

### *3. Downtown Gateway*

Unique features should be used to signify that people are about to enter Stanwood's historic Downtown District to distinguish the district from

other areas of the city. A gateway design is being considered by the city and could include arches, art sculptures, or other entry concepts.

### *4. SR 532 Beautification*

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

### *5. Wayfinding Signage*

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

### *6. Public Art*

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

# EDG 9 DOWNTOWN

***Enhance the City's historic Downtown District.***

EDP 9-1 Using the adopted Economic Development Plan, Downtown Master Plan, Stanwood Destiny by Design and the Downtown Beautification Action Plan as guidelines, implement the City's economic development vision and strategies.

EDP 9-2 Pursue economic development grants for projects creating jobs.

EDP 9-3 Adopt city codes that require desired improvements such as street planters, façade and sidewalk improvements.

EDP 9-4 Seek opportunities to use public facilities, parks, and open spaces to attract users into the downtown and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying downtown's character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure.

EDP 9-5 Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station.

EDP 9-6 Encourage residential development within walking distance (up to a ½ mile) of the downtown commercial area.

EDP 9-7 Ensure new and infill developments adhere to the design guidelines adopted in the City's long-range plans, including but not limited to the Economic Development Plan, Downtown Master Plan, Destiny by Design Plan and City Beautification Action Plan.

EDP 9-8 Revitalize the downtown and uptown districts to have a healthy diversity of uses including mixed use residential, civic, and local businesses that tied together through thoughtful, uniform urban design.

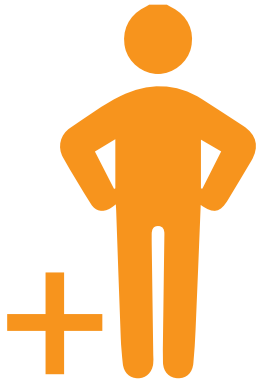
# WHERE WE'RE GOING: TRANSPORTATION

Stanwood Grill
STANWOOD
SCANDINAVIAN
HOSPITALITY

# TRANSPORTATION : KEY TAKEAWAYS

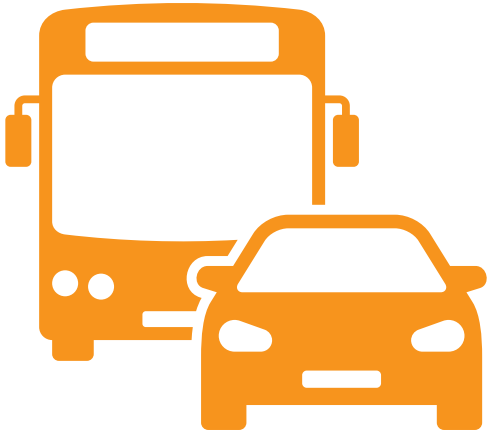
## CORE VALUES

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



## FUTURE GROWTH

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



## REDUCE TRAFFIC

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

## IMPROVE LOS

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

## KEY PARTNERSHIPS

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

## PROJECT FINANCING

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

# INTRODUCTION

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

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

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

## KEY TERMS

### URBAN GROWTH AREA

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

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

# TRANSPORTATION AND COMMUNITY VISION

## Transportation Planning

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

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

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

### LOCAL AND REGIONAL PLANNING

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

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

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

# Community Feedback

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

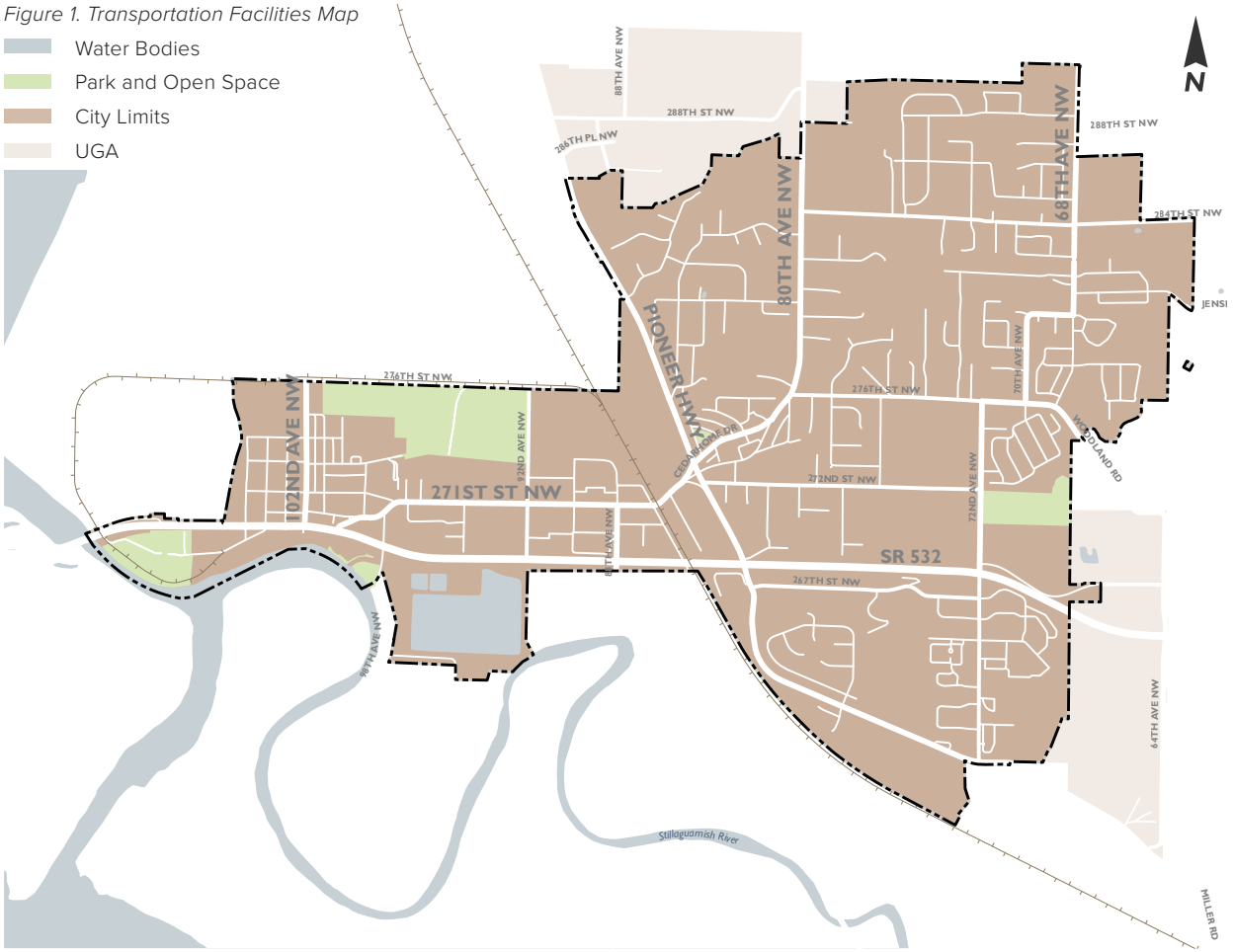
# TRANSPORTATION INVENTORY: How Does Stanwood Currently Navigate the City?

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

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

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

*Figure 1. Transportation Facilities Map*




## ROADWAY SYSTEM

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

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

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

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

## KEY TERMS

### COLLECTOR

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

### ARTERIAL

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

# TG-1

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

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

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

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

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

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

TP 1.6: Identify and implement strategies to ensure the resilience and future security of the transportation system for the efficient movement of emergency responses.

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

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

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

# EXISTING HIGHWAYS AND STREET SYSTEM

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

| Roadway | Number of Lanes | Speed Limit (MPH) |
|---|---|---|
| **North-South Routes** | | |
| 102nd Ave NW / Old Pacific Hwy | 2 | 25 |
| Pioneer Hwy | 2 | 30-35 |
| 80th Avenue NW | 2 | 25 |
| 68th Avenue NW | 2 | 25 |
| 72nd Avenue NW | 2-3 | 25 |
| 64th Avenue NW | 2 | 35 |
| Marine Drive | 2 | 25 |
| **East-West Routes** | | |
| SR 532 (within city limits) | 2-3 | 35-45 |
| 271st Street NW | 2-3 | 25 |
| 272 Street NW | 2 | 25 |
| 26th Street NW | 2 | 25 |
| 300th Street NW | 2 | 50 |

*Figure 2. Existing Roadways Serving Stanwood (2014)*

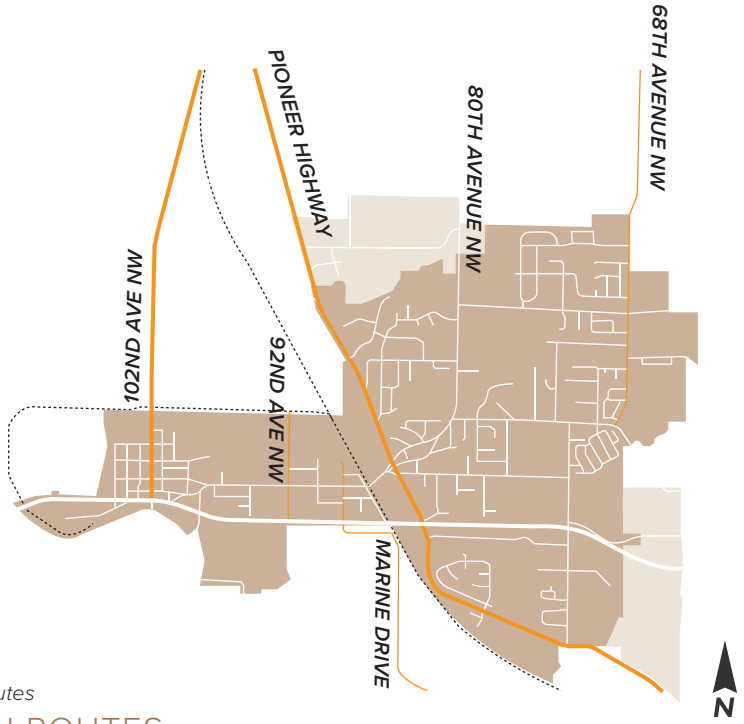



*Figure 3. North South Routes*

## NORTH-SOUTH ROUTES

### *Pioneer Highway*

"The primary North-South Route"

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

### *102nd Avenue*

"Old Pacific Highway"

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

### *92nd Avenue NW*

"Western Secondary North-South Route"

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

### *80th Avenue NW and 68th Avenue NW*

"Main North-South Thoroughfares"

- Located in eastern Stanwood.

### *Marine Drive*

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

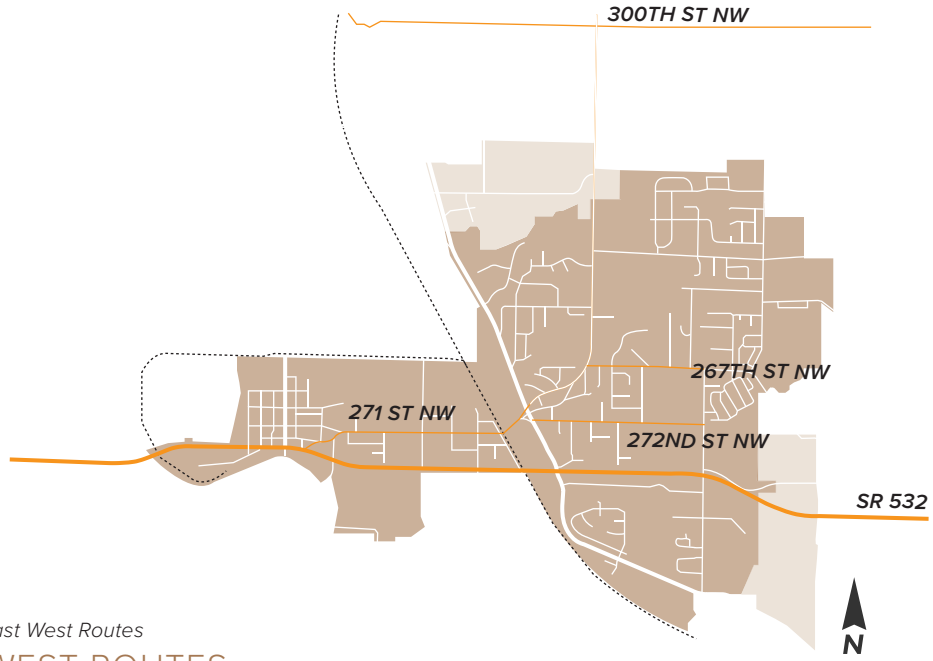



*Figure 4. East West Routes*

## EAST-WEST ROUTES

### *SR 532*

"10-mile Regionally Significant State Highway"

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

### *271st Street NW*

"East-West route through the Historic Business District"

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

### *272nd Street NW and 276th Street NW*

"East-West connectivity north of SR 532"

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

### *300th Street NW*

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

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

## KEY TERMS

### REGIONALLY SIGNIFICANT STATE HIGHWAY

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

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

# TRAFFIC VOLUMES: "A 2022 SNAPSHOT"

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

*Major Corridors: Pioneer Highway and SR 532*

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

*Major Intersections: Highest PM peak hour traffic volumes*

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

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

## KEY TERMS

### WEEKDAY PM PEAK HOUR

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

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

### ENTERING TRAFFIC VOLUME

Side street and mainline traffic flows.

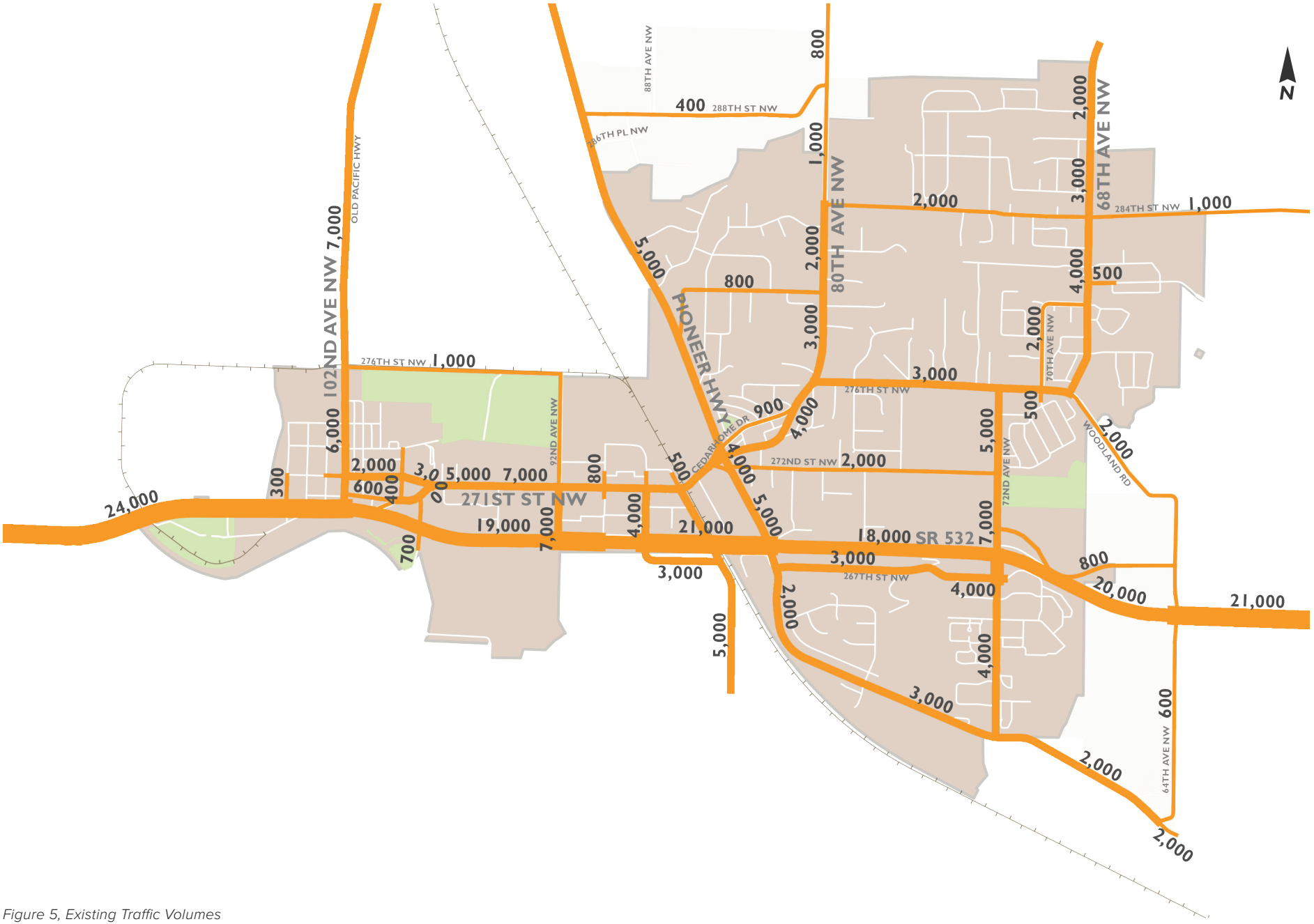
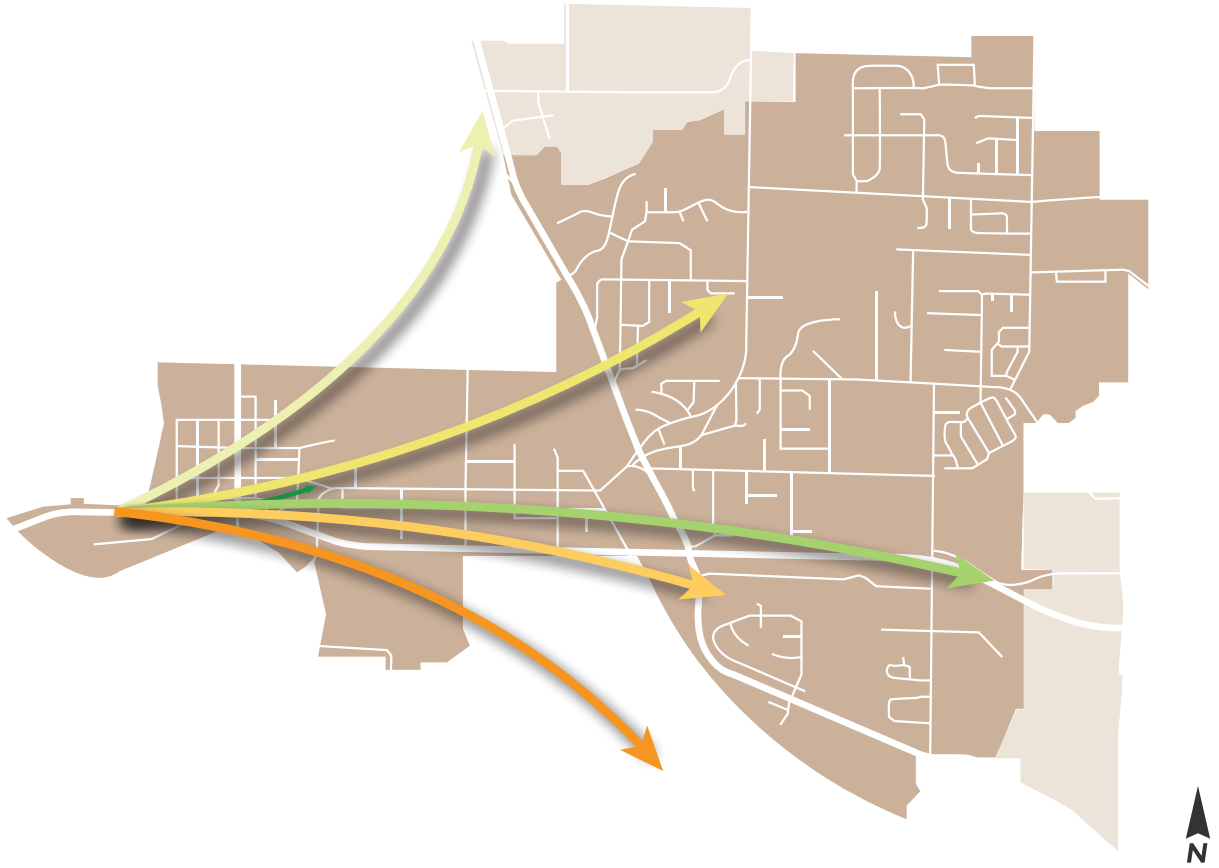



*Figure 5, Existing Traffic Volumes*

# WHAT IS IT LIKE TO TRAVEL IN STANWOOD?

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

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




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

*Figure 6, Eastbound Origin-Destination Traffic Volume Percentages*

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

*Figure 7, Westbound Origin-Destination Traffic Volume Percentages*

# STANWOOD TRAFFIC AND SAFETY

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

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

*Figure 8, Average Traffic Volumes for Major Roadways*

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

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

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

***267th Street NW and 72nd Avenue NW***

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

***64th Avenue NW and 268th Street NW***

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

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

## Level of Service Standards

Level of Service (LOS) standards are part of the mandatory elements of the City's Comprehensive Plan as required by the Growth Management Act (GMA) (RCW 36.70A.070). In addition, climate legislation passed in 2023 requires jurisdictions to adopt level of service standards for pedestrian and bicycle facilities. The Puget Sound Regional Council (PSRC) and the VISION 2050 Regional Transportation Plan encourage local jurisdictions to conduct the following:

a. ***Develop multi-modal transportation concurrency programs.***

b. ***Identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that operate or will operate below the established LOS standard.***

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

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

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

## KEY TERMS

### LEVEL OF SERVICE (LOS)

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

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

### MULTIMODAL LEVEL OF SERVICE (MMLOS)

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

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

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

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

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

*LOS A: Free Flow*

*LOS B: Stable Flow (slight delays)*

*LOS C: Stable Flow (acceptable delays)*

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

*LOS E: Unstable flow (intolerable delay)*

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

# LOS STANDARDS: LOCAL SCALE

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

LOS SIGNAL

- Stop
- Signal

LOS level

- A-C
- D
- E
- F

*Figure 9, Existing Intersection Traffic Operations*

### *SR 532/103rd Drive NW*

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

### *SR 532/102nd Drive NW*

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

.

### *SR 532/102nd Avenue NW*

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

### *SR 532/270th Avenue NW*

- Two-way stop-controlled intersection.
- Southbound approach: LOS C with 20 seconds of delay.
- Eastbound approach: LOS B with 10 seconds of delay.
- 5 left turns and 85 right turns, with vehicles queues of two vehicles or less.

### *SR 532/98th Avenue NW*

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

### *SR 532/92nd Avenue NW*

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

### *SR 532/88th Avenue NW*

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

### *SR 532/Pioneer Highway*

- Provides connections from SR-532 north to Conway and its access to I-5.
- To the south, Pioneer Highway travels southeasterly connecting with the City of Arlington.
- LOS C in 2014 and has slightly degraded to LOS D in 2022.

### *SR 532/72nd Avenue NW*

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

### *SR 532/64th Avenue NW*

- Located at the eastern end of SR 532 and the City's UGA.
- Stop-controlled for northbound and southbound movements.
- LOS E in 2014 and has degraded to LOS F in 2022.

# LOS STANDARDS: REGIONAL SCALE

### *State Highway LOS*

- SR 532 is the only state highway serving Stanwood and is designated as a regionally significant state highway (non-HSS).
- Identified in the State's Highway Systems Plan, LOS standards for state highways of regional significance are adopted by PSRC and Washington State Department of Transportation (WSDOT).
- SR 532 is a Tier 2 highway with a standard of LOS D. Tier 2 highways serve the outer urban area which represents the area outside of the 3 mile buffer around heavily traveled highways and usually fall in areas farther from transit service with fewer alternative roadways.

### *Snohomish County LOS*

- LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed.
- In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.
- North of the City limits arterial units are defined along Old Pacific Highway, 300th Street NW east of the current UGA, and 68th Ave NW.

### *Island County LOS*

- The current adopted LOS methodology for Island County is an intersection-based LOS standard.
- For facilities located within designated urban areas, the standard is LOS D.
- For facilities located in outlying rural areas, the standard is LOS C.
- A unique feature of Island County's transportation concurrency program is that state law requires the County to include state highways and ferry routes as part of the County's level of service standard.

# TG-2

**Maintain transportation levels of service (LOS) consistent with adopted standards and community needs.**

TP 2.1: Ensure adequate transportation facilities are available concurrent with development and maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.

TP 2.2: The City has adopted the following levels of service (LOS) standards:

1.) For locally owned intersection operations based on methodologies in the latest edition of the Highway Capacity Manual (HCM):

i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.

ii. LOS E for two-way stop-controlled intersections.

2.) Apply Washington State Department of Transportation's level of service standards to intersections of state highways within the Stanwood area:

i. LOS D or better within urban areas.

ii. LOS C or better within rural areas.

iii. LOS C or better within rural areas.

TP 2.3: Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP 2.4: Work with Snohomish County to coordinate level of service standards for transportation infrastructure and facilities within the City's unincorporated Urban Growth Area for motorized and non-motorized transportation.

TP 2.5: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

TP 2.6: Work cooperatively with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and adjacent areas.

TP 2.7 Develop and adopt an implementable local bicycle and pedestrian level of service concurrency program that promote the movement of people.

# FREIGHT SYSTEM

"Freight" refers to the transportation of goods from one place to another. The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021.

SR 532 (Entire Length)
102nd Ave NW / Old Pacific Hwy (North of SR 532
Pioneer Hwy (Entire Length)
88th Ave NW (South of 271st St)
72nd Ave NW (276th St NW to Pioneer Hwy
288th St NW (Pioneer Hwy to 80th Ave NW)
Marine Drive (Entire Length)

300th St NW (Old Pacific Hwy to 68th Ave NW)
68th Ave NW (City Limits to 300th St NW

## KEY TERMS

### FGTS TONNAGE CLASSIFICATIONS

**T-3**

300,000 to 4,000,000 annual gross tonnage (approximately 24 to 320 trucks per day).

**T-4**

100,000 to 300,000 annual gross tonnage (approximately)

## RAIL TRANSPORTATION

Existing rail transportation within Stanwood includes both passenger and freight services via a double-tracked line running through the City. Amtrak passenger trains serving major West coast cities including Portland, Seattle, and Vancouver B.C. stop at the Stanwood Amtrak Station four times each day, two northbound and two southbound. Two trains travel through the station between 9 and 10 a.m. (both directions) and another two trains between 8 and 9 p.m. (both directions).

The main rail line is an important international freight line, connecting Pacific coast Ports including the Port of Seattle, and major cities from Canada to Mexico. BNSF operates an average of 20 trains per day in the area  but are anticipating future growth in rail operations to up to 28 trains per day by 2040.

In addition to the mainline traveling through the City, there is a minimally used spur that serves Twin City Foods and the industrial area in southwest Stanwood. This spur rail line, rarely has high volumes of rail traffic, but is periodically used for storing freight train cars west of 102nd Avenue NW.

## AT-GRADE RAIL CROSSINGS

Rail lines within the City of Stanwood intersect roadways at two at-grade rail crossings. One at-grade rail crossing is located near the Stanwood Amtrak Station on the mainline between the 271st

St NW / Cedarhome Drive intersection and Marine Drive. The other at-grade crossing is along the minimally used spur track at 102nd Avenue NW and 276th Street NW, just north of the City limits.

Under existing rail volumes, there are relatively small delays to roadway traffic because trains typically pass through crossing during off-peak hours. Future increases to rail volumes could cause more congestion at these locations as crossings occur during heavy vehicle travel times, particularly at the mainline crossing near the Stanwood Amtrak Station.

# NON-MOTORIZED TRANSPORTATION SYSTEMS

The non-motorized transportation system is comprised of facilities that promote mobility without the aid of on-street motorized vehicles. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can increase the use of non-auto travel modes.

## Pedestrian Facilities

Every trip begins and ends with a walk. People walk to their cars and drive somewhere where they will walk into a building or facility or they need to walk to the bus stop. The City hopes to connect more destinations with walking paths and encourage walking between trip destinations. The City encourages retail and commercial developers to design new facilities in a pedestrian friendly way. The City of Stanwood will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements and has adopted street standards that provide for a range of facilities including sidewalks, bike lanes, wider roadway shoulders, and multiuse pathways.

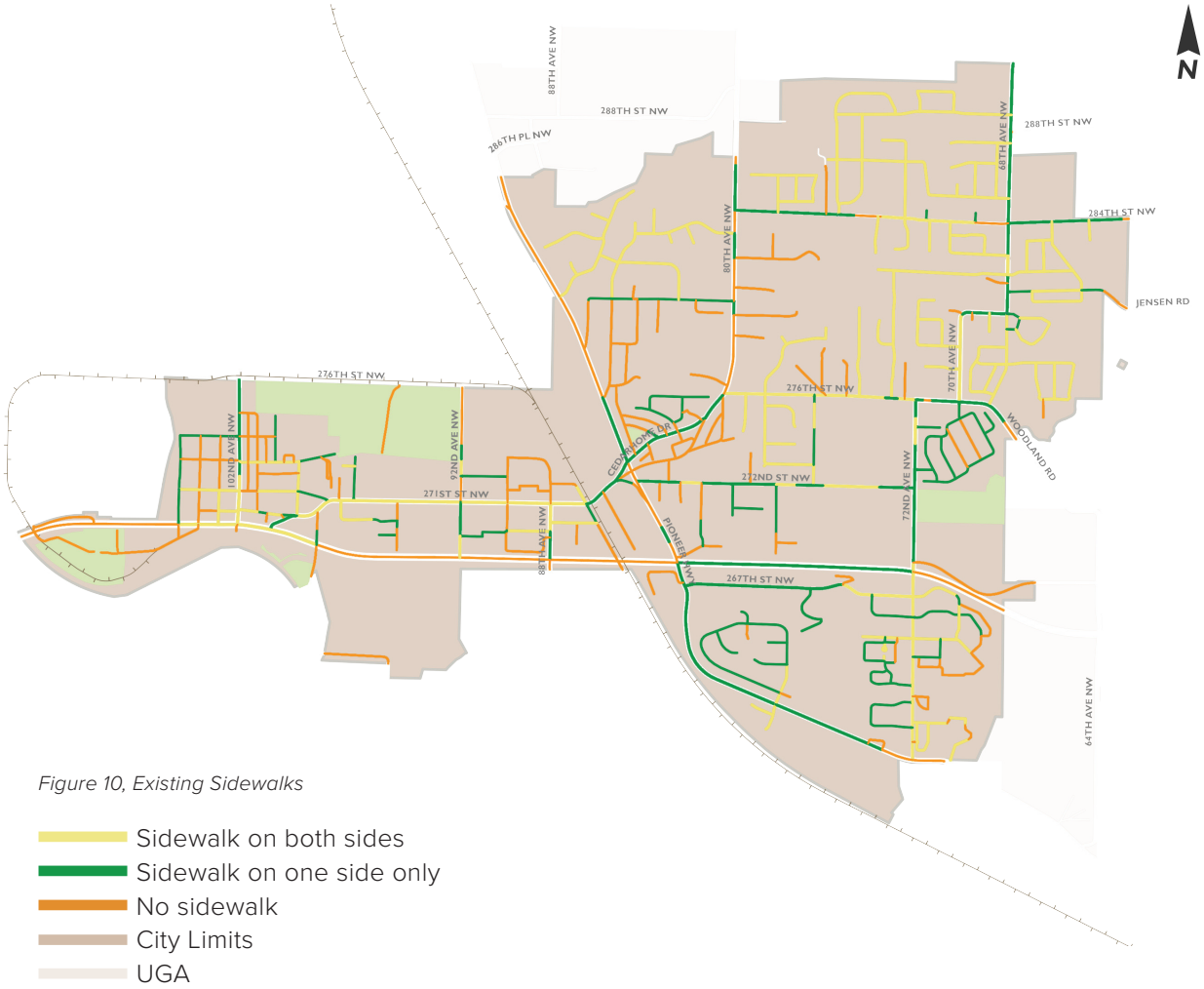



*Figure 10, Existing Sidewalks*

## Bicycle Facilities

Bicycling is an important and growing mode of travel for people in the region.. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle. The City encourages the use of bicycles; endeavors to coordinate linkages between off-road and on-road bicycle facilities; considers impacts on bicycles when designing and engineering roadways; and emphasizes continuous bicycle linkages to existing facilities.

The City is interested in incorporating adjacent bicycle lanes or other design treatments, as appropriate, into roadway construction projects whenever the right-of-way is sufficient and funding can be secured. Bicycle travel through traffic circles will need to be addressed as individual projects are designed and implemented.

While no formal bicycle facilities exist within the City, according to the Snohomish County Area Bicycling and Trail Map published by Community Transit, there are multiple bicycle corridors within the City of Stanwood. Community Transit identifies two types of bicycle facilities; routes with shoulders or dedicated bike lane and routes with no shoulder.

*Figure 11, Bike routes and Multiuse trails*

# PUBLIC TRANSIT: BUS ROUTES AND NETWORKS

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with street improvements, bicycle facilities, and pedestrian facilities is critical to transit's success.

Community Transit (CT) operates three routes in and through the City of Stanwood while Island Transit operates another three routes serving Stanwood. Each route provides a vastly different service area. Some routes provide direct trips from Stanwood to Camano Island, while others provide long distance trips to

- Stanwood to Smokey Point (Weekday and Weekend Service) **240**
- Stanwood to Seaway Transit Center (Peak AM & PM Weekday Service Only) **247**
- Stanwood to Downtown Seattle (Peak AM & PM Weekday Service Only) **422**
- Stanwood to Camano (Weekdays and Saturday Service only) **3**
- Camano Island to Mt Vernon (Weekdays and Saturday Service only) **411C**
- Camano Island to Everett (Weekday Service Only ) **412**

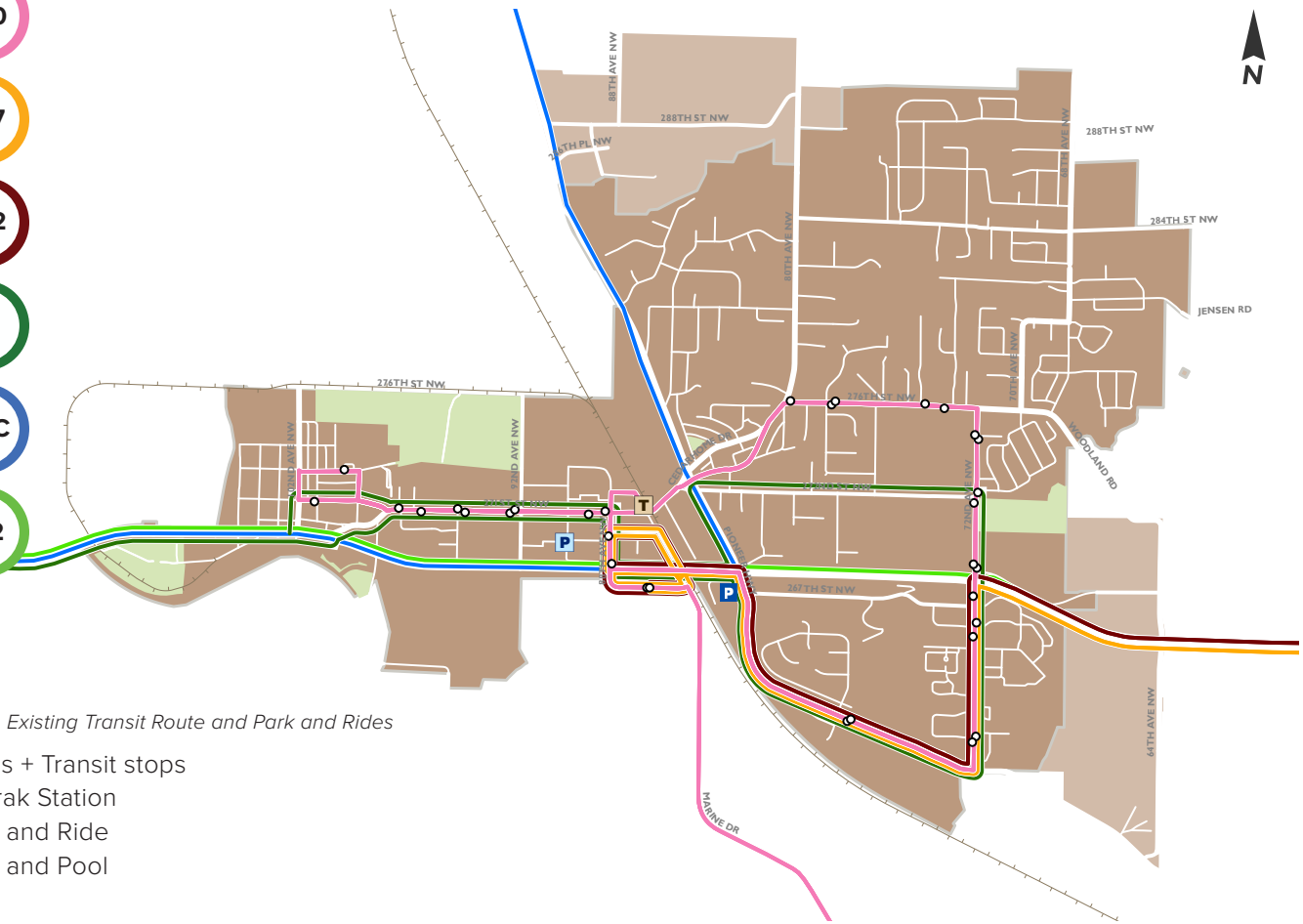



*Figure 11, Existing Transit Route and Park and Rides*

- Stops + Transit stops
- T Amtrak Station
- P Park and Ride
- P Park and Pool

## PARK-AND-RIDE AND PARK-AND-POOL LOTS

Park-and-Ride are important facilities for transit riders as they provide a location to leave personal vehicles parked for extended periods of time. This extends the range of the transit network as drivers can reach transit service via carpools or SOV trips during commutes.

As shown in Figure 8, the Stanwood area is served by one park-and-pool lot within City limits, and another two park-and-ride lots outside City limits. The park-and-pool lot inside the City is located at 90th Avenue NW and Viking Way and has 38 parking stalls which serve both Community Transit and Island Transit Routes.

Outside the City, a park and ride is located on 267th Street NW and Marine Drive and has 70 parking stalls which serve both Community Transit and Island Transit Routes. A 2012 Park-and-Ride survey found this facility is at 28 percent capacity. Additionally, this facility may not be available during significant flood events.

A second park-and-ride located outside the City limits is on the southwest corner of I-5 and SR 532. While this lot is located 3.5 miles east of the City, it provides commuters with the ability to use both the Island Transit and Community Transit routes traveling south on I-5 to destinations such as Everett and Seattle. This lot has approximately 147 parking spaces. A 2012 Park-and-Ride survey found this facility is generally at 95 percent capacity or greater. This facility also has bicycle lockers.

## VANPOOL PROGRAMS

Community Transit operates a vanpool program serving commuter groups with an origin or destination in Snohomish County. The program offers support to form and operate vanpool groups. The program provides vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups for daily commuters. There are currently 8 vanpools registered on the Community Transit vanpool webpage that originate in Stanwood and travel to other areas such as Everett, Lynnwood, and Marysville.

# A CALL TO ACTION: PLANNING FOR 2044 GROWTH

The Transportation Plan forecasts expected growth and associated travel issues for Stanwood by 2044. The 20-horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows.

As discussed in the Housing and Land Use Elements, Stanwood is expected to grow by a population of 10,963 people and 4,385 housing units. More residents in the community means a higher demand on the City's transportation systems. To accommodate changing transportation needs for increased daily commutes, the City has developed actions to mitigate and reduce growth related impacts, and improve availability and access to transportation routes and network.

To design an "action plan" to accommodate future growth, the City has examined existing and future land use allocations. Allocations are based the previous 2015 Comprehensive Plan information, updated to reflect the latest changes to zoning, planned and built developments, and subarea plans.

Hazzer

# LAND USE FORECASTS

The City's travel forecasting model was built to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in households and employment. The model is useful in evaluating transportation system alternatives intended to restrict or to require specific land use actions. The land use assumptions are based on zoning present at the time the model was created.

## Household Growth

Figure 12 shows the projected household growth in Stanwood, which is forecast to grow by approximately 1,070 households (or 32 percent). From an annual basis, growth in the City and its UGA is forecast to average 1.3 percent per year.

As shown in Figure 12, the bulk of housing growth (nearly 77 percent of all housing growth) will be in the eastern portion of the City (east of Pioneer Highway), with the majority allocated to District 3. The other districts have about an equal share of the remaining growth allocation.

## Employment Growth

Figure 12 also summarizes the forecasted growth in employment used in developing the 2035 travel forecasts. The number of jobs in Stanwood and its UGA is forecast to increase by 57 percent (approximately 1,830 employees) – from approximately 3,240 employees in 2022 to nearly 5,070 employees in 2044. The bulk of the employment growth (nearly 84 percent of all employment growth) will occur in the downtown area (District 1).

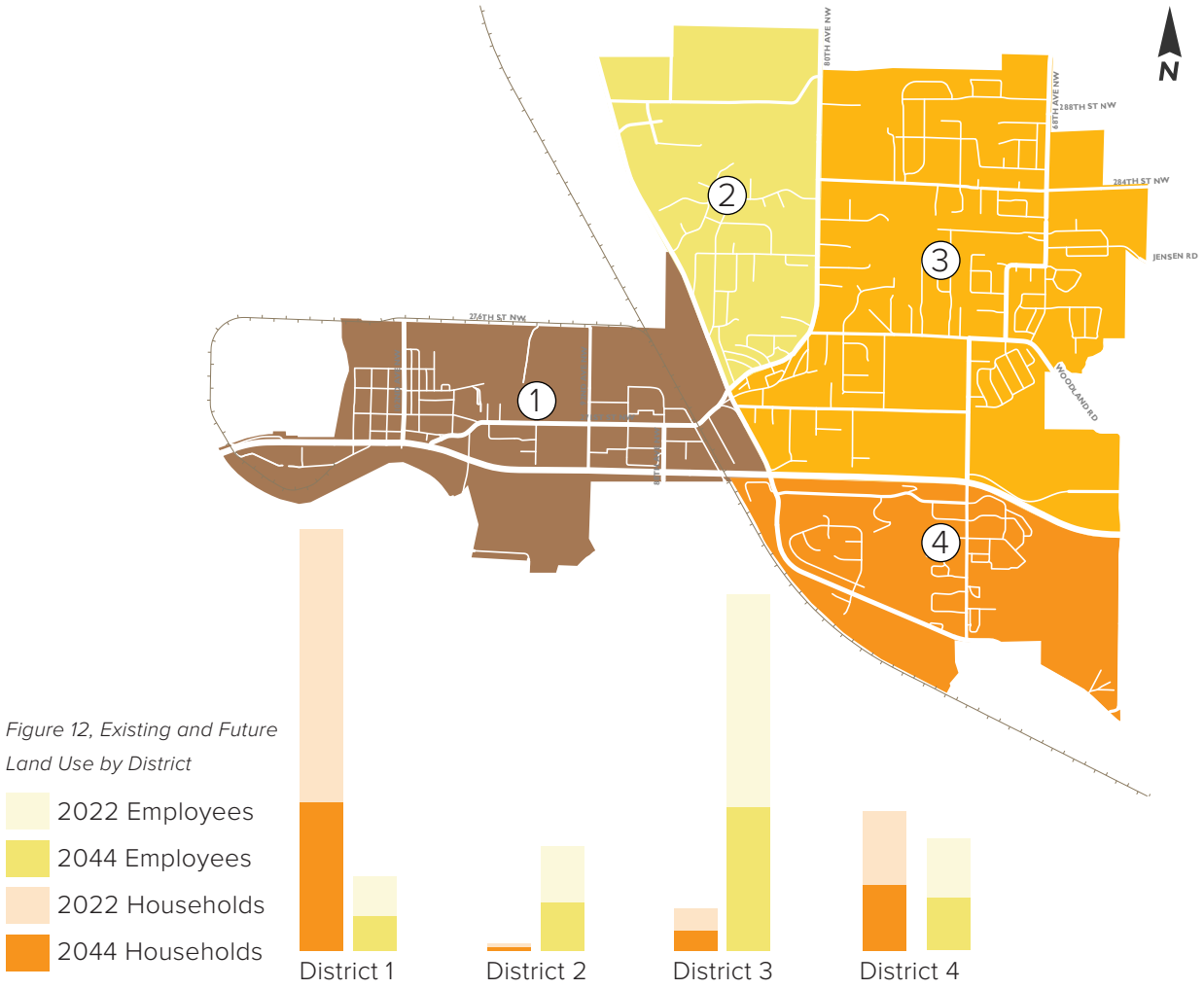



*Figure 12, Existing and Future Land Use by District*

# TG-8

**Minimize negative environmental impacts for the benefit of the City's natural resources and the reduction of greenhouse gas emissions.**

TP 8.1: Reduce greenhouse gas emissions and pollutants from transportation activities through the electrification of the transportation system, use of cleaner fuels and vehicles, and developing of infrastructure needed to support clean fuel vehicles such as electric vehicle chargers.

TP 8.2: Prioritize transportation projects that reduce vehicle miles traveled per capita while promoting vibrant commerce and environmental sustainability.

TP 8.3: Promote and incentivize transportation trip reduction programs and actions to reduce air pollution and greenhouse gas emission, including but not limited to:

a.) Land use plans and zoning for compact, higher-density, mixed use development to reduce vehicle mile traveled;

b.) Employer-based incentives for ridesharing, vanpooling, flextime, and telecommuting work schedules;

c.) Adopting policies or regulations proportionally reducing traffic impact fees or reduced parking requirements;

d.) Support building codes and other efforts to promote conservation efforts and the use of clean alternative energy sources, renewable energy, electric or hybrid vehicles, and electric vehicle charging stations; and

e.) Convert incandescent streetlights to L.E.D.

TP 8.4: Work with local, state, and regional agencies to achieve regional goals to improve air quality, water quality, fish passage, and environmental pollution goals by minimizing and mitigating adverse impacts of transportation services on designated critical areas and resource lands.

TP 8.5: The City should consider purchasing hybrid or electric vehicles when purchasing fleet vehicles.

TP 8.6: Establish compact, pedestrian, transit-oriented development, and reductions to greenhouse gas emissions as metrics for prioritizing transportation investments.

TP 8.7: Adopt and apply stormwater retrofit designs in transportation projects to provide flow control and/or treatment benefits to protect and improve fish habitat and water resources.

# TG-10

**Ensure and prioritize equity, inclusion, and access to opportunities in the development and maintenance of transportation systems.**

TP 10.1: Consider current and past inequities in infrastructure development when planning and programming new investments using PSRC's Opportunity Index, the Countywide Equity Index, and other regional/state guidance documents. Consider consolidating findings into a transportation equity report.

TP 10.2: Conduct public engagement with marginalized or underrepresented communities to understand multimodal transportation needs and barriers to access.

TP 10.3: Prioritize active transportation and transit investments in historically underserved communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations to improve affordable and convenient access to employment, education, health care, social services, recreation, and culture.

TP 10.4: Mitigate the negative impacts of the transportation system on historically underserved communities when developing plans and programs by incorporating equity and inclusion into the Capital Improvement Plan and Transportation Improvement Plan's proposed infrastructure projects.

# 2044 BASELINE EVALUATION

### *Future Traffic Volumes*

The travel forecasting model was used to convert the existing (2022) and forecast (2044) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2022 traffic counts, was used to forecast 2044 traffic volumes and travel patterns. Future daily traffic volumes are shown in Figure 13.

### *Future Intersection Operations*

The 2044 Baseline forecast model was set up with the assumption that only currently committed transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying future traffic operations deficiencies, which were then used to establish a framework for the Transportation Systems Plan. The resulting 2044 baseline PM peak hour intersection levels of service are shown in Figure 14.

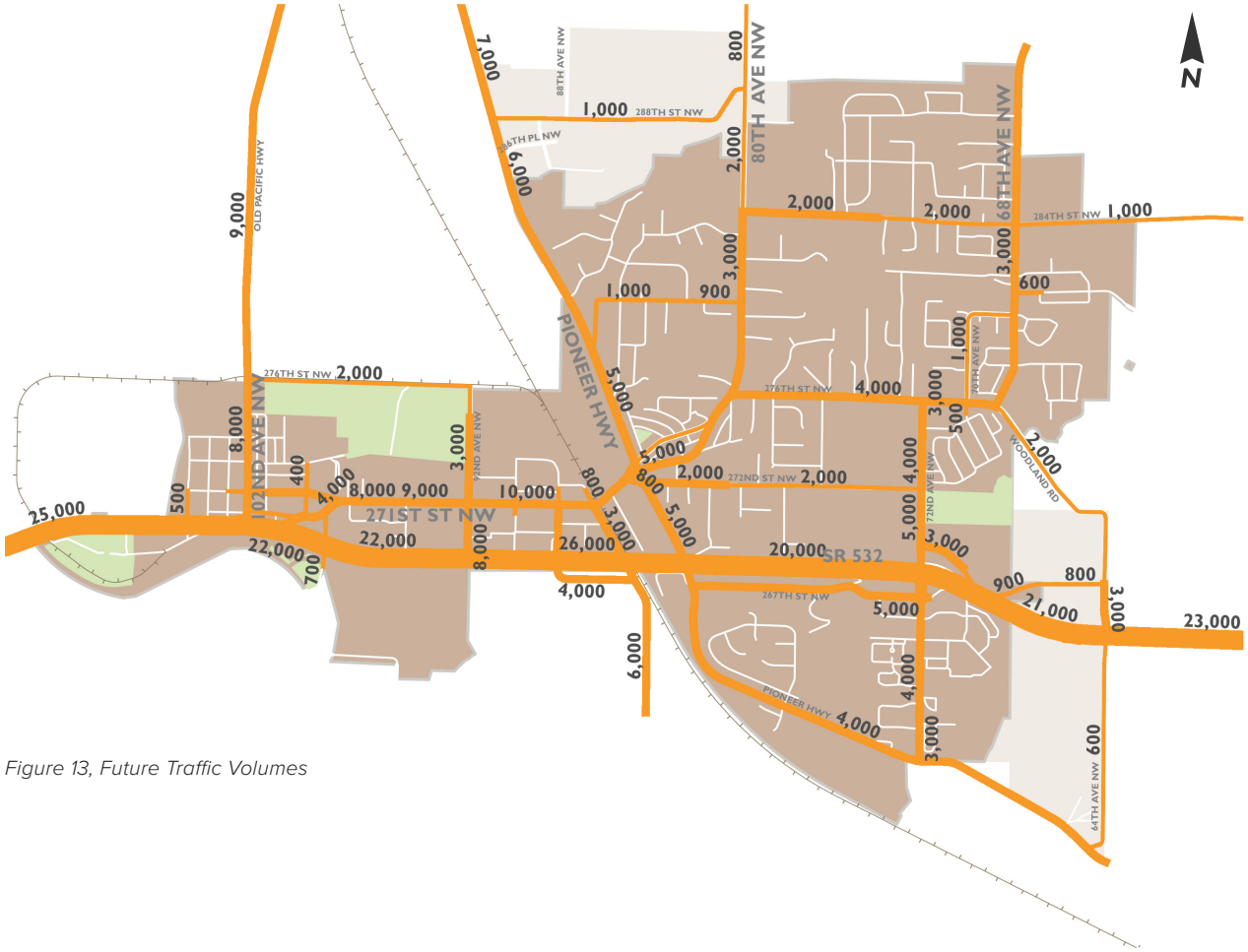



*Figure 13, Future Traffic Volumes*

# Future Intersection Operations

The 2044 Baseline forecast model was set up with the assumption that only currently committed transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying future traffic operations deficiencies, which were then used to establish a framework for the Transportation Systems Plan. The resulting 2044 baseline PM peak hour intersection levels of service are shown in Figure 14.

*Figure 14, Future (2044) Intersection Traffic Operations*

LOS SIGNAL

- Stop
- Signal

LOS level

- A-C
- D
- E
- F

# FUTURE IMPROVEMENTS & CAPACITY ISSUES

The 2044 Baseline model was developed based on capacity improvement projects identified in City of Stanwood plans and project lists (see Figure 16). No applicable projects were noted in WSDOT and Snohomish County plans and project lists. The following list highlights areas within the City and UGA with capacity concerns:

***SR 532 at the intersection of 103rd Drive NW***
This intersection operates below standard under existing conditions and with the added traffic volumes along SR 532 the intersection continues to operate below standard by 2044.

The intersection is stop-controlled on 103rd Drive NW and the traffic attempting to turn onto SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. As the minor leg experiences more delay it may back up into the downtown area, causing additional delays at adjacent intersections.

***SR 532 at the intersection of 98th Drive NW***
Under existing conditions this intersection operates near capacity and with the added traffic volumes along SR 532 the intersection operates below standard by 2044.

This intersection is stop-controlled on the minor legs (north and south) and the traffic both turning onto and crossing SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. While both minor legs experience high delays, the south leg has slightly more volume and thus experiences slightly more approach delay.

***SR 532 at the intersection of 64th Avenue NW***
Similar to the previous two intersections, this intersection operates below standard under existing conditions and with the additional traffic volumes along SR 532 the intersection operates below standard by 2044.

The stop-controlled north and south legs both experience heavy delays, with the northern leg experiencing more due to slightly higher volumes. While 64th Avenue NW isn't in the downtown area, there is both residential and employment growth planned in areas near this intersection. Delays at this intersection may generate backups in the surrounding area, potentially blocking driveways and adjacent intersections.

***These capacity concerns are addressed in the transportation project and program improvements as described in the following chapter, "A Strategy for Improvement and Movement".***

102ND AVE NW
PUBLIC PARKING
271ST AVE NW
ENTRANCE
FOR SALE
CALL FOR MORE INFO
AIMEE ANTHONY 425.280.9443
KEGS TO GO
FISH N WILDL FE
LICENSES SOLD
BAIT N TACKL
PIPE TOBACCO
KEGS + FISHING LICENSE
OPEN
ATM
ICE

# TRANSPORTATION SYSTEMS PLAN: "A STRATEGY FOR IMPROVEMENT AD MOVEMENT"

Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City and its UGA. The recommended improvements are based upon the following:

1. Analyses of the existing transportation system
2. Forecasts of future travel demand
3. Anticipated availability of funding resources
4. The desire of the community to create an efficient transportation system that puts a priority on community livability.

Streets and state highways are the core of the transportation system serving the City of Stanwood and surrounding communities. These facilities provide for the overall movement of people and goods, for a wide range of travel modes.

As the streets and highways establish the framework for the overall transportation system for the City, this section describes proposed projects and policies to maintain and improve Stanwood transportation.

## KEY TERMS

### FUNCTIONAL CLASSIFICATION

A method to group highways, roads, and streets that comprise the transportation system. The functional classification of a roadway depends on types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic it carries.

Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses.

Lower classifications (e.g., local access streets) provide access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors balance the function between mobility and access.

## Roadway Functional Classification: Urban vs. Rural

The City of Stanwood has an urban roadway designation while areas outside City limits are designated as rural. The functional classification reflects the analysis of the longer-range needs to serve growth through 2044.

In Stanwood, the roadway functional classification system is based on the Federal Functional Classification as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. The functional classification system has three broad categories of roadways that are further divided into urban and rural classifications as described in the Transportation Plan Appendix:

- Minor Arterial
- Major Collector
- Minor Collector

In addition to the roadway classifications described in the Transportation Plan Appendix, the roadway network includes local streets. These roadways are intended for use within commercial, single-family, and multi-family subdivisions to

Traffic volumes are typically very low for compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All

roadways that have not been designated as an arterial or collector roadway are considered to be local access streets.

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally desire to locate along arterials or collectors due to higher traffic volumes and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

Figure 15 shows the functional classification for streets within the City and designated UGA. The figure shows how the City's arterial classifications connect with and support the transportation system.

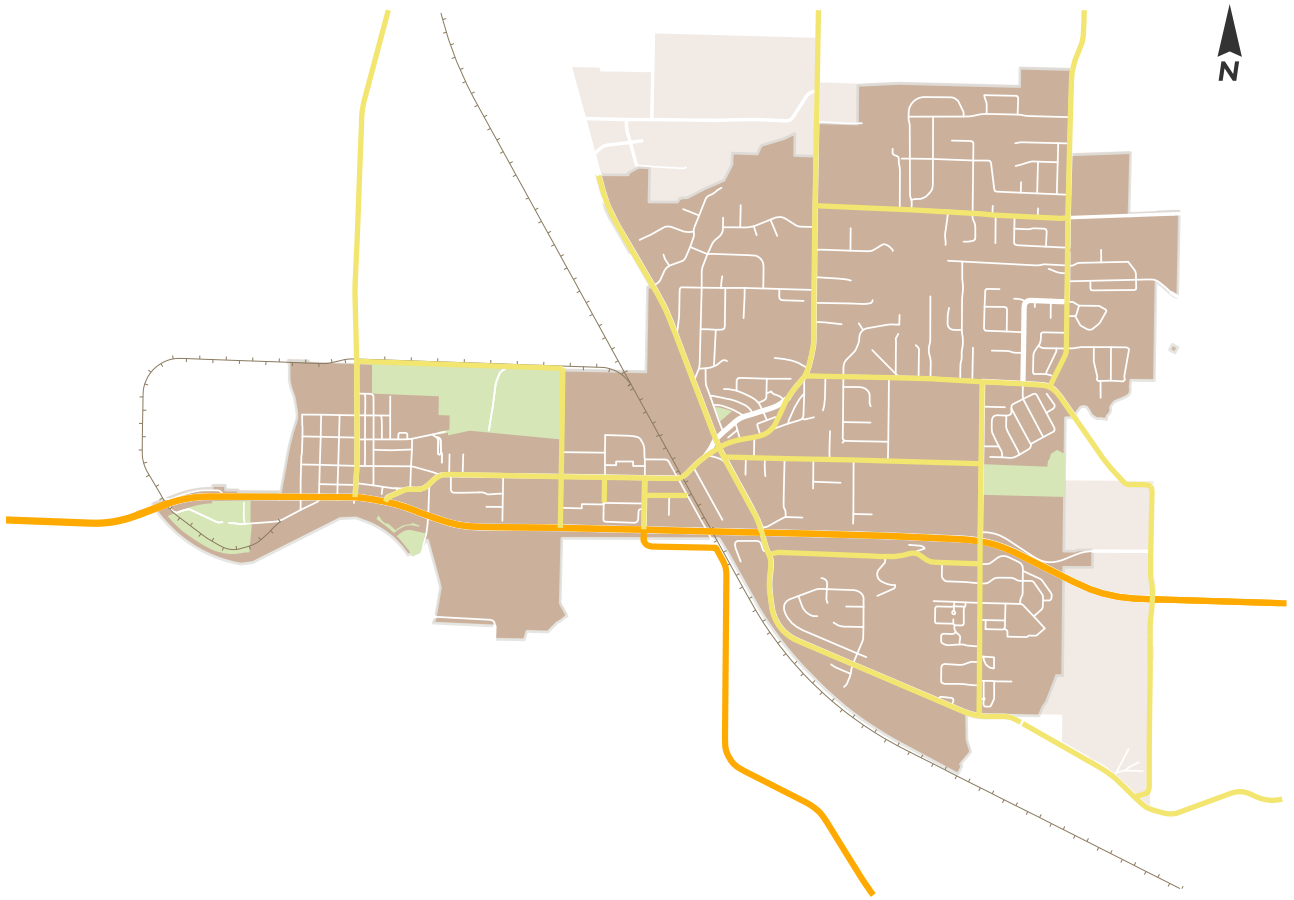



*Figure 15, Federal Functional Class*

## Transportation Strategies

Based on the previously discussed evaluation of existing and forecast traffic volumes, traffic operations, safety, and circulation needs, a recommended list of transportation improvement projects and programs are identified. Improvements to the roadway network include intersection / operations, widening / reconstruction, and new roadway projects.

See Figure 16 for an overview of the proposed transportation improvement projects to meet 2044 growth needs.and pedestrian travel.

As the streets and highways establish the framework for the overall transportation system for the City, this section describes proposed projects and policies to maintain and improve Stanwood transportation.

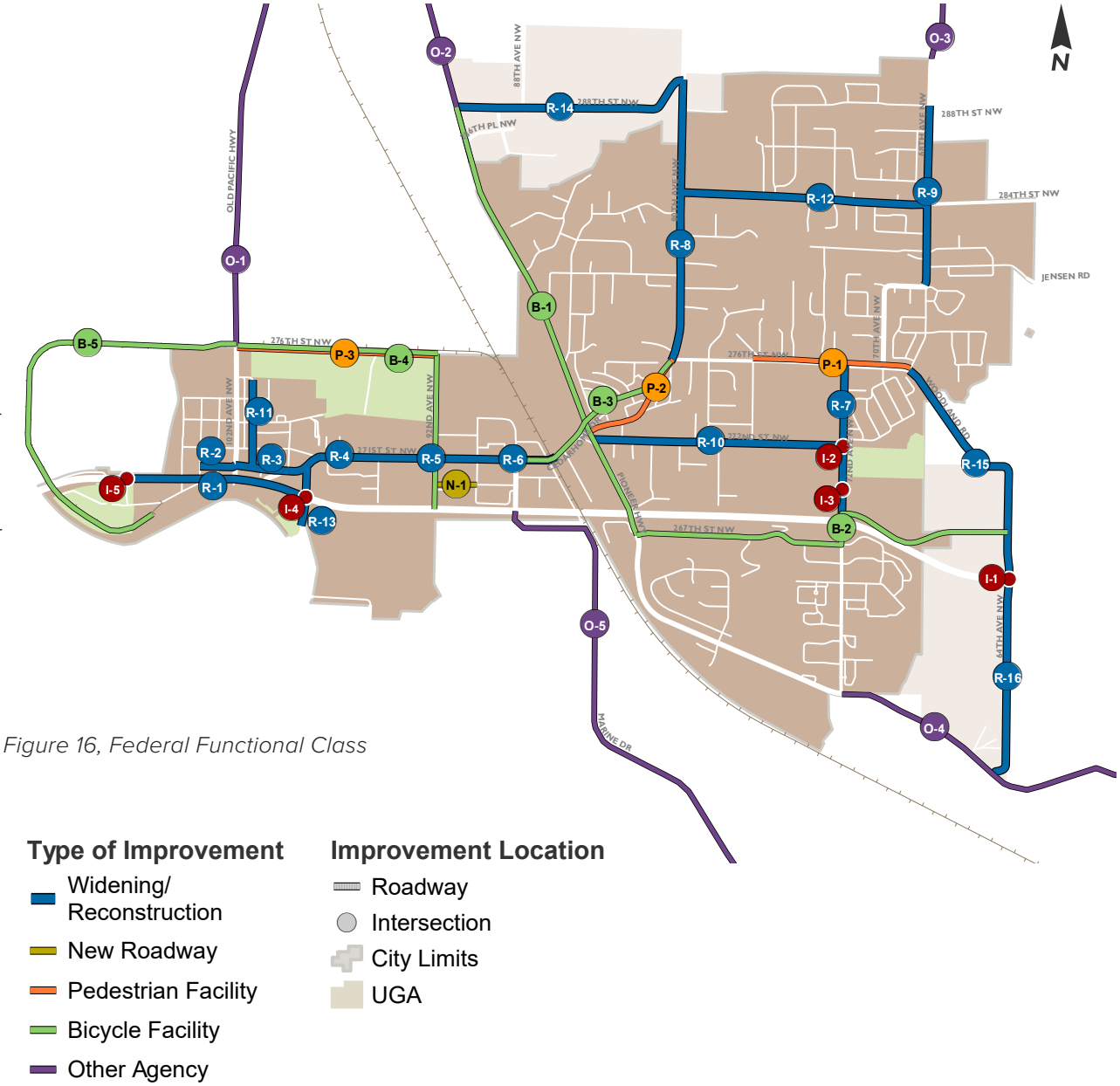



*Figure 16, Federal Functional Class*

The Stanwood transportation project list is organized into the following categories:

Roadway Network improvements include projects that benefit all modes and are further sub-divided into the following categories:

***Intersection / Operations projects*** include upgrading intersections through the addition of traffic circles, added turn lanes, or modifications to traffic controls. Where applicable, improvements may also include implementation of Intelligent Transportation Systems (ITS).

Five intersection projects have been identified within the City that includes the installation of a new traffic signal or traffic circle.

***Widening / Reconstruction projects*** include widening existing corridors to add travel lanes and turn lanes to add capacity. Includes reconstruction and upgrading roadways to serve higher traffic volumes and non-motorized travel.

These projects are generally intended to add capacity to existing road segments rather than establishing new roadways to serve the same purpose. Roadway reconstruction projects typically include the addition of curb and sidewalks on one or both sides, and are important improvements to complete the pedestrian network.

***New Roadways projects*** include constructing new arterials or collector roads, including non-motorized facilities.

The City has identified two new roadways to support future growth. The new roadways of Viking Way (N-1). A second project, Downtown to East Residential Connectors (N-2), would study the feasibility of providing alternative routes across the railroad tracks separating the City.

***Other Agency improvements*** include projects developed by other agencies (WSDOT, transit, etc.) that impact the City's transportation system. As described in the previous section, Snohomish County is currently developing a countywide bicycle network as part of their Comprehensive Plan update. Several roadways into and out of the City are identified as future bicycle routes. These other agency improvements are shown as bicycle connections in Figure 15. These corridors are expected to serve as key connections that would provide the most benefit for serving non-motorized destinations outside of the City.

The bicycle projects included in the City's transportation project list were primarily selected due to the location of connections to the Snohomish County bicycle network to provide greater bicycle and recreational travel opportunities.

***Citywide Programs*** include annual transportation programs within the City of Stanwood. A systematic program for maintaining the existing and future transportation infrastructure is critical to a safe and efficient transportation system. Failure to maintain existing roadways by providing dedicated funding for maintenance and operations programs could result in more substantial capital projects and road rehabilitation projects in the future.

Small capital programs (C-1) include small-scale construction projects in the City of Stanwood. Maintenance and operations (C-2) provides for other ongoing maintenance needs. The Non-Motorized Plan Annual Improvements (C-3) is used to address numerous smaller projects identified on the City's Non-Motorized Plan.

***Pedestrian Network improvements*** include sidewalks added to one or both sides of the roadway, and multiuse pathways that can be used by a range of non-motorized users.

The City's Pedestrian Network Plan is shown in Figure 17. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. The pedestrian network projects are addressed in the Non-Motorized Master Plan.

***Bicycle Network improvements*** expand route options for bicyclists through a range of project types that may include shoulder widenings, installation of shared lane markings that indicate where cyclists should ride on the road, or construction on new on-street bicycle lanes. The City's Bicycle Network Plan is shown in Figure 15. Improvements to the bicycle network include separate multiuse pathways and on-street facilities developed with other roadway projects or independently. These types of improvements make bicycles a viable alternative to private vehicles. The bicycle network projects are addressed in the Non-Motorized Master Plan.

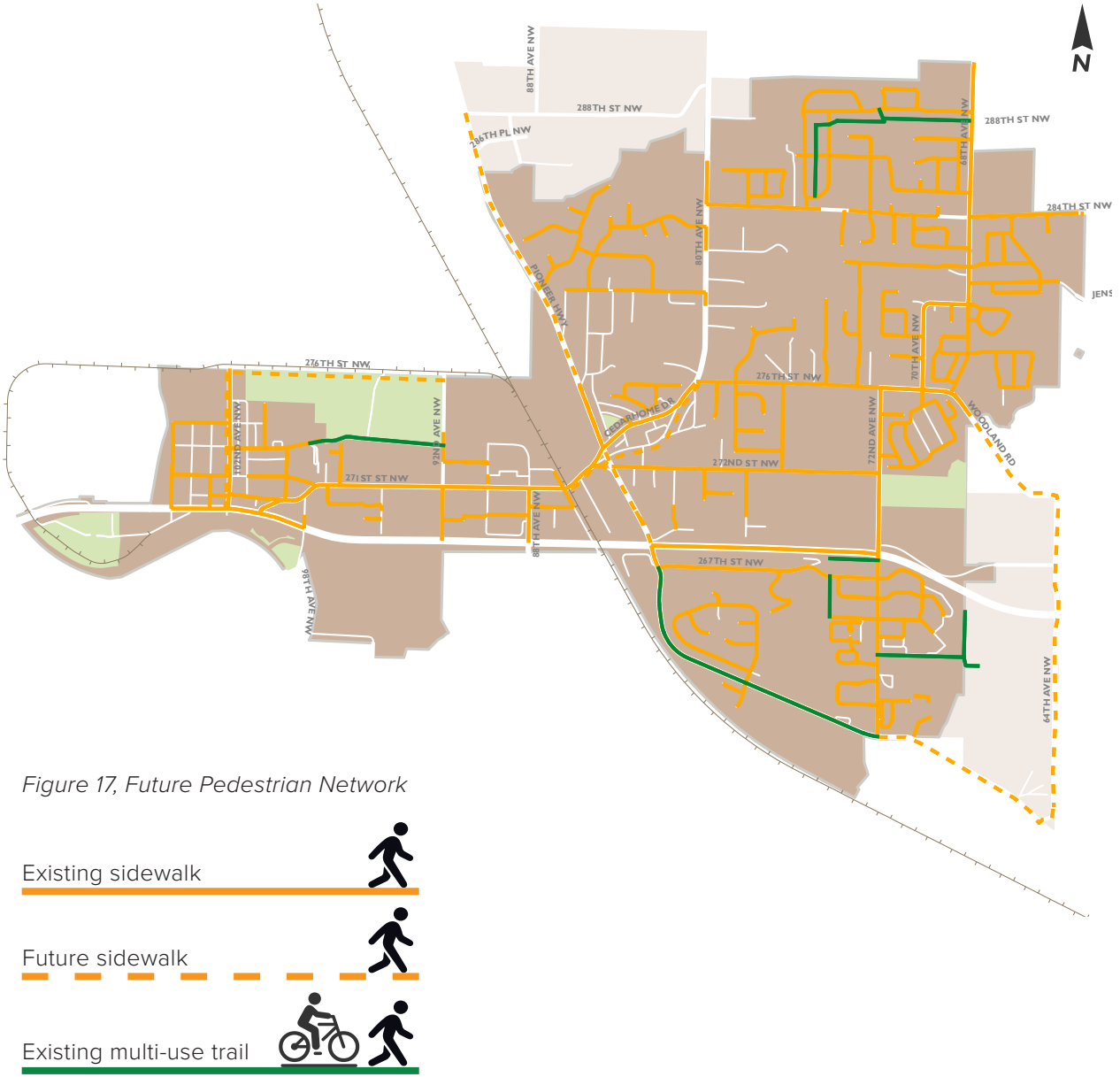



*Figure 17, Future Pedestrian Network*

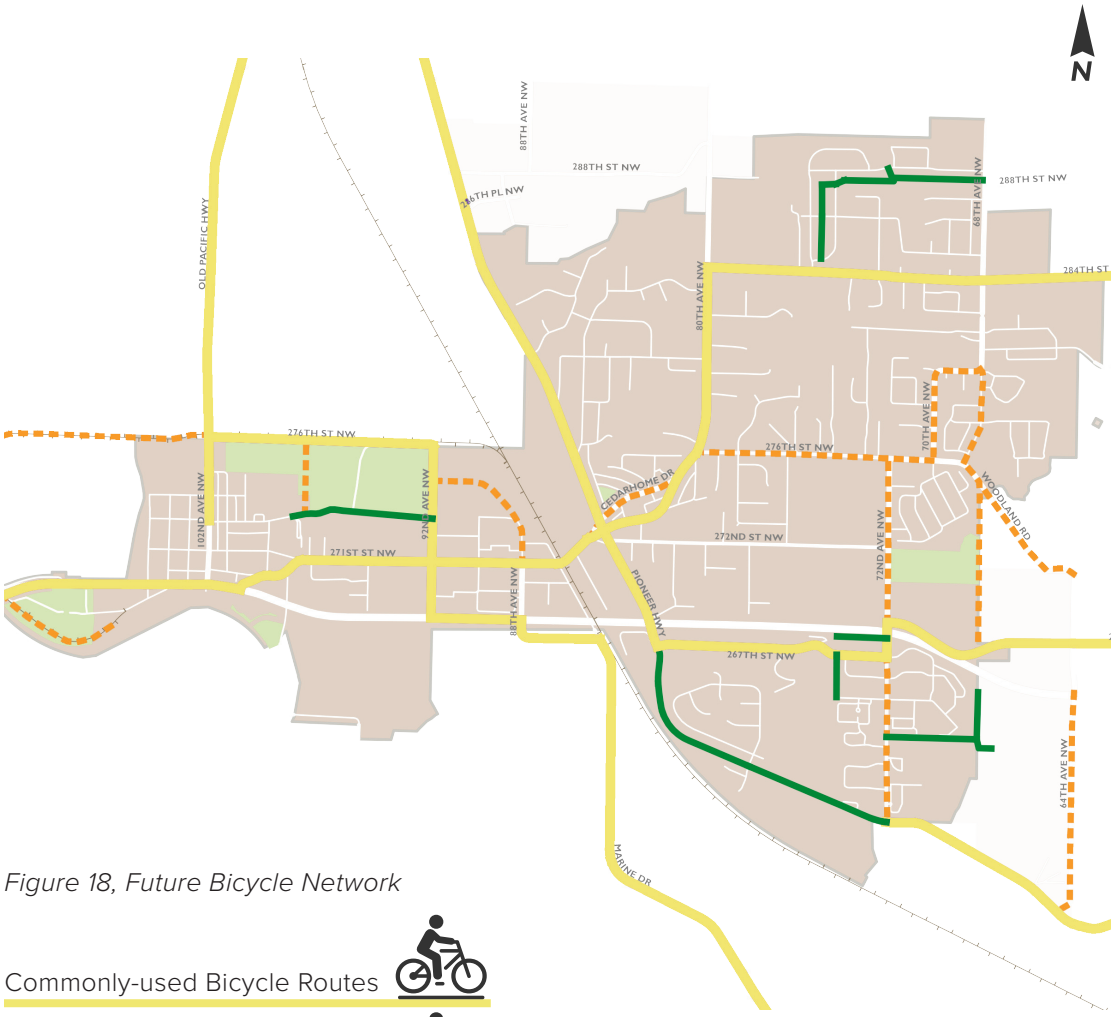



*Figure 18, Future Bicycle Network*

Commonly-used Bicycle Routes

Future bicycle route

Existing multi-use trail

# TG-3

**Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation opportunities.**

TP 3.1: Collaborate with regional and state agencies such as the Puget Sound Clean Air Agency and the Washington State Department of Ecology to implement and achieve regional air quality and environmental quality goals.

TP 3.2: Adopt Washington State Target Zero1 strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.

TP 3.3: Identify and support major transportation hubs and economic development interests, such as ports, airports, and designated freight trucking routes.

TP 3.4: Continue to coordinate freight transportation work with WSDOT, Snohomish County, Port authorities, railroads, and commercial aviation interests.

Target Zero1 = Washington State Strategic Highway Safety Plan

TP 3.5: Support transportation mobility and access for people of all ages and abilities by providing safe and accessible travel choices for people with physical mobility challenges, special needs, seniors, and young children.

TP 3.6: Transportation plans, improvements, programs, and services shall include an emphasis on social, racial, and income equity, as well as under-served populations.

TP 3.7: Consider options to convert vehicle dominated streets, or portions thereof, into pedestrian and bike friendly corridors, car-free zones or time-flex streets to improve pedestrian mobility and connections, implement low-cost transportation solutions, and promote public health.

TP 3.8: Restrict wide open, undefined access driveways to minimize and consolidate access points to SR-532 and other major city streets.

TP 3.9: Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environment impacts when planning and designing transportation facilities.

# TG-4

**Maintain and preserve the utility of prior transportation investments.**

TP 4.1: Monitor the operation of the transportation system and identify system maintenance and preservation projects to protect existing investments and ensure a safe and reliable citywide transportation system.

TP 4.2: Reduce capital improvement needs and extend transportation life-cycle costs through investments in maintenance, preservation, and safety to extend the life and utility of prior transportation investments.

TP 4.3: Conduct periodic inspections of transportation infrastructure proactively, mindful of the infrastructure life cycle.

TP 4.4: Maintain the remaining historic brick roads (see map), particularly 270th Street NW, when financially feasible per City Beautification Action Plan and Twin City Mile.

TP 4.5 Update the Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.

## Intersection/Operation Improvement Projects

### (I-1) SR 532/64th Ave North Intersection
*Install a roundabout or signal in coordination with WSDOT*

### (I-2) 272nd Street NW/72nd Ave N (Lindstrom Road)
*Intersection improvement to accommodate bus turning movement and operations. Upgrade to All-Way Stop Control*

### (I-3) 272nd Street NW/High School Access
*Intersection control to be upgraded to a signal with new planned development. Specific traffic controls to be determined*

### (I-4) SR 532/98th Drive NW
*Install a roundabout as eastern gateway to downtown area and improve access management in area*

### (I-5) SR 532/future Ovenell Park Road Entrance
*Install a roundabout as western gateway to downtown area and improve access management in area*

## Widening/Reconstruction Improvement Projects

### (R-1) SR 532 Downtown Corridor
*Reconfigure corridor between roundabouts to improve access management and downtown walkability. Improvements subject WDDOT approval.*

### (R-2) Twin City Mile Phase 1
*Construct improvements as part of Twin City Mile. Includes 270th St NW/102nd Ave NW Intersection*

### (R-3) Twin City Mile Phase 2
*Construct improvements as part of Twin City Mile. Includes 102nd Dr NW to 99th Ave NW*

### (R-4) Twin City Mile Phase 3
*Construct improvements as part of Twin City Mile. Includes 99th Ave NW to 96th Ave NW*

### (R-5) Twin City Mile Phase 4
*Construct improvements as part of Twin City Mile. Includes 96th Ave NW to 90th Ave NW*

### (R-6) Twin City Mile Phase 5
*Construct improvements as part of Twin City Mile. Includes 90th Ave NW to 84th Ave NW*

### (R-7) 72nd Avenue NW Improvements
*Reconstruct and widen 72nd Avenue NW, including sidewalks on both sides at missing locations. Three-lane cross-section south of 272nd St NW, two-lane cross-section north. Includes 268th Street NW to 276th Street NW.*

### (R-8) 80th Avenue NW Improvements
*Reconstruct and widen 80th Avenue NW, including sidewalks on both side. Includes 276th Street NW to 288th Street NW/*

### (R-9) 68th Avenue Reconstruction
*Reconstruct 68th Avenue NW, including a sidewalk on one side. Includes 280th Street to 288th Street.*

### (R-10) 272nd street NW Reconstruction
*Reconstruct and widen 272nd Street NW, including sidewalks on both sides. Includes 72nd Avenue NW to Pioneer highway.*

### (R-11) 101st Avenue NW Reconstruction
*Reconstruct 101st Avenue NW, including sidewalks on both side. Includes 270th Street NW to 274th Place NW.*

### (R-12) 284th Street NW Improvements
*Reconstruct and widen 284th Avenue NW, including sidewalks on both side. Includes 68th Avenue NW to 80th Avenue NW.*

### (R-13) 98th Drive NW Reconstruction
*Reconstruct and widen 98th Avenue NW, including sidewalks on both sides. Includes 268th Street NW to 271st Street NW.*

### (R-14) 288th Street NW Reconstruction
*Reconstruct and widen 288th Avenue NW, including sidewalks on both sides. Includes 80th Avenue NW to Pioneer Highway.*

### (R-15) 64th avenue NW/Woodland Road
*Reconstruct and widen 64th Avenue NW, including sidewalks on both sides. Includes SR 532 to 68th Ave NW*

### (R-16) 64th avenue
*Reconstruct and widen 64th Avenue NW, including sidewalks on both sides. Includes SR 532 to Pioneer Highway.*

## New Roadways

### (N-1) Viking Way
*Construct a new road, including sidewalks on both sides. Includes 88th avenue to 92nd Avenue NW*

### (N-2) Downtown to East Residential Connectors
*Feasibility study for a new roadway between downtown and east residential*

## Pedestrian Network

### (P-1) 276th Street NW

*Construct sidewalk on south side of the street and complete gaps in sidewalk on the north side of the street. Includes 76th Drive NW to 68th Avenue NW*

### (P-2) Cedarhome Street

*Construct sidewalk on both sides of the street. Includes 276th Street NW to Florence Road*

### (P-3) 276th Street NW (Lover's Lane)

*Construct sidewalk on both sides of the street. Includes 92nd Avenue to 102nd Avenue NW*

## Bicycle Network

### (B-1) Pioneer Highway

*Install bicycle facility on Pioneer highway from the existing pathway south of 267th Place NW to the future County bicycle connection north of the city limits. Includes 288th Street NW to 72nd Avenue NW (Lindstrom Road)*

### (B-2) 267th Street NW/268th Street NW

*Install bicycle facility on 267th Street NW and 268th Street NW from the existing pathway south of 267th Place NW to the future County bicycle connection east of the city limits. Includes Pioneer Highway to 72nd Avenue NW (Lindstrom Road).*

### (B-3) Cedarhome Drive

*Install bicycle lanes and accommodation at the new roundabout intersections. Includes 88th Avenue to 276th Street NW*

### (B-4) 276th Street NW (Lovers's Lane)

*Widen shoulder in both directions. Includes 92nd Avenue NW to 102nd Avenue NW*

### (B-5) Rails to Trails

*Widen shoulder in both directions. Includes Railroad line - Saratoga Drive to Lane Road.*

## Other Agency Improvements

### (O-1) Old Pacific Highway

*Snohomish County bike route*

### (O-2) Pioneer Highway North

*Snohomish County bike route*

### (O-3) 268th Street NW

*Snohomish County bike route*

### (O-4) Pioneer Highway South

*Snohomish County bike route*

### (O-5) Marine Drive

*Snohomish County bike route*

## City Wide Programs

### (C-1) Small Capital Projects

*Ongoing funding for small capital projects*

### (C-2) Maintenance & Operations

*Ongoing funding for small capital projects*

### (C-3) Non-Motorized Plan Annual Improvements

*Separate annual program to make progress on improvements as listed in the City's Non-motorized Transportation Plan.*

## HOW TO NAVIGATE

A relative priority (high, medium, and low) was established for each project.

The priority reflects the relative need for the projects to enhance the City of Stanwood and its UGA transportation system and provides guidance in implementing the respective improvements.

The priority list will be amended throughout the planning period, based on achieved growth, funding, and project cost.

END
SCHOOL
ZONE
ONE LANE
ROAD
AHEAD

# KEY PARTNERSHIPS FOR TDM ACTIONS

## Community Transit and Island Transit

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. The City plans to continue to work with the Community Transit and Island Transit to improve transit services and develop a convenient, integrated, and efficient transit system that supports future growth. The City can encourage the integration of the transit system with other modes through:

1. Street improvements and design standards that support transit;
2. Bicycle facilities and parking located near transit stops; and
3. Pedestrian facilities that connect people to transit, including crosswalks and wayfinding signs.
4. Development of the City's transportation system in a way that emphasizes a well-connected community and coordinates effective transit service with providers is critical to transit's success.

## Snohomish County, WSDOT, and PSRC

The City's UGA is classified as an "affected" UGA by WSDOT but currently does not have any employers with 100 or more employees working a shift beginning between 6 am and 9 am, and therefore is not required to implement CTR. When such an employer does exist, the City should develop a CTR ordinance consistent with the State CTR Act. The ordinance should include Transportation Demand Management (TDM) actions for employers.

TDM strategies are typically most effective in denser and larger urban areas. However, strategies coordinated with Snohomish County, WSDOT, and PSRC can provide alternatives for residents and employees in Stanwood. Potential TDM strategies the City could promote through policy or investment include but are not limited to the following.

1. ***Transit Incentives:*** Employers can provide free or reduced-rate transit passes to all employees.
2. ***Ridesharing:*** Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
3. ***Flexible Work Schedules:*** Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
4. ***Telecommuting:*** The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some workdays.
5. ***Secured Bicycle Parking and Showers:*** Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

## REGIONAL CONTEXT

### COMMUTE TRIP REDUCTION (CTR) LAW (1991)

Enacts goals to improve air quality, reduce traffic congestion, and reduce fuel consumption.
In 2006, the Legislature adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified program focuses on UGAs and congested highway corridors.

### TRANSPORTATION DEMAND MANAGEMENT (TDM)

Consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, and promotion of ridesharing activities.

# TG-6

**Coordinate with regional officials on hazard mitigation planning efforts to improve the city's emergency management response and recovery efforts during and after major disasters to save lives, protect community investments, and restore critical transportation assets and services quickly after a disaster.**

TP 6.1: Adopt and implement a Hazard Mitigation Plan that advances the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts.

TP 6.2: Coordinate with Snohomish County, Island County, and WSDOT to prepare a local and regional response for system recovery for the Hazard Mitigation Plan.

# TG-7

**Support the development of a balanced regional transportation system by working cooperatively with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.**

TP 7.1: Coordinate with WSDOT, Island County, and Snohomish County to implement the SR 532 Route Development Plan, including the adoption of an impact fee ordinance addressing immediate and long-term improvements on SR 532.

TP 7.2: Encourage rail providers such as Amtrak or Sound Transit's Sounder to expand light rail passenger rail service to better connect Stanwood to regional centers, such as Everett, Lynnwood or Seattle.

TP 7.3: Partner with WSDOT to implement access management solutions on SR 532 ensuring a coordinated system of traffic flow by adding roundabouts or signals, restricting left turning movements, and/or by amending traffic signal timing to allow efficient progression of vehicles, bicycles, and pedestrians.

TP 7.4: Promote a working relationship with regional planning agencies, particularly with Puget Sound Regional Council (PSRC), to ensure the City's Comprehensive Plan is consistent and complementary with the Regional Transportation Plans, Growth Strategies, including VISION 2050 and the multi-county planning policies that are reviewed and approved by PSRC.

TP 7.5: Work with Island County and Snohomish County to ensure the City's transportation plan is consistent with Island and Snohomish Counties Transportation Element and Six Year Transportation Improvement Plans.

TP 7.6: Integrate and focus transportation system improvements with land use plans to connect local and regional development centers.

TP 7.7: Actively coordinate with local transit agencies, such as Community Transit, Island Transit, Skagit Transit and Snow Goose Transit, to promote and expand bus service and connections to improve access to regional transportation systems.

# FINANCING PROGRAM: How will Stanwood support transportation projects?

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Stanwood.

The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation systems plan. Implementation strategies are discussed and include items such as coordination with WSDOT, Snohomish County, and Puget Sound Regional Council (PSRC) to prioritize and fund regional improvements.

The Growth Management Act (GMA) requires the Transportation Element of the Comprehensive Plan include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. The financing plan is to be the basis in developing the required 6-year Transportation Improvement Program (TIP).

If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met.

This section presents a summary of the following:

- Costs for capital improvement projects and citywide maintenance and operation programs .Comparison of capital project and maintenance and operations program costs to estimated revenues from existing sources used by the City to fund transportation improvements.
- Other potential funding sources to help reduce the projected shortfall are described.
- Summary of a reassessment strategy for the City to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included

## Program Highlights

- The estimated capital cost of the Transportation Plan is approximately $110 million (in 2014 dollars).
- Nearly two-thirds of the capital costs are associated with reconstruction and widening of existing streets in the City.
- These costs cover upgrading roadways to accommodate higher volumes of traffic and construction of urban features such as underground drainage, sidewalks, and street lights.
- Less than 5 percent of the capital project costs focus on improving the safety and operations of intersections.
- The revenue projections were estimated based upon the City's 2013 budget, historical revenues, and the adopted impact fee program.
- Based on recent historical data, it is estimated that revenues would be more than $58 million during the 20-year period, of which approximately 85 percent would be dedicated for capital improvements and approximately 15 percent for maintenance and operations programs.
- The maintenance and operations program to preserve the existing street system is approximately 10 percent, or $12 million, of the total $124 million Transportation Plan cost.
- The cost projections are not specific to individual projects or locations.
- More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.
- The City has developed estimates of annual expenditures to repair, replace and construct sidewalks to improve connectivity and safety, beyond facilities that would be constructed as part of other capital improvements.

# TG-9

**Establish a stable, financially sustainable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.**

TP 9.1: Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.

TP 9.2: Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law per RCW 36.73), to support ongoing maintenance, preservation, and operation of the City's transportation system.

TP 9.3: Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth through: traffic impact fees, frontage improvements, local improvement districts, off-site mitigation improvements and other means allowed by State and local laws.

TP 9.4: Partner with WSDOT, Snohomish County, Island County, Community Transit, Island Transit, Tribes and other state or local agencies to define and adopt broad based funding approaches that leverages city revenues against other funding opportunities to implement transportation projects and programs.

TP 9.5: Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.

TP 9.6: Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available. Consider options for alternative funding mechanisms if local fundings is not available for critical/high priority projects.

TP 9.7: Prioritize funding transportation safety improvement projects during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.

TP 9.8: Develop a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

## Project and Program Costs

Planning-level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were also developed with the assumption that costs would include:

- Associated storm water development requirements
- Property acquisition
- Wetland mitigation
- Utility extensions and/or upgrades, based upon historic costs for those items.

Maintenance and operations costs were projected based on recent expenditures and assuming 3 percent annual growth to account for expected population growth and annexations. Maintenance and operations costs cover the following:

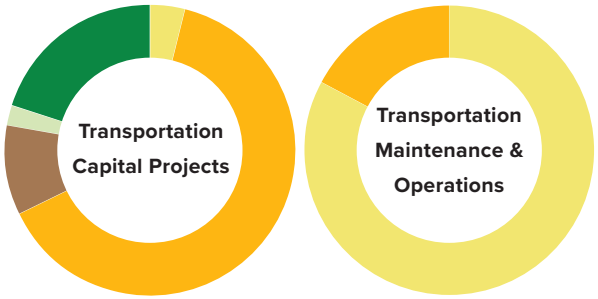
- General administration
- Roadway and storm drainage maintenance
- Street lighting, traffic signal and street signs, and street sweeping
- Other miscellaneous safety improvement programs

Figure 19 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Stanwood capital improvements, maintenance, and operations. The costs are summarized for the life of the Plan.

*Figure 19, Transportation Project and Program Costs*

**Transportation Capital Projects**

Intersections/Operations: $4,000,000
Widening / Reconstruction: $72,100,000
New Roadways: $11,070,000
Pedestrian Network: $2,540,000
Bicycle Network: $21,160,000




**Transportation Maintenance & Operations**

Maintenance & Operations: 10,025,000
Small Capital Project Program: $2,050,000

## Existing Revenue Sources

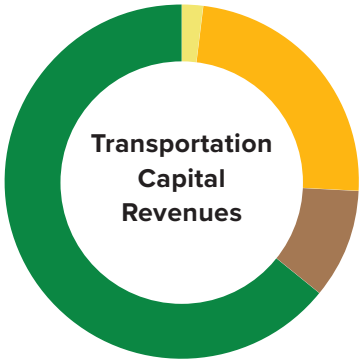
The City has historically used tax revenues, developer fees, and grants to construct and maintain their transportation facilities. In 2012, the City of Stanwood passed Ordinance 1328, creating a Transportation Benefit District (RCW 36.73.020) coextensive with City limits. Funds from the $.002 sales tax are used for transportation improvements including safety, multi-modal connectivity, peak period trip capacity, to reduce the risk of transportation facility failure, and to maintain optimal performance of transportation infrastructure, as defined in RCW.36.73.010(6).

The description of available funding sources and projected revenue is listed in Figure 20.

*Figure 20, Transportation Funding Revenues*

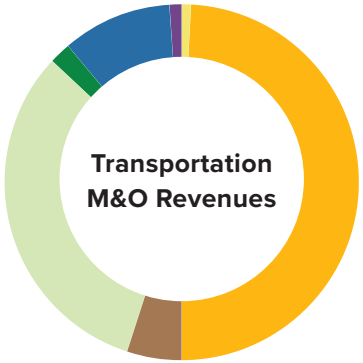
**Transportation Capital Revenues**

REET 2: $935,000
Transportation Impact Fee Fund: $12,000,000
Transportation Benefit District: $5,232,000
Miscellaneous: $53,000




**Transportation M & O Revenues**

REET 1: $124,000
Property Tax: $3,977,000
Sales & Use Taxes (Street Maintenance): $413,000
Motor Vehicle Fuel Tax: $2,600,000
Transportation Benefit Management Fee: $210,000
Transportation Benefit District (M&O) $775,000
Miscellaneous: $44,000



## Distribution

Approximately $50 million in revenues is dedicated for capital improvements. These revenues are sourced from the following resources:

- Grants - $32 million (based on the types of projects pursued)
- Developer Contribution Impact Fees- $12.0 million
- The Transportation Benefit District - $5.2 million
- Capital Revenues – 10%
- City Taxes and Fees - Less than $1 million

Approximately $8.1 million in revenues (over 20 years) is dedicated for maintenance and operations programs. These revenues are sourced from the following resources:

- Property Taxes – Approximately 50%
- Motor Vehicle Fuel Tax - $2.6 Million (30%)
- Sales and Use Taxes – 5%

## Tax Revenue

The existing tax revenues used by the City will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include motor vehicle fuel tax, property taxes, and other tax revenues that support the City's general fund. The majority of the existing tax revenue sources will be used for maintenance, and to provide the matching funds for grants or to complete a portion of the improvement projects not covered by other agencies.

## Developer Transportation Funding

The City uses several programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks and internal roadways needed to serve the development.

The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City previously adopted a Transportation Impact Fee (TIF) program as allowed for by the GMA to help fund growth-related transportation system improvements.

## Transportation Impact Fees

Transportation Impact Fee (TIF) programs help fund part of the costs of transportation facilities needed to accommodate growth.

State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. Cost associated with dedication of right-of-way for improvements included in the TIF also would be eligible for credits. The City is in the process of updating its existing program based on the updated Transportation Plan.

## Other Developer Mitigation and Requirements

The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include the following:

- Widening of pavement
- Drainage improvements
- Construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits would be required. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The State Environmental Policy Act (SEPA) review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to the following:

- Safety
- Traffic operations
- Non-motorized travel
- Or other transportation issues.

The needed improvements may or may not be identified as specific projects in the Plan. As with frontage improvements, if the required improvements are included in the TIF program, then the City must provide credits to the extent that the costs are included in the impact fee. The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency.

## Grants

Over the past several years, the City has secured grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis. Due to reduced federal and state revenues, the pool of grant funding will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

## Part 1: Revenue Shortfall

The Transportation Plan results in a shortfall of over $65 million dollars.

This shortfall assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. This would be offset by a reduced need for transportation improvements necessitated by growth.

If the City is more successful in obtaining grants or other outside funding for projects then potential deficit could be reduced, as discussed in the next section.

## Capital Revenue Shortfall

The shortfall in funding would primarily affect the ability of the City to fund capital improvements. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with the future annexation of its UGA.

## Maintenance and Operations Revenue Shortfall

A shortfall of approximately $3.9 million is forecasted for completely funding the 20-year maintenance and operations programs. General citywide maintenance and operations programs will balance with forecasted revenues over the life of the plan.

Table XX summarizes the City's proposed transportation financing strategy for the approximately $110 million City portion of the capital improvement costs as well as the $12 million in maintenance, operations, and program expenditures.

*Figure XX, Forecasted Revenues and Costs*
Transportation Capital Revenues: $50,667,000
Total Capital Project Costs: $111,870,000
***Capital Estimated Shortfall: ($62,203,000)***
Transportation M&O Revenues: $8,143,000
Transportation M&O Costs: $12,075,000
***M&O Estimated Shortfall: ($3,932,000)***
***Total Estimated Shortfall: ($65,135,000)***

## Part 2: Potential Options to Balance Shortfall

As previously noted, projected existing revenue sources would allow the City to fund less than 50 percent of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenues.

## Options for Reducing the funding Shortfall for Capital Improvements Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants. Alternatively, the City could delay implementation of projects, especially lower priority improvements.

### *1. Delaying Improvement Projects*

The City will focus its funding on the higher priority improvements (see Table xx) by making conservative adjustments to the Six-Year Improvement plan. The City will not likely be able to, or may choose not to, fund the low and possibly some of the medium priority projects within the 20-year horizon without additional funding sources. Removing the costs of the low to medium priority projects would reduce the estimated funding shortfall. The projects are, however, still included in the Transportation Plan to illustrate the City's desired transportation system.

### *2. Additional Grants and Other Agency Funding*

As discussed above, the transportation financing analyses estimates that the City may receive more than $32.4 million in grant funding over the life of the plan. If the City is able to pursue and receive grants at a higher rate, revenues would increase over the life of the plan.

The Transportation Plan has a range of improvement projects that should be competitive for grant funding. These include the Viking Way/90th Avenue NW (project I-1), the SR 532/64th Avenue NW (project 1-2), non-motorized improvements, and several roadway widening / reconstruction projects.

### *3. Tax Increment Financing*

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

### *4. Voter Approved Bond/Tax Package*

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

### *5. Local Improvement Districts*

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

## Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $65 million (in 2014 dollars) over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its 6-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding.

In order to implement the Transportation Plan, the City will consider the following nine principals in its transportation funding program:

1. Balance improvement costs with available revenues as part of the annual 6-year Transportation Improvement Program (TIP);
2. Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
3. Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
4. Explore ways to obtain more developer contributions to fund improvements;
5. Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 532;
6. Vigorously pursue grant funds from state and federal sources;
7. Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the City and its UGA;
8. Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations; and
9. The City could consider changes in its level of service standards and/or limit the rate of growth in the City and its UGA as part of future updates to its Comprehensive Plan.

Some lower priority improvements may be removed from the Transportation Plan. The City will use the annual update of the 6-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs.

Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards.

The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

STANWOOD
EAST DISTRICT
DOWNTOWN SHOPPING
TRAIN STATION
PARKING
THIS TRAIL IS LOCATED ON HIGHWAY RIGHT OF WAY UNDER AN AGREEMENT BETWEEN THE CITY OF STANWOOD AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

# WHERE WE'RE GOING: PARKS, RECREATION, & OPEN SPACE

*Image: A photo of one of the Heritage Park baseball fields at sunset taken by Lisa Bruce.*

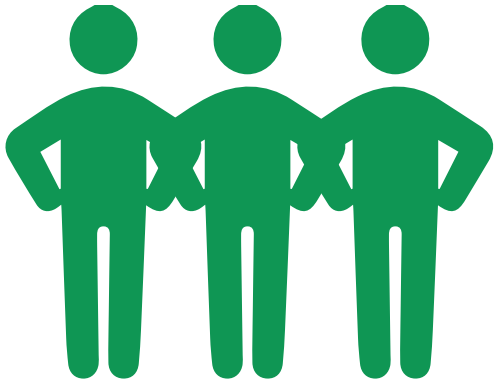
# PARKS AND RECREATION : KEY TAKEAWAYS

## CORE VALUES

- *Sense of Community*
- *Environment*
- *Parks*
- *Growth*
- *Livability*

## GROWTH AND SERVICES

The City of Stanwood has a wide variety of access to natural spaces both within and outside of city limits. The City will have to continue to create new parks and recreation opportunities to serve increased demands as the population grows. Analysis shows that the current inventory of parks will not be able to fulfill all community needs over the twenty years.

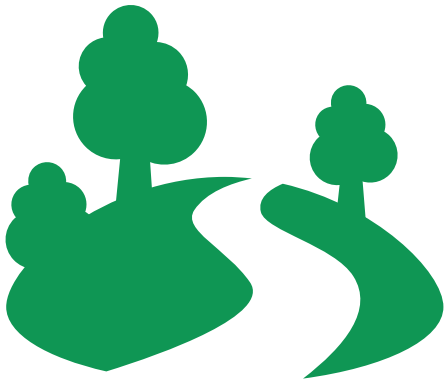


## PARKS DEPARTMENT CREATION

Being a small city, Stanwood currently does not have staff capacity for a parks and recreation department. The 2022 Parks and Recreation Feasibility Study outlines a phased approach to growing Stanwood's parks division into a full parks department as the City grows.

## *PARTNERSHIPS*

The continued development of local and regional partnerships will be essential to providing a regionally connected parks system. The City should continue to invest in ongoing communication with surrounding jurisdictions and community groups to discuss appropriate usage of resources for park and recreation opportunities.t



## *LEVELS OF SERVICE*

In 2044, neighborhood parks are expected to be in a twenty-two-acre deficit, community parks are expected to be in a twelve-acre deficit, and trails and linear spaces are expected to be in nearly a fifteen-acre deficit. While there are gaps to close, the city has the ability to improve the parks system through the Parks and Recreation goals.

## *PROS PLAN*

As a precursor to the Comprehensive Plan effort, the city updated its Parks, Recreation, and Open Space (PROS) Plan. This plan goes into greater detail on the topics outlined in this Parks and Recreation Element, including a more comprehensive inventory, greater detail in the level of service analysis, benefits of planning, and a budget analysis. Readers who want more information on Stanwood's parks and recreation opportunities should use this document.

# INTRODUCTION

The City of Stanwood is home to multiple different kinds of parks and recreational opportunities. Driven by the City's location and surround geography, Stanwood's park and recreation spaces have been designed to compliment the surrounding natural areas and improve the quality of life for city residents. The Comprehensive Planning process gives Stanwood a chance to maintain and improve upon its parks system in alignment with the community's vision.

The Parks and Recreation Element incorporates almost a decade of changes in conditions, goals, and demands to the City's parks system. Stanwood anticipates a continued increase in population which will bring an increased demand for open space and recreation opportunities.

The City of Stanwood is committed to providing opportunities for outdoor activity. The Growth Management Act (GMA) has an option for fully planning cities to create a Parks and Recreation Element in the Comprehensive Plan to describe the inventory, demand, and goals as they relate to public parks and recreation facilities. The Growth Management Checklist directs local governments to identify lands useful for public purposes, as well as open space corridors within the Urban Growth Area useful for recreation purposes. It encourages planning and design policies that integrate park and recreation opportunities with new public and private development.

This Parks and Recreation Element includes:

- Evaluation of facilities and service needs;
- Estimates of park and recreation demand for at least ten years;
- Demonstrates consistency with the Capital Facilities element; and
- Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This element plays a crucial role in promoting public health, maintaining a high quality of life, and preserving sensitive areas for residents and future generations. As the City continues to see population growth, increasing the parks area and service concurrently will maintain these key facets of Stanwood's identity. The following chapter summarizes the current conditions, future demands, and future opportunities for parks and recreation in the City.

## Who manages the City's Parks?

Management of the City's parks system has alternated between the Public Works department and the Community Development Planning department over the years. The parks division is currently under operation of the Public Works department for both daily operation and future improvements to the City's parks.

Many cities have a City Parks Department separate from the Public Works Department. The 2022 Parks and Recreation Feasibility Study outlines a plan to transform the current parks division into a fully operational parks and recreation department. Enhancing the team dedicated to Stanwood's parks will help improve the level of parks service provided to community members.

*Image: A photo of recently updated playground equipment at Church Creek Park.*

# COMMUNITY ENGAGEMENT

Public perceptions and preferences for open spaces should serve as a primary indication of park needs. The City used a public participation strategy consisting of community surveys and targeted outreach events to collect feedback from park users of varying backgrounds. Nine key themes were identified through the public engagement process:

1. ADA Accessibility
2. Safety
3. Outdated, Unmaintained playground equipment and facilities
4. Communication and Signage
5. Shade and Covered Areas
6. Events and Activities
7. Cleanliness
8. Trails and Fields
9. Parking

# *PARKS, RECREATION, AND OPEN SPACE GOALS & POLICIES*

## PROSG-1: PARKS SYSTEM

***Develop a park system throughout the City that is accessible and provides opportunities for all residents by providing a variety of park types, facilities, and uses.***

PROSP 1.1: Prioritize development and implementation of existing park master plans over development of new parks.

PROSP 1.2: Maintain and expand Heritage Park as a regional attraction while providing community and neighborhood parks to meet the needs of City and UGA residents and businesses

PROSP 1.3: Provide opportunities for both active recreational facilities and passive, unstructured leisure areas such as trails and open space, to meet the needs and desires of the community.

PROSP 1.4: Identify City owned parcels and underutilized public rights-of-ways that are not currently part of the park and recreation system and evaluate them for potential public access, trails, or other public use where appropriate.

PROSP 1.5: Incorporate historical and cultural lands, public art, historic sites, structures, and facilities into the park system to preserve these features and provide a balanced recreational and social experience.

PROSP 1.6: Design and renovate city parks, trails and facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age, income, and recreational interests.

PROSP 1.7: Emphasize user input in planning, design, and development of park and trail facilities.

PROSP 1.8: Support the development of private recreation facilities as part of the platting process that are accessible, walkable and provides some form of space or equipment for physical activities.

PROSP 1.9: When considering renovations to existing parks or developing new parks, provide safe pedestrian connections, through sidewalk or trail improvements, to nearby homes, shopping, or other parks.

PROSP 1.10: Identify underserved neighborhoods for consideration in future park development planning.

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## GROWTH IN STANWOOD

As the City grows, the park space should grow not only in the area but also in the quality of services. Different communities have different recreation and park needs: community demands in Stanwood should be used to determine Stanwood's park investment and priority. Continual community engagement is necessary to provide the highest quality park space that the City can. More resources will be needed to accommodate both the ongoing community engagement and the planning of new park projects.

The shift from a Parks Division within the Department of Public Works to an independent Parks Department will help provide the additional resources and focus on parks development that will be required by a larger community.

*Image: A photo of city staff outside of the Stanwood Library promoting the Parks, Recreation, and Open Space survey. .*

# PARK INVENTORY

There are different types of parks in the City, classified by their purpose, size, and location. These classifications are useful to determine what level of service metrics are appropriate for each park. The following subsections describe each of the different classifications of parks and trails within the City based on current RCO guidance. Each classification has a unique level of service measures that reflect the activities and amenities appropriate for the park class.

## REGIONAL/LARGE URBAN PARK

Regional parks are the largest type of parks that could be developed in the City. Regional parks serve the population of large geographical areas including rural and urban areas, and provide open spaces and a respite from urban lifestyles. In the context of Stanwood, a regional facility would serve residents of Camano Island in Island County, nearby Snohomish and Skagit County residents, as well as residents of the City.

The intent of regional parks is ultimately to provide broad amenities that close community or regional gaps in recreation opportunities while preserving open spaces and unique landscapes. Regional parks are generally 50-75 acres or larger to serve the number of persons and the range of interests they serve. A facility would attract activities with a regional draw such as races, tournaments, sports leagues, and community events.

## COMMUNITY PARK

Community park facilities are designed for organized activities and sports, although individual and family activities are encouraged. Community parks usually have sports fields or similar facilities as the central focus of the park. Community parks require more support facilities, such as parking, affixed restrooms, and playgrounds, than neighborhood or pocket parks because they serve a larger area and offer more amenities.

Community parks are intended to serve the recreational needs of two or more neighborhoods. Where possible, they should be developed in a coordinated fashion with adjoining schools and located on or near arterial streets. Community parks should be located within one-half to three miles of residential units. The optimum size for a community park is 10-50 acres.

## NEIGHBORHOOD PARK

Neighborhood parks are large enough to include both passive and active facilities but are small enough to be placed in the neighborhood context where they serve the needs of residents in a local setting. Due to their location, neighborhood parks are designed to minimize noise, traffic, light, and other "spill-over" impacts to adjacent residential properties. They are designed primarily for non-supervised, non-organized recreation activities.

Neighborhood parks are typically one-half to ten acres in size; however, neighborhood parks in Stanwood tend to be smaller due to the built-out nature of existing neighborhoods limiting land available to dedicate to parks. In Stanwood, neighborhood parks are at least one half (½) acre in size. A neighborhood park should be located within a ½-mile walk from the residential units it serves, uninterrupted by arterial roads or other physical barriers. Ideally, neighborhood parks contain a mix of play equipment, drinking fountains, open turf areas, picnic equipment, trees, accessible paths, lighting, and security lighting.

## TRAILS

A trail could be any trail located within a greenway, park, or natural resource area. They are intended to primarily serve recreational needs within a designated park.

Trails also serve as connectors for residents or park users to points of interest throughout the City. They are intended to serve both recreational and non-motorized transportation needs. These trails may connect residents to parks from neighborhoods, reducing the demand for parking and roadways. There are two types of connector trails:

***Type One Trail:*** separates pedestrians and cyclists from the right of way on a hard-surfaced trail located independently from a right-of-way. While a sidewalk would not be considered a type one connector trail, the Stanwood Port Susan Loop Trail falls into this category.

***Type Two Trail:*** separates pedestrians and cyclists from the right of way on a hard-surfaced trail located within the right of way. The Pioneer Highway Trail or a sidewalk would be considered a type one connector trail.

## SCHOOL FACILITIES

The Stanwood-Camano School District maintains combined school-park acreage within the Stanwood City limits at the three Elementary, three Middle schools, and two High schools. These are not included for level of service or in the inventory analysis but do provide recreation opportunities.

## PRIVATE FACILITIES

Private facilities include recreation areas such as trails, open space, and parks within subdivisions. These parks are often established through the development process to meet neighborhood recreation needs as new neighborhoods are created, they serve only the residents of neighborhoods and are maintained by homeowners' associations.

The City also has several private recreation clubs providing workout facilities as a business activity. In addition, a YMCA facility opened in 2017 in uptown Stanwood. The City has one private non-profit community center, the Community Resource Center, which is located in downtown Stanwood. This facility specializes in supporting low-income families within the school district attendance area and serving middle school teens with after-school activities, recreation opportunities, and job training.

# PROSG-2: REGIONAL COLLABORATION

**Work in collaboration with local, county and state agencies, special districts and businesses to provide a shared network of park facilities to accommodate the recre-ational needs of the greater Stanwood-Camano region.**

PROSP 2.1: Work with the Snohomish County, State agencies, local Tribes, and other public and private agencies, to purchase land and open space areas necessary to provide high quality, convenient park, trail and recreation lands before the most suitable sites are lost to development.

PROSP 2.2: Pursue an agreement with the Stanwood Camano School District to create opportunities for shared open public use of school facilities such as playgrounds, gyms, and athletic fields.

PROSP 2.3: Support and partner with private and non-profit agencies to provide affordable or reduced cost recreation opportunities to the community.

PROSP 2.4: Pursue the acquisition and development of a new community park in the uptown area of the city.

PROSP 2.5: Work with state and neighboring jurisdictions to develop a comprehensive, high-quality system of multipurpose trails and corridors for pedestrians and bicyclists that provides access to downtown, public facilities, local neighborhoods and connects to Warm Beach, the Centennial Trail in Arlington, Conway, and Camano Island.

PROSP 2.6: Consider joint ventures with the Snohomish County Department of Parks & Recreation, Island County, Stanwood Camano School District, Washington State Department of Wildlife, and local public and private agencies, such as the YMCA and other local agencies, to provide coordinated and quality recreational activities and programs in the City where feasible and desirable.

PROSP 2.7: Provide a means for private philanthropy and business participation in supporting parks and recreation including legacy donations funding and volunteerism.

# PARK PROFILES

The following subsections briefly describe each of the City-owned parks in the City of Stanwood. For a complete inventory of each park, please see the 2024 Parks, Recreation, and Open Space Plan.

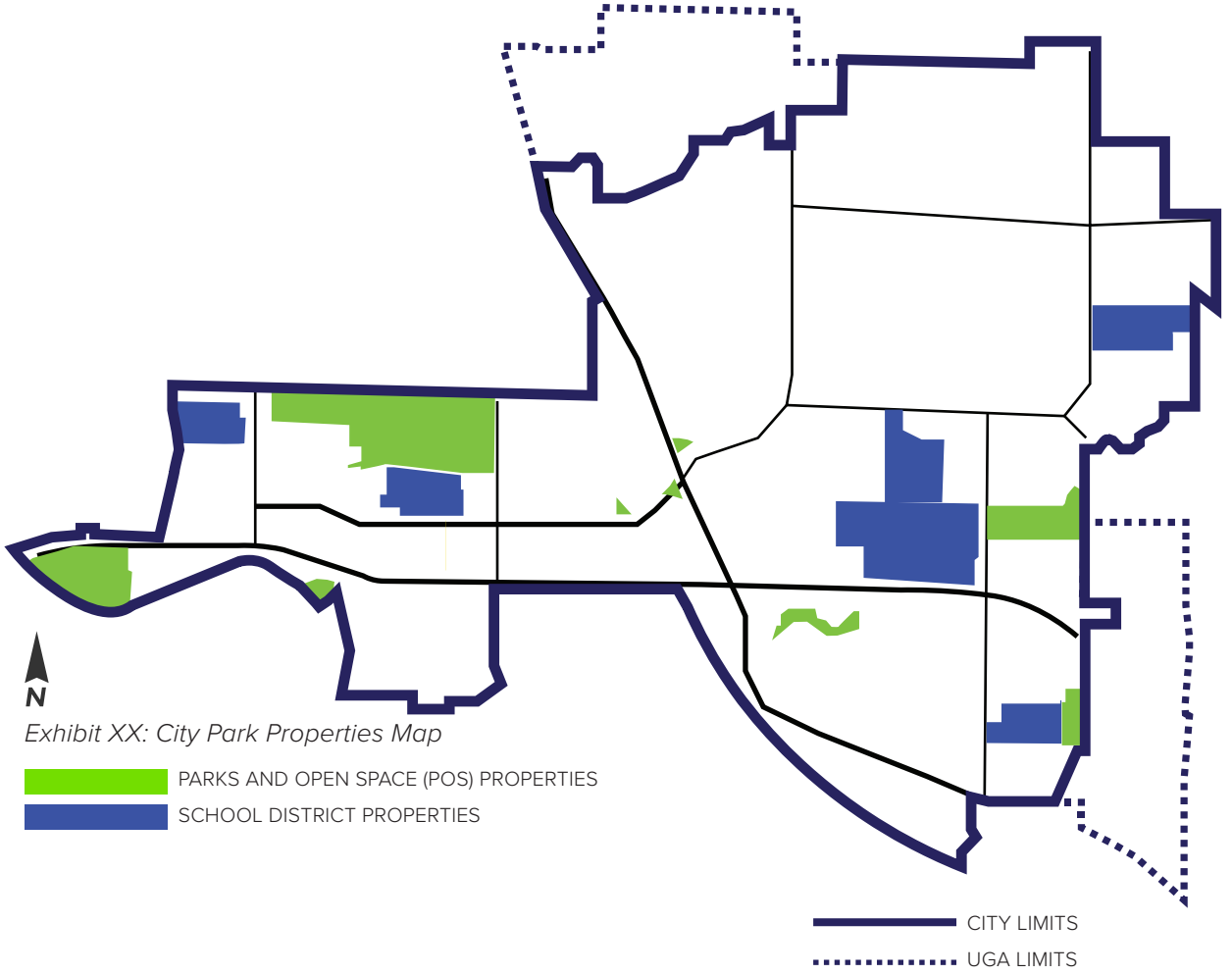


*Exhibit XX: City Park Properties Map*

*Image: A photo of a child riding their bike through Church Creek Park, taken by Steve Martin.*

*Image: A photo taken as the sun rises over Heritage Park.*

## HERITAGE PARK

Heritage Park is a 56-acre regional park on the northern edge of the downtown. It has a variety of amenities, including two soccer/lacrosse fields, three baseball fields, two pickleball courts, two horseshoe pits, a playground, a skate park, a dirt pump track, and large amounts of grassy open space. In addition to the many opportunities for structured recreation, there is a trail that runs along the south side of the park, a small dog park, a wetland complex and several sheltered picnic tables. The trail on the south side of the park joins with sidewalks on either side and could easily be integrated into a larger trail system. The park features a large parking lot and a storage facility for the city as well as restrooms for public use.

This large park is in excellent condition and appeals to a wide variety of park users. Snohomish County has identified Heritage Park as a major regional complex in the Snohomish County Parks and Recreation Plan. There are ample opportunities for structured, active recreation through the many sports fields and courts on site, active and less structured recreation through the playground, skate park, and bike pump track, and unstructured or passive recreation through the many picnic tables, shelters, and expanses of grassy open space.

## PARK HISTORY

The City, Snohomish County, and Stanwood School District jointly purchased the site in 1991. Two agreements were signed: an interlocal agreement between the City and the County and another between the City and the School District which provides for continued non-resident use of this facility. An Interagency Committee for Outdoor Recreation (IAC) grant was secured for both acquisition and Phase I & II construction of the Heritage complex. Phase I & II construction included baseball/softball fields, a children's play area, a major east-west section of walking/jogging trail and paving the existing parking area. The skate park, individual picnic tables under small shelters, a small dog park, and wetland areas were added in 2013.

As part of the 2012 PROS Plan update Heritage Park was reclassified from a community park to a regional facility. Heritage Park was funded as a regional park and operates as regional facility with regular usage from residents across the tri-county area.

*Image: A photo taken at the grand opening of two new pickleball courts at Heritage Park.*

## CHURCH CREEK PARK

Church Creek Park sits east of Stanwood high school, providing structured and unstructured recreation opportunities to the community. This park provides an 18-hole disc golf course, a trail system, a baseball field, a playground, a full-size basketball court, and several educational or interpretive signs. There is a two-sided restroom at the park, along with a large, covered shelter, and a grill at one of the five uncovered picnic tables provides a basic cooking facility. A municipal storage shed on site can be accessed without entering the main park entrance from an external facing gate.

This park offers opportunities for lots of different recreation, including structured, unstructured, active, and passive uses. The 18-hole disc golf course provides an active amenity not found in other Stanwood public parks, and the large shelter on site provides a gathering space for larger groups than in other parks. Several signs throughout the park provide instructional, educational, and interpretive content. The park generally has two sides: a more structured half and a less structured half. The structured half features pastoral landscaping, a baseball field, a basketball court, a playground, and a large shelter. The unstructured half is a trail system through a natural wooded landscape. Church Creek runs through the wooded unstructured half on the east side of the park.

*Image: Forested open space dominates the eastern half of Church Creek Park.*

## PARK HISTORY

The City, Snohomish County, and Stanwood School District jointly purchased the site in 1991. Two agreements were signed: an interlocal agreement between the City and the County and another between the City and the School District which provides for continued non-resident use of this facility. An Interagency Committee for Outdoor Recreation (IAC) grant was secured for both acquisition and Phase I & II construction of the Heritage complex. Phase I & II construction included baseball/softball fields, a children's play area, a major east-west section of walking/jogging trail and paving the existing parking area. The skate park, individual picnic tables under small shelters, a small dog park, and wetland areas were added in 2013.

As part of the 2012 PROS Plan update Heritage Park was reclassified from a community park to a regional facility. Heritage Park was funded as a regional park and operates as regional facility with regular usage from residents across the tri-county area.

# PROSG-3: SHORELINE ACCESS

**Reconnect Stanwood to the Stillaguamish River.**

PROSP 3.1: Acquire and develop shoreline properties or easements for waterfront access and parks when opportunities become available.

PROSP 3.2: Develop watercraft access opportunities including a mixture of canoe, kayak, rowboat, raft, and power boating.

PROSP 3.3: Prioritize use of the City owned property on the shoreline of the Stillaguamish River for park, recreation, educational or open space uses.

PROSP 3.4: Connect City waterfront park land and recreation uses with Downtown Stanwood.

## HAMILTON LANDING PARK

Hamilton Landing Park on the southwest side of Stanwood off 98th Ave NW is the City's newest park with construction of the park being completed in 2024. The park is approximately two acres, with the southwest side fronting the Old Stillaguamish River channel. This park has significant, historical industrial character which is incorporated into the park's design by maintaining the Hamilton landing stack and protecting the existing bunker.

The new park provides access to the shoreline both through a hand-carry boat launch and a trailered boat launch through a partnership with the Department of Fish and Wildlife. A trail around the site provides access to views of the water and the Zis a Ba estuary.

The park provides opportunities for picnicking, recreation in open space, and water access for both hand-carry and trailered boats. An accessible path will wind around the site and provide access to major features, several interpretive signs, and a restroom. The City also has a holiday light storage facility on site.

*Image: The Hamilton Landing Park project removed old, creosote pilings from the Stillaguamish River.*

*Image: A view of the rural countyside from a portion of the Stanwood Port Susan Trail.*

## STANWOOD PORT SUSAN TRAIL

The Stanwood Port Susan Trail currently runs along Highway 532 and will be built out in multiple phases to encircle the downtown area of Stanwood. The current trail is largely in good condition and provides a bike and pedestrian connection between the east and west halves of the City. There is one bench along the trail, landscaping in the median, and an informative sign, but besides those features, there are no amenities or facilities. The path along Highway 532 provides a smooth surface for bicyclists and other forms of wheeled transportation.

There are views of nature looking south from the path, however, there is little opportunity to engage with nature while on this portion of the trail. The main use presented by this park is as a corridor for non-motorized forms of transportation. The expansion of this trail around the rest of the City will help users access more recreation opportunities.

Public outreach has shown that transportation infrastructure and parks and recreation opportunities have been established as priorities for Stanwood residents. This trail, which will join several historic sites such as Hamilton Landing Park and Heritage Park together with the downtown businesses, helps implement this vision.

*Image: A photo of the sports court and playground at Lions Park.*

## LIONS PARK

Lions Park is a neighborhood park in central Stanwood just off Cedarhome Drive. This site has been owned by the city since the 1980s. A playground and basketball court are the main recreation opportunities on site, accompanied by a gently sloping grass open space. There are seven benches, a lit concrete pathway that runs from the parking lot to the playground, a portable restroom, and two picnic tables, one of which is covered. There is a small parking lot with one ADA stall, a bike parking pole, and a covered trash receptacle. This tidy park is nestled in the middle of a neighborhood and provides standard recreation opportunities in an efficient space. Several large trees on the southeast corner provide shade and a natural aesthetic.

This park has an accessible layout for a variety of users, with recreation opportunities available for many patrons. This park provides the surrounding neighborhood with structured and unstructured recreation opportunities in a neat and accessible setting. City branding on the playground along with donated park benches demonstrates the park's community integration.

*Image: A photo of the site of the future Downtown Park*

## DOWNTOWN PARK

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 City has planted trees and placed a "Stanwood Home of Scandinavian Hospitality" sign at the edge of the lot as gateway feature into the historic downtown area.  The City plans to redevelop the site as a small public park that will enhance the experience of visitors on main street, supplement special event space and provide a small outdoor space that complements downtown including 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 site 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.

*Image: A fruit tree located at the City Hall Park.*

## CITY HALL PARK

City Hall Park is a 0.28-acre undeveloped pocket park on the west end of Stanwood next to the City Hall. This lot previously was developed with a single-family structure which was acquired by the City in 1994. The residence was demolished in 2009. There are a few haphazardly placed furnishings on site, including an old bench, two picnic tables, and a labyrinth path with instructional signage. There are no restrooms, drinking fountains, parking, trash cans, or other similar facilities in the park, however, the City Hall just next door has a number of these amenities available. A grass lawn occupies most of the site. The labyrinth, bench, and one of the picnic tables are located on a remnant concrete pad pathway that runs across much of the south side of the site. There are three fruit trees on site, and there has been interest in creating a community garden in the park.

While there are currently very limited recreational opportunities available on the site, the great location and interest from the surrounding community give this park a high potential for redevelopment.

*Image: A photo of one of the historical barns located at Ovenell Farm.*

## OVENELL FARM

The Ovenell property is a former dairy, berry, and fruit farm with a long history. The site includes old barns which were used by the Ovenell farm for milk production. The farm was recognized in 1989 by the Washington State Department of Agriculture as a "Centennial Farm". The property also has one unoccupied home and fallow agricultural land.

Purchasing the Ovenell property was part of a larger effort by the City of Stanwood, Stillaguamish Tribe, Department of Fish and Wildlife, Nature Conservancy, Marine Resources Committee and others to preserve, restore and enhance estuarine habitat and provide public access to a unique environment. The Stillaguamish Tribe has also purchased the Matterand property to the south of the Ovenell property. The Tribe has received funding from the State Legislature and Salmon Recovery Funding Board and Puget Sound Partnership to restore about 40 acres to intertidal estuary. Setback levees will be built on the south and east ends of the property to reconnect Port Susan Bay with the Stillaguamish River.

There are several directions the City could choose for a future park: a walking/nature park, a dog park, a community farm, or an event space. This large 18-acre property could provide a lot of room for visitors to use, be separated into multiple uses, or something in between. Significant decisions will have to be made about what infrastructure, if any, will remain as the park is developed. While issues must be resolved before the property can be developed as a park and opened for public use, Ovenell Park is a site with high future potential.

## LINDSTROM TRAIL

Lindstrom Trail is a developed 0.50-mile trail located on the southeast edge of Stanwood. One concrete path runs from 72nd Ave NW through the site to the north side of the site. The trail is surrounded by a stormwater pond facility which serves the Lindstrom development and wooded landscape. Besides these three features, no amenities or facilities exist. While there is no parking explicitly for this trail, the large commercial development adjacent to the site contains a large parking area.

## PIONEER HIGHWAY TRAIL

The Pioneer Highway Trail serves as a transportation facility and runs along the southern edge of Stanwood, below several residential developments, wooded lots, and the cemetery. The surface of the trail and the amount of separation from the road vary throughout the trail. There are no other significant amenities provided. In some sections, there is a grass planting strip separating the trail from the road, while in others there is no landscaping. The city plans to eventually build out the trail to connect to SR 532.

## RIVERFRONT TRAIL

The Riverfront Trail is undeveloped open space that runs along the northern shoreline of the Stillaguamish River in west Stanwood. This property connects to the Hamilton Landing Park.

*Image: The Pioneer Highway Trail currently runs along residential neighborhoods, the cemetery, and will eventually be built out to connect to SR 532.*

## RAVENNA VIADUCT TRIANGLE

Ravenna Viaduct Triangle is a landscaped area within a right of way around the intersection of Cedarhome Road and Pioneer Highway. The grass lawn, sculpture, and landscaping frame the underpass under Pioneer Highway along Cedarhome. There is a staircase that brings pedestrians down from Pioneer Highway to Cedarhome on one side of the park. The site placement, grade, and usable area provide little opportunity for more recreational uses. This park will likely remain valuable as an aesthetic improvement to the transportation system.

*Image: The Riverfront Trail property runs along the Stillaguamish River in west Downtown Stanwood.*

# FACILITIES NOT OWNED BY THE CITY

## STANWOOD SCHOOL DISTRICT FACILITIES

The district has baseball, football, and soccer fields, six tennis courts, a track, gymnasiums, and playground equipment located at the high school, two middle schools, and three elementary schools. For a fee, the district lets the public use their outdoor facilities for organized events when they are not in use by the schools.

## PRIVATE FACILITIES

The City currently requires new subdivisions and multifamily developments to provide open space and recreational areas. Private facilities include recreation areas such as trails, open space and neighborhood parks including play areas. These parks are often established through the development process to meet neighborhood recreation needs as new neighborhoods are created, they serve only the residents of neighborhoods and are maintained by homeowners' associations.These private partnerships will help the City ensure concurrent open space development with growth.

## FACILITIES OUTSIDE THE CITY LIMITS

There are several existing parks and recreational facilities, outside of City of Stanwood corporate limits that provide service to Stanwood residents. These facilities are not included in the Level of Service analysis but include several hundred acres of state parks, Island County parks, Snohomish County Parks, and privately owned parks. These parks provide additional service to Stanwood residents via their proximity.

# PROSG-4: ACCESSIBILITY

***Provide accessible recreational facilities that provides opportunities for sports, playing and exercise to foster a healthy community.***

PROSP 4.1: Provide a variety of quality active recreation facilities sufficient to serve Stanwood residents and area visitors.

PROSP 4.2: Improve and maintain existing recreation facilities to meet the needs of all local residents, including barrier free access.

PROSP 4.3: Expand, upgrade, and diversify support facilities (restrooms, parking, picnic areas, shelters, and playground equipment, etc.) in recreational areas.

PROSP 4.4: Support the development of indoor community and recreational centers that provide for community usage, athletic uses, and multiuse activities on a year-round basis.

PROSP 4.5: Implement the Stanwood Port Susan Loop Trail in Downtown connecting parks, neighborhoods, and businesses.

PROSP 4.6: Improve non-motorized connections between downtown and uptown by requiring developments to install full street improvements including sidewalks, trails and bike lanes.

PROSP 4.7: Apply a wayfinding system as a means of identifying and advertising trail systems.

# PROSG-5: RECREATION

***Promote recreation facilities and activities that will attract visitors and enhance the City's economic development initiatives.***

PROSP 5.1: Encourage and promote the use of parks for sport tournaments, special events, community festivals, art shows, concerts, or other economic development activities that attract visitors to the City and that are complementary to recreational uses.

PROSP 5.2: Encourage healthy food production such as community gardens or pea patches in city parks where these uses do not conflict with established recreation uses.

PROSP 5.3: Adopt guidelines and procedures to allow concessionaires in City parks when a portion of the proceeds benefit sports leagues or as part of a special event.

PROSP 5.4: Consider adopting guidelines and procedures that allow advertising signs on ball field fencing for a fee to support the upkeep of city parks.

# ANALYSIS OF NEED

Stanwood has historically provided incredible access to parks and natural areas. As Stanwood continues to grow, the City must add park space to serve the larger population at the same level. Quantifying park service levels can be difficult for communities to do considering the many intrinsic values and benefits parks provide.

Measurable standards provide specific feedback on service shortcomings and gauge progress made on improvement projects or plan objectives. Standards also provide a platform for comparison against previous parks systems and similar jurisdictions systems. However, they are not the only source to appropriately gauge park provision. This assessment, along with public input and facility inventory, determines how Stanwood's funds should be appropriated in the next six years.

Level of Service (LOS) standards are inherently flexible and unique to each jurisdiction. The City can select the type of service standard that appropriately evaluates how the park's program operates. By tailoring specific metrics and standards to Stanwood's community, the City has a plan that represents local values and needs. LOS standards guide how park projects within the Capital Improvement Plan (CIP) should be prioritized as the City continues to see population growth and rising parks demand.

National standards for classifying park facilities were previously developed by the National Recreation and Parks Association for assessing parkland needs and are commonly used by jurisdictions for Level of Service (LOS) standards. Stanwood's 2023 population of 8,585 and projected 2044 population of 10,963 have been used for the analysis of the needs section. The 2044 population estimate is based on the Countywide Planning Policies for Snohomish County.

**PARK FACILITY CLASSIFICATIONS**

| Recreation Facility Classification | Acres / 1,000 Population | Size Range (acres) | Population Served | Service Area |
|---|---|---|---|---|
| **Regional Park** | .002-.003 | 50 to 75 | 25,000 | Multi-County |
| **Community Park** | 2.5 | 20 to 100 | 2,000 to 10,000 | 1/2 Mile |
| **Neighborhood Park** | 2.5 | 5 to 20 | 560 to 2,000 | 1/4 to 1/2 Mile |
| **Trails** | 2.0 | N/A | Determined case-by-case | |

*Source: National Park Recreation and Open Space Standards; National Recreation and Park Association; Washington, D.C., 1983.*

*Exhibit XX: City Park Properties Map*

# EXISTING LEVELS OF SERVICE

The existing LOS for parks is calculated by dividing the total park acreage by the total city population of 8,585 to understand how many people likely rely on each park facility. LOS standards help the City to find the park acreage which Stanwood should strive for. The acreage needed applies National Park Recreation and Open Space Standards to Stanwood's population to create a target park acreage by park type. The net reserve (or deficit) is the difference between this target acreage and the available area.

The greatest existing deficiencies include community parks and trails including bicycle, walking, and jogging trails. A typical LOS analysis is not used for regional parks because the population served includes the entire area of the Stanwood-Camano School District. Only looking at the population located within the City of Stanwood, the City is meeting its regional LOS need at a current level of service of 6.5 acres per 1,000 people. Although there are other parks within the district, Heritage Park is the only non-school facility offering fields for team sports such as baseball, football, lacrosse and soccer.

**EXISTING PARKS LEVELS OF SERVICE**

| Recreation Facility Classification | Acres Needed | Acres Available | Net Surplus (Deficit) |
|---|---|---|---|
| Regional Park | .025 | 32.9 | 32.8 |
| Community Park | 21.5 | 18.2 | (3.3) |
| Neighborhood Park | 21.5 | 21.3 | (0.2) |
| Trails | 17.2 | 4.3 | (12.9) |

*Exhibit XX: City Park Properties Map*

# FUTURE LEVELS OF SERVICE

Future LOS can be calculated, similarly to the method for calculating existing LOS, by using the 2044 population growth target. Stanwood will require additional neighborhood parks and trails to meet the level of service needs in 2044.

In terms of acquisition needs, the north and northeast section of Stanwood lacks public parks. The City also has opportunities to improve the quality of its current facilities. The City owns additional undeveloped areas dedicated to parks, and this could meet some of this need. A lot of areas that could be further developed to provide more facilities and amenities.

**FUTURE PARKS LEVELS OF SERVICE**

| Recreation Facility Classification | Acres Needed | Acres Available | Net Surplus (Deficit) |
|---|---|---|---|
| Regional Park | .033 | 59 | 58.9 |
| Community Park | 27.4 | 35.9 | 8.5 |
| Neighborhood Park | 27.4 | 21.3 | (6.11) |
| Trails | 21.9 | 10.2 | (11.7) |

*Exhibit XX: City Park Properties Map*

*Image: The Church Creek Park playground was recently updated with new play equipment.*

## NEEDS SUMMARY

The City of Stanwood will need to create additional capacity for neighborhood parks and trails by the year 2044 to meet the level of service goals. There is a projected deficit of 6.11 acres of neighborhood parks and 11.7 acres of linear trails.

Outreach has determined that programmed recreation is desired, however, a lack of level of service averages from similar jurisdictions makes a level of service analysis and comparison difficult. Stanwood needs significant park funding moving forward to perform similarly to neighboring jurisdictions. The creation of a parks department could help facilitate the acquisition and creation of additional park facilities and programs.

## INVESTING IN OUR FUTURE

The Parks Division of the Department of Public Works currently manages the millions of dollars the City allocates toward park facilities and services. For 2023, the City operates with a budget of $69 million based on the projected $35.8 million in revenue. Of this budget, just over $6.8 million is allocated to the General Fund which pays for the general operation and maintenance of non-capital projects. Five million dollars or 8.59% of the total projected revenue has been allocated through the General Fund to the Parks Division of the Public Works Department. The City is expecting to further increase Park Division funding to approximately $660,000 (10.56% of the General Fund) in 2024. The years 2023 and 2024 have the largest revenue allocations for parks in recent history compared to the 4.9% allocated on average over the past ten years.
Starting in 2022, the Parks Division has made progress towards fully integrating and operating a Parks Department. Currently, Stanwood is implementing a phased approach recommended by Berk Consulting LLC. Berk estimates that the first of three phases will have a total operating cost of $1.2 to $1.4 million, the second phase totaling $1.7 to $2.1 million, and the third/final phase totaling between $2.3 and $2.7 million. It is important to note the importance of maintaining concurrent growth within Stanwood and the neighboring region to promote the full implementation of a Parks Department. The increased operations and functions intended for the Parks Department will be entirely dependent on Stanwood's ability to increase its tax revenue. Snohomish County has indicated that Stanwood is expected to grow its population, employment opportunities, and housing stock. It is integral that the City promotes sustainable growth and concurrent development of services and facilities to maintain high quality of life.

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

# PROSG-6: OPEN SPACE

***Establish a network of open spaces of all shapes and sizes that enhance the livability of the community.***

PROSP 6.1: Acquire, preserve, and protect natural areas, critical areas, shorelines, historical sites and areas of ecological significance for open space, trails, recreation and educational opportunities for the community and visitors.

PROSP 6.2: Encourage the preservation of unique areas and/or site features including natural and exemplary built features such as the Hamilton Smokestack.

PROSP 6.3: To the maximum extent possible connect open space areas on adjacent plats to create open space and wildlife corridors.

# PROSG-7: LEVELS OF SERVICE

***Regularly review and update Level of Service Standards for Parks and Recreation Facilities.***

PROSP 7.1: Identify the amount of land needed to meet Level of Service standards for future park development and types of facilities needed to meet recreation standards.

| *Facility* | *Level of Service* |
|---|---|
| Regional Parks | 0.002 - 0.003 acres per 1,000 population |
| Neighborhood Parks | 2.5 acres per 1,000 population |
| Community Parks | 2.5 acres per 1,000 population |
| Trails | 2.0 acres per 1,000 population |

PROSP 7.2: Update the inventory, surplus and/or deficiency of City park lands based on the official population estimates from the Washington State Office of Financial Management.

PROSP 7.3: Identify parklands for acquisition in advance of its actual need based on: a) level of service standards, b) population growth, c) neighborhood benefit, and d) regional demand.

## PARKS FUNDING OPPORTUNITIES

Funding for parks comes from a variety of revenue sources including the General Fund, Park Impact Fees, Real Estate Excise Taxes (REET), and other sourcves such as grants. General Funds are used for the operations of the Parks Division including salaries, benefits, office expenses, and ongoing park maintenance. All other funds can be used towards expanding and improving parks.

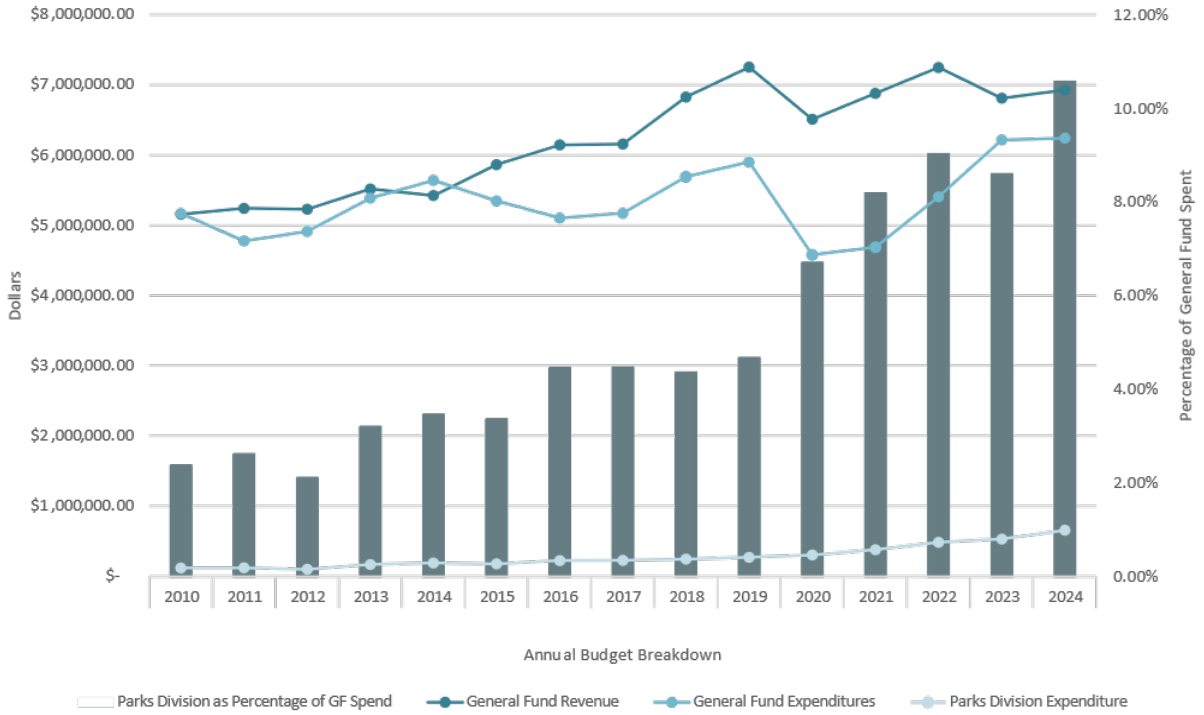


*Exhibit XX: Stanwood Park Division Funding Compared to Overall General Fund*

## GRANT OPPORTUNITIES

Public grants create additional funding opportunities that can supplement a City's local budget for park acquisition, planning, design, and construction. The City of Stanwood has successfully obtained park grants in the past to assist with capital improvements and development. Regional, state, or federal funding are available options to consider alternative methods of funding local projects.

The grant process is competitive and should not be relied upon for annual park funding. The adoption of the Stanwood PROS Plan opens opportunities for funding programs that would otherwise be unavailable to the City from the state. Grants typically require a match, or equal funding, from the City between twenty to one hundred percent of the requested grant funds which is a major consideration the City must make before investing resources into a grant application and signing a grant contract. Grant funding can be critical to provide financial resources to smaller jurisdictions.

# PROSG-8: SUSTAINABILITY

***Incorporate principles of sustainability in the site development, maintenance, operations and programming of park facilities.***

PROSP 8.1: Incorporate green stormwater runoff development techniques such as rain gardens, bioswales, rainwater harvesting and permeable pavements into park design for flood prevention when converting land to recreational use.

PROSP 8.2: Develop educational materials and interpretive signs for park users to raise awareness of the importance of sensitive areas, such as wetlands, and to encourage sustainable practices in City parks such as use of compostable plastics, composting, and carpooling.

PROSP 8.3: Work with the Snohomish County Conservation District to identify and implement opportunities to incorporate conservation techniques in park design and ongoing maintenance and operations.

PROSP 8.4 Maintain the wetland area in Heritage Park as a location for offsite mitigation, and potentially convert to a wetland mitigation bank, to encourage sustainable development throughout the City.

## LOCAL PARTNERSHIPS

Local partnerships provide another avenue for achieving the goals of the Parks Element through a joint approach to park programming. They can improve park programs through contributions including land donations, providing funds, and potentially volunteer-driven park stewardship groups. This approach allows for communities to approach issues in park access, programming, and funding with pooled resources. The Snohomish County Rangers are exemplary of this. Along with law enforcement duties, rangers also provide general maintenance and environmental education programs that reach out to park visitors, schools, and community organizations.

## CONSISTENCY WITH CAPITAL FACILITIES

The State requires the Parks and Recreation Element to describe how it is consistent with the Capital Facilities Element. Parks are considered to be a capital facility owned and maintained by the City. Parks are described as assets within the Capital Facilities element, however, their level of service performance is described within this Parks and Recreation element. There are several proposed or ongoing park projects the City is considering, including:

1. City Hall Park Improvement: There is high community interest in developing the City Hall park into a more usable space. The community has expressed interest in creating a community garden, beautifying the space, and making other small improvements to increase the park's function as a downtown pocket park
2. Ovenell Park: This large park could be used by the City in a multitude of ways. The City is considering several directions, including a walking or nature park, a dog park, a community farm, or an event space. Further community outreach, discussions, and investments will be needed for this park to be developed into a usable community space.
3. Port Susan Trail: The Port Susan Trail is being built out in five phases to encircle downtown Stanwood. This trail will service a large proportion of the City's residents, and provide additional pedestrian and bicycle access to other park spaces.

The City will continue to acquire parcels for new parks and develop underutilized lands as opportunities become available. Details on the above proposed projects as well as other parks projects and Capital Facilities projects are detailed in the Capital Improvement Plan and the Parks Recreation and Open Space Plan.

# CONCLUSION

Adequate provision of Parks and Recreation opportunities has positive social, physical, and financial impacts on communities. Research has shown that physical movement has a myriad of positive health impacts on people and that people who live closer to parks are more active than their counterparts who live further from parks. The City's investment in its park's infrastructure will increase resident's quality of life in ways that are both tangible and intangible, as shown through the public outreach process and the level of service analysis. Continued engagement with the community along with periodic level of service checks will determine park priorities moving forward. Increasing park demand in Stanwood will be met with the correct types of recreation facilities.

*Image: An aerial photo of Heritage Park on a busy weekend.*

# PROSG-9: PARKS DEPARTMENT

***Implement the 2022 Parks and Recreation Feasibility Study through a phased approach balancing community desires with budget constraints.***

PROSP 9.1: Implement a phased and scalable approach to improving city parks and services prior to formally creating a City Parks Department.

PROSP 9.2: Focus the Public Works Parks Division on park planning and maintenance around the following generalized actions:

- Increase maintenance levels to have tournament-ready ballfields
- Increase signage and wayfinding around the city
- Improve trails and walkability
- Increase parking capacity and improved parking maintenance
- Increase park development and planning

PROSP 9.3: Consider forming a City Parks Department once recreational programming is provided which includes, but is not limited to providing recreation classes, hosting / managing tournaments, and / or building a community center or other buildings that support parks and recreation.

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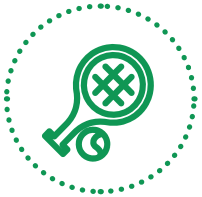
# WHERE WE'RE GOING: NATURAL FEATURES

# NATURAL FEATURES : KEY TAKEAWAYS

## CORE VALUES

*Environment*

*Sense of Community*



*Parks*

*Growth*

*Livability*

## FUTURE GENERATIONS

Preserve and protect natural resources to ensure a more sustainable and resilient future for generations to come.

Actively coordinate environmental protection efforts with neighboring jurisdictions and communities to enhance resilience, promote sustainable practices, and contribute to the overall well-being of the region.

Stay engaged with the latest developments in climate science and be proactive in finding and implementing solutions for the community.

# INTRODUCTION

The City of Stanwood has a rich environment consisting of both natural features and built features. Historic Downtown is nestled near the mouth of the Stillaguamish River, between Skagit Bay and Port Susan. The Stillaguamish River winds around the southern boundary of the city. Church Creek diverges from the Old Stillaguamish Channel as a tributary and borders the city to the east. North of the city, Douglas Creek runs along a steep ravine connecting to Douglas Slough which borders the western side of the city. Working farmlands surround the city on all sides where local fruits and vegetables are grown.

The relationship between these features – both built and natural – have a profound impact on the quality of life and livability in Stanwood. By considering both the natural and built environment in planning for the future, the City has the opportunity to protect and improve this amazing area in which people want to live, work, and raise families.

Stanwood residents value the surrounding environment and place a high priority on protecting it. As growth and development occurs, Stanwood is working to build a healthier, greener, and more viable future for generations to come. This Natural Environment Element seeks to expand upon the community's commitment to environmental stewardship as expressed in the City's core values and to provide a policy basis for City decisions that affect the natural environment.

## REGULATORY CONTEXT

The Natural Features Element is not required under the Growth Management Act, but GMA does contain the following goal concerning the environment:

*". . . protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water."*

Moreover, GMA contains specific requirements for the designation and protection of "critical areas," defined as wetlands, areas with critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The Act requires jurisdictions to adopt and regularly update their critical areas regulations based on best available science to protect these valuable resources.

# REGULATORY APPROACH

The primary challenge for Stanwood is to protect the City's natural environment while providing for the needs of its residents, businesses, and the environment. A healthy, robust natural environment can not only improve the quality of life but will attract new businesses and residents. Strategies necessary to balance land use and the natural environment include:

***Natural Resource Management:*** Implement sustainable practices for managing the City's water supply and conservation. This can help maintain a balance between human activities and the health of the Stillaguamish River.

***Zoning and Land Use Planning:*** Develop and enforce zoning regulations that guide development away from ecologically sensitive areas such as wetlands and wildlife habitats.

***Sustainable Development Practices:*** Encourage and incentivize sustainable development practices such as mixed-use developments, energy-efficient buildings, and the use of renewable energy sources. This can contribute to economic growth while minimizing the ecological footprint.

***Managing Stormwater to Minimize Flooding:*** Utilize accurate floodplain maps to identify and manage areas susceptible to flooding and adopt development regulations to minimize potential damage.

***Community Education:*** Foster a sense of environmental stewardship among residents through community engagement programs and educational initiatives. When people understand the value of the natural environment, they are more likely to support measures that protect it.

In the upcoming years, local codes and ordinances will need to incorporate these strategies in order to protect our important natural resource areas or they may be lost to future generations.

# CURRENT CONDITIONS INVENTORY

The natural environment plays a crucial role in an urbanized city, contributing to the well-being of its residents, the ecological balance, and the overall sustainability of the urban ecosystem. Recognizing and prioritizing the importance of nature in urban planning is essential for creating healthier, more livable, and sustainable cities. The Natural Environment Element summarizes the existing conditions of the City with respect to those components and identifies future goals for management.



# *NATURAL FEATURES GOALS & POLICIES*
# NFG-1: COMPRENSIVE PLANNING

**Implementation of Land Use, Housing, and Economic Development Elements shall result in a well-balanced relationship between the built and natural environments.**

NFP 1.1: Adopt flexible and environmentally sensitive site design standards in order to meet the City's population, housing, and employment targets while protecting critical areas and their buffers.

NFP 1.2: Ensure all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of living in a healthy environment by ensuring that development site design standards meet the minimum state or federal environmental regulations.

NFP 1.3: Provide a variety of active and passive facilities, Adopt on-site density transfer regulations, or other incentives, that allow for deviations to site development standards to meet the underlying zoning density while providing for the protection of critical areas and open space.

NFP 1.4: Promote appropriate uses and design techniques that minimize the risk to human life, property, the environment, and public facilities.

NFP 1.5: Allow administrative deviations from the Street and Utility Standards as needed to protect or reduce impacts on the natural environment where public safety can be assured.

# NFG-2: COORDINATION

**Promote inter-jurisdictional coordination and stewardship of the natural environment for future generations.**

NFP 2.1: Work with local, county, state, tribal, and federal jurisdictions on regional environmental issues such as water quality and maintenance/ enhancement of the Stillaguamish River, Church Creek, and Douglas Creek.

NFP 2.2: Work with surrounding tribes and jurisdictions to preserve and manage vegetated and open space corridors that extend beyond the City's boundaries but are necessary to provide habitat connectivity in the region.

NFP 2.3: Consult and include surrounding tribes early in the process of formulating plans and regulations to ensure that tribal recommendations are thoughtfully considered.

NFP 2.4: Participate in and, where appropriate, implement the Stillaguamish Implementation Review Committee (SIRC) recommendations to reduce potential growth-related impacts from development and redevelopment for the protection of the Stillaguamish Watershed.

NFP 2.5: Support the use of cooperative agreements, public acquisition, conservation easements, or other forms of voluntary agreements to protect significant open space areas, natural resources, and critical areas.

# NFG-3: ENVIRONMENTAL PROTECTION

**Protect, preserve, and enhance critical areas most sensitive to human activities by applying guidance derived from best available science.**

NFP 3.1: Prevent cumulative adverse environmental impacts to critical areas and the overall net loss of wetlands, frequently flooded areas and habitat conservation areas.

NFP 3.2: Protect the functions and values of Stanwood's critical areas by maintaining and updating the Critical Areas Regulations consistent with the most recent best available science with the goal of achieving "properly functioning conditions" while maintaining Stanwood's unique character.

NFP 3.3: Designation and classification of critical areas should be consistent with the most recent systems and protocols prepared by the appropriate state and federal agencies.

NFP 3.4: Prepare an updated City-wide critical areas inventory, including identification of natural corridors and open space that should be retained and maintained to provide connectivity and migration routes between critical areas and other designated open space.

NFP 3.5: Prohibit the introduction of non-native and invasive plant species into critical areas and their buffers.

NFP 3.6: Support programs that reduce the spread of invasive species that are harmful to natural ecological function and habitat.

NFP 3.7: Preserve and maintain sensitive and critical areas in as natural a state as possible by requiring applicants to demonstrate that no reasonable alternative exists and document their mitigation sequencing process and results.

NFP 3.8: The City shall monitor developments containing critical areas for any degradation to those critical areas resulting from violations of regulations.

NFP 3.9: Support public education programs that encourage individuals and businesses to prevent pollution from sources such as household hazardous waste, boating activities, and pesticides and fertilizers on gardens and lawns.

NFP 3.10: Explore the possibilities of utilizing the Public Benefit Rating System as a tax incentive program to preserve high quality natural habitats.

# WETLANDS

Wetlands play a crucial role in urban environments, providing a range of ecological, social, and economic benefits. Preserving and restoring urban wetlands is crucial for maintaining a balance between urban development and environmental conservation. They reduce floods, contribute to stream flows, improve water quality, provide wildlife habitat, moderate water temperature, and provide recreational opportunities. The long-term success and function of wetlands is dependent on land development strategies that protect and restore wetlands and their buffers.

It is difficult to make any reliable estimate of the wetland acreage in the Stanwood area. The City of Stanwood has relied on several wetland maps for baseline inventory information, including the "National Wetlands Inventory Map" (NWI) produced by the U.S. Fish and Wildlife and the Soil Conservation Service soil maps produced by Snohomish County. These maps were then augmented by site specific wetland delineation reports at the time properties were developed.

The majority of wetlands in Stanwood are associated with the headwaters and riparian corridor of Church Creek or its tributaries, Douglas Creek, and associated floodplains of the Stillaguamish River. The primary source of water for these wetlands is precipitation and surface flow. Most wetlands in Stanwood are located on privately owned property and are regulated by the City's critical area regulations.

Those wetlands owned by the City itself, are mostly integrated into city parks as natural features.

The approximate wetland boundaries provided may be contradictory in some places. The only reliable method of determining specific wetland boundaries is a wetland delineation for a specific area and is the responsibility of the landowner to determine the presence and extent of wetlands in a specific area in the event of a proposed land use action.

Wetlands in Stanwood are classified based on their functions and values as prescribed by the Department of Ecology's Wetland Rating System for Western Washington. The classification system considers factors such as hydrology, vegetation, and soil characteristics, and are categorized into the following four wetland types:

1. Category I: Irreplaceable wetlands such as estuaries larger than an acre, Natural Heritage Wetlands, bogs, old growth forest wetlands, coastal lagoons, and wetlands with high habitat values.

2. Category II: Wetlands that are difficult to replace and provide high levels of some functions. They typically include estuaries less than one acre but still have a high level of habitat value.

3. Category III: Wetlands with a moderate level of functions and can often be replaced with a well-planned mitigation project. These wetlands have generally been disturbed in some ways and often have less diverse vegetation or are isolated from other natural resources.

4. Category IV: These wetlands have the lowest levels of functions and are often heavily disturbed. They are wetlands that can be replaced, improved, and provide some important functions.

# NFG-4: WETLANDS

**Protect, preserve, and enhance wetlands.**

NFP 4.1: Approve wetland mitigation that provides mitigation benefits before or at the same time that wetlands are impacted.

NFP 4.2: Promote wetlands as school amenities for educational purposes.

NFP 4.3: Wetlands which contribute to the City's stormwater management program should be placed in Native Growth Protection Area tracts, purchased, or protected by other mechanisms.

## Figure NF-6
## Wetlands

*City of Stanwood*
*Comprehensive Plan*

Wetlands

1 INCH = 1,600 FEET

0 800 1,600
FEET

DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG

- City Limits
- Stanwood UGA
- NWI Wetland
- Snohomish County Wetland
- City Wetland
- Water Body
- Watercourse
- PARCELS

THE CITY OF STANWOOD MAKES NO CLAIM REGARDING THE ACCURACY OF LOCATIONS AND CLASSIFICATIONS FOR THE WETLANDS INCLUDED ON THIS MAP. ALL WETLAND LOCATIONS, CLASSIFICATIONS AND BUFFERS MUST BE FIELD VERIFIED PRIOR TO DEVELOPMENT ACTIVITIES.

WETLAND DATA PUBLICATION INFORMATION:

NWI AND COUNTY WETLANDS DATA (OBTAINED FROM SNOHOMISH COUNTY PDS) - 2014
CITY WETLAND DATA DIGITIZED FROM PAPER MAPS - 2003

DIGITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015 COMPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH COUNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES, US FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY AND THE US ENVIRONMENTAL PROTECTION AGENCY.

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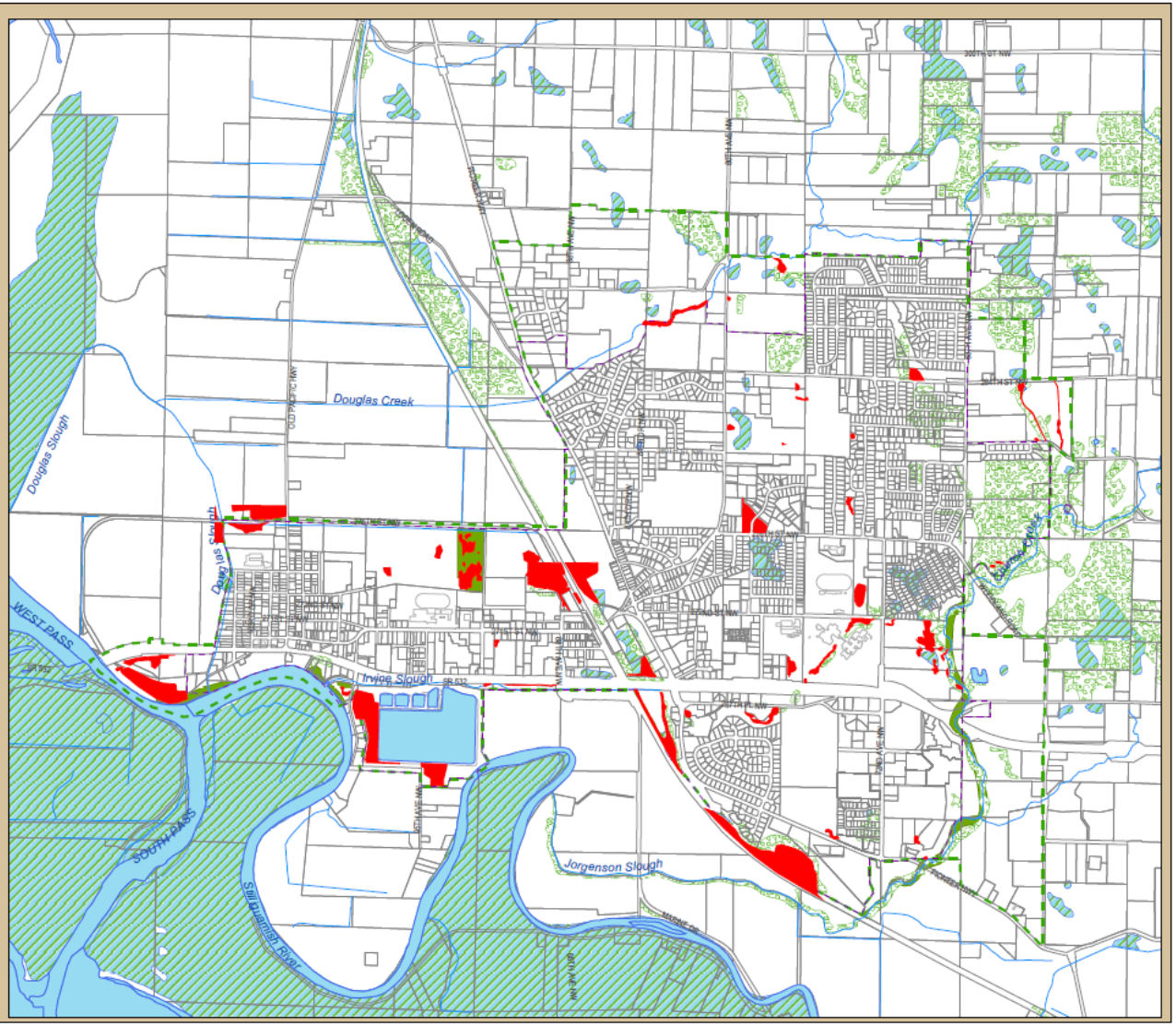
DATE REVISED: MAY 13, 2016



## Figure NF-5
## Water Features

*City of Stanwood*
*Comprehensive Plan*

1 INCH = 1,600 FEET

0 800 1,600
FEET

DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG

ATER BUFFERS WERE DETERMINED BY CITY STAFF USING THE TANWOOD MUNICIPAL CODE. BUFFER WIDTHS AND LOCATIONS HOULD GENERALLY BE VERIFIED PRIOR TO STUDIES AND/OR EVELOPMENT.

CATEGORY 1 AND 2 WATER BUFFER (150-FEET)
OTHER CATEGORY WATER BUFFER
(RANGE FROM 50 TO 100 FEET)
WATER BODY
WATER COURSE
CITY LIMITS
STANWOOD UGA

ITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015 MPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH UNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES, FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY D THE US ENVIRONMENTAL PROTECTION AGENCY.

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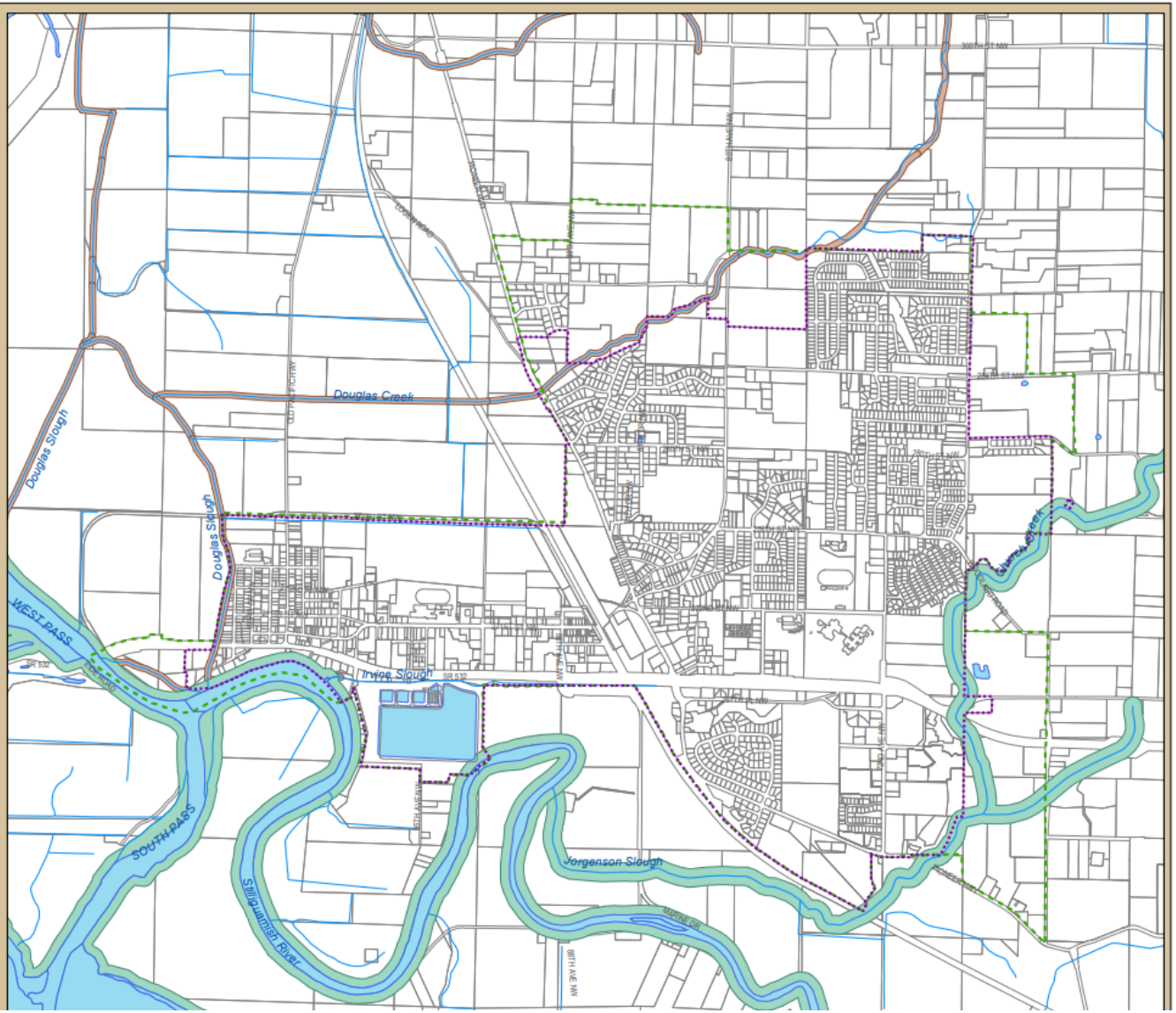


# NFG-5: FISH & WILDLIFE HABITAT

**Protect, preserve, and enhance fish and wildlife habitat conservation areas.**

NFP 5.1: Seek to protect and enhance a diverse fish and wildlife habitat in corridors where feasible.

NFP 5.2: Preserve and enhance the composition, diversity, and structure of vegetation of the Church and Douglas Creek corridors, and the Stillaguamish River corridor as essential for fish and wildlife habitats.

NFP 5.3: Manage stormwater in areas draining to fish and wildlife habitat conservation areas by considering regulations that limit and disconnect impervious surfaces, retain native forest cover, and encourage low impact stormwater management techniques for new developments to treat and infiltrate stormwater on site.

NFP 5.4: Work with the National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), Washington Department of Fish and Wildlife (WDFW), other state agencies, and neighboring jurisdictions to protect federally listed and state priority species and habitats.

NFP 5.5: Both public and private project designs shall remove fish barriers, address storm water impacts, and make any other improvements considered necessary to promote fish and wildlife habitat and passage.

# FISH AND WILDLIFE HABITAT CONSERVATION AREAS

Fish and wildlife habitat management involves the planning, conservation, and enhancement of natural environments to support healthy populations of fish and wildlife species. This field of management is crucial for maintaining biodiversity, preserving ecosystems, and sustaining the overall health of the environment.

The Stanwood area contains a variety of habitats for native animals that include wetlands, riparian and upland forests, and pasture grasslands. No specific checklist of wildlife species in the Stanwood area has been compiled. However, the Stillaguamish Watershed Action Plan (Snohomish County, 1989) reported that nearly 75 percent of all wildlife species present in western Washington are also present in the Stillaguamish River Basin. This abundance of wildlife illustrates the diversity of habitats within the basin, even though not all of these species are present in the Stanwood area.

Typical wildlife species found in the area include high concentrations of wintering birds of prey associated with the abundance of wintering waterfowl and small mammals in the agricultural areas of the lower basin. The threatened bald eagle winters in significant numbers along the Stillaguamish River. Many species of waterfowl use open water in the wetlands and areas adjacent to the River for migratory stops, nesting, feeding and breeding. Pasture lands are commonly used as feeding areas by gulls and waterfowl and are also used as hunting areas for raptors and other predatory birds. Small mammals such as rabbits, muskrats, and opossum, along with larger mammals including deer, fox, and coyote are found in the rural and forested areas in and surrounding Stanwood.

Habitat for salmonids and other fish species is provided by the Stillaguamish River, Church Creek, and Douglas Creek. Species listed under the federal Endangered Species Act include threatened chinook salmon in the Stillaguamish River, and candidate coho salmon in the Stillaguamish River and Church Creek. No federally listed species are known to use Douglas Creek.

Designated fish and wildlife habitat conservation areas in the City of Stanwood are the Stillaguamish River, Church Creek, Douglas Creek, and any other perennial or intermittent streams in the City or its UGA. Additional fish and wildlife habitat conservation areas in the City include the vegetated areas surrounding these waterbodies, which serve as migration corridors and habitat for wildlife; wetlands and their buffers; and any other areas found to provide habitat for state priority or federal listed species or that meet other criteria established in the regulations.

# CRITICAL AQUIFER RECHARGE AREAS

A Critical Aquifer Recharge Area (CARA) refers to a specific area where the recharge of groundwater into an aquifer is of particular significance due to its potential impact on sustaining the quantity and quality of the groundwater resource. Aquifer recharge is the process by which water infiltrates the ground and replenishes the groundwater table. The term "critical" is often used to emphasize the importance of protecting these specific areas to ensure the long-term sustainability of the aquifer, which is a vital source of drinking water for many communities.

Groundwater is the primary source of municipal and domestic potable water in the Stanwood area and consist of discontinuous aquifers surrounded by lower permeable sediments. Groundwater is recharged by rain falling on the surface of the land, evaporation back into the atmosphere, run off into adjacent water bodies, or infiltration downward until a zone of saturation is reached. In the Stanwood area, the zone of saturation is often less than 5 feet deep.

Stanwood is divided into three recharge categories: high, medium, and low. These categories reflect the relative rate at which the deeper underlying aquifers (i.e., those commonly used to construct wells) can be recharged from precipitation.

***High Category Soils*** generally have permeabilities greater than five inches per hour in all sub-layers and have a high soil moisture holding capacity, and typically do not have seasonal water tables within the upper three feet of the soil profile.

***Medium Category Soils*** generally have an average permeability of 0.8 inches per hour, moderate soil moisture holding capacities, are separated from surface water bodies, and have seasonal water tables in the upper three feet of soil profile.

***Low Category Soils*** have one or more layers with hydraulic conductivity of less than 0.8 inches per hour, lower soil moisture capacities, poor drainage with water tables near the surface most of the year, and proximity to the Stillaguamish River or other surface water bodies.

The City considers aquifer recharge areas in the moderate and high susceptibility categories as critical areas. Susceptibility is determined based on surface soil permeability, geologic matrix, infiltration potential, and depth to water table. Most of this information can be obtained through USDA Soil Conservation Service soil surveys. Ecology has developed a susceptibility rating system for aquifers that categorizes various aquifers into low, moderate and high susceptibility categories. Using this rating system, all of Stanwood is rated moderate or high.

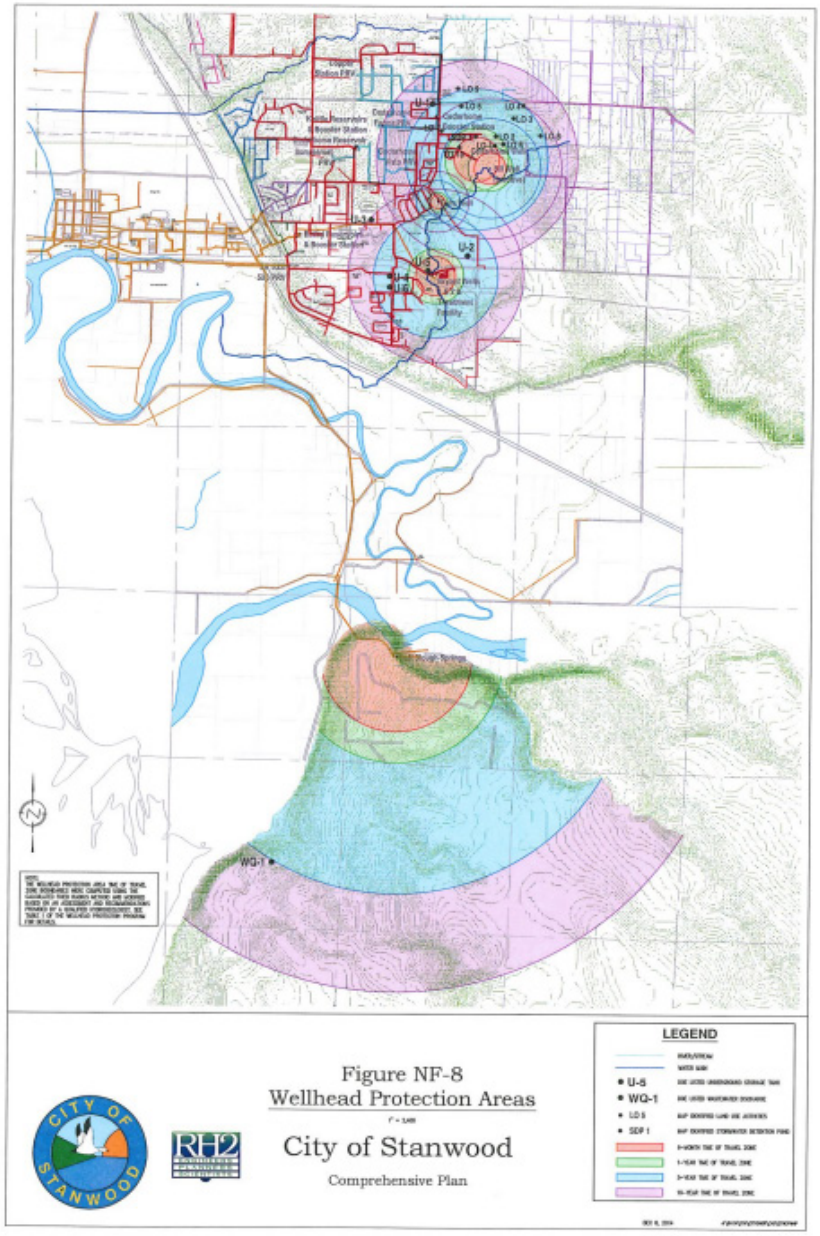
The City designates wellhead protection areas in its Water System Plan. The City derives its water from three active wells and one spring source (there is also an inactive well). The City has established a wellhead protection program under WAC 246-290-135. Each wellhead has a sanitary control area of 100 feet, and then additional protection area boundaries are established for 1-year, 5-year, and 10-year time of travel. Time of travel indicates the distance a contaminant can travel in a certain period of time. Certain, more intensive land uses in these zones would be minimized or prohibited. The program also contains an emergency response plan. The City's goal is to strike a balance between human activities and the preservation of essential groundwater resources.

# NFG-6: CARA'S

**Protect, preserve, and enhance critical aquifer recharge areas.**

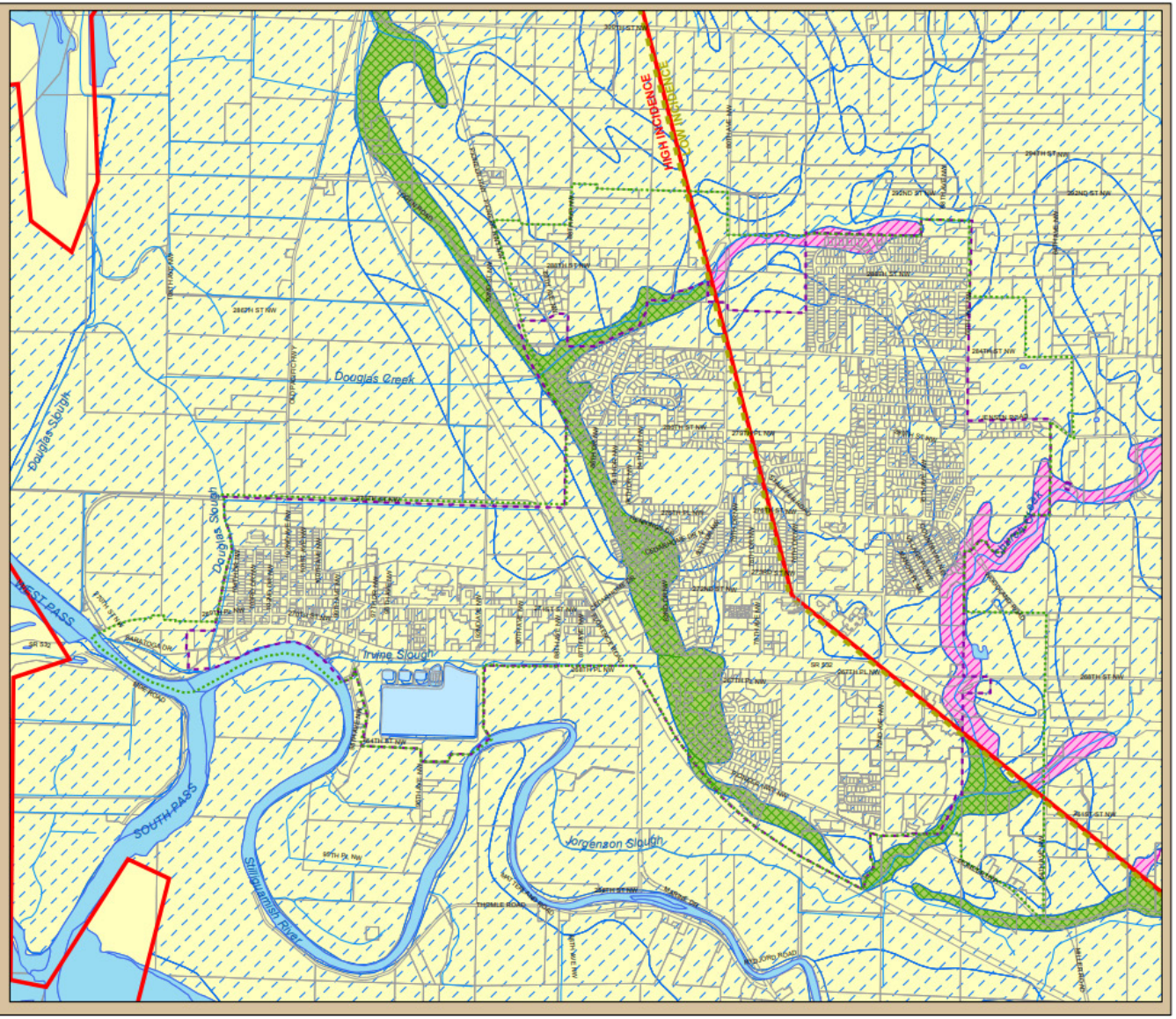
NFP 6.1: Site designs shall address groundwater recharge through lot design, vegetation preservation, and vegetation restoration efforts among others..

NFP 6.2: Coordinate and work with Snohomish County to help protect aquifers that cross jurisdictional boundaries.


LEGEND
U-5
WQ-1
LO 5
SDP 1
WQ-1
Figure NF-8
Wellhead Protection Areas
City of Stanwood
Comprehensive Plan

# Figure NF-7a
## Slope Stability

*City of Stanwood*
*Comprehensive Plan*




0 800 1,600
FEET

DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG

LANDSLIDE RISK WAS ASSUMED BASED ON LANDSLIDE INCIDENCE AND SLOPE STABILITY (I.E. HIGH RISK AREAS ARE THOSE AREAS WITH A HIGH LANDSLIDE INCIDENCE AND STEEP SLOPES).

**Landslide Risk**
- Low Risk
- Moderate Risk
- High Risk

**USGS Landslide Hazards**
- LOW INCIDENCE
- High Incidence

**USDA Slope Stability (Erosion Potential)**
- Slight (0% - 15%)
- Steep (Greater Than 25%)

- City Limits
- Stanwood UGA
- Water Body
- Watercourse

DIGITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015 COMPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH COUNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES, US FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY AND THE US ENVIRONMENTAL PROTECTION AGENCY.

DATE REVISED: May 13, 2016

# NFG-7: GEO HAZARD AREAS

**Protect, preserve, and enhance geologically hazardous areas.**

NFP 7.1: Adopt building codes, construction standards, and erosion control measures that assure protection of life and property near geologic hazardous areas.

NFP 7.2: Establish seasonal limitations or controls on clearing and grading activities when adjacent to steep slopes or geologic hazardous areas.

NFP 7.3: Limit clearing of vegetation in areas that are susceptible to landslide and erosion and encourage the revegetation of cleared areas.

NFP 7.4: Ensure that development and disturbance of geologically hazardous areas occurs only after review by a qualified professional to minimize potential harm to property and sensitive resources.

# GEOLOGICAL HAZARDOUS AREAS

The Growth Management Act defines geologically hazardous areas as land that is not suited for commercial, residential, or industrial development because the lands are susceptible to erosion, sliding, earthquakes, or other geologic events. Geologic hazard areas are regulated mostly to protect public safety and properties.

During the advance and retreat of the glaciers, various layers of soils were deposited throughout the region. Subsequent erosional actions created several "step benches" in the Stanwood area. These "benches" are characterized by escarpments with slopes that are often greater than 25 percent. An escarpment that generally parallels the Burlington Northern railroad separates the Stillaguamish (and Skagit) floodplain from one such "bench."

Stanwood classifies slopes as slight (0%-15%), moderate (15%-25%), and steep (greater than 25%). With the exception of the escarpments, all of Stanwood has slight slopes. The soils which comprise the steep slopes are Everett and Tokul gravely sandy loams and are highly erodible. Steep slopes, coupled with certain soils, indicate potential areas of landslides.

The following areas are considered to be subject to landslide hazards:

1. *Any area with a combination of:*
    a. *Slopes 15% or steeper;*
    b. *Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel);*
    c. *Presence of springs or seeping ground water during the wet season.*
2. *Steep slopes of 40 percent or greater.*
3. *Any areas located on a landslide feature that has shown movement during the past 10,000 years or which is underlain by mass wastage debris.*

Seismic hazard areas are also classified as geologic hazards. Seismic hazard data divides the hazards into very low, low, moderate, and high risks. Moderate and high-risk areas are considered hazardous.

Geologic hazards also include those areas subject to volcanic lahars (mudflow and/or debris). In the Stanwood area, lahars hazards originate from Glacier Peak, located in the Cascade Mountains. In the event of an eruption, lahars could flow to Stanwood via the Stillaguamish River channel, and thus pose a hazard in Stanwood's flood plain.

Tsunamis ("tidal waves") are the remaining type of geologic hazard affecting mainly coastal counties. Tsunami hazard areas are as yet unmapped for the Stanwood area but will be incorporated when that work is completed.

# FREQUENTLY FLOODED AREAS

The Federal Emergency Management Agency (FEMA) designates flood zones to assess the risk of flooding in different areas. These flood zones are part of the Flood Insurance Rate Map (FIRM) and are used to determine flood insurance requirements for properties. The flood zones are categorized from Zone A to Zone X, with subcategories and additional designations.

The City of Stanwood is clearly split into two sections. The low-lying downtown section is designated primarily as zone "AE." The hilly plateau east of the Burlington Northern railroad tracks is designated as zone "X."

***Zone AE:*** Areas with a 1% annual chance of flooding and a 26% chance over the life of a 30-year mortgage. In Stanwood, the flood elevation is measured at 13 feet applying vertical datum NAVD 88.

***Zone X:*** Areas determined to be outside the 1% and 0.2% annual chance floodplains.

During periods of heavy rainfall or snowmelt, the Stillaguamish River and Skagit Bay may overflow their banks and inundate Stanwood. These waters can spread out over downtown Stanwood posing periodic flooding risks to City infrastructure, schools, residents and businesses. To reduce this risk, the City is actively working on a flood control improvement program which includes building dikes, floodwalls, and a pumping system. Managing our urban floodplain is crucial for minimizing the impact of flooding on the community and the environment.

# NFG-8: FREQUENTLY FLOODED AREAS

**Protect, preserve, and enhance frequently flooded areas.**

NFP 8.1: Utilize the most current FEMA flood hazard modeling and maps as the basis for the City's flood control regulations.

NFP 8.2: Maintain and update the City's floodplain regulations as needed to be consistent with FEMA and Department of Ecology requirements.

NFP 8.3: Submit an application to participate in the Community Rating System (CRS) program to help reduce flood insurance premiums in the City.

NFP 8.4: Participate in joint flood hazard planning with Snohomish County to ensure consistent floodplain management.

NFP 8.5: Approve development within floodplains only where it will not increase flood hazards or result in direct or indirect harm to protected species.

# Figure NF-3
# Frequently Flooded Areas

***City of Stanwood***
***Comprehensive Plan***

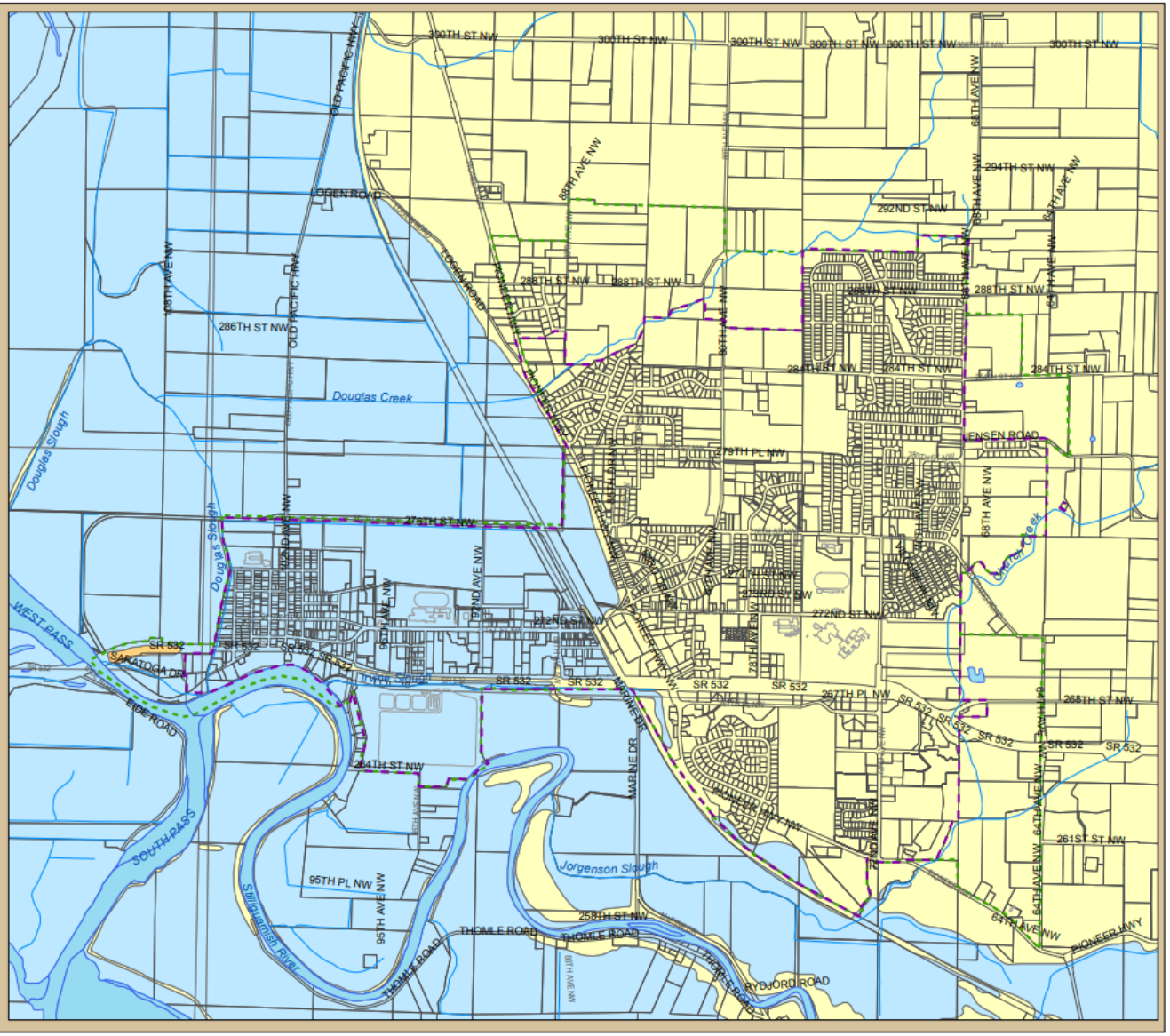
1 INCH = 1,600 FEET

0 800 1,600 FEET

DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG

- 100 YEAR FLOOD AREA
- POTENTIAL FLOOD AREA
- 500 YEAR FLOOD AREA
- WATER BODY
- WATER COURSE
- CITY LIMITS
- STANWOOD UGA
- PARCELS

DIGITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015 COMPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH COUNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES, US FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY AND THE US ENVIRONMENTAL PROTECTION AGENCY.




DATE REVISED: MAY 13, 2016

## Figure NF-9
## Open Space Corridors

*City of Stanwood*
*Comprehensive Plan*

1 INCH = 1,600 FEET

0 800 1,600
FEET

DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG

THE CITY OF STANWOOD MAKES NO CLAIM REGARDING THE ACCURACY OF LOCATIONS AND CLASSIFICATIONS FOR THE WETLANDS AND WATER WAYS INCLUDED ON THIS MAP. ALL WETLAND AND WATER WAY LOCATIONS AND CLASSIFICATIONS MUST BE FIELD VERIFIED PRIOR TO DEVELOPMENT ACTIVITIES.

- parcels
- Stanwood UGA
- City Limits
- Non-DNR Managed Public Lands
- High Risk
- Potential Open Space
- Existing Trails
- Proposed Trails
- City Park Property
- Water Body
- Watercourse

DIGITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015 COMPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH COUNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES, US FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY AND THE US ENVIRONMENTAL PROTECTION AGENCY.

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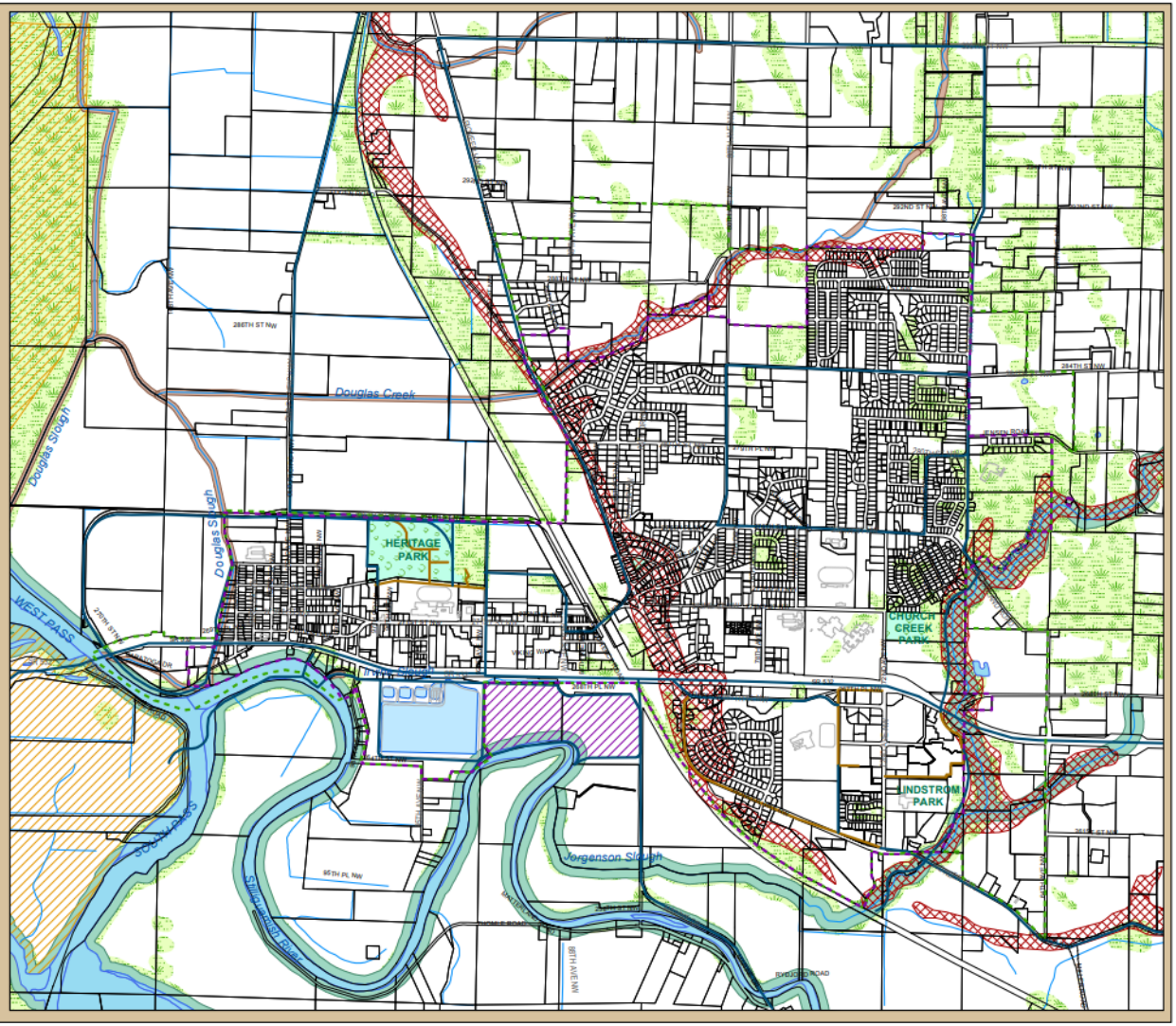
DATE REVISED: MAY 13, 2016



# NFG-9: OPEN SPACE CORRIDORS

**Preserve rural quality and community vision for open space.**

NFP 9.1: Ensure all residents have access to open space by providing greenbelts within developing areas and within walking distance to parks and shopping areas. Where possible, greenbelts should be located and maintained to provide connectivity between critical areas and/or natural open space.

NFP 9.2: Support agricultural activities or hobby farms on undeveloped or underdeveloped lands as an interim zoning use, particularly where the agricultural uses can provide substantial wildlife benefits.

NFP 9.3: Prioritize preserving and creating open space within lower income and historically underserved areas to mitigate and reduce racially disparate impacts, displacement, and exclusion.

NFP 9.4: Utilize strategies from the Regional Open Space Conservation Plan to enhance the longevity of regional open space networks and wildlife corridors both inside and outside the Urban Growth Area and across jurisdictional boundaries.

## OPEN SPACE CORRIDORS

GMA requires the identification of open space corridors. Open space corridors in urban planning context generally refer to linear open spaces that connect different parts of a city or community. These corridors are often designed to provide green spaces for recreation, wildlife habitats, and pedestrian or cycling paths. They can also serve as a means to link parks, natural areas, and other public spaces.

Open space corridors in the City largely consist of the stream corridors of the Stillaguamish River and Church and Douglas Creeks. Wetlands, protected open space, and undevelopable steep slopes can be added to the corridors to create an inventory of natural corridors.

In addition to critical area open space corridors, Northwest Pipelines runs through a portion of northeast Stanwood. This pipeline is a primary artery for the transmission of natural gas to the Pacific Northwest and

# WATER QUALITY

The importance of water quality in a city cannot be overstated, as it directly impacts the health and well-being of the population, as well as the overall functioning of the community. Poor water quality can harm aquatic ecosystems, including fish and other wildlife. Contaminants such as heavy metals, pesticides, and industrial waste can disrupt ecosystems and lead to biodiversity loss.

Most of the area within Stanwood and the UGA drains to the Stillaguamish, primarily via Irvine Slough. Church Creek, which runs a northeast-southwest direction and is a tributary to the Stillaguamish, drains a portion of the eastern side of the City. Douglas Creek, which drains the northern portion of the City to the west, is connected to Douglas Slough, which runs north and east between the Stillaguamish and Puget Sound. Water from Douglas Creek can flow either to the Stillaguamish or directly to Puget Sound, depending on tides and the condition of the tide gates at either end of the slough.

To ensure the long-term protection of these water resources, the City must adhere to water quality standards and regulations in place by the Department of Ecology's Stormwater Management Manual. The City must prioritize water quality management through effective water treatment, monitoring systems, and public awareness programs to safeguard the health and well-being of city residents.

# AIR QUALITY

Protecting air quality is crucial for the well-being of both the environment and human health. The City uses a multi-faceted approach, combining regulatory measures, technological advancements, public engagement, and interjurisdictional cooperation to address air quality.

The City applies a three-prong approach to ensuring clean air:

1. *Working with the Puget Sound Clean Air Agency to ensure that permits are obtained and followed by those developments that may have an impact on air quality;*

2. *Apply permit conditions to developments requiring that sites apply best management practices such as dust control, erosion control, material hauling, and vehicle maintenance; and*

3. *Management and maintenance of the City's vehicle fleet and equipment to reduce emissions. When replacing vehicles, the City also purchases low-emission vehicles whenever possible.*

# NFG-10: GROUND WATER

**Protect and preserve groundwater resources for future generations.**

NFP 10.1: Encourage the use of alternative storm water collection designs that allow for more infiltration, where practical and consistent with the Department of Ecology's stormwater manual.

NFP 10.2: Encourage the retention of existing, well-established native vegetation by allowing flexibility in site design.

NFP 10.3: Work with the State Department of Ecology to ensure that guidelines for wellhead protection are strictly enforced.

# NFG-11: CLIMATE CHANGE

**Work with public and private partners to develop strategies and programs to prepare for and mitigate the potential impacts of climate change, both on city government operations and on the general Stanwood community.**

NFP 11.1: Conduct a coordinated Climate Change Analysis to determine forecasted impacts of climate change on local natural systems, infrastructure, public health, and the economy.

NFP 11.2: Develop a strategic plan that will help guide and focus City resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of City government and the Stanwood community, and (2) reduce and minimize the potential risks of climate change.

NFP 11.3: Undertake a policy review of City comprehensive, strategic, and specific plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.

NFP 11.4: Adopt a tree canopy enhancement and preservation program to strengthen community health and resilience against urban heat islands and other effects of impervious surface coverage.

NFP 11.5: Improve local climate adaptation by establishing a comprehensive planning framework for natural systems, transportation, public health, and economic infrastructure. Adopt policies and regulations to anticipate and prepare for the likely impacts of climate change on interchangeable natural and human made systems.

NFP 11.6: Identify mitigation measures that focus on minimizing climate related impacts upon highly impacted and vulnerable populations, and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

# CLIMATE CHANGE

The quality of the environment we live in is a critical part of what people often describe as the “character” of Stanwood. Even if it is not something we overtly think about, it is an intrinsic part of our everyday experience, whether at work, at rest, or at play. Until relatively recently, environmental quality has often been thought of in terms of obvious, easily observable characteristics – such as the visible landscape, the quality of the air, the presence and variety of wildlife, or the availability and character of water in its various forms. However, recent evidence on climate change points to the potential fragility of our assumptions about the environment and the need to integrate and heighten the awareness of environmental issues as they are inter-related with all community policies and activities.

In an effort to reduce Washington State’s contribution towards the effects of climate change, House Bill 1181 was signed into law in 2023 requiring a new Climate Change Element be incorporated into local Comprehensive Plans. Adoption of this Element will be phased based on Comprehensive Plan adoption deadlines. Stanwood must adopt a Climate Element of the Comprehensive Plan by June 30, 2029, or as otherwise amended by the State Legislature.

This new element and its related development regulations must identify actions the City will take to reduce greenhouse gas emissions and vehicle miles traveled. It must also include goals, policies, and programs that identify, protect, and enhance natural areas and communities to foster resiliency to climate impacts and address natural hazards created or exacerbated by climate change.

Stanwood understands the importance of planning for climate change. In 2014 the City adopted Resolution 2014-12 addressing greenhouse gas reduction. These policies will become the beginnings of a new Climate Change Element for the next Comprehensive Plan update and include:

Construction and Use of Public Buildings
Commute Trip Reduction
Energy
Fleet Vehicles and Equipment
Waste Reduction
Land Use and Public Education
Transportation

# WHERE WE'RE GOING: SHORELINE

# PURPOSE / INTRODUCTION

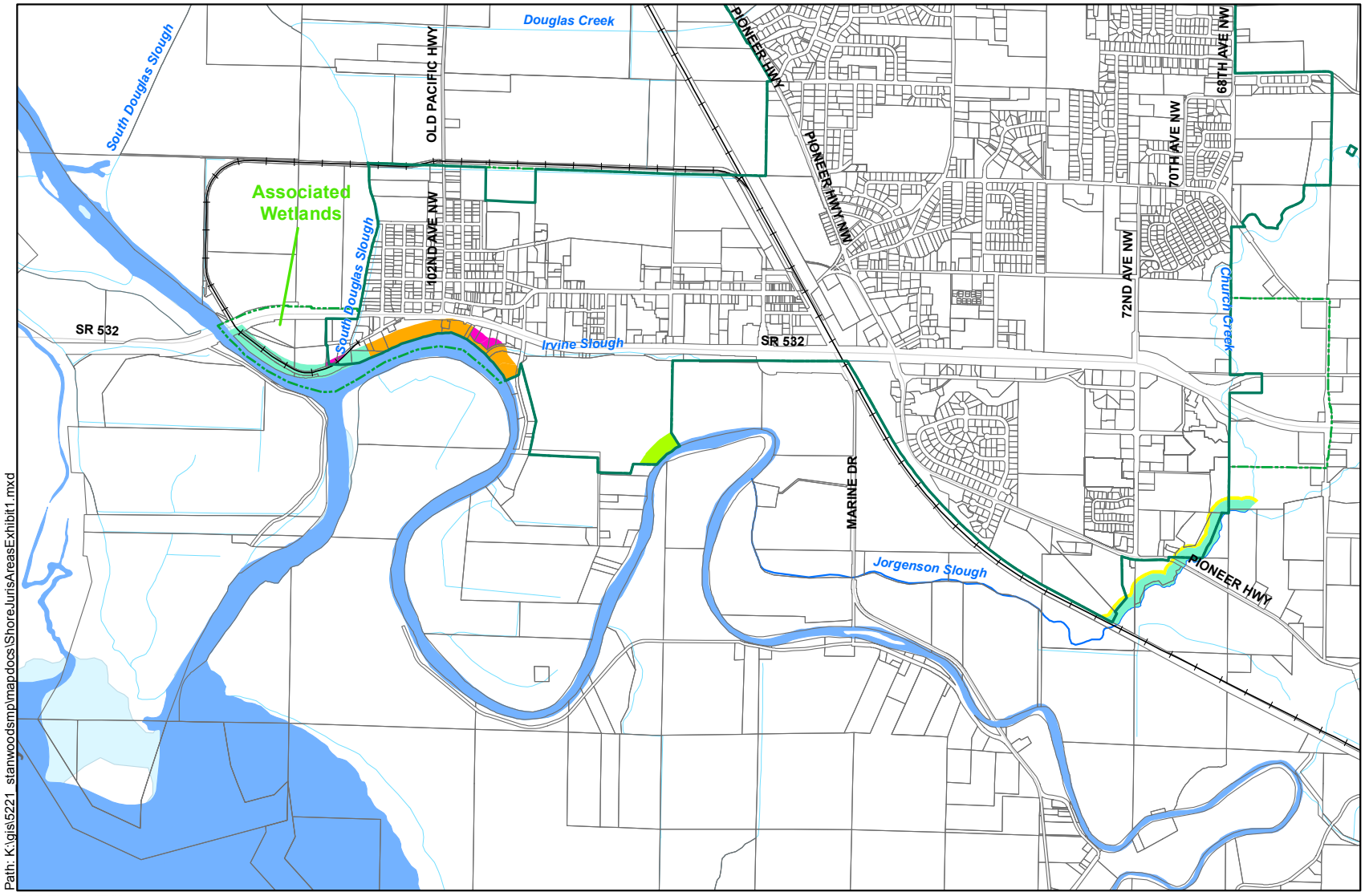
The City of Stanwood recognizes the intent of the voters and the legislature of the state of Washington in adopting the “Shoreline Management Act of 1971” and adopts by reference the finding that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. In addition it finds that ever increasing pressures of additional uses are being placed on the shorelines necessitating increased coordination in the management and development of the shorelines of the state.

The Act’s paramount objectives are to protect and restore the valuable natural resources that shorelines represent and to plan for and foster all “reasonable and appropriate uses” that are dependent upon a waterfront location or that offer opportunities for the public to enjoy the state’s shorelines. With this clear mandate, the provisions of the SMA established a planning and regulatory program, which is initiated at the local level under state guidance.

This cooperative effort balances local and state-wide interests in the management and development of shoreline areas. Local governments are required to plan for shoreline development by developing local shoreline master programs (SMPs). They are also required to regulate such development through a shoreline permit system for substantial development projects.

Local government actions are monitored by the State of Washington Department of Ecology (WDOE), which approves new or amended SMPs, reviews substantial development permits, and approves conditional use permits and variances. The master program is essentially a shoreline comprehensive plan with a distinct orientation toward shoreline areas and customized to local circumstances. Collectively, the local master programs comprise the State Shoreline Master Program.

The City developed and adopted its first shoreline master program with the help of a citizen advisory group in 1976. The Master Program was subsequently amended several times during the intervening years. For the current comprehensive update the City has conducted a comprehensive inventory of the natural characteristics, present land uses, and patterns of ownership along the City’s shoreline that provides a substantial information base for understanding ecological functions and other considerations for the development of this Master Program update. The City with the involvement of its local citizens, agencies, and interested parties has developed this Shoreline Master Program to serve as both a planning guide and resource for specific regulations pertaining to development and use of the shorelines in Stanwood. Included is a description of the goals, objectives, policies, environments, use regulations, and provisions for variances and conditional uses.




**City of Stanwood**
**Shoreline Master Plan Update**
**Shoreline Designation**

# SHORELINE GOALS AND POLICIES

## SH-1

**Ensure appropriate conservation and development of Stanwood's shorelines by allowing those uses which are water dependent , as well as other development which provides an opportunity for a substantial number of people to enjoy the shorelines. This should be done in a manner which will achieve an orderly balance of shoreline uses that improve the quality of the environment.**

SH-1.1 Ensure that all uses and developments are as compatible as possible with the site, the surrounding area and the environment, provide restoration and do not result in a net loss of shoreline ecological functions.

SH-1.2 Water-dependent and associated water-related uses are the highest priority for shorelines unless protection of the existing natural resource values of such areas precludes such uses.

SH-1.3 Water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives are the second highest priority.

SH-1.4 Limit non-water-oriented uses to those locations where access to the water is not provided or where the non-water-oriented use contributes to the objectives of the Act in providing ecological restoration and public access.

SH-1.5 Reserve the shoreline areas for uses which allow optimal uses for future generations by recognition and of potential long term benefits to the public, and discouragement of short term gain or convenience.

SH-1.6 Provide site development performance standards and other appropriate criteria to developers indicating minimal acceptable standards to be achieved.

SH-1.7 Allow multiple use of shoreline areas where integration of compatible uses or activities is feasible.

SH-1.8 Shoreline land and water areas which are particularly suited for specific and appropriate uses should be reserved for those uses.

SH-1.9 Control uses not water dependent which permanently alter the shoreline, conflict with, or preempt other shoreline dependent uses.

SH-1.10 Allow uses, on a specified interim basis, which are not shoreline related, if not permanent and if not requiring permanent modifications of natural shorelines.

## SH-2

**Give priority to those industrial, commercial and recreational developments that are particularly dependent on their location on Stanwood's shoreline. Encourage development that will provide the public an opportunity to enjoy the shorelines. Minimal disruption of the natural environment is envisioned in the implementation of this goal. Permit expansion of existing industrial uses where necessary and feasible.**

SH-2.1 Modify the adverse effects of new commercial, industrial and recreational development upon the physical environment and natural processes, through careful siting and design.

SH-2.2 Locate commercial and industrial development as infill in areas already developed as a first priority so long as such areas have not reached their functional capacity.

SH-2.3 Locate new commercial, industrial and recreational activities in areas with existing public services as a second priority.

SH-2.4 Provide maximum flood protection for City of Stanwood.

## SH-3

**Develop safe, convenient and diversified shoreline circulation systems to assure efficient movement of goods and people with minimum disruptions to the shoreline environment and minimum conflict between the different users.**

SH-3.1 Locate and design major circulation systems well away from the shoreline, except for necessary crossings, so that natural shorelines remain substantially unmodified.

SH-3.2 Encourage corridors for transportation and utilities when they must cross shorelines.

SH-3.3 Encourage joint uses of any necessary roads.

SH-3.4 Encourage alternate modes of transportation such as pedestrian and bicycle to the shoreline.

## SH-4

**Assure protection, preservation, and restoration of Stanwood's, fragile and scenic nonrenewable resources, while encouraging the best management practices to assure no net loss of shoreline ecological functions.**

SH-4.1 Existing natural resources should be conserved through regulatory and non-regulatory means that may include:

- Implementation of the Comprehensive Plan, interlocal watershed plans, local development regulations, and state, tribal, and federal programs;
- Regulation of development within the shoreline jurisdiction;
- Ecologically sound design;
- Restoration programs; and
- Education programs.

SH-4.2 Provide for beneficial utilization of shoreline and floodplain related resources without harming other natural systems or the overall quality of the natural environment.

SH-4.3 Require the best management practices for the sustained yield of replenishable resources.

SH-4.4 Effectively manage natural features and resources as well as scenic vistas, parkways and habitats of rare or endangered species.

SH-4-5 Preserve the scenic and aesthetic qualities of shorelines, floodplain and vistas.

SH-4-6 Provide for restoration of degraded ecological functions both through appropriate regulations for non-water-dependent uses and as part of publicly funded restoration efforts.

## SH-5

**Ensure safe, convenient and diversified access for the public to the publicly owned shorelines of Stanwood and assure that the intrusions created by public access will recognize the rights of private property owners, and will not adversely affect fragile natural areas.**

SH-5.1 Public access should be provided consistent with the existing character of the shoreline and with consideration of opportunities and constraints for physical and visual access, as well as consideration of ecological functions and public safety.

SH-5.2 Public access to and along the water's edge should be available throughout publicly owned shoreline areas although direct physical access to the water's edge may be restricted to protect shoreline ecological values.

SH-5.3 Future residential, commercial, and industrial developments and redevelopments shall not adversely affect existing public access, and should provide new opportunities for the public to reach touch and enjoy the water's edge.

SH-5.4 Respect and protect the enjoyment of private rights in shoreline property when considering public access development.

SH-5.5 Locate, design and maintain public access development in a manner that enhances the natural environment.

SH-5.6 Purchase or otherwise make available to the public, shoreline properties including tide land tracts if their value for public use merits such action.

SH-5.7 Control and regulate public access to ensure that the ecology of shoreline areas shall not be unduly damaged by public use.

## SH-6

**Provide additional opportunities for diverse forms of recreation for the public and improvement of present facilities.**

SH-6.1 Identify, obtain, preserve and protect areas with high values for recreation.

SH-6.2 Allow location, design and operation of recreational uses as part of private development where compatible with other uses and activities.

SH-6.3 Provide a balanced choice of recreational opportunities, including those requirements of the elderly and the physically challenged.

SH-6.4 Cultivate innovative and cooperative techniques among public agencies and private persons or groups which increase and diversify recreation opportunities.

SH-6.5 Allow compatible recreational uses including bicycle and foot paths in transportation and utility corridors where feasible.

SH-6.6 Located, design and operate recreation facilities in a manner consistent with the purpose of the environment designation in which they are located so that no net loss of shoreline ecological functions or ecosystem-wide processes result.

SH-6.7 Coordinate with local, state, and federal agencies so that shoreline recreational developments are consistent with the city's Comprehensive Plan and Parks Recreation, Open Space and Trails Plan.

## SH-7

**Protect, preserve and encourage restoration of those sites and areas on the shoreline which have significant historical, cultural, educational or scientific value.**

SH-7.1 Identify historic, cultural and archaeological resources within the shoreline in cooperation with federal, state, local and tribal agencies.

SH-7.2 Preserve permanently for their inherent cultural value and for scientific study as well as public enjoyment observation all areas known to contain significant archaeological data.

SH-7.3 Preserve for the public benefit, with opportunity for appropriate public utilization, significant historic, scientific, and educational areas of the shoreline.

SH-7.4 Ensure that the review and construction of development permits includes professional assessment of historic, cultural and archaeological resources and that such resources are preserved or conserved in compliance with applicable laws.

## SH-8

**To minimize flood hazards to human life and property while enhancing the ecological processes of the shoreline.**

SH-8.1 Manage flood protection through implementation of the city's Comprehensive Stormwater Management Plan, Comprehensive Plan, stormwater regulations, and the Snohomish County flood hazard control plans.

SH-8.2 Protect existing development and restore floodplain and channel migration functions to the extent feasible.

SH-8.3 Integrate bioengineering and/or soft engineering approaches where feasible into local and regional flood control measures, infrastructure, and related capital improvement projects.

SH-8.4 Disallow development within the floodplains associated with the city's shorelines that would individually or cumulatively result in an increase to the risk of flood damage.

SH-8.5 Support measures to increase the natural functions of the Stillaguamish floodplain including flood storage, off-channel habitat, associated wetlands and buffers of native vegetation through levee setbacks and similar programs.

## SH-9

**Support the integration of other City planning and regulatory efforts with shoreline management activities, especially planning and implementation of plans under the Growth Management Act (GMA). This element reflects changes in state legislation which make SMP policies part of the Comprehensive Plan and SMP regulations part of the City development code.**

## SH-10

**Work with the public to increase awareness of the Shoreline Management Act, and the importance of protecting shorelines.**

# SH-11

**Advance the intent and policy of the Shoreline Management Act of 1971 through a fair, balanced and impartial administration of the shoreline permit process and other legal requirements of the Act.**

SH-11.1 Base all official actions relating to shoreline permits upon the goals, policies, environmental designations, use allocations and performance standards contained within the Shoreline Management Act, the Shoreline Master Program and Chapter 17 (Zoning/Unified Development Code) in the Stanwood Municipal Code.

SH-11.2 Employ the performance standards of the Master Program equitably to ensure the highest degree of shoreline and floodplain protection consistent with the proposed development.

SH-11.3 Process shoreline permits as expeditiously as the law and analysis review will allow.

SH-11.4 Seek advice and assistance from recognized experts at federal, state, or local levels whenever technically complex issues are involved in permit activities.

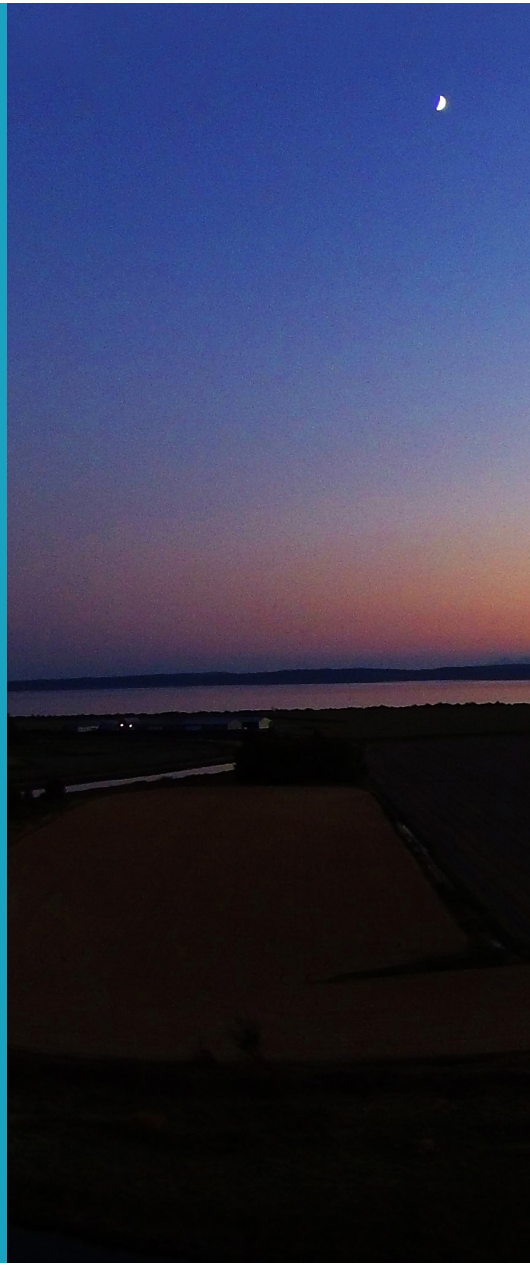
SH-11.5 Grant variances from the provisions of the Master Program only in those limited instances when strict compliance with the provisions of the Master Program would prevent any reasonable use of the property involved. Variances shall be granted in strict compliance with the provisions of the Washington Administrative Code and the Shoreline Management Act.

SH-11.6 Approve Conditional Uses when they will further the intent of the Master Program, be compatible with their surroundings, and be regulated to minimize undesirable effects on the shoreline of the city. Conditional Uses shall be approved in strict compliance with the provisions of the Washington Administrative Code and the Shoreline Management Act.

SH-11.7 Comply with the requirements of the State Environmental Policy Act in processing shoreline permits, when applicable, as a means of thoroughly evaluating the impact or a proposed development on the city's shorelines and thus furthering the intent of the Master Program.

SH-11.8 Provide assistance to the general public as necessary and proper with regard to the provisions and requirements of the Shoreline Management Act of 1971 and Stanwood's Master Program.

SH-11.9 Provide for an eight (8) year review of shoreline uses and their locations as to appropriateness and compatibility with goals and policies.



HAMILTON

# WHERE WE'RE GOING: UTILITIES

*Image: Snohomish County PUD recently installed new, high voltage utilities throughout Stanwood and Camano Island..*

# UTILITIES : KEY TAKEAWAYS

## CORE VALUES

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

## RELIABILITY

All utility providers agree that the most important job of their agencies are to provide dependable and reliable services. However this is being met at different levels. The Snohomish Public Utility District has identified future projects adding system redundancy which reduces risk of electricity service disruption. Simultaneously, many residents are concerned over reoccurring water disruptions.

## QUALITY

Stanwood residents have described their preference towards improving internet and cable infrastructure as the City grows over the next twenty years. Ziply Fiber has demonstrated its commitment towards improving infrastructure providing 10 gb over 10 gb upload and download speeds. This far surpasses the state goal of 1.5 mb by 1.5 mb speeds by 2028.

## EQUITY

Since the previous periodic update in 2015, the equity component of utility services has become increasingly integral. Ensuring affordable rates for all customers and allocating resources to connect community members to public participation opportunities for utility provisions impacting their neighborhoods are important goals for Stanwood to meet.

## SUSTAINABILITY

Utility providers in the Puget Sound have historically sought out green and renewable service practices to meet the demands of residents and businesses. For instance, Waste Management is currently undergoing improvements to its Cascade Recycling Center to grow a circular economy by making recycled materials a viable alternative to single-use materials

## PREPAREDNESS

Residents describe concerns over system preparedness specifically for water and sewer, especially in events of flooding or other climate related disasters. The City of Stanwood has outlined several policies aiming to provide additional infrastructure for the storage and maintenance of uninterrupted water services during emergencies.

# INTRODUCTION

What is a Utility? As defined by the Growth Management Act, utilities include but are not limited to electrical, gas, and telecommunications systems. They are the community's foundation in health, safety, and security. Information on water, wastewater treatment, and stormwater can be found in the Capital Facilities Element. Transportation and circulation related facilities can be found in the transportation element

The City of Stanwood desires reliable, cost effective, thoughtful, and resilient utility systems capable of ensuring consistency with concurrent growth while not sacrificing quality for existing customers. Therefore, this element analyzes current service provisions within Stanwood against larger macro-level changes in the utility environment. The largest challenge for utility planning is balancing negative aesthetic and environmental consequences of utility provisions with ensuring system resiliency against increasingly sporadic and intense climate events.

The City of Stanwood is required to incorporate a Utilities element in accordance with RCW 36.70A.070 of the Growth Management Act, WAC 365.195.320 Utilities Element requirement, and Snohomish Countywide Planning Policies (CPPs). In order to satisfy the responsibilities of the Growth Management Act, the following components are addressed in the Utilities Element:

- An inventory of Utilities serving the City and their general location
- Determine the location of proposed/forecasted utilities over the 20 year planning period
- Examine the Capacity of existing and proposed Utilities.

It is important to note that due to concerns towards the security of vital services and facilities, the specific locations and market demands are not identified in this element. Therefore general locations and capacities are identified when maps could not provided.

Local jurisdictions are required to identify the full inventory of services depended on by current community members and for sustaining growth to match forecasted growth projections. The following facilities will be addressed in this element:

**a.** Electrical System

**b.** Natural Gas

**c.** Telecommunications

**d.** Cable Television

**e.** Fire Suppression

**f.** Solid Waste Disposal and Recycling Programs

**g.** Water Systems

**h.** Sanitary Sewer Systems

This section will also incorporate goals and policies embodied by the community to guide utility provision over the ten year planning period.

*Image: A sunset captured over the wastewater treatment plant lagoon.*

# COMMUNITY ENGAGEMENT

The Utility Element and 2044 Stanwood Housing and Community Vision was informed with great consideration to the concerns and values shared by community members during the Public Engagement process. Goals and policies are also informed by community identified needs, while balancing the requirements of the State and the demands of the market. Many community members voiced concerns over the following:

- Community Members share concerns over increased costs of sewer utilities.
- Residents and businesses have shared their desire towards Improving internet and cable services concurrent to growth
- The importance of ensuring sustainable and/or green practices for utility design, maintenance and operation through policy and development regulations
- Consider the impacts caused by climate change when locating, designing, and operating utility infrastructure

# UTG-1 *UTILITY GOALS & POLICIES*

**Ensure that private utilities including drainage, garbage disposal, electricity, natural gas, telecommunications, cable television and satellite transmission are available or can be provided to serve existing and projected City growth.**

UTP 1.1: Coordinate and partner with utility companies on their system improvements during the early planning stages of a project to consider all potential replacement or location alternatives.

UTP 1.2: Promote co-location of major utility transmission facilities such as high voltage electrical transmission lines and water and natural gas trunk lines within shared utility corridors, to minimize the amount of land allocated for this purpose and avoid the division of neighborhoods.

UTP 1.3: Coordinate and promote co-location of utility lines by sharing trenches and, when appropriate, sizing ductwork/conduit for future growth, during installation of, or improvements to, utilities and to

UTP 1.4: Minimize construction related disruption to the public and to reduce the costs of public utility delivery. [Combined Policies]

UTP 1.4: Where safe, feasible, and does not pose a health danger, promote recreational use of utility corridors for example, trails, bike paths, green belts, and similar facilities.

UTP 1.5: Update the Utilities Element with the State mandated periodic Plan update cycles to reflect changing regulatory conditions, electric load forecasts, and technology in cooperation with providing agencies.

UTP 1.6: Coordinate with utility providers to adopt emergency management plans that ensure protocols and systems are in place to quickly and efficiently recover from a natural disaster or emergency.

## KEY TERMS

### Washington State Clean Energy Transition Act (CETA)

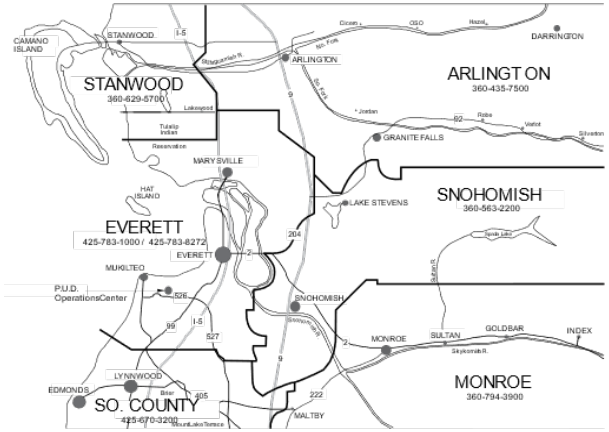
Singed in 2019, CETA is a statewide commitment to providing an electricity supply free from gas emissions by 2045. This is expected to improve the health of communities, grow the economy and create family sustaining jobs, and achieve long-term climate goals

# INVENTORY AND ANALYSIS: WHAT UTILITIES SERVE THE STANWOOD COMMUNITY

## ELECTRICAL SYSTEM

The City of Stanwood receives its electric utility from the Snohomish County Public Utilities District (SNOPUD). SNOPUD services the area between Edmonds to the south, Index to the east, Arlington to the North, and Camano Island to the west. This service area along with subdistricts are provided below.

*Figure 1: PUD Service Area Map from https://esr.snopud.com/Content/Service-Area-Map.htm*




## EXISTING CAPACITY

The power is sourced through a diverse portfolio of energy-efficiency and renewable energy sources. In 2020, Bonneville Power Administration (BPA) provided 74% of the PUD's power needs, 9% from PUD owned hydroelectric systems, approximately 9% from long-term wind contracts and customer-owned power, and 7.7% from short term purchases. For 2019, the PUD's fuel mix was 97% carbon free by MWh (Megawatt hours) and produced approximately .0215 Metric Tones of CO2 equivalent per MWh. This is 5% of the carbon content of the national average.

## PROPOSED CAPACITY

The PUD's 2021 IRP covers the 24-year planning horizon of 2022 through 2045. This unusual planning horizon length is to enable study of how the PUD will transition to 100% clean energy by 2045, as prescribed by Washington State's Clean Energy Transformation Act.

## 5-YEAR ELECTRIC SYSTEM CAPITAL PLAN FOR 2022-2026

### STIMSON CROSSING TO SILLS CORNER NEW TRANSMISSION LINE

*Design and construct approximately 5 miles of a new transmission line from Stimson Crossing Substation to Sills Corner.*

### STIMSON CROSSING TO NORTH STANWOOD TRANSMISSION LINE REBUILD

*Reconductor approximately 7 miles of the existing transmission line to larger conductor.*

### NORTH STANWOOD TO CAMANO NEW TRANSMISSION LINE

*Design and construct approximately 6 miles of a new transmission line from North Stanwood Substation to Camano Substation.*

### TWIN CITY SUBSTATION

*Complete construction of new distribution feeders from the newly constructed Twin City Substation.*

### NORTH STANWOOD TO CAMANO TRANSMISSION LINE REBUILD

*Reconductor approximately 2.7 miles of the existing transmission line to larger conductor.*

# NATURAL GAS

## EXISTING CAPACITY

Natural gas is supplied to the Stanwood area by Cascade Natural Gas (CNG). CNG purchases gas from the Northwest Pipeline which operated two main gas lines that span North-South through Snohomish County.

These lines are 26 and 30 inches in diameter and operate under 600 and 1,000 lbs./sq. inch (PSI), respectively. Cascade receives gas in two locations where pressure is reduced to 50-55 PSI. Utilizing a 4-6 inch pipeline, gas service is provided to resident of Stanwood. Since the first version of Stanwood's comprehensive plan, CNG has significantly extended mains and lines into the Stanwood area. In January of 1994, Cascade Natural Gas supplied 371 customers in the Stanwood Area. As of June, 2014, there 2,662 customers. Currently as of 2023, the customer count in the Stanwood Area (including Camano Island) is 3,315.

## PROPOSED CAPACITY

Cascade Natural Gas states that they do not foresee any problems impacting the supply of natural gas to the Stanwood area. Therefore, no new changes are currently planned. However minor reinforcements can be performed if needed. New changes anticipated for natural gas management is described below.

### *1. Climate Commitment*

Regardless of supply, all communities will be faced with cost impacts associated with compliance with the Climate Commitment Act and changes to the energy consumption. On June 30, Cascade Natural Gas filed a request with the Washington Utilities and Transportation Commission to create the Cascade Arrearage Relief Energy Savings (CARES) Program, a new bill discount and arrearage management program. The program strives to reduce participating customer bills to between 3% to 3.5% energy burden, a conservative estimate for the natural gas portion of a customer's affordable energy cost. Cascade's newly proposed CARES Program is the result of Washington law and WUTC direction and was created in collaboration with an advisory group.

### *2. Regional Partnerships*

Cascade Natural Gas states that it is committed to keeping its system reliable and affordable for customers while helping communities meet their greenhouse gas emission reduction targets in compliance with the Climate Commitment Act (CCA). In the last year, they have launched a new department of Sustainability and Carbon Compliance that oversees CCA compliance and company-wide decarbonization efforts. Cascade will continue to partner with the Northwest Energy Efficiency Alliance and Gas Technology Institute to support the development and market adoption of energy-efficient natural gas products and practices in the Northwest. Cascade is also launching and Equity Advisory Group to partner with traditionally underrepresented groups in utility proceedings impacting their communities.

### *3. Renewable Natural Gas Opportunities*

Lastly, Cascade Natural Gas is actively exploring and implementing viable Renewable Natural Gas (RNG) opportunities. These projects are part of our company's decarbonization efforts which will help us support our communities' environmental priorities. Today, Cascade Natural Gas has RNG projects under contract that will put more than 1 million MMBtu/year into the company's system. These projects will displace the equivalent of 17,120 residential customers' annual natural gas usage based on average customer consumption

## UTG-3

**Promote affordability and equitable access of utility service to all communities, especially the historically underserved.**

UTP 3.1: Prioritize investments to address disparities in underserved neighborhoods.

UTP 3.2: Coordinate with utility providers to site utility system infrastructure in a manner that minimizes potential adverse societal, environmental, and economic impacts on the community, with consideration given to overburdened communities.

## KEY TERMS

### NATURAL GAS

Natural gas is a type of fossil fuel largely composed of methane, natural gas liquids, carbon dioxide and water vapors. Natural gas formed in the Earth's crust through a slow process of heat and compression taking place over millions of years, similar to coal or oil. Natural Gas is harvested from the Earth's crust, refined, transmitted, and distributed to customers

### CLIMATE COMMITMENT ACT

Singed in 2021 by state legislature, the CCA caps and reduces greenhouse gas emissions by setting emission limits that are stricter over time. Cap and invest programs assign a price to pollution, incentivizing transition to renewable energy sources

### TELECOMMUNICATION

the transmission of information by various types of technologies over wire, radio, optical, or other electromagnetic systems

### FIBER

Fiber optic cables, common referred to as fiber, transmit data using pulses of light. Liht travels similar to electricity would through a copper wire, but fiber can transmit multiple signals at once and require no maintenance through their lifetime. Fiber is a component for delivering telecommunication services

# FIBER AND TELECOMMUNICATION

## EXISTING FACILITIES

In 2019, Frontier Communication infrastructure was acquired by Ziply Fiber which has begun the process of replacing existing copper infrastructure with fiber optic cables. However, with today's technological innovations, many providers are able to include telephone services as a bundled package with home internet, tv, or security systems. These providers offer a variety of packages that range in affordability for their customers.

Future Facilities Telecommunication providers Ziply Fiber and Astound Broadband stated that it has no difficulty keeping up with demand over the next twenty years. Neither foresees a need to expand facilities but do plan to continue updating existing cable infrastructure to fiber where possible

## UTG-2

**Encourage improvements to utility facilities that are environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.**

UTP 2.1: Utility companies shall limit disturbance to vegetation within major utility transmission corridors to the minimum necessary for safety and maintenance of transmission facilities.

UTP 2.2: New utility distributions lines shall be undergrounded with the exception of high voltage electrical transmission lines due to the high cost and potential adverse environmental impacts of undergrounding such lines.

UTP 2.3: When streets are widened and/or areas are developed, utility distribution lines should be undergrounded where physically feasible. Assign a high priority to undergrounding of lines within view corridors.

UTP 2.4: Landscaping shall be provided around of utility facilities to minimize adverse

# SOLID WASTE DISPOSAL AND RECYCLING

## EXISTING CAPACITY: PRIVATE

Currently, Stanwood utilizes the private services of Waste Management of Skagit County for solid waste hauling, curbside recycling, and composting (subscription based). As of January 2023, they have 2,432 solid waste accounts inside the City limits of Stanwood. Of these accounts, 2,153 are residential and 264 are commercial (front-load containers) with 14 of those commercial accounts being multi-family properties.

Recycling services are included with residential garbage services. Stanwood's recyclables are transferred from Waste Management's hauling site in Mount Vernon to their Cascade Recycling Center located in Woodinville, WA (see Figure ___ below). WM continues to offer several outreach services including free recycling, compost, and garbage posters, answering the public questions, and offering free site visits, waste audits, and progression recycling workshops for employees and staff.

## EXISTING CAPACITY: PUBLIC

Snohomish County is an active participant in the waste and recycling services of Stanwood. The County contracts to have automobile oil, antifreeze, and batteries hauled away from the collection sites at Twin City Auto and O'Reilly's Auto Parts. Every year, the County sponsors a City of Stanwood hazardous waste collection event. During this event (typically two days), local residents can drop off hazardous waste at a designated site with no cost, and the County handles the disposal. The costs of solid, fluid, and hazardous waste disposal continues to climb over time.

**1974** No cost to take garbage to the dump

**1984** $35 to dispose one ton of garbage (prorated)

**1994** $89 to dispose one ton of garbage

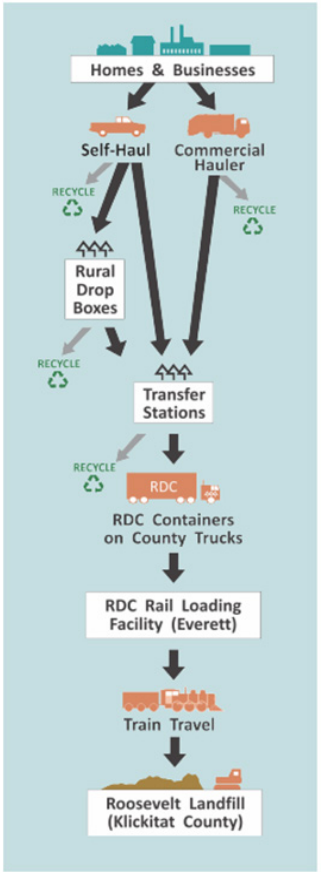
**2003** $15.10. for a passenger car to dump waste. The cost for trucks, SUV's. and station wagons to dump waste was $16.75 for up to 360 lbs. After 360 lbs, additional weight was charged at a pro-rated rate of $89 per ton.

**2014** $20.00 for up to 360 lbs. After 360 lbs, additional weight is charged at a pro-rated rate of $105 per ton plus tax. Yard and clean wood debris is $11.00 up to 500 lbs and $45.00 per ton after 500 lbs.

**2023** As of August 2023, the garbage fee per vehicle has not changed but yard and clean wood debris is temporarily not accepted at Snohomish County facilities.

## DESTINATION OF WASTE AND RECYCLED MATERIALS

All solid waste and compost are taken to the North County (Arlington) Transfer Station operated by Snohomish County. From there, Snohomish County uses a process titled "waste export" to compact and ship solid waste to the Roosevelt Landfill in Klickitat County. Solid waste is compacted into cubes weighing 29 tons each and placed into shipping containers which are then exported by train to the Roosevelt Landfill. The Roosevelt landfill covers 2,545 acres and has an expected trash receiving life of 40 years.



## KEY TERMS

### NATURAL GAS

Natural gas is a type of fossil fuel largely composed of methane, natural gas liquids, carbon dioxide and water vapors. Natural gas formed in the Earth's crust through a slow process of heat and compression taking place over millions of years, similar to coal or oil. Natural Gas is harvested from the Earth's crust, refined, transmitted, and distributed to customers

### TELECOMMUNICATION

The transmission of information by various types of technologies over wire, radio, optical, or other electromagnetic systems

### FIBER

Fiber optic cables, common referred to as fiber, transmit data using pulses of light. Light travels similar to electricity would through a copper wire, but fiber can transmit multiple signals at once and require no maintenance through their lifetime. Fiber is a component for delivering telecommunication services

# UTG-3

**Promote the use of renewable, low-carbon, and low greenhouse emission energy sources to meet the City's energy needs and support livable neighborhoods.**

UTP 4.1: Promote conservation measures to ensure longevity of City resources and energy supplies to reduce the need for additional utility distribution facilities in the future. (Revised and Moved)

UTP 4.2:Electric changing stations should be installed in commercial parking lots and on City streets as development or redevelopment occurs.

UTP 4.3:Promote recycling within the city to reduce waste and reliance on landfills. (Moved)

UTP 4.4:Support the State's goal to construct energy efficient homes and buildings that achieve the goal of building zero fossil fuel greenhouse gas emission homes and buildings by the year 2031.

UTP 4.5:Promote the adaptive reuse of existing buildings recognizing the emission reduction benefits of retaining existing buildings instead of building new ones.

UTP 4.6:Support Snohomish County PUD's efforts to implement the use solar, low carbon, or other alternative green energy sources on a larger scale. communities.

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## PROPOSED CAPACITY

*1. Solid Waste*

As regional landfill operations continue to close at higher rates, the cost of waste disposal will continue to climb. The solutions in dealing with waste must therefore be creative and efforts to increase recycling should be intensified. Consumers can continually seek new sites to deposit garbage but recycling a higher percentage of refuse may become a more viable solution. Rethinking our culture of waste will be critical to slowing our demand for landfill services and ultimately generating a cyclical economy.

*2. Recycling*

WM has invested $56 million in Washington State Recycling Centers to rebuild and update their three major recycling centers in Woodinville, Tacoma, and Spokane. The investment is purposed to advance recycling technology including automation and adding additional facilities. These investments will help facilitate a circular economy and

# UTG-5

**Ensure cost-effective high-quality water and sewer service is available or can be provided to serve projected population and employment growth targets within the City.**

UTP 5.1: All proposed developments within City limits and Urban Growth Area shall connect directly to the City's water and sewer system unless deemed unfeasible by the City at the time of request.

UTP 5.2:The City will strive to provide potable water service and sewer service to all people within the City limits and Urban Growth Area provided all policies related to service can be met.

UTP 5.3: Utility layout of extensions shall provide for the future continuation of the existing system as determined by the City.

UTP 5.4: Consolidate new utility systems in existing rights-of-way and utility easements whenever possible.

UTP 5.5: The City will take all responsible security measures to protect its system and customers.

UTP 5.6: Participate in regional supply management and planning coordination activities to identify water sources that meet the long-term needs of the City in a manner that supports the regional growth strategy.

UTP 5.7:Provide water connections outside the UGA, but within the City's service area to protect public health, safety, welfare and the environment.

UTP 5.8: Promote the efficient, responsible use, and conservation of water during a water shortage.

UTP 5.9:Provide high quality drinking water that meets or exceeds state and federal standards. (Rewritten)

UTP 5.10: Protect the public water system from contamination due to cross-connections; Cross-connections that can be eliminated will be eliminated.

UTP 5.11: The City's water system shall provide sufficient capacity to meet  for minimum fire flows.

UTP 5.12:Extend sewer service outside of the City limits but within the Urban Growth Area (UGA) only if the project is in compliance with the City's utility regulations, standards and policies. Annexation is required before service can be provided outside City limits.

UTP 5.13: Sewer extensions shall be given based on system capacity using the following priorities:

1)Extension shall first be given to applicants within the City limits

2)Second priority shall be given to those applicants within the UGA

3)Extensions may be given higher priority where existing environmental problems make extension necessary

UTP 5.14: Sewer service cannot be extended outside of the City's UGA, except for exceptions identified in City code or allowed by state law.

UTP 5.15: All sewers shall be designed as a gravity sewer whenever feasible.

UTP 5.16:Incorporate appropriate elements of the Department of Ecology's updated Stormwater Management Manual for Western Washington and the Puget Sound Water Quality Action Team's Puget Sound Water Quality Management Plan into the City's stormwater manuals and practices.

## UTG-6

**Provide adequate storage for the water utility system and backup facilities for the sewer system.**

UTP 6.1: Provide sufficient standby storage for an emergency condition in which a major supply source is out of service.

UTP 6.2:The volume of storage will shall be sufficient to maintain uninterrupted service to the system during the emergency condition.

UTP 6.3: Provide sufficient fire suppression storage for a fire condition equal to the system's maximum fire protection water demand and the required duration.

UTP 6.4: Ensure that the sewer system is constructed, operated and maintained to protect against failures of power supply, treatment process, equipment or structure with appropriate backup facilities.

## UTG-7

**Allow phased system connection requirements for existing septic systems.**

UTP 7.1: Existing single-family homes with septic systems in good working condition per the Snohomish County Health Department may continue to be used.

UTP 7.2: Property owners with a failing septic system, as documented by the Snohomish County Health Department, shall connect to the sewer system.

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# WHERE WE'RE GOING: CAPITAL FACILITIES

*Image: A photo overlooking city hall with both newer and older structures seen in the background.*

# CAPITAL FACILITIES : KEY TAKEAWAYS

## CORE VALUES

*Livability*

*Growth*

*Economic Development*

## A FUNCTIONING CITY

Stanwood is a full-service municipality offering water, wastewater, stormwater drainage, a street transportation system, a parks and recreation system, and administrative services that keep it all running.

## CAPITAL FACILITIES PLANNING

Capital facilities planning is a two-step process: plan and budget for the City's most immediate needs with the next 6-years, and strategically plan for future growth over the next 20-years.

## BEST MANAGEMENT PRACTICES

The City applies best management practices to finance capital improvements by using one-time revenues, dedicated funds, impact fees, or grants prior to general operating funds.

# INTRODUCTION

The City of Stanwood is a full-service municipality offering water, wastewater, stormwater drainage, a street transportation system, a parks and recreation system, and administrative services that keep it all running. Law enforcement, fire services, the public library, power, gas, and internet services are provided by contract services, interlocal agreements, or by private providers. The Stanwood Camano School District serves families in the City of Stanwood, Snohomish County, and Camano Island.

The Washington State Growth Management Act (GMA) requires that all comprehensive plans contain a capital facilities element. This Capital Facilities Element serves as a strategic plan outlining the City's long-term infrastructure that is needed to maintain services to the community. Its primary purpose is to guide the development, acquisition, improvement, and maintenance of physical assets such as buildings, roads, bridges, parks, utilities, and other essential infrastructure components.

In order to sustain and improve on the benefits the community currently enjoys, the City must identify how it can best maintain existing facilities and create new facilities to serve the needs and desires of local residents and future development. Essentially, the Capital Facilities Element of the Comprehensive Plan plays a significant and unifying role in how the city develops and the implementation of the City's future vision.

Capital Facilities Elements are required to contain the following components:

1. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan;

2. An inventory of existing capital facilities;

3. A forecast of needed capital facilities;

4. Proposed locations and capacities of expanded or new capital facilities;

5. A six-year plan financing plan; and

6. A policy to reassess the Land Use Element if probable funding falls short of meeting existing needs.

## WHAT IS A CAPITAL FACILITY?

For the purposes of this plan, a capital facility is defined as a structure or equipment which generally costs $50,000 or more and has a useful life of ten years or more.

# PUBLIC ENGAGEMENT

Engaging the community in the planning process is an essential aspect of drafting a Comprehensive Plan. Soliciting input from residents, businesses, and other stakeholders helps ensure that the plan reflects the diverse needs and preferences of the community. As such, a major part of the City's outreach efforts focused on understanding the communities' concerns, needs, and desires regarding its infrastructure.

Public outreach events included booths at the farmers market, community surveys, and targeted community and agency meetings. By combining these methods, a comprehensive outreach strategy was used to gather feedback from both the general public and specific community groups. Using this approach, the City received 70 electronic responses to its Capital Facilities questionnaire, as well as obtaining responses from meetings with the City's boards and commissions, the school district, fire district, community transit, and other applicable agencies.

Public comments fell into the following categories:

- Improve and complete pedestrian and non-motorized networks near school campuses.
- Invest in law enforcement services to maintain a safe and secure community.
- Invest in bike lanes, sidewalks, and pedestrian trails that provide pedestrian links to parks, shopping, schools, downtown and Camano Island.
- Maintain and improve the City's water source and infrastructure.
- Ensure environmental sustainability by planning for climate change, sea level rise, and salmon recovery.
- Invest in infrastructure to reduce flooding in downtown and add more catch basins to reduce flooding and standing water.
- Improve City parks by offering more facilities, amenities and uses to support a growing community.
- Manage growth, traffic, and impacts on the City's roadway system.

# LAND USE AND GROWTH PROJECTIONS

The correlation between land use and capital facilities planning is significant and plays a crucial role in urban and regional development. Land use refers to the way land is utilized, such as residential, commercial, industrial, or recreational purposes. Capital facilities planning involves the identification, development, and maintenance of essential infrastructure and facilities, including transportation, utilities, schools, parks, and other public amenities. These two Elements are intimately related, especially how land use changes to accommodate growth can trigger the need for new or improved capital facilities. The demand for capital facility projects is affected by three factors.

1. The need to accommodate growth;

2. The need to maintain or rehabilitate existing facilities; and

3. The need to address existing deficiencies.

This Capital Facilities Element relies on the policies set forth in the Land Use Element as a baseline for identifying capital infrastructure needs. The population and employment targets drive future development in the City, which impacts levels of service and determines capacity needs for services provided by city and non-city providers. Stanwood is required to plan for capital needs to serve at least its target population of 10,963 residents by 2044.

# *CAPITAL FACILITY GOALS & POLICIES*

## CFG-1

**All future capital facilities shall be planned for and designed to meet the growth forecasted in the land use and transportation elements.**

CFP 1.1: Identify needed capital facilities based on adopted levels of service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

CFP 1.2: Maintain an inventory of capital facility projects anticipated to facilitate the growth and prosperity of Stanwood through 2044.

CFP 1.3: Create a financing plan spanning at minimum six-years to finance needed capital facilities within the budget.

CFP 1.4: Reassess the land use element, level of service standards, and the capital facilities financing plan if potential funding challenges arise that create situations where the needs of the community cannot be met.

# INVENTORY

The GMA requires the Capital Facilities Element to account for all capital facilities within city limits that were paid for by public entities, not just city facilities. Therefore, this inventory of capital facilities includes those owned by the City of Stanwood as well as those owned by special districts including the Stanwood Camano School District, Snohomish County Public Utility District and other private utility providers.

Facilities listed in this Plan generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment and include water systems, sewer systems, stormwater systems, roads, parks and recreation facilities, police facilities, fire facilities, schools, and public power facilities. The following maps and tables describe the capital facilities located within the city.

***City Facilities:*** City facilities include properties owned by the City of Stanwood. These facilities include City Hall, Public Works, the Police Station, city parks, the library, and the commerce building.

***City Public Utilities:*** City public utilities include those utilities provided by the City of Stanwood. These include the city's water system, sewer system, and stormwater system in addition the the Marine Drive Park and Ride.

***Other Public Providers:*** In addition to the City, many services are provided by other public agencies. These include the Stanwood-Camano School District, Snohomish County Public Utility District (PUD), Snohomish County parks, and others.

For detailed information about park, recreation and transportation capital facilities refer to the relevant Element in this plan. Also, additional information about city utilities can be found in the associated water, sewer and stormwater Comprehensive Plans on the City's website.

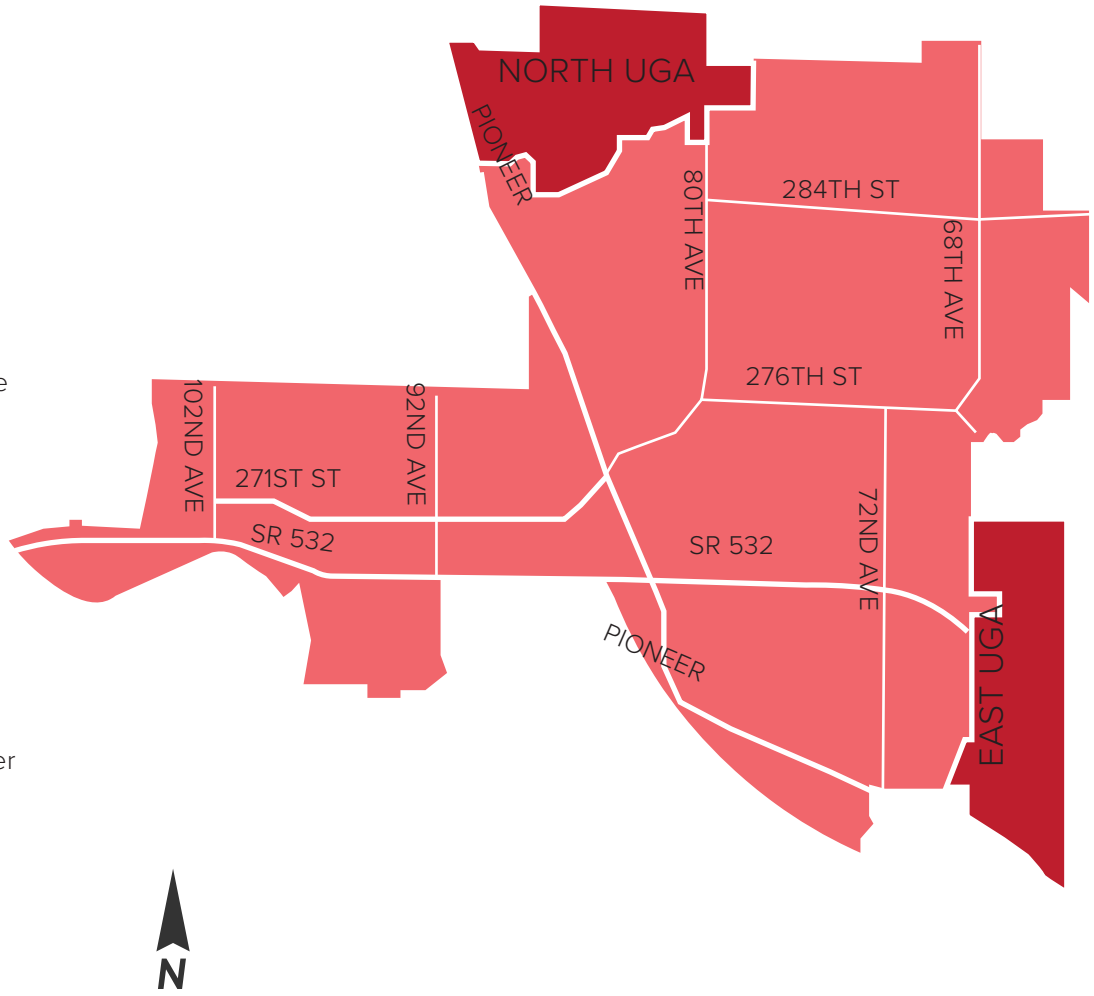
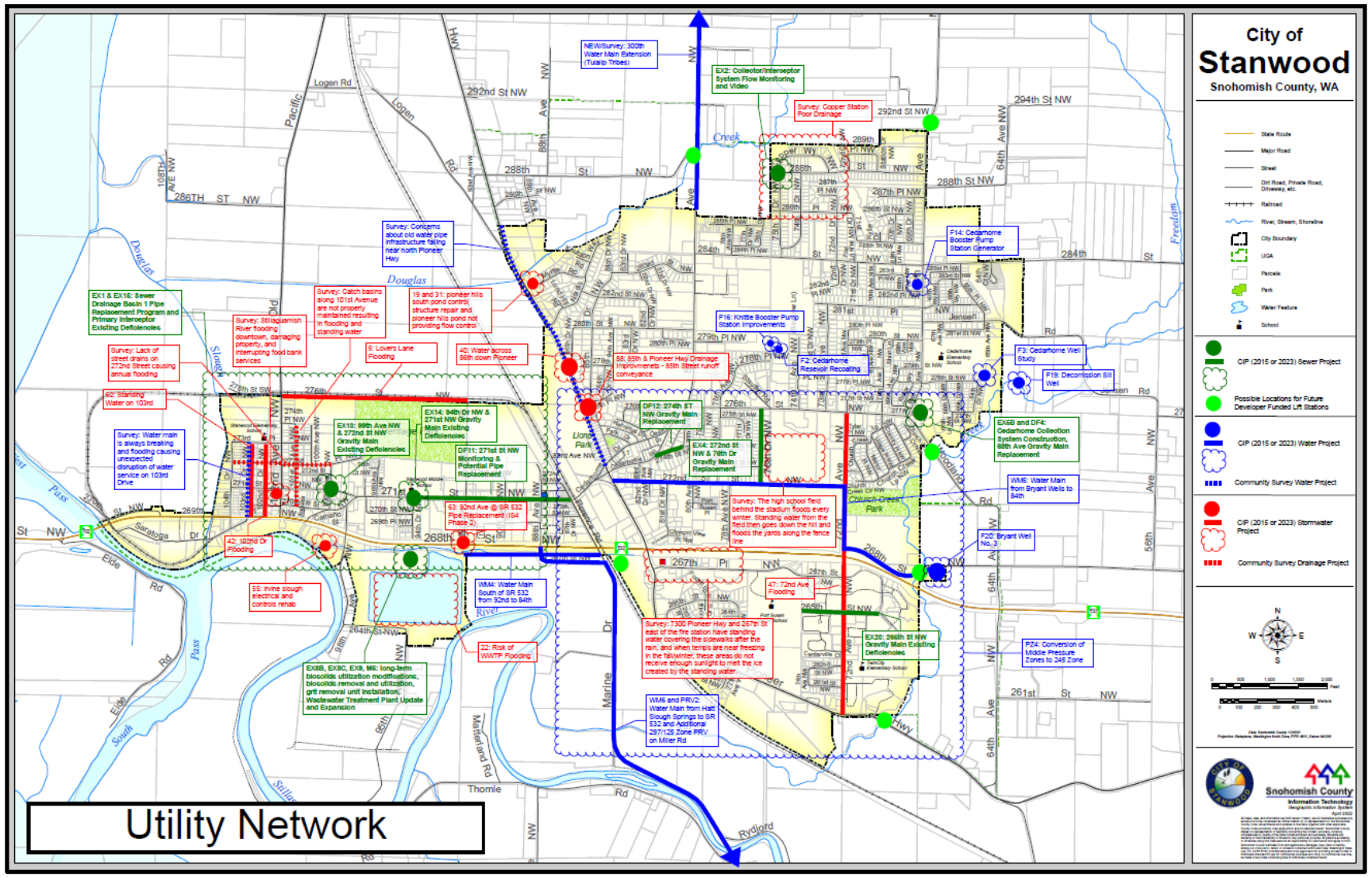



*Exhibit 1: City of Stanwood and Urban Growth Area Boundaries*


City of
Stanwood
Snohomish County, WA
Utility Network
NEW/Survey: 300th Water Main Extension (Tualip Tribes)
EX2: Collector/Interceptor System Flow Monitoring and Video
Survey: Copper Station Poor Drainage
F14: Cedarhome Booster Pump Station Generator
F16: Knittle Booster Pump Station Improvements
F2: Cedarhome Reservoir Recoating
F3: Cedarhome Well Study
F19: Decommission Sill Well
Survey: Concerns about old water pipe infrastructure failing near north Pioneer Hwy
EX1 & EX16: Sewer Drainage Basin 1 Pipe Replacement Program and Primary Interceptor Existing Deficiencies
Survey: Catch basins along 101st Avenue are not properly maintained resulting in flooding and standing water
Survey: Stillaguamish River flooding downtown, damaging property, and interrupting food bank services
19 and 31: pioneer hills south pond control structure repair and pioneer hills pond not providing flow control
6: Lovers Lane Flooding
40: Water across 86th down Pioneer
58: 85th & Pioneer Hwy Drainage Improvements - 85th Street runoff conveyance
Survey: Lack of street drains on 272nd Street causing annual flooding
42: Standing Water on 103rd
Survey: Water main is always breaking and flooding causing unexpected disruption of water service on 103rd Drive
EX13: 99th Ave NW & 272nd St NW Gravity Main Existing Deficiencies
EX14: 94th Dr NW & 271st NW Gravity Main Existing Deficiencies
DF11: 271st St NW Monitoring & Potential Pipe Replacement
DF12: 274th ST NW Gravity Main Replacement
EX4: 272nd St NW & 76th Dr Gravity Main Replacement
EX5B and DF4: Cedarhome Collection System Construction, 88th Ave Gravity Main Replacement
WM8: Water Main from Bryant Wells to 84th
F20: Bryant Well No. 3
63: 92nd Ave @ SR 532 Pipe Replacement (ISA Phase 2)
42: 102nd Dr Flooding
Survey: The high school field behind the stadium floods every winter. Standing water from the field then goes down the hill and floods the yards along the fence line
47: 72nd Ave Flooding
55: Irvine slough electrical and controls rehab
WM4: Water Main South of SR 532 from 92nd to 84th
22: Risk of WWTP Flooding
Survey: 7300 Pioneer Hwy and 267th St east of the fire station have standing water covering the sidewalks after the rain, and when temps are near freezing in the fall/winter, these areas do not receive enough sunlight to melt the ice created by the standing water.
EX20: 268th St NW Gravity Main Existing Deficiencies
PZ4: Conversion of Middle Pressure Zones to 248 Zone
EX8B, EX8C, EX9, M6: long-term biosolids utilization modifications, biosolids removal and utilization, grit removal unit installation, Wastewater Treatment Plant Update and Expansion
WM6 and PRV2: Water Main from Hatt Slough Springs to SR 532 and Additional 297/125 Zone PRV on Miller Rd
CIP (2015 or 2023) Sewer Project
Possible Locations for Future Developer Funded Lift Stations
CIP (2015 or 2023) Water Project
Community Survey Water Project
CIP (2015 or 2023) Stormwater Project
Community Survey Drainage Project
Snohomish County
Information Technology

# LEVELS OF SERVICE AND CONCURRENCY

Level of Service (LOS) standards are a tool that establishes benchmarks to determine the adequacy of public services provided. LOS is used to gauge whether there are adequate capital facilities to meet the standard and whether new or expanded facilities will be necessary to accommodate growth.

LOS standards are typically expressed as a ratio of facility capacity to demand. For example, a park LOS is measured by the number of acres of parks per 1,000 people and traffic LOS is measured in delay time. When LOS standards are debated and adopted, it is important to acknowledge that sometimes desires have to be modified to reflect fiscal and physical realities. If funding shortfalls or increases in demand, make it difficult or impossible to meet LOS standards then either new revenue sources must be identified, or the standard must be lowered.

Projections of services and facilities in this Element are based on the 2044 population target of 10,963 as adopted in the Countywide Planning Policies for Snohomish County. Each facility or service need is established based on a six-year capital facilities finance plan.

**City of Stanwood LOS Analysis for 2024 - 2044**

| Facility | Level of Service | Existing Facilities | Meets LOS Standard? |
|---|---|---|---|
| **City Buildings** | | | |
| **City Hall** | 1 Facility per City Boundaries | 1 Facility (5,192 square feet) | Yes |
| **Police** | 1 Officer per 1,000 Population | | Yes; but will need 1 additional officer in 2044 |
| **Public Works** | 1 Facility per City Boundaries | 1 Facility (4,400 square feet) | Yes |
| **Transportation** | | | |
| **Traffic Signals, Roundabouts, and All-Way Stops** | LOS D or better based on overall Average Delay per Vehicle | All stop-controlled intersections operate at LOS D or better in 2044 | Yes |
| **Unsignalized Two-Way Stop Controlled Intersections** | LOS E or better based on overall Average Delay per Vehicle | Two intersections will operate below LOS E in 2044: 103rd Avenue and the 64th Avenue / SR 532 Intersection. | Yes, See Flexibility Section Below |
| **Flexibility** | A lower LOS standard for unsignalized, two-way stop-controlled intersections may be allowed by the City to minimize delays on the major street and through street traffic, while supporting safe and efficient operations from the minor streets. | 103rd Avenue only falls below LOS E because of left hand turning movements onto SR 532. Any improvements other than restricting left hand turning movements would negatively impact traffic flow on SR 532. Due to the limited number of vehicles using this intersection, no LOS Deficiency is being declared. The 64th Avenue / SR 532 Intersection is currently under design and is scheduled for construction in 2024 / 2025. | Yes, The Flexibility Option is being applied to the two intersections mentioned above that do not meet LOS Standards. |

## City of Stanwood LOS Analysis for 2024 - 2044

| Facility | Level of Service | Existing Facilities | Meets LOS Standard? |
|---|---|---|---|
| **Parks and Recreation** | | | |
| **Regional Parks** | 0.002 - 0.003 acres per 1,000 Population | 55.97 acres | Yes; Exceeds by 55.94 acres |
| **Community Parks** | 2.5 acres per 1,000 Population | 35.88 acres | Yes; Exceeds by 8.48 acres |
| **Neighborhood Parks** | 2.5 acres per 1,000 Population | 21.3 acres (1.34 acres of public parks 19.96 acres of private, HOA parks) | No; Future park acquisitions should include smaller,- neighborhood parks. |
| **Trails** | 2.0 acres per 1,000 Population | 10.12 acres (7.75 acres of public trails 2.37 acres of private, HOA trails) | No; Additional trails should be pursued. |
| **Total Parks** | 7.03 acres per 1,000 Population | 123.4 acres | Yes; Exceeds by 46.3 acres |
| **Public Utilities** | | | |
| **Wastewater Collection and Treatment** | Wastewater treatment plant (WWTP) flow and loading capacity, along with collection system hydraulic capacity, are evaluated in the City's General Sewer Plan (GSP) to determine if the system can provide a sufficient level of service to protect public health and the environment. | Existing facilities include the City's WWTP and a wastewater collection system consisting of gravity sewer mains, lift stations, and force mains. As growth/ development occurs and existing facilities age, improvements may be necessary to maintain a sufficient level of service. Improvements may include, but are not limited to: WWTP capacity, gravity sewer main, lift station, and force main improvements. | Yes; The City's GSP includes a Capital Improvement Program (CIP) for the sewer utility. The sewer utility CIP addresses all existing and projected deficiencies in the City's wastewater collection and treatment system for the GSP's 20-year planning period. |
| **Water Supply, Storage, and Distribution** | Water supply, water rights, storage, and transmission equivalent residential unit (ERU) capacity, along with distribution system hydraulic capacity, are evaluated in the City's Water System Plan (WSP) to determine if the system's level of service is sufficient to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses. | Existing facilities include the City's sources, storage tanks, booster pump stations, and transmission / distribution system. As growth / development occurs and existing facilities age, improvements may be necessary to maintain a sufficient level of service. Improvements may include, but are not limited to: source capacity, storage, pumping, and transmission / distribution system improvements. | Yes; The City's WSP includes a Capital Improvement Program (CIP) for the water utility. The water utility CIP addresses all existing and projected deficiencies in the City's water system for the WSP's 20-year planning period. |
| **Stormwater Management Conveyance Facilities** | 2005 Dept. of Ecology Stormwater Regulations | 2005 Dept. of Ecology Stormwater Regulations | Yes |

## City of Stanwood LOS Analysis for 2024 - 2044

| Facility | Level of Service | Existing Facilities | Meets LOS Standard? |
|---|---|---|---|
| **Fire Service** | | | |
| **Fire and Medical Facilities** | Maintain the Washington Survey and Rating Board grade of 5 or better. | Existing Rating of 4 | Yes; Rating based on a Grade of 1 - 10 with 1 being highest rating and 10 being the lowest rating. |
| **Fire Response Time** | 8 Minutes | 6.25 Minutes | Yes |
| **EMS / Parametric Response Time** | 6 Minutes | 5.29 Minutes | Yes |
| **Stanwood Camano School District *(Note: Not a City-Adopted Standard)*** | | | |
| **Elementary Schools** | 2022 Enrollment: 2,074 Students | Capacity: 2,180 Students | Yes |
| **Middle Schools** | 2022 Enrollment: 993 Students | Capacity: 1,294 Students | Yes |
| **High Schools** | 2022 Enrollment: 1,293 Students | Capacity: 1,505 Students | Yes |
| **Vacant Parcels** | 2044 Growth Subject to Passage of School Bond | Two Vacant Parcels for Future Growth (Camano Island and Warm Beach) | Yes; Land Capacity exists subject to passage of school bond |
| **Other** | | | |
| **Library (City-Owned Building with Services Provided by the Sno-Isle Library System)** | 1 Facility per City Boundaries | 1 Facility (5,400 square feet) | Yes |

# CFG-2: LEVELS OF SERVICE STANDARDS

**Maintain public facility level of service (LOS) standards to meet the city's growth projections and community needs.**

CFP 2.1: Ensure that concurrency is met for transportation, wastewater, water, drainage, and schools for every new development at the time of building occupancy.

CFP 2.2: Evaluate and amend the adopted levels of service (LOS) standards for capital facilities if needed with the GMA mandated periodic update schedule.

CFP 2.3: The capital improvement programs for water, sewer and drainage are available in the Water, Sewer, and Drainage System Management Plans and are herein adopted by reference.

CFP 2.4: Prioritize capital improvement projects that supports the city's projected growth in order to maximize cost effectiveness and support appropriate urban development.

CFP 2.5: Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.

CFP 2.6: The Capital Facilities Plans and level of service standards adopted by public entities, such as the Stanwood Camano School District and the North County Regional Fire Authority, are hereby adopted by reference.

# FUTURE CAPITAL PROJECTS LIST

Growth over the next twenty years will trigger the need for new facilities like administrative services, streets, parks, water, and sewer and many variables should be considered when making decisions about which of these capital projects to undertake. For capital facilities planning purposes, Stanwood has identified projects based on a 6-year and a 20 – year planning horizon based on growth assumptions. However, since growth typically does not occur precisely as planned and an actual capital project list is a dynamic, ever-changing document that reflects the City's most current needs in light of actual growth.

***Six-Year Capital Improvements Project (CIP) List:*** Projects focused on the immediate and near term needs of the city. Projects on the 6-year list require detailed analysis of construction costs and financing requirements to ensure their feasibility. The 6-year capital project list should only include projects for which revenue sources have been identified.

***Twenty-Year Capital Improvements Project (CIP) List:*** Broader, strategic approach to long term infrastructure planning for city needs or when needed to plan for more extensive complex projects. Costs for projects on the 20-year list are estimated, because they won't be undertaken in the near future, identifying specific revenue sources to pay for them is not required.

For the process to be predictable there should be a relationship between the 20-year and 6- year lists. Projects added to the 6-year list should always come from the 20-year list except for the rare circumstances where a deficiency arises unexpectedly, or an emergency occurs.

# CRITERIA FOR CAPITAL PROJECTS

The following criteria form the basis for decision-making concerning new and proposed continuing capital budget items for the City:

- ***PUBLIC SAFETY:*** The project is required to address a vital safety risk; the benefit to the environment, or safety of the community should be evaluated.
- ***PUBLIC HEALTH:*** The benefit to the environment and community's public health is of primary concern.
- ***CONFORMANCE WITH ADOPTED LEVEL OF SERVICE STANDARDS:*** Consistency with the City's Comprehensive Plan level of service standards to facilitate implementation of the twenty-year plan.
- ***LEGAL REQUIREMENT:*** State or Federal mandates often times require that a particular project be implemented.
- ***RELATED PROJECTS***: Frequently projects in one category are critical to the success of capital projects in other categories. Related projects that could result in a savings to a separate project which should be pursued.
- ***NET IMPACT ON FUTURE OPERATING BUDGETS:*** The cost impact of ongoing operations and maintenance of a facility.

Many factors may be considered in compiling the project lists. Those factors could include urgency of the need, the cost, the availability of funds, the size, the length of time to construct, and more. However, to ensure the capital facility project lists reflect the needs and desires of the community, the most relevant factors should be identified. Some factors, independent of need, should be considered when placing a project on the list, especially given the fact there currently are very few existing or predicted capital facility deficiencies.

The full 20-year project list is contained in Appendix X of this plan.

## *WHAT DOES CAPITAL FACILITIES PLANNING INCLUDE?*

In the City of Stanwood, capital facilities planning includes the following components;

*Transportation Improvements* – Roads, Streets, Sidewalks, Bike Lanes
*Utilities* – Water, Sewer, Stormwater
*Parks* – Parks, Trails, Recreation
*City Facilities* – City Hall, Police, Public Works

# CFG-3: CAPITAL IMPROVEMENTS

**The Capital Improvement Program shall be updated annually with the City's budget adoption process by Council resolution.**

CFP 3.1: Projects added to the 6-year CIP list shall always come from the 20-year list except for the rare occasion where an emergency or deficiency arises unexpectedly.

CFP 3.2: The following factors should be considered when placing projects on the 20-year capital facilities list;
- Address an existing Level of Service deficiency;
- Protection of the public health, safety and welfare;
- Potential to receive grants or outside dollars to help pay for a project;
- The severity and nature of the threats the project would address;
- Cost to operate and maintain the facility;
- Conservation of energy and natural resources; and
- Downtown Revitalization.

CFP 3.3: The following criteria should be considered when transferring a project from the 20-year list to the 6-year list:
- Fill a Level of Service gap;
- Serve the greatest number of people;
- Address gaps in infrastructure;
- Equitable distribution, both geographically and social-economically, of capital project dollars;
- Needed to meet state or federal requirements; and
- Supports the downtown revitalization efforts.

# CFG-4: DOWNTOWN REVITALIZATION

**Prioritize implementation of public projects related to Downtown revitalization.**

CFP 4.1: Prioritize incorporating the downtown revitalization, Twin City Mile, and park projects into the 6-year CIP list when funding allows.

CFP 4.2: Incorporate features from the City Beautification Plan into new public works projects and streets.

# CFG-5: FINANCING

**Financing plans for capital projects shall be achievable, reasonable and include a variety of funding sources.**

CFP 5.1: Supplement local funding with outside sources whenever possible for the most efficient use of revenues.

CFP 5.2: Project financing shall provide for a balance between impact fees and other sources of public funds and shall not solely rely on impact fees.

CFP 5.3: All available funding and finance mechanisms which a capital project is eligible to use should be considered when developing a financing plan for a project.

CFP 5.4: Funding high-cost projects which cannot reasonably be paid for through a single budget cycle may be secured by setting aside dollars every year over a period of years to compile the necessary funds or by issuing dept.

CFP 5.5: One-time revenues, such as construction sales tax, shall be used to finance capital projects and not for on-going maintenance needs.

CFP 5.6: Consider inclusion of revenue-generating elements within projects or partner with non-profit agencies that specialize in public projects to offset operating costs.

CFP 5.7: If projected funding is inadequate to finance projected capital facility needs at adopted levels of service standards, adjustments shall be made to one or more of the following: 1) Revenue sources such as impact fees; 2) level of service standards; 3) land uses or density; or 4) any combination to achieve a balance between funding capacities and needed facilities.

CFP 5.8: Adopt an equitable system of facility user fees.



# FINANCING CAPITAL IMPROVEMENTS

Demand for capital improvements in most cities usually far exceeds the revenues to pay for these projects. In order to fund these projects an approach should be followed that ensures that the immediate needs of the City are being met. Over time, as the economic capacity of the city grows, the plan provides sufficient flexibility to fund additional capital improvements. The following approach should be used by the City to fund capital improvements:

1. Restricted funds (enterprise funds) will be allocated to their associated capital projects.

2. Use of grant dollars.

3. Use of impact fees for improvement and acquisition.

4. Use real-estate excise tax (REET) funds for capital improvements.

5. Use new bonds to finance priority projects when appropriate.

6. Use of general fund for one-time expenditures.

Because there will always be a limit on how much money is available to pay for capital projects it is advisable to prioritize them. Identifying adequate revenue sources to pay for capital projects requires a broad approach. Revenue to pay for projects come from one or more of the city's funds, including the city's general fund, Real Estate Excise Tax (REET) Fund, and Enterprise Fund such as water, sewer and drainage fees. The City also receives funds from the city's share of sales and property taxes, state and federal grant loan programs, and impact mitigation fees collected from new development.

The City practice is to adopt a new capital facilities list every year by City Council resolution during the annual budget process. The 2024-2029 CIP is listed in Appendix X. Adoption of the 6-year CIP with the annual budget will not require an amendment to this Comprehensive Plan; however, with each GMA mandated periodic update cycle (every 5 - years) the City will evaluate and update the 20-year list to ensure that it addresses deficiencies, concurrency and city priorities.

All available funding and financing mechanisms which a capital project is eligible to use should be considered when developing a financing plan for a project. The following table lists revenue sources that can be used to help pay for capital projects and describes any limitations on how the funds can be spent.

**Revenue Sources and Limitations**

| Revenue Source | *Limitation* |
|---|---|
| State Motor Vehicle Fuel Tax | *Transportation Projects* |
| Transportation Impact Fees | *Transportation Capacity Projects* |
| Transportation Benefit District | *Transportation Projects* |
| Local Improvement District | *Projects Identified for Specific Projects in a Geographic Area* |
| Grants | *Varies Based on Grant Type* |
| Plant Investment Fees | *Water, Sewer and Surface Water Infrastructure Projects* |
| User Fees & Connection Charges | *Capital Improvements Based on Fee Type* |
| Park Impact Fees | *Park Planning and Capacity Projects* |
| Real Estate Excise Tax – REET I | *General Purpose Capital Improvements* |
| Real Estate Excise Tax – REET II | *Capital Projects Listed in Comprehensive Plan* |
| Sales Tax and Utility Taxes | *General Operations* |
| Public Works Trust Fund | *Streets and Surface Water Infrastructure* |
| Utility Taxes | *General Operations* |
| General Obligation Bonds | *Only Projects Listed on the Bond Summary* |
| Loans | *Only Projects Listed on the Loan Summary* |

# FORECASTS AND REASSESSMENTS

The Growth Management Act is intended to not only direct growth to urban areas but also to anticipate the impacts that growth will cause and plan accordingly. Stanwood is currently in compliance with the GMA, as there are no significant deficiencies in the city's level of service standards needed to accommodate future growth. Additionally, the city is committed to ensuring safe and equitable access to all residents while preserving the community's character.

However, it's important to emphasize that the City needs to continuously monitor how and where growth is occurring to preserve the capacities of existing facilities and to identify improvements necessary to accommodate the existing population and new development. As with any city, monitoring is important and this plan advocates using the following strategies to monitor and adapt accordingly.

## MONITORING GROWTH AND COMMUNITY CHARACTER

As population growth necessitates the expansion of capital facilities, housing and commercial uses there will be an increased need for roads, buildings, utilities, and other facilities. The challenge will be to ensure that these uses are located in such a way that they will not detract from community character. With good locational criteria and design guidelines, growth can be integrated into the city in a way that supports community character and economic vitality. To do this, the City needs to keep its plans, regulations, and facilities up to date to meet changing technology and shifting community needs.

## MAINTENANCE AND AGING INFRASTRUCTURE

The City maintains several infrastructure systems: water, sewer, drainage, parks, and streets. Many of the City's roads and utility lines were built in the early 1900's when the city first incorporated. Managing the City's aging infrastructure is an ongoing process that requires a proactive and holistic approach. Regular assessments, strategic planning, and a commitment to investment and innovation are essential for ensuring the continued functionality and safety of infrastructure systems.



# CFG-6: DISPARATE IMPACTS

**Ensure that needed health, educational, parks, and public facilities or services are located near all residential areas of the city, including historically underserved and vulnerable neighborhoods.**

CFP 6.1: Require adequate levels of lighting of sidewalks, crosswalks, walkways, and public transit stops to protect the health and safety of neighborhoods and vulnerable populations.

CFP 6.2: Allocate capital funds equitably throughout the City to ensure that all neighborhoods receive equitable public benefits.

CFP 6.3: Avoid displacing vulnerable neighborhoods when siting or expanding Essential Public Facilities.

CFP 6.4: Site or expand capital facilities in a manner that reduces adverse social, environmental, and economic impacts on city residents, especially those historically marginalized communities.

# CFG-7: MAINTENANCE

**Ensure proper maintenance of capital facilities is regularly performed in order to reduce the rate of deterioration of such facilities.**

CFP 7.1: Ensure that park lands and city facilities are maintained and operated in a safe and efficient manner.

CFP 7.2: Regularly inventory and track the life cycles of existing city facilities to plan, schedule and budget needed maintenance activities.

CFP 7.3: Develop and implement safety standards, procedures, and programs that provide proper training and awareness for City staff charged with maintaining City facilities.

CFP 7.4: Where appropriate, develop adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that increase maintenance, safety and security awareness, and visibility.

CFP 7.5: Incorporate principles of sustainability and best management practices in the site development, maintenance, operation, and programming of City facilities.

## ACCOMODATING FUTURE DEMAND

The City is projecting moderate population growth over the next twenty years, with 2558 new people expected by the year 2044. There are two ways to address demand: adding capacity or managing demand. Capacity can be added by increasing the number of facilities or services provided, for example by adding parks. Demand can be managed by reducing consumption, for example by programs that improve water conservation. As Stanwood grows it will likely meet future needs by taking both types of actions. Ultimately, successful management of the City's growth is an ongoing process that requires flexibility, adaptability, and a commitment to the well-being of the community. The City needs to

## ADDRESSING DEFICIENCIES

Addressing potential future deficiencies as they arise will require ongoing monitoring to identify, analyze, and rectify gaps or weaknesses in the planning process and to reduce risk to the City. This may require realignment of resources or projects as identified in this Plan, but such changes should always be aligned with the City's goals.

Coordination between the City and the providers of services to Stanwood can also improve the efficiency of service delivery. Stanwood should work with other agencies to coordinate capital infrastructure projects to reduce project costs and the frequency of disruption due to construction activity in the same locations

Finally, the Capital Facilities Plans adopted by public entities that own or operate facilities or programs in Stanwood are hereby referenced. Capital facility and land use decisions made by the City should be consistent with those plans and if not, efforts shall be made to achieve consistency.

## APROTECTING THE ENVIRONMENT

Capital facilities planning and environmental protection are interconnected in various ways, as both aim to ensure sustainable development, responsible resource management, and the well-being of the community. Considering environmental factors in capital facilities planning can enhance the resilience of infrastructure to climate change impacts by designing infrastructure to withstand extreme weather events, rising sea levels, and other climate-related challenges.

# CFG-8: PRIVATE DEVELOPMENT

**Ensure new growth pays their fair share of needed facility costs to serve their development.**

CFP 8.1: Encourage general open space, neighborhood parks, and trails as integral components of development proposals.

CFP 8.2: Impact mitigation fee regulations shall be regularly reviewed and updated to ensure they reflect current capital improvement projects and cost estimates.

CFP 8.3: Public facilities for which impact fees may be collected shall include public streets and roads, public-owned parks, open space, recreation facilities, school facilities, and fire protection facilities.

CFP 8.4 Annually update impact fees to address the impacts of growth on city facilities in an equitable manner so that fees are accessed based on impact and proportionate share.

# CFG-9: COOPERATION

**Cooperatively plan for needed capital facilities with other public purveyors within the Stanwood area to provide needed public services.**

CFP 9.2: Encourage the shared use of community facilities such as parks, libraries, and schools.

CFP 9.3: Work with other agencies to coordinate capital infrastructure projects to reduce project costs and frequency of disruption due to construction activities in the same locations.

CFP 9.4: Work collaboratively with the Stanwood Camano School District to plan and site new schools or expansions needed to meet current and future population and student enrollment growth.

CFP 9.5: The City shall identify deficiencies in capital facilities based on adopted levels of service and facility life cycles and determine the means and timing for correcting these deficiencies.

# CFG-10: SUSTAINABILITY

**Provide reliable, environmentally friendly and cost-effective capital facilities and public services to residents directly by the City or in coordination with public or private entities.**

CFP 10.1: Prohibit extension of sewer facilities beyond City limits unless the health, safety and welfare of the community and the environment necessitate an exception.

CFP 10.2: The City will participate with other jurisdictions, agencies, and districts to assess the long-term capital facilities needs of comprehensive planning, implementation measures, and annexations.

CFP 10.3: Consider impacts of climate change when selecting locations for public facilities, including but not limited to flood risks and sea-level rise.

CFP 10.4: Use energy efficient and recycled materials in the design of new or existing public facilities to minimize long term operating costs and reduce public health and environmental impacts associated with energy generation and use.

CFP 10.5: Where appropriate, use low maintenance materials and high-capacity designs to reduce overall facility maintenance and operation costs in new and existing facilities as repairs and upgrades occur.

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