



PLANNING COMMISSION AGENDA

May 13, 2024– 6:30 PM

Stanwood Fire Station (8117 267th Pl NW)

1. Call to Order
2. Roll Call
3. Public Requests and Comments
4. Approval of Minutes
 - Approval of the April 8, 2024, Planning Commission Minutes
5. New Business
 - Public Hearing: 2024-2044 Comprehensive Plan
6. Old Business
7. Miscellaneous Business
 - April Advisory Group Minutes
8. Recent Council Action on Commission Items
 - City Council First Reading of Titles 7 and 8
9. Upcoming Items
 - Continuation of Public Hearing at June 10, 2024 meeting
10. Adjourn

Zoom Meeting Information

Please click the link below to join the webinar:

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

Passcode: 502157
Telephone: 253-215-8782
Webinar ID: 830 9911 3579

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Planning Commission Meeting Minutes Monday, April 8, 2024 6:30 pm

Call to Order: 6:30 pm

Roll Call

Commissioners Present:

Eric Warnat, Commissioner
Patrick Hosterman, Commission Chair
Cody Davis, Commission Vice-Chair
Jeff Wheatley, Commissioner (Online)
Melissa Toner, Commissioner
Kathy Moe, Commissioner

Staff Present:

Patricia Love, Community Development Director
Tansy Schroeder, City Planner
Audrey Rotrock, Associate Planner

Absent: N/A

Also known to be present: Merle Ash (Land Technologies), Terry Roberts (Josephine Caring Community), John Shoesmith (Perkins Eastman), Paul Aigner (Transforming Age)

Public Requests and Comments: None

Approval of Minutes:

The minutes from the March 11, 2024 Planning Commission meeting were unanimously approved.

New Business:

Introduction of New Planning Commissioner

Kathy Moe introduced herself. Kathy is recently retired, and her last position was manager of the Stanwood Camano Food Bank. Kathy moved to Camano Island in 2017.

Public Meeting: Josephine Caring Community Independent Living Expansion – Site Development Permit

The City received a new site development permit application in order to construct 51 new independent-living, senior apartments to the existing Josephine Caring Community campus. The new buildings will be two and three stories above floodplain elevation and will utilize surface parking and residential garages. The buildings are designed to be constructed in phases and range from 8-10 units per phase, for a total of 51 units consisting of 28 one-bedroom units and 23 two-bedroom units. The new apartments will be offered to individuals 62 years of age and older. New landscaping will tie the senior apartments to the existing Josephine campus buildings. Outdoor amenities such as a dining terrace, gardens, activity lawns with path and seating areas will be provided. The new senior apartments will be located on the “L”-shaped property adjacent to the existing campus and Heritage Park.

Commissioner Questions & Comments

- The site is allowed to build up to 93 units, why are they only building 51? Studies done show that the market will only bear 51 units. Also, building 93 units will be cost prohibitive.
- How will the increase in impervious surfaces affect surrounding low-lying properties? The property will have structures onsite that will treat stormwater and then direct



Planning Commission Meeting Minutes Monday, April 8, 2024 6:30 pm

discharged via channels into the city's stormwater system and/or to the slough. Staff will review the plans to ensure no flooding of neighboring properties will occur.

- Parking is proposed to meet the minimum standard. Why not propose more parking? In this type of community, many residents have either one car, or no car at all, so more parking will be unnecessary.
- Will the trash enclosure be accessible to Waste Management? This topic is still being worked through to allow access for garbage trucks.
- There will be elevators in each building, centrally located.
- What amenities are proposed for the residents? There will be an area for outdoor dining, a garden area, and walking paths with benches.
- Consider adding an age-appropriate type of recreation area.
- Consider a connecting path during Phase 1 to Heritage Park for residents to use the dog park, pickleball courts, etc.

Old Business:

2024 Comprehensive Plan Draft

Staff has been working on updating the 2024 Comprehensive Plan over the last two years and presented the first full draft for the Commission's review.

Commissioner Questions & Comments

- Add more recent data pertaining to building permits.
- Consider removing school capacity numbers and reference the school districts Capital Facilities Plan. Also remove the sentence "Meets standards through 2044" since school capacity is a contentious topic.
- Staff will schedule public hearings for both May and June to incorporate public comments and allow the Planning Commission sufficient time to review the Comprehensive Plan.
- Consider leaving a copy of the plan at the library.

Miscellaneous Business:

- Staff gave an update on upcoming City Beautification projects and traffic calming measures.
- Tansy Schroeder has been promoted to Senior Planner and will begin taking a lead role at Planning Commission meetings.
- Justin Burns resigned his commissioner position.

Recent Council Action on Commission Items:

- Adoption of 2024 Parks, Recreation, and Open Space Plan

Upcoming Items:

- Planning Commission Public Hearing on the 2024 Comprehensive Plan
- SMC Title 18: Chapters 18.800 Environment and 18.900 Shoreline Drafts

Adjourn: 8:30 pm



CITY OF STANWOOD
PLANNING COMMISSION

AGENDA STAFF REPORT

MEETING DATE: May 13, 2024

SUBJECT: 2024 – 2044 Comprehensive Plan Public Hearing

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

Growth Management Act

The Growth Management Act (GMA) was adopted by the Washington State Legislature in 1990 and 1991 to manage population growth and is codified under Chapter 36.70A RCW. GMA establishes a series of 14 goals that act as the basis of all comprehensive plans. The goals are not listed in any order of priority, nor does one goal outweigh another.

Based on the GMA goals, the State adopted mandated elements that must be included in all comprehensive plans. The Washington State Legislature adopted a new mandatory element – Climate Change – which must be adopted in the next round of Comprehensive Plan updates.

While all of these elements are important, the land use element sets the direction of future growth. The Comprehensive Plan, which is policy-oriented, is then implemented in by the City's zoning and development regulations.

GMA Goals	GMA Comprehensive Plan Elements
1. Concentrate Urban Growth (in Urban Areas) 2. Reduce Sprawl 3. Manage Transportation 4. Plan for Housing (All Economic Segments) 5. Economic Development 6. Preserve Property Rights 7. Timely Permit Processing 8. Natural Resource Industries (Counties) 9. Open Space and Recreation 10. Environmental Protection 11. Public Participation 12. Public Facilities and Services 13. Historic Preservation 14. Shoreline Management 15. Climate Change (Potential New Goal)	<u>Mandatory Elements:</u> 1. Land Use 2. Housing 3. Capital Facilities 4. Utilities 5. Rural Development (Counties) 6. Transportation 7. Ports (N/A in Stanwood) 8. Climate Change (New - Required to be updated in 2029) <u>Optional Elements:</u> 1. Economic Development 2. Parks and Recreation 3. Conservation 4. Solar Energy 5. Subarea Plans 6. Ports (N/A in Stanwood)

Comprehensive Plans:

The Comprehensive Plan is a long range (20 year) planning document that establishes city policy direction guiding growth, development, community character and quality of life. The Comprehensive Plan addresses required population, housing, and employment targets.

Comprehensive Plans typically provide policy guidance on such issues 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;
- What future public utilities such as sewer, drainage, and water need to be provided;
- What transportation policies are needed to effectively manage traffic; and
- How new improvements will be funded.

2024-2044 Comprehensive Plan Summary:

Staff has been working on updating the 2024 Comprehensive Plan over the last two years which has included public outreach, technical analysis and drafting the Plan. This work was accomplished with the help of an Advisory Committee, the Planning Commission, and the Council Community Development Committee. The attached plan could not have been completed without their valuable assistance.

The Plan has been organized into three general sections:

1. Introduction: Mayors' message, tribal recognition, an explanation of planning in the City, and an overview of the city's demographics.
2. Plan Elements: required planning elements include land use, housing, economic development, transportation, parks, environmental, shorelines, utilities, and capital facilities.
3. Appendix: definitions, acronyms, zoning categories, capital facilities list, references to other plans such as water, sewer, and drainage plans.

The 2024 – 2044 Draft Comprehensive Plan is founded on the existing 2015 Plan's vision, mission, and core values to maintain and preserve Stanwood's downtown character and rural history while meeting state mandated employment, housing, and population growth mandates. This Plan transforms the exiting "word heavy" document into a readable Plan with graphics, pictures, and tables that help tell Stanwood's story. This draft Plan addresses the growth targets as follows:

Employment: Stanwood's existing zoning falls short of providing the employment targets assigned to the City. As a result, the Light Industrial zone is proposed to be changed to a Planned Industrial zone which creates additional opportunities for more business types which is expected to produce more jobs.

Population: Stanwood has sufficient vacant and underdeveloped land to meet our 20-year population growth target of 10,963 residents. However, to support the economic vitality of the downtown, the Mainstreet Business I and II are being combined into a single Mixed-Use district which encourages the development of new residential units above or behind commercial / retail space. Adding additional population within walking distance of restaurants and shops promotes the health and economic sustainability of downtown.

Housing: The Growth Management Act (GMA) added a new housing target to the 2024 Plan update. GMA requires that cities plan for and accommodate housing for all income

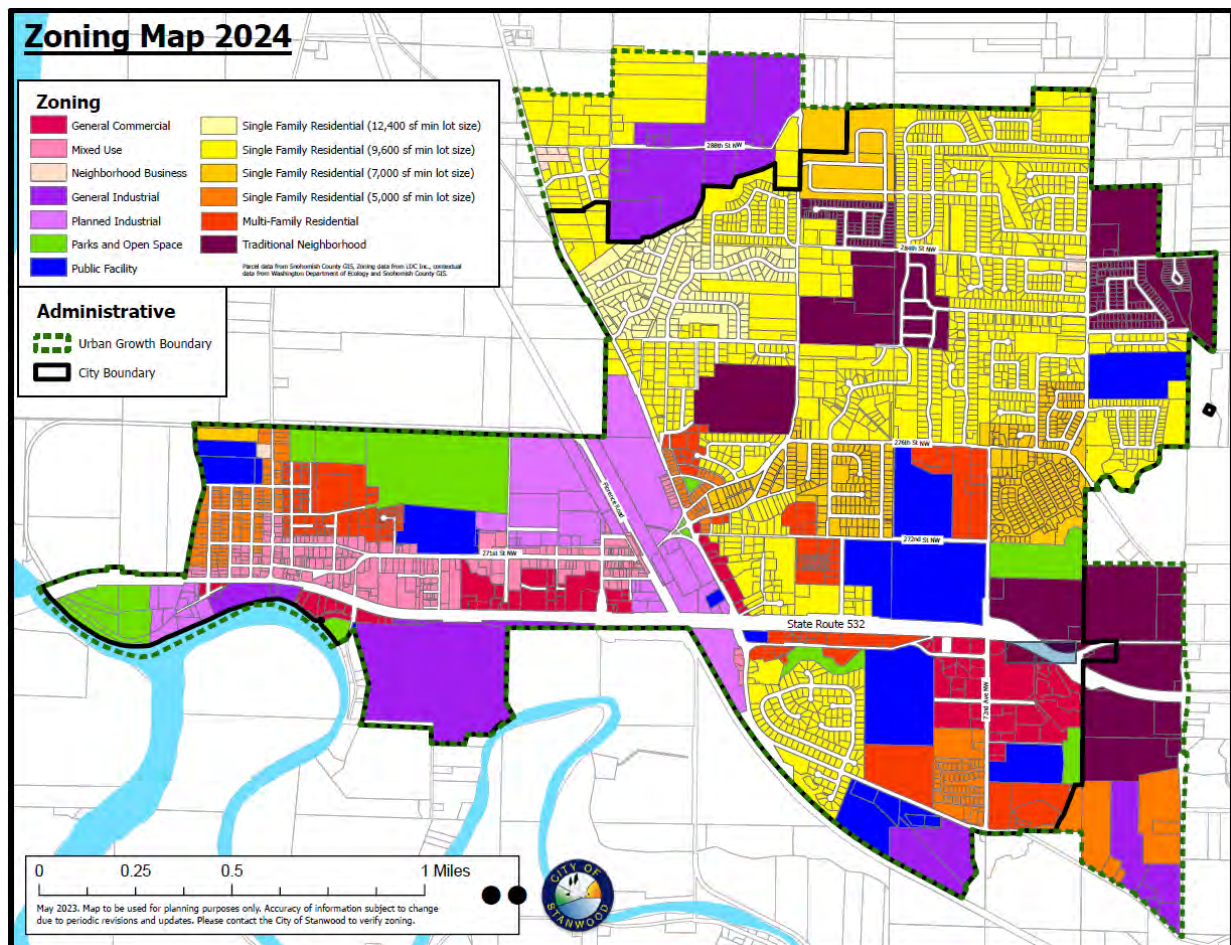
levels. Guidance from the Washington State Department of Commerce links housing types by income bands, requiring the City to plan for a variety of housing types such as accessory dwelling units, cottages, duplexes and townhouses. These types of units are referred to as “missing middle housing”.

Comprehensive Plan Summary by Element

Land Use Summary:

The Land Use Element is the most critical component of the Comprehensive Plan and the basis for all other required elemental chapters. Edits to this element concentrated on updating the land capacity analysis, modifying the zoning to better match existing land uses, simplifying the text, removing redundant goals or policies, and adding new policies addressing regional planning policies.

The 2024 Comprehensive Plan Update will result in an updated Official Zoning Map. The figure below shows adoption of subjects #1-10 reflected in the draft 2024 City of Stanwood Official Zoning Map.



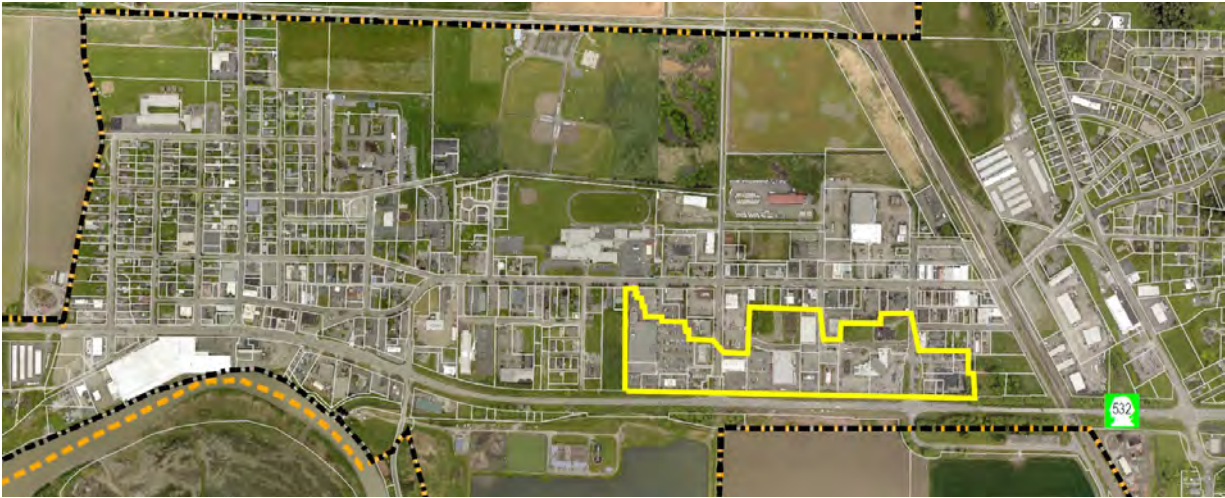
1. Mixed Use Rezone

Rezone approximately 24.65 acres of Main Street Business I zoned properties, 32.7 acres of Main Street Business II zoned properties, 2.71 acres of SR 9.6 zoned properties, 1.32 acres of SR 5.0 zoned properties, 0.66 acres of General Commercial zoned properties, 1.44 acres of Light Industrial zoned properties, and 0.29 acres of General Industrial zoned properties. One of the goals of the downtown zoning analysis was to reduce the number of zoning districts and eliminate the confusion between the Mainstreet Business District I and Mainstreet Business District II zoning districts.



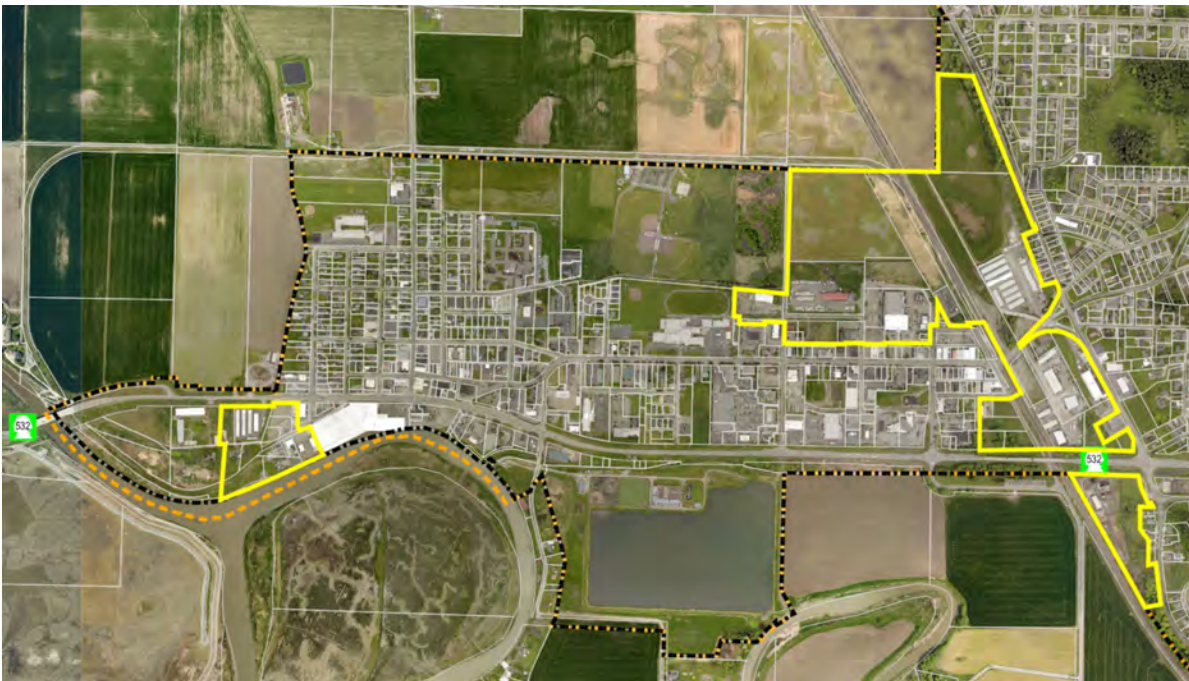
2. Downtown General Commercial Rezone

Rezone approximately 22.56 acres of Main Street Business II zoned properties.
This Commercial zoning allows for the existing “Big Box” stores which serve the community.



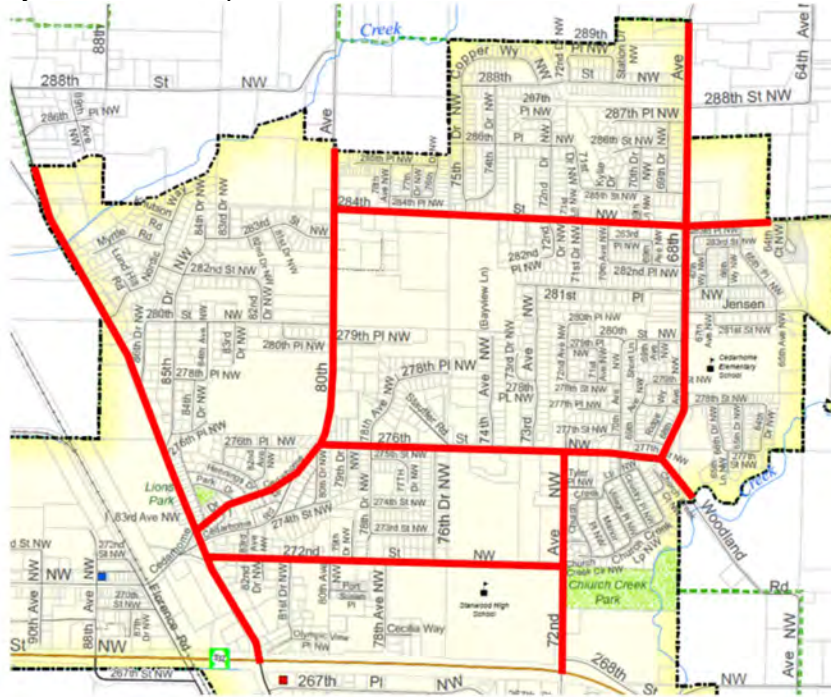
3. Planned Industrial Rezone

Rezone approximately 49.68 acres of Light Industrial zoned properties and 72.85 acres of General Industrial zoned properties to meet the City's job / employment targets.



4. Small Scale Commercial in Uptown Area

Municipal Code Amendments to allow permissible small-scale commercial uses and live-work units in the Uptown Area along 80th Ave; 68th Ave; 284th St; 276th St; 272nd St; 72nd Ave; and Pioneer Highway. This would allow for commercial day cares, or small family businesses that do not qualify for home occupations.



5. Requiring commercial uses in TN zones near SR 532

Municipal Code Amendments implementing a requirement for commercial uses in TN zones near SR 532.



6. SR 5.0 to MR Rezone

Rezone approximately 14.68-acre Single-Family 5.0 Residential zoned property to preserve the on-site wetlands.



7. TN to SR 9.6 Rezone

Rezone approximately 3.99 acres of Traditional Neighborhood zoned properties to accommodate the community's desire not to have multifamily development on the property.



8. East UGA TN Rezone

Rezone approximately 47.13 acres of Light Industrial zoned properties within the Master Plan Overlay. This allows for a gateway development at the City's entrance.



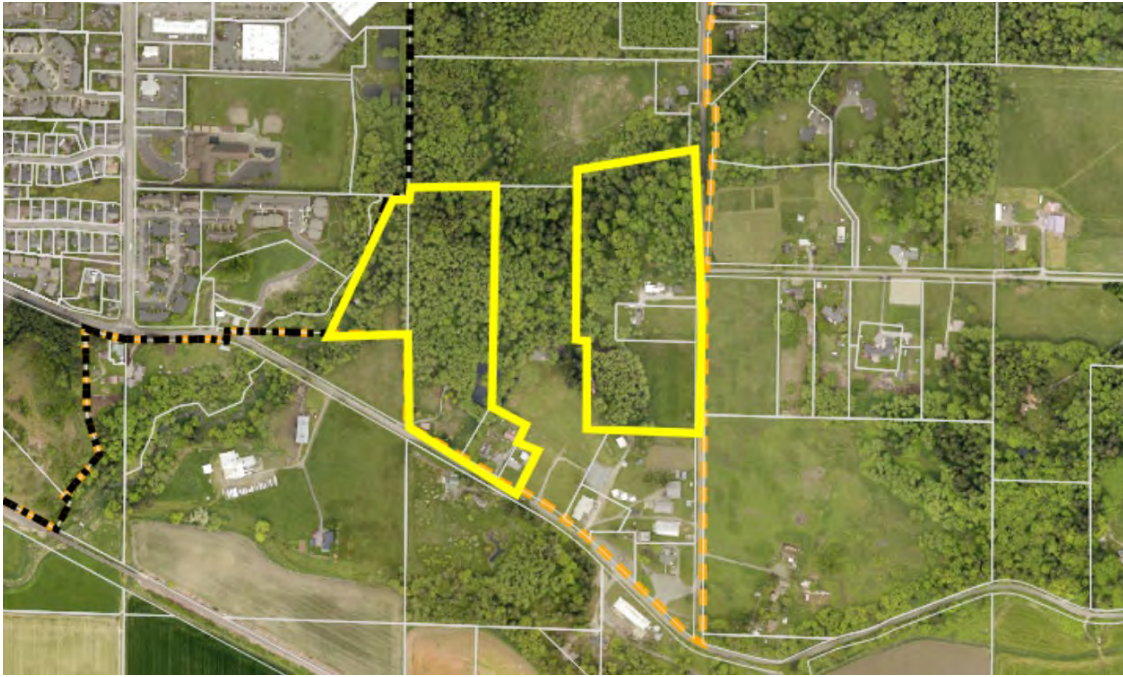
9. East UGA GI Rezone

Rezone approximately 21.36 acres of Light Industrial zoned properties to maintain industrial zoning on the fairgrounds.



10. East UGA SR 5.0 Rezone

Rezone of approximately 32.05 acres of Light Industrial zoned properties to allow residential development.



11. Public Facility Rezone

Rezone approximately 142 acres of Single-Family Residential 9.6 zoned properties, 11.22 acres of SR 7.0 zoned properties, 11.22 acres of SR 5.0 zoned properties, 1.17 acres of Multi-Family Residential zoned properties, and 0.95 acres of General Industrial zoned properties to reflect public use by the School District, North County Regional Fire Authority, and the cemetery.



12. SR 5.0 to GI Rezone

Rezone approximately 16.8 acres of Single-Family Residential 5.0 zoned properties to reflect the PUD substation use.



13. North 102nd Avenue NW Rezones

Rezone approximately 6.47 acres of Main Street Business I zoned properties to Single-Family Residential 5.0 zoned properties and 1.01 acre of Main Street Business I zoned properties to Neighborhood Business to more accurately reflect the actual land uses.



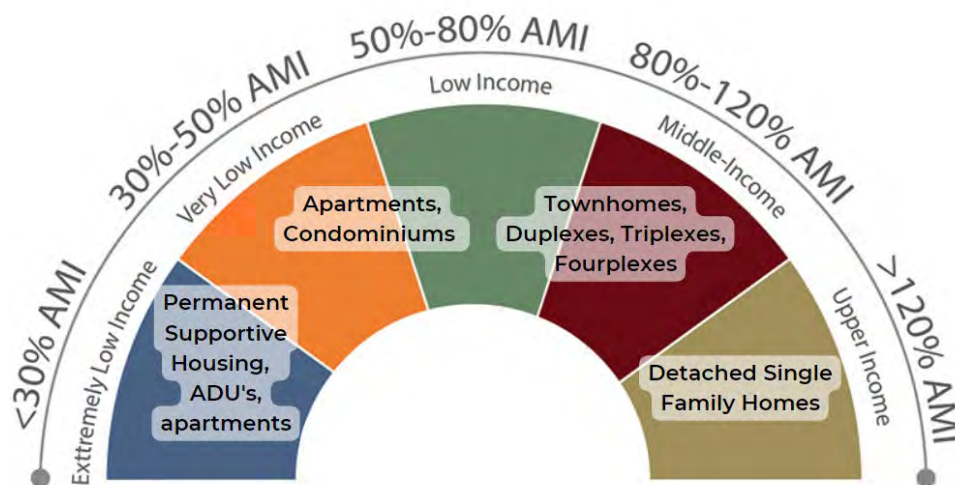
The land use element also includes a land use capacity analysis showing the amount of vacant and developable lands in the City. This analysis shows that the City has capacity to meet its population growth targets. Other topics included in the land use element include:

- Community Feedback
- A Tale of Two Downtowns
- Historic Preservation
- Downtown Flood Management
- Essential Public Facilities

Housing Summary:

The housing element reflects a new requirement by the Growth Management Act to plan for and accommodate households of all income levels. Previous housing targets primarily focused on housing needed to accommodate new growth, however Commerce's methodology for projecting housing needs includes housing needed for new growth, as well as housing needed to make up for over a decade of housing underproduction. While Stanwood has enough land capacity to meet our population growth targets, this does not necessarily mean Stanwood has enough land capacity to meet our housing targets.

To quantify housing by income levels, Commerce has provided guidance for what kinds of housing are considered affordable to various income levels.



These types of units are referred to as “missing middle housing”. To meet this mandate, this Plan provides a variety of housing types by zone as shown in the adjacent chart. Bold text shows the new types of housing units allowed by zone.

Stanwood Zoning	Zone Category	Typical Housing Types Allowed
SR 12.4	Low Density	Detached Single Family Homes
SR 9.6, SR 7.0, SR 5.0	Moderate Density	Detached Single Family Homes, Cottages, Townhomes, Duplex, Triplex, Fourplex
MR, TN	Mid-Rise	Detached Single Family Homes, Townhomes, Duplex, Triplex, Fourplex, Apartments, Permanent Supportive Housing (PSH)
N/A in Stanwood	High-Rise/Tower	Apartments and Condominiums
Accessory Dwelling Units (ADU's) in all zones		

Other key elements of the housing element include: Key Takeaways

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

Economic Development Summary:

The City has spent the last 20 years planning for the future of Stanwood and emphasizing the importance of economic survival. 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. This Plan incorporates the goals and strategies of the previous planning documents and has multiple goals and policies that support downtown revitalization.

There are numerous changes between the 2015 Economic Development element and the 2024 version. The purpose of these changes is to address current conditions, issues, and opportunities in Stanwood while accounting for new regional planning requirements and growth projections. The following is a high-level summary of key changes in the 2024 draft element:

- Incorporates the vision and principals of the following previously adopted plans:
 - o 2003 Design Stanwood
 - o 2010 Economic Development Action Plan
 - o 2012 SDAT: Density by Design
 - o 2015 Downtown Plan
 - o 2015 Comprehensive Plan
 - o 2020 City Beautification Action Plan
 - o 2022 Stanwood Housing Needs Assessment
 - o 2022-ongoing Twin City Mile Project
- A vision statement for the economic development
- Statement of recognized economic regional weaknesses and local strengths
- Updated data from the Census on economic existing conditions
- Proposes new zoning designations to implement the economic vision (See Land Use Section above)
 - o Planned Industrial Zone will replace the Light Industrial Zone
 - o A singular unifying Downtown District will replace multiple multifamily and main street business zones.
 - o Neighborhood Commercial zone along Pioneer Highway
- Revised goals and policies to meet PSRC and Snohomish County policy guidelines.

Transportation Summary:

The Transportation Element provides the framework to guide the growth and development of the City's transportation infrastructure. It implements and is consistent with the land use element of the Comprehensive Plan to ensure that the transportation network is planned to serve existing and future developments. Element policies strive for a balanced, multi-modal transportation network for the City addressing the needs of vehicles and pedestrians.

The goals and policies of the Transportation Element are required to address the following items pursuant to the Washington State Growth Management Act and the PSRC Vision 2050.

- Travel demand based on land use / zoning
- Estimated traffic impacts on state-owned facilities
- Facility and service needs
 - o Inventory of transportation facilities
 - o Level of Service (LOS) standards
 - o Existing and future traffic forecasts
 - o Consistency with statewide multi-modal plan
- Includes a policy to adopt Level of Service standards for pedestrian and bicycle users
- Addresses changes in state law:
 - o Ensure access for people of all ages
 - o Compliance with the Americans Disability Act (ADA)
 - o Recognize and prioritize equity and inclusion in the City's transportation system (New Goal 10)
- A multiyear financing plan
- Intergovernmental coordination efforts
- Demand management strategies
- Non-motorized access for pedestrians and bicycles
- Consistency with transportation element, 6-year CIP, and 10-year state investment plan (RCW 47.05.030)

In addition, it includes policies important to the community's vision for the transportation system which include:

- Simplified text into a reader friendly format;
- Prioritize investment in maintenance and safety improvements;
- Includes hazard mitigation planning in transportation systems;
- Protect the environment and reduce carbon emissions;
- Consider impacts to human health; and
- Update financial policies.

Parks and Recreation Summary:

A park and recreation element estimates the demand for needed park facilities for at least a ten-year period by evaluating city facilities and service needs. The recently adopted Parks, Recreation, and Open Space (PROS) Plan forms the basis of the Parks Element.

The parks element includes goals, policies, an inventory, and funding strategies to operate and maintain existing facilities. It reflects the desire of the residents of Stanwood to develop a Parks Department, build a new park in the uptown area, retain natural resources, and improve recreational opportunities in the community.

Natural Features Summary:

The Natural Features Element explores the relationship between the built and natural environments and how best to limit negative impacts 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. The Natural Features Element is not required under the Growth Management Act, but GMA does contain a goal concerning protecting the environment.

Policies and goals in the natural features element address:

- Wetlands
- Fish and wildlife Conservation Areas
- Critical Aquifer Recharge Areas
- Geologic Hazardous Areas
- Frequently Flooded Areas
- Open Space Corridors
- Water Quality
- Air Quality
- Climate Change

This element forms the basis for the city's critical areas regulations contained in the Stanwood Municipal Code.

Shorelines Summary:

The shorelines element is formally a component of the City's Shoreline Management Plan (SMP). Because of the process required to adopt an SMP, no changes have been made to this element. It contains the exact same information as contained in the current version of the Comprehensive Plan and therefore does not completely match the layout of the rest of the Comprehensive Plan. An amendment to this element will occur in 2029 if not sooner.

This element includes:

- Purpose / Introduction
- Shoreline Designation Map
- Goals and Policies

Utilities Summary:

The utilities element provides policy direction for planning and installing utilities, and their associated facilities in the City to support the projected growth as projected in the Comprehensive Plan over the next 20 years. Stanwood is served by the following utility providers:

Utility Service Providers

Facility Type	Provider	Description	Applicable Plans
Water	City of Stanwood	Pipes, pump houses, water tanks, and other Infrastructure providing potable and fire response water to users within the Water District boundaries.	2015 Comprehensive Water Plan and all subsequent updates.
Sewer	City of Stanwood	Pipes, lift stations, conveyance systems, wastewater treatment facility, and other Infrastructure providing sewer to	2015 Comprehensive Sewer Plan and all subsequent updates.

Facility Type	Provider	Description	Applicable Plans
		users within the Water District boundaries.	
Drainage	City of Stanwood	Pipes, detention ponds, underground detention vaults, open ditches, and streams that convey and manage storm and surface waters.	2015 Comprehensive Storm Water Plan and all subsequent updates.
Power / Electricity	Snohomish Public Utility District (PUD) #1	(PUD) supplies electric power to customers throughout Snohomish County and on Camano Island. Electric power for PUD customers is generated by several sources located within and outside of the county.	2023 Integrated Resource Plan that ensures sufficient resources are available through 2045.
Natural Gas	Cascade Natural Gas (CNG)	CNG purchases gas from the Northwest Pipeline which operated two main gas lines that span North-South through Snohomish County.	2023 Integrated Resource Plan adopted February 24, 2023, forecasts 28 years of expected customer growth.
Telecommunications	Varies: Ziply Fiber, Astound, Dish	The community has a choice of telecommunication providers.	Varies by Company
Solid Waste	Waste Management	Garbage collection and disposal service.	2023 Waste Management Franchise Agreement

The 2024-2044 Comprehensive Plan Utilities Element includes an updated narrative, maps of local utilities and districts, and updated policies.

Capital Facilities Summary:

Cities are required to adopt a Capital Facilities Element that includes an inventory of existing facilities, financial strategies to fund future needs, and develop a 6-year and 20-year capital facilities list to meet current and future growth needs.

While the City Council adopts a capital budget each year, the planning and actual expenditure of funds for capital projects generally occurs over a period of years. The City's plans identify the capital improvements needed to serve existing residents and maintain levels of service as new residents and businesses move into the City. The Capital Improvement Project List is a list of needed infrastructure improvements such as sidewalks, roads, trails, stormwater drainage, and other issues that impact the City. This list allows the Mayor and City Council to prioritize and budget infrastructure projects over 6-year and 20-year timeframes and is referred to as the Capital Improvement Plan (CIP).

Information gathered from a CIP survey was used to update the Capital Facilities Element. Key components of this element include:

- Inventory and maps of existing capital facilities owned by the city and other agencies;
- Level of Service standards for facilities and services provided by the city;
- Adoption of a 6-year and 20-year project list;
- Identification of potential funding sources for projects;
- Guidance on moving projects from the 20-year project list to the 6-year project list; and
- Prioritizing maintenance of aging infrastructure.

Public Hearing Procedure – 2024 Comprehensive Plan:

Below is the recommended procedure for managing the 2024-2044 Comprehensive Plan public hearing:

1. Open the Public Hearing;
2. Receive the staff presentation and ask questions (if any);
3. Take public testimony and ask questions (if any);
4. Ask any additional questions of staff;
5. Suggest edits to the Plan based on public testimony received; and
6. Continue the Public Hearing to June 10, 2024.

Public Comments Received for the 2024 Comprehensive Plan

John Haarlow – PUD; October 21, 2022

Jeff Storrar – WSDOT; October 25, 2022

Stuart Heady – Camano Island Resident; November 14, 2022

Meagen Watne – Resident; April 24, 2023

Stuart Heady – Camano Island Resident; April 24, 2023

Alec Kearns – Resident; June 22, 2023

Jeff Storrar – WSDOT; June 26, 2023

Erika Harris – PSCR; June 29, 2023

Katherine Velasco – Puget Sound Energy; August 10, 2023

Morgan Krueger – WDFW; October 13, 2023

Stuart Heady – Camano Island Resident; November 14, 2023

Russel Joe – Master Builders Association; January 29, 2024

Carol Kind – Resident; April 14, 2024

Christine Carvalho – Resident; April 15, 2024

Derek Loop – Resident; April 15, 2024

Tyler Naab – Resident; April 15, 2024

Stuart Heady – Camano Island Resident; April 18, 2024

Cathy Wooten – Resident; April 30, 2024

Robert Rapp – Resident; May 1, 2024

Tricia Sears – WA State DNR; May 2, 2024

Samuel Long – Resident; May 3, 2024

Erika Harris – PSCR; May 7, 2024

Denise Long – Resident; May 7, 2024

Brynn Berger – Resident; May 8, 2024

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Energizing Life in Our Communities

October 21, 2022

Sid Roberts, Mayor
10220 270th Street NW
Stanwood, WA 98292

Dear Mayor Roberts:

Snohomish County PUD is pleased to be given the opportunity to participate in the public process specifically related to the updating of City of Stanwood Comprehensive Plan. The PUD appreciates your leadership and staff efforts to plan for necessary public services and facilities to accommodate future growth.

Environmental stewardship and prudent, wise investments for long-range growth and capacity in our service territory are critically important to the PUD. Due to this interest, the utility is keen to engage in the comprehensive planning process to provide utility-focused perspective regarding climate change, energy efficiency, electric vehicles, building electrification, and sustainable resource management to provide energy and critical power infrastructure to meet long-term population and economic growth.

A team of professionals at the PUD has spent several weeks working on a document which I have attached for the City of Stanwood's review. In this document is a specific range of priorities for the utility which may be of interest and benefit to the City of Stanwood's comprehensive plan.

PUD staff is interested in engaging and/or having further discussion with exchange of additional information which may be helpful to your efforts. Should this be of interest to your staff, please contact either Brenda White, PUD Government and External Affairs (425-783-8011) or Chuck Peterson, PUD Key Accounts (425-783-8244).

Thank you for your time and interest.

Sincerely,

John Haarlow
CEO & General Manager

CC: Shawn Smith, City Administrator, City of Stanwood
Patricia Love, Community Development Director, City of Stanwood
Brenda White, Local Government and External Affairs, Snohomish County PUD
Chuck Peterson, Senior Executive Account Manager, Snohomish County PUD

INPUTS TO THE CITY OF STANWOOD

COMPREHENSIVE PLAN

INTRODUCTION TO SNOHOMISH COUNTY PUD

Snohomish County Public Utility District No. 1 (the PUD) provides electrical service to the City of Stanwood planning area. The PUD, which serves all of Snohomish County plus Camano Island, is the largest public utility district in the state of Washington and is the 13th largest in the nation in terms of customers served.

The PUD relies on a diversified power portfolio consisting of a long-term power supply contract with the Bonneville Power Administration (BPA), a broad range of energy-efficiency and load management programs, five PUD-owned hydroelectric projects, some customer-owned generation, and several long-term power supply contracts. The PUD purchases over 80% of its power supply from BPA, with the remainder coming from PUD-owned hydroelectric operations, PUD-contracted wind operations, and wholesale market purchases. The PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources.

The utility maintains over 6,500 miles of distribution and transmission lines to serve its more than 360,000 electric customers. The PUD also serves over 22,000 water customers in the cities of Lake Stevens and Granite Falls, and east Snohomish County areas.

The PUD's Mission Statement is to make a difference in our customers' lives by safely providing quality products and services in a cost-effective and environmentally sound manner. There are many ways in which we strive to meet this mission.

One of our primary goals is to be sensitive to the natural environment in our planning, construction, and operations. We also value and promote a safe workplace and a healthy and safe environment for our employees and customers. Valuing clean air, clean water, and responsible resource use helps ensure a healthy and safe environment for all.

The PUD:

- Introduces new energy-efficient products and services, like heat pump technology for space and water heating.
- Applies current science and technology to managing its own generation facilities in a cost effective and environmentally responsible manner.
- Has a commitment to providing clean energy by directly investing in environmentally sound energy technologies including solar, wind, small hydro, and energy storage.
- Partners with the community to optimize the grid with transportation electrification and load flexibility.

The PUD is committed to continuous improvement throughout the organization and strives to be a leader among utilities in environmental responsibility. In acting on its mission, the PUD's Board of Commissioners has committed the utility to meeting load growth to the extent possible through cost-effective energy efficiency and renewable generation sources.

PUD PLANNING AND STRATEGIES

Planning - Climate Action

The PUD recognizes that many local jurisdictions are developing plans to reduce greenhouse gases (GHG) in their operations and communities and wants to support these efforts. Given the impact that buildings and transportation have on GHG emissions in our region, clean energy resources and energy efficiency are a significant consideration in climate action plans.

The below sections describe how the PUD incorporates climate action planning into its strategies for meeting current and future resource needs. Federal/state/local policies, regulatory requirements, and funding to decarbonize communities can, in addition to meeting sustainability goals, have a significant impact upon electric power systems.

The PUD can support local government decarbonization plans by participating in advisory committees, lending expertise during plan development, and providing educational presentations on the PUD's clean fuel mix and programs to help achieve reduced GHG emissions.

Planning - Resources

The PUD's Board of Commissioners (Board) has provided clear policy direction to meet the utility's load growth first by pursuing all cost-effective energy efficiency measures. For load growth not met by conservation, the utility will pursue a diverse portfolio of clean, renewable resource technologies, and innovative rate and load management programs.

Integrated Resource Plan: The PUD's Integrated Resource Plan (IRP) provides a long-term strategy regarding future energy resources. It establishes an action plan that ensures enough resources are available, at a reasonable cost, to meet future energy loads. It is updated every two years.

The PUD's current 2021 IRP addresses a 2022-2045 study period and how the PUD will meet energy and capacity needs under the new Clean Energy Transformation Act policy in Washington state. The PUD has a carbon-free portfolio of power resources and proposes to add to its portfolio with energy efficiency programs, demand response, local solar, and energy storage to meet customer needs at the lowest cost, while maintaining reliability and a commitment to clean energy.

The 2021 IRP identifies cumulative new, cost-effective conservation and additional energy efficiency of 171 average megawatts over the planning horizon. With the PUD's owned hydro, contracts for wind, customer-owned generation, and Bonneville Power Administration supply contracts, future power supplies are not needed until 2024. Future supply-side power resources consist of a mix of small local utility-scale solar PV and utility-scale energy storage.

The IRP positions the utility to serve the electricity needs of its customers well into the future through the following actions as identified in the IRP's Action Plan:

1. Pursue all cost-effective conservation and further explore programmatic conservation portfolio optimization, to include consideration of capacity-value, distribution-system value, and BPA reimbursement.

Conservation is the single largest portfolio addition for every scenario evaluated in the 2021 IRP. It remains the PUD's resource of choice for meeting future load growth as it has in previous IRP cycles. The acquisition of conservation savings reduces the demand for electricity, delaying the need to acquire or develop and more expensive and/or less effective new resources, which can reduce the overall cost of energy and capacity, including deferral for additional transmission and distribution capacity upgrades.

The PUD has been a regional leader in its acquisition of conservation for over 40 years. It has successfully developed and operated numerous cost-effective programs that help customers of all types to conserve or use energy more efficiently. The 2021 IRP identifies a need to acquire 171 aMW of new cumulative annual energy savings and 222 aMW of new winter on-peak energy savings over the 2022 through 2045 period. The 10-year conservation potential for the Long-Term Resource Strategy (Base Case) was identified at 77 aMW.

To attain this level of conservation achievement, the PUD must continue to develop strategies and programs that reach all sectors, with special focus on implementation strategies for conservation that brings capacity contributions.

2. Pursue acquisition of significant long-duration utility-scale energy storage.

The 2021 IRP clearly identifies long-duration storage as the supply-side resource of choice, finding it cost-effective across all eight scenarios. The Long-Term Resource strategy specifically defines the need for utility-scale 8-hour dispatch duration energy storage scaling to 70 MW nameplate capacity by 2029. This Action Item will require PUD staff to perform additional due diligence on the storage technologies available at the highest value and lowest reasonable cost to customers, with a goal of acquiring or building a significant resource around 2024.

3. Develop a roadmap to significant, lowest-cost Demand Response programs leveraging AMI, to include dispatchable demand response programs and smart rate constructs.

The PUD has been developing pilot programs that explore various deliveries and designs of demand response programs, and as would be expected, these programs are at a pilot scale. In order to meet the programmatic scale goals for demand response, the PUD needs to develop the roadmap for the organization to bring the highest-value programs to scale. This must necessarily plan for how to best leverage the roll out of AMI technology, which is expected to yield the lowest cost programs. Further, the PUD should explore programmatic demand response portfolio optimization, to include consideration of capacity-value, and distribution-system value.

4. Further develop geospatial modelling capabilities of demand-side resource potential.

The intention is to refine the PUD's ability to capture avoided transmission & distribution system costs from demand-side investments, and to better understand the geographic distribution of planned investments. Further develop analytical methodology for applying geospatial analysis to inform future Clean Energy Implementation Plans.

5. Continue to enhance and leverage short and long-term resource portfolio modeling capabilities; expand cost and risk tradeoff analyses.

PUD staff's development of in-house modeling tools leveraging the KNIME Analytics Platform and other programming resources have played crucial roles in allowing staff to create advanced models regarding load resource balance, new resource output, energy pricing simulations throughout various defined environments, and portfolio optimization. As the electricity markets, industry, and policies continue to evolve, staff must keep pace with these changes and develop the modeling tools that provide visibility into potential risks and opportunities for the PUD.

6. Continue to participate in regional forums and assess impacts associated with climate change, reduction in greenhouse gas emissions, clean energy policy compliance, and regional power and transmission planning efforts.

Given the renewable content of the PUD's portfolio, and the close relationship of renewable resources with local and regional weather, it is important for PUD staff to continue to monitor climate science to inform future outlooks, and policies related to carbon reduction in order to identify and optimize the PUD's clean energy portfolio for the benefit of its customers.

7. Continue to participate in the development of a regional resource adequacy program to further limit reliability risks to customers.

As regional capacity resources retire, it will be important for the PUD to stay involved in regional efforts to improve resource adequacy. The PUD has been a participant in the Northwest Power Pool's Western Resource Adequacy Program (WRAP), contributing ideas to its design and governance structure. This effort holds promise for low-cost resource adequacy mitigation to augment the PUD's resource portfolio with an efficiently designed resource sharing program. PUD staff should continue to be involved in the program development, and upon its maturity towards a binding, final program design, critically evaluate the PUD's participation to assess if joining will bring net benefits for PUD customers.

8. Continue to participate in regional forums discussing the formation of organized markets in the Pacific Northwest to ensure hydropower is appropriately valued, that the economic opportunities and risks of planned dispatchable resources are accounted for, and that the forecast cost of service is appropriate.

Various regional discussions on RTO's, Day-Ahead Markets, and other market structures can present new risks and opportunities for the PUD. To adequately plan for the future, and influence market formation and design considerations, PUD staff should continue to participate in relevant discussions, evaluations, and exploratory efforts in order to develop new opportunities for the PUD on behalf of its customers and mitigate risks.

9. Continue to participate in the post-2028 contract negotiation process with the Bonneville Power Administration in pursuit of a low-cost, high environmental quality, and reliable post-2028 contract.

PUD staff should continue to play an active and collaborative role developing a sustainable, affordable, and practical BPA contract to take effect in 2029. This contract should seek to help the PUD comply with all relevant state and federal policy requirements for clean energy and carbon, appropriately position the PUD for the potential of future markets, mitigate or address capacity needs, and continue to incentivize conservation investment. As the contract negotiation process matures, PUD staff must also critically evaluate all the BPA power products available to the PUD in order to find the products that would result in the lowest reasonable cost to PUD customers. This analysis is expected to be included in the 2023 IRP update.

From a planning perspective, capacity assessments for the PUD focus on analysis of “System Peak Demand” – the largest amount of power the utility is called upon to deliver at any one time. Before any new demand or supply-side resources are acquired or wholesale market energy reliance is considered, the PUD’s Load-Resource Balance deficit forecast under adverse conditions¹ for winter peak week² is expected to grow from 25 average megawatts (aMW) in 2022 to over 300 aMW by 2045.

To meet this growing peak, the PUD created the Long-Term Resource Strategy as part of the 2021 IRP process covering the 24-year period from 2022 through 2045, the strategy realizes the PUD Board’s two guiding principles noted earlier: to meet load growth (1) first with cost-effective energy efficiency

¹ Adverse conditions are P5, or 5th percentile.

² Peak Week is a Snohomish PUD planning metric in the 2021 IRP which are the 8 hours, 4 morning and 4 evening, that make up the demand peaks of Monday through Friday minus holidays.

measures and then with (2) a diverse portfolio of clean, renewable resource technologies and innovative rate and load management programs.

Consistent with the first guiding principle to first meet load growth by pursuing all cost-effective energy efficiency measures, the Resource Strategy forecasts 171 aMW of new cost-effective energy efficiency across the planning horizon. This, given the PUD's long-term contract with the BPA, which is set to meet the majority of the PUD's load with power produced from the Federal Columbia River Power System, leaves a small amount of new resource needed to meet the wide range of possible futures.

While energy efficiency programs help to lessen forecast average and peak loads, demand response and smart rates programs help shift load from peak hours to off-peak hours. The Long-Term Resource Strategy calls for over 31 cumulative peak week aMW by 2031. In November of 2021, the PUD launched its Flex Energy pilot programs to encourage load shifting and reduction during peak hours from the residential sector.

Even with forecast conservation and demand response, an additional need for a future capacity resource still exists as early as 2024. The Long-Term Resource Strategy identifies a need for long dispatch duration utility-scale energy storage.

As evidenced by its recent and committed resource additions, the PUD is equally committed to fulfilling the second guiding principle to pursue a diverse portfolio of clean, renewable resource technologies. In June of 2019, the Arlington Microgrid Solar Array began operation. The PUD completed construction and began operation of the Hancock and Calligan Creek run-of-the-river hydroelectric projects in February of 2018. The PUD commissioned the Youngs Creek Hydroelectric project in October of 2011; it was the first new small hydroelectric project constructed in the Northwest in over 17 years. The Long-Term Resource Strategy adds up to 5 MW of local utility-scale solar PV resource by 2029, and up to 70 MW of utility-scale long dispatch duration energy storage by 2029.

Energy Independence Act: It is worth noting that the 2021 IRP is compliant with Washington State's Energy Independence Act (EIA), Revised Code of Washington (RCW) 19.285 (or Initiative 937), for both conservation and renewable resources. Additionally, the 2021 Long-Term Resource Strategy considers cost, reliability, risk, environmental concerns, and operational constraints.

Clean Energy Transformation Act: On May 7, 2019 Governor Jay Inslee signed into law the Clean Energy Transformation Act (CETA) (E2SSB 5116, 2019), which commits Washington to an electricity supply free of greenhouse gas emissions by 2045. Analysis from the 2021 IRP indicates that the PUD is on track to meet this goal with its existing and planned future portfolio of carbon-free resources.

Commercial Clean Buildings Standards: According to the Washington State Department of Commerce (Commerce), buildings are the most rapidly growing source of greenhouse gas emissions in Washington state. As population continues to grow, so does the number of business spaces being constructed. Each time a building is constructed or remodeled, either inefficient or efficient energy use materials and technologies are locked in for decades to come. The Commercial Clean Buildings Standards (CCBS) required Commerce to develop and implement an energy performance standard for commercial buildings greater than 50,000 square feet and provide incentives to encourage energy efficiency improvements. Industrial and agricultural buildings are exempt from the standard. The PUD is committed to working with local jurisdictions and building owners/operators to help them meet the CCBS energy efficiency standards.

Working symbiotically with Snohomish County and local governments, the PUD, through its planning process, can ensure that future load within Snohomish County is met in a sustainable manner, including the inclusion of energy efficiency in both the existing and future building and housing stock, as described in more detail below, and ensuring that additional energy and capacity needs are met through sustainable, renewable resources.

Not only does this give Snohomish County and local governments a tool to contribute to the community's goals for climate change, but it also helps maintain protection of the environment. The PUD will continue to secure access to a low-cost source of electricity for both residents and businesses which, in turn, will support economic development in Snohomish County while playing a role in keeping Snohomish County an affordable place to live.

Energy Efficiency: Energy efficiency programs help to ensure that homes and businesses use energy in ways that reduce costs for customers and support customer interests including business productivity, customer sustainability interests, and residential housing affordability, among others. The PUD develops and implements energy efficiency programs because energy efficiency is a “least cost resource” (i.e., it costs less to save energy than to produce it) that mitigates the cost of the energy system (thereby saving all customers money).

Improving the energy efficiency of homes and businesses is consistent with the goals of Vision 2050. These goals include support for economic growth, the environment, mitigation of climate change and development of healthy, sustainable, and affordable housing.

As part of its commitment the PUD offers a wide range of energy efficiency solutions for its commercial, industrial, and residential customers. Many of these solutions include technical assistance, financial

incentives or rebates for existing building retrofits such as HVAC (heating/cooling) system optimization, LED lighting upgrades, commercial kitchen appliances, and weatherization (windows/insulation).

The PUD is constantly working to make energy efficiency more accessible to our customers by providing resources such as an on-line marketplace and in-store instant rebates, eliminating the need for extra paperwork. A list of all available rebates and incentives as of July 2022 is provided in Appendix 2.

Historically, the multi-use and higher-density housing sectors have been challenging for the PUD to influence energy efficiency design due to the unique challenges presented with this building type. The utility has made strides to partner with these communities early, while the buildings are still in the design process, to pursue efficiency within multi-family new construction.

Investing the PUD's energy efficiency incentive dollars before buildings are built, we hope will support our communities' economic vitality, and reduce the environmental impact. The PUD has also included an additional incentive for energy efficiency within multi-family buildings that are providing at least 51% Income Qualified housing, hoping to further reduce the economic burden of the electric bills to those most in need.

As the PUD continues to pursue approaches to address the challenges faced by multi-family new construction, we are very interested in pursuing partnerships with the City of Stanwood to help ensure that, as multi-use and higher density housing is developed, it is done so in an energy-efficient manner.

Planning – Infrastructure

A PUD focus is to coordinate with customers in planning to meet future electrification demands, and to use conservation and energy efficiency programs to help serve population growth in the City of Marysville. This will be done in conjunction with improvements in system operation and infrastructure.

Capital Plans: Future service plans to meet growth throughout Snohomish County are guided by the PUD's short-term (5 years) and long-term (20 to 60 years) capital plans. Both plans are updated periodically.

The objectives of the PUD's 60-year electric system planning horizon are as follows:

- Decrease electric system capital and operating costs
- Increase system utilization
- Improve financial integrity

- Reduce undesirable service quality impacts
- Ensure environmental compatibility
- Comply with the latest applicable local, state, and federal regulations

The approach in development of the ultimate system needs for the PUD electrical system includes three major steps:

- Ultimate electric load saturation forecasting
- Transmission and distribution facility sizing optimization analysis
- Load center, facility siting, and capital addition optimization

The PUD's capital plans rely on comprehensive land use plans as their basis, and it is expected that the land use plans will continue to change in future years. In addition, as electrification, sustainability, and energy efficiency measures are more heavily implemented, load forecasting models will likely be revised. Thus, it is expected that data models will be updated, and the PUD's capital plans will be updated as necessary, or on a periodic basis. Related to climate change concerns, building electrification and the market rise of electric vehicles (EV) are two factors that could have significant impacts to load forecasting and power planning.

Building Electrification: The PUD recognizes the significant opportunity that transitioning from fossil-fuel based heat to electric heat presents in supporting local efforts to reduce GHG emissions. However, we want to work with communities to make this transition efficiently and strategically to mitigate impacts to the electric grid and to maintain our low-carbon resource portfolio. With the ongoing community/political movement towards building all new buildings with electric heat instead of natural gas to avoid carbon emissions there could be significant impacts to the electrical system. The average electrical demand for electric heating versus natural gas heating will have a minimum 3-to-1 or greater impact in the winter months. If 10,000 new housing units are expected that would have been natural gas in the past it would be equivalent to 30,000 new natural gas units if they are served with electricity. Many multifamily residential buildings are already being served with electricity so the changes there will be minimal. If there are incentives to rapidly convert existing natural gas heated homes and appliances to electric heat, it is expected that the electrical demands for those existing building loads to triple or more in the winter.

Electric Vehicles (EV): Rapid conversion of fossil fuel vehicles to EV's would have a significant impact on future electric supply and capacity needs. Similar to building electrification, the PUD recognizes the

significant opportunity that transitioning from fossil-fuel powered vehicles to EV's presents in supporting local efforts to reduce GHG emissions. However, as with building electrification, we want to work with communities to make this transition efficiently and strategically to mitigate impacts to the electric grid and to maintain our low-carbon resource portfolio.

The installation of EV chargers in fossil fuel heated homes, depending on home type and existing electrical usage, could potentially double or triple energy usage (kWh) and triple or quadruple electrical demand (kW). Thus, the addition of a Level 2 (L2) charger in an existing fossil fuel home could be the equivalent of adding a new home to the system.

For example, PUD has data where an existing natural gas heated home used 500 kWh during October/November 2020; with a L2 charger installed a year later in October/November 2021 the home consumed 1500 kWh or three times as much. Demand wise, if the home's average peak demand is 4kW, with an L2 charger during evening peak hours (5pm – 9pm) demand could increase from 4kW to 14-16kW for the four hours the EV is charging – a fourfold increase in electrical demand. This potentially can overload existing transformers serving neighborhood loads.

The impact of adding an L2 charger is not near as great with an all-electric house. For example, if an all-electric house is using 4,000 kWh during its billing cycle, the addition of an L2 charger adding 1,000 kWh would only be a 20% increase in energy use. Demand wise, if peak demand was 10kW – 15kW, then EV charging during the four peak hours would double demand to 20kW – 27kW.

See the *Transportation Electrification* section below for discussion on the PUD's *Electric Transportation Plan*. Also see the below *Advanced Metering Infrastructure (AMI) – The PUD's "Connect-Up" Program Enhancing Benefits for Customers* for potential mitigation measures such as Time-of-Use (TOU) rates and load management to help reduce the impacts of electrification.

Facility Siting and Electrical Service Requirements: In order to most reliably and cost-effectively serve electrical demand, load-serving facilities are sited as close as practicable to the load center. Transmission facilities are located so as to optimize electrical system reliability and performance, and these plans are developed and implemented in close collaboration with neighboring utilities.

Siting, construction, and equipment requirements for Snohomish PUD's distribution system are established to comply with PUD policies, electrical industry standards, and applicable national/state/local construction and electrical codes. The PUD's *Electrical Service Requirements Manual* (ESR) is intended to provide electrical contractors, architects, building contractors, engineers, and other customers with the information needed for determining acceptable methods of receiving electrical service from the PUD.

The ESR requirements are based on PUD policies and standards as well as national/state/local electrical codes. Their use is intended to promote a safe, efficient manner for connecting to the PUD grid and receiving electrical service. It is the responsibility of the customer to conform with the PUD's requirements, as well as pertinent national/state/local electrical codes. When new facilities are required to serve capacity-constrained areas, to improve reliability of electric service to PUD customers, or to support customer requests for dedicated electrical facilities, the PUD makes every attempt to work with the local jurisdictions to ensure that facilities blend with the character of the area as well as meeting the operational needs of the utility.

New Load Policy: A key consideration for new or expanded facilities is the PUD's New Load Policy (NLP). The NLP requires an up-front, refundable deposit for new or existing customers that grow by more than 2.5 MVA, the equivalent electrical load of 400 single-family homes. This policy protects PUD ratepayers from bearing costs spent to serve a customer who leaves before providing the amount of energy demand and revenue anticipated when infrastructure to support them is built. For additional information see the below *Appendix 3: PUD Line Extension and New Load Policy*.

Planning – Coordinating with Mass Transit Development

The PUD has extensively coordinated with regional and local jurisdictions in the development of mass transit facilities and the accompanying increased land use density associated with their development. Paramount in this effort is the planning and electrical infrastructure development associated with light rail development and rapid bus transit in the PUD service area for the Sound Transit (ST) ST2 and the ST3 Plans approved by voters in 2008 and 2016, respectively. This includes the development of light rail segments to the City of Lynnwood (ST2) and the City of Everett (ST3).

Key partners in this planning and development include Sound Transit, Snohomish County, the City of Mountlake Terrace, the City of Lynnwood, and the City of Everett. Location of transit routes, transit stations, transit electrical substations, and land use plans are key factors in developing electrical capacity to serve the light rail and accompanying high-density land use development. In addition, relocation of electrical infrastructure to accommodate development of light rail routes is a significant part of the planning and development effort.

Planning – Transportation Electrification

The PUD Board of Commissioners approved an *Electric Transportation Plan* in July 2020 following the passage of *Washington SHB 1512* which provided the authority and funding limit for utility investment in transportation electrification. This plan has three key strategies that guide the PUD's transportation electrification efforts while focusing on our community and optimizing the grid. Since the adoption of the

plan, the PUD has continued to support customer and third-party investments in transportation electrification and promoted new pilots and incentives for our customers.

The first strategy addresses the top barrier to transportation electrification by building community through outreach and education. The PUD proactively addresses limited awareness and education resources with ride and drive events for both passenger cars and commercial vehicles coupled with in-depth website content. In 2020, a pilot was launched to learn more about individual electric vehicles and customer charging behavior with additional incentives for off-peak charging starting in the Fall of 2021.

The second strategy focuses on optimizing the grid with transportation electrification resulting in benefits for all ratepayers. By partnering with customers electrifying their fleets or individual vehicles, their cost and impact on the grid are minimized through managed charging strategies. As we gain early knowledge of electrified fleets, it will be incorporated in electrical system planning models. At our Arlington microgrid, we are piloting new technologies to assess the viability of integrating vehicles as a resource for the power grid and potential customer benefits from vehicle to grid (V2G) technology.

The final strategy enables Customer adoption of electric transportation with incentives supporting our customers. The PUD has a portfolio of incentive programs supporting our customers including financial incentives for the charging costs of a new or leased electric vehicle and the purchase of connected EV chargers. In addition, the PUD has Time-of-Use rate pilot programs encouraging EV off-peak charging. The PUD has been successful in securing several grants in partnership with our public agencies for public fast charging and wireless induction charging for transit buses.

Transportation is the largest contributor to greenhouse gas emissions (GHG) and electrifying City/County fleets along with transportation electrification from businesses and individuals is one of the most effective ways to reduce GHG emissions at a local level. The PUD is committed to support our communities in the adoption of electric transportation and build out of charging infrastructure by our customers.

Distributed Energy Resources Including Customer Solar Power

The PUD is committed to providing customers with a number of options for participating in renewable energy programs, as well as initiatives that help customers and the PUD optimize existing energy resources on the grid to save customers money on their bills and to save on energy acquisition and grid infrastructure costs in the future. Collectively, these types of energy resources and activities are referred to as Distributed Energy Resources (DERs).

The PUD has and continues to offer a number of ways in which customers can participate in DER initiatives including rooftop solar, community solar, purchase of renewable energy credits, and financial

incentives to use energy when its most abundant on the grid. Existing programs and pilots are described in the Appendix 2 tables below. A key focus for PUD staff is continuing to research and engage with customers to develop additional offerings that meet customer needs, maintain electric reliability, increase community and grid resilience, and ensure ample clean energy resources for the future.

Advanced Metering Infrastructure (AMI) – The PUD’s “Connect Up” Program Enhancing Benefits for Customers

The PUD’s Connect Up program is an infrastructure and technology project that includes deploying new metering technology that will deliver an array of added benefits for customers and help the PUD become the “Utility of the Future.” The PUD has already built much of the infrastructure in preparation for the Connect Up Program, including modernizing its substations, deploying automated devices on its distribution system, and extending communication technology to critical points across its service territory.

The Connect Up program will focus on PUD customers, giving them new options to take control of their energy usage and lower their bills. The infrastructure and technology deployed through the Connect Up program will empower customers and enable many benefits, including:

- Outage detection: Customers will no longer have to call in their outage. The PUD will have the capability to know right away as soon as a customer’s power goes out.
- Detailed energy usage: Customers will have detailed insight into how much energy they are using, allowing them to make informed decisions and save on their energy bill.
- Flexible billing: Customers will be able to choose their billing date range, receive accurate 30-day billing and take advantage of pre-pay.
- No more estimates: Customers will no longer receive an estimated monthly bill as the Connect Up program will make meter reading easier and more efficient. Today, estimated bills can occasionally occur due to weather or access issues.
- Same-day reads: Reads will be obtained the same day a move-in or move-out is scheduled, providing accurate billing and expedited final bills.

New rate designs: Customers will be able to save money by using lower cost energy during non-peak periods or decreasing their demand to earn bill credits. The PUD is now piloting Time-of-Use (TOU) rates and load management programs to prepare for future opportunities and to help mitigate the impacts of

electrification. This also includes EV rates where customers who own electric vehicles will be able to take advantage of cheaper rates if they charge their vehicle at night.

The Connect Up program is in the early stages. PUD will be installing 140 base stations throughout its service territory between November 2021 and September 2022. This work is in being done in preparation for the installation of advanced meters beginning in 2023. The base stations will be installed at new and existing PUD pole locations. The base stations are standard equipment used by utilities throughout the world.

APPENDICES OVERVIEW

In addition to the above provided information, additional information is provided in a set of Appendices as follows:

- [Appendix 1:](#) Capital Construction Projects in the City of Stanwood Identified in the PUD's latest 5-Year Capital Plan 2022 - 2026
- [Appendix 2:](#) Energy Efficiency Rebates and Incentives as of May 2022
- [Appendix 3:](#) New Load Policy

APPENDIX 1

CAPITAL CONSTRUCTION PROJECTS IN THE CITY OF STANWOOD

Capital construction projects in the City of Stanwood area identified in the PUD's latest 5-Year Electric System Capital Plan, 2022-2026, are shown in the below table:

Project Name	Project Description	Problem Summary
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.	North Stanwood and Camano Island load service area is supported via only one 115kV line, from Stimson Crossing – Stanwood – Camano. Loss of this line results in an outage to all the substations served by that line. A dedicated separate source from will reduce that exposure. This line will also help with operational flexibility and maintenance of the existing line from Stanwood to Camano. This project is required to complete the two independent transmission lines from Stimson Crossing switching station to serve Camano Island.

Project Name	Project Description	Problem Summary
Stimson Crossing to North Stanwood transmission line rebuild	Reconductor approximately 7 miles of the existing transmission line to larger conductor.	A portion of the Stimson Crossing - North Stanwood 115kV line has significant aging structures. Also, to increase the transmission network capacity and reliability in that area, the line segment needs to be reconducted with large wire.

Project Name	Project Description	Problem Summary
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.	North Stanwood and Camano Island load service area is supported via only one 115kV line, from Stimson Crossing – Stanwood – Camano. Loss of this line results in an outage to all the substations served by that line. A dedicated separate source from will reduce that exposure. This line will also help with operational flexibility and maintenance of the existing line from Stanwood to Camano. This project is required to complete the two independent transmission lines from Stimson Crossing switching station to serve Camano Island.

Project Name	Project Description	Problem Summary
Twin City Substation	Complete construction of new distribution feeders from the newly constructed Twin City Substation.	The construction of the Twin City Substation was a replacement for the aged North Stanwood Substation. It was in a flood plain and is experiencing continued load growth.

Project Name	Project Description	Problem Summary
North Stanwood to Camano transmission line rebuild	Reconductor approximately 2.7 miles of the existing transmission line to larger conductor.	A portion of the North Stanwood to Camano 115kV line has significant aging structures and has limited access. Also, to increase the transmission network capacity and reliability in that area, the line segment needs to be reconducted with large wire.

APPENDIX 2

ENERGY-EFFICIENCY REBATES AND INCENTIVES AS OF MAY 2022

The following series of tables identifies all available rebates and incentives for customers of Snohomish County PUD. Note: rebates and incentive levels are subject to change at any time.

These tables are organized as follows:

- Table 1: Solar Options
- Table 2: Electric Vehicle and EVSE
- Table 3: Commercial, Industrial, Multi-Family Energy Efficiency Incentives

▪ TABLE 1: SOLAR OPTIONS

Program/Pilot	Rate Schedule
All Customers	
Net Metering (Solar systems with nameplate capacity up to 100 kW AC)	Customer credited at retail rate
Carbon Solutions (Voluntary Renewable Energy Credit program)	Schedule 80, \$4.50 per REC (1000 kWh)
Commercial	
Pilot Small Distributed Generation Rate Schedule (Eligible customers installing systems with nameplate capacity > 100 kW AC up to 200 kW AC)	Excess generation bought at market rate
Small Renewables Pilot (Generating systems up to 2 MW)	Excess generation bought at market rate

▪ TABLE 2: ELECTRIC VEHICLE CHARGING AND ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) INCENTIVES AS OF JULY 1, 2021

Measure	Incentives
Commercial/Industrial	
L2 Connected EV Charger (new construction)	\$500 per port up to \$5000
L2 Connected EV Charger (retrofit)	\$1000 per port up to \$10,000
Residential	
L2 Connected EV Charger	\$500 per charger

▪ **TABLE 3: COMMERCIAL, INDUSTRIAL AND MULTIFAMILY EE INCENTIVES**

MEASURE	INCENTIVE RATES
Lighting Incentive Program	
Lighting Retrofits	Avg. \$0.18 / kWh
Networked Lighting Controls	Avg. \$0.30 / kWh
Rebates Program	
Heating, Ventilation and Air-Conditioning	
Heat Pump Retrofits (Replacing Electric Heat)	\$1,150 - \$1,250 / ton
Packaged Terminal Heat Pumps	\$600 ea. (\$100 for new construction)
Variable Refrigerant Flow Systems	\$1,000 / ton
Connected Thermostats	\$200 ea.
Advanced Rooftop Unit Controls	Up to \$4,500 ea.
Variable Speed Drives for Air-Handling Units	\$300 / hp
Building Envelope	
Windows	\$6 - \$9 / sqft
Insulation	\$0.50 - \$2.50 / sqft
Refrigeration	
Electronically Commutated Motors (ECMs)	\$55 & \$140 ea.
Anti-Sweat Heater Controls	\$40 / Inft
Strip Curtains for Walk-in Coolers and Freezers	\$9 / sqft
Kitchen	
Demand-Controlled Kitchen Ventilation	\$200 & \$400 / hp
Water	
Heat Pump Water Heaters	\$300 & \$600 ea.
Commercial Clothes Washers	\$25 - \$125 ea.
Pool Pumps	\$50 - \$800 ea.
Engine	
Generator Engine Block Heaters	\$200 & \$1,500 ea.
Vehicle Engine Block Heater Controls	\$200 ea.
Industrial	
Compressed Air Equipment	Avg. \$0.25 / kWh
High Frequency Battery Charger Upgrades	\$0.25 / kWh
Welding Machine Upgrades	\$0.25 / kWh
Water System Leak Abatement	\$0.25 / kWh

Building Efficiency Program

Equipment Upgrades (HVAC, Refrigeration, Pumps, Fans, etc.)	\$0.35 / kWh
Control Upgrades	\$0.20 / kWh
Building Retro-Commissioning	\$0.20 & \$0.05 / kWh
Cannabis Production Lighting	\$0.20 / kWh
Cannabis Common Areas Lighting	\$0.12 / kWh
Cannabis HVAC	\$0.35 / kWh
Building Benchmarking	\$0.05 / sqft (\$15,000 cap)

New Construction Program

Whole Building - Pay-for-Performance	\$0.20 - \$0.50 / kWh
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APPENDIX 3

PUD LINE EXTENSION AND NEW LOAD POLICY (NLP)

When customers of all sizes hook up to the PUD's grid, the utility must build infrastructure and upgrade electrical equipment to serve that customer. For residents and small businesses, that typically means running a new wire from the power lines that are already near the new building and a transformer to serve that new customer's needs.

Customers pay the cost of these new wires through an upfront payment called a Line Extension Fee. For the vast majority of customers who require a PUD-owned transformer, those are funded through a separate upfront fee determined by the amperage rating of the new customer's electrical panel, called an Amp Fee.

When customers with large power needs connect to the PUD's grid, in addition to installing the normal extensions and transformers that all customers require, the utility often must upgrade or expand the existing grid to meet that increased power demand. This can cost millions of dollars and take years to design, acquire permits, and construct.

The PUD New Load Policy (NLP) requires an up-front, refundable deposit for new or existing customers that grow by more than 2.5 MVA, the same amount of electrical load as 400 single-family homes. This policy protects PUD ratepayers from bearing costs spent to serve a customer who leaves before providing the amount of energy demand, and revenue, anticipated when infrastructure to support them is built.

New large customer loads can have significant impacts to the grid that require significant increases in electrical capacity. Therefore, the PUD needs to perform a System Impact Study (SIS) to determine system improvements necessary to serve the new load. These loads are subject to the NLP which is an extension of the PUD's Line Extension Policies and applies to common purpose load increases of over 2.5 MVA. The NLP requires that one-time connection fees be imposed to recover the costs of expanding the PUD's electric system for new or existing loads that grow by more than 2.5 MVA.

The NLP fee for a large new load Customer is calculated by the PUD based on the information in an SIS and the actual costs incurred by the PUD to serve the Customer. The fee shall be calculated by determining the applicable costs, useful shared capacity provided by any improvements or expansions, and applying a proration factor for shared facilities, as set forth in the NLP. The Customer may also then be eligible to recoup a portion of the NLP fee through a demand credit as described in the NLP.

October 25, 2022

Community Development
10220 270th Street NW
Stanwood, WA 98292

Dear Ms. Love,

Greetings from the Washington State Department of Transportation's (WSDOT) Planning Team for King County and Snohomish County. We are reaching out to you regarding the local comprehensive plan updates due by December 2024 under the Washington State Growth Management Act (GMA).

The following letter provides information on engaging and coordinating with WSDOT during your plan update process. It also highlights state plans and planning resources WSDOT has developed to assist local jurisdictions in the planning process, as well as information on emerging planning topics that may relate to your comprehensive planning work on the next several years.

Engagement & Coordination

WSDOT recognizes alignment between local, regional, and state planning efforts is vital to advance shared interests in the performance of a safe, efficient multimodal transportation system. Please reach out to Max Nelson at nelsonm@wsdot.wa.gov or (206) 716-1156 to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your plan updates.

We also ask that all planning related documents (i.e., scoping documents, draft plans, annual amendments, EIS documents, etc.) be submitted to NWRCompPlanSupport@wsdot.wa.gov. In addition, please add this address to your agency distribution list for all future planning work.

Planning Resources

WSDOT offers resources to assist local land use and transportation planners. These include, for example, guidance on state project information to include in your travel demand model updates, transportation funding sources, and crash data. Local agencies can also find links to GMA training opportunities, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance. A complete list of resources can be accessed [here](#).

WSDOT's [Community Planning Portal](#) may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.

State Plans & Emerging Planning Topics

WSDOT transportation plans may also be relevant to your local comprehensive plan updates and can be accessed on [WSDOT's Statewide Planning](#) page. These include, for example, the Active Transportation Plan, the Highway System Plan, public transportation plans, freight and rail plans, WSDOT's project delivery plans, the Washington State Plan for Electric Vehicle Infrastructure Deployment, and the Strategic Highway Safety Plan: Target Zero.

Other emerging planning topics that may be relevant to your plan updates include:

Complete Streets: In 2022, the Washington State Legislature passed [Senate Bill 5974](#), the Move Ahead Washington package. It directs WSDOT to incorporate the principles of Complete Streets in state transportation projects with an estimated cost of \$500,000 or more. More information on this new requirement, including staff contacts, can be found on WSDOT's [Complete Streets](#) webpage.

Vehicle Miles Traveled (VMT): RCW 47.01.440 establishes statewide targets for reducing VMT per capita and WSDOT is currently responding to a [legislative proviso](#) to help advance these goals. Local decisions and the partnership between local jurisdictions and state agencies are critical ingredients. Together we can reduce VMT per capita and help advance this work through your plan updates.

We look forward to continuing the collaborative relationship that our agencies share. Please let us know how we can help support you and your community's planning efforts.

Sincerely,



Jeff Storrar
WSDOT Policy Manager

Schroeder, Tansy

From: Love, Patricia
Sent: Tuesday, November 15, 2022 7:53 AM
To: Stuart Heady
Cc: Schroeder, Tansy
Subject: RE: Viking Village & Sea Level Rise

Hello Stuart,

Thank you for your comment and we will add you as a party of record to our Comprehensive Plan update process as you may be interested in future climate change policies.

Patricia

From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Monday, November 14, 2022 1:02 PM
To: Love, Patricia <Patricia.Love@ci.stanwood.wa.us>
Subject: Viking Village & Sea Level Rise

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

To the City of Stanwood regarding the future

Patricia Love
Community Development Director
patricia.love@ci.stanwood.wa.us

Dear Patricia Love:

Why the Viking Village development should not be permitted by the City of Stanwood.

Why zoning from now on should include and publicly display a “zone of study focused on sea level rise,” based on a yearly assessment.

Properties built in an anticipated sea level rise zone may have to be condemned at an uncertain point in the future. Temporary land uses may be more appropriate until the question of how much sea level rise there will actually be is resolved in the future as the situation clarifies.

According to the latest scientific assessments, referred to in an updated NOAA website (below), and discussed at the world climate forum in Egypt, the worst case scenario for sea level rise IF greenhouse gas emissions in the atmosphere can NOT be contained, is 7 feet of sea level rise by 2100. This should be said with asterisks.

There is an estimated 25 feet of potential sea rise locked up in the Greenland and Antarctic ice sheets, with various mountain glaciers. How much of this ice will melt depends on how much the worldwide temperature average rises above the pre-industrial temperature benchmark. How much the temperature will rise depends on whether efforts at regulating fossil fuel burning throughout the world can succeed.

The human race worldwide is wrestling with a large array of variables and therefore ongoing science and ongoing monitoring of science is essential.

Do we understand what responsible leadership must do under different possible outcomes? The public must be brought into the ongoing deliberations. Discussion and open debate are crucial to a democratic process in a community that has developed historically at sea level.

It seems to me that a sensible system of ongoing assessment in the community would center around scenarios that can be defined and mapped.

If sea level rise by 2100 and foreseeable by 2150 is 1 to 2 feet. Then, what would be at risk and what could be done?

If it was 3 feet, 5 feet, 7 feet or higher?

Probability would become a factor, but the zone of anticipated sea level rise could be adjusted with each assessment, perhaps revisited annually. Hopefully the zone of anticipated sea level rise would shrink instead of expanding. But expanding sea level impact creates the risk to watch out for.

The University of Washington has a climate science program that is a significant contributor to the worldwide developing body of knowledge. They have been measuring and watching Puget Sound conditions. Perhaps Stanwood could create an officially recognized liaison with the program for continued assessment that the public can participate in.

In future years, the Mayor of Stanwood should be sent to be a voice representing sea level Puget Sound communities to international conferences such as the one recently held in Egypt.

My wife and I bought a home on Camano Island in 2016. I remember the discussion that preceded the raising of the causeway over the estuary. I asked the engineers how high the causeway might ultimately have to be raised. They were confident that they would probably revisit the issue in about fifty years.

We probably won't still be here by then. But the community will be.

Obviously local planning for 30, 40 or 50 years in the future is considered very long term and it is usually impractical to contemplate that far ahead.

But the sea level rise issue is measured in terms of temperature and ice melting over the long run from 2050 to 2100 and even to 2150 and beyond.

If someone bought a home at today's sea level and found out in 25 years that it had no value, and instead of being sold, had to be condemned, would they not be entitled to file a lawsuit against the city? A little foresight could prevent such a possibility.

NOAA website on sea level rise:

<https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html>

I would like to see Stanwood in the forefront of the effort to address this issue, rather than be known as a place of denial.

Sincerely

Stuart Heady
851 Westview Court
Camano Island, Wa 98282

From: [Meagen Watne](#)
To: [Love, Patricia](#); [Schroeder, Tansy](#)
Subject: Comp Plan follow up comments for joint meeting.
Date: Monday, April 24, 2023 1:13:52 PM
Attachments: [image.png](#)
[image.png](#)

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

image.png



Good Morning Ladies,

Some comments today based on the interpretation of the growth charts being presented.

- The 2020-2044 growth targets indicates an increase in **3,548** people over **24 years**.
 - Current 2023 population estimates for the City of Stanwood stand at **9883**.
 - With only 1350 new citizens now needed, The city has met 2/3 of its "expected" growth in 1/3 of the expected time.
 - This growth does not account for the new developments already greenlit for the next two - three years. Bakerview (96 homes), the watertower homes (46 homes), cedarside commons (~540 units), chandlers reserve (91 homes), or the Kottick annexation (127 homes).
 - This is roughly 1000 new units in the uptown area alone. At an average of 2.79 people per home, thats 2790 additional new residents. By around 2026 we exceed that 2044 goal. Not a single estimate published (that I've found) matches the growth that has happened here.
- If the same rate of mathematical growth continues that occurred between 2020 and the end of 2022/ Q1 2023 (roughly 22%) we could expect roughly 125k people in greater Stanwood area by 2044.

Now I understand that in order for those people to be added here housing will need to be added. The question becomes how much housing do you push back on before the housing stock available becomes so pricy that people are forced out of their homes due to age and fixed income? The largest age group in the poverty zone in Stanwood is women aged 55-60, followed by women aged 25-30. 33% of Stanwood's population is under 18. The first step and inclusionary housing needed for those citizens does not exist at this time.

<https://datausa.io/profile/geo/stanwood-wa/?propertyTaxesValue=propertyValue>

I can feel the hesitation on pushing commercial mixed use with housing due to fears of not enough people to make the storefronts viable. There was real life experience of this happening in the 90s so the fear basis makes sense. If you follow the math in the charts that might be true again, but if you follow the math that is actually happening, the population growth is being underestimated. Stats like the one below about commute times show how many people leave Stanwood to work. Adding more commercial more jobs close to home seems a no brainer.

image.png

https://datausa.io/profile/geo/stanwood-wa/?growthOccupations=growth&measureOccupations=wage&propertyTaxesValue=propertyValue&rentMortgage=homeownersMortgage&race-income-income_geo=incomeRace1

I ask that consideration be given to removing restrictions for neighborhood based businesses and mixed use development. Additions of commercial zones in the uptown area, and increased density of mixed use of undeveloped or redeveloped downtown plots to encourage missing housing, missing commercial, and brining Stanwoods citizens home to work, live, and play. Yes freemarket capitalism is also at play here, but Field of Dreams status, if we build it they will come.

Easy charts and data to use for visually driven people at the links below to show how off all of the growth projections are compared to reality.

https://datausa.io/profile/geo/stanwood-wa/?growthOccupations=growth&measureOccupations=wage&propertyTaxesValue=propertyValue&rentMortgage=homeownersMortgage&race-income-income_geo=incomeRace1

<https://www.census.gov/quickfacts/stanwoodcitywashington>

<https://www.economicalliancesc.org/site-selectors/county-profile/p/v/data/item/1056/stanwood>

Thanks again Ladies (and gents) for all you do!

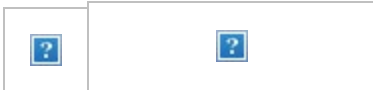
Meagen

From: [Audrey Rotrock](#)
To: [Schroeder, Tansy](#)
Cc: [Love, Patricia](#)
Subject: FW: Joint Planning Commission testimony
Date: Monday, April 24, 2023 11:52:47 AM
Attachments: [image001.png](#)
[image002.png](#)

Hello,

Please see the email below.

Audrey Rotrock
Associate Planner | City of Stanwood
10220 270th St NW
Stanwood, WA 98292
Direct: 360-454-5214 | City Hall: 360-629-2181
Email: audrey.rotrock@ci.stanwood.wa.us



[City of Stanwood](#) | [Discover Stanwood Camano](#)

Email may be considered a public record subject to public disclosure under RCW 42.56

From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Monday, April 24, 2023 11:49 AM
To: Audrey Rotrock <Audrey.Rotrock@ci.stanwood.wa.us>
Subject: Joint Planning Commission testimony

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Stanwood Joint Planning Commission
and Community Development Committee
C/o Audrey Rotrock

Dear Stanwood Planners:

There is no local capacity to decide how much sea level rise to plan for because the issue is dependent on a whole world full of variables we cannot anticipate precisely. Yet the likely worst case scenario must be contemplated as well as the least.

What a conundrum! What can we do?

The short term at least allows time. The problem with warming atmosphere is melting ice and the acceleration of impacts. We will see what we will see - beyond about 2030, 2040, 2050 and so on.

This gives time to set up a study commission to pore over developing science and sort out relevant updated information, perhaps yearly. Perhaps the University of Washington climate science program could be consulted with on an ongoing, regular basis. What are all the associated issues?

The worst case, to me as a person trying read what I can, looks to be three to five or so feet of sea level rise by 2100. The least impact looks to be one to three feet, with about a 50% probability around 4 to 5 feet. These are just numbers that come up over and over again in various scientific assessments and best guesses that are out there. Evidence is being compiled as the overall investment within just a few feet of sea level on coastlines and port cities along the US Coastline is in the hundreds of trillions. Stanwood is not facing this problem alone. The entire world is working on it.

The latest IPCC report, issued March 2023, laid out projections in terms of “if ...then” statements. Basically, if the worldwide temperature average increases a certain amount over what it was between 1850 and 1900, then a certain amount of ice will melt. We are already at one degree over the “pre industrial average.” Can the world keep it from going higher than 1.5? How about 2.0? 2.5? 3.0? To an extent, we are placing a bet on how optimistic or pessimistic we feel about this. There is no world government with control over this. Political will to act will be produced by the sheer pain felt by billions of people as effects are experienced, year by year. Whatever really happens, Stanwood will bear the result, as a community with its older downtown streets built on a sea level estuary.

If residential construction is permitted at sea level, will this produce liability in the future for the city if properties become uninhabitable or inaccessible?

Will land be available on the elevation above lower Stanwood? Can the city work with the county to consider zoning changes? Time would certainly be required to allow for discussion by all the stakeholders.

What can the city do to ensure that even discussing the issue will not set off a speculation boom in land values, complicating things?

How high can dikes be raised? What areas will be protected? What areas are too large to protect? What are the likely costs? What would a civil engineering study cost?

What considerations might there be for moving an entire downtown uphill? At least some thought needs to be given to this. Can it be an opportunity for bigger, more long term business investments for upper Stanwood? Can long term business investment, protected by insurance, commit to building in an area that has even a small chance of becoming inaccessible?

How would SR 532 linking I-5 to Camano Island be affected? Should planning discussions about raising the roadbed not start before there is a rush to the legislature for funding similar projects in other communities all along Washington State's coastline?

The problem is really to brainstorm and identify all the possible ways that this community can anticipate and plan for a long term condition we all are concerned about. There should be lots of public discussions and meetings.

Thank you for holding this session.

-Stuart Heady
851 Westview Court
Camano Island, Wa 98282

From: [Alec Kearns](#)
To: [Love, Patricia](#)
Subject: Feedback for 2024 Comprehensive Plan Update
Date: Thursday, June 22, 2023 1:27:45 PM

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Patricia,

I am writing to give my feedback/opinion that I hope will inform and shape Stanwood's 2024 Comprehensive Plan Update.

My name is Alec Kearns and I am a 36-year old father of 5 children. My wife and I own a home next to Cedarhome Elementary and our children attend SCSD schools. We love Stanwood (my wife grew up here) and we intend to stay here long term. With that, we--and many, many other families--dearly hope that the city will include a substantial investment to Stanwood's public softball/baseball facilities in the 2024 Comprehensive Plan Update.

I have coached Little League baseball here for years and scheduling the fields is a nightmare--simply because there way too many baseball/softball teams competing to schedule the same fields (not to mention additional community groups, families, individuals, and other community residents that would like to use the fields)! The demand is too high for what we have due to the general population growth in our area and because of increased participation in youth baseball/softball throughout our community and the North Sound region.

Unfortunately, there have been MANY times where I have had to relocate our game from what was supposed to be a "home game" for our team to another city because we have inadequate facilities here in town. Examples for relocating these games from Stanwood to surrounding cities are as follows:

1. There weren't any available fields for that specified night in Stanwood. The lack of available fields is caused by (a) too many local teams, and/or (b) our lack of field lighting. Fields with lights can get double the usage because games can be scheduled back-to-back into the nighttime. This is important all year round, but it is critical during the Fall season (Sept-Nov) and early regular season (late February, March, April) when the sun sets earlier in the day. (Even a 4:30pm start time for a baseball game in September/October can become very dangerously dark without the assistance of lights in the later stages of the game. It is a critical safety issue to have lights for the softball/baseball fields when you consider the high rate of speed that the ball is traveling during a game. Last October, we had to call a game early because one of my batters was almost hit in the face by a baseball as the sunset quickly set and he couldn't see clearly while hitting. The game started at 4:30pm, which is only one hour after elementary schools are dismissed).
2. Out out-of-town opponent cannot get to Stanwood until 6pm and we don't have lights on any of our fields, even if they are 'open' that night. They have lights, so we have to go to their town, sometimes 45 minutes away—even though we were supposed to be the

home team. All because of our inadequate facilities.

3. Most other leagues/cities (Marysville, Mount Vernon, Arlington, Snohomish, Monroe, Everett, Bothell, Lynnwood, Mukilteo, Bellingham, etc.) have much nicer fields with artificial turf and they don't want to play on what they consider to be poorly-maintained/subpar fields. So...they insist that we must come to them—and I've often caved in because I couldn't persuade the other team to overlook the drawbacks of our facilities compared to theirs.
4. When it rains, our dirt infields quickly become muddy and unplayable—while out-of-town fields have artificial turf that drains well, so the game can only be played at their facility. This happens all the time. So instead of playing our scheduled game locally here at Heritage Park, families instead find out 2 hours prior to game time that they have to travel out to Arlington or Monroe because only their fields are playable.

Therefore, here are what I—and hundreds of other local families—believe we desperately need here in Stanwood, ranked from most to least important:

1. At least 4 baseball fields (beyond what already exists at the HS) need to be created with or converted to ARTIFICIAL TURF INFIELDS (outfields can be grass to save cost). This would be easiest to do at Heritage Park by adding a fourth softball/baseball field where the horseshoe pit and giant empty field currently sit.
2. At least 4 baseball fields (beyond what already exists at the HS) need LIGHTING to allow evening play. Again, this would be best done at Heritage alone.
3. At Church Creek and Heritage, install bullpens and a fenced batting cages adjacent to the softball/baseball fields.
4. Proper construction and maintenance of roofed dugouts at every softball/baseball field in the city, starting with Heritage ballfields.
5. At Heritage Park, we need a small building constructed at the intersection of the four fields that sells concessions and has bathrooms on the bottom floor, and has an upper floor equipped with a PA system and scoreboard operation system that serves all four baseball fields simultaneously. Install the corresponding scoreboards on each field.
6. Add more parking at Heritage Park.

Thank you for listening to these suggestions and sharing them with the appropriate decision makers! Please feel free to contact me back with additional queries/requests, etc.

Warmest Regards,

--

Alec Kearns
253.820.8876

June 26, 2023

Community Development
10220 270th Street NW
Stanwood, WA 98292

Dear Ms. Schroeder,

Thank you for the opportunity to review and comment on the City of Stanwood's draft Transportation Goals and Policies Plan. WSDOT appreciates being involved early in the planning process, and the opportunity to provide input.

Policy 7.1 of the Transportation Goals and Policies recommends adopting an impact fee ordinance addressing immediate and long-term improvements on SR-532. WSDOT supports the city's efforts to mitigate development and traffic impacts to local, county and state transportation facilities in Stanwood. WSDOT staff in our Management of Mobility and Mount Baker Offices are ready to assist with implementation of the SR-532 route development plan, including mitigation strategies at the SR 532/64th Avenue NW intersection, the SR 532/270th Street NW intersection, and other hot spots in Stanwood.

Draft policy 1.4 recommends the adoption of a complete streets ordinance, based on guidelines established by Smart Growth America and the US Department of Transportation. WSDOT supports the city's adoption of such an ordinance. Per [Senate Bill 5974](#) passed in 2022, WSDOT is also a complete streets agency. More information on how we will be implementing our new complete streets responsibilities on state routes, including staff contacts for local agencies, can be found on WSDOT's [Complete Streets](#) webpage. As WSDOT work in and around Stanwood advances to the design phase, we look forward to further conversations about how to align our vision of multimodal connectivity with the needs and desires of your community.

Thank you again for involving WSDOT early in the planning process, and for the opportunity to provide input. We look forward to further collaboration.

Sincerely,



Jeff Storrar, Policy Manager
WSDOT, Management of Mobility Division

cc: Matt Kenna, WSDOT
David Strich, WSDOT

From: [Erika Harris](#)
To: [Schroeder, Tansy](#); [Love, Patricia](#); [Caitlin Hepworth](#)
Cc: [Laura Benjamin](#)
Subject: Comments on Draft Transportation Element Goals and Policies
Date: Thursday, June 29, 2023 4:18:08 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image009.png](#)
[image010.png](#)

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the City of Stanwood's transportation element goals and policies. We appreciate the chance to review it while in draft form. This timely collaboration provides an opportunity to review a key plan element for the 2024 comprehensive plan.

Many aspects of the transportation element advance regional goals in VISION 2050 and address requirements under the Growth Management Act. Policies emphasize social, racial, and income equity, as well as under-served populations for transportation plans, improvements, programs, and services. Other notable policies include those that support active transportation through provisions to develop a multi-purpose trail and sidewalk system that connects Stanwood's neighborhoods, schools, parks, and business districts via a non-motorized transportation network. Provisions to create pedestrian friendly and inviting connections between downtown and uptown Stanwood through the implementation of the City Beautification project and the Twin City Mile revitalization further support these objectives. Policies on emergency preparedness, reducing greenhouse gas emissions, safety, and other issues advance VISION 2050 goals.

We suggest the city consider the following comments as further work is completed for the transportation element and the comprehensive plan update to align with [VISION 2050](#) and the Growth Management Act:

- The following policies could be strengthened by removing "consider" and communicating more direct intent to develop the programs and strategies.
 - TP 1.4: Consider adopting a "complete streets" ordinance based on the guidelines established by Smart Growth America and the US Department of Transportation.
 - TP 2.2 3: Consider adopting a local bicycle and pedestrian level of service that promote the movement of people.
 - TP 3.2: Consider adopting Washington State Target Zero strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.
- Policy TP 5.14 duplicates 5.11: "Work with transportation agencies such as Amtrak, Community Transit, Island Transit, and Snow Goose Transit to establish public education programs to encourage public transportation usage."
- The city is commended for including a policy in the transportation element to improve water quality and fish passage. VISION 2050 calls for addressing stormwater through retrofits and updated design standards. Including specific support for stormwater retrofits is a critical strategy for Puget Sound recovery, especially in consideration of the impact that [6PPD-quinone](#) (from tire wear) has on salmon. (MPP-T-32) We suggest addressing stormwater retrofits in an existing or new transportation policy.

As you noted, the document provided includes goals and policies. We look forward to seeing a draft of

the complete transportation element with required inventories, land use assumptions, travel demand analysis, financing plan, etc. The transportation section of the [Comprehensive Plan Consistency Tool](#) outlines these requirements. We are happy to continue working with you as this element progresses.

PSRC has resources available to assist the city in addressing these comments and inform development of other draft plan elements. They can also be found at <https://www.psrc.org/planning-2050/vision/vision-2050-planning-resources>.

We appreciate the opportunity to review and provide comments and look forward to reviewing the rest of the draft comprehensive plan. If you have any questions or need additional information, please contact me at eharris@psrc.org.

Sincerely,

Erika



Erika Harris, AICP (she/her)

Senior Planner

Puget Sound Regional Council

eharris@psrc.org

www.psrc.org | 1011 Western Ave, Suite 500, Seattle, WA 98104



From: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>

Sent: Monday, June 12, 2023 10:26 AM

To: Erika Harris <EHarris@psrc.org>; Love, Patricia <Patricia.Love@ci.stanwood.wa.us>; Caitlin Hepworth <chepworth@thebluelinegroup.com>

Cc: Laura Benjamin-LaPitz <LBenjamin@psrc.org>

Subject: RE: Meeting follow-up

Good morning Erika,

Stanwood has completed our draft Transportation Element Goals and Policies and would like to route it to you for PSRC review. We would appreciate any comments you may have to be returned no later than June 30, 2023.

Thank you,

Tansy Schroeder

City Planner | City of Stanwood

10220 270th St NW

Stanwood, WA 98292

Direct: 360-454-5211 | City Hall: 360-629-2181

Email: tansy.schroeder@stanwoodwa.org



[City of Stanwood](#) | [Discover Stanwood Camano](#)

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From: Erika Harris <EHarris@psrc.org>
Sent: Friday, March 10, 2023 10:43 AM
To: Love, Patricia <Patricia.Love@ci.stanwood.wa.us>; Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>; Caitlin Hepworth <chepworth@thebluelinegroup.com>
Cc: Laura Benjamin <lbenjamin@psrc.org>
Subject: Meeting follow-up

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Hi Patricia, Tansy and Caitlin,

It was really nice to talk with you today. I appreciated hearing about your thoughtful approach to the plan update and look forward to working with you as it progresses. I mentioned some follow-up items – below are several.

- The PSRC [plan review page](#), which includes the Plan Review Manual. It also has links to:
 - Certification reports – [Stanwood 2015](#)
 - [Comprehensive plan consistency tool](#) (helpful for plan scoping and submitting the plan to PSRC)
 - [Signing up to get the comprehensive planning newsletter](#) will ensure you get updates
- We also have a couple of short documents on our Plan Review and Certification program: [Frequently Asked Questions](#) and a [two-page flyer](#).
- All our guidance is available on [Planning Resources](#), and the [Passport to 2044 series](#) also provides recordings and presentations with requirements and local examples.

Please don't hesitate to reach out if you have any questions. I look forward to working with you on the plan update!

Erika



Erika Harris, AICP (she/her)
Senior Planner
Puget Sound Regional Council

eharris@psrc.org
www.psrc.org | 1011 Western Ave, Suite 500, Seattle, WA 98104



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Schroeder, Tansy

From: Velasco, Katherine <Katherine.Velasco@pse.com>
Sent: Thursday, August 10, 2023 10:31 AM
To: Schroeder, Tansy
Subject: FW: 2024 Comprehensive Plan Update

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Hi Tansy,
Just in case you are the appropriate contact for this correspondence.
Thank you for your time.

Katherine Velasco, MBA
Operational Training - LMS Administrator
Lodging Coordinator Lead, ECC
425-424-7995 | Skagit Regional Center | 1660 Park lane | Burlington, WA 98233
<http://pse.com> |



Upcoming PTO: Monday, Aug 14

"Stay curious, keep learning, and keep growing. And always strive to be more interested than interesting" ~ Jane Fonda

From: Velasco, Katherine
Sent: Monday, August 7, 2023 12:22 PM
To: 'patricia.love@ci.stanwood.wa.us' <patricia.love@ci.stanwood.wa.us>
Subject: 2024 Comprehensive Plan Update

Hello Patricia,
I've been reading through the plan roughly as the supporting documents are fairly large comprehensive files.

I shared some of the notes with the general communities of Stanwood and Camano Island and its interesting what kind of round table discussion is taking place.

- Some like the idea of developing parts of Stanwood, that appear in disarray and abandonment. Most do not like the idea of the **scale of change** that is being pursued.
- Some indicate that they have concerns of **schooling** and busing the children to schools beyond their immediate community. I can agree with this as I was young when I was subject to segregation when in grade school back in the 70's.
- A different scenario but yet the end result can be interpreted as the same.
- Most folks within the community are not against growth, we believe that is an appropriate approach to the increase in population. However, we are in the **heart of farmland** or farmland communities. Does it make sense to **develop** and potentially **rezone** a region to build? There is something fundamentally wrong with this perspective and business approach. It's critical that we ensure that we remain one of America's breadbasket. We also understand that there is virtually no **revenue** in **agricultural lands** but yet they are needed to support the existing populations in major cities throughout the state and then some.
- The next point of contention is does Stanwood hope to generate more revenue by increasing its residential community? If you ask those who live in Stanwood, they chose Stanwood because it was not like Marysville or Everett. Most of the community here likes the **slowness** of the town, the ability to know your neighbors and support farming and the local ranchers.
- Additionally, the proposed 440 apartments that are projected... **who is to own** the buildings and manage them?
- Are these living accommodations **affordable**? Did and does Stanwood have a **vested interest** in ensuring that the housing is affordable? (because Stanwood can help control this piece of the plan) Or will they simply allow the developers to call the shots and determine the amount of rent being offered? Even if it increases the market rate on rentals in the immediate area. I understand that the proposed return on investment for developments and rentals is 8%. Does that mean that the property owner will increase each year imposing a hardship on the renters?
- Rentals in Stanwood start at \$1,600 for a 1 bedroom apartment. \$1,300 for a studio. This is market compatible with Everett and Smokey Point.
- This maybe the reason why some of the younger population are moving away from the area, due to affordability.
- Are there any plans to improve the roads and primary corridors for ease of travel? Since we rely on a 2 lane highway are their plans for expansion and or signal sequencing? And if there are plans, how long will it take for the assessments and construction to take place after the build is complete? This should be in par with the build as a part of the overall plan. We have ample research to make a determination on what should be done based on Washington's history of growth and development over the past 10 years. (the

wait and see approach could cost the community time on the road, safety in driving, and also push the limits of patience with each household, not to forget contractors on our roads)

- If there are no jobs in the immediate region, the assumption would be that each household has a commute and each household has approximately 2 vehicles.
- If Stanwood wants to be like other **major cities** it may run into some very unhappy community members, the folks that live here and who love this place.
- There is also concerns over the infrastructure and that the developing of the large communities do not have sufficient or cannot be supported by the existing **infrastructure** leaving the community with lack of sufficient services. This would leave an effort to vote in a bill to support and fund additional services, meaning is the intent by Stanwood to leave the community to face more taxation?
- Stanwood needs to recognize that it has a **community** that enjoys being a part of the farmland community. (I came from a small town that turned too big and uncomfortable after investors and developers had their way with it) this place is **special**, it isn't until you change it will that specialness be lost and unrecoverable or unrecognizable. There is nothing more beautiful then open natural lands, preserved through the generations.
- Or maybe Stanwood doesn't want to be a supporter of farmland / ranching and sees itself as more of a residential **suburb**? But forgot to tell its community of this shift in priorities??

I'm also encouraging both the Stanwood and Camano island residents to write you and share their concerns or praises.

Thank you for your time.

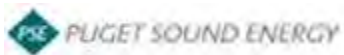
Katherine Velasco, MBA

Operational Training - LMS Administrator

Lodging Coordinator Lead, ECC

425-424-7995 | Skagit Regional Center | 1660 Park lane | Burlington, WA 98233

<http://pse.com> |



Upcoming PTO: Monday, Aug 14

"Stay curious, keep learning, and keep growing. And always strive to be more interested than interesting" ~ Jane Fonda



State of Washington

Department of Fish and Wildlife, Region 4

Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

October 13, 2023

City of Stanwood
Patritia Love, Community Development Director
10220 270th Street NW
Stanwood, WA 98292
via: Patricia.Love@ci.stanwood.wa.us

RE: Stanwood Comprehensive Plan Update

Dear Patricia,

On behalf of the Washington State Department of Fish and Wildlife (WDFW), thank you for the opportunity to formally comment on the proposed policy changes to Stanwood's Comprehensive Plan's Natural Resources Element, as part of the Periodic Review of the current Comprehensive Plan.

The WDFW provides our comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local governments.

From the collaborative efforts between the Department of Natural Resources, the Puget Sound Partnership, and WDFW, a newly published document, the [Sound Choices checklist](#), provides guidance to align comprehensive plans with Puget Sound recovery goals.

Specific comments on the proposed Natural Resources Element are provided in the following table.

Table 1. Recommended changes to draft Natural Resources update.

Policy Number	Policy Language	WDFW Comment
NFP 2.1	Work with local, county, state, tribal and federal jurisdictions on regional environmental issues such as fish passage , water quality and maintenance/enhancement of the Stillaguamish River, Church Creek, and Douglas Creek.	This suggestion aligns this policy with local salmon recovery efforts. Fish passage barrier removal would be suggested as a priority as well. This goal could also be highlighted in development code as a requirement for all projects sited on areas encompassing fish barriers. From our maps, there seems to be fish barriers in Church Creek.
NFP 3.6	Preserve and maintain sensitive and critical areas in as natural a state	This suggestion highlights the importance of ensuring no net loss principles are followed (WAC 365-196-830) and aligning with the Department of Commerce's

	as possible by requiring applicants to demonstrate that no reasonable alternative exists and document their mitigation sequencing process and results. A monitoring plan shall also be implemented to ensure mitigation success, achieving no net loss of ecological function.	guidelines for monitoring and adaptive management, found here: https://deptofcommerce.app.box.com/s/rlysrfvrpxwnm9jvbc3lc7ji19ntp An outlined section of code for what these monitoring plans should entail would be suggested to include in your CAO update.
NFP 6.3 Suggestion	Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.	This suggestion highlights the importance of combating climate change by protecting riparian ecosystem services on a watershed scale (pollution removal, riparian vegetation providing shade to streams, etc.). For more details, see WDFW best available science document Riparian Ecosystems: Volume 2 - https://wdfw.wa.gov/publications/01988 For additional climate change related policy, visit the Department of Commerce's list of suggested policy language - https://app.smartsheet.com/b/publish?EQBCT=52e61b597e1241289af0460640cdd0ce

The WDFW appreciates the efforts the City of Stanwood has already undertaken to protect and improve habitat and ecosystem conditions throughout their jurisdiction. We look forward to continuing to work with the City of Stanwood during the review and implementation of the city's updated Comprehensive Plan.

If you have any questions, please call me at (206)-707-5434.

Sincerely,

Morgan Krueger
Regional Land Use Planner, WDFW Region 4

CC:

Morgan Krueger, Regional Land Use Planner (Morgan.Krueger@dfw.wa.gov)

Kara Whittaker, Land Use Conservation and Policy Section Manager (Kara.Whittaker@dfw.wa.gov)

Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)

Kirk Lakey, Assistant Regional Habitat Program Manager (Kirk.Lakey@dfw.wa.gov)

Kathryn Weilert, Habitat Biologist (Kathryn.Weilert@dfw.wa.gov)

From: [Stuart Heady](#)
To: [Schroeder, Tansy](#); [Love, Patricia](#)
Subject: Stanwood Planning long term
Date: Tuesday, November 14, 2023 10:55:08 AM



CAUTION. This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Stanwood Planning Department:

Watching the City of Stanwood planning process this year, I have become concerned that long term issues that affect Stanwood are being ignored.

I wonder if you read important international reports like the one just reported here in USA Today:

<https://www.usatoday.com/story/news/nation/2023/11/14/national-climate-assessment-2023-report/71571146007/>

It could take years, perhaps decades to consider the logistics and the economics necessary to moving the entire downtown uphill to the area between Pioneer Highway and Interstate 5. Yet, the more you consider the science of melting ice in Antarctica and Greenland, the more you realize the implications of large populations moving out of hotter and hotter places and to the NW, the more it appears that the future beyond the next 30 years will be dramatic in ways we may not fully be able to appreciate now, but should start.

I think consensus is developing around a scientific conclusion that a certain amount of temperature increase is already in the pipeline and not reversible. People differ about how much will be seen.

It would seem that a town like Stanwood, which has the unique plight of having a downtown that is at present sea level, ought to be putting more public emphasis on establishing a permanent study of the latest and best science so as to keep local government up to speed and to inform the public.

Sincerely

-Stuart Heady
stuart.HEADY@gmail.com



January 29, 2024

Mayor Roberts and City Council
City of Stanwood
10220 270th St. NW
Stanwood, WA 98202

RE: 2024 Comprehensive Plan – policy analysis request

Dear Mayor Roberts and City Council:

The Master Builders Association of King and Snohomish Counties (MBAKS) thanks you for the opportunity to engage with you early as you embark on your 2024-2044 Comprehensive Plan update. With nearly 2,600 members, MBAKS is the largest local homebuilders' association in the United States, providing a range of housing choice and affordability. We aspire to be the most trusted and respected housing experts in the region.

As Stanwood begins efforts to update its comprehensive plan out to 2044, we would like to proactively engage with you as planning efforts move forward. According to the Puget Sound Regional Council (PSRC), 1.8 million more residents and 1.2 million more jobs will come to King, Snohomish, Pierce, and Kitsap Counties by 2050. Given that the Growth Management Act (GMA) directs most growth to existing urban areas, there is a substantial challenge which lies ahead.

Goal 4 of the GMA (RCW 36.70A.020(4)) states "Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

This important goal is implemented through the Housing Element requirements in RCW 36.70A.070(2) which was recently updated with the passage of House Bill 1220. More than ever, there is a focused lens on providing a variety of housing types for all economic segments of the community.



As part of the comprehensive plan update, you will be working to accommodate additional population and employment out to 2044. We look forward to supporting you in those efforts. You will also be updating your policies to implement changes in state law, Vision 2050, and countywide planning policies.



As new and revised policies are being developed and considered, it is important to remember that each policy change is required to be implemented. Many times, new and revised policies are implemented through the development of new or modified regulations. New regulations often have a direct or indirect impact on the cost to provide housing. This can include:

- Increased permit fees
- New application or submittal requirements which increase the amount of time to prepare and submit permit applications
- Longer internal review timelines associated with new code requirements which increases the amount of time to obtain permits
- New requirements associated with building a project. This could range from increasing requirements to protect existing trees to new construction requirements. These all add costs.

These impacts not only occur from changing housing policies but new or revised policies in other chapters of the comprehensive plan. To avoid new and revised policies negatively impacting the cost of housing in the future, we ask that the following questions be analyzed at the staff level and discussed by the Stanwood City Council as policies are developed for your consideration.

- How will the proposed new or revised policy be implemented?
- Could implementation of the new or revised policy require additional applications, fees, or studies for housing projects?
- Could implementation of the policy require additional internal review processes for permit applications? Could this increase the overall time to review permit applications for housing?
- Could the proposed new or revised policy increase the cost to build and provide housing by increasing requirements related to housing projects?



If you can understand the connection between new and revised policies and possible impacts on housing upfront, you will be able to make more informed choices as policies are developed and considered. This work will also help ensure you are meeting GMA Housing Element requirements. We have prepared a table, attached to this letter, which can be utilized for this important analysis. We are also here to assist your staff if they have questions along the way.

We understand and appreciate the challenges that come from increased growth in our region. MBAKS is committed to working with you and your staff as your Comprehensive Plan update moves forward.

Please let us know if you have any questions or would like to discuss this further.

Sincerely,

Russell Joe

Russell Joe
Snohomish County Government Affairs Manager

Everyone deserves a place to call home.

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



**MASTER BUILDERS
ASSOCIATION**
of King and Snohomish Counties



New or revised policy	How will the proposed new or revised policy be implemented?	Could implementation of the policy require additional applications, fees, studies, or development costs for housing projects?	Could implementation of the policy require additional internal review processes for permit applications? Could this increase the overall time to review permit applications for housing?	Could the proposed policy increase the cost to build and provide housing by increasing requirements related to housing projects?
Insert draft new or revised policy here				

April 14, 2024

Mayor Roberts Stanwood City Hall
10220 270th Street NW
Stanwood, WA 98292

Mayor Roberts and City Council,

Thank you for working in setting up parks and trails for Stanwood's residents. The "welcome Stanwood arch" looks great.

In your working on the Washington State Growth Management Act for Stanwood, I would like to make two suggestions. This has to do with the streets in and beside new developments.

One is the dangerous hazard on village road from the eastern city limit line to 68th Avenue. On the southern lane, automobiles are allowed to be parked; however, the lane is not wide enough to accommodate these vehicles, especially when trucks or larger vehicles park there. If you are driving east, it is necessary to straddle the yellow line and when a vehicle is coming toward you on the other lane, you have to pull in between the parked vehicles and wait until they pass. In the daytime, it is easier to do, but at night it is difficult and dangerous. If the lane could be widened, it would be safer. If any other street is legally allowed to have vehicles to park on them, please make the parking lane as wide as a traffic lane or larger to accommodate the parking cars and not be a hazard to traffic.

The other issue I wanted to bring up is the new round-about at 284th Street NW and 80th Ave. NW, just outside the new housing development. It is so small; it is difficult to make it around especially if your vehicle is larger than a small car. A vehicle with a trailer is impossible. True, there isn't a lot of traffic there right now, but as the development increases in size, and in other areas close by, it will be more of a traffic problem.

Thank you for considering these two issues. Stanwood is growing fast and I know we want to be prepared, but please consider these two issues and make it spacious now rather than having problems later.

Respectfully,



Carol Kind

RECEIVED

APR 18 2024

CITY OF STANWOOD

Schroeder, Tansy

From: noreply@civicplus.com
Sent: Monday, April 15, 2024 8:39 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



CAUTION. This email originated from outside of this organization. Please exercise caution with links and attachments.

Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Christine
Last Name	Carvalho
Email Address	Ccarv51@msn.com
Phone Number	<i>Field not completed.</i>
Introduction, History and Community Profile	<i>Field not completed.</i>
Land Use Element	<i>Field not completed.</i>
Housing Element	<i>Field not completed.</i>
Economic Development Element	<i>Field not completed.</i>
Transportation Element	<i>Field not completed.</i>
Parks and Recreation Element	<i>Field not completed.</i>
Natural Features Element	<i>Field not completed.</i>
Shoreline Element	<i>Field not completed.</i>
Utilities Element	<i>Field not completed.</i>

Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	There is a need for primary care physicians in Stanwood. Very few physicians are taking on new patients.

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Schroeder, Tansy

From: noreply@civicplus.com
Sent: Monday, April 15, 2024 5:57 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



CAUTION. This email originated from outside of this organization. Please exercise caution with links and attachments.

Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Derek
Last Name	Loop
Email Address	derek_loop@live.com
Phone Number	360-299-7149
Introduction, History and Community Profile	History of stanwood is paramount. I am 5th gen stanwood.... i am afraid the needs of outsiders and money will change this town and not for the better.
Land Use Element	Stanwood should stay rural/small town, though its understood stanwood is lacking infrastructure
Housing Element	Stanwood should not be the housing mecca for seattle
Economic Development Element	Big business has no place in stanwood. Small shops, Dinning and profesional store fronts are fine, no industrie, tech co, or amazon types
Transportation Element	Put a ferry on the south end of the island, clean up down town traffic a bit.
Parks and Recreation Element	Actually do something with Ovenels, it looks like S&^t

Natural Features Element	new businesses and existing should be held to a standard and again, stanwood is rural, keep it that way please.
Shoreline Element	Keep it natural and clean,
Utilities Element	<i>Field not completed.</i>
Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	I did not read all of the elements, the comments are just general statements. Rolfson Butts and Loop are the generations before me in this town. I am 51 and fifth gen, my adult children would be sixth but they were born in AK, and I have seen lots of change, some good some not. I do not think the area can sustain the growth in population that is suggested. The town needs a facelift, it needs roads that can support all the added traffic and without the roads and traffic being dealt with first, im not sure why we want to talk about growth, because the infrastructure cant handle it. Stanwood is special, because its small and has a sence of community, dont lose that for more people more tax revenue.

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Schroeder, Tansy

From: noreply@civicplus.com
Sent: Monday, April 15, 2024 5:21 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



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Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Tyler
Last Name	Naab
Email Address	naabta2@gmail.com
Phone Number	2533702548
Introduction, History and Community Profile	<i>Field not completed.</i>
Land Use Element	<i>Field not completed.</i>
Housing Element	<i>Field not completed.</i>
Economic Development Element	<i>Field not completed.</i>
Transportation Element	101st Ave reconstruction. We've needed this for years. Every year our street floods and then the standing water floods our yards and crawl spaces because there are only 2 catch basins and no sidewalk/curb to direct the standing water to the 2 existing catch basins that are hundred of feet apart.
Parks and Recreation Element	<i>Field not completed.</i>

Natural Features Element	<i>Field not completed.</i>
Shoreline Element	<i>Field not completed.</i>
Utilities Element	<i>Field not completed.</i>
Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	<i>Field not completed.</i>

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Schroeder, Tansy

From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Thursday, April 18, 2024 2:49 PM
To: Schroeder, Tansy
Subject: Comment on comprehensive plan



CAUTION. This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Stanwood planners and city council members.

I have been studying the developing science since the initial adoption of the comprehensive plan last year and I think this is what can be said.

There are reasons for optimism and reasons for pessimism and we live in between, left to contemplate what is prudent.

The worldwide association of scientists given the task of assessing climate change and sea level rise (IPCC) has averaged the likely increase in the sea level as being about five feet by 2100. Since that calculation came out, there have been questions. The number one question is about the increased yearly average temperature, which has been increasing to record highs in recent months and years. Can this be curbed? This is not a science question, but one requiring a sense of human nature, economics and politics. The governing factor is likely to be what the populations of India and China will do, with about two billion people between them. Will electric cars reach the numbers necessary to reduce fossil fuel usage? Too early to take bets.

Reasonable speculation, judging by what one can gather by watching the news closely, is that the five feet estimation is not likely be lessened. The more pessimistic one feels like being, the higher sea level rise over five feet seems likely.

The rise in sea level will be seen, to whatever extent we will see it, sometime between 2050 and 2100. This should not be confused with flooding. When flooding normally occurs, the water drains away in days to weeks. Sea level rise means that the mean ocean sea level worldwide increases to not recede for any foreseeable future. The current sea level has not changed much since the last major rise in sea level, about 8,000 years ago. See Doggerland for reference.

Long term planning must include the possibility that Stanwood could be permanently affected. 2050 is less than 30 years from now. The problem of moving the entire downtown area, annexing and zoning land east of Pioneer Highway, arranging whatever financing is necessary including bond issues, and studying all the relevant concerns could take many years. 30 years is not really long term, given the scale of issues involved.

It would not make sense to wait until everyone saw the need to start clamoring for the issue to be addressed. A stampede uphill would not be a good situation to wait for.

-Stuart Heady
851 Westview Court
Camano Island, Wa 98282

Schroeder, Tansy

From: Wooten, Cathy
Sent: Tuesday, April 30, 2024 2:06 PM
To: Love, Patricia; Schroeder, Tansy
Cc: Cathy Wooten
Subject: questions about rezone designation

April 30, 2024

Hi Patricia and Tansy,

Thank you for sending me the Comp Plan Amendment that I recently received. I know you are diving deeply into the Comp Plan and I appreciate all of your work! I think making things clearer and more easily readable is going to serve us well in the long run, with less confusion or mis- interpretaion. That will hopefully result in fewer questions and frustrations!

I do have a couple of questions:

1. I'm making my way through the Rezone changes, and wondering if there is a map that can be used for reference to better understand the proposed rezone areas? If so, where will I find that reference?
2. I see that General Commercial (GC), Light Industrial (LI) and Public Facilities (PF) and Master Plan Overlay (MPO), and Neighborhood Business (NB) zone designations are initially written out, and then abbreviations are included in parenthesis and used later. That makes it clear and understandable for the reader. However, I'm noticing that there are several abbreviations that are not defined. Specifically, for those of us who are not living and breathing Comp Plan, (myself in this case), I do not see written out explanations for the following zones: SR 5.0, MR, East UGA, TN, or MB.

Please note that I spoke with Tansy today and got the answer to #1 and #2, so do not need to talk about this again.

I would appreciate the full zone designation to be initally written out and then the abbreviation included so that everyone who reads this will know what zone is being discussed.

Please make me a party of record for this amendment.

Thank you.

Cathy Wooten

jstplnfolk@gmail.com
425-345-9190 cell
360-629-9190 landline

Schroeder, Tansy

From: noreply@civicplus.com
Sent: Wednesday, May 1, 2024 5:06 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



CAUTION. This email originated from outside of this organization. Please exercise caution with links and attachments.

Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Robert
Last Name	Rapp
Address	8223 284th PI NW
City	Stanwood
State	WA
Zip Code	98292
Email Address	Bobrapp2@yahoo.com
Phone Number	4257871010
Introduction, History and Community Profile	<i>Field not completed.</i>
Land Use Element	<i>Field not completed.</i>
Housing Element	<i>Field not completed.</i>
Economic Development Element	<i>Field not completed.</i>
Transportation Element	I would like to see the sidewalks improved in the downtown. Putting in ADA ramps is a great idea (and required), but if the

sidewalks aren't smooth enough for folks in wheelchairs, then getting to the ADA ramps is a problem.

Parks and Recreation Element	<i>Field not completed.</i>
Natural Features Element	<i>Field not completed.</i>
Shoreline Element	<i>Field not completed.</i>
Utilities Element	<i>Field not completed.</i>
Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	<i>Field not completed.</i>

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Schroeder, Tansy

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Thursday, May 2, 2024 11:42 AM
To: Schroeder, Tansy
Cc: Vanegas, Ted (COM); Sears, Tricia (DNR)
Subject: Stanwood's comprehensive plan updates: WGS comments

Follow Up Flag: Follow up
Flag Status: Flagged



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5/2/24

Hello Tansy,

In keeping with the interagency correspondence principles, I am providing you with comments on the proposed changes to Stanwood's comprehensive plan updates (Commerce ID# 2024-S-7036).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Comprehensive Plan, the 2024 CP Update and NOA, and the Checklist. There is brief mention of critical areas and mineral resource lands.

On the map in Figure NF-7A on page 208 of the Comprehensive Plan PDF, there is a part noted as USGS landslide hazards, with low incidence and high incidence symbols. The map also includes a part noted with USDA slope stability erosion potential. Related to those hazards, the description on page 209 does not identify erosion hazards and does not describe the low and high incidence symbols. What landslide hazards have low and high incidence? The map does include the statement "Landslide risk was assumed based on landslide incidence and slope stability (i.e. high-risk areas are those areas with high landslide incidence and steep slopes)." Does this mean the high incidence of landslides? Language could be clearer.

On page 209 of the Comprehensive Plan PDF, there is a description of geologically hazardous areas.

It notes that steep slopes are greater than 25%. That corresponds to your map. However, in the landslide provisions in #2 it states that slopes 40% or greater are "subject to landslide hazards". Those 40% slope areas would be within the mapped area of greater than 25%. But the map does not show those specifically. Do you rely on the applicant to demonstrate the 40% slope? In addition, the map has a gap in the 15 to 25% slope areas as those are not included on the map. Are there provisions related to those areas?

In the seismic hazards description, there is no statement regarding Stanwood specifically. Does Stanwood have very low, low, moderate, and high-risk seismic areas? Note that the description of landslides, volcanic lahars, and tsunamis include specific description of those hazards in Stanwood.

Below, I note several things that could be useful in your comprehensive plan update and in other planning related endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions.
- Consider adding a reference to the WGS Geologic Information Portal. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 6/28/24.

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)
Geologic Planning Liaison
Washington Geological Survey (WGS)
Washington Department of Natural Resources (DNR)
Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

Schroeder, Tansy

From: noreply@civicplus.com
Sent: Friday, May 3, 2024 7:00 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



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Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Samuel
Last Name	Long
Address	8622 Nordic Way
City	Stanwood
State	WA
Zip Code	98292
Email Address	samdenise1@gmail.com
Phone Number	3609916339
Introduction, History and Community Profile	This comment form is not user friendly IMO. The boxes need to be bigger to see what we write. How does this actually get implemented? Why now focus on zoning first?
Land Use Element	The Land Use & Zoning Maps on pages 38-39 are too small to be easily read.
Housing Element	HG-5 What is Stanwood going to do to welcome people of color. Low income housing, taking a stand to be inclusive.

Economic Development Element	LUG-7& 9: Historic Character should spell out how that character will be maintained, zoning, scale, signage, etc
Transportation Element	no comment
Parks and Recreation Element	Stanwood needs a parks department. How will the city keep Church Street Park attractive with the massive new adjacent development?
Natural Features Element	NFG-6 & 10 Do we know how much freshwater is in our aquifers and what are the development limits? What are the numbers? NFG-8 Does there need to be specific requirements for development in the 100 year flood zone? Where exactly are the open space corridors and how will they be protected?
Shoreline Element	How will Stanwood provide access to the waterfront while also protecting it? Can we partner with the Tribes?
Utilities Element	Water and Sewer rates are skyrocketing. What is being done about that
Capital Facilities Element	CFG-8 Private developments must pay their fair share of needed facility costs to serve their development. These should not be waved. Agreements for transportation elements, such as roundabouts should be fully funded upfront.
Additional Comments	LUG-8 Downtown Gateway: What is to prevent development at Viking Village from obstructing the new Arch. Continued emphasis on Skanda culture is not consistent with goals on diversity. in my opinion, City Staff could show more respect for the people in this community by listening to us.

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Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

May 7, 2024

Patricia Love, Community Development Director
City of Stanwood
10220 270th Street NW
Stanwood, WA 98292

Subject: PSRC Comments on City of Stanwood Draft Comprehensive Plan

Dear Ms. Love,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review the City of Stanwood's draft comprehensive plan. We appreciate that the city has invested a substantial amount of time and effort in developing the draft plan and appreciate the chance to review while in draft form. This timely collaboration provides an opportunity to review plan elements for the 2024 comprehensive plan and prepares the city well for [certification](#) by PSRC once the full plan has been adopted.

We suggest the city consider the following comments as further work is completed for the comprehensive plan update to align with [VISION 2050](#) and the Growth Management Act.

We reviewed the draft plan using the PSRC [Plan Review Consistency Tool](#). Key sections of the consistency tool are listed below on the left along with relevant comments on the draft plan on the right.

Transportation

Plan Review Consistency Tool	PSRC Comment on Draft Plan
Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW	The Growth Management Act calls for LOS standards that promote optimal movement of people across multiple transportation modes, including walking, biking, and transit. The plan has

Plan Review Consistency Tool	PSRC Comment on Draft Plan
36.70A.070, RCW 36.70A.108, MPP-DP-52-54)	a policy to develop and adopt an implementable local bicycle and pedestrian level of service concurrency program. PSRC encourages the city to make progress on this and include transit. Resources on multimodal LOS can be found in PSRC's Transportation Element guidance .
Regional Growth Strategy	
Demonstrate sufficient zoned development capacity to accommodate targets (RCW 36.70A.115)	The plan states that there is sufficient capacity to accommodate targets for people, housing and jobs and describes the land available. The analysis would more clearly demonstrate capacity if the available capacity in terms of people, jobs, and housing units were included. Capacity for growth can exceed the adopted growth targets.
Climate Change	
Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain (MPP-CC-10)	The plan states that downtown Stanwood is in the 100-year floodplain. It has a policy to consider impacts of climate change when selecting locations for public facilities, including flood risks and sea-level rise. The policy should direct siting and planning for relocation of hazardous industries and essential public services away from the floodplain.
Environment	
Identify open space, trail, and park resources and needs, and develop programs for protecting and enhancing these areas (MPP-En-11-12, En-15, En-Action-4)	Consistent with VISION 2050 and national best practices, PSRC recommends including a policy and parks level-of-service to provide parks within a 10-minute walk of all residents. This will set the foundation for adding or

Plan Review Consistency Tool	PSRC Comment on Draft Plan
	expanding parks to create equitable access. PSRC uses the Trust for Public Land's ParkServe mapping tool to identify park gaps. ParkServe shows that 65% of Stanwood's residents live within a 10-minute walk of a park.
Public Services	
Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area (MPP-PS-26-28)	The plan includes a policy to coordinate with the school district to plan and site new schools. Including support for safe, walkable access for students would strengthen the policy.

PSRC has resources available to assist the city in addressing these comments and inform development of the draft plan. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at <https://www.psrc.org/planning-2050/vision/vision-2050-planning-resources>.

We appreciate all the work the city is doing and the opportunity to review and provide comments. We are happy to continue working with you as the draft progresses through the adoption process. If you have any questions or need additional information, please contact me at eharris@psrc.org.

Sincerely,



Erika Harris, AICP, Growth Management Planning
Puget Sound Regional Council

cc: Review Team, Growth Management Services, Department of Commerce

Schroeder, Tansy

From: noreply@civicplus.com
Sent: Tuesday, May 7, 2024 6:07 PM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



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Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Denise
Last Name	Long
Address	8622 Nordic Way
City	Stanwood
State	WA
Zip Code	98292
Email Address	Samdenise1@gmail.com
Phone Number	9715630045
Introduction, History and Community Profile	<i>Field not completed.</i>
Land Use Element	Please create a corridor with the “small town feel” around the arch. Please have a step back or tiered development that allows that arch to maintain a prominence. While this arch has been placed with a view of downtown that is not attractive to most tourists (of a crematorium, funeral home, the manufacturer of tactical equipment, current police station, and the pot shop) , future development should be focused on making that arch corridor more attractive.

Housing Element	<i>Field not completed.</i>
Economic Development Element	Please relook at the land that is currently owned by nonprofit religious groups that could be used to meet shopping needs of our residents and will generate income for our city as well as business owners. When an area is zoned business but the land is actually not available because of religious institutions we are limiting Stanwood's economic potential.
Transportation Element	<i>Field not completed.</i>
Parks and Recreation Element	This area needs more than a this minimal effort to inventory assets and set usage policies. We need to set measurable goals for creating bike trails, identifying properties to purchase to create accessible walking trails amongst treed area as well as along the waterfront and for playgrounds that are for public use rather than just in housing subdivisions. Parks usable for non-residents to picnic and play will help bring tourism dollars into Stanwood.
Natural Features Element	<i>Field not completed.</i>
Shoreline Element	<i>Field not completed.</i>
Utilities Element	<i>Field not completed.</i>
Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	Please consider adding public art as a way to enhance the lives of residents (such as the art walk in nearby Arlington with different elements for different age groups) This also will be an attractant to visitors. In this era of Instagram photos, a public mural or two where people are encouraged to take selfies will be a way to advertise Stanwood on Social media.

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Schroeder, Tansy

From: noreply@civicplus.com
Sent: Wednesday, May 8, 2024 12:50 AM
To: Schroeder, Tansy; Love, Patricia
Subject: Online Form Submittal: Comprehensive Plan Questionnaire



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Comprehensive Plan Questionnaire

The Comprehensive Plan is broken into several sections, referred to as elements. Please provide feedback on any or all of the elements by completing the form listed below. Feedback is due by May 9, 2024.

First Name	Brynn
Last Name	Berger
Address	10002 272nd St NW
City	Stanwood
State	Washington
Zip Code	98292
Email Address	bergerbrynn@gmail.com
Phone Number	2067021886
Introduction, History and Community Profile	<i>Field not completed.</i>
Land Use Element	272nd St NW does not have a storm drain/adequate sewer placement which results in unnecessary standing water/flooding in yards/driveways throughout the year whenever it rains/snows.
Housing Element	<i>Field not completed.</i>

Economic Development Element	<i>Field not completed.</i>
Transportation Element	<i>Field not completed.</i>
Parks and Recreation Element	<i>Field not completed.</i>
Natural Features Element	<i>Field not completed.</i>
Shoreline Element	<i>Field not completed.</i>
Utilities Element	272nd St NW does not have a storm drain/adequate sewer placement which results in unnecessary standing water/flooding in yards/driveways throughout the year whenever it rains/snows.
Capital Facilities Element	<i>Field not completed.</i>
Additional Comments	272nd St NW does not have a storm drain/adequate sewer placement which results in unnecessary standing water/flooding in yards/driveways throughout the year whenever it rains/snows.

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CITY OF STANWOOD 2024 - 2044 **COMPREHENSIVE PLAN**

A GUIDE TO STANWOOD'S FUTURE

Bezalet Key



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

DANI GAUMOND
MARCUS METZ
DARREN ROBB
TIMOTHY PEARCE
STEVE SHEPRO
ANDREENA BERGMAN
TIM SCHMITT

2024

DANI GAUMOND
MARCUS METZ
DARREN ROBB
ROBERT “CHILI” HICKS
STEVE SHEPRO
ANDREENA BERGMAN
TIM SCHMITT

PLANNING COMMISSION (CURRENT AND FORMER)

ERIC WARNAT
ROBERT “CHILI” HICKS
PATRICK HOSTERMAN
JUSTIN BURNS
KATHY MOE
MONAE BIRKHOFFER
MELISSA TONER
CODY DAVIS
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TIM SCHMITT
DYLAN SLUDER
JAMI SOLLID
MEAGAN WATNE

CITY STAFF

SHAWN SMITH
PATRICIA LOVE
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AUDREY ROTROCK
CARLY RUACHO
CITY ADMINISTRATOR
COMMUNITY DEVELOPMENT DIRECTOR
PUBLIC WORKS DIRECTOR
FINANCE DIRECTOR
CITY PLANNER
ASSOCIATE PLANNER
PARKS PLANNING MANAGER

CONTRIBUTING CONSULTANTS



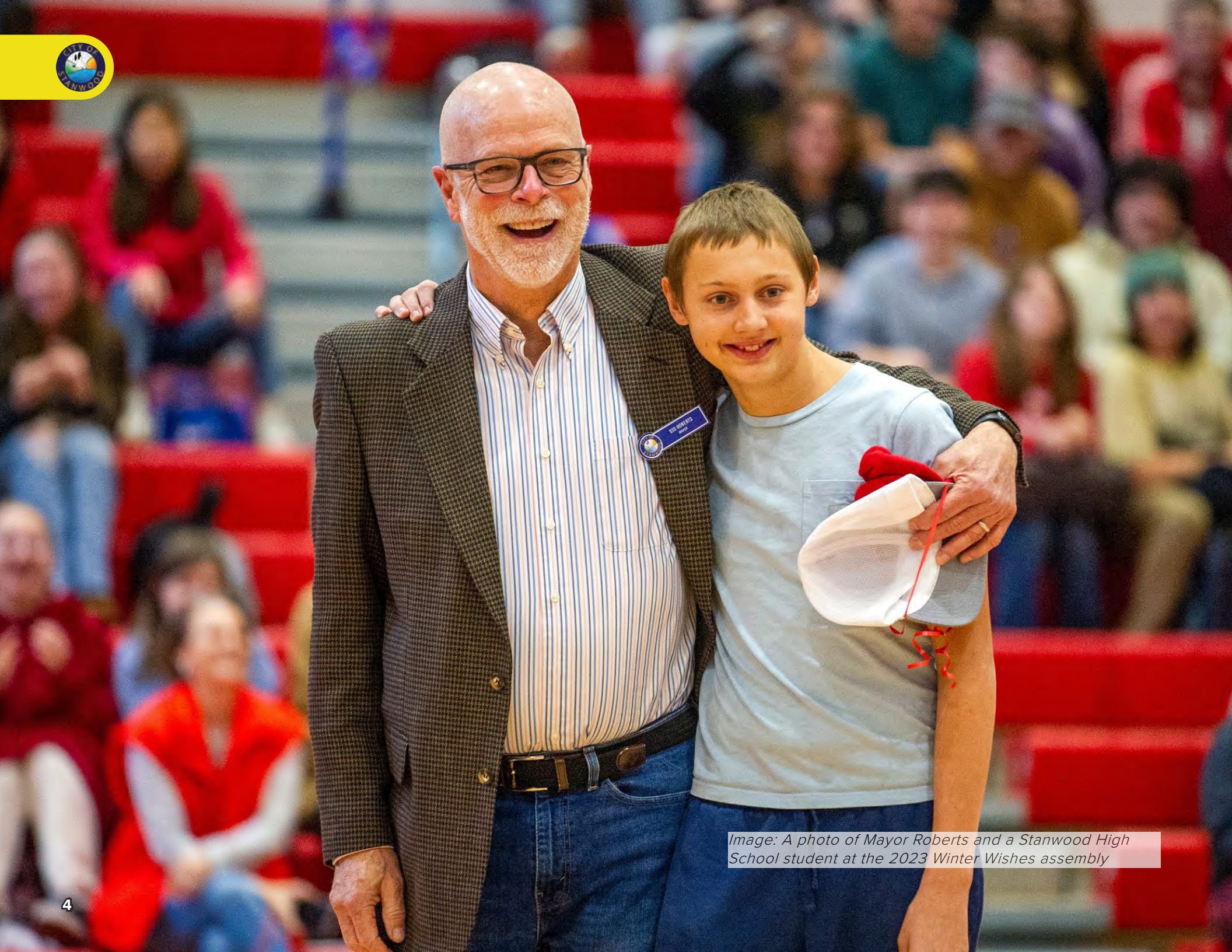


Image: A photo of Mayor Roberts and a Stanwood High School student at the 2023 Winter Wishes assembly

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 invests 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





stuləg^wabš (People of the River)

Imagine...

- ...a lush valley, thick with fertile soils;
- ...a landscape abundant in cedar and sitka spruce trees, devil's club and ferns, deer and beavers;
- ...a river meandering through thick grasses, obscured by dogwood and salmon berry bushes;
- ...a parade of Chinook and Coho salmon swimming in a clam and oyster filled bay;
- ...a fog cloaked coastline scattered with villages and camp sites, smoke drifting up from longhouses;

Remember...

The Camp of Muk-Kah, where the Stillaguamish people gathered seasonally along the mouth of the Stillaguamish River, 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.

Acknowledge...

- ...a network of rivers connecting the people to the Salish Sea,
- ...a traveler poling upriver in a dugout canoe;
- ...a cluster of plank houses where generations of families lived together;
- ...elders teaching children to weave cedar into baskets and blankets, as their elders taught them;
- ...a community lending a hand to explorers and new settlers;
- ...a new beginning, as native women taught arrivals how to live off of the land and waterways;
- ...a growing neighborhood, rooted in its indigenous history;
- ...a thriving community of many cultures.**

Lushootseed words (sg^wadg^wadtəd) are included throughout this document



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



Images: Members of the Stillagumish Tribe poling the river across the years.



Image: A photo from the 2013 Stillaguamish Salmon Ceremony.





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INTRODUCTION TO PLANNING

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.

WHY PLAN?

The City, through its Comprehensive Plan, makes decisions to guide future policy making on 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,

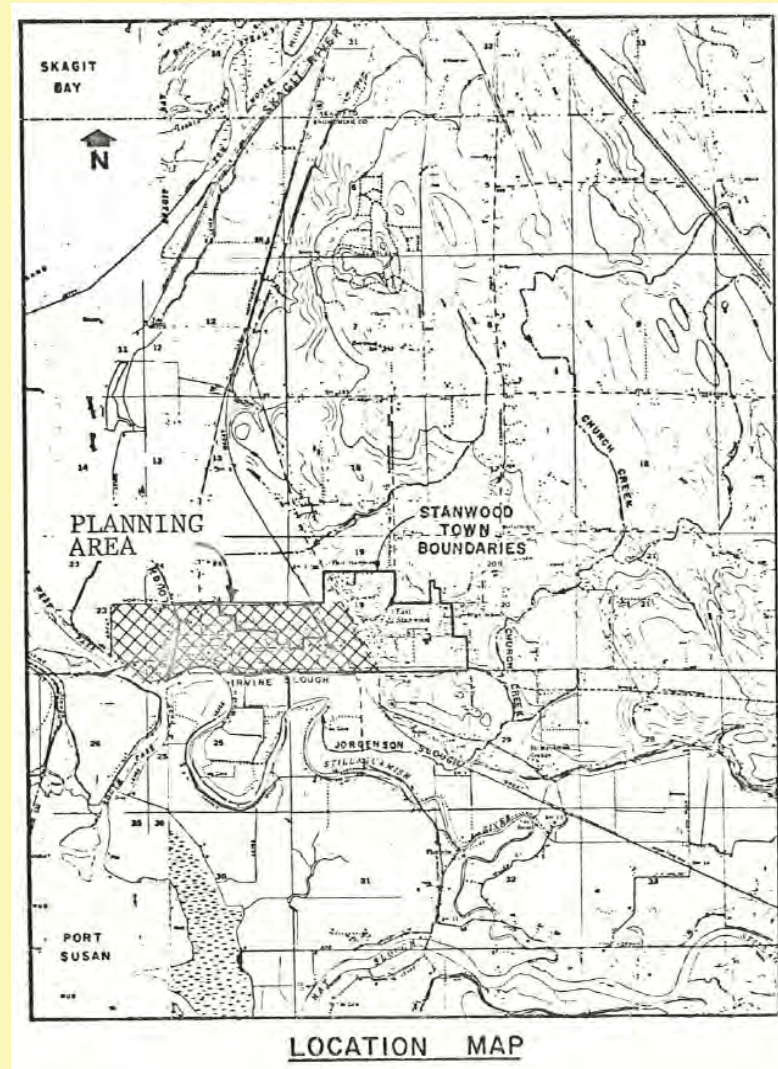


Image: Stanwood's first zoning map was adopted in 1967 via Ordinance 271. In 1975, the City adopted it's first Comprehensive Plan which included the planning area shown above.

- + What transportation policies are needed to effectively manage traffic, and
- + 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 which include adopting policies, serving as the framework for regulations that need to be adopted, and acting 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.



- 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.



HOW TO USE THIS PLAN

This Comprehensive Plan addresses the 20-year planning period from 2024 to 2044.

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

Each individual 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 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 compliant 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)

In Stanwood, sanctions could account for 39% of the City’s total general fund budget.



Pa Pa Ltae
(HOMELAND)

**WHO WE ARE: WELCOME
TO STANWOOD**



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



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

COMMUNITY CORE 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.



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.

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.



WHO WE ARE: WELCOME TO STANWOOD

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*, 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 Stillaguamish 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 their land. The 1855 Treaty of Point Elliott in the Mukilteo region included 19 tribes, one of which included the Stillaguamish Tribe. Land treaties relinquished Native rights to the land

and further facilitated European development of indigenous land.

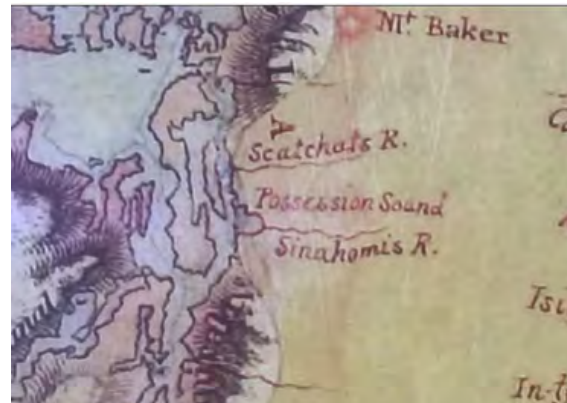
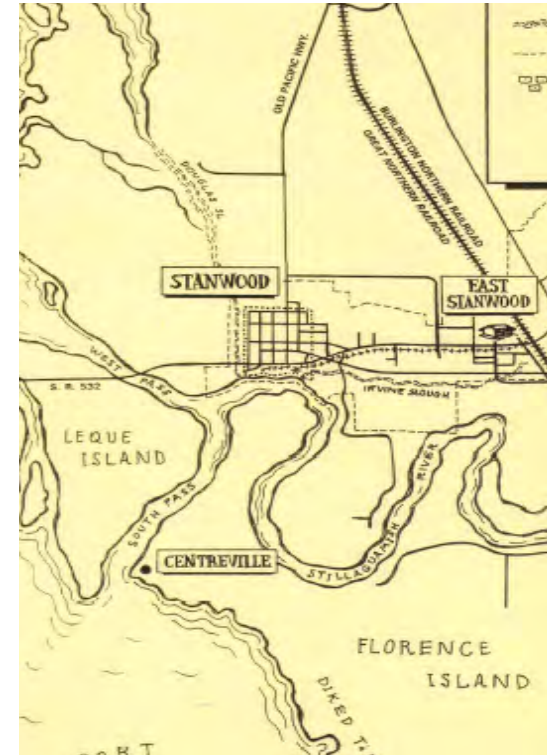


Image: An excerpt of an 1824 map based on the Hudson's Bay Company geographic data accumulated up to 1821, appears to depict the Stillaguamish River labeled as "Scatchats River" and the Snohomish River labeled as "Sinahomis River"

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



WHO WE ARE: WELCOME TO STANWOOD



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)



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.



Stanwood Founded

In 1866, 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.



WHO WE ARE: WELCOME TO STANWOOD

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.

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

WHO WE ARE: WELCOME TO STANWOOD



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.

1930's



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 II.

1950



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.

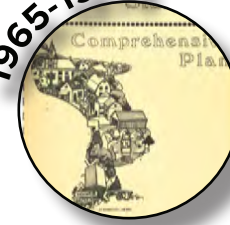
1960



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.

1965-1975



Early Stanwood Planning

Stanwood adopted its first zoning ordinance in 1967, and in 1975 adopted its first comprehensive plan. This plan described Stanwood as a growing community due to the "excellent rural style of life that it offers".

1975 - 2020



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

2020 - Today



COVID-19: More Residents and Development

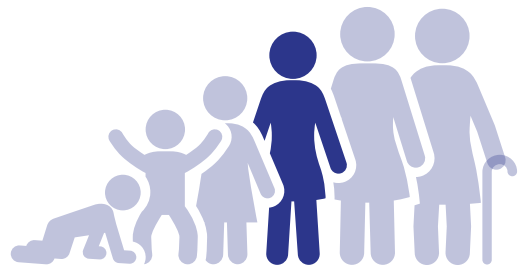
During the pandemic, people moved out of cities and into smaller communities continuing to drive growth in Stanwood.



WHO WE ARE: WELCOME TO STANWOOD

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.

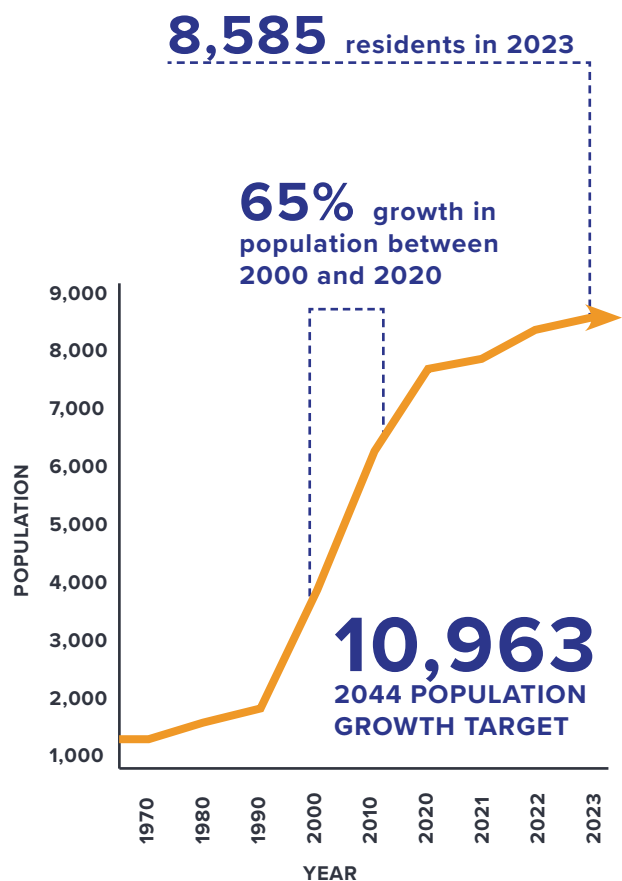


37.2 MEDIAN AGE in 2013
VS.
31.5 MEDIAN AGE in 2023

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.

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



People
62% Own
38% Rent

People
70% Own
30% Rent

2013 vs. 2023



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 their assumptions. Improvements can be made on ACS data by state and local authorities.

In this document, you will see Washington Office of Financial Management (OFM) figures, particularly for population and housing units. OFM's figures improve Census estimates for cities into figures with less margin of error.



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.

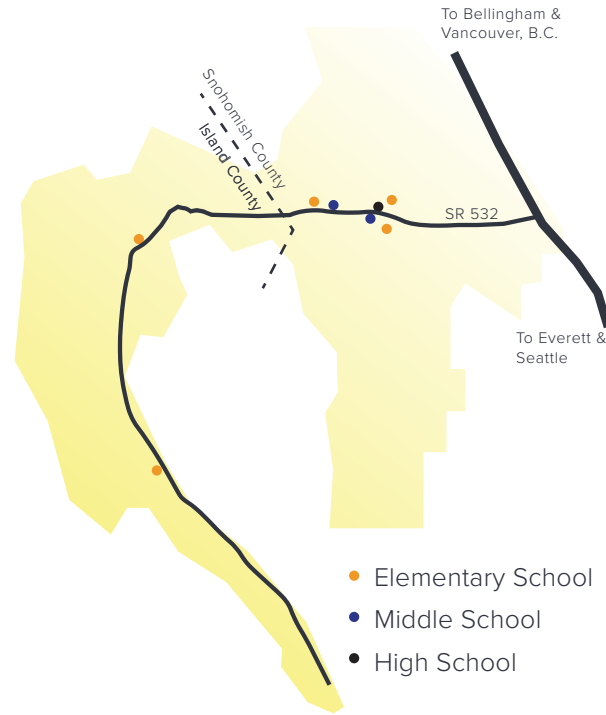


Image: A map showing the boundaries of the Stanwood-Camano School District

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

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

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:

- + 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 taken by Ian Gleadle.



WHERE WE'RE GOING: LAND USE

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

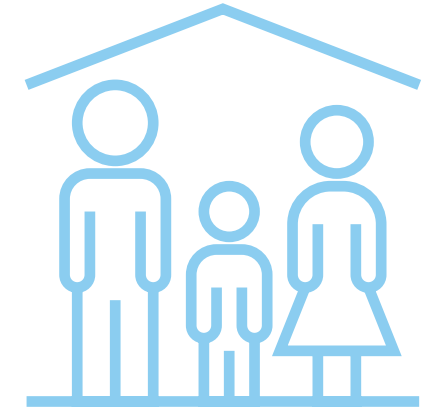
COMMUNITY VALUES

-  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 comprising 44% of lands that exist within City limits.**



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.

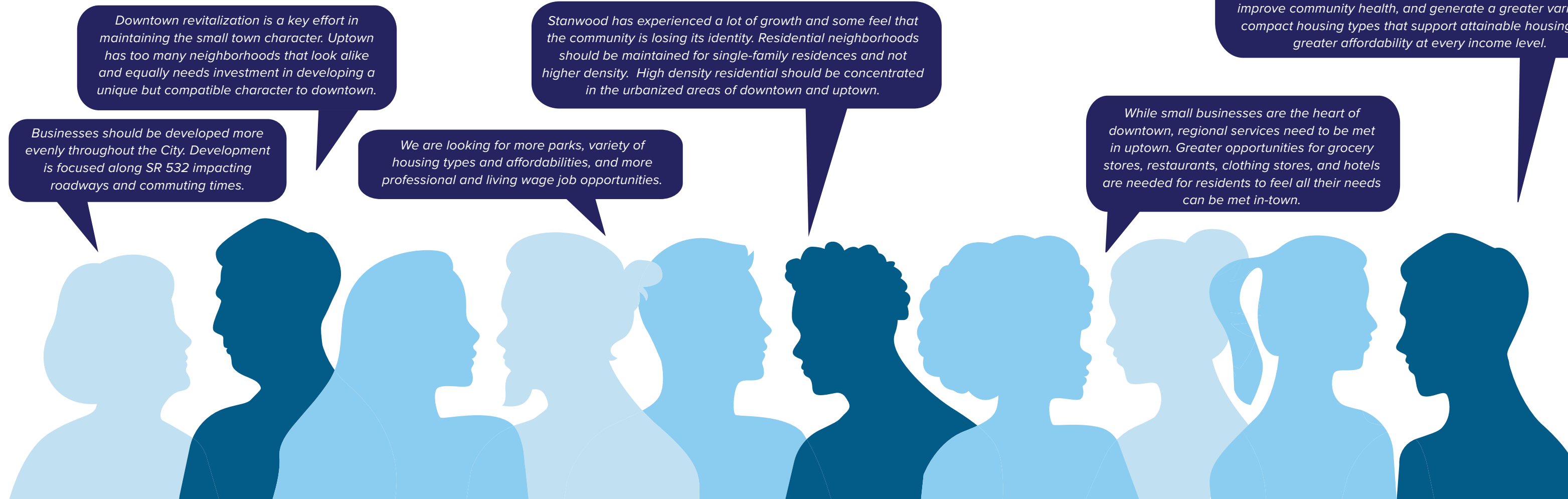


Image: Stanwood's remaining brick roads are a living relic of the historical industries



COMMUNITY ENGAGEMENT

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.

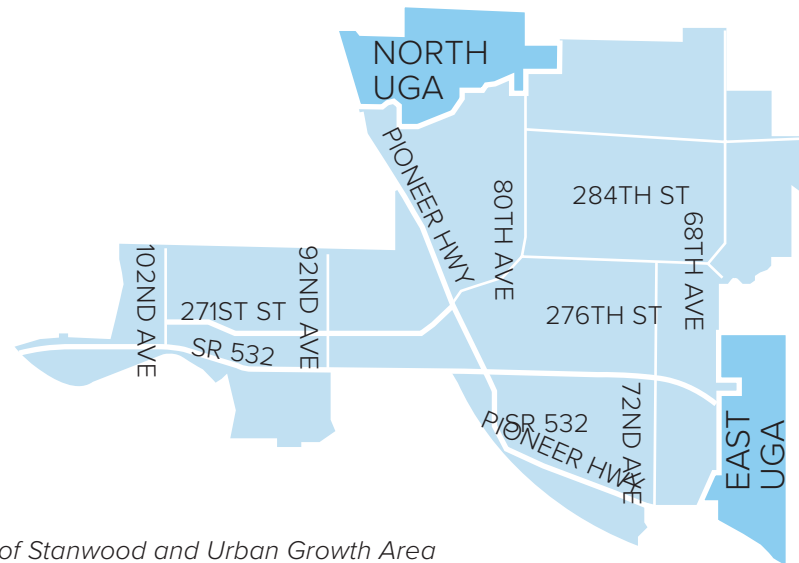


Exhibit LU.1: City of Stanwood and Urban Growth Area

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.

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.

WHERE WE'RE GOING: LAND USE



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.

2024 Future Land Use Designation Map

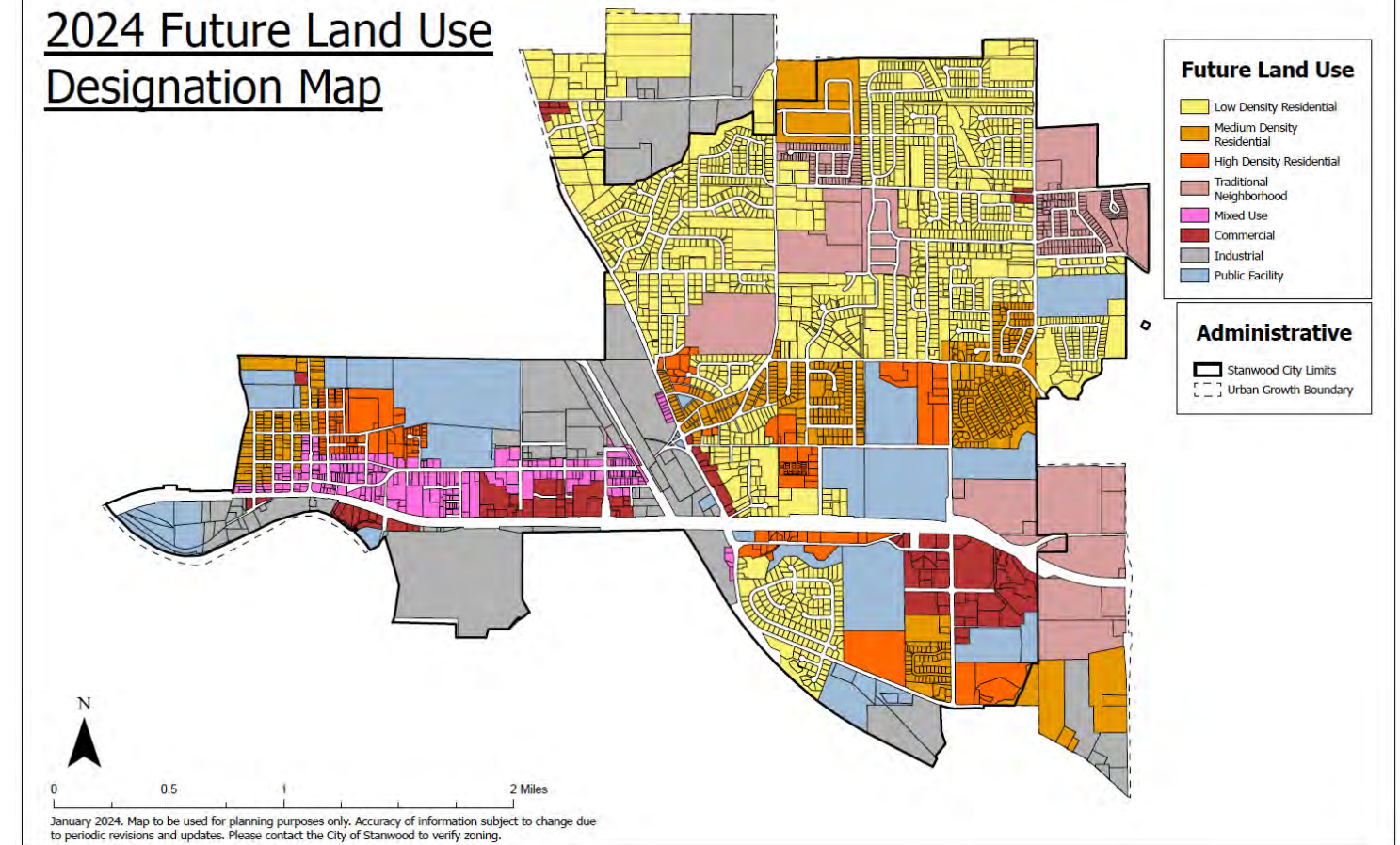


Exhibit LU.2: 2024 Future Land Use Map



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.



ZONING DESIGNATIONS

The Future Land Use Map sets the bases for the Zoning Map. The zoning designation informs the development potential of a property including allowed uses, setbacks, and density.

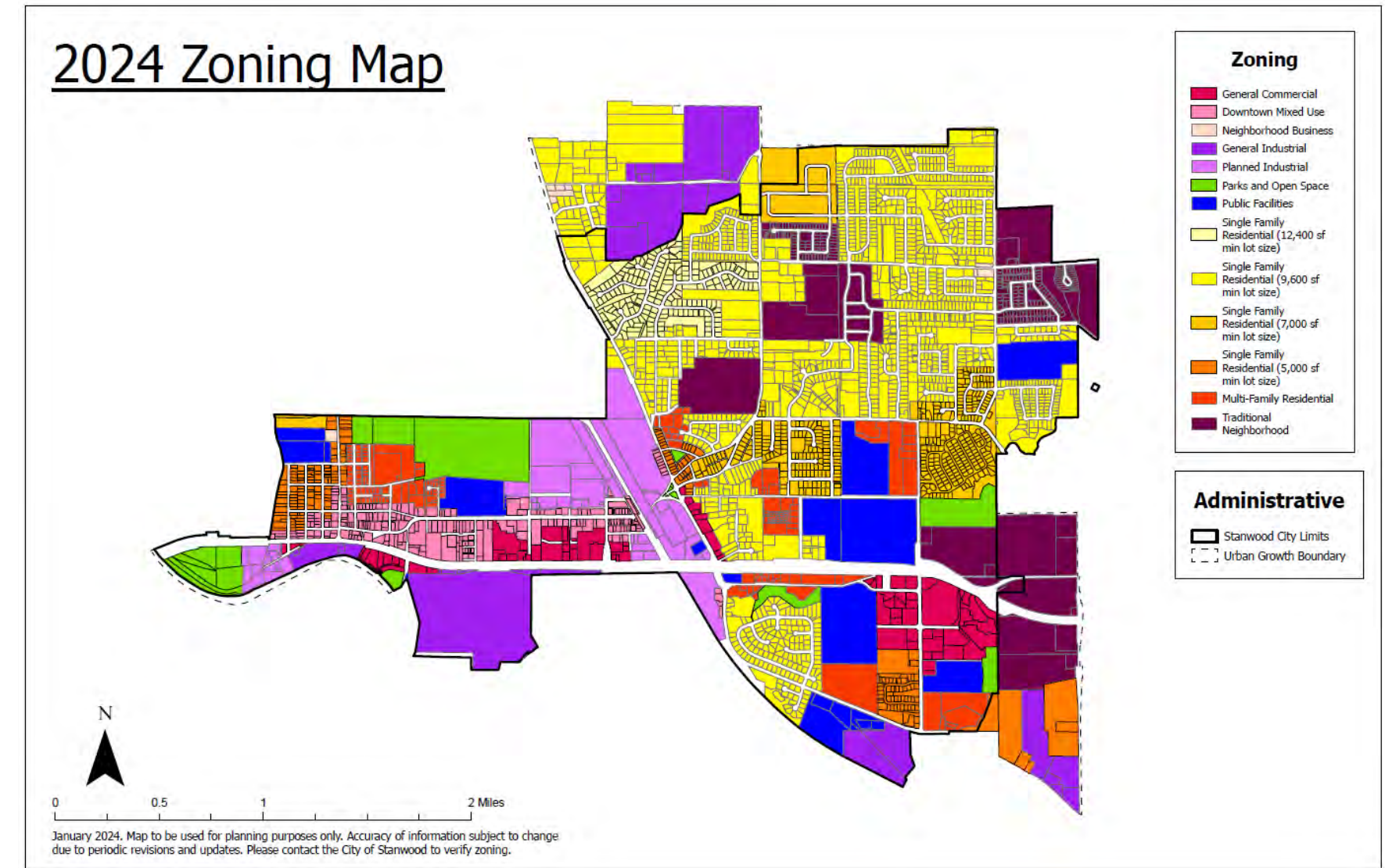


Exhibit LU.3: 2024 Zoning Land Use Designation Map



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.

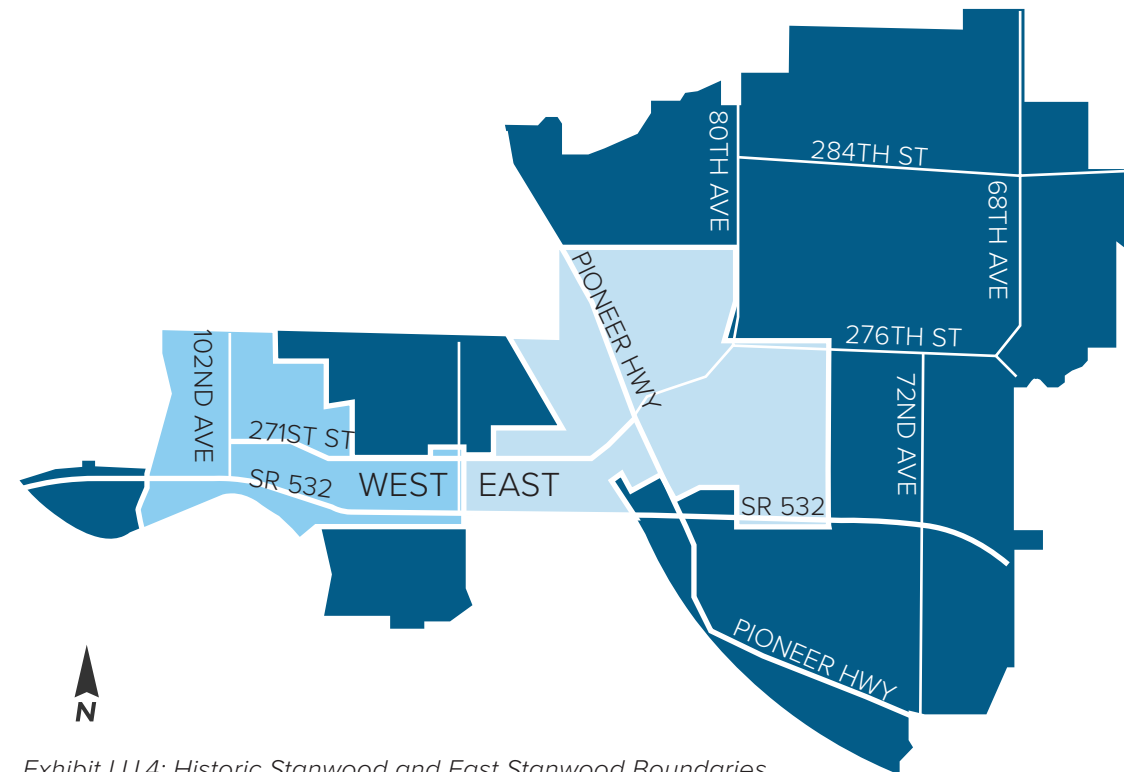


Exhibit LU.4: Historic Stanwood and East Stanwood Boundaries

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 architectural 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.

Image: A Fourth of July Parade marches down 102nd Avenue in 1920.



10-10-2023 / Stanwood Collections



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.

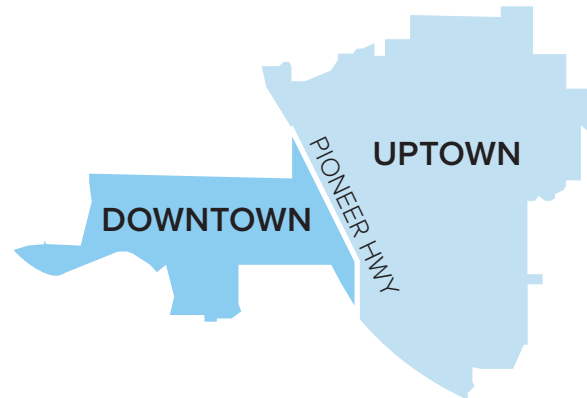


Exhibit LU.5: Downtown and Uptown Stanwood Boundaries

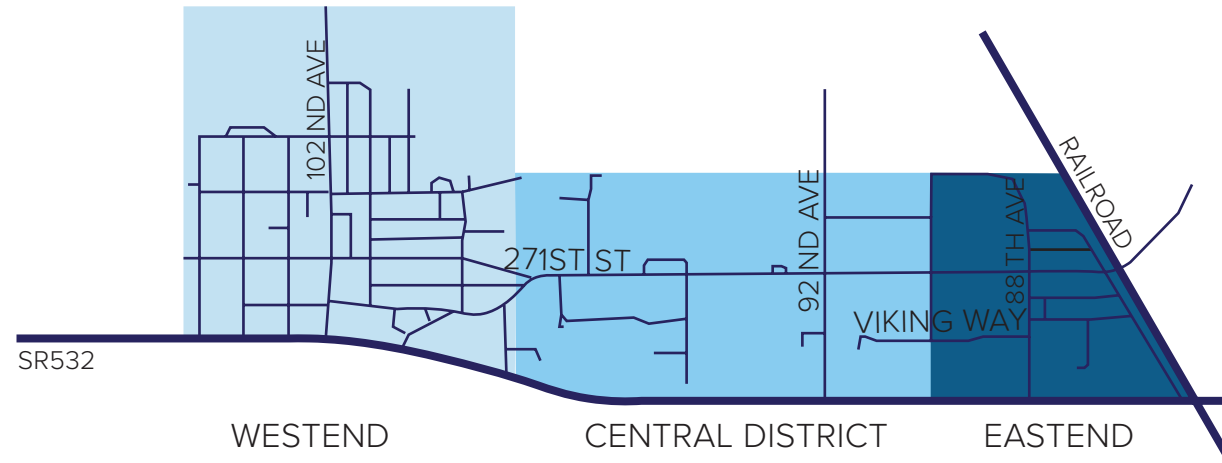


Exhibit LU.6: Delineation of Downtown Districts

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-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 6.12 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 6.11 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 6.13 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.

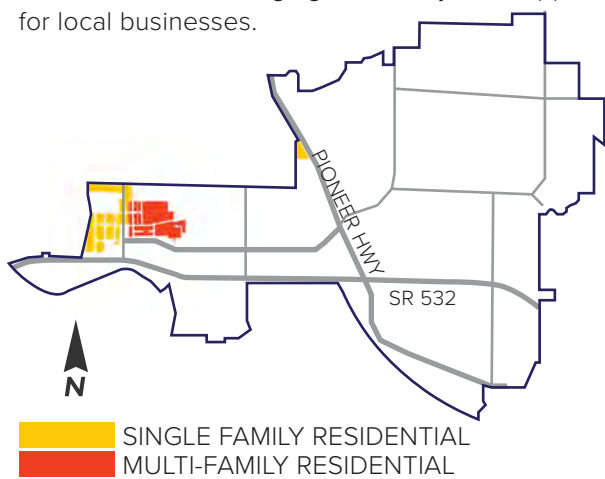


Exhibit LU.7: Downtown Residential Lands

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.

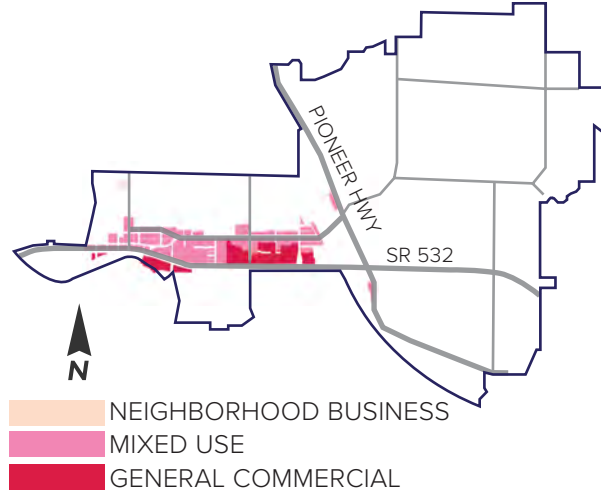


Exhibit LU.8: Downtown Commercial and Mixed Use Lands

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.

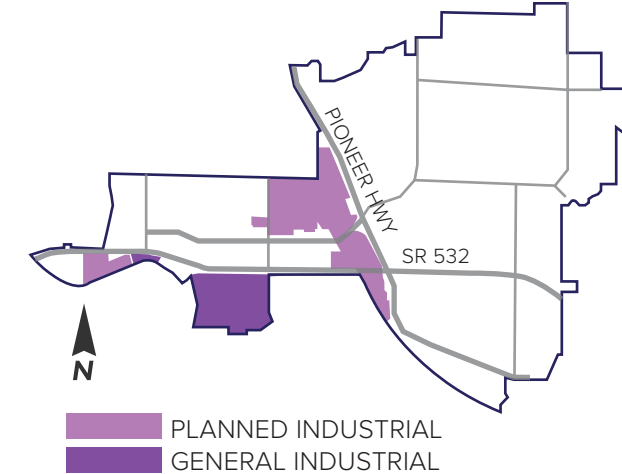


Exhibit LU.9: Downtown Industrial Lands

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.

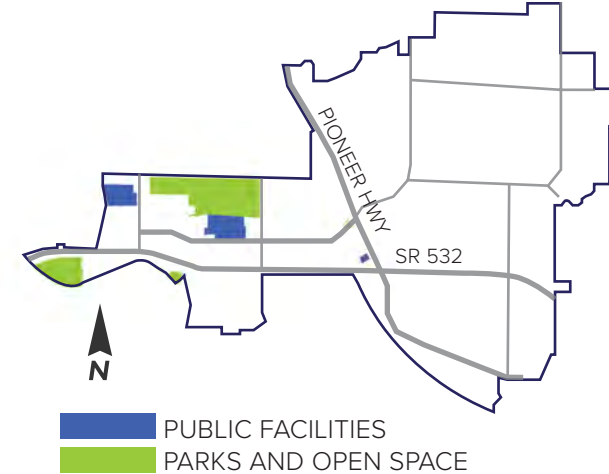


Exhibit LU.10: Downtown Publicly Owned Lands



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.



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.

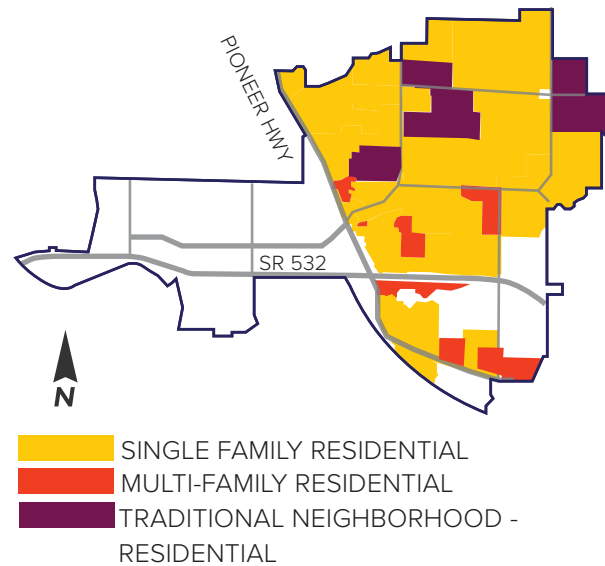


Exhibit LU.11: Uptown Residential Lands

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.

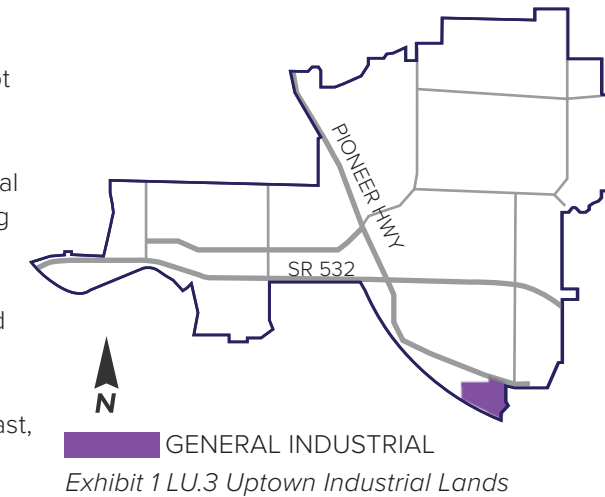
The Uptown commercial area serves not only local residential needs, but also regional commercial needs. Over the last several years, new mixed-use buildings have been developed changing the predominately car-oriented environment to a more pedestrian friendly atmosphere.



Exhibit LU.12: Uptown Commercial and Mixed Use Lands

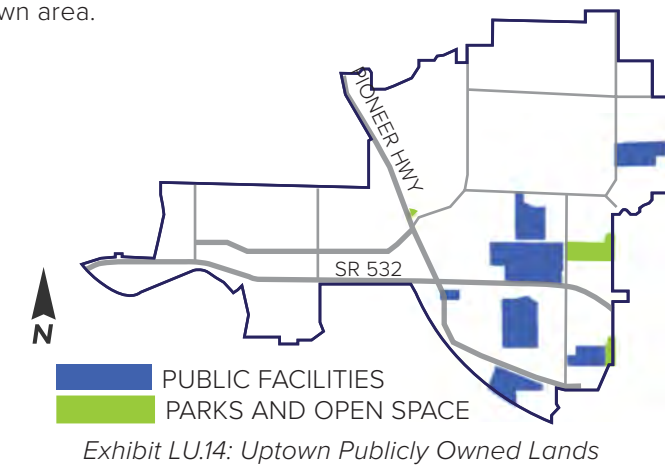
INDUSTRIAL DEVELOPMENT

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.



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.



LUG-9: UPTOWN STANWOOD

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 9.1 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 9.2 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 9.3 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 9.4 Allow surface parking to accommodate shopping centers in the Uptown District with limited restriction on the location of parking.

LUP 9.5 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 9.6 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 9.7 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.



LUG-10: HISTORIC PRESERVATION

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

LUP 10.1 Inventory and document historical and cultural sites by engaging with tribes and other cultural communities.

LUP 10.2 Consider the impact of cultural loss for projects proposed on historic lands and coordinate feedback from Tribes.

LUP 10.3 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 10.4 Maintain and rehabilitate historic buildings and structures through consistent code enforcement to ensure public safety.

LUP 10.5 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 10.6 When structures display a desired historic period, architectural character and scale, develop flexible interpretations of standards to encourage re-investment and re-use.

LUP 10.7 Educate eligible properties of available historic and cultural preservation resources.

Image: A painting of the historical Floyd Building by Chaim Bezalel and Yonah 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

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.

DOWNTOWN 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.

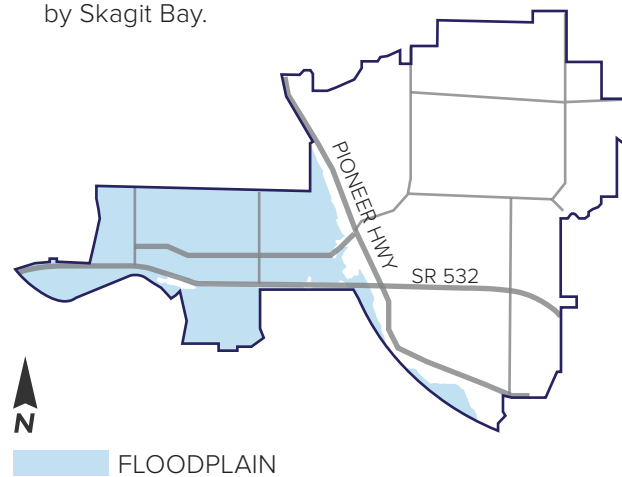


Exhibit LU.15: Map of the 100-year Floodplain n

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-11: ESSENTIAL PUBLIC FACILITIES

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

LUP 11.1 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 disproportionately burdened populations, and minimize environmental impacts.

LUP 11.2 The City should strive to locate essential public facilities and hazardous industries outside of the floodplain as required by FEMA.

LUP 11.3 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 11.4 The City shall not prevent the sitting of an essential public facility but should mitigate the impacts of development.

LUP 11.5 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.

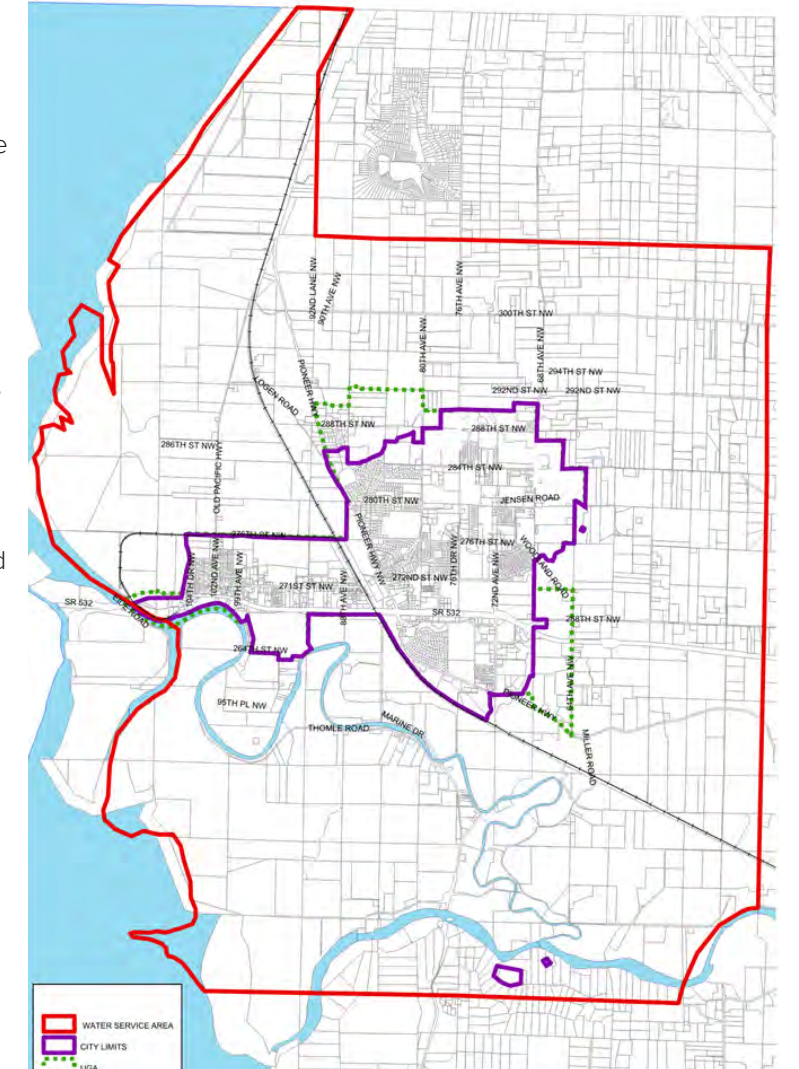


Exhibit LU.16: Map of Stanwood's Public Water Service Area



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	DEVELOPED ACRES	PARTIAL ACRES	REDEVELOPABLE ACRES	VACANT ACRES	TOTAL PERCENT OF CITY
GC	89.21	45.56	25.75	14.67	3.23	5.5%
MU	63.77	35.99	10.29	15.61	1.88	3.9%
NB	2.3	0	1.47	0.84	0	0.1%
GI	90.85	90.51	0	0	0.34	5.6%
PI	122.53	34.23	54.12	12.48	21.7	7.6%
POS	99.47	N/A	N/A	N/A	N/A	6.1%
PF	166.55	N/A	N/A	N/A	N/A	10.3%
SR 12.4	58.59	55.81	0.68	0.73	1.37	3.6%
SR 9.6	471.34	352.17	91.73	21.85	5.59	29.1%
SR 7.0	122.87	107.38	4.74	5.64	5.11	7.6%
SR 5.0	48.87	37.22	5.88	4.66	1.11	3.0%
MR	106.10	54.5	9.13	24.37	18.1	6.6%
TN	175.37	130.79	0	44.58	0	10.8%

Exhibit LU.17: Current Land Use Inventory

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.



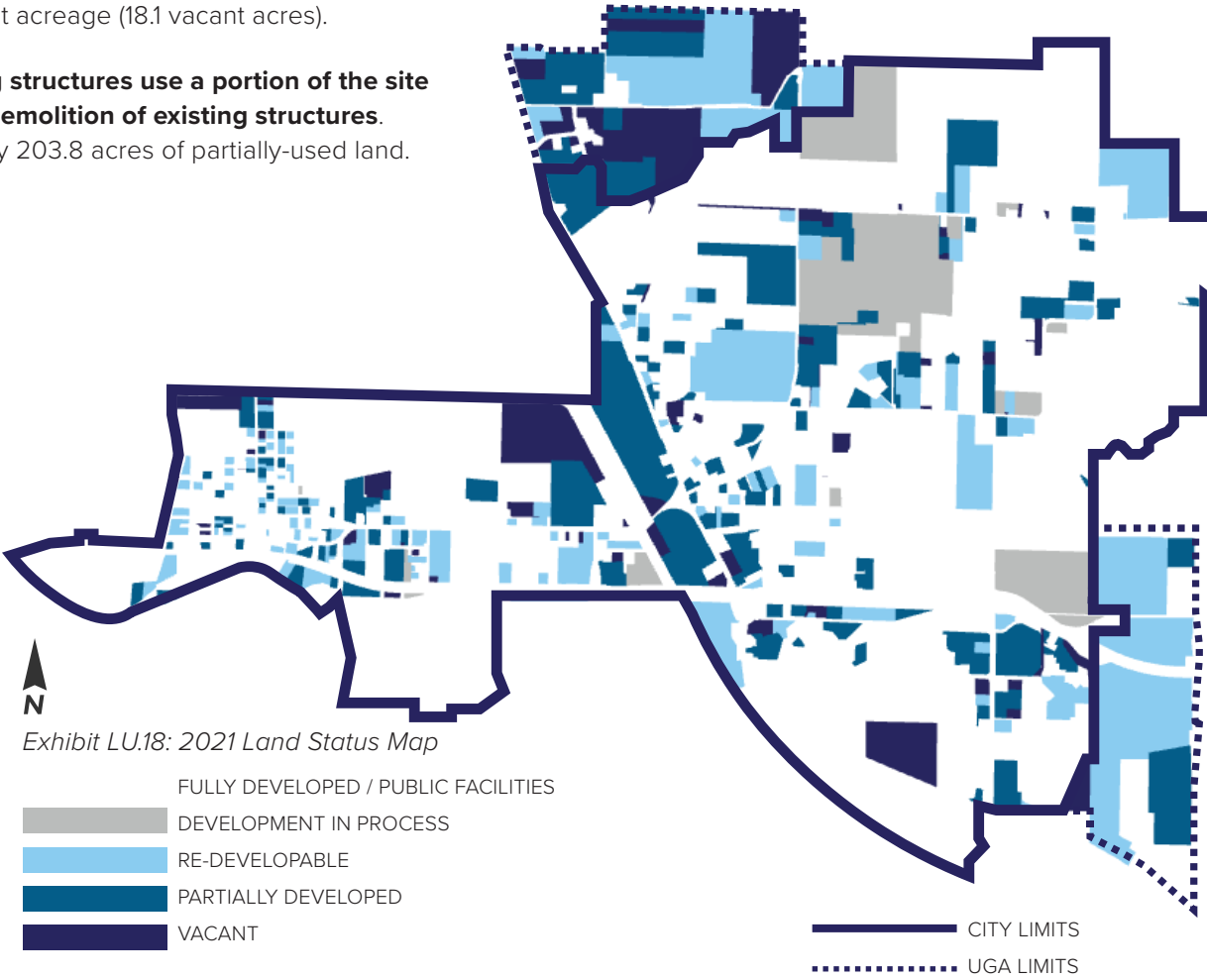
DEVELOPMENT POTENTIAL

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).

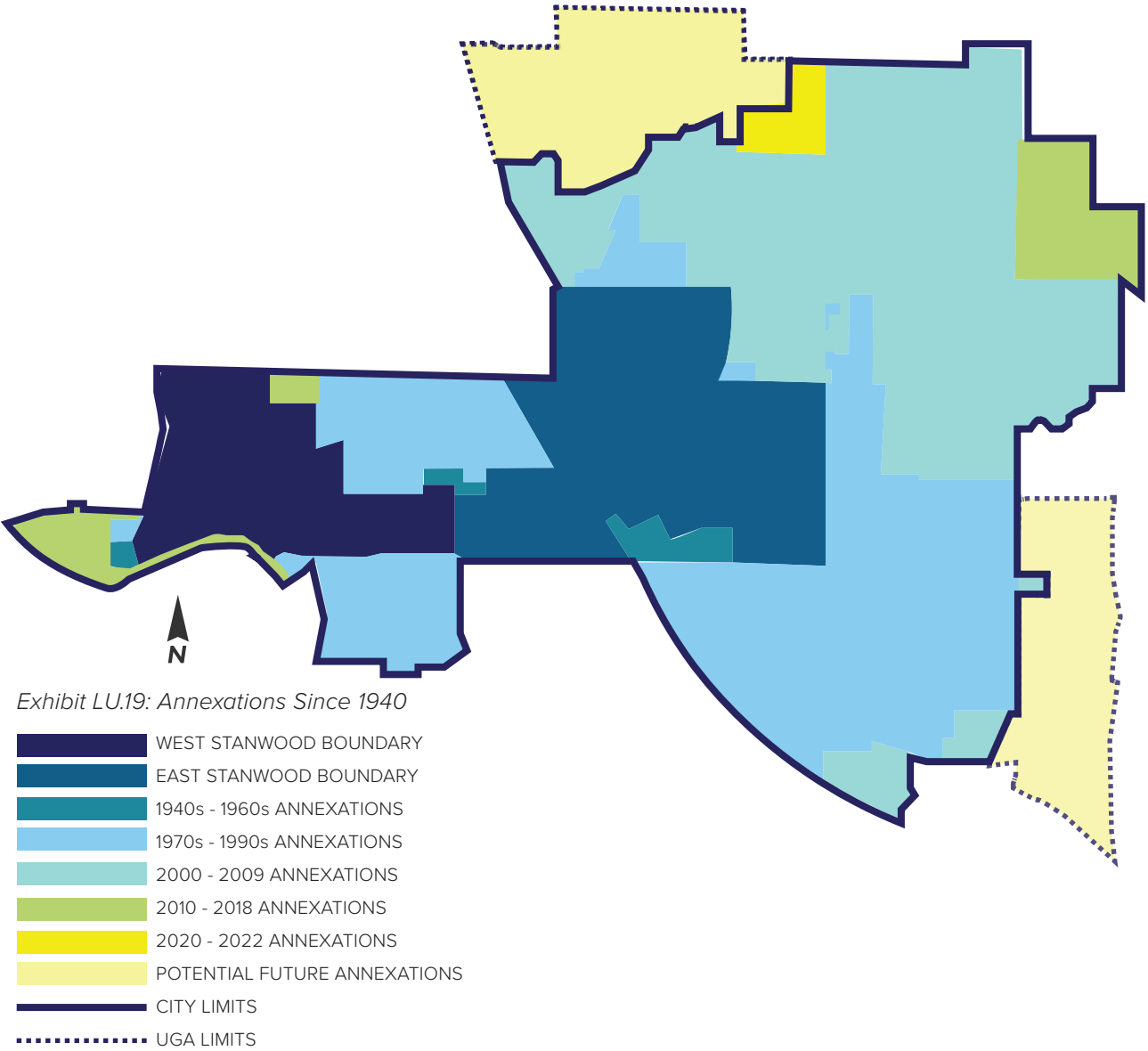




ANNEXATION

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.



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 LU.20: City of Stanwood 2044 Growth

To determine capacity for growth targets, a land capacity analysis is performed. This analysis looks at the existing population, housing, and employment numbers in addition to new expected units/jobs via "pipeline" projects (projects that have been approved but not yet constructed), and available land for future development. By adding all three of these numbers together, the City can determine its overall capacity.

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 Capacity Analysis took the 2020 population of 7,705, an expected pipeline population of 1,339, and the remaining available lands population capacity of 2,688. This results in a total 2044 population capacity of 11,732, exceeding the required population growth target of 10,963. **As such, 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.

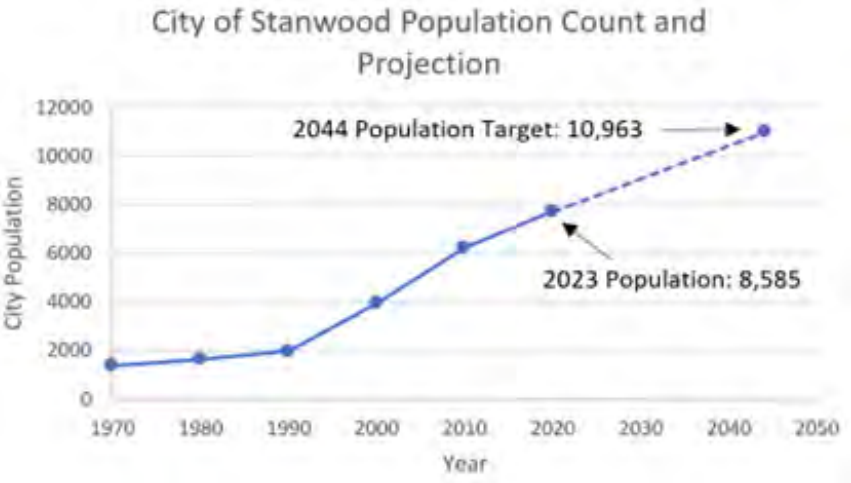


Exhibit LU.21: Stanwood Population Projection, 1970 - 2044

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 Capacity Analysis took the 2020 housing stock of 2,978, an expected pipeline of 1,172 new housing units, and the remaining available lands housing capacity of 1,965.



Exhibit LU.22: Stanwood Housing Stock Projection, 1970 - 2044

This results in a total 2044 housing capacity of 6,115, exceeding the required housing growth target of 4,608. **As such, 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.

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 Capacity Analysis took the 2020 total of 3,865 jobs, an expected pipeline of 207 new jobs, and the remaining available lands employment capacity of 4,320 jobs. This results in a total 2044 employment capacity of 8,392 jobs, exceeding the required employment growth target of 5,073 jobs. **As such, 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.



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

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 17.1 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 17.2 Protect existing industrial lands and uses from possible future land use conflicts when evaluating changes to zoning standards and boundaries.

LUP 17.3 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 17.4 Support businesses oriented in emerging services, technologies, and industries, such as green businesses, through the Unclassified Use Permit Process.

LUG-18: WILDFIRE RISK

Reduce the risk of wildfire to lives and property by incorporating best available science and wildfire mitigation measures in development code updates.

LUP 18.1: The City shall adopt a Wildland-Urban Interface Code in compliance with state building code regulations.





?al?al
(HOUSE)



WHERE WE'RE GOING: HOUSING

Image: A newer apartment in Uptown Stanwood along 72nd Avenue NW built in 2021.

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.



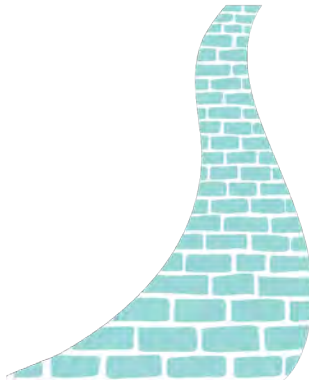
DOWNTOWN AND UPTOWN

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.



EQUITABLE HOUSING

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



PRESERVATION

Housing preservation is essential to Stanwood's historical, cultural, and architectural heritage. Existing, historical neighborhoods foster community identity, pride, and social cohesion. Housing preservation helps ensure the continuance of existing, affordable housing and reduces displacement of marginalized, vulnerable communities. .



INTRODUCTION

Housing is integral to supporting a higher quality of life. Housing is shelter, protection, and a foundation for society’s well-being. 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 is informed by the GMA, Regional Vision 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.

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.

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.

HOUSING GOALS & POLICIES

HG-1: REGIONAL COLLABORATION

Accept and plan for Stanwood’s “fair share” of residential growth in accordance with the city’s vision, Snohomish Countywide Planning Policies, Vision 2050 of the Puget Sound Regional Council, and the Washington State Growth Management Act.

HP 1.1: Continue to participate in the Snohomish County Tomorrow (SCT) future growth allocation planning process.

HP 1.2: Maintain membership within the Snohomish County Interlocal Alliance for Housing Affordability.

HP 1.3: Allow for local participation of outside agencies including the Housing Authority of Snohomish County, Snohomish County’s Office of Housing and Community Development, Habitat for Humanity, and other housing or service providers.

Image: A stretch of multifamily apartments owned and operated by Housing Hope.





COMMUNITY ENGAGEMENT

The Housing Element was informed with great consideration to the concerns and values shared by community members during the Public Engagement process. Community priorities help guide the goals and policies of the Housing Element. Identified housing priorities include:

- Develop neighborhoods that contribute to a greater sense of community, livability, mobility, and growth.
- Maintain existing housing stock in a way that supports families and households, reduces displacement, and reflects Stanwood’s history.
- Balance the demand for single-family, multifamily, and other types of residential housing 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.
- Preserve valued open spaces and agricultural land by focusing housing development towards the downtown and uptown areas of the city to reduce urban sprawl.
- Develop housing with greater resiliency in areas prone to flooding.

By 2044, consistent with Vision 2050, Stanwood will be a community that allows for diverse housing types at varying income levels to accommodate all who desire to live in the community. Affordable housing should be available in Downtown and Uptown where there is access to jobs, bus service, shopping, parks, and other amenities. With managed growth and planning, development can contribute to a sense of community, livability, and enhanced mobility in Stanwood.

Image: A community garden located in common open space at an apartment complex in Uptown Stanwood.



KEY TERMS

Infill Development

The construction of new homes on empty or underused land within already established neighborhoods, rather than expanding into undeveloped areas.

Gentrification

A process where a neighborhood experiences economic and social changes as a direct result of new, wealthier populations purchasing and making improvements to properties.

Investments are often aimed at improving neighborhoods, which can include renovations, new businesses, and infrastructure improvements. This process drives up property values which results in displacing longtime residents who are no longer able to afford to live there.

Displacement

When people are forced to leave their homes or neighborhoods because of conditions beyond their control. Factors like rising rents or redevelopment often contribute to displacement.

STANWOOD’S EXISTING HOUSING LANDSCAPE: DOWNTOWN

As described in the Land Use Element, Stanwood has two unique and distinct housing communities: Downtown and Uptown.

Downtown consists of older, small craftsman style houses that were built in the 1900’s to 1960’s during early European settlement. Houses were built on smaller lots in a typical early century grid system. Homes in the downtown area are within walking distance of shopping and restaurants reflecting development predating the 1920’s and 1930’s when cars were becoming more common.

Small-scale multifamily developments are intermingled between single-family detached homes. Residential apartments can be seen above commercial storerooms in historic mixed use buildings. In the last five years Downtown Stanwood has seen small, vacant lots being *infilled* with townhome developments.

Housing in Downtown is generally more affordable than the Uptown area. This also makes it more susceptible to *gentrification* and *displacement*. While housing prices increased significantly in the 2020’s, Downtown has retained some affordability with houses ranging in price from \$350,000 to \$450,000.

SINGLE-FAMILY



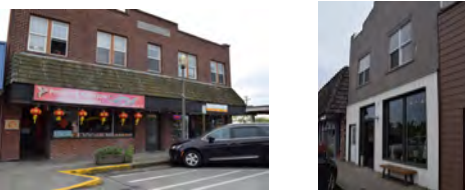
INFILL



MULTIFAMILY



MIXED USE





STANWOOD'S EXISTING HOUSING LANDSCAPE: UPTOWN

Uptown Stanwood developed from multiple annexations of existing subdivisions and large, undeveloped pieces of land. Residential development in the Uptown area predominantly consists of larger, “Suburbia”-style single-family detached housing. Along SR 532 in Uptown Stanwood, a person can find commercial retailers and service providers with large, expansive parking lots continuing to cater to automobile-oriented suburban development.

In the last ten years, this subarea of Uptown has seen infill development of mixed use buildings and multifamily apartment complexes. With access to shopping, dining, a movie theater and more; a new, walkable community is being created in the middle of an automobile-oriented neighborhood.

Compared to the small lots seen in Downtown, Uptown saw the development of larger lots, with wider roads, and neighborhoods which were mostly self-contained. Housing prices start around \$500,000 and newer homes are selling in the \$650,000-\$800,000 price range. Despite the high housing prices, the majority of Stanwood’s *subsidized housing* is also located in Uptown. While the majority of Uptown has developed with *detached single-family* residential subdivisions, the area has seen an increase in housing diversity in recent years.

DETACHED SINGLE-FAMILY



MULTIFAMILY & MIXED USE



SUBSIDIZED HOUSING



ATTACHED SINGLE-FAMILY



KEY TERMS

Subsidized Housing

Properties where a third party agency is providing a form of assistance to help reduce the cost of housing. This assistance can be in the form of direct rental subsidies, housing vouchers, or tax incentives for developers to construct affordable housing units.

Subsidized Housing

Lervick Family Village
Scandia Village
Island View
Lincoln School Senior Apartments
Camwood Senior Center
Lincoln Hill Village Apartments
Bayview Gardens
Hilltop
Josephine Caring Community
Brookdale Senior Living
Housing Hope

Detached vs Attached Single-Family Residences

Detached single-family residences are standalone residences that are not physically connected to any other residence. Each house sits on its own lot and is setback from property lines.

Attached single-family residences, on the other hand, are residences that share common walls with neighboring units. Examples include duplexes or townhomes. Each unit could be individually owned and may have its own entrance, parking, and yard space.

HG-2: HOUSING VARIETY

Allow for development of a range of housing types to ensure a diverse variety of living accommodations for those desiring to live in Stanwood.

HP 2.1: Recognize and plan for the variable housing needs of the entire community when determining development regulations as informed by the Stanwood Housing Action Plan.

HP 2.2: Encourage the development of a full range of housing types, sizes, and densities to meet the different needs of Stanwood homeowners and renters at all income levels.

HP 2.3: Allow for vertical and horizontal mixed-use housing units in addition to live-work housing units where appropriate.

HP 2.4: Encourage moderate-density development such as 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 ownership and rental opportunities.

HP 2.5: Consider the development of affordable housing incentives, as recommended in the Stanwood Housing Action Plan, for new or redeveloped housing located close to transportation facilities, public services, and employment centers.



STANWOOD'S HOUSING LANDSCAPE: LOOKING FORWARD

In 2044, Stanwood should be a community that provides diverse housing opportunities at varying income levels to accommodate all who desire to live in the community. The demand for housing should be balanced with the demand for utilities, facilities, and roads needed to support them. Affordable housing should be located in areas with access to jobs, bus service, shopping, parks and other amenities contributing to a sense of community, livability, mobility, and growth in Stanwood.

Uptown will likely continue to grow with infill housing as vacant lands are purchased and subdivided. While detached single-family residential development will most likely remain the dominant housing type, future developments are anticipated to include a greater variety of housing types including accessory dwelling units, duplexes, townhouses, and cottage housing. Downtown growth is expected along the commercial corridor, including townhouses and multi-family development to support local businesses and housing accessibility.



Image: A photo taken at the Annual Stanwood Camano Fair.



WHERE WE ARE GOING: HOUSING

CITY GROWTH: POPULATION AND HOUSING SNAPSHOT

City growth is tracked and managed through the Comprehensive Plan update process. The GMA requires the Comprehensive Plan to be updated every 10 years to meet new state regulations or adjust to meet local circumstances and priorities. This process is supplemented by a “check-in” every 5 years to ensure that the City is on track to meet its growth targets and make adjustments if needed.

Since the last major Comprehensive Plan update in 2015, the city’s population grew *more than twice as fast* as the county population. Snohomish County’s population increased by approximately 11.8% since 2015 whereas Stanwood’s population increased by roughly 27.6% over the same time period.

There are several factors contributing to why Stanwood is growing faster than Snohomish County as a whole. Stanwood is a smaller city situated in the northwest corner of the county approximately 6-miles from the I-5 corridor. The city is surrounded by a rural, agricultural community including livestock and produce. The tight-knit community atmosphere is attractive to many families who want to get away from the busier south County region. The Stanwood-Camano School District is rated in the top 30 percent of Washington State schools also appealing to new families. Housing in Stanwood has historically been more affordable than other areas in south Snohomish County, and with remote working becoming a new trend, Stanwood has experienced more people working from home and avoiding long commutes.

CHANGING DEMOGRAPHICS

Over the last ten years, Stanwood has seen a shift in the population’s age range. Historically, Stanwood’s quiet nature appealed to many “empty-nesters” and residents looking for somewhere to age in place. Recently, the primary demographic has shifted to younger families largely due to the affordability of Stanwood and the desirable school district.



Exhibit H.1: Age Range of Stanwood’s Population in 2010 versus 2022 (ACS S0101:Age and Sex 2010 and 2022 5-Year Estimates)

NEW CONSTRUCTION

Stanwood has experienced an uptick in the development of new housing. Between 2010 and 2015, Stanwood saw the construction of approximately 24 new housing units per year. In comparison, between 2015 to 2023 another 663 housing units were built which amounts to about 82 new units a year. The majority of this growth occurred in the Uptown area.

As mentioned previously, the diversity of housing has also increased in recent years. In 2019 approximately 71% of the new residential development consisted of detached single-family residences. In 2021, detached single-family residences had declined to 37% of new residential development.

2021 BUILDING PERMITS

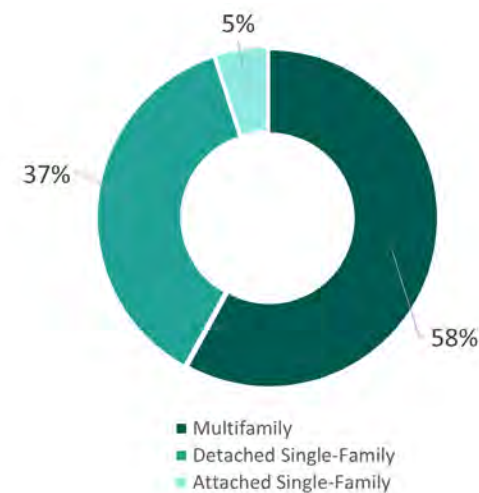


Exhibit H.2: Percentages of residential building permits submitted in 2021

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 are 14 to 33 years old.

Older housing stock, mostly in the Downtown area, requires remodeling and redevelopment which can put a strain on homeowners and be costly to upkeep. However, the City is seeing some gentrification in the downtown with new families moving into the older homes and fixing them up.

However, much of Stanwood’s housing units are relatively new and located in the Uptown area. Rehabilitation, maintenance, and repair costs are not an immediate concern for most homes in Uptown, but as these homes age upkeep may be an issue in the future.



Image: A home in Downtown Stanwood that was originally built in 1901.

HOUSEHOLD SIZE AND NUMBER OF BEDROOMS

Although the average household size in Stanwood is 2.79 people, 5-person households are more common in Stanwood than in Snohomish County.

1-person households make up the largest share of households at 29%, followed by 2-person households at 25%. The third largest share, at 15%, is 5-person households which greatly differs from the county’s 6%. This phenomenon reflects similarly for both homeowners and renters. These numbers reflect Stanwood’s population shift from smaller, older households to younger families.

Stanwood also differs from the county in terms of renter household sizes. In Stanwood, about 56% of renters are 1-person households which is greater than the county’s 35%. In general, the city also demonstrates higher percentages for 5-person and 6-person households, and lower percentages for 2,3, and 4-person households than that of the county. This further reflects the need for diverse housing options that correlate to the stark difference of household sizes.

In terms of the number of bedrooms per housing unit, a little more than half of the housing stock, 55%, is two- or three-bedroom housing units. All of the no-bedroom and one-bedroom opportunities are among rental units, and about 41% of the homeowner housing units and 13% of rental units contain four or more bedrooms. In the provision of housing for diverse needs, Stanwood must balance the demand for more bedrooms within the housing and rental opportunities.

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 2024 only data up to 2022 is available. On the other hand, the Washington State Office of Financial Management (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.



WHERE WE ARE GOING: HOUSING

2044 GROWTH TARGETS

As discussed in the Land Use Element, the City of Stanwood is assigned population, housing, and employment growth targets for the year 2044. The Land Use Element provides a detailed breakdown of existing land capacity and the City’s ability to meet its assigned growth targets on pages 58-59 of this Plan.



STANWOOD IS ON TRACK TO MEET ITS POPULATION AND HOUSING TARGETS

GROWTH TARGETS AND HOUSING AFFORDABILITY

Since the 2015 Comprehensive Plan Update, the Washington State Legislature has issued multiple new requirements for local jurisdictions to consider in their planning efforts. One of the largest changes was modifications to the language surrounding housing growth targets in the Growth Management Act (GMA). Local governments are now required to “plan and accommodate” for housing affordable to all income levels. The next few sections will go over the City’s requirement to address housing affordability and its capacity to meet these targets.

NEW STATE REQUIREMENTS

Washington State has seen significant changes to the ways communities are required to plan for housing due to new legislative requirements. Below are examples of some of the new planning changes that have come from the Legislature over the last five years:

- Requirements to plan for housing growth targets affordable to all income levels
Increased emphasis on equity and racially disparate impact analysis
Allowing two accessory dwelling units (ADU’s) per lot
Requirements for streamlining design review
Conversions of existing buildings to residential uses
Allowing more types of housing in detached single-family residential areas

HG-3: EQUAL ACCESS

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

- HP 3.1: Consider the use of affordable housing techniques and incentives, as recommended in the Stanwood Housing Action Plan, to encourage housing opportunities for people of all income levels, ages, and assistance needs.
HP 3.2: Continue to partner with the Stanwood-Camano Community Resource Center to distribute housing assistance through the Sales and Use Tax for Affordable Housing.
HP 3.3: Allow for appropriate special needs housing throughout the residential neighborhoods, in accordance with state law, for those with physical, mental, or emotional disabilities.
HP 3.4: Allow for licensed group homes and similar residential care facilities throughout the residential neighborhoods in accordance with state law.
HP 3.5: Provide opportunities for siting non-stick built housing such as modular housing, manufactured housing, and other types of pre-fabricated housing.
HP 3.6: Develop streamlined permitting and review processes for the development of low, very low, extremely low, and moderate-income affordable housing and special needs housing.
HP 3.7: Monitor local policies, regulations, plans, and actions for racially disparate impacts including displacement and exclusion and make periodic updates as needed. The City should engage with and listen to groups most affected, including Black, Indigenous, People of Color, as part of this process.
HP 3.8: Establish anti-displacement policies to counter economic and cultural displacement of low-income and marginalized populations.
HP 3.9: Locate residential development within the existing sewer service area and phase it into the projected wastewater service areas as shown in the City Waste Water Facilities Plan.

Image: At the Stanwood Farmer's Market, city staff engage residents on a variety of topics.





KEY TERMS

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.

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

AFFORDABILITY ACROSS INCOME LEVELS

DEFINING HOUSING AFFORDABILITY

In Stanwood, housing is considered "affordable" if 30% or less of a household's income is dedicated to housing.

The U.S. Department of Housing and Urban Development defines affordable housing as housing where the occupant is paying no more than 30% of their gross income for housing costs, including utilities and sometimes transportation. If the monthly housing cost exceeds 30% of the monthly income, then the household is considered *cost burdened*. Further, if monthly housing costs exceed 50% of the monthly income, the household is considered *severely cost burdened*.

In Stanwood, about 19% of all households are cost-burdened and 13% are severely cost-burdened. 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.

CONSTRAINTS OF THE PRIVATE MARKET

While Stanwood is working to address affordable housing mandates, there are additional challenges to the development of affordable housing.

The City can reduce barriers to affordable housing development by allowing additional housing options through zoning standards, but private market factors will continue to influence the type of housing built.

Examples of private market factors include:

- Personal preference for housing types;
- Interest rates and loan practices;
- Building materials, supply chain limitations, and labor costs; and
- Mandated building codes increasing construction costs.

WHAT DOES AFFORDABILITY LOOK LIKE FOR DIFFERENT PEOPLE?

The concept of "affordable housing" is one that has many different definitions depending on who is asked. In relation to growth planning, affordable housing is synonymous with "housing that a specific income band can afford without being cost-burdened".

As part of the legislative updates, local jurisdictions are now required to distribute housing targets among different income bands in relation to the *Area Median Income (AMI)*.

Income Level Compared to AMI

Defined Income Category	AMI Range
Extremely Low	0% - 30%
Very Low	30% - 50%
Low	50% - 80%
Moderate	80% - 100%
High	100% - 120%
Very High	Greater than 120%

Exhibit H.3: Income categories assigned to a range of percentages of the AMI. (WA Dept. of Commerce)

PLANNING FOR AFFORDABILITY

In order to plan for and accomodate housing for different income levels, the 2044 Housing Growth Target was distributed into smaller growth targets for each income band as described above. Similar to the population growth allocation process, the assignment of housing targets by income level was also developed through the interjurisdictional Snohomish County Tomorrow collaborative. The housing need targets also include targets for *non-permanent supportive housing, permanent supportive housing*, and temporary emergency housing.

CALCULATING STANWOOD'S HOUSING NEED

STEP 1: What are the 2044 growth targets?

2044 Housing Growth Targets by Income Band		
Income Band	AMI Range	2044 Growth Target
Extremely Low - Non PSH	30% or less	370
Extremely Low - PSH	30% or less	167
Very Low	30% to 50%	632
Low	50% to 80%	787
Moderate	80% to 100%	722
High	100% to 120%	628
Very High	120% or more	1,302
Cumulative Housing Need		4,608
Temporary Emergency Housing Need		106

Exhibit H.4: Stanwood's 2044 Housing Targets by Income Band. The targets established in this housing element will serve as benchmarks to evaluate progress and guide decisions regarding development regulations

STEP 2: Convert the growth targets into housing types

Recognizing that local jurisdictions do not control the private market and its prices, the next step in planning for housing affordability is to look at the different types of housing that could be considered affordable to the different income bands. For example, someone who makes 30% of the AMI may only be able to afford an apartment whereas someone who makes 120% of the AMI could potentially afford a three-bedroom detached single-family house.

Following the Washington State Department of Commerce's guidelines, the following assumptions can be made for housing types that serve different income bands:

2044 Housing Growth Targets by Housing Type			
Income Band	AMI Range	Housing Type Serving Range	2044 Growth Target
Extremely Low	30% or less	Non-permanent supportive housing, permanent supportive housing, ,apartments, and condominiums,	1,956,
Very Low	30% to 50%		
Low	50% to 80%		
Moderate	80% to 100%	Duplexes, triplexes, fourplexes, townhomes, and cottage housing	1,350
High	100% to 120%		
Very High	120% or more	Detached Single-Family Residences	1,302
Cumulative Housing Need			4,608

Exhibit H.5: Stanwood's 2044 Housing Targets by Income Band converted into Housing Types



KEY TERMS

Non-Permanent vs Permanent Supportive Housing (PSH)

Non-permanent supportive housing offers temporary accommodations and services for individuals experiencing homelessness or housing instability. It offers short-term solutions, typically focusing on transitional support to help individuals transition to more permanent housing options.

Permanent supportive housing provides long-term housing and ongoing services for individuals facing homelessness, often with chronic health conditions. It offers stable, permanent housing coupled with ongoing supportive services tailored to the individual's needs, aiming to help them maintain housing stability and improve their quality of life over the long term.

Temporary Emergency Housing

Short-term accommodations provided to individuals and families facing immediate homelessness or housing crises. This type of housing is designed to offer immediate relief and safety during times of crisis, typically for a brief period until more stable housing solutions can be arranged. Temporary emergency housing may include shelters, transitional housing, or other temporary accommodations provided by government agencies, non-profit organizations, or community service providers.



STEP 3: Calculate how many new units are needed to meet growth targets

Additional Housing Units Needed between 2020 and 2044				
Income Band	Extremely Low, Very Low, and Low	Moderate and High	Very High	Cumulative Housing Needs
Types of Housing that Serve Income Band	Non-permanent supportive housing, permanent supportive housing, apartments, and condominiums	Duplexes, triplexes, fourplexes, townhomes, and cottage housing	Detached Single-Family Residences	All housing units
Existing 2020 Housing Inventory	1,336	1,113	529	2,978
Projected 2044 Housing Target	1,956	1,350	1,302	4,608
Additional Units Needed	620	237	773	1,630

Exhibit H.6: Stanwood's 2044 Housing Targets converted into Additional Units Needed

STEP 4: Conduct a land capacity analysis to determine whether or not Stanwood can meet its targets.

Residential land capacity is a combination of the amount of land available for development, the housing types and densities allowed under applicable development regulations, and any encumbrances on the land that limit the ability to develop, such as environmental constraints, infrastructure requirements or local market forces. The full land capacity analysis can be found in the appendix. Since Stanwood allows for temporary emergency housing by-right, a land capacity analysis is not required for this component. Below are the abbreviated results of the land capacity analysis.

2044 Housing Growth Targets by Zoning Designation			
Housing Type Serving Income Bands	Additional Unit Needed by 2044	Density Category	Associated Land Use Zoning Designation
Non-permanent supportive housing, permanent supportive housing, apartments, and condominiums,	620	Low Rise Multi Family	General Commercial Mixed Use Multi-Family Residential
Duplexes, triplexes, fourplexes, townhomes, and cottage housing	237	Moderate Density	Traditional Neighborhood Single Family Residential (5,000 SF) Single Family Residential (7,000 SF)
Detached Single-Family Residences	773	Low Density	Single Family Residential (9,600 SF) Single Family Residential (12,400 SF)

Exhibit H.7: Stanwood's 2044 Housing Targets converted into associated zoning designations



2020 Residential Land Capacity			
Land Use Zoning Designation	Net Residential Capacity (Units)	Density Category	Overall Residential Capacity (Units)
General Commercial Mixed Use Multi-Family Residential	324 142 292	Low Rise Multi Family	758
Traditional Neighborhood Single Family Residential (5,000 SF) Single Family Residential (7,000 SF)	660 57 81	Moderate Density	798
Single Family Residential (9,600 SF) Single Family Residential (12,400 SF)	400 9	Low Density	409

Exhibit H.8: 2024 Residential Land Capacity

2044 Housing Growth Targets Land Capacity					
Density Category	Overall Residential Capacity (Units)	Housing Type Serving Income Bands	Additional Units in Pipeline (2020 to 2024)	Additional Units Needed by 2044	Capacity?
Low Rise Multi Family	758	Non-permanent supportive housing, permanent supportive housing, apartments, and condominiums,	~514	620	Yes, capacity surplus of 652 units
Moderate Density	798	Duplexes, triplexes, fourplexes, townhomes, and cottage housing	~188	237	Yes, capacity surplus of 749 units
Low Density	409	Detached-Single Family Residences	~470	773	Yes, capacity surplus of 106 units

Exhibit H.9: Stanwood's 2044 Housing Target Capacity.

STANWOOD HAS SUFFICIENT LAND CAPACITY TO MEET ITS 2044 HOUSING TARGETS BY INCOME BAND.



IMPROVING STANWOOD'S HOUSING AFFORDABILITY

Housing affordability is critical in tackling the need for housing in Stanwood, Snohomish County, and the greater Puget Sound Region. While the housing supply increases to meet current and future demands, mindful consideration should be placed on ensuring housing affordability across all income bands.

In Stanwood, 35% of households are considered low income, earning 80% of the AMI or less. Overall, 53% of Stanwood's households make less than 100% of the AMI.

STANWOOD'S HOUSEHOLDS

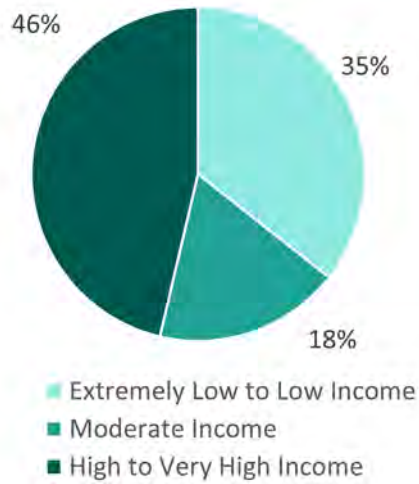


Exhibit H.10: Percentages of Stanwood households based on income category

In 2023, the City adopted the Stanwood Housing Action Plan which is a document that outlines recommended housing policies, programs, regulations, and incentives based on

the community's development patterns, demographics, affordability needs, and characteristics.

Stanwood should use the Housing Action Plan to inform its next steps in adopting incentives and streamlined permitting practices to help encourage the continued development of affordable and attainable housing in the Downtown and Uptown areas.

The Housing Action Plan emphasizes the following principles:

1. Invest in the physical and social infrastructure of the Stanwood community while balancing the demands of housing, amenities, and services.

2. Housing units should be designed to respond to the community's demographics and needs, rather than the community adapting to the housing units that are developed.

HG-4: PRESERVATION

Encourage the preservation and maintenance of existing, affordable housing in historical and cultural communities that may be at higher risk of displacement and exclusion.

HP 4.1: Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulation and capital investments.

HP 4.2: Encourage city investment in the improvement of existing neighborhoods where infrastructure gaps are less likely to be filled by new development and in neighborhoods that have been historically excluded.

HP 4.3: Work with property owners, the Washington State Department of Ecology, and FEMA to overcome barriers to preservation and maintenance of residential structures within the floodplain.

HP 4.4: Collaborate with the Stanwood Historical Society to develop guidelines and recommendations for promoting historic preservation for existing structures.

HP 4.5: Consider the use of techniques and incentives, as recommended in the Stanwood Housing Action Plan, to assist property owners in the preservation and maintenance of existing affordable housing.

HP 4.6: Include and collaborate with 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 4.7: Encourage development that is similar in look and feel to existing neighborhoods and create a gradual transition of densities through design guidelines and development standards.

KEY TERMS

Exclusion

Regulations or policies that, intentionally or unintentionally, limit certain groups' access to specific areas or developments, often leading to socio-economic segregation.

Racially Disparate Impacts

When policies, practices, rules, or other systems result in unequal outcomes experienced by different racial or ethnic groups, regardless of intent.

Equity vs Equality

Equality: Equality means **treating everyone the same** regardless of their circumstances. It's about providing equal opportunities, resources, and treatment to all individuals or groups, without considering their differing needs or starting points.

Equity: Equity, on the other hand, involves recognizing and addressing disparities among individuals or groups by providing resources, opportunities, and support based on their specific needs or circumstances. It's about ensuring fairness and justice by **giving everyone what they need to achieve equal outcomes**, even if it means allocating resources unequally.

Equity emphasizes fairness and addressing differences to achieve equal outcomes.

3. Affordability means something different to every household, and what is considered affordable can change based on market conditions. Stanwood supports equitable housing opportunities for every income level, and affirms programs that provide education, resources, and financial support for the most vulnerable residents.

HOUSING EQUITY

Policies and regulations are required by the Growth Management Act (GMA) to be reviewed for evidence of contribution to racially disparate impacts (RDI), *exclusion*, displacement, and displacement risk in the City in accordance with RCW 36.70A.070(2)(e-h).

Racially disparate impacts occur when policies, practices, regulations, or other systems result in a disproportionate effect on one or more racial groups. Homeownership rates, rates of housing cost burden, rates of overcrowding, and housing cost compared to median household income should all be taken into consideration when analyzing racially disparate impacts

While the majority of Stanwood's households are white, the City values being a welcoming and safe community to all including Black, Indigenous, and People of Color (BIPOC) who reside in Stanwood.

WHERE WE ARE GOING: HOUSING



STANWOOD'S RACIAL DISTRIBUTION

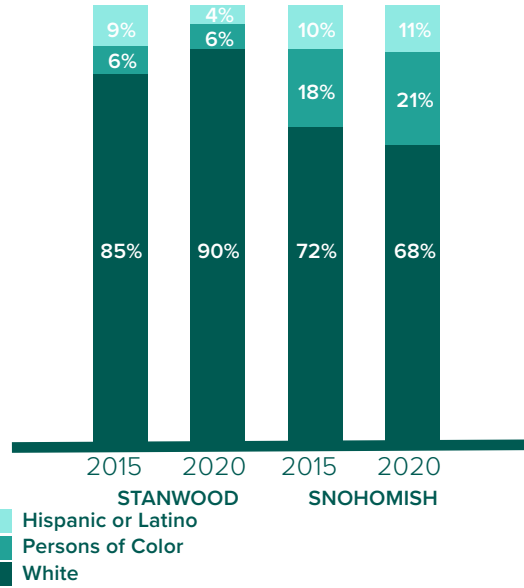


Exhibit H.11: 2015 versus 2020 Racial Distribution of Stanwood's Population

Stanwood has seen its Hispanic or Latino population decline since 2015 and almost entirely disappear in some age ranges. It may be that this is normal sampling error, but if that is not the case and instead reflective of real trends in the population, the City should seek to understand why in future community outreach efforts.

If the decline is reflective of real trends, it indicates recent 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.



HG-5: ENVIRONMENT

Encourage the preservation of open space and minimize environmental impacts of new housing developments.

HP 5.1: Review new housing developments for compliance with the City's sensitive area regulations and adopted drainage manual.

HP 5.2: Review new housing developments for compliance with the City's recreational and open space standards to ensure sufficient recreational opportunities.

HP 5.3: Monitor local policies, regulations, plans, and actions for racially disparate impacts including environmental injustice.

HP 5.4: Ensure services, such as water and sewer, for new housing developments are in place concurrently with the occupancy of the structures.

HP 5.5: Allow for density transfer methods, such as clustering and smaller lot sizes, when it would result in increased open space and protection of sensitive critical areas.

HP 5.6: Collect impact fees from new developments to fund new public recreational facilities.

HP 5.7: Protect views by maintaining adopted height limitations.

DETERMINING A HOUSING RESPONSE

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. Compared to Snohomish County's racial composition, Stanwood does not have a diverse population.

Since 2015, Stanwood has seen a significant decrease in its American Indian and Alaskan Native population, Black and African American population, and Hispanic or Latino population. This is in significant contrast to White and Asian populations, which have been increasing. Snohomish County's BIPOC population has been increasing since 2015, which indicates that Stanwood's declines are likely the result of local factors.

INCOME DISPARITIES

Average income has remained consistent for white households in Stanwod, but there have been changes in incomes for Asians, Hispanics or Latinos, and Other Races over the last five 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%, however the above median-income group also grew from 18% to 22%.

DISPROPORTIONATE COST BURDEN

Stanwood's Asian renter households are disproportionately cost-burdened compared to other households. Despite their relatively higher financial power compared to other households, almost all Asian households rent as opposed to own, and all of Stanwood's Asian renters are severely cost burdened. About 57% of Hispanic or Latinos are severely cost-burdened. 21% of White homeowners are cost burdened 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, and Pacific Islander population in Snohomish County. 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.**

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. According to the the 2017-2021 American Community Survey 5-Year Estimates, **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 an impact on where individuals are choosing to live. For example, recent populations of Asian immigrants and Hispanics or Latinos may desire proximity to regional cultural centers in the King County area due to common language, 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.

Stanwood has observed gentrification in the Downtown area. Higher income households are purchasing older homes in the Downtown area and repairing them, increasing home values, and putting existing households at risk of physical displacement.

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.

WHERE WE ARE GOING: HOUSING



ANTI-DISPLACEMENT TOOLS AND STRATEGIES

As part of the Housing Action Plan, Stanwood developed an implementation plan intended to guide budgeting and work planning for the city, coordination with city partners, and ongoing efforts to update municipal policies.

Several actions are more readily implementable than others and are short-term in nature, while other actions require further coordination, additional studies, and are likely to be mid-term or long-term endeavors. Some of the recommended implementation actions in the plan include:

+ *Rental Assistance/Homeownership Education Programs*

+ *Strategic Infrastructure Improvement*

+ *Expanding and Strengthening Local Partnerships*

+ *Interjurisdictional Cooperation*

+ *Community Development Block Grants*

+ *Form-based code for the downtown core and the uptown area*

+ *Upzoning near commercial nodes and corridors*



Pay'tx^w
(TRADE)

**WHERE WE'RE GOING:
ECONOMIC DEVELOPMENT**



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

CORE VALUES



Sense of Community



Economic Development



Environment



Growth

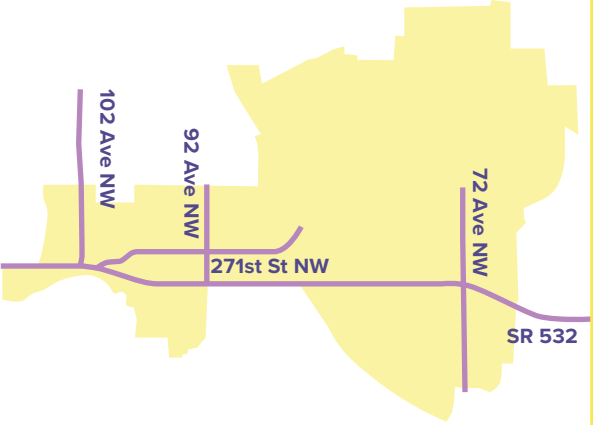


Livability



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





Community Engagement

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, repurposed 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.

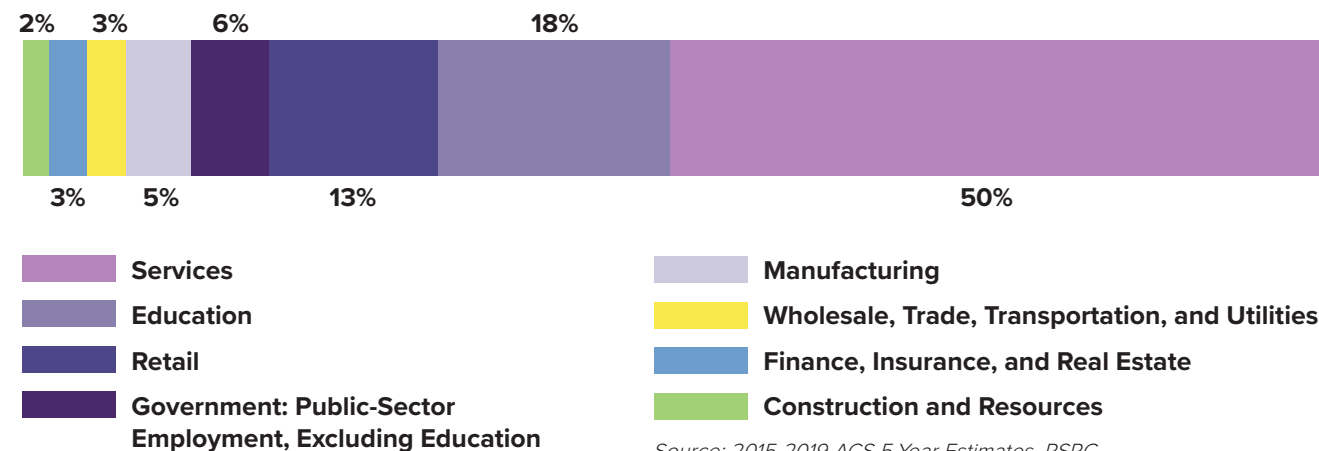




CURRENT STATE OF THE ECONOMY: FAST FACTS

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.



Jobs-to-Housing Ratio

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

With 3,865 jobs and 3,367 housing units in 2023, Stanwood maintains a ratio (0.87) beneficial to the community workforce.

**3,865 of Jobs
in 2023**

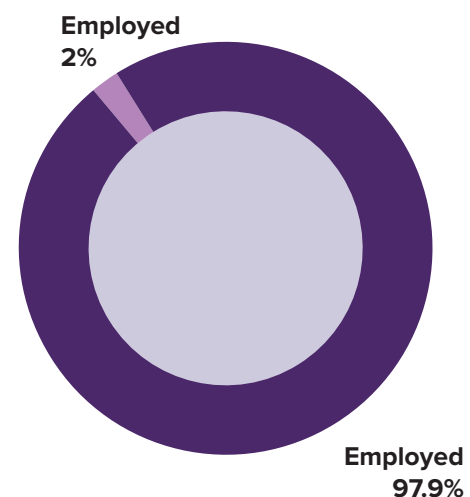
**3,367 Housing
Units in 2023**

0.87

7

Source: 2015-2019 ACS 5-Year Estimates

Employment Rate in Stanwood



Area Median Income (AMI)

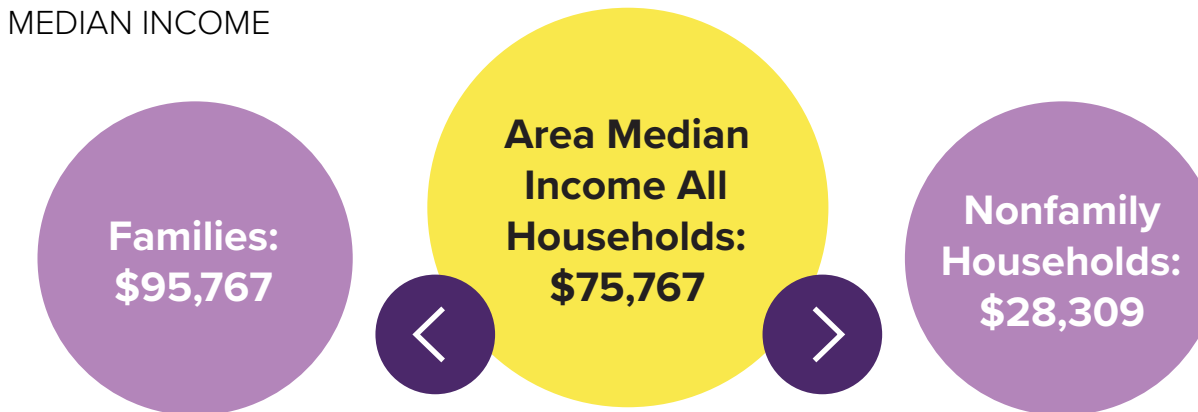
Area median income (AMI) is the midpoint of an area's income distribution where half of families in an area earn more than the median and half earn less than the median.

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

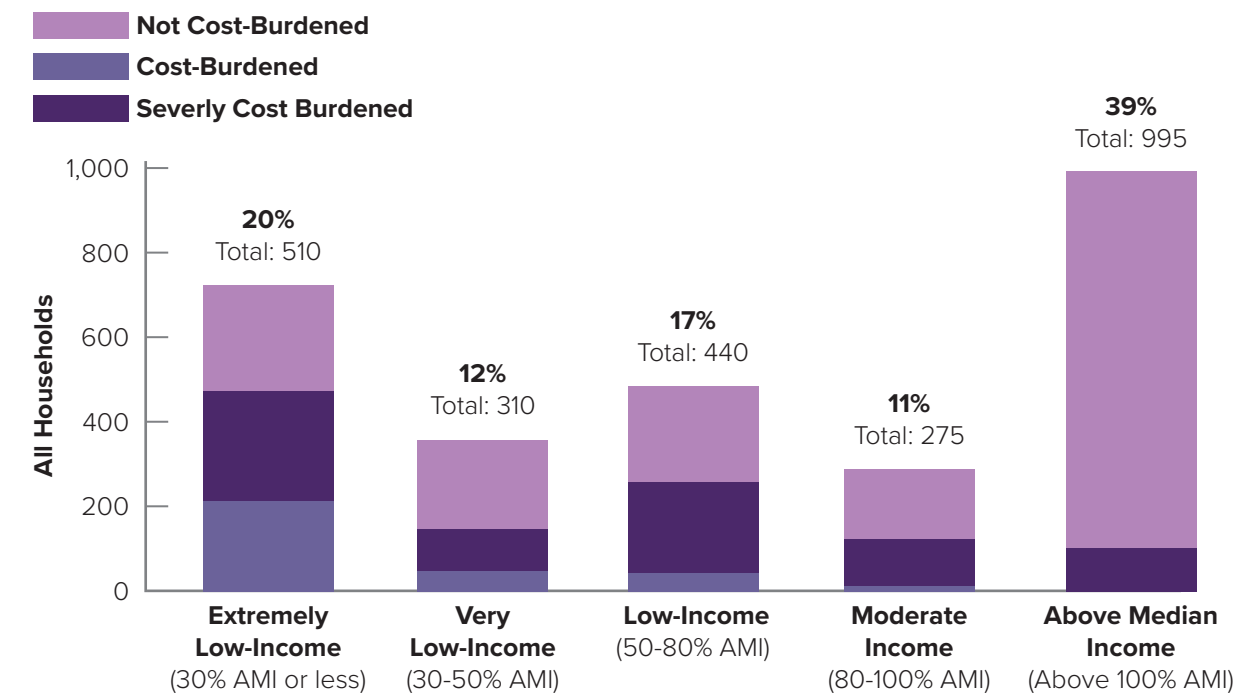
For Stanwood, 39% of all households in the area were in the above 100% AMI range, 55% of homeowners were above the 100% AMI range and, 40% of renters were at the 30% AMI or less range. Stanwood has a higher percentage of renters (85%) who earn less than 80% AMI compared to owners (32%). Exhibits X and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

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

MEDIAN INCOME

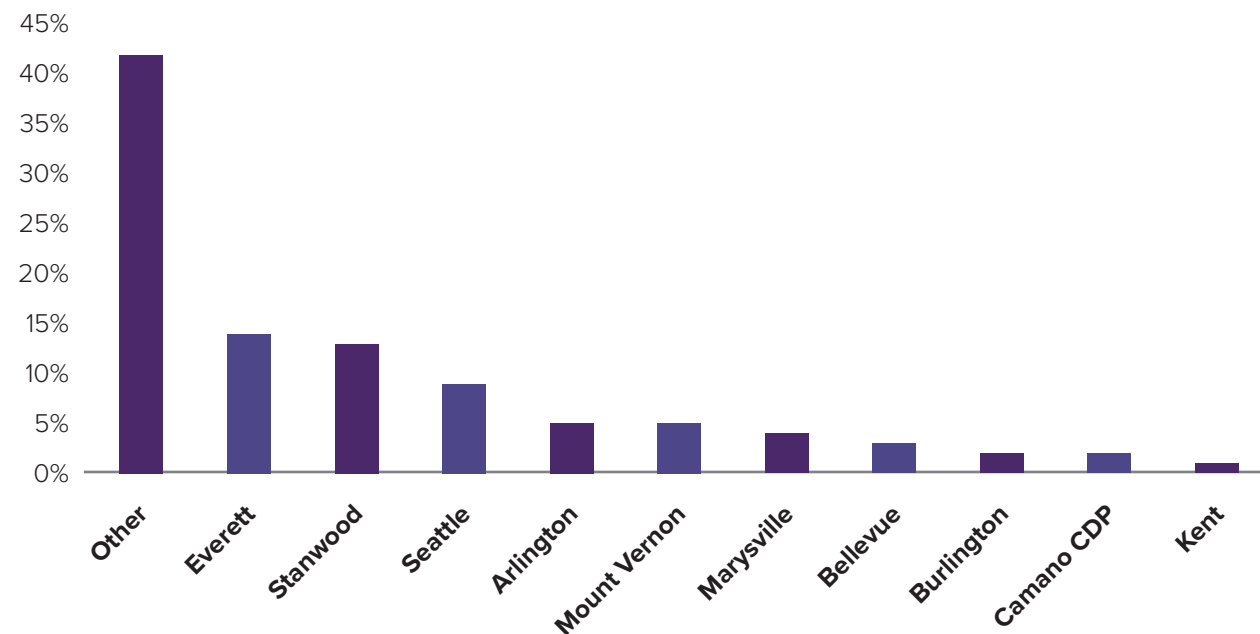


Income Distribution Overview, Stanwood





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:

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



Map of Twin City Mile connecting the Downtown area



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 revenue².

JOB DISTRIBUTION

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

BROADBAND

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

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

HOUSING

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

BUSINESS RECOVERY

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

INDUSTRY RESILIENCE

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



EDG 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 policies 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.



ECONOMIC DEVELOPMENT STRATEGY

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

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

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

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 from the grand opening of the re-modeled Stanwood Thrift Store.



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.

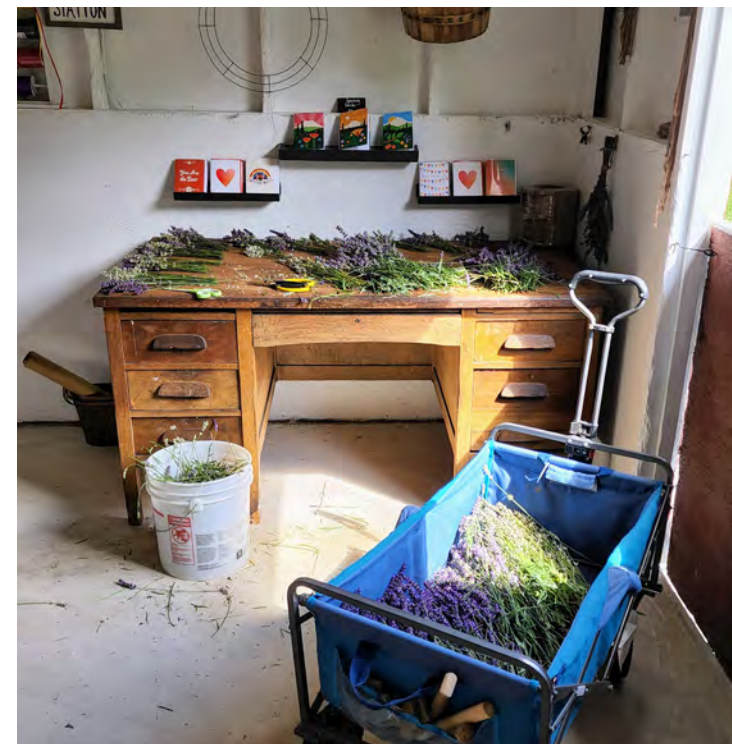


Image: Our Legacy Fields, Stanwood, Photo by Lisa Fugate



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 to provide art training, support artists, and strengthen community ties between artists and businesses. The City participates in the Stanwood Camano Arts Festivals celebrating Mother's Day and the Summer Solstice. Local artists and vendors are invited to this event and profits made are donated to local organizations like artist guilds, the police and fire departments, or scholarships to young artists in high school.

SCANDINAVIAN 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 *Lutefisk³ Dinner*, a dinner to celebrate Scandinavian roots, still occurs at Stanwood High School.

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

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



WHERE WE'RE GOING: ECONOMIC DEVELOPMENT

- 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.



2015 DOWNTOWN SUBAREA PLAN

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

2020 CITY BEAUTIFICATION ACTION PLAN

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

preserve its historic, rural, small-town character while still providing urban level of services to its citizens:

1. Gateway Signage and Landscaping

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

2. Main Street Revitalization

Enhance the attractiveness of the Downtown District by developing a "Main Street" aesthetic through the installation of street trees, benches, seating areas, street trees, flower baskets or flowerpots; painting murals which depict local history or community character; installing mini library boxes; installing etched rocks; hanging seasonal banners, or other similar public improvements which enhance the visual appearance of the street scape. Project includes reconfiguration of 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.

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



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(TRAVEL)

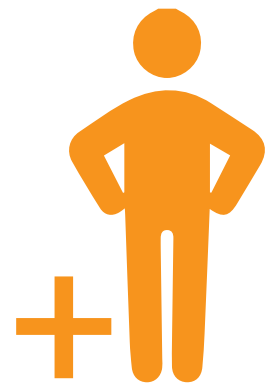
WHERE WE'RE GOING: TRANSPORTATION



Image: Residents wait for the train at the Stanwood Amtrak Station.

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.



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.



NONMOTORIZED SYSTEMS

The process of becoming a pedestrian and bicycle-friendly city is an incremental one. Small, intentional improvements over the short and long-term will help produce a citywide pedestrian and bicycle network that serves the needs for people of all ages and abilities.



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



Image: A Pedestrian Crossing sign can be seen along the Downtown streetscape.

INTRODUCTION

Cities are defined and constrained by their transportation networks (i.e., highways, roads, trails, railroads, sidewalks, bicycle lanes, 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 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 Element is based on a 2022 Study of Stanwood's existing transportation network, combined with projections of future growth and transportation needs. This Element includes five sections:

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

LOCAL AND REGIONAL PLANNING

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

- City of Stanwood Non-Motorized Transportation Plan (2016)
- City of Stanwood Transportation Plan (2024)
- Snohomish County Countywide Planning Policies
- Puget Sound Regional Council-VISION 2050
- Growth Management Act (RCW 36.70A.070)
- Clean Air Conformity Act (WAC 173-430-080)
- Healthy Communities Amendment (ESSB 5186)



Image: A group of residents enjoying the new sidewalk installed on 80th Avenue in 2023.



TRANSPORTATION AND COMMUNITY VISION

The Transportation Element 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 paths, and roundabout improvements for long-term community health and mobility.



TRANSPORTATION GOALS & POLICIES

TG-1: EQUITY AND INCLUSION

Ensure and prioritize equity, inclusion, and access to opportunities in the development and maintenance of transportation systems.

TP 1.1: 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 1.2: Conduct public engagement with marginalized or underrepresented communities to understand multimodal transportation needs and barriers to access.

TP 1.3: 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 1.4: 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.



TRANSPORTATION INVENTORY: *How do Residents 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.



Image: A bus shelter located adjacent to a public parking lot in Downtown Stanwood.

MOTORIZED 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 level of service standards.

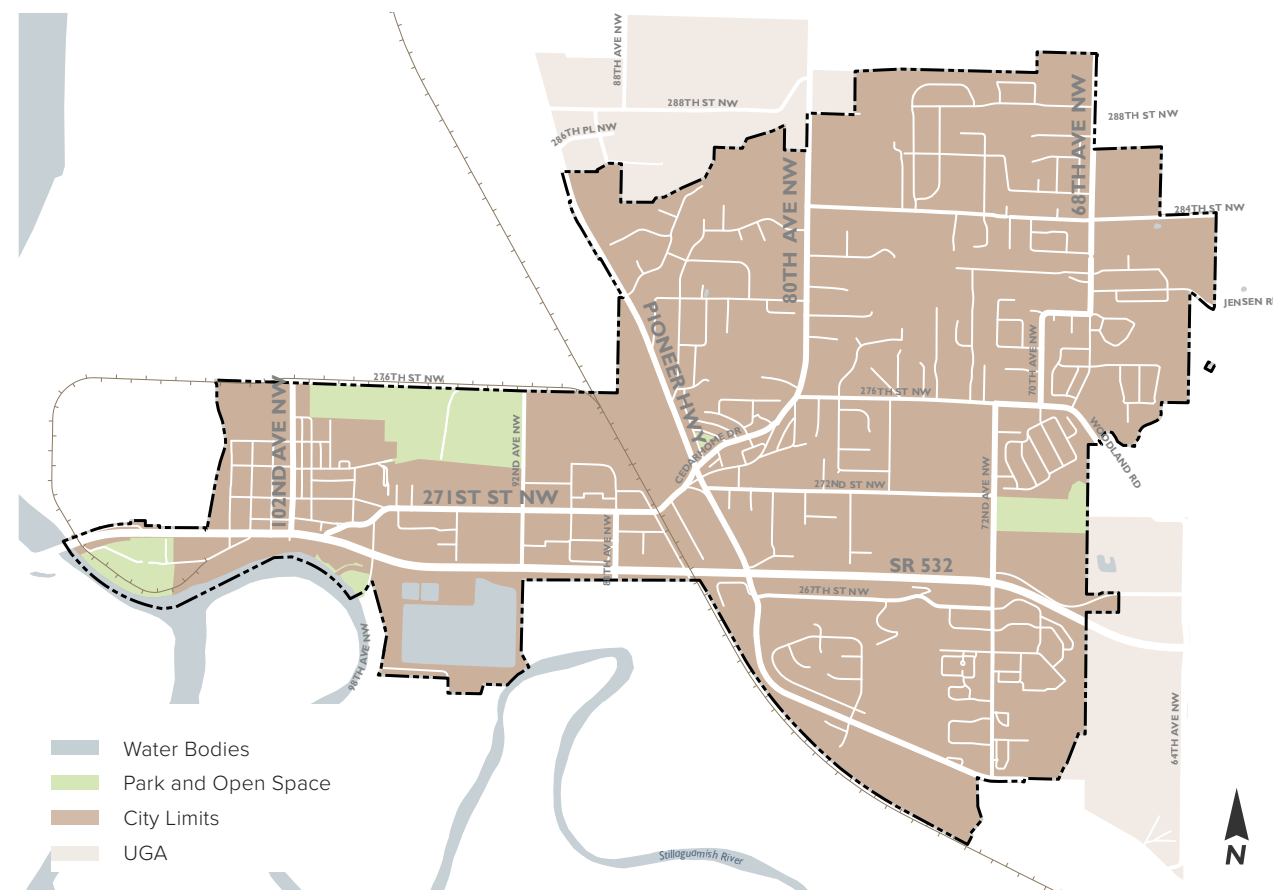


Exhibit T.1: Existing Roadway System

KEY TERMS

Functional Classification System

Functional classification is the grouping of highways, roads and streets by the character of service they provide for transportation planning purposes. These classifications are determined by the Washington State Department of Transportation (WSDOT).

Arterial Road

A high-capacity road including freeways, highways, and other major roadways. They are typically designed for **unimpeded high-speed movement**.

Collector Road

A low-to-moderate capacity road that connects traffic from residential neighborhoods and local streets to arterial roads. They are typically designed **to provide access** to residential and commercial properties.

Levels-of-Service (LOS)

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 transportation facilities to meet the community's need and whether new or expanded facilities will be necessary to accommodate growth.

TG-2: TRANSPORTATION SYSTEM

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



Image: A stop sign with both modern and historical street names included.



EXISTING HIGHWAYS AND STREETS

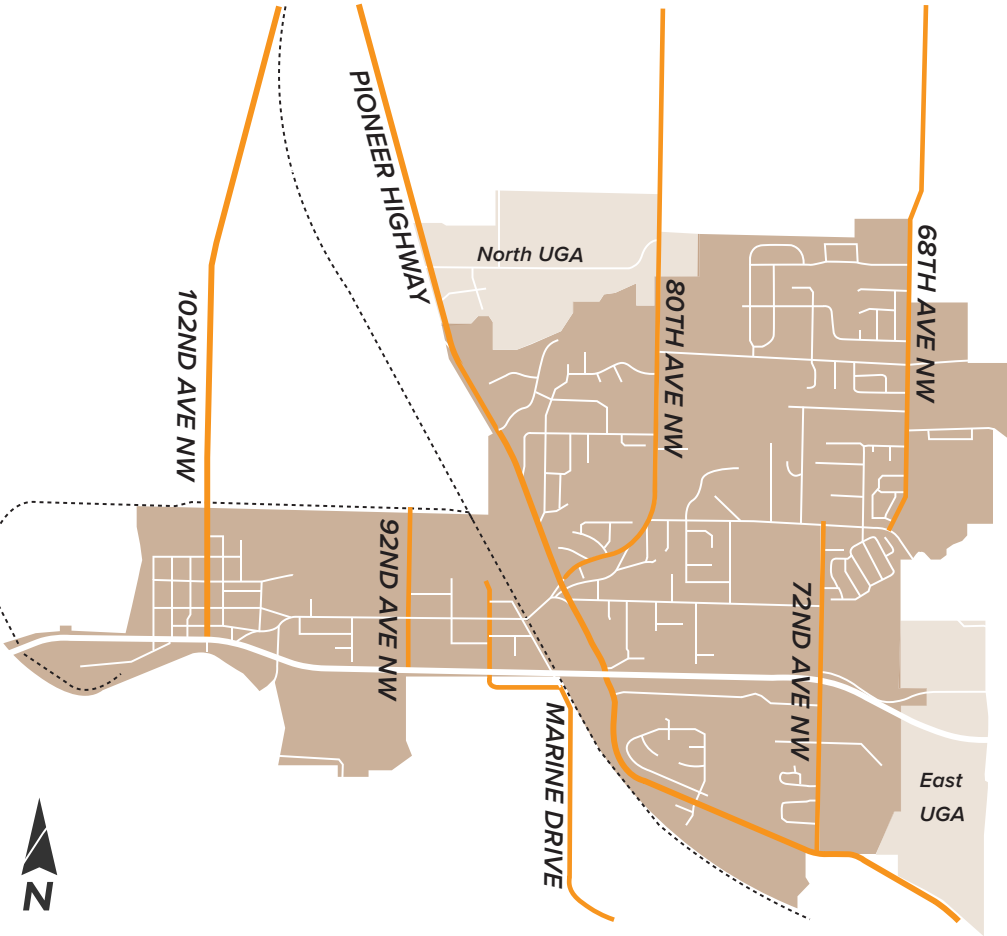


Exhibit T.2: Map of primary north-south routes in Stanwood.

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, 72nd 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”

EAST-WEST ROUTES

State Route (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

272nd Street NW, 276th Street NW, and 284th Street NW

“East-West connectivity north of SR 532”

- Provides connectivity east of the rail line.

300th Street NW

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

- Located outside of city limits to the north

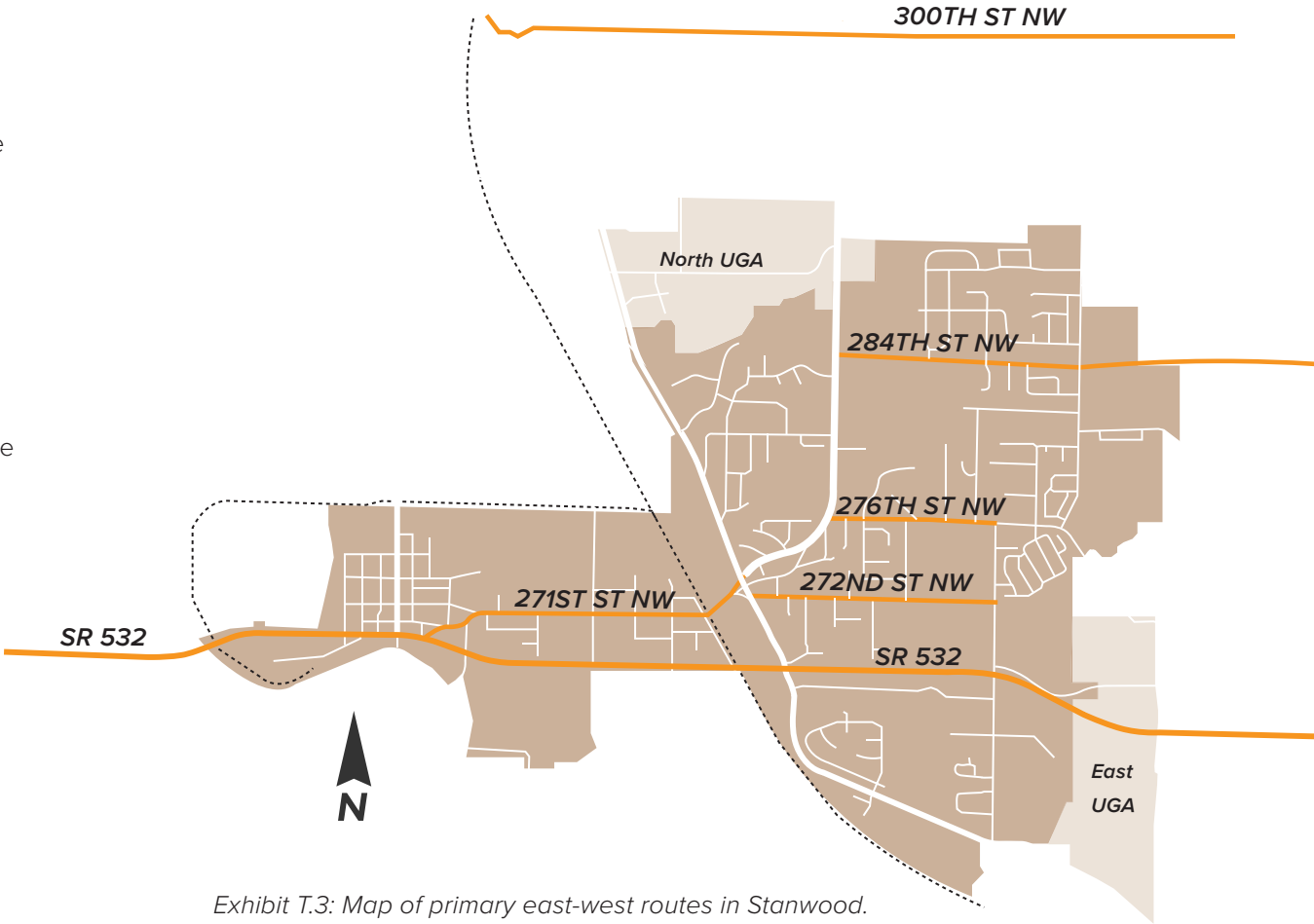


Exhibit T.3: Map of primary east-west routes in Stanwood.

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.



NON-MOTORIZED PEDESTRIAN SYSTEM

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.

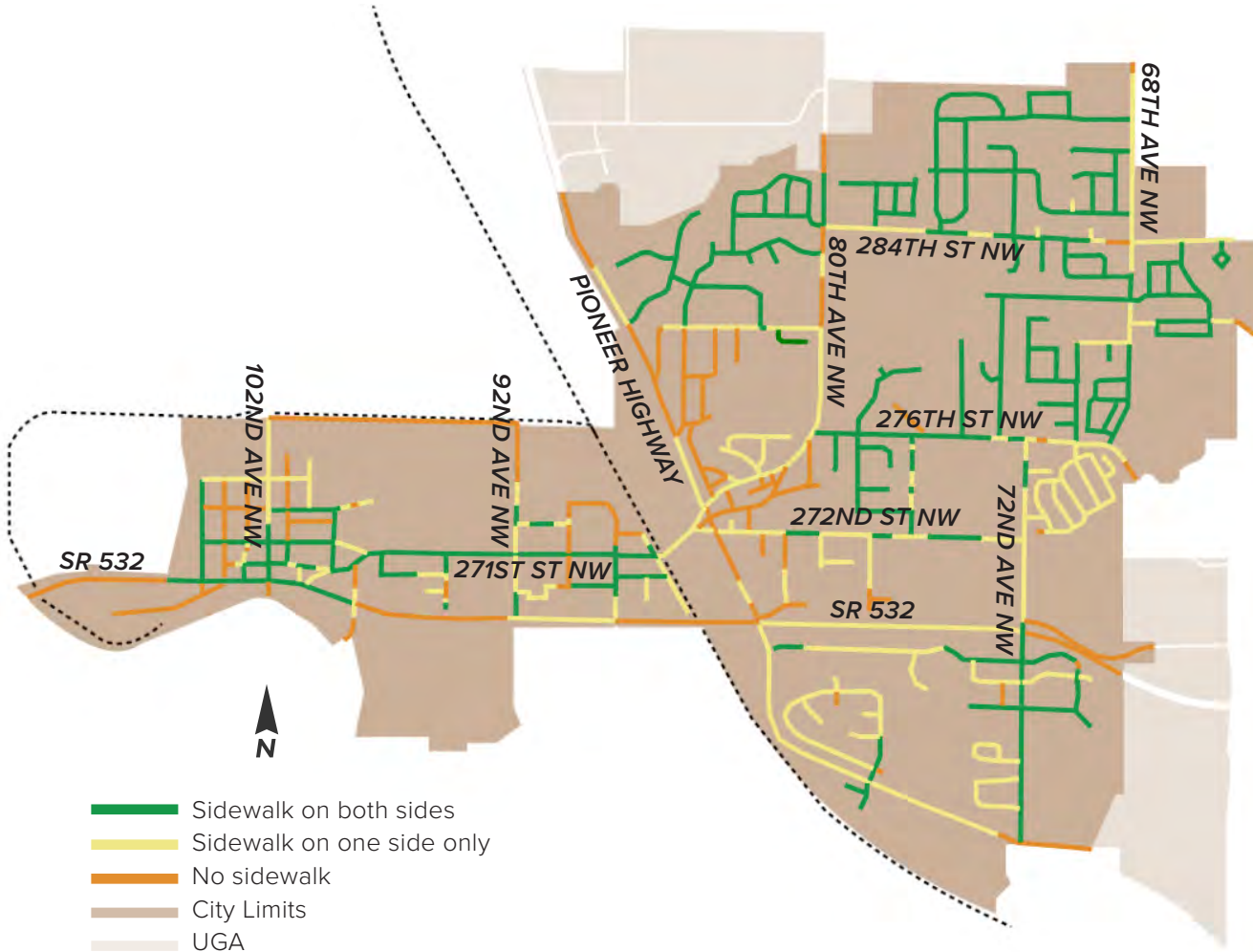


Exhibit T.4: City of Stanwood Sidewalk Inventory Map

Pedestrian Facilities

Every trip begins and ends with a walk, regardless of mode of travel. People walk to their cars, to transit stops, and to destinations. The City hopes to connect more destinations with walking paths to encourage non-motorized travel and reduce vehicle miles traveled.

People living and working in Stanwood enjoy walking for various reasons. Many residents walk and bike for recreational purposes. Of those who walk to reach certain destinations, most walk to parks and trails, to the houses of friends and family, to run errands, and to restaurants.

The city's downtown is relatively flat and compact which makes it conducive to walking and bicycling; however, the lack of continuous sidewalks and dedicated bikeways presents a tremendous opportunity to enhance the safety and comfort of non-motorized travel.

The lack of walking facilities hinders many Stanwood residents from walking to specific civic destinations. Downtown Stanwood, parks, and schools were the top desired destinations to walk to that residents experience walking-barriers.



TG-3: REDUCING SINGLE-OCCUPANT VEHICLE TRIPS

Reduce the number of trips made via the single occupant vehicle by encouraging the use of public transit and non-motorized facilities through thoughtful zoning practices.

TP 3.1: Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.

TP 3.2: Work with the Stanwood-Camano Island School District to encourage greater ridership on school buses by collaborating on efficient, inclusive, and effective bus routes.

TP 3.3: Invest in and encourage the use of public transit bus, commuter rail, park and ride, and bicycle and pedestrian facilities connecting local and regional employment and shopping centers.

TP 3.4: Develop a comprehensive network of safe, convenient, and accessible sidewalks and bicycle lanes, trails and/or separated paths to provide alternative routes to employment centers and shopping areas in alignment with PSRC's Regional Growth Strategy and Regional Transportation Plan.

TP 3.5: Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

TP 3.6: Adopt street standards that require sidewalks on both sides of new and reconstructed public streets where appropriate.

TP 3.7: Develop a multi-purpose trail and sidewalk system that connects Stanwood's neighborhoods, schools, parks and business districts via a non-motorized transportation network.

TP 3.8: Periodically update city standards with current best practices, resources, and guidelines for the development of non-motorized facilities such as: multi-use paths, bicycle lanes, sidewalks, accessibility, crosswalks, widened roadway shoulders, and landscape buffers.

TP 3.9: Preserve unimproved public rights-of-way when reasonable to create an interconnected network of pedestrian and bicycle trails.

TP 3.10: Pursue options to convert the Railroad rights of way in downtown Stanwood to a trail network when continued rail service is not practical.

TP 3.11: Work with transportation agencies such as Amtrak, Community Transit, Island Transit, and Snow Goose Transit to establish public education programs to encourage public transportation usage.

TP 3.12: Create pedestrian friendly and inviting connections between downtown and uptown Stanwood through the implementation of the City Beautification project, the Twin City Mile revitalization, and potentially a complete streets policy.

TP 3.13: Identify the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance of the City's transportation system.

Bicycle Facilities

Bicycling is an important and growing mode of travel for people in the region. When appropriately planned, bicycle routes can play 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 multimodal designs, as appropriate, into roadway construction projects where there is sufficient right-of-way 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.

The City encourages retail and commercial developers to design new facilities in a pedestrian friendly way. The City 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.



PUBLIC TRANSIT: BUS ROUTES AND NETWORKS

The success of a public transportation system is dependent on integration of different components to comprise a complete, and connected system. Integration of the transit system with street improvements, bicycle facilities, and pedestrian facilities is critical to transit's success. If a resident cannot get to the transit stop in the first place, then they will not be to utilize the public transit available.

The City of Stanwood is currently serviced by Community Transit, Island Transit, and Snow Goose Transit. Some routes provide direct trips from Stanwood to Camano Island, while others provide long distance trips to downtown Seattle.

Community Transit operates three routes in, and through, the City of Stanwood providing access to Smokey Point and Downtown Seattle. Island Transit also operates three routes that stop in Stanwood and provide access to Camano Island, Mount Vernon, and Everett. Snow Goose Transit operates one route in Stanwood that provides access to Arlington and Smokey Point. They also offer dial-a-ride services for those with mobility issues.

PARK-AND-RIDE AND PARK-AND-POOL LOTS

Park-and-Rides 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 short-distance single-occupant vehicle trips during commutes.

Stanwood has a variety of park-and-ride facilities both within and outside of 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.

Located adjacent to city limits along Marine Drive is a park-and-ride consisting of 70 parking stalls which serve both Community Transit and Island Transit Routes. This facility may not be available during significant flood events due to its siting in the floodplain.

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 and bicycle lockers.

9 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.

Image: A covered bus shelter with seating located along Community Transit's Route 240 which provides services from Stanwood to Smokey Point.



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.

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.

KEY TERMS

FREIGHT AND GOODS TRANSPORTATION SYSTEM TONNAGE CLASSIFICATIONS

T-3: 300,000 to 4,000,000 annual gross tonnage (approximately 24 to 320 trucks per day).



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 NW)
72nd Ave NW (276th St NW to Pioneer Hwy)
288th St NW (Pioneer Hwy to 80th Ave NW)

T-4: 100,000 to 300,000 annual gross tonnage (approximately)



300th St NW (Old Pacific Hwy to 68th Ave NW)
68th Ave NW (City Limits to 300th St NW)



Image: Two travelers have a conversation near the information board at the Stanwood Amtrak Station.



TRANSPORTATION CONDITIONS: *What is it Like to Travel in Stanwood?*

Traffic volumes in suburban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities which result in travel between the hours of 4:00 pm and 6:00 pm. The amount of vehicular trips occurring during the weekday PM peak hour is typically used to evaluate transportation system needs since it represents some of the highest travel activity experienced during the day.

TRAFFIC VOLUMES: “A 2022 SNAPSHOT”

In 2022, traffic volumes were collected at various key locations throughout the city. The "snapshot" saw increased traffic volumes along and at intersections of SR 532 compared to other areas of the City.

Traveling eastbound on SR 532, a fifth of vehicular travelers generally head north along Old Pacific Highway. Roughly one-third of eastbound travelers pass through Stanwood completely via the state route. Between 40% to 50% of travelers are making trips within the City.

In the westbound direction, slightly over one-third of vehicular travelers stay on SR 532 and pass through the city on the way to Camano Island. However, the majority of westbound travel is oriented within the city (approximately 60%).



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.

Image: A photo of traffic on SR 532 looking westbound.

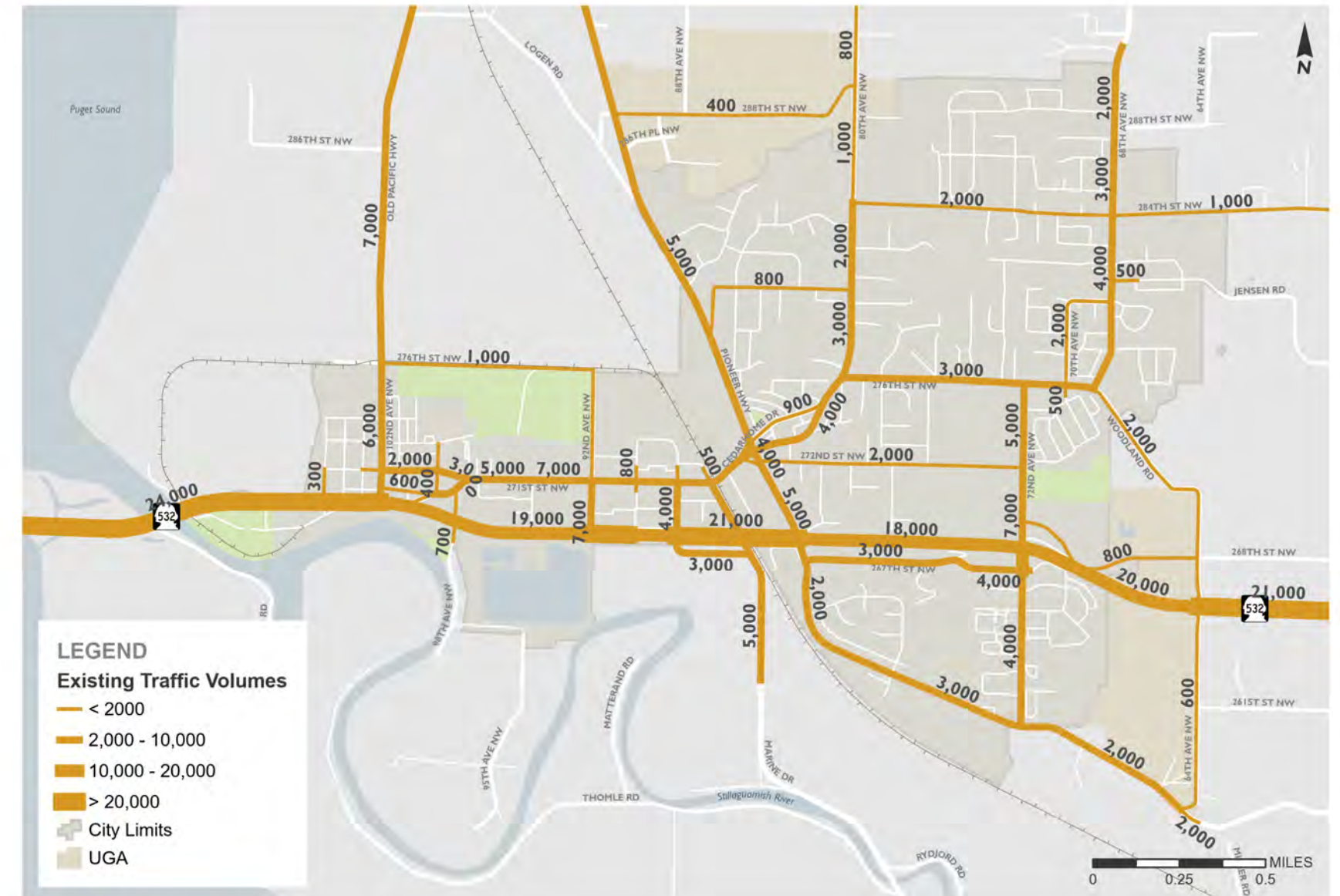


Exhibit T.6: 2022 Existing Traffic Volumes by Average Weekday Traffic Volumes



VEHICULAR TRAFFIC AND SAFETY

The City has experienced significant growth in traffic volumes over the last ten years.

While traffic has increased on all roads, 80th Avenue NW and 68th Avenue NW have seen the greatest increase in traffic volume. This is likely due to the substantial amount of residential growth located in the northeastern area of the city that has occurred over recent years.

The Washington State Department of Transportation (WSDOT) provides five-year collision records for roadways. Collision records are summarized by intersection, which have the highest concentration of conflict points and where majority of collisions occur. The most recent data available is from the period of January 1, 2017 to December 31, 2021.

Over the five year period, 202 collisions were reported at study intersections. No fatal collisions occurred within the study area during this period. Collision rates show that two intersections within Stanwood are considered high collision locations:

267th Street NW and 72nd Avenue NW

- Rate of 1.17 Collisions Per Million Entering Vehicles (MEV)
- 69% of reported 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

Compared to the last WSDOT collision report from 2011 to 2013, some intersections have had reductions in the average number of collisions over time. The intersection of 267th Street NW/72nd Avenue NW saw an increase in collisions between the two study periods.

2014 VS 2022 TRAFFIC VOLUMES

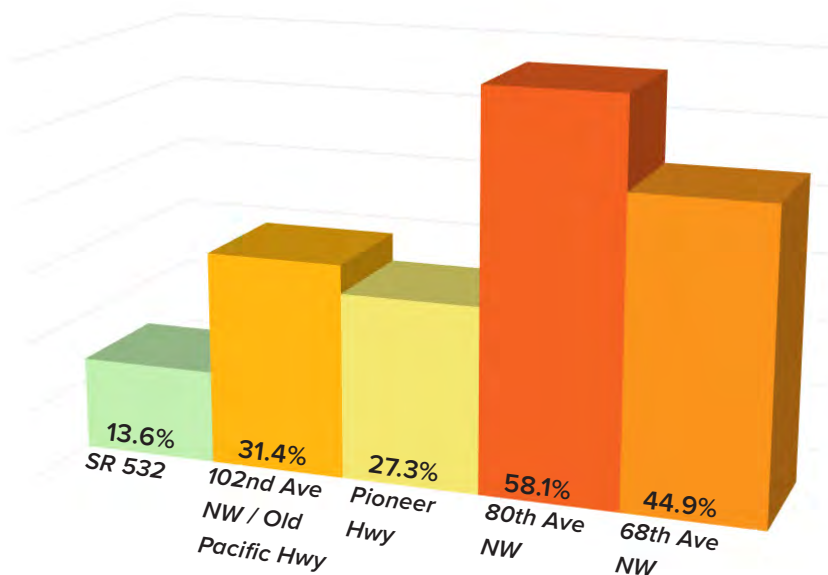


Exhibit T.7: A comparison of the approximate percent increase in average weekday traffic volumes on different roads in Stanwood from 2014 to 2022.

TG-4: COMMUNITY WELLBEING

Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation opportunities.

TP 4.1: 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 4.2: Adopt Washington State Target Zero strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.

TP 4.3: Identify and support major transportation hubs and economic development interests, such as ports, airports, and designated freight trucking routes.

TP 4.4: Continue to coordinate freight transportation work with WSDOT, Snohomish County, Port authorities, railroads, and commercial aviation interests.

TP 4.5: 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 4.6: Transportation plans, improvements, programs, and services shall include an emphasis on social, racial, and income equity, as well as underserved populations.

TP 4.7: 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 4.8: Restrict wide-open, undefined access driveways to minimize and consolidate access points to SR-532 and other major city streets.

TP 4.9: Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environment impacts when planning and designing transportation facilities.



PEDESTRIAN TRAFFIC AND SAFETY

Stanwood is a city that desires to promote accessibility and walkability. Walking and bicycling offer residents a number of benefits, including improved health, reduced air pollution, and reduced traffic congestion. These benefits, combined with Stanwood's outstanding views, water access, and mild year-round climate, make walking and biking a truly viable form of transportation and an enjoyable recreational activity.

The main concerns that prevent individuals from walking in Stanwood include a lack of sidewalks and trails, or sidewalks that residents do not feel safe or comfortable using. The pedestrian network within Stanwood is incomplete. In many locations, sidewalks are missing or are located only on one side of the roadway. Frequently, intersections do not provide complete facilities, often lacking curb ramps and/or crosswalks.

There are many roadways throughout Stanwood that are commonly used as bicycle routes. However there are no existing bicycle facilities located within the city at this time. There are minimal bicycle parking facilities. The ones that do exist are primarily located near schools, but lacking within key commercial areas in the city.



Image: A ribbon cutting of the first Phase of the Stanwood Port Susan Trail in 2021. This trail is a multi-modal nonmotorized paved trail that is completely separated from SR 532 by a flood berm and landscape buffer.



TRANSPORTATION CONDITIONS: *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.

TG-5: LOS STANDARDS

Maintain transportation levels of service (LOS) consistent with adopted standards and community needs.

TP 5.1: 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 5.2: 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 5.3: Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP 5.4: 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 5.5: 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 5.6: Work cooperatively with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and adjacent areas.

TP 5.7: Develop and adopt an implementable local bicycle and pedestrian level of service concurrency program that promotes the non-motorized movement of people.

Defining Level of Service Standards

Transportation level of service (LOS) standards 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.

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 one signal before proceeding)
LOS E	Unstable Flow (intolerable delays)
LOS F	Forced Flow (congested and queues fail to clear)

Image: Cars wait during a red light at the intersection of SR 532 and 72nd Avenue NW. As of 2022, this intersection is operating at LOS D.

LOS STANDARDS: LOCAL SCALE

For purposes of this Element, the City has adopted LOS standards for all vehicular transportation facilities under its jurisdiction. At this time, the City has not adopted multimodal LOS standards but has adopted policies to develop these standards. 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.

Ten intersections along SR 532 within the Stanwood City limits were studied. In 2022, three intersections along SR 532 operated at LOS E or F. All other intersections on SR 532





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.



Image: A pedestrian walks on a sidewalk alongside a portion of SR 532 that travels through Downtown Stanwood.



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 responsible for a population of 10,963 people, 4,608 housing units, and 5,073 jobs by 2044. 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.

TG-6: REDUCING EMISSIONS

Minimize negative environmental impacts for the benefit of the City’s natural resources and the reduction of greenhouse gas emissions.

TP 6.1: 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 6.2: Prioritize transportation projects that reduce vehicle miles traveled per capita while promoting vibrant commerce and environmental sustainability.

TP 6.3: 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 6.4: 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 6.5: The City should prioritize purchasing hybrid or electric vehicles when purchasing fleet vehicles.

TP 6.6: Establish compact, pedestrian, transit-oriented development, and reductions to greenhouse gas emissions as metrics for prioritizing transportation investments.

TP 6.7: 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.



LAND USE FORECASTS

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The City’s travel forecasting model was built to support 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. The land use assumptions are based on zoning present at the time the model was created.

Household Growth

Stanwood is forecast to grow by approximately 1,241 households (or approximately 27%) from now through 2044. From an annual basis, growth in the City is forecast to average 1.3 percent per year. Over three fourths of housing growth is expected to occur in the northeastern area of the City. The rest of Stanwood is anticipated to grow at similar rates.

+27%
housing growth over
next twenty years



Employment Growth

The number of jobs in Stanwood is forecast to increase by approximately 1.2% annually for a total of 5,073 jobs by 2044, or a 23.8% increase over the twenty year period. The bulk of the employment growth is expected to occur in the downtown area.

+24%
employment growth
over next twenty years



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 Exhibit T.9.

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 Exhibit T.10.

The results of the 2044 Baseline model and intersection operations analysis showed that the majority of traffic continues to travel along SR 532, mostly through the City, between Camano Island and I-5. There are some increases in traffic volumes expected in the main Downtown area along 271st Street NW, consistent with the projected employment growth. An increase in traffic is also expected along Cedarhome Drive/80th Avenue NW, 72nd Avenue NW, and 276th Street NW which is primarily driven by residential growth in the northeastern portion of the City.

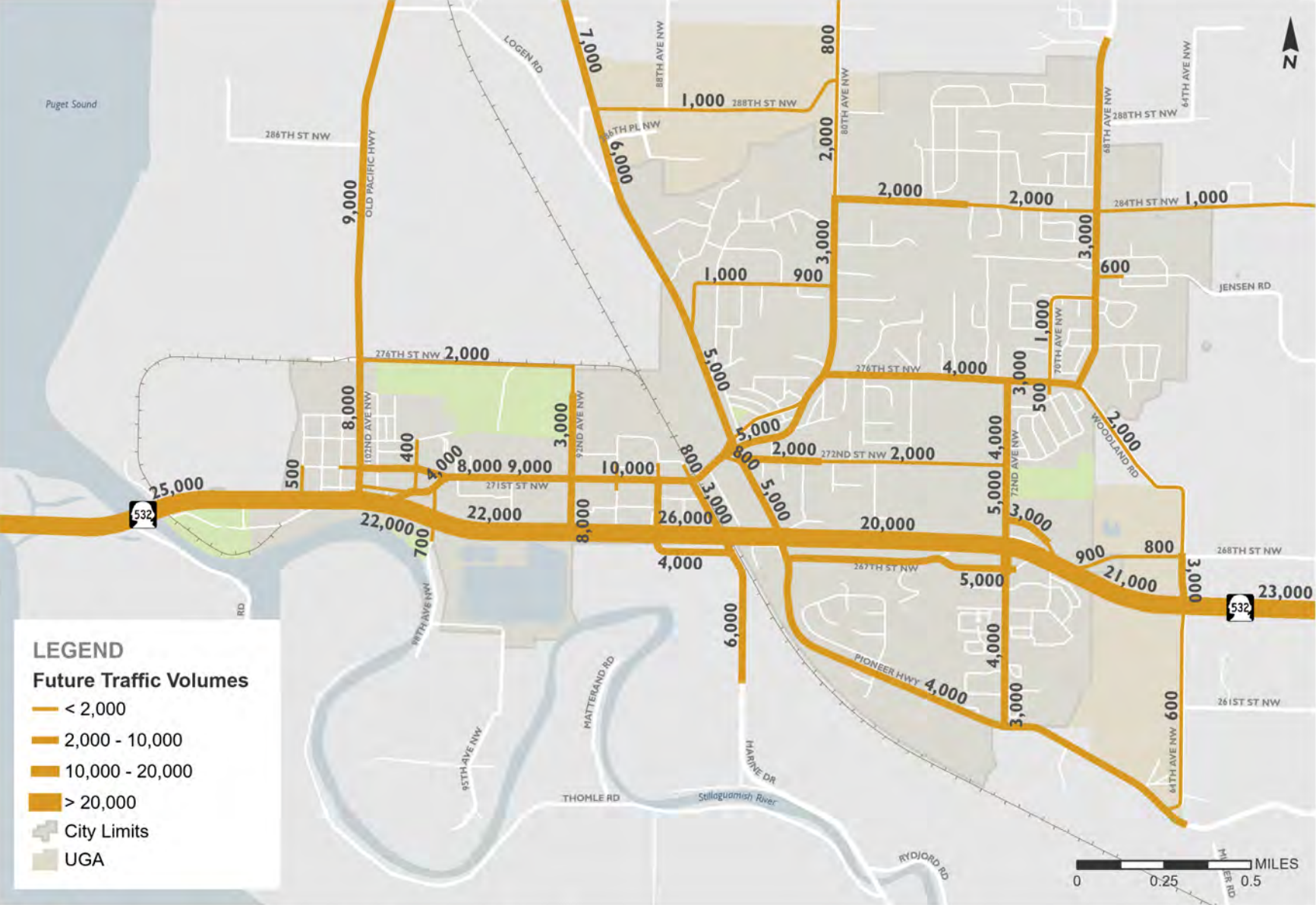


Exhibit T.9: 2044 Forecast Traffic Volumes by Average Weekday Traffic Volumes



Exhibit T.10: An Intersection Traffic Operations Map showing 2044 Forecast LOS levels for different intersections throughout Stanwood.



FUTURE IMPROVEMENTS & CAPACITY ISSUES

The 2044 Baseline model was developed based on capacity improvement projects identified in City of Stanwood plans and project lists. 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 potential capacity concerns:

1. 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.

2. 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.

3. 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 proposed transportation system improvements as described on the following pages.

Image: Construction crews work on installing a new sidewalk along 80th Avenue NW.



TRANSPORTATION SYSTEM IMPROVEMENT PLAN: “A STRATEGY FOR IMPROVEMENT AND 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.

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.

Exhibit XX 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.



Image: A pedestrian trail located on top of a floodberm along SR 532.



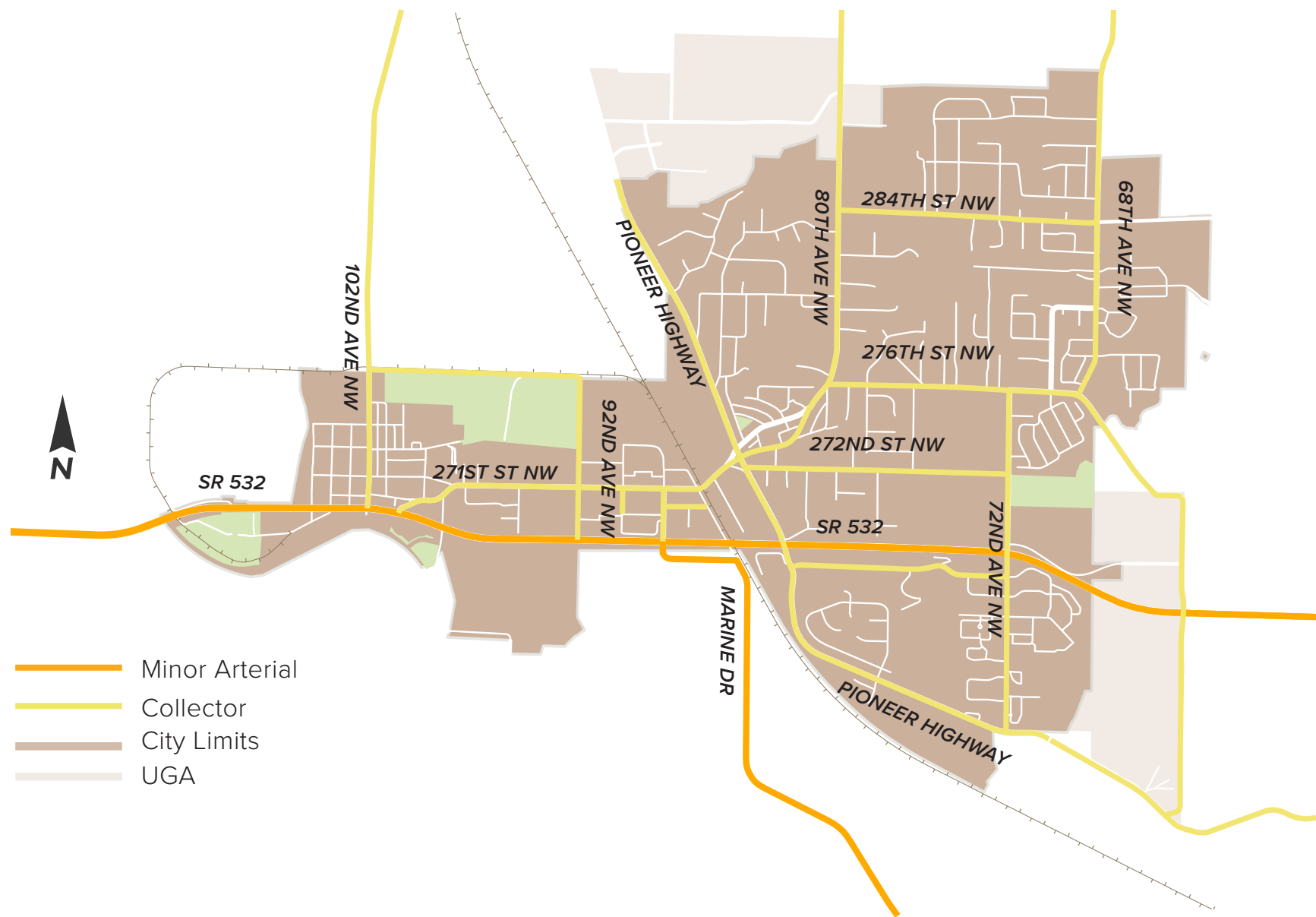


Exhibit T.11: Federal Functional Classification Map

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.

The proposed pedestrian network suggests areas to complete sidewalk gaps, connect key destinations, and implement multi-use trails.

Currently Stanwood does not have any bicycle facilities. The proposed bicycle network identifies where bike routes, bike boulevards, bike lanes, buffered bike lanes, protected bike lanes, and multi-use trails could be constructed to make bicycling in Stanwood more safe and enjoyable. These new facilities would provide key connections to help Stanwood become a hub city for bicycling in the region.

As the streets, highways, and sidewalks establish the framework for the overall transportation system for the City, this section describes proposed projects and policies to maintain and improve Stanwood transportation. A full 20-year list of transportation improvement projects can be found in the Appendix.

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.

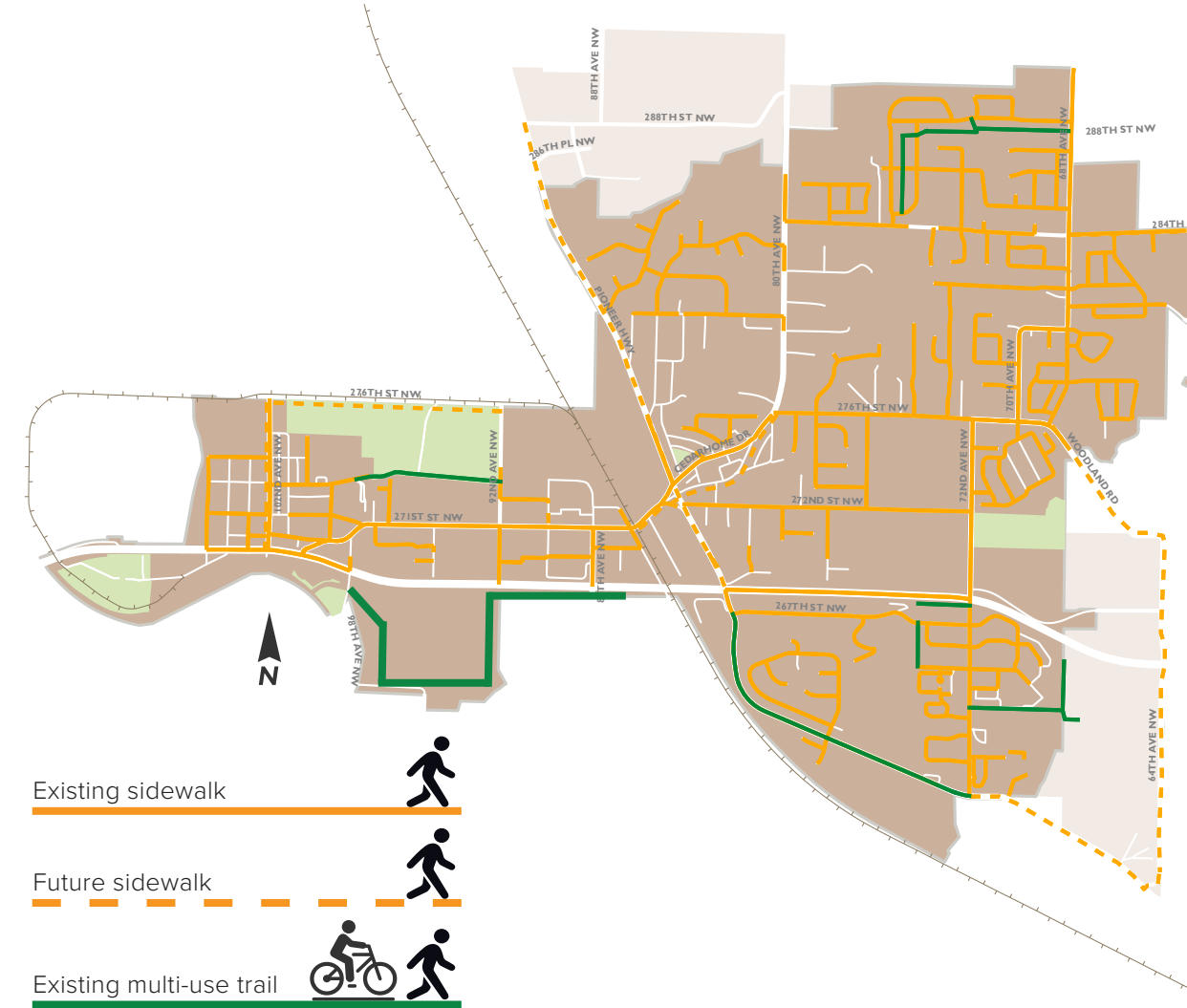
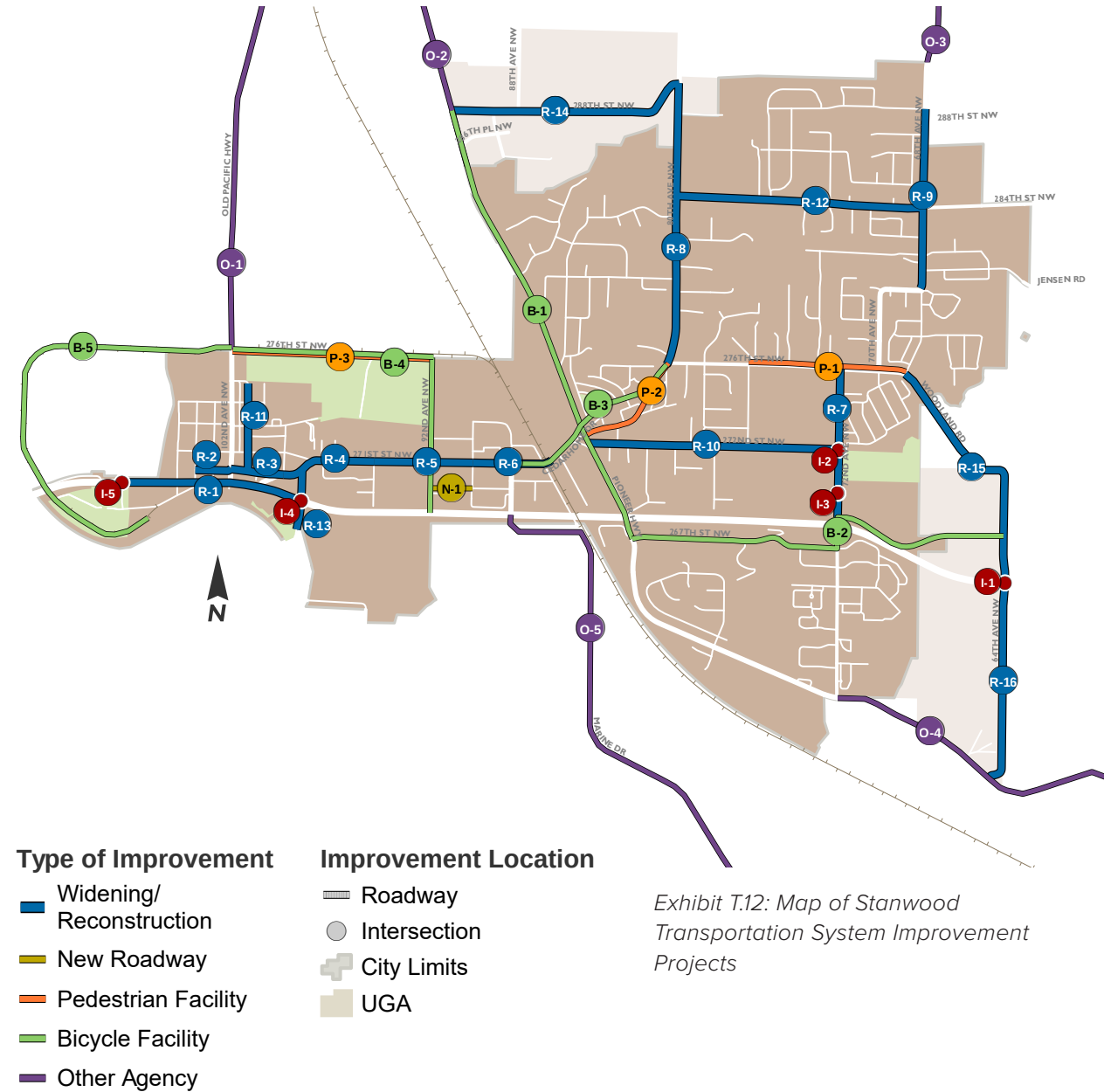
Pedestrian Network improvements include sidewalks added to one or both sides of the roadway, and multiuse pathways that can be used by a range of non-motorized users.

A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community.

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.

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.

Proposed spot improvements include recommendations on where to improve crossings and wayfinding as well as areas that should be studied in the future.



Project Priority

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.





TG-7: INFRASTRUCTURE INVESTMENT

Maintain and preserve the utility of prior transportation investments.

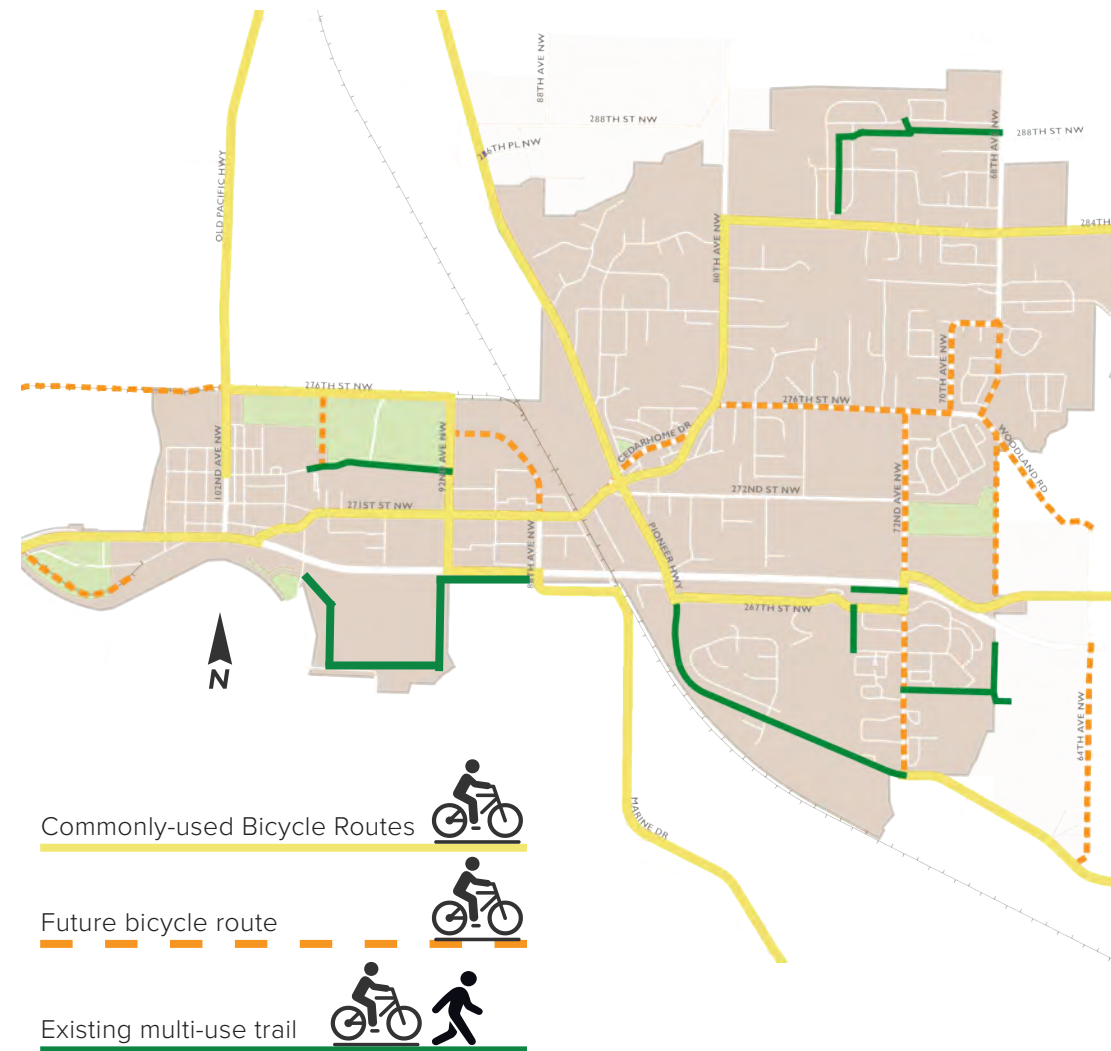


Exhibit T.14 Map of Stanwood Future Planned Bicycle Routes

KEY PARTNERSHIPS FOR TRANSPORTATION DEMAND MANAGEMENT (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.

Image: Intersection improvement projects can help improve pedestrian safety by installing new traffic calming measures.





Image: Snow Goose Transit participates at the City's annual downtown Ghouls Night Out event.

TG-8: REGIONAL SYSTEM

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 8.1: 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 8.2: 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 8.3: 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 8.4: 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 8.5: 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 8.6: Integrate and focus transportation system improvements with land use plans to connect local and regional development centers.

TP 8.7: 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.

TG-9: EMERGENCY MANAGEMENT

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 9.1: 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 9.2: Coordinate with Snohomish County, Island County, and WSDOT to prepare a local and regional response for system recovery for the Hazard Mitigation Plan.



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.

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% 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

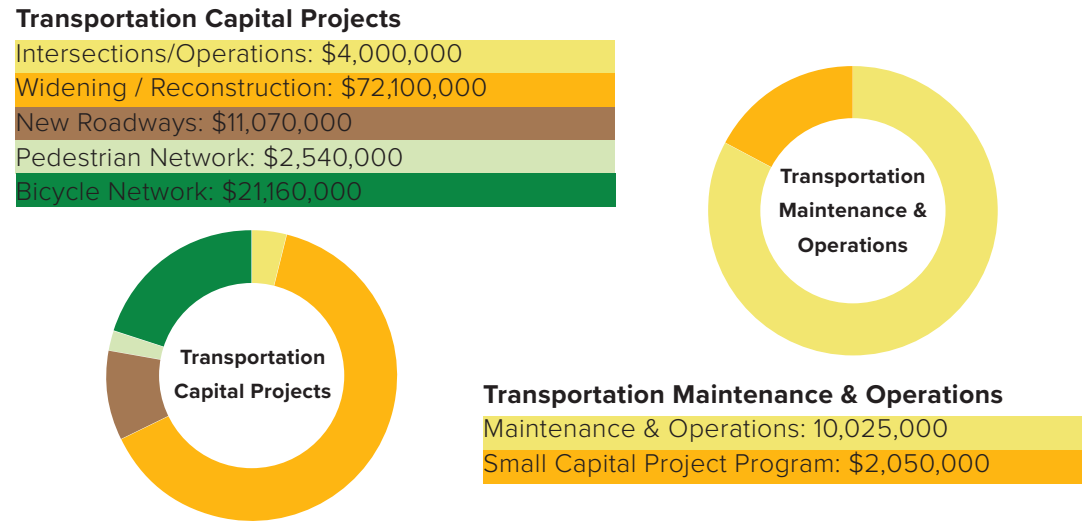


Exhibit T.15: Transportation Project and Program Costs

TG-10: FINANCING

Establish a stable, financially sustainable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

- TP 10.1: 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 10.2: 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 10.3: 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 10.4: 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 10.5: Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.
- TP 10.6: 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 10.7: Prioritize funding transportation safety improvement projects during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.
- TP 10.8: 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).

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).

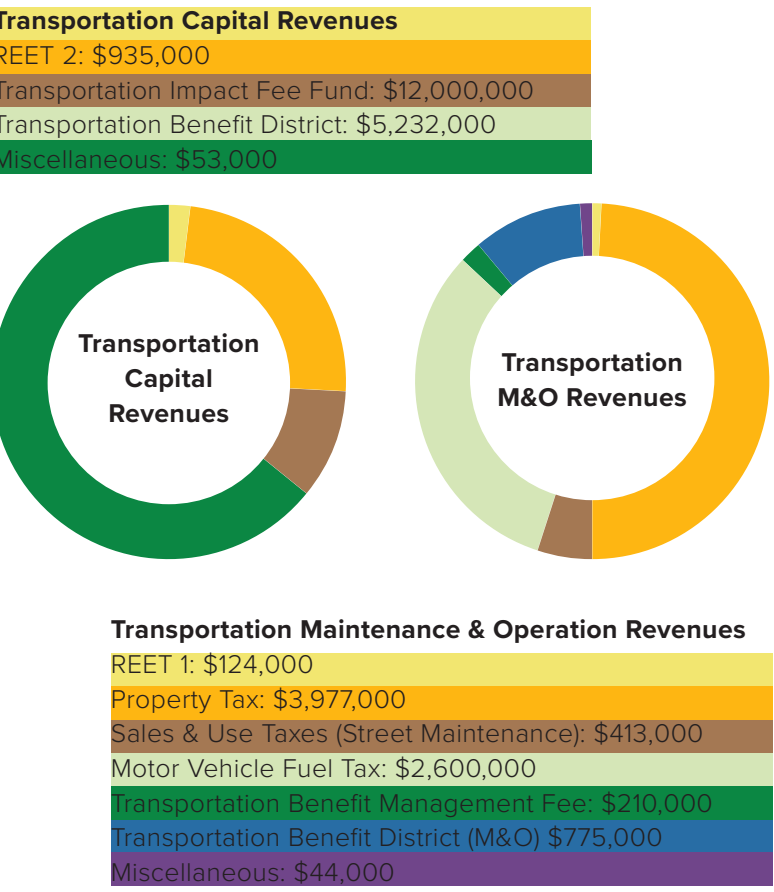


Exhibit T.16: Transportation Funding Revenues



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 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.



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 I-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.



Image: Road crews work on repaving a section of 80th Avenue NW after upgrading utilities.



xpay?ac
(CEDAR)

**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.

CORE VALUES



Sense of Community



Environment



Parks



Growth

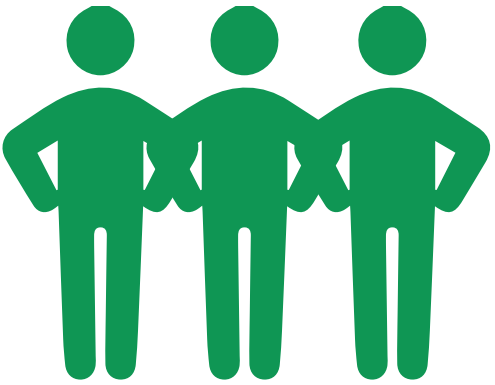


Livability



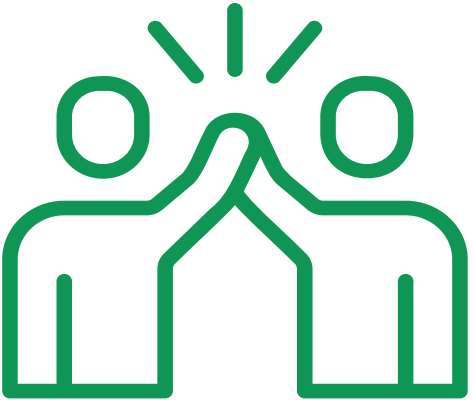
GROWTH AND SERVICES

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.



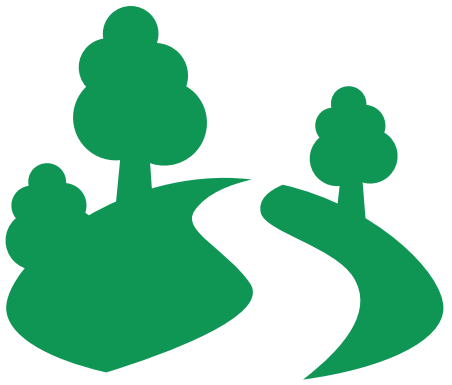
PARKS DEPARTMENT CREATION

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.



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

Stanwood is heading in the right direction emphasizing physical fitness and outdoor activity. Makes people love this community and invest in it with their hearts and dollars.

I would absolutely make parks more disability accessible. Safer paths from parking to play areas, swings where adults can swing with their children. Fences to prevent kids from wandering into parking lots. Better bathrooms with changing tables.

Baseball tournaments and soccer tournaments could be a phenomenal investment and bring a wonderful amount of revenue to the city from people being here.

Have a Parks and Rec Department with classes for all ages.

More shaded areas at Heritage park would make for longer and less stressful visits in the summer.



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.



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.

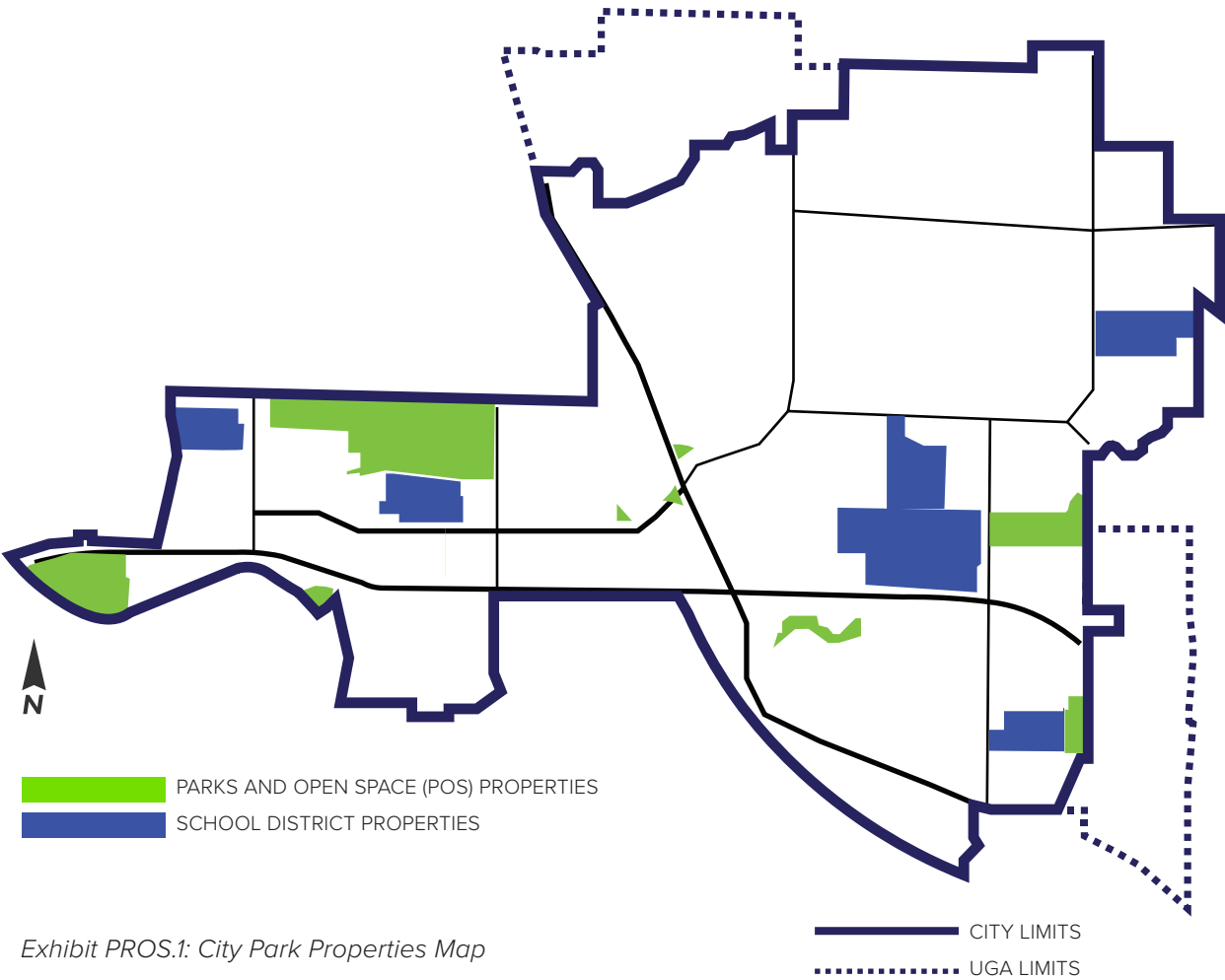


Exhibit PROS.1: City Park Properties Map

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.

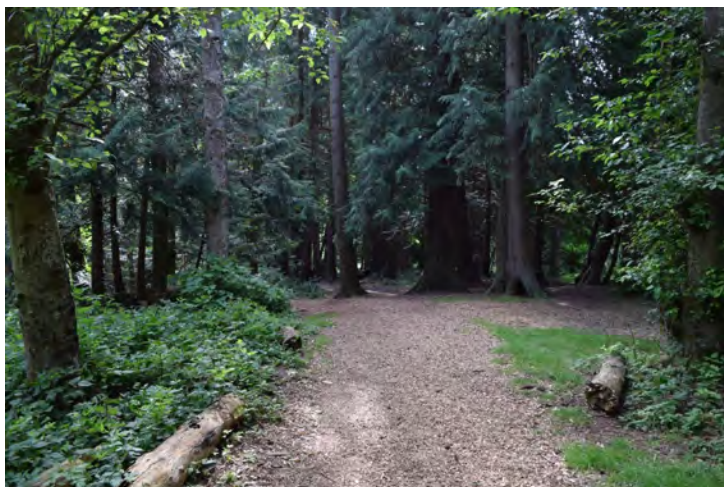




CHURCH CREEK PARK

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.

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: Forested open space dominates the eastern half of Church Creek Park.

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 finished construction and opened to the public in Spring 2024.

WHERE WE'RE GOING: PARKS AND RECREATION



Image: A view of the rural countryside 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.

WHERE WE'RE GOING: PARKS AND RECREATION



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.



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.

Image: The Pioneer Highway Trail currently runs along residential neighborhoods, the cemetery, and will eventually be built out to connect to SR 532.

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.

WHERE WE'RE GOING: PARKS AND RECREATION



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 PROS.2: Adopted Park Levels of Service

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.

While the City can set levels of service for specific classifications of park facilities, it is also important to look at the entire park system cumulatively. If Stanwood is meeting its total park needs but not specific park classification needs, then the City may want to consider changes to the specific breakdown of park classification levels of service. Based on national standards, Stanwood's cumulative park needs are met and exceeded by the existing park facilities.

EXISTING PARKS LEVELS OF SERVICE			
Recreation Facility Classification	Acres Needed	Acres Available	Net Surplus (Deficit)
Regional Park	.025	56	55.9
Community Park	21.5	18.2	(3.3)
Neighborhood Park	21.5	21.3	(0.2)
Trails	17.2	4.3	(12.9)
Total Parks System	60.2	99.8	39.4

Exhibit PROS.3: Existing Park Levels of Service

FUTURE LEVELS OF SERVICE

Future LOS can be calculated, similarly to the method for calculating existing LOS, by using the 2044 population growth target. 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	56	55.9
Community Park	27.4	35.9	8.5
Neighborhood Park	27.4	21.3	(6.11)
Trails	21.9	10.2	(11.7)
Total Parks System	76.7	123.4	46.3

Exhibit PROS.4: Future Park Levels of Service



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 sources 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.

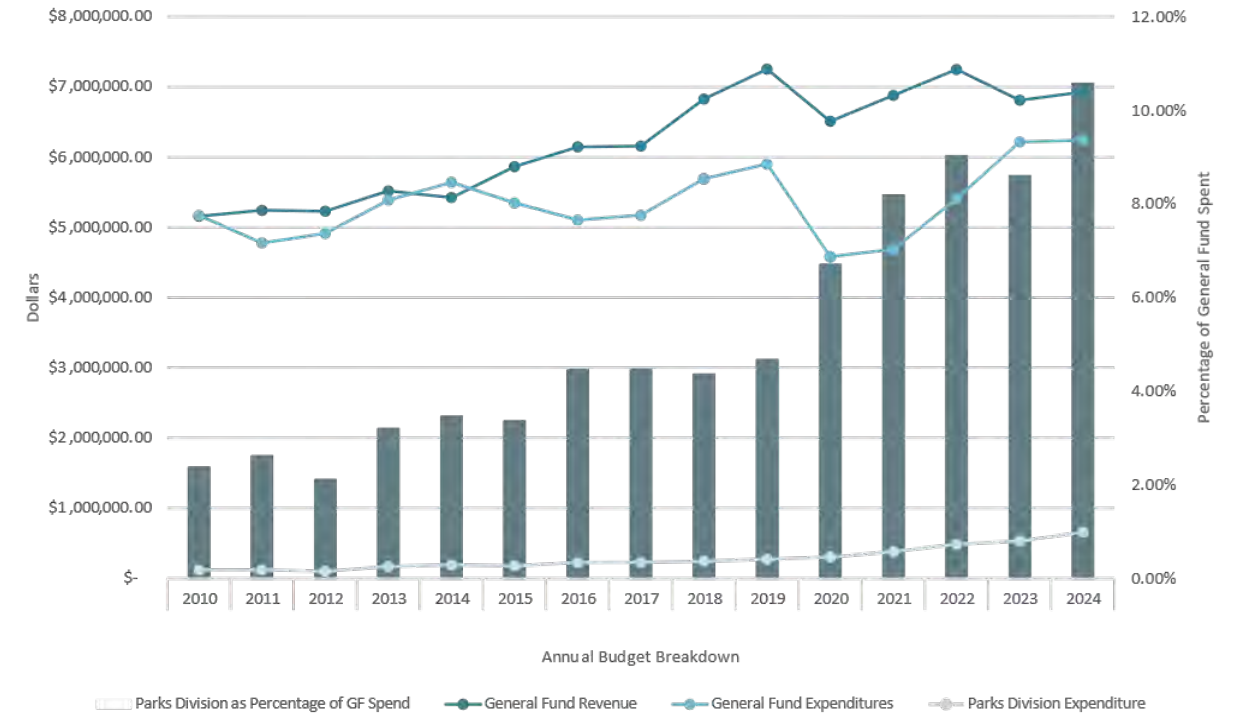


Exhibit PROS.5: Stanwood Park Division Funding Compared to Overall General Fund

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.



stulək^w
(RIVER)



WHERE WE'RE GOING: NATURAL FEATURES

Image: Church Creek runs along the eastern edge of Church Creek Park, giving the park its name.

NATURAL FEATURES : KEY TAKEAWAYS

CORE VALUES



Environment



Livability



Sense of Community



Growth

FUTURE GENERATIONS

Preserve and protect natural resources to ensure a more sustainable and resilient future for generations to come.

REGIONAL COLLABORATION

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.

CHANGING ENVIRONMENT

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.



Image: Morning fog settles over the Stillaguamish River valley and Downtown Stanwood.

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: COMPREHENSIVE 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.

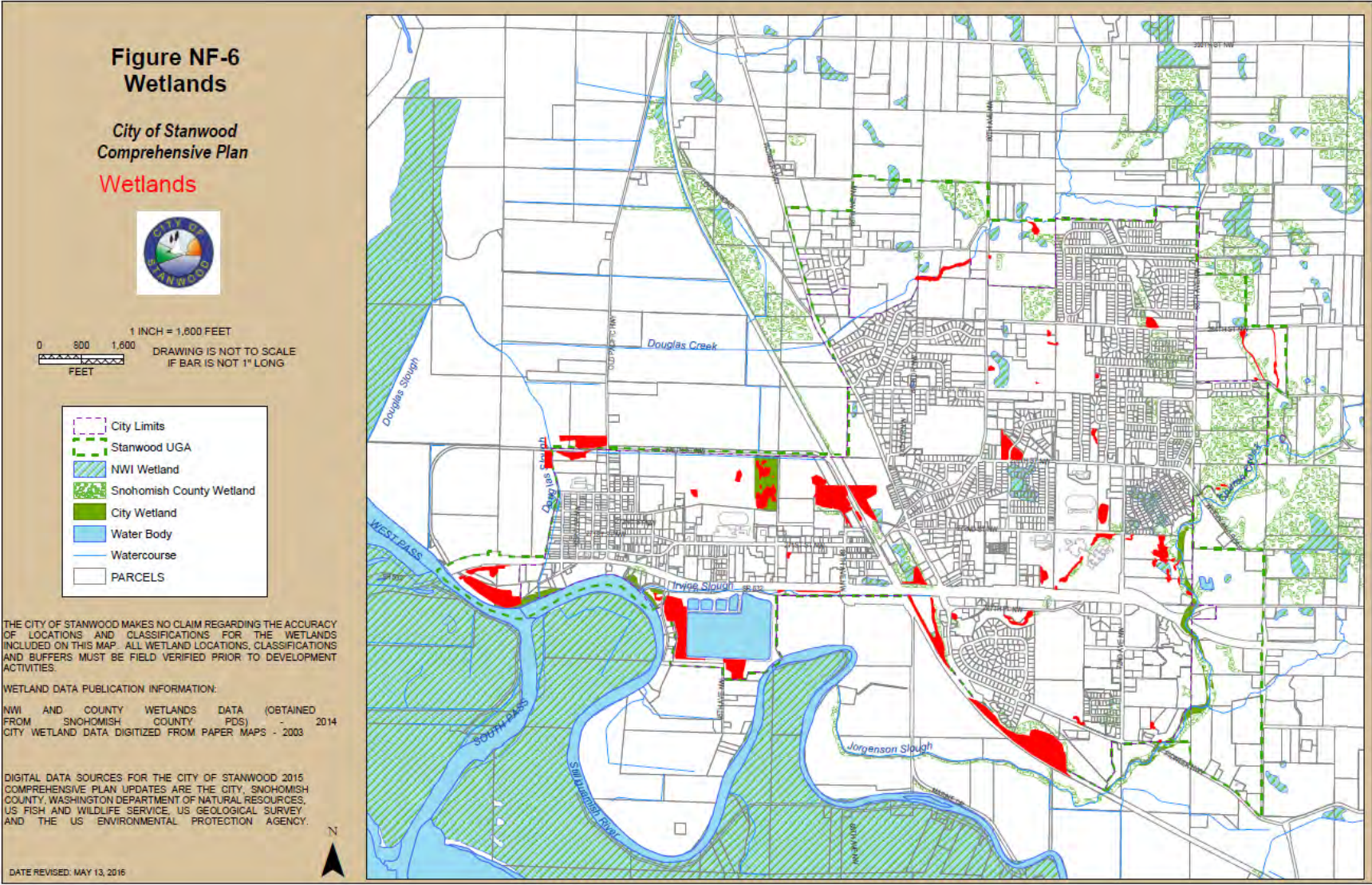


Exhibit NF.1: Wetlands Map

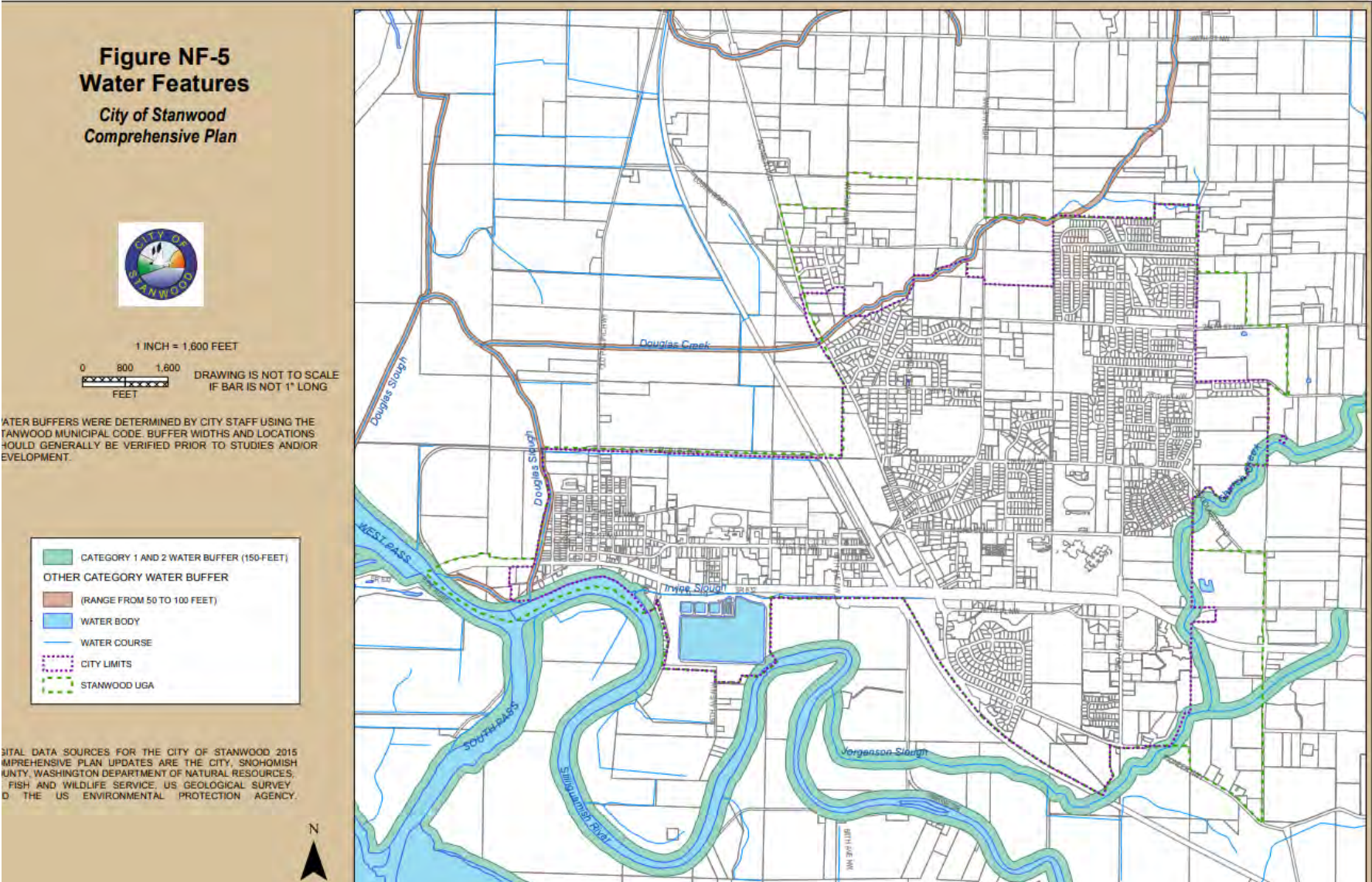


Exhibit NF.2: Water Features Map



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.

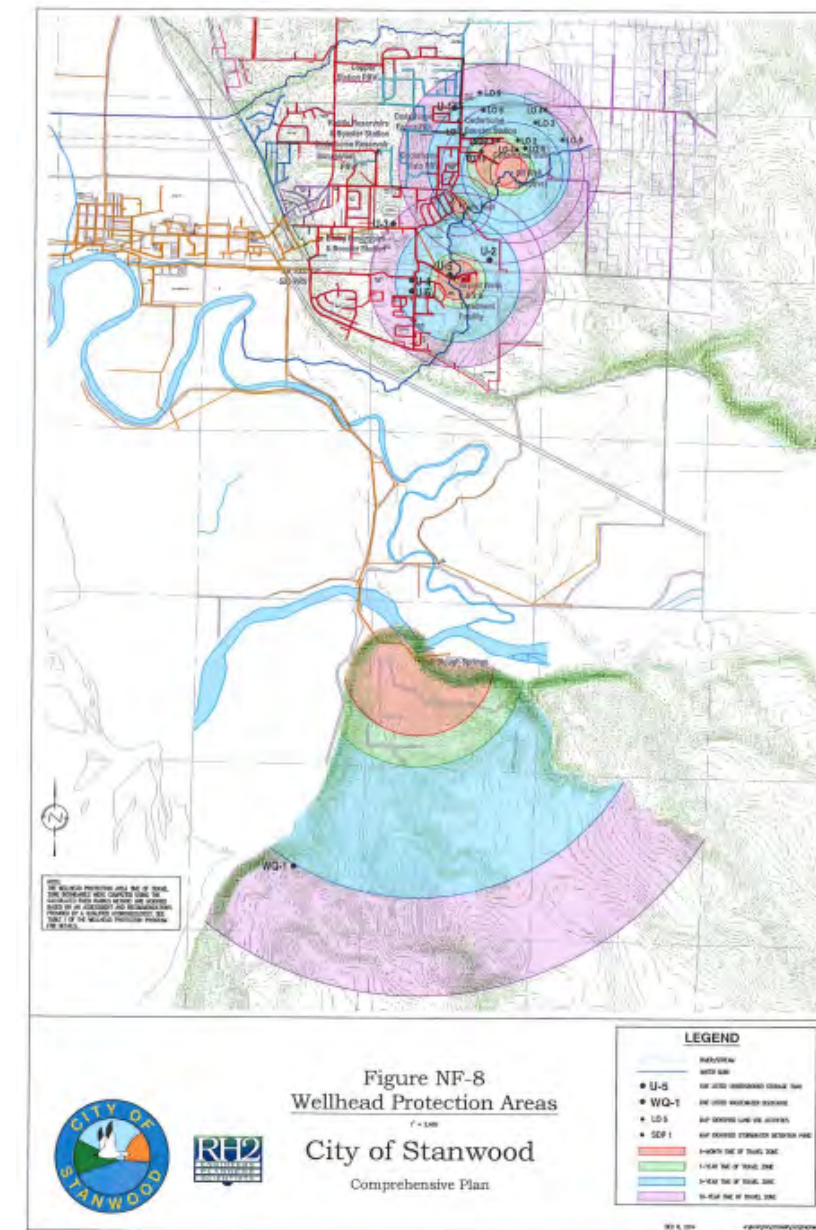


Exhibit NF.3: Critical Aquifer Recharge Area Map



WHERE WE'RE GOING: NATURAL FEATURES

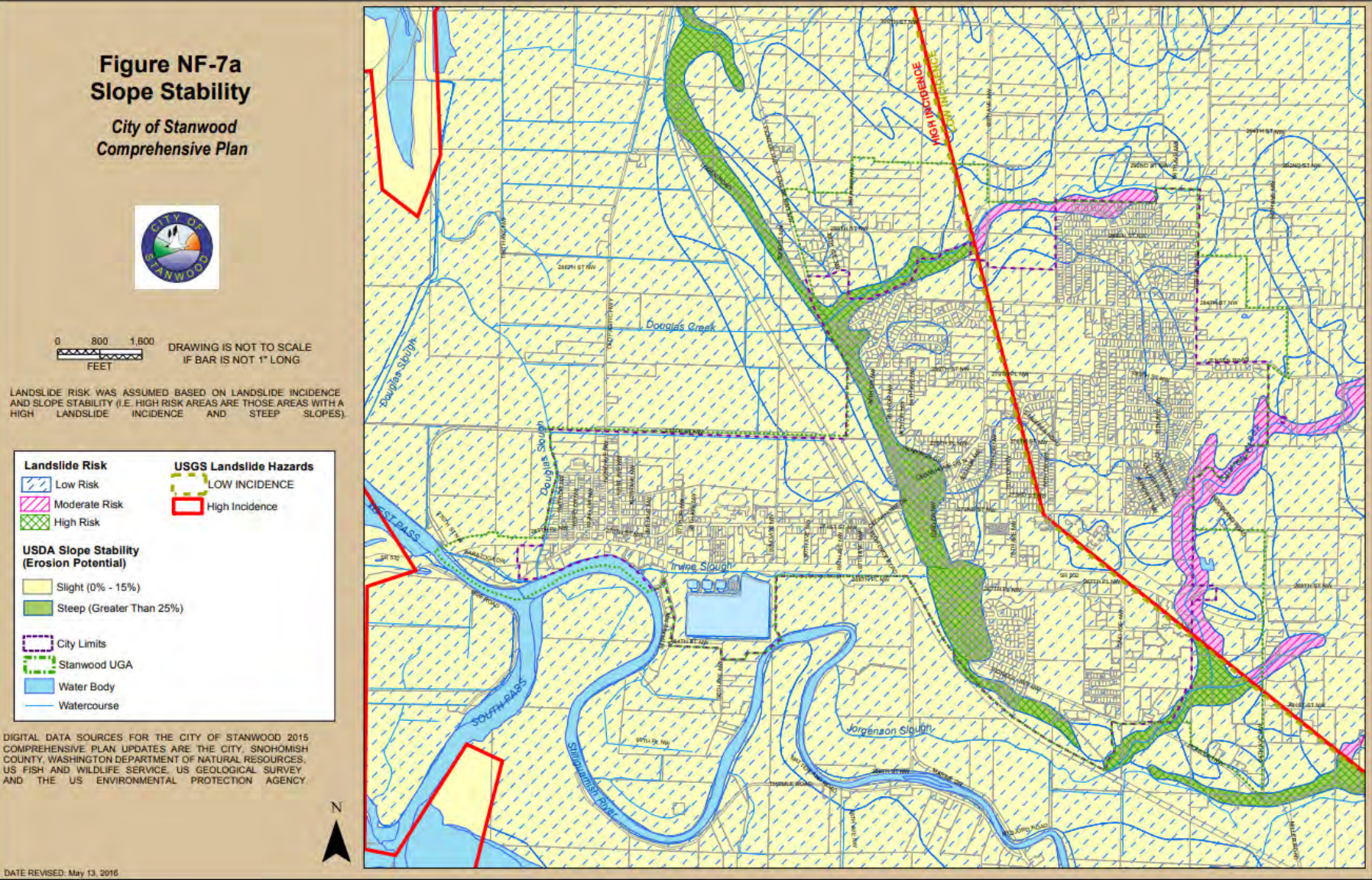


Exhibit NF.4: Slope Stability Map



WHERE WE'RE GOING: NATURAL FEATURES

The following areas are considered to be subject to landslide hazards:

- Any area with a combination of:
 - Slopes 15% or steeper;
 - Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel);
 - Presence of springs or seeping ground water during the wet season.
- Steep slopes of 40 percent or greater.
- 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.

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.

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.



Image: A photo of historical flooding in Downtown Stanwood.

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.

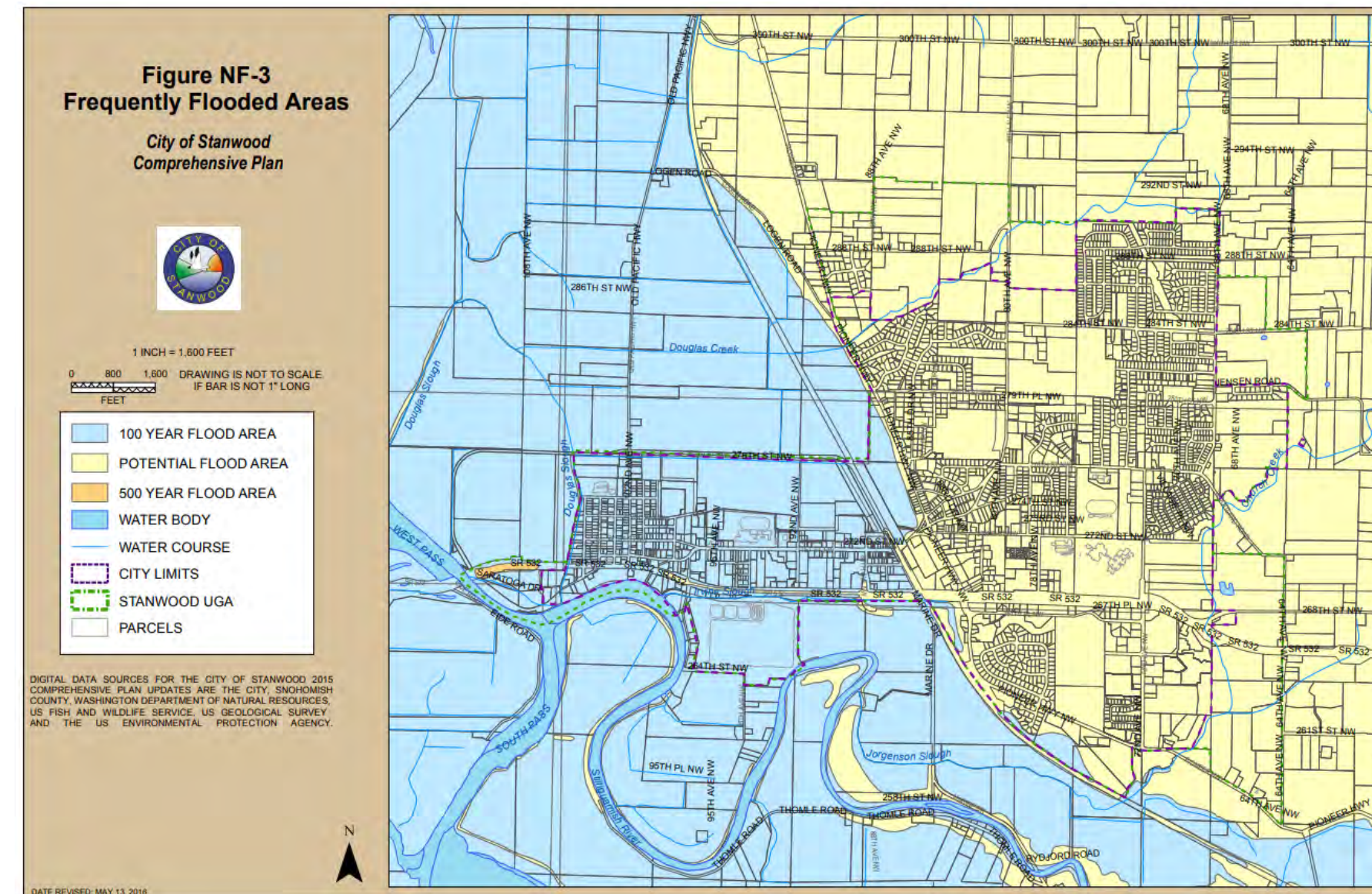


Exhibit NF.5: Frequently Flooded Areas Map

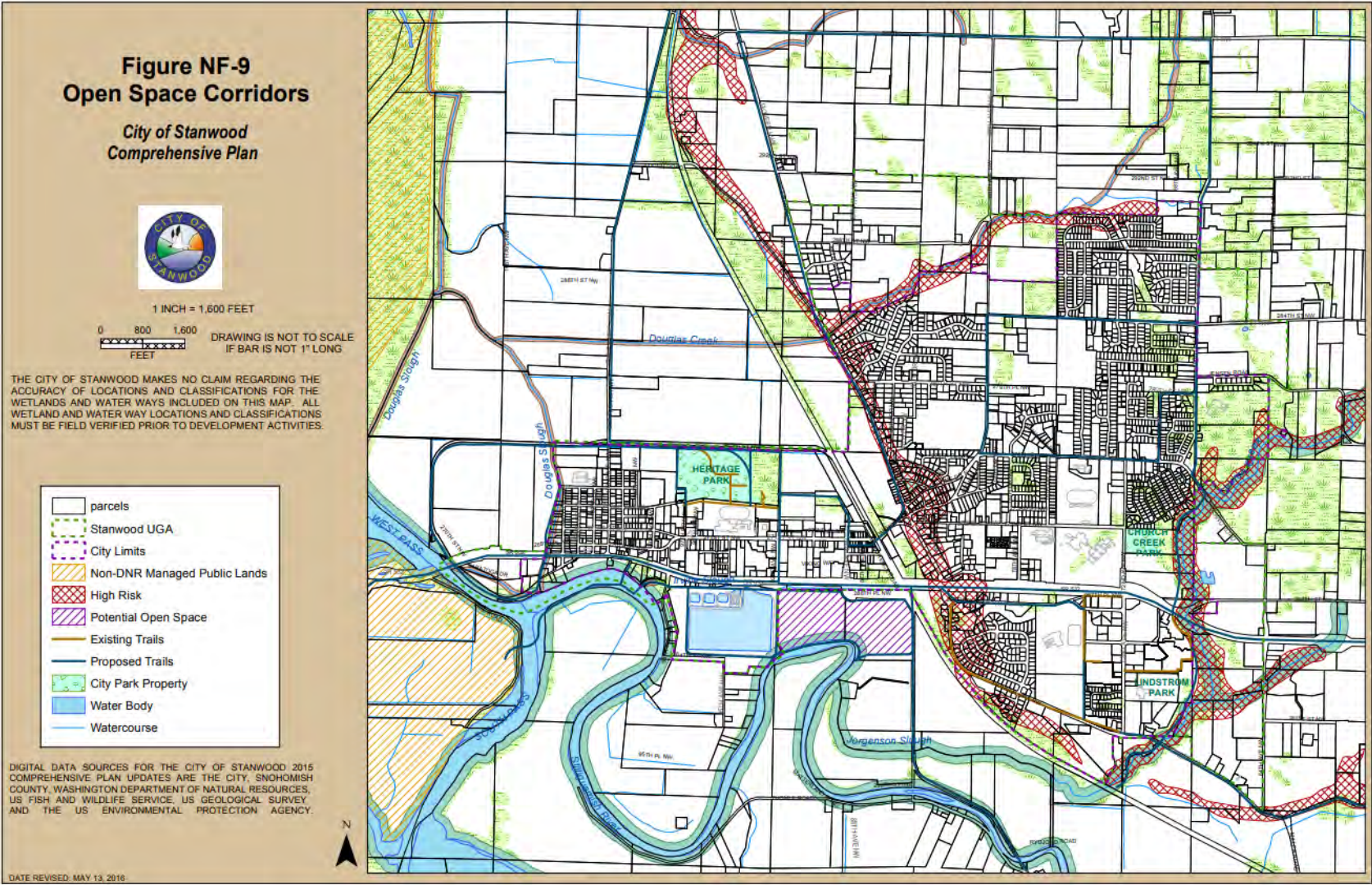


Exhibit NF.6: Open Space Corridors Map



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



Image: The sun shines through the trees at Church Creek Park.



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

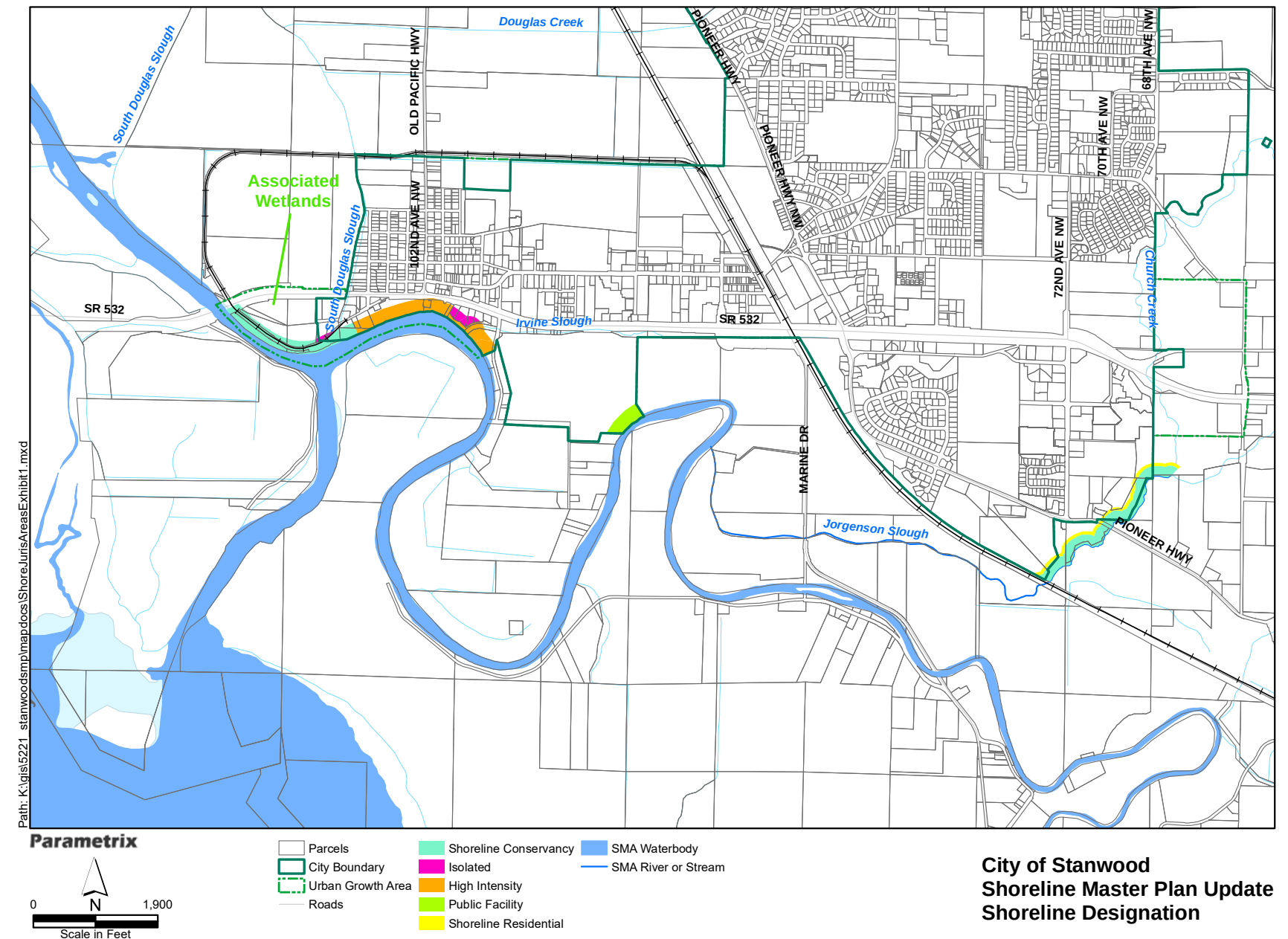
The City of Stanwood recognizes the intent of the voters and the legislature of the state of Washington in adopting the “Shoreline Management Act of 1971” and adopts by reference the finding that the shorelines of the state are among the most valuable and fragile of its natural resources and that there 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.





GOAL: SHORELINE
ECONOMIC

DEVELOPMENT
ELEMENT 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.

GOAL: CIRCULATION
ELEMENT 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.

GOAL:RESTORATION &
CONSERVATION ELEMENT

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.

GOAL: SHORELINE USE ELEMENT 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.



GOAL: PUBLIC ACCESS
ELEMENT

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.

GOAL: RECREATIONAL
ELEMENT

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.

GOAL: HISTORICAL /
CULTURAL ELEMENT

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.

GOAL: FLOOD HAZARD
ELEMENT

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.

GOAL: COMPREHENSIVE
LONG RANGE PLANNING
ELEMENT

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.

GOAL: EDUCATIONAL
ELEMENT

SH-10

Work with the public to increase awareness of the Shoreline Management Act, and the importance of protecting shorelines.



GOAL: IMPLEMENTATION

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.

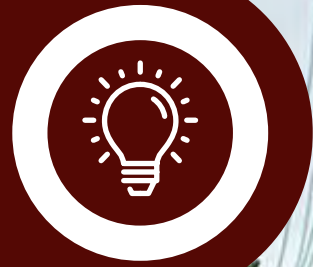
SH-11.6 Approve Conditional Uses when they will further the intent of the Master Program, be compatible with their surroundings, and be regulated to minimize undesirable effects on the shoreline of the city. Conditional Uses shall be approved in strict compliance with the provisions of the Washington 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.





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(PATH/ROAD)

WHERE WE'RE GOING: UTILITIES



Image: Snohomish County PUD recently installed new, high voltage utilities throughout Stanwood and Camano Island..

CORE VALUES



Sense of Community



Environment



Economic Development



Growth



Livability



RELIABILITY

All utility providers agree that the most important job of their agencies is to provide dependable and reliable services. 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

Improving internet and cable infrastructure as the City grows over the next twenty years is important to the community.



EQUITY

Ensuring affordable utility rates for all customers and neighborhoods is an important goal for Stanwood. Implementing reduced rates for low-income customers is one approach that the City can take to ensure equitable access to water and sewer services.



SUSTAINABILITY

Stanwood and its utility providers are seeking out green and renewable service practices to meet the demands of residents and businesses.



PREPAREDNESS

Emergency and flood preparedness is critical to provide essential community services during and after a major disaster or climate event. The City of Stanwood has outlined several policies aiming to provide additional infrastructure for the storage and maintenance of city services during emergencies.



INTRODUCTION

The Utilities Element of the Comprehensive Plan provides an overview of the utilities provided by the City and other non-municipal providers. These utilities include water, sewer, drainage, natural gas, electricity, and telecommunications. They are the community’s foundation in health, safety, and security.

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 changes in the utility environment. The following components are addressed in this 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.

The Puget Sound Regional Council (PSRC) Vision 2050 plans reiterate GMA goals and emphasizes providing adequate public services and facilities in a coordinated and cost-effective manner to support development. The Vision documents promote a central theme of efficient use and conservation of resources and facilities across the region. In Stanwood, most utility providers are independent local or regional providers. The city will continue to coordinate with utility providers and special purpose districts for local and regional delivery of services and facilities.

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 be provided.

COMMUNITY ENGAGEMENT

This Utility Element is based on the concerns and values shared by community members during the Public Engagement process. Goals and policies were 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:

- Increased costs of sewer utilities;
- Improving internet and cable services concurrent with growth;
- Implementing sustainable and/or green practices for utility design, maintenance and operations; and
- Address the impacts of climate change when locating, designing, and operating utility infrastructure.

KEY TERMS

Washington State Clean Energy Transition Act (CETA)

Signed 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



Image: A sunset captured over the wastewater treatment plant lagoon.



INVENTORY AND ANALYSIS:

WHAT UTILITIES SERVE THE STANWOOD COMMUNITY?

Much of the planning for utilities in the City is the responsibility of various service providers and special purpose districts. The city and utility plans are often interrelated, as the utilities provide service to the city and activities in the city affect the demands upon the utilities. The city cooperates with other service providers in the joint delivery of utilities and services. The city is open to all opportunities to coordinate and cooperate with neighboring service providers.

City of Stanwood Utility Service Providers			
Facility Type	Provider	Description	Applicable Plans
Water	City of Stanwood	Pipes, pump houses, water tanks, and other infrastructure providing potable and fire response water to users within the Water District boundaries.	2015 Comprehensive Water Plan and all subsequent updates
Sewer	City of Stanwood	Pipes, lift stations, conveyance systems, wastewater treatment facility, and other infrastructure providing sewer to users within the Sewer District boundaries.	2015 Comprehensive Sewer Plan and all subsequent updates
Drainage	City of Stanwood	Pipes, detention ponds, underground detention vaults, open ditches and streams that convey and manage storm and surface water	2015 Comprehensive Stowm Water Plan and all subsequent updates
Power/Electricity	Snohomish Public Utility District #1	PUD supplies electric power to customers throughout Snohomish County and on Camano Island. Electric power for PUD customers is generated by several sources located within and outside of the county.	2023 Integrated Resource Plan that ensures sufficient resources are available through 2045.
Natural Gas	Cascade Natural Gas	CNG purchases gas from the Northwest Pipeline which operates two main gas lines that span north-south through Snohomish County.	2023 Integrated Resource Plan, adopted February 24, 2023, forecasts 28 years of expected customer growth.
Telecommunications	Varies (Zipty, Astound, DISH, Wave, etc)	The community has a diverse choice of telecommunication providers available to choose from.	Varies by Company
Solid Waste	Waste Management	Garbage collection and disposal services	2023 Waste Management Franchise Agreement



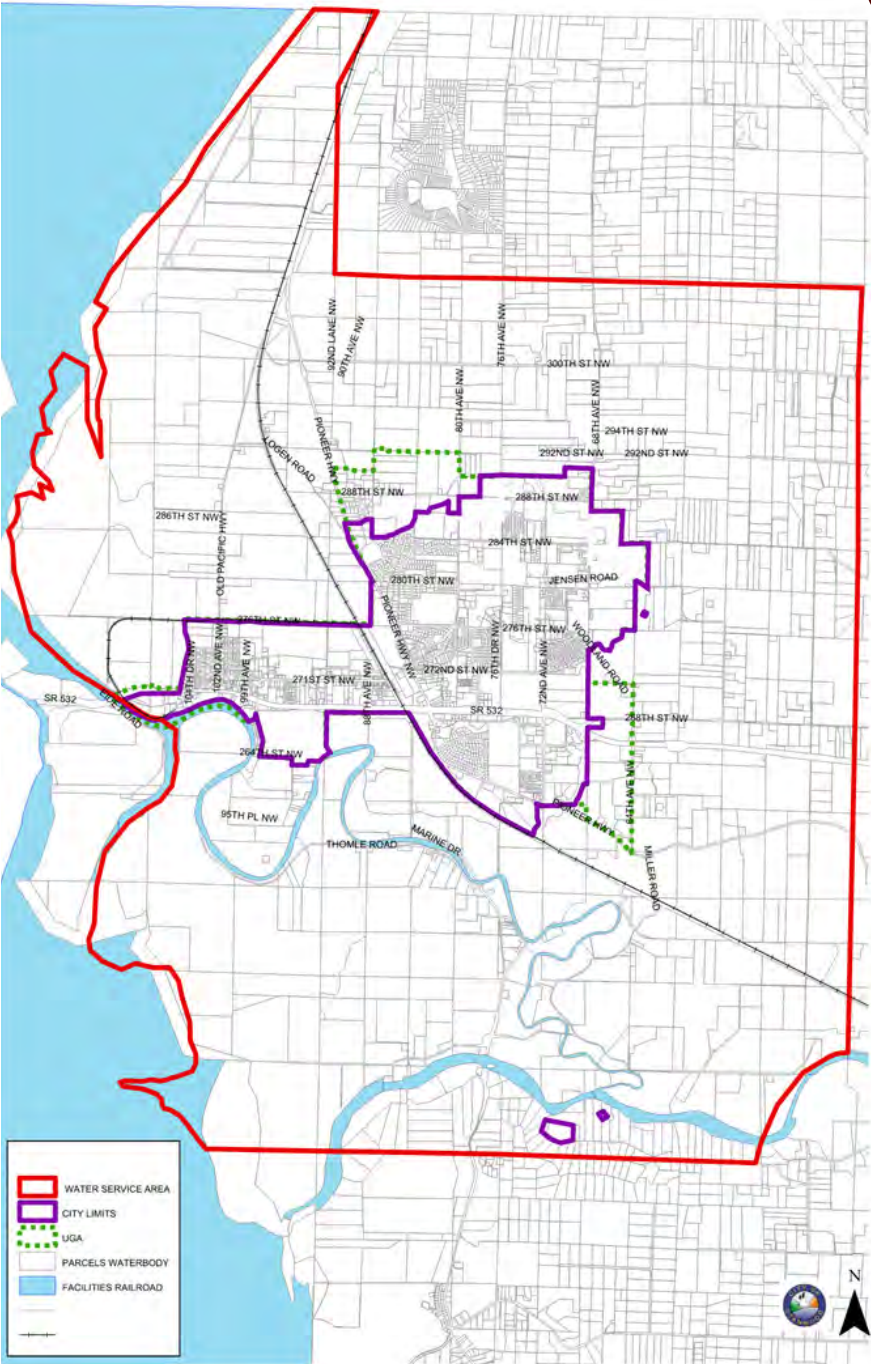
WATER SYSTEM

The City’s drinking water is supplied by groundwater wells and a groundwater spring source. The 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 north of 300th Street to the south near Warm Beach.

The City provides water service to approximately XXXX people throughout its water service area boundary, which extends beyond the City’s corporate limits. The City is responsible for providing public water service, utility management, and water system development within this area. As of APril 2024, the City served 3,081 customer accounts, which were mainly comprised of single-family connections. Single-family connections represent approximately 75% percent of all accounts, but the single-family class only consumed 33% percent of all water supplied to the system in Spring 2024.

Overall water demand within the City’s system is expected to increase to meet the City’s 2044 growth target. Developers must fund and construct any improvements necessary to bring water to their projects and to achieve fire flow required by the Fire Marshal. Per the extensive planning documented in the 2024 Water Master Plan, the City will have sufficient water supply from its supply sources to meet the demand requirements of the system until at least 2044. A detailed analysis of the City’s water system is contained in the 20XX Water Master Plan.

Exhibit UT.1: Map of Stanwood’s Public Water Service





WHERE WE'RE GOING: UTILITIES

SEWER SYSTEM

The City's sewer system is contained within its existing corporate boundaries encompassing approximately 2.8 square miles. The sewer system is made up of a treatment plant, 8 pump stations, approximately 34 miles of gravity sewer piping, and approximately 6,100 feet of force main within an area comprised of five major drainage basins. More than 35 miles of sewer piping ranging in size from 6 to 36 inches serves the sewer system customers. Most of the sewer pipe within the sewer service area is 8-inch-diameter pipe. The Main Lift Station receives flow from the other six lift stations and the wastewater is pumped to the City's wastewater treatment plant.

Similarly, to providing water to projects, developers must fund and construct any sewer improvements, both on-site or off-site, that is necessary to provide sewer service to their projects and to ensure sufficient flow to the sewer treatment plant.

As growth or development occurs and existing facilities age, improvements may be necessary to maintain a sufficient level of service. Improvements may include upgrading the Wastewater Treatment Plant Capacity, gravity sewer main improvements, new lift stations, and/or force main improvements.

A detailed analysis of the City's wastewater system is contained in the 2024 Wastewater Master Plan.

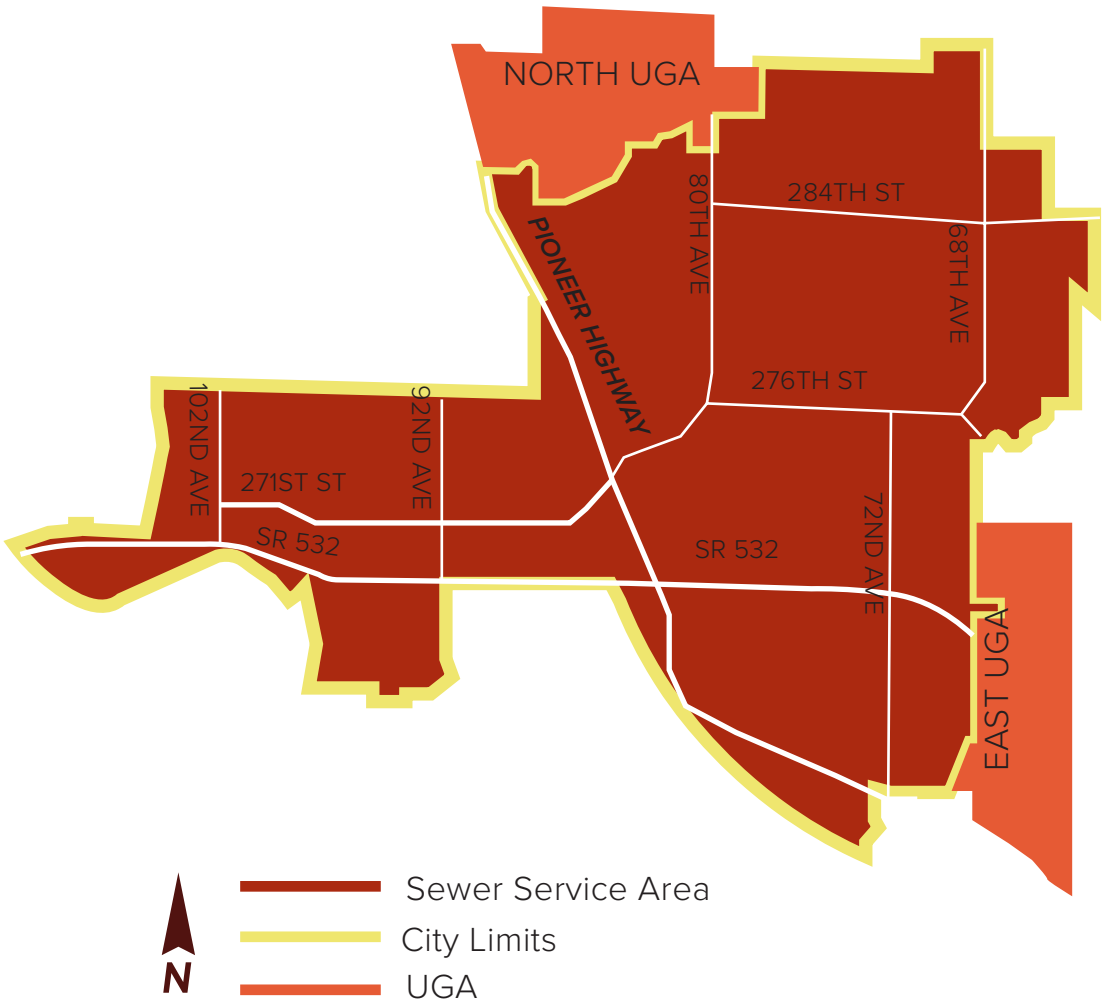


Exhibit UT.2: City of Stanwood Sewer Service Area

UTILITY GOALS & POLICIES

UTG-1: WATER AND SEWER SERVICE



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.

General:

UTP 1.1: 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 1.2: 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 1.3: Utility layout of extensions shall provide for the future continuation of the existing system as determined by the City.

UTP 1.4: Consolidate new utility systems in existing rights-of-way and utility easements whenever possible.

UTP 1.5: The City will take all responsible security measures to protect its system and customers.

Drainage:

UTP 1.16: 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.

Water:

UTP 1.7: 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 1.8: Provide water connections outside the UGA, but within the City's service area to protect public health, safety, welfare and the environment.

UTP 1.9: Promote the efficient, responsible use, and conservation of potable water resources.

UTP 1.10: Provide high quality drinking water that meets or exceeds state and federal standards.

UTP 1.11: Protect the public water system from contamination due to cross-connections; cross-connections that can be eliminated will be eliminated.

UTP 1.12: The City's water system shall provide sufficient capacity to meet minimum fire flows and peak daily demand on the system. The system includes wells, pump stations, and transmission mains.

Sewer:

UTP 1.13: Extend sewer service outside of the City limits but within the Urban Growth Area (UGA) only if the project follows the City's utility regulations, standards and policies. Annexation is required before service can be provided outside City limits.

UTP 1.14: 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 1.15: Sewer service cannot be extended outside of the City's UGA, except for exceptions identified in City code or allowed by state law.

UTP 1.16: All sewers shall be designed as a gravity sewer whenever feasible.



UTG-2: STORAGE CAPACITY

Provide adequate storage for the water utility system and backup facilities for the sewer system.

UTP 2.1: Provide sufficient standby storage for an emergency condition in which a major supply source is out of service

UTP 2.2: The volume of storage shall be sufficient to maintain uninterrupted service to the system during the emergency condition.

UTP 2.3: Provide sufficient fire suppression storage for a fire condition equal to the system’s maximum fire protection water demand and the required duration.

UTP 2.4: 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.

STORM WATER SYSTEM

Stanwood provides stormwater services for the entire city. The system consists of surface runoff from roadways, inlets, pipes and ditch conveyance, water quality devices, storm ponds and outfalls. The stormwater system covers an area of approximately XXX acres (XX square miles) and is broken into XX basins. Within the stormwater system, there are approximately XX city-owned or operated facilities, XX catch basins, XX miles of roads side ditches, XX miles of pipe and XX feet of culverts.

The city’s downtown area was platted and constructed prior modern day stormwater standards. In most cases, stormwater detention/retention, water quality and conveyance and storm drainage facilities were required at the time of construction. To address stormwater in the downtown area, the City has built a direct release stormwater system into Irvine Slough. Developments in downtown must provide water quality treatment, but no detention is required. The uptown area consists of newer subdivisions meeting Department of Ecology stormwater standards for detention and water quality at the time of their development but may not meet current standards.

Some of the detention systems and ditches within subdivisions and commercial developments are privately owned and maintenance is the responsibility of the individual property owner/s, which is often under a homeowners’ association or property management service. As the city approves new projects, they must meet the requirements of the Department of Ecology (DOE) 2005 stormwater manual and include maintenance provisions for the owner(s) as the City of Stanwood is not a National Pollutant Discharge Elimination System (NPDES) city.

Low Impact Development Alternative

Low Impact Development (LID) is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design. This is an alternative approach to stormwater management than building more infrastructure that needs to be maintained and replaced over time.

Low Impact Development best management practices include taking advantage of existing natural features allowing discharging into “waters of the state” such as streams and wetlands. Streams and wetlands can play an integral part of the stormwater management program, provided they are protected from the negative impacts created by altered flow regimes and pollutant sources.

During project review, when drafting code amendments, or during design of capital projects the City should consider stormwater management alternatives such as low impact development strategies where appropriate. Techniques that protect wetlands and other critical areas which play a positive role in improving water quality and mitigating peak flows should be considered.

ELECTRICITY - PUD

The Public Utility District No. 1 of Snohomish County (PUD) provides power to the City of Stanwood. Hydroelectric power accounts for about 80% of PUD’s portfolio of generative resources. Contracts with the Bonneville Power Administration (BPA) supply approximately 73 % of its power whereas the remainder of the PUD’s power is provided by a mix of renewable resources that include output from the PUD’s Jackson, Youngs Creek and Woods Creek, Calligan Creek and Hancock Creek hydroelectric projects.

The city is fully served by PUD with distribution lines that extend service to all residential, commercial and public customers. In 2022 PUD began a major upgrade of the power grid in Stanwood and Camano Island. New transmission lines were installed, and a new substation was built off of Pioneer Highway. These projects provide the greater Stanwood-Camano region increased power reliability and capacity over the next 30 years. According to the PUD, there is ample capacity to meet existing demand for both the incorporated city limits as well as the UGA.

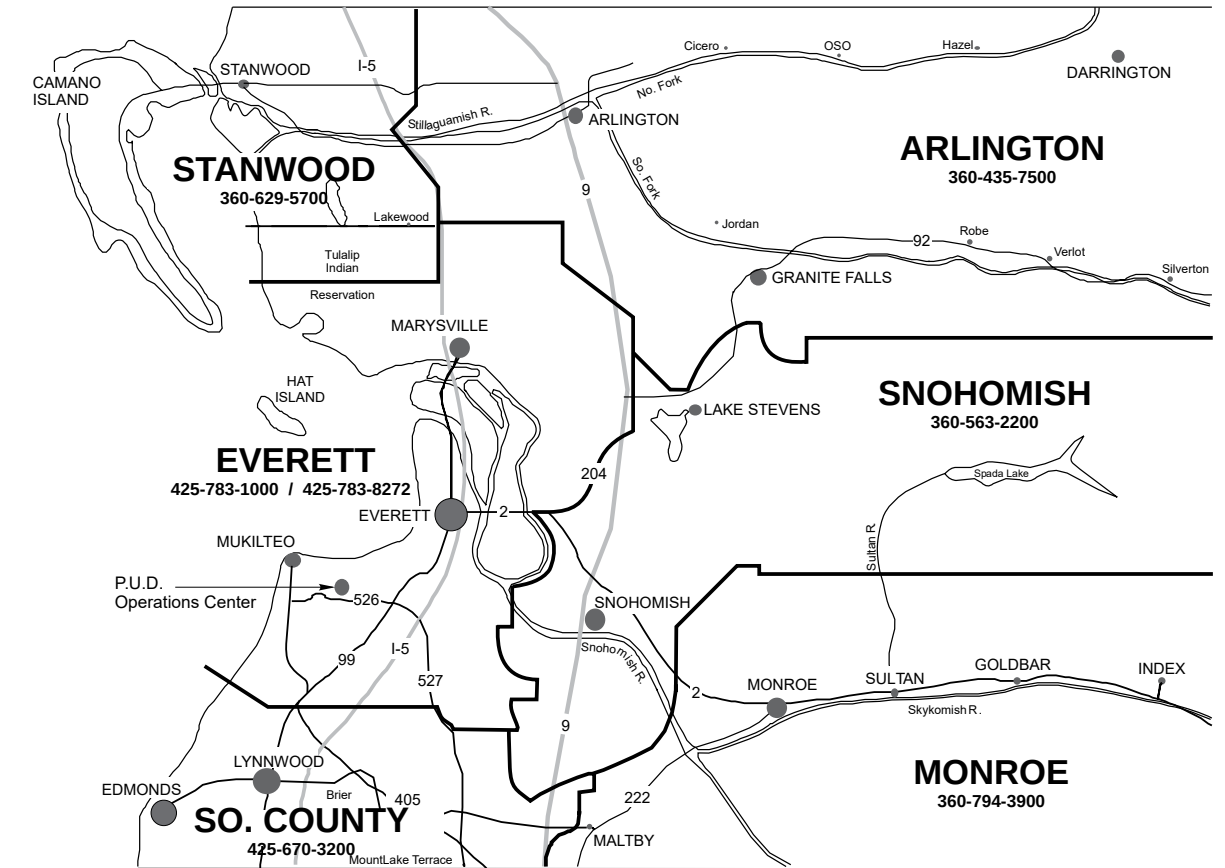


Exhibit UT.3: Snohomish County PUD Service Area Boundary Map

UTG-3: ON-SITE SEPTIC SYSTEMS

Allow phased system connection requirements for existing septic systems.

UTP 3.1: Existing single-family homes with septic systems in good working condition per the Snohomish County Health Department may continue to be used.

UTP 3.2: Property owners with a failing septic system, as documented by the Snohomish County Health Department, shall connect to the sewer system.





NATURAL GAS - CNG

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 residents of Stanwood. Cascade partners 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 an Equity Advisory Group to partner with traditionally underrepresented groups in utility proceedings impacting their communities.

Cascade Natural Gas states that they do not foresee any problems impacting the supply of natural gas to the Stanwood area. Therefore, no new facilities are currently planned. However minor reinforcements may be performed if needed. New changes anticipated for natural gas management is described below. In addition, the U.S. Department of Energy estimates a 60-year supply of conventional natural gas reserves exists.



Exhibit UT.4: Northwest Pipeline Map

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, commonly 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.



FIBER AND TELECOMMUNICATION

Telecommunication facilities are private utilities that provide services such as television (broadcast, cable and satellite), phone (direct lines and cellular) and internet. Content is transmitted by a variety of methods that may include cable lines, electrical wires or fiber and optical fibers. Wireless technology includes traditional broadcasting, radio transmission and cellular networks. Telecommunication services often use existing infrastructure along utility corridors and public rights-of-way.

The telecommunications industry is evolving and will continue changing over the next 20 years as their services are integral to the modern world and economy. For example, the telecommunications industry is the primary conduit for information exchange between individuals, corporations and public service providers. As this industry changes, there may be unknown impacts on land use planning, existing facilities and regulatory oversight. The city should coordinate with service providers to plan for the construction and reconstruction of facilities and provide feedback on capacity, design and equipment.

In 2019, Frontier Communication infrastructure was acquired by Ziplly 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. Astound Broadband and Dish also provide internet and satellite TV service to the City.

These providers have stated that they have no difficulty keeping up with demand over the next twenty years. They do plan on continuing on upgrading their cable infrastructure to fiber where possible.

SNOHOMISH COUNTY HEALTH DISTRICT

The city coordinates with the Snohomish Health Department for public health services. The most common task the Health Department performs in the Stanwood area is approving septic systems. Other responsibilities include food service inspections and issuing state permits for certain (potentially noxious) activities (e.g., septic sludge recycling, soil processing, etc.).



SOLID WASTE DISPOSAL AND RECYCLING

Waste Management Northwest provides solid waste services within the city under a ten-year contract for solid waste hauling, curbside recycling, and composting that expires in 2032 with an option to extend the contract for an indefinite number of 3-year term intervals. As of January 2023, Waste Management has 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. 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.

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.

SNOHOMISH COUNTY RECYCLING

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, local residents can drop off hazardous waste at a designated site with no cost, and the County handles the disposal.

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 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.



UTG-4: PRIVATE UTILITIES

Ensure that private utilities including private 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 4.1: 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 4.2: 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 4.3: 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 minimize construction related disruption to the public and to reduce the costs of public utility delivery.

UTP 4.4: Where safe, feasible, and does not pose a health danger, promote recreational use of utility corridors for trails, bike paths, green belts, and similar facilities.

UTP 4.5: 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 4.6: Coordinate with utility providers to adopt emergency management plans that ensure protocols and systems are in place to recover from a natural disaster or emergency quickly and efficiently.

UTG-5: HEALTH AND SAFETY

Encourage improvements to utility facilities that are environmentally responsible, aesthetically acceptable to the community, and safe for nearby residents.

UTP 5.1: Utility companies shall limit disturbance to vegetation within major utility transmission corridors to the minimum necessary for safety and maintenance of transmission facilities.

UTP 5.2: 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 5.3: 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 5.4: Landscaping shall be provided around utility facilities to minimize adverse aesthetic impacts on the surrounding.

UTG-6: EQUITY

Promote affordability and equitable access of utility service to all communities, especially the historically underserved.

UTP 6.1: Prioritize investments to address disparities in underserved neighborhoods.

UTP 6.2: 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.

UTG-7: RENEWABLE RESOURCES

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 7.1: Promote conservation measures to ensure longevity of City resources and energy supplies to reduce the need for additional utility distribution facilities in the future.

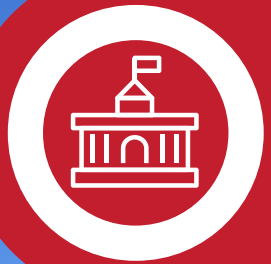
UTP 7.2: Electric charging stations should be installed in commercial parking lots and on City streets as development or redevelopment occurs.

UTP 7.3: Promote recycling within the city to reduce waste and reliance on landfills.

UTP 7.4: 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 7.5: Promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings instead of building new ones.

UTP 7.6: Support Snohomish County PUD’s efforts to implement the use solar, low carbon, or other alternative green energy sources on a larger scale.



tale
(MONEY)

WHERE WE'RE GOING: CAPITAL FACILITIES

**WOOD
Y HALL**

Image: A photo overlooking city hall with both newer and older structures seen in the background.

CORE VALUES



Livability



Growth



Economic Development



Mobility



Parks

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.

Image: A new sidewalk is installed along 80th Avenue NW as part of a capital improvement project.



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.



CAPITAL FACILITIES 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 and designated open space areas, the library, and the annex building connected to the police station.

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.

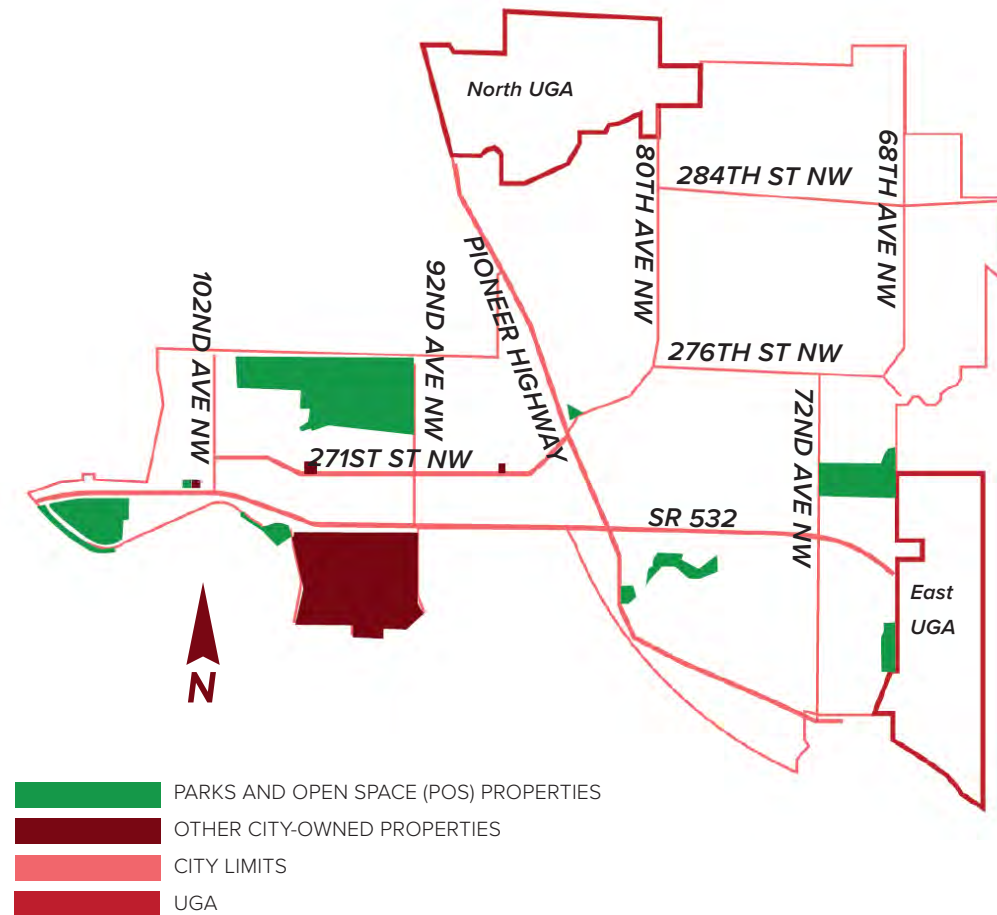


Exhibit CF.1: Map of City of Stanwood owned facilities and properties

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.

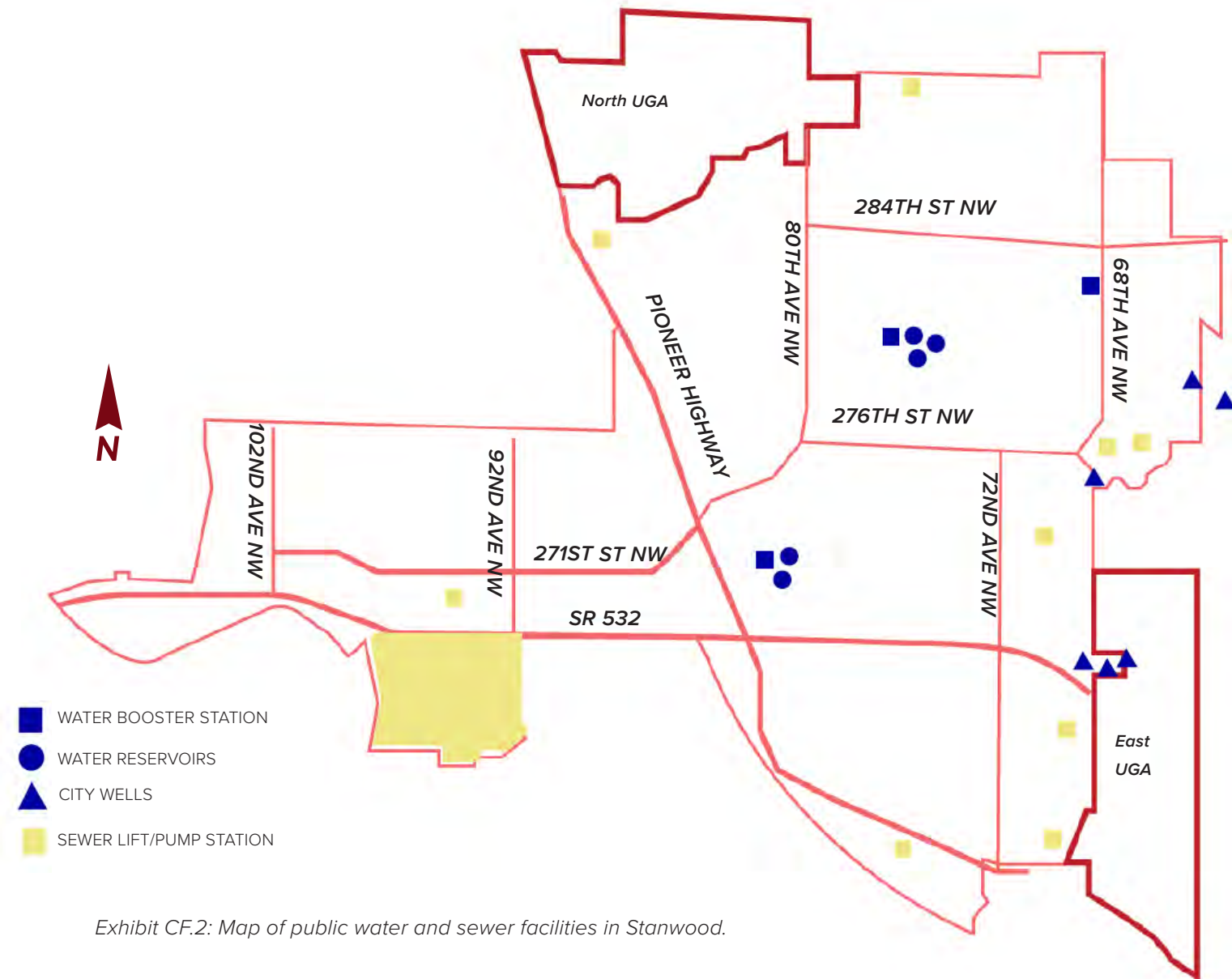


Exhibit CF.2: Map of public water and sewer facilities in Stanwood.



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
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

Exhibit CF.3: Adopted Level of Service Standards for various facilities



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.

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.

Image: The Stanwood Spartan's logo shines on the gym floor of the remodeled Stanwood High School.



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



Image: The Stanwood Arch is visible to residents and visitors alike, welcoming them to the City.



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.

WHERE WE’RE GOING: CAPITAL FACILITIES



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

Exhibit CF.4: Examples of revenue sources for different types of projects



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.



Image: A sign with the City's logo on it sits at the corner of the historic City Hall building.



Comprehensive Plan/Municipal Code Advisory Group

Meeting Minutes

April 17, 2024

Call to Order: 5:35 pm

Advisory Group Members Present:

Lauren Ruskoff, Community Member
Sim Jhutti, Community Member
Russell Joe, MBAKS
Peter Kamb, Community Member
Ben Hagglund, Community Member

Staff Present:

Tansy Schroeder, City Planner
Audrey Rotrock, Associate Planner

Advisory Group Members Absent:

Jami Sollid, Community Member; Meagan Watne, Community Member; Kristine Birkenkopf, Community Member; Steve Shepro, Council Member

2024 Comprehensive Plan Update

Staff has been working on updating the 2024 Comprehensive Plan over the last two years and brought an approximately 80% complete first full draft in front of the Advisory Group in March. Due to the large scale of the plan, city staff has brought it in front of the Advisory Group for a second time.

At the March meeting, members of the Advisory Group liked the look and readability of the document. One of the challenges staff has had is to balance competing viewpoints and desires throughout the community. As such, there have been recurring conversations in regard to how aggressive the Plan should be to promote housing affordability, housing choice, and multimodal transportation systems.

Advisory Group Questions and Comments:

- Introduction: Some language in the Goals used noncommittal language. Consider updating for consistency. Some may use big picture language, where more direct language might be better. One example: TG8 – TP8.5, “The City should consider purchasing hybrid vehicles when purchasing new vehicles”. Change to “prioritize” purchasing hybrid vehicles.
- Natural Features: Climate change section – consider adding compliance with Wildland Urban Interface Code references.
- Housing Element: How does the Income Level Compared to AMI table relate to the 2044 Housing Growth Targets by Housing Type? These tables are following what Commerce has asked cities to do. Staff is trying to find a way correlate the housing type needed compared to income levels and housing types needed. These pages are difficult to understand and may not be interpreted correctly. Consider putting this in terms of what issue the city is trying to solve, and what is the path to solve it. Staff will further review how to present this information in a more digestible format.
- Housing Element: Consider adding much of the methodology and the bulk of the language into the appendix and leaving charts and tables.
- Economic Development: “Never forget Stanwood is a Scandinavian town” consider removing this sentence, due to potential racist undertones.
- Economic Development: In the “Community Needs” section, there are a couple of contradictory statements: “Growth should happen downtown”, and the next sentence says, “Downtown must be revitalized”. Give a better explanation of what these mean and what the goals are.



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- Economic Development: Add infill development into the “Community Needs” section.
- Twin City Mile: Explain the Twin City Mile concept in the “Community Needs” or refer to the section where TCM is discussed further.
- Economic Development: “Our Economic Vision” – there are many buzzwords that sound disingenuous. Add more context, they appear to be more like topics or themes rather than objectives.
- Economic Development: The text highlighted in yellow is difficult to read.
- Economic Development: Current State of the Economy: Fast Facts. Consider adding the Area Median Income (AMI) explanation to the Housing Element or a reference back to the housing element.
- Economic Development: Change Median Income in the bubble to “Area Median Income”.
- Transportation Element: Consider adding where additional routes could be added and necessary.
- Parks: What sort of criticism does the city expect with this, and how are you prepared for that? The Parks, Recreation, and Open Space Plan (PROS) is a larger document that talks about parks in greater detail as a supplement to the Parks Element.
- Parks: Consider adding an explanation of why we use Levels of Service.
- The Group appreciates the use of local photos, instead of clip art.
- Parks: Consider adding photos of the new Hamilton Landing Park and boat launch (preferably with a kayak or canoe in the photo).
- Parks: Add language about what’s happening and what will be happening with the Port Susan Trail in either the Parks Element or Transportation Element.
- History: Update language about the tribes once the City receives feedback from the Stillaguamish Tribe.
- Transportation: A multi-modal map will be added will be added to the Transportation Element.
- Transportation: Remove the “widening” of roads since that is not in Stanwood’s future plans.
- Transportation: Add a map of where current and future roundabouts will go.
- Land Use: LUP 3.1 – This policy language is confusing. Staff will go back and see if this policy can be revised or removed entirely.

Adjourn: 6:52