City of Stanwood

City Council Packet

Stanwood City Council
Regular Meeting

Thursday, September 12, 2024

AGENDA
CITY COUNCIL REGULAR MEETING
September 12, 2024 | 7:00 p.m.

Stanwood-Camano School District, Admin. Building Board Room
26920 Pioneer Highway, Stanwood, WA 98292

Members of the public may attend Stanwood City Council meetings
in-person or via Zoom. The Zoom link is posted on the City's website calendar
https://www.stanwoodwa.org

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **APPROVAL OF THE AGENDA**
4. **PRESENTATIONS**
5. **PUBLIC COMMENTS**
   - Verbal comments may be provided in-person.
   - Written comments must be provided to the Clerk by 12:00 p.m. the day of the meeting via this link: https://stanwoodwa.org/FormCenter/City-Clerk-5/City-Council-Meeting-Remote-Public-Comme-61
   - Remote (online or phone-in) comments can be received by reasonable accommodation only. Any requests for reasonable accommodation for remote participation, must be sent in writing to the City Clerk at cityclerk@stanwood.wa.us by 12:00 p.m. the day of the meeting.
6. **STAFF / DEPARTMENT REPORTS**
   Police Compstat Report - August **6.1**
7. **COUNCIL COMMITTEE REPORTS**
8. **CONSENT AGENDA**
   a. Approve Vouchers and Payroll Checks **8.1**
   b. Approve City Council Regular Meeting Minutes – August 8, 2024 **8.9**
   c. Approve City Council Special Workshop Minutes – August 8, 2024 **8.13**
   d. Authorize the Mayor to Sign an On-Call PSA with RH2 Engineers **8.15**
9. **UNFINISHED BUSINESS:**
   Approve Third Reading and Adopt Ordinance 1532: SMC Title 10 Vehicles and Traffic **9.1**
10. **PUBLIC HEARING**
    Approve First Reading of Ordinance 1537: 2024-2044 Comprehensive Plan **10.1**
    i. Open Public Hearing
    ii. Approve First Reading of Ordinance 1537: 2024-2044 Comprehensive Plan
11. **NEW BUSINESS:**
    a. Approve Storefront Improvement Program Applications **11.1**
    b. Approve First and Second Reading and Adoption of Ordinance 1542: 2023-2024 Budget Amendment Three **11.33**
12. **PUBLIC CLOSING COMMENTS**
13. **EXECUTIVE/LEGISLATIVE REPORTS**
    a. Mayor's Report
    b. City Administrator's Report
    c. Councilmember's Reports/Questions
14. **RECESS TO EXECUTIVE SESSION** - NONE
15. **ADJOURN**

Upcoming Meetings:
Thursday, September 26, 2024, City Council Special Workshop 5:00 pm
Thursday, September 26, 2024, City Council Meeting 7:00 pm
Thursday, October 10, 2024, City Council Special Workshop 5:00 pm
Thursday, October 10, 2024, City Council Meeting 7:00 pm

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: **6**

DATE: September 12, 2024

SUBJECT: Police Compstat

CONTACT PERSON: Reports Chief Jason Toner

ATTACHMENTS: A – August 2024 Compstat

SUMMARY STATEMENT

Attached is the August 2024 Compstat Report for council review.

ATTACHMENT A

Stanwood Police Department

CompStat Report

City of Stanwood Police Chief Jason Toner

Prepared by: Snohomish County Sheriff Office Crime Analysis Unit and Stanwood Police Department

August 2024

Stanwood Police Department

COMPSTAT REPORT

What is CompStat?

CompStat stands for 'Computer Statistics' dealing specifically with crime. It is found to be an effective way to accurately track crime and use the information to deploy officers to address it in timely manner. It is a performance management system that is used to reduce crime and achieve other police department goals. It emphasizes information-sharing, responsibility and accountability and improving effectiveness.

What is the benefit to the community?

CompStat allows us to track crime problems and allocate resources to the areas that are being affected. By being able to focus our efforts on areas being impacted, we are able to make apprehensions and drive down crime in Stanwood.

How is data collected?

Crime Analysts access a variety of systems to collect and analyze law enforcement data. Data collection begins at the 911 call center (SNO911) and carries over into law enforcement records management systems (LERMS). Much of the information presented in this report is also reported to state and federal agencies annually.

What data will you see in this report?

What occurred within the city limits of Stanwood and calls responded to by the Stanwood Police outside the city.

This is a true representation of all police activity occurring in the City of Stanwood, you will see these calls listed as “In the STW Beat”. On occasion, Stanwood Police officers will be called outside the city to assist other agencies. We also have deputies who live outside of the city so on occasion they will make a traffic stop or respond to a nearby call while commuting to work. You will see these call listed as “Answered by STW ORI”

Incident data:

This represents what police were called to and includes self-initiated activity. Multiple 911 calls for the same incident are presented as a single incident.

Case data:

An incident becomes a case when the deputy determines reporting protocol is met. A case is often generated based on a specific crime, traffic collisions, arrest or the need to document specific actions or information.

August 2024

Stanwood Police Department

POLICE STAFFING

The City of Stanwood contracts for law enforcement services through the Snohomish County Sheriff's Office. The contract is identified as a "stand alone" contract, which allows the City of Stanwood to maintain its own police identity to include policies and procedures that meet unique small city needs. All uniforms and vehicles are identified as Stanwood Police and we provide services to the city population of approximately 8,405.

DIVISIONS:

CHIEF OF POLICE: Has the rank of Lieutenant with the Sheriff's Office. Oversees all aspects of the Police Department daily operations. The Chief works with city staff to ensure community needs are met.

ADMINISTRATIVE SERGEANT: Administers the day-to-day administrative functions of the Police Department and oversees the day shift deputies, School Resource Officer and Detective. Steps in as the Chief of Police when the chief is absent.

NIGHT SERGEANT: Oversees the swing shift and night shift deputies.

PATROL DIVISION: Responds to crimes in progress, traffic collisions, missing persons, and other emergency and non-emergency calls for service.

SCHOOL RESOURCE OFFICER: Utilizes the concept of educator, informal counselor, and law enforcer; working to bridge the gap and build relationships between law enforcement and youth.

DETECTIVE: Works in conjunction with patrol and the resources of the Snohomish County Sheriff's Office to investigate a broad range of felony- and misdemeanor-level crimes that occurred in the City of Stanwood.

	ASSIGNED	VACANCIES	PERCENTAGE
Chief	1	0	100%
Sergeant	2	0	100%
Deputy	6	0	100%
School Resource Officer No longer a PD employee - SCSO contract	1	0	100%
Detective	1	0	100%

August 2024

Stanwood Police Department

RECORDS UNIT

Records Summary: Job duties include, but are not limited to, the following;

- Provide administrative support for all members of the Stanwood Police Department.
- Assist the Chief of Police with police budget tracking and review.
- Verify and code all incoming invoices for the Police Department.
- Ordering of supplies for the department, and special events.
- Subject matter expert for the Law Enforcement Records Management System (LERMS) used by Stanwood Police Department.
- Manage all Stanwood Police Department documents and records.
- Review all electronic case file entries and information for accuracy.
- Scan paper records into electronic case files.
- Forward criminal arrest referrals to the Prosecuting Attorney's Office.
- Enter trespass notices, gun alerts, and other safety alerts into the agency's electronic records management system.
- Route Child Protective Services & Adult Protective Service referrals.
- Maintain department case file and document archives per Washington State records retention/destruction schedules.
- Responsible for federal reporting of crime statistics to the National Incident Based Reporting System (NIBRS).
- Run monthly case audits and records validations.
- Enter court orders, missing persons, vehicle impounds, lost or stolen property, stolen vehicles, etc. into Washington Crime Information Center and National Crime Information Center (WACIC/NCIC).
- Provide second checks for all entries made into Washington Crime Information Center and National Crime Information Center (WACIC/NCIC).
- Conduct background checks for concealed pistol license and pistol transfers applications.
- Provide fingerprint services for concealed pistol license applicants and citizen fingerprints.
- Review and fulfill public records requests within the guidelines of the Public Records Act.
- Create/update/maintain all process, procedure, and training manuals for the position.
- Serve as Stanwood Police Department's Terminal Agency Coordinator for the Washington State Patrol ACCESS program.
- Assists with walk-in and telephone customers, averaging 8,000 yearly contacts.
- Route calls to 911 and non-emergency dispatch.
- Respond to requests for service and answer general questions.
- Manage key & key fob assignments for City of Stanwood employees.

	2024	2023	2022	2021	Year to Date
Public Records Requests	26	31	31	32	278
Concealed Pistol License Issued	24	33	21	15	211
Pistol Transfer Checks The PD no longer processes Pistol transfer checks. As of Feb 1st they are done by WSP for the entire state	0	15	25	32	YTD total adjusted to correct entry error from January 1
Fingerprinting & Approximate Time	27 6.75 hrs	14 3.5 hrs	26 6.5 hrs	23 5.75 hrs	110 27.5 hrs

August 2024

Stanwood Police Case 2023-6373
Theft

In July of 2023 a local business fired one of their employees. During the following months, the business owner discovered the former employee had been selling inventory from the business online for several years, and arranging payment from customers to his personal PayPal account.

Detective Martin has been reviewing the former employee's e-mail communication over four years to identify the customers who sent payment to the former employee's PayPal account.

Multiple customers have been identified and most are currently living outside of Washington.

Detective Martin is attempting contact with each customer to request a statement detailing their purchase.

Information obtained (product serial numbers) from customers will be compared to the company's inventory as evidence in the investigation.

Stanwood Police Department

Message from the Chief

As I look out the window to an early September cloudy day with temperature a blistering 58 degrees, I am keeping my fingers crossed for a few more weeks of summer weather. As not to jinx our hope of good weather, I personally refuse to have a pumpkin spiced latte until well into October.

Speed Radar Trailer

For most of the year we have been trying to fix our speed radar trailer. Unfortunately, it is close to 20 years old, the manufacture is no longer in business, and we have been unable to find parts. Finance Director Hammond was able to find us some funding and a new radar trailer will be delivered on September 17th, so expect to see it on a busy street near you.

Community Events

Fall is a busy time for community events. We will be participating in the 9/11 Memorial Procession on September 11th. On September 14th we will be at Touch-A-Truck with police vehicles and passing out candy and stickers.

National Coffee with a Cop Day is October 4th, and we will be at Starbucks in the morning. Also, we will have our spooky tent up for Ghouls Night Out on Main Street for Halloween.

BlueBridge Alliance

Between a Washington State Department of Commerce Grant and the ReMax Community Grant we have raised just over $3,700 for this program. Additionally, the Commerce grant will match up to $2,500 for seed money for this program. Our next step is seeking community support for the Stanwood PD BlueBridge Program. Please check out our Facebook Page/Website for more information.

Notable Cases

Stanwood is a great community to live, work, and play, with traditionally a low crime rate. We do see spikes in crime throughout the year when our community is targeted by criminals. Currently we are seeing a spike in vehicle thefts. Over the last few months Stanwood has experienced a couple of vehicle thefts, compared to the six vehicle thefts we've had in last 10 days.

Our Officers, with the help of a concerned citizen, identified the suspect of a vehicle theft from a day before, and arrested him at his residence in town. We believe the suspect is responsible for most, or all, of the recent vehicle thefts, and our detective will be working to forward additional charges.

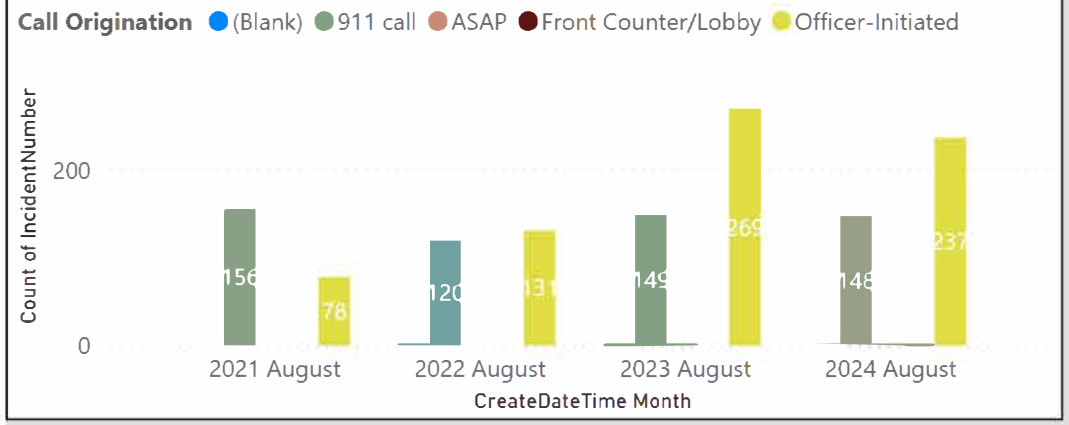
Chief Toner

The following pages cover incidents data. This is also known as calls for service. If 30 people call because there's a wreck in front of Haggen's, it counts here once.

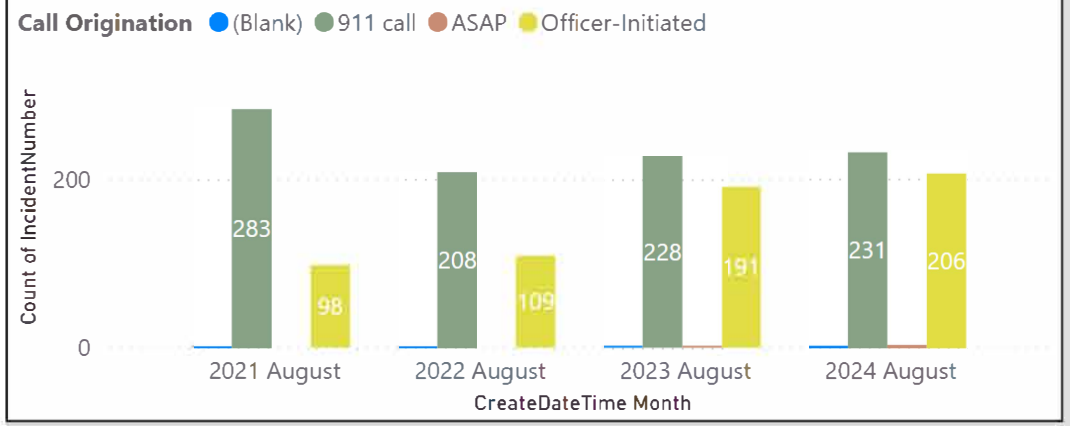
TOTAL INCIDENTS - ALL ORIS inside STW

Previous Month Over Time

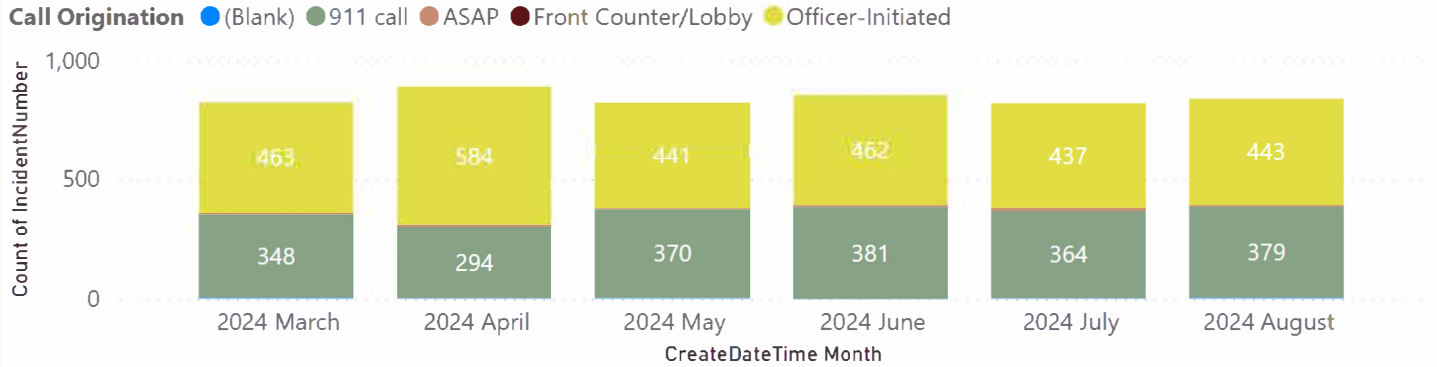
Stanwood West, Incidents by Origination



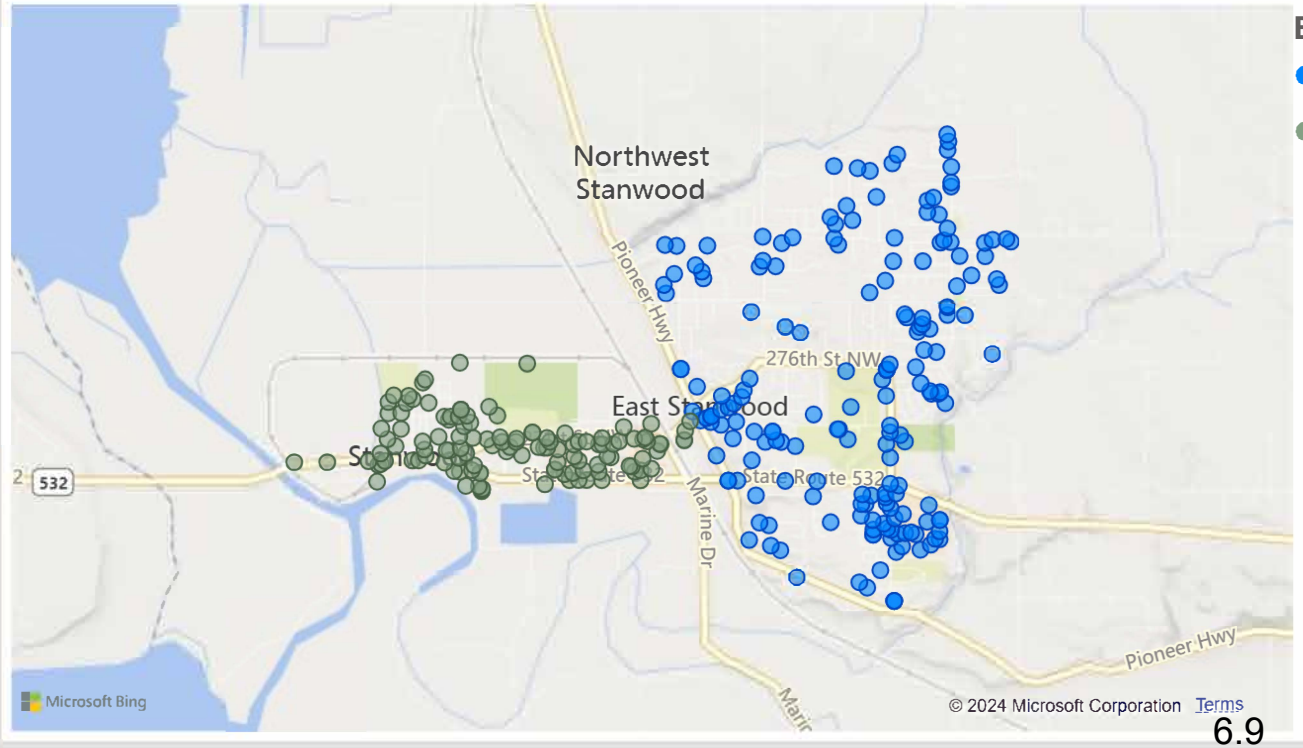
Stanwood East, Incidents by Origination



Total Incident Counts, Past 6 Full Months by Origination Type



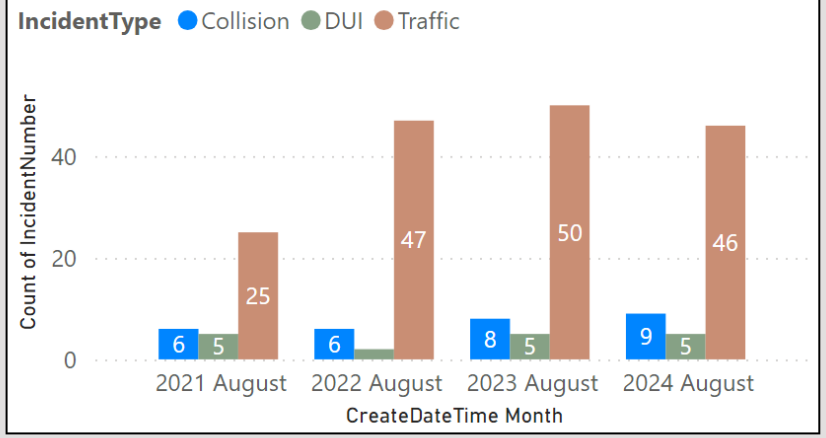
All incidents Past 1 Month - excludes victim privacy concerning incidents



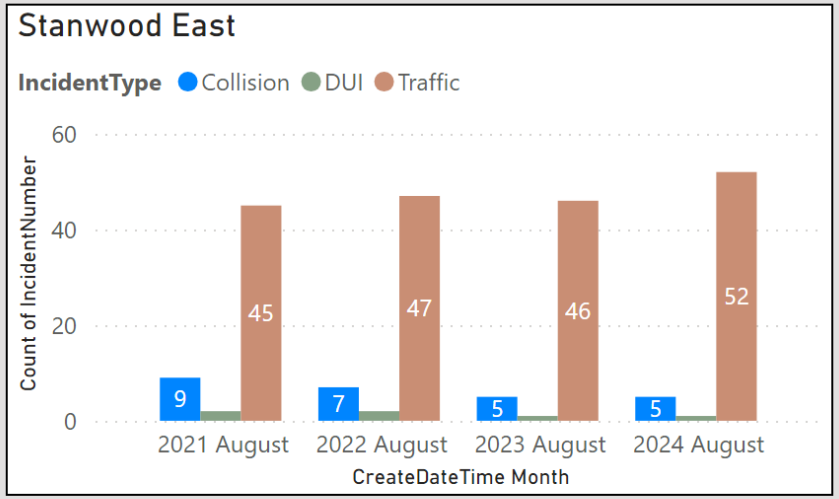
Collision, DUI, and Traffic INCIDENTS

Previous Month Over Time

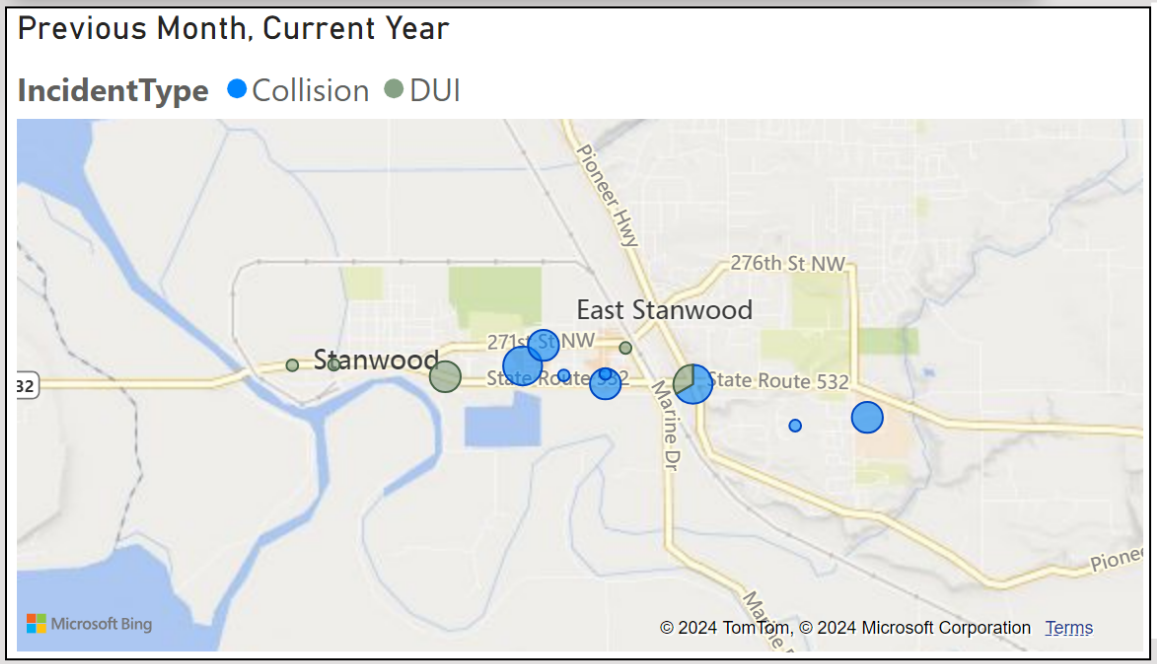
Stanwood West



Stanwood East



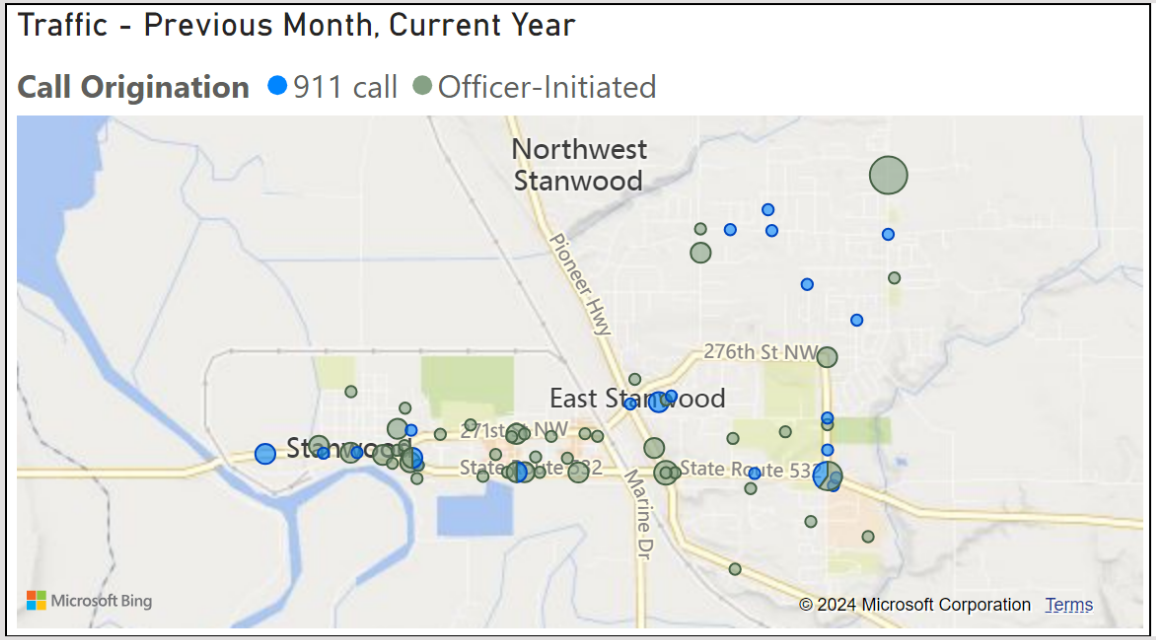
Previous Month, Current Year



STWW & STWE

Year	Collision	DUI
2024		
March	15	5
April	9	13
May	17	9
June	22	12
July	18	10
August	14	6

Traffic - Previous Month, Current Year



STWW & STWE

Year	Traffic
2024	
March	80
April	86
May	77
June	78
July	70
August	98

Tickets - To Current Date, Current Year

Data begins in 2021, due to lack of tickets issued in 2020 (due to covid lockdowns).

# of Tickets - This CY

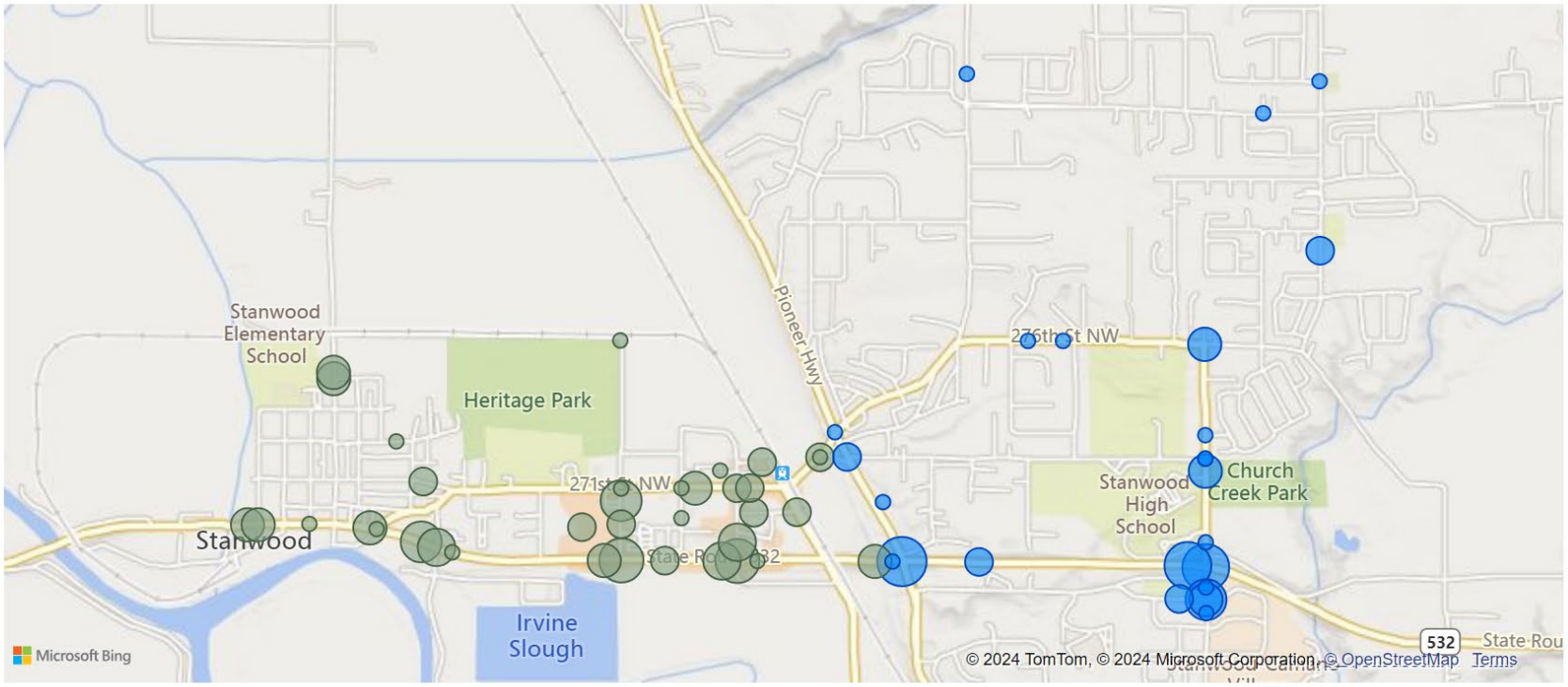
104

# of Citations - This CY

147

Location of Citations this CY

Beat STWE STWW



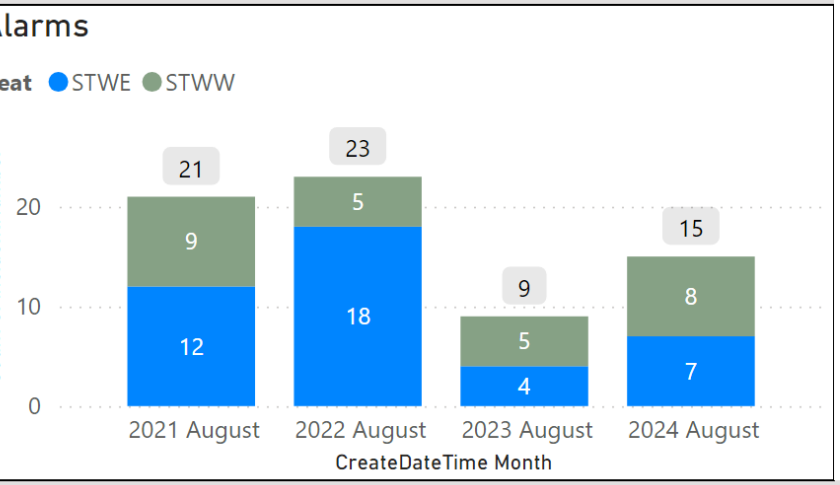
Total Tickets

Month	2023	2024
January	18	20
February	36	16
March	16	13
April	16	24
May	23	24
June	30	20
July	9	20
August	36	10
September	38	
October	102	
November	26	
December	28	

How Many Tickets Had More than One Citation? 2022 to present

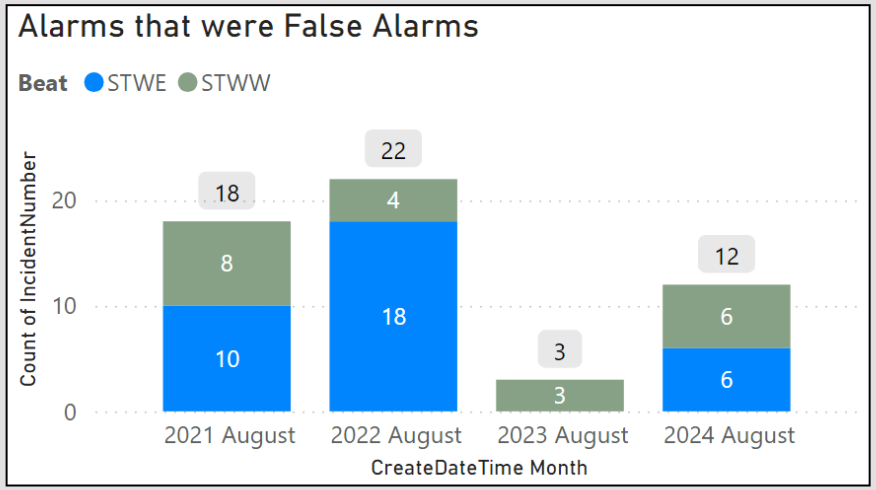
101

Alarms

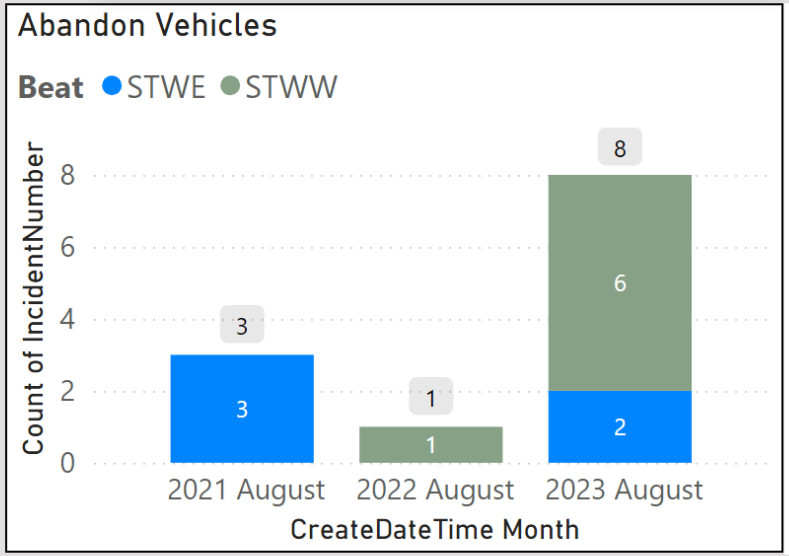


STWW & STWE

Year	Alarm
2024	
March	18
April	21
May	9
June	18
July	19
August	15



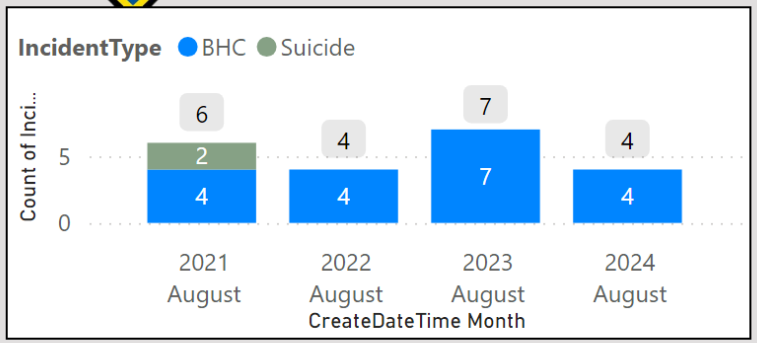
Abandon Vehicles



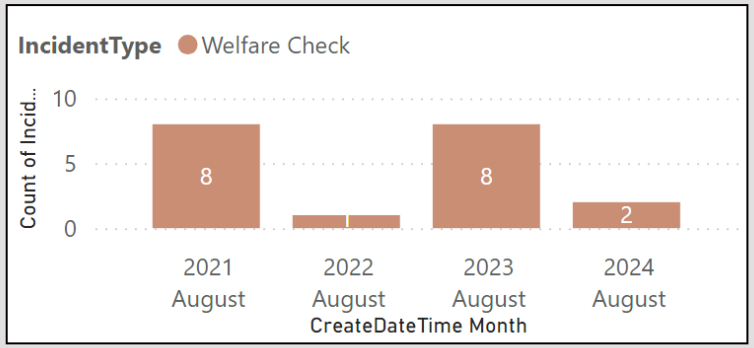
STWW & STWE

Year	Abandoned Vehicle
2024	
March	9
June	4
July	4

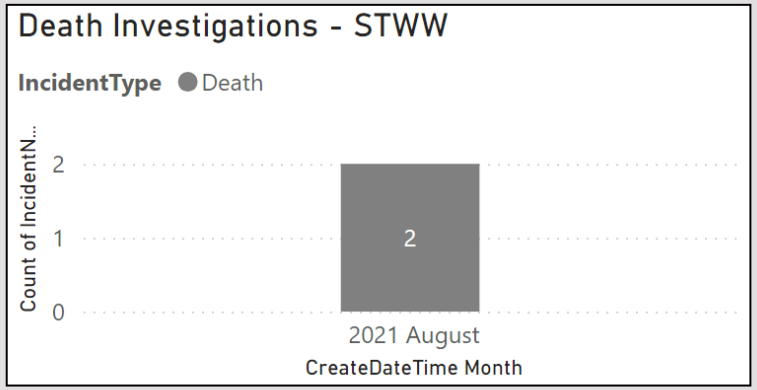
Stanwood West



Year	BHC	Suicide
2024		
March	2	
April	2	3
May	6	
June	9	
July	3	
August	4	

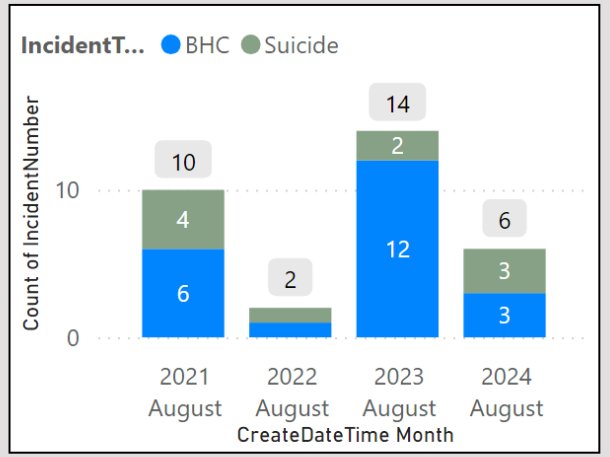


Year	Welfare Check
2024	
March	4
April	7
May	3
June	7
July	7
August	2

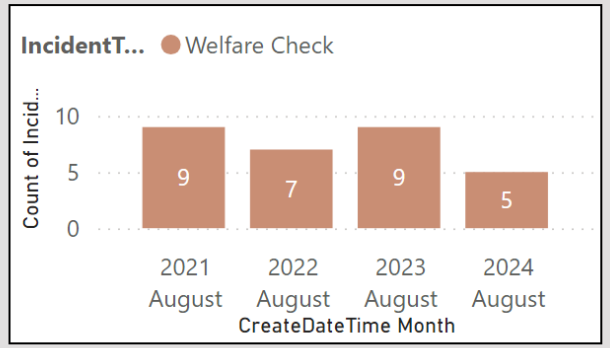


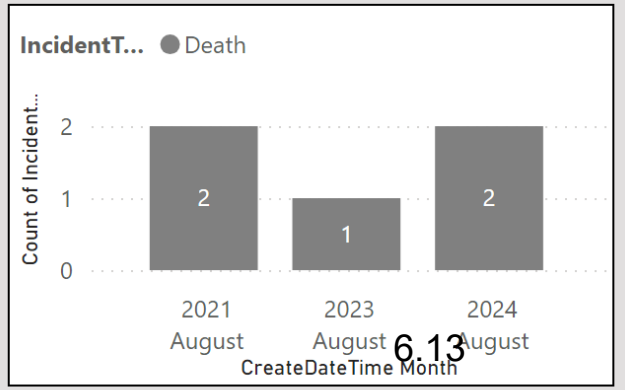
Stanwood East

Year	BHC	Suicide
2024		
March		8
April	4	4
May	19	4
June	2	10
July	2	1
August	3	3



Year	Welfare Check
2024	
March	10
April	7
May	13
June	9
July	13
August	5

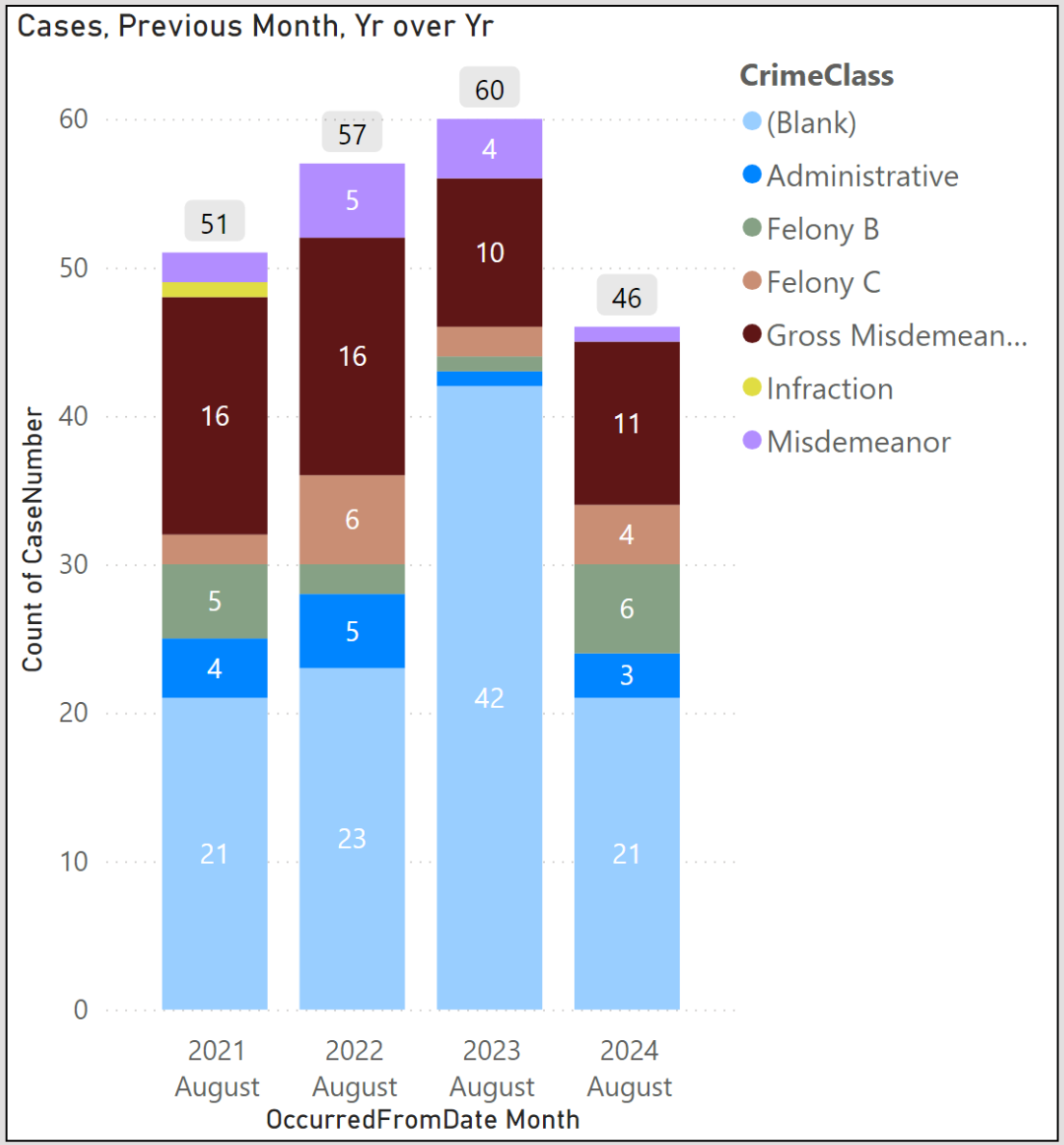


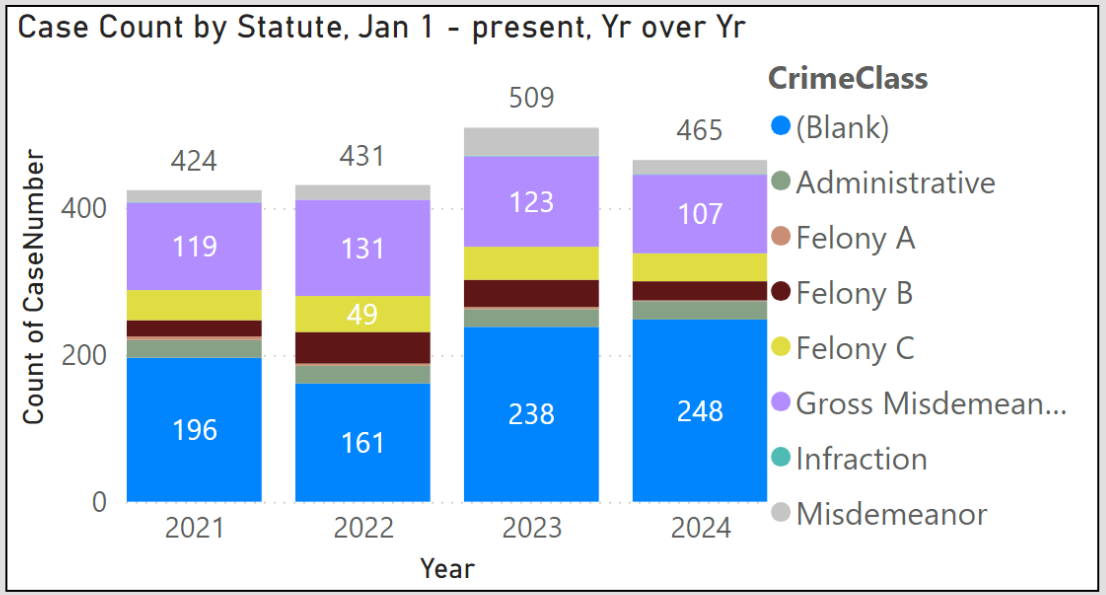


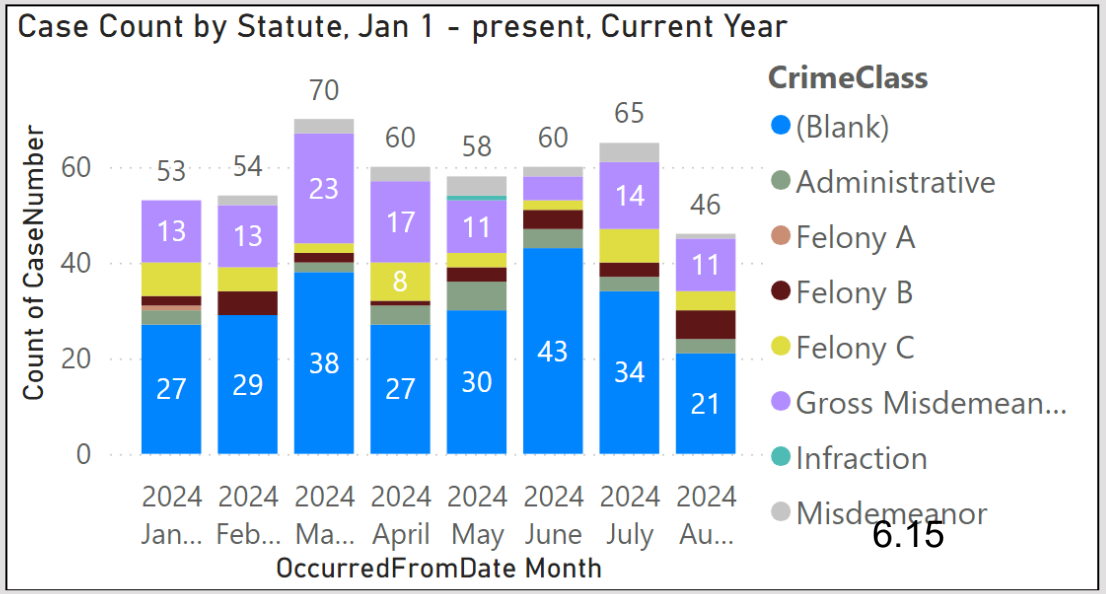
The following pages cover case data. The key difference between cases and incidents data is a Deputy has determined something did transpire that justifies writing a case report.

TOTAL CASES

IN THE STW BEAT



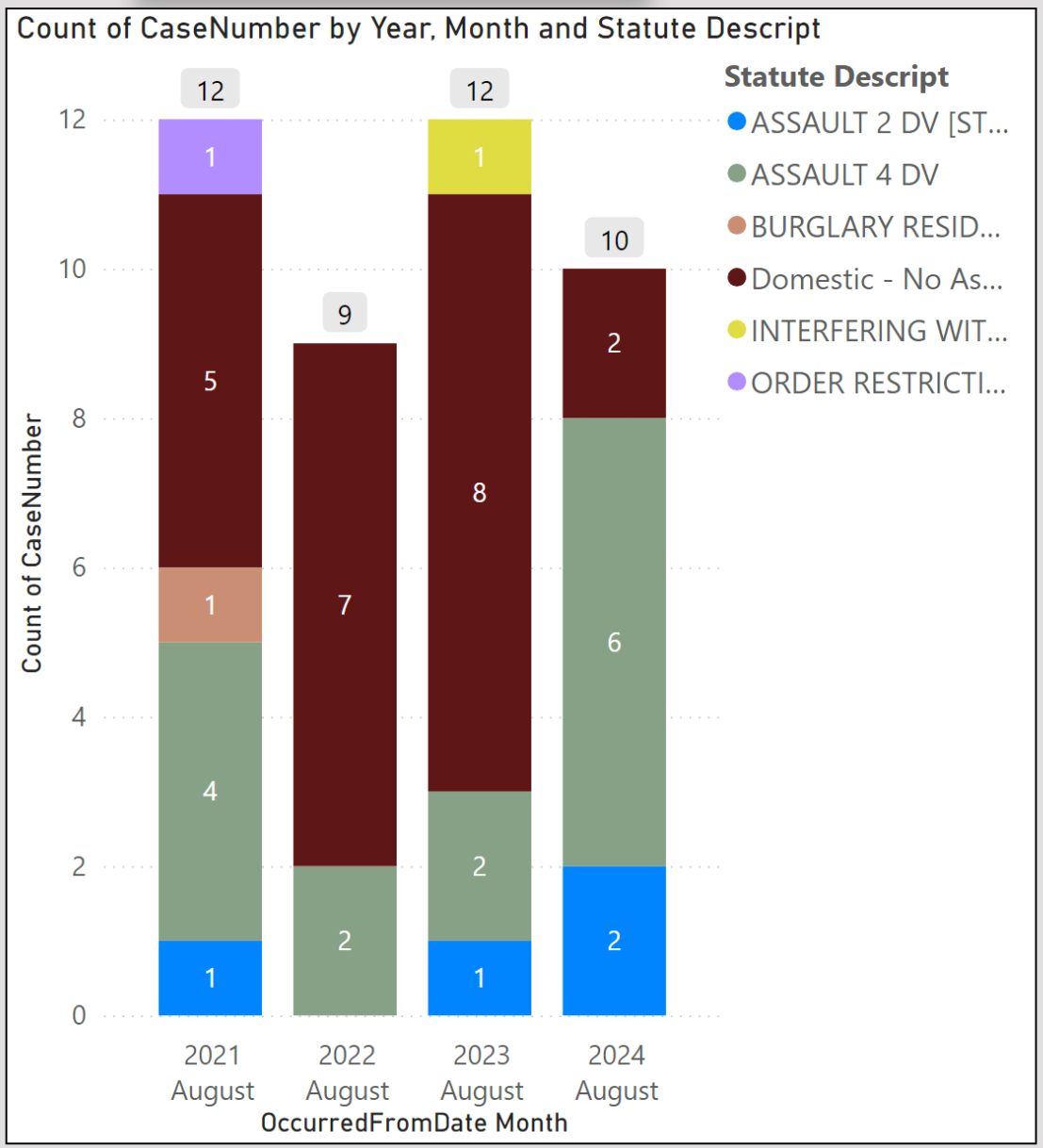




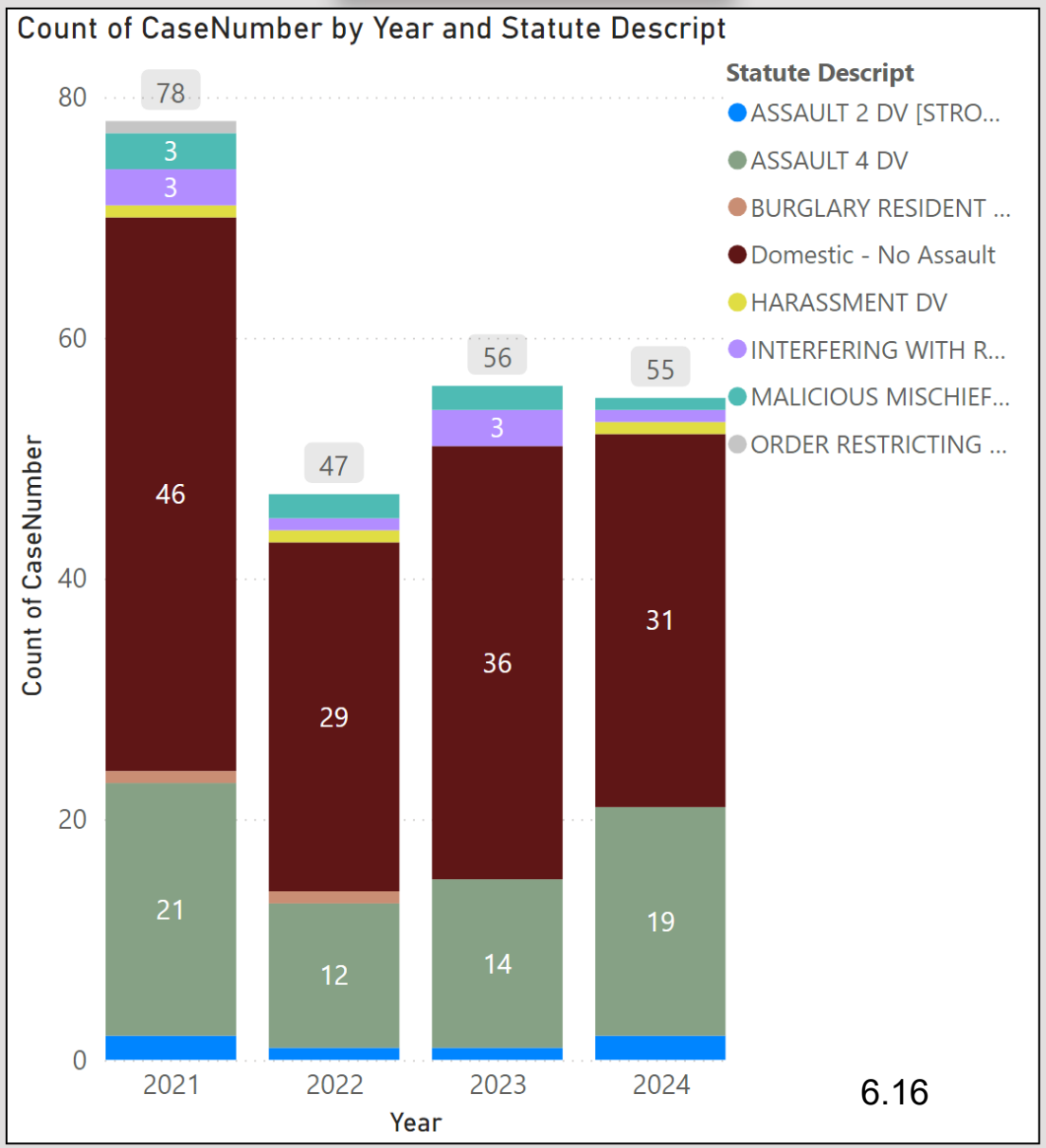
Domestic Related CASES

IN THE STW BEAT

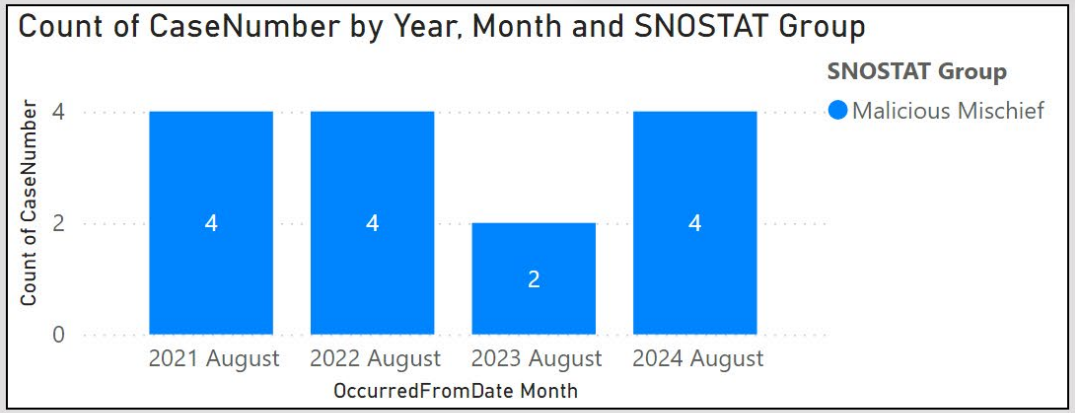
Previous Month Over Time

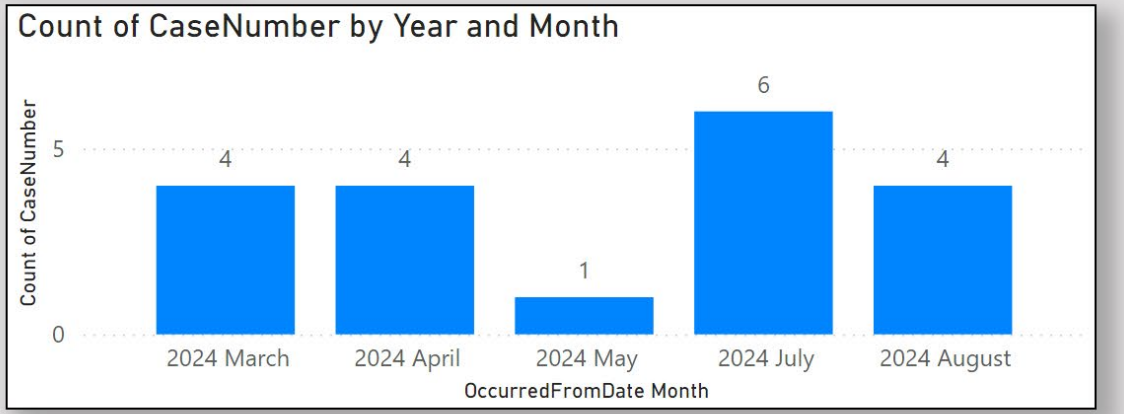


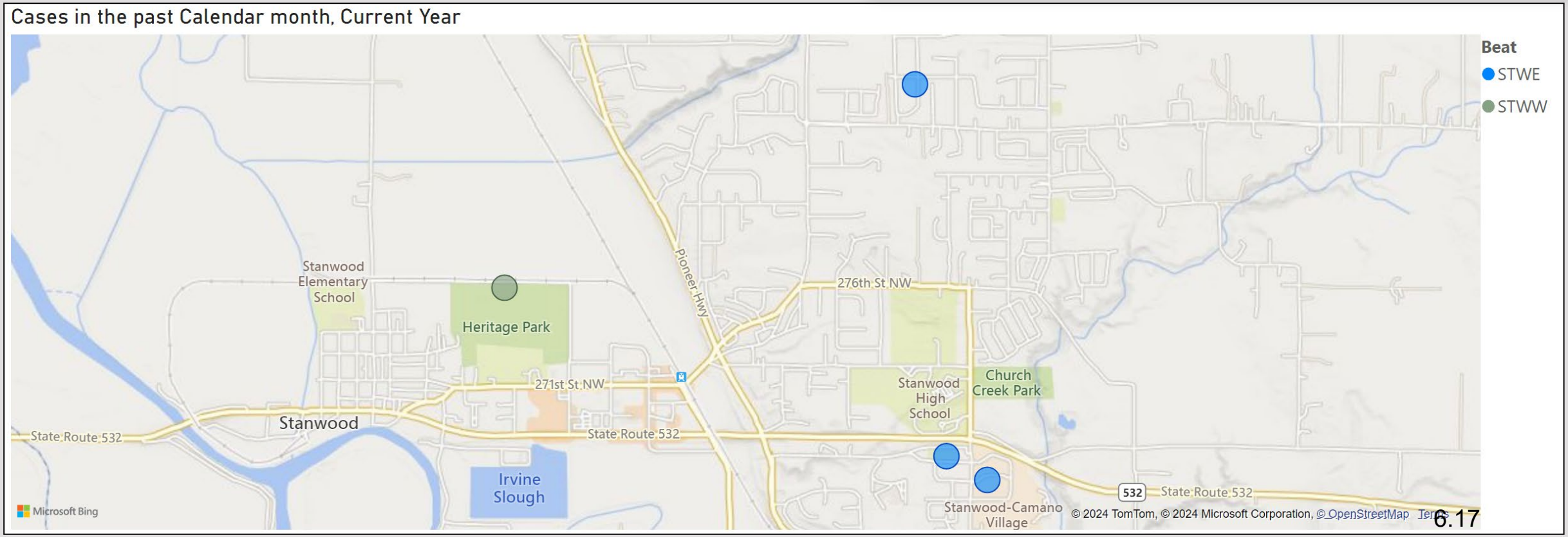
To Date By Year



Malicious Mischief CASES

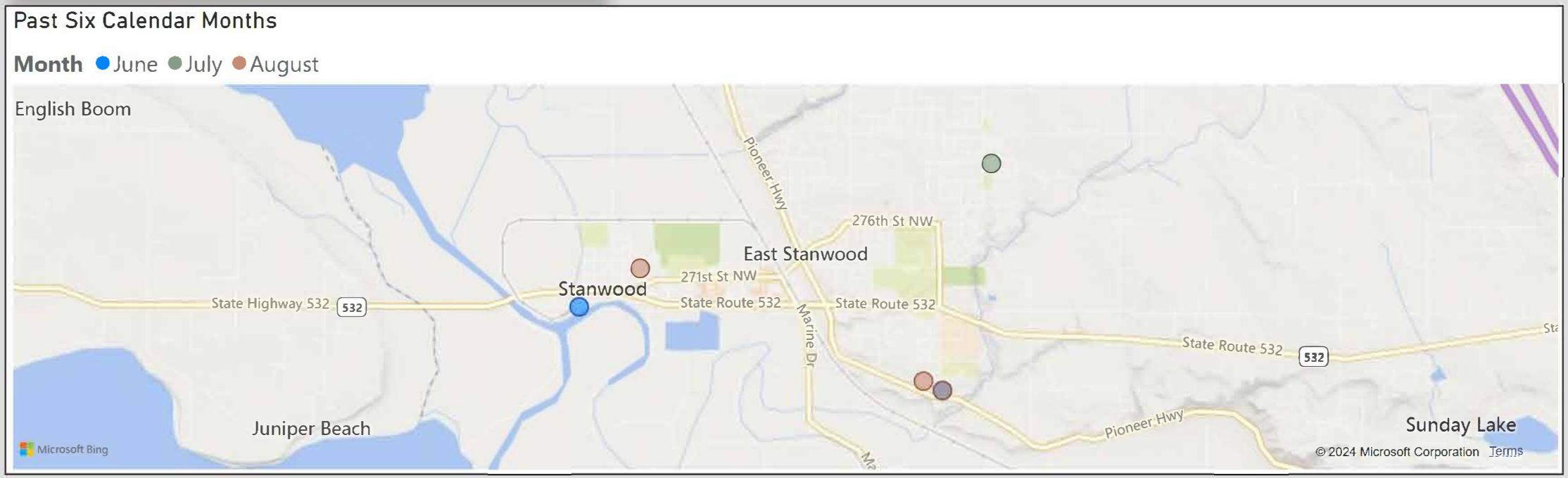




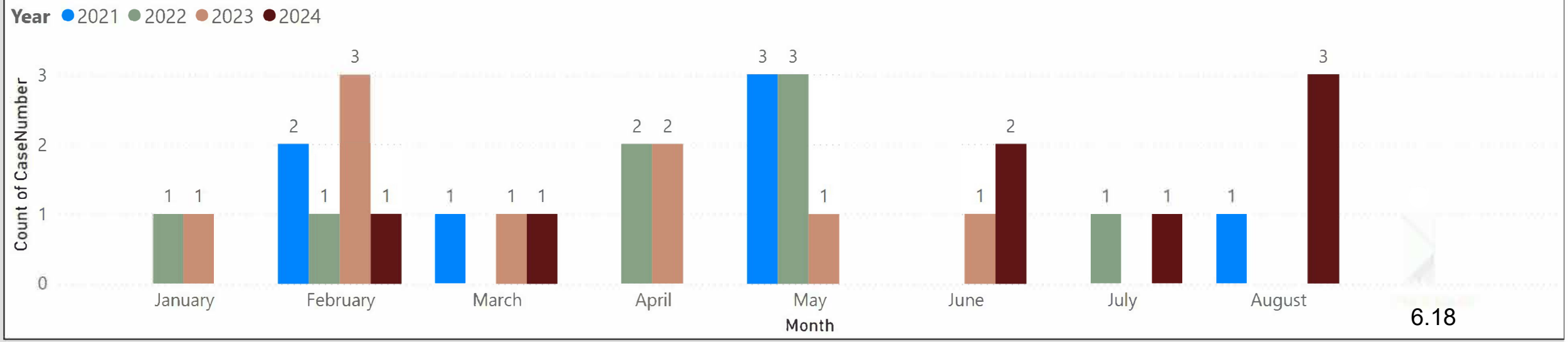


Auto Theft CASES

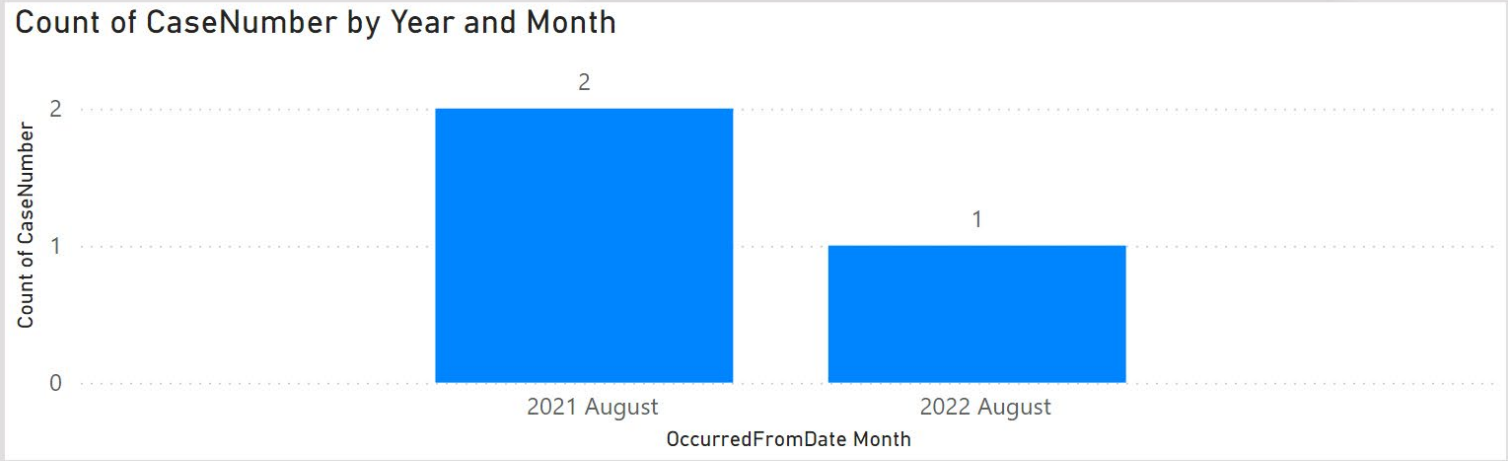
Past Six Calendar Months



Jan 1 - Present, each year

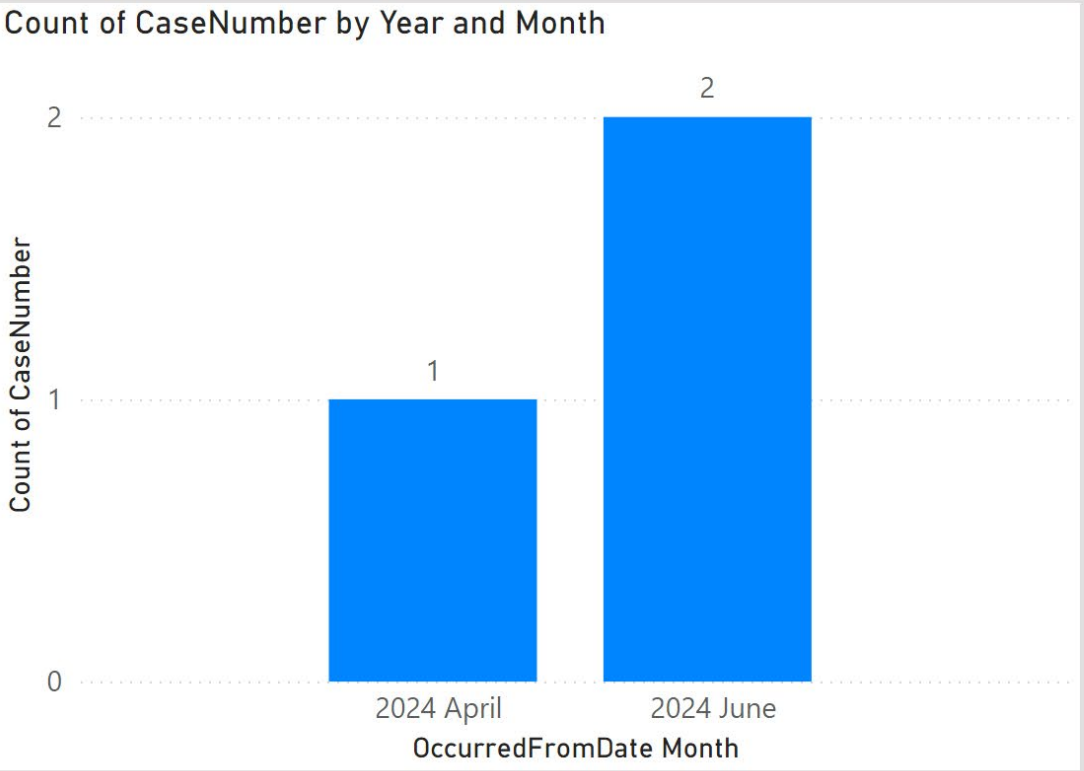


Vehicle Prowl CASES



Jan 1 - Current Date, Current Year

Year	Veh Prowl 1	Veh Prowl 2	Total
2021		10	**10**
2022	4	22	**25**
2023		14	**14**
2024		9	**9**



Theft CASES

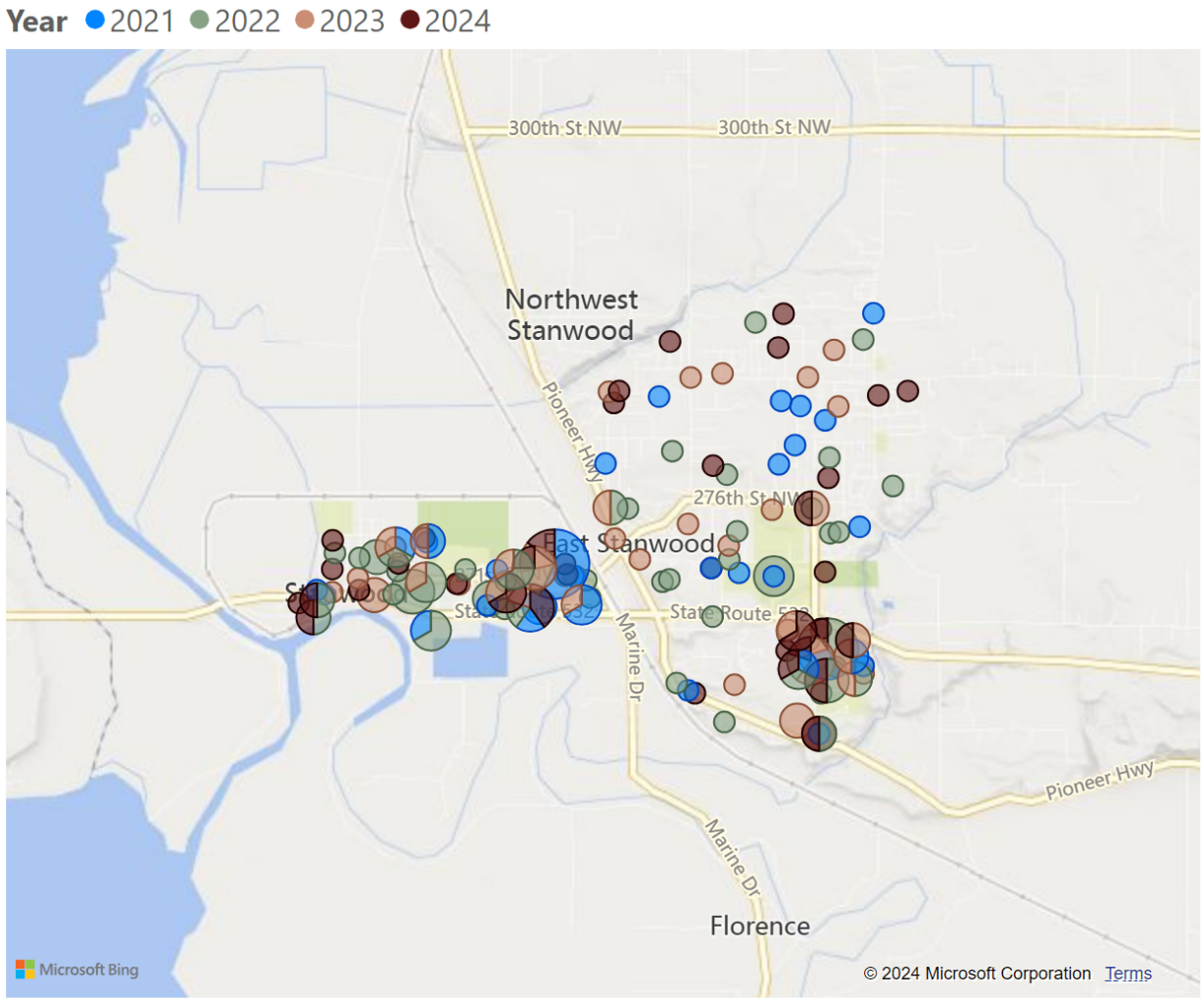
Jan 1 - Current Date

Beat	2021	2022	2023	2024
STWE	19	29	22	21
STWW	22	28	17	17
Total	**41**	**57**	**39**	**38**

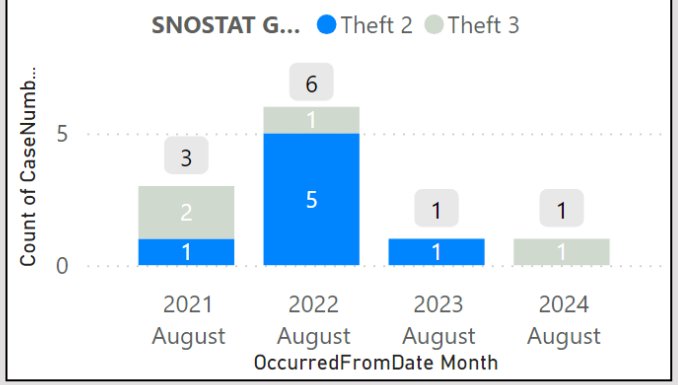
Current YTD

Year	STWE	STWW
2024		
January	3	2
February	2	2
March	4	2
April	5	4
May		3
June		2
July	4	1
August	3	1

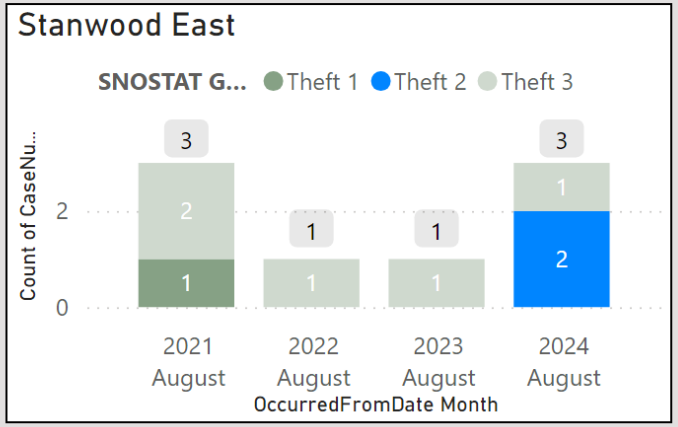
Count of CaseNumber by Year, Lat and Lon



Stanwood West



Stanwood East

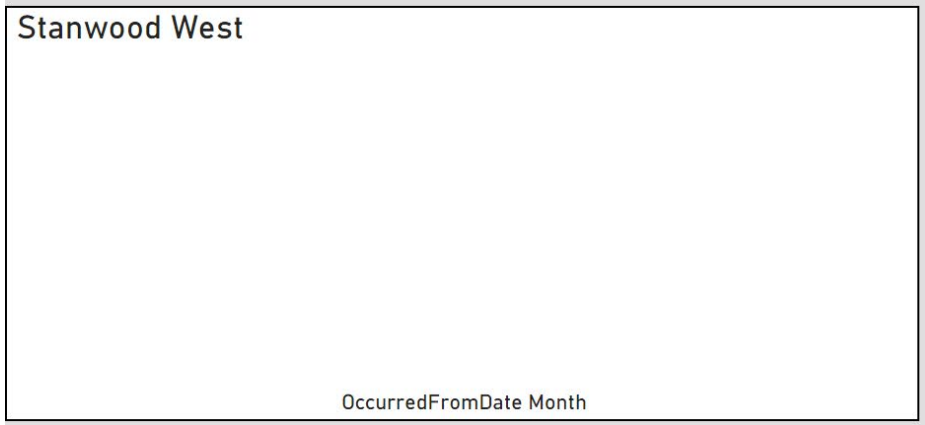


Burglary CASES

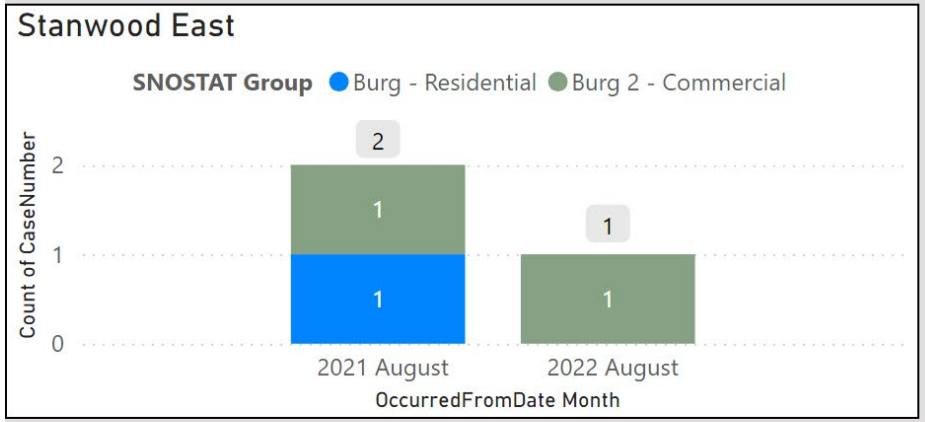
Jan 1 - Current Date

Year	STWE	STWW
2021	3	5
2022	9	5
2023	7	7
2024	2	4

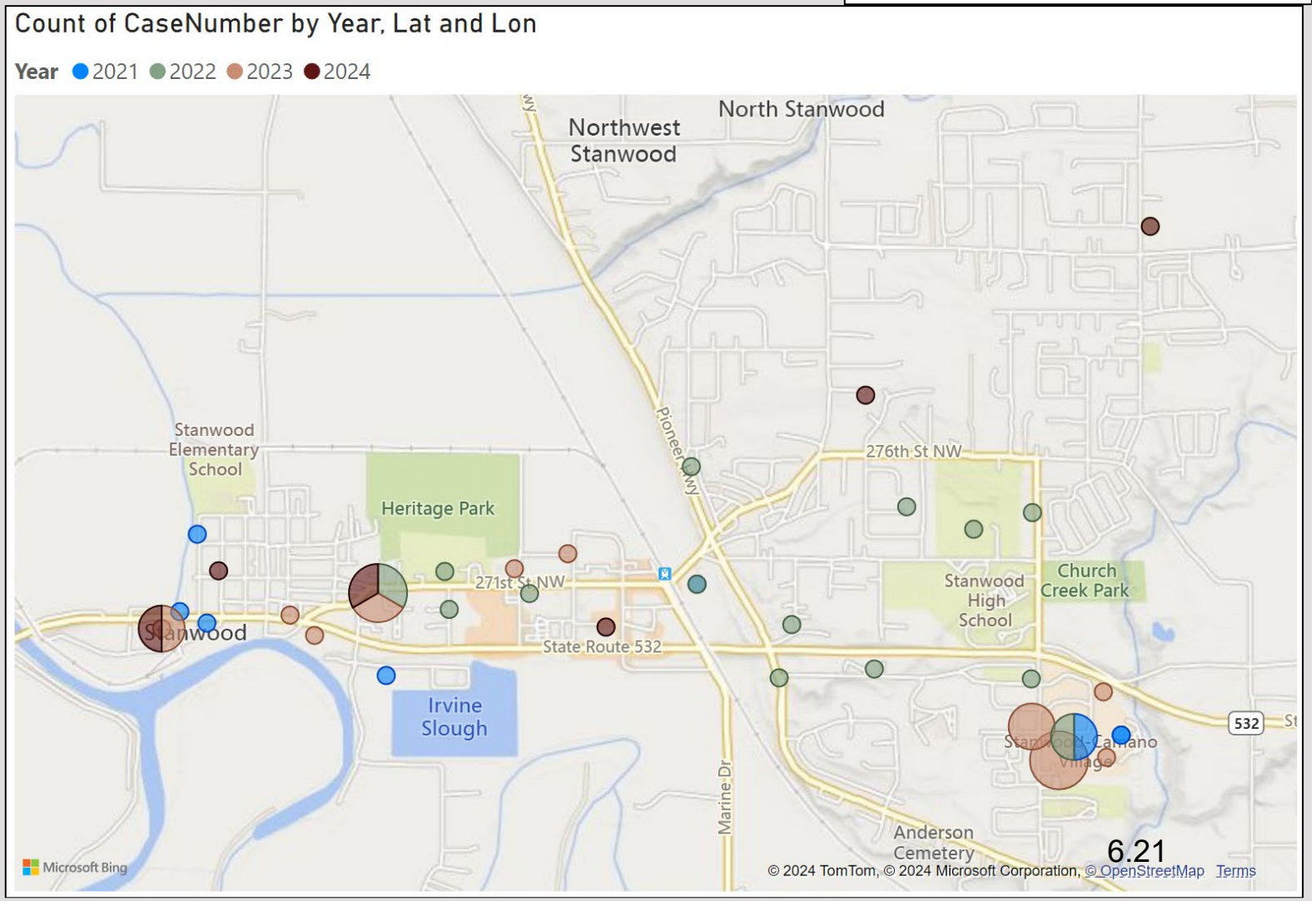
Stanwood West



Stanwood East



Count of CaseNumber by Year, Lat and Lon



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CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**8a**
DATE:	September 12, 2024
SUBJECT:	Approval of Voucher and Payroll Checks
CONTACT PERSON:	Amy Bergemeier, Accounting Specialist
ATTACHMENTS:	A - Voucher Check Detail

SUMMARY STATEMENT

Approve issuance of Washington Federal Bank voucher checks 38692 through 38788 and electronic fund transfers in the amount of $1,378,168.05. (Note: check number 38691 was a misprint and was voided). Approve issuance of Washington Federal payroll electronic fund transfers in the amount of $464,494.76.

RECOMMENDED MOTION

MOTION TO APPROVE ISSUANCE OF WASHINGTON FEDERAL BANK VOUCHER CHECKS 38692 THROUGH 38788 AND ELECTRONIC FUND TRANSFERS IN THE AMOUNT OF $1,378,168.05 AND ISSUANCE OF WASHINGTON FEDERAL PAYROLL ELECTRONIC FUND TRANSFERS IN THE AMOUNT OF $464,494.76.

CHECK REGISTER

City Of Stanwood

Time: 09:39:12 Date: 09/04/2024

07/27/2024 To: 09/04/2024

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3752	07/31/2024	Claims	3	EFT	US Bank	10,620.11	4485 5945 5564 1495
3804	08/08/2024	Payroll	3	EFT		4,151.06	July 2024 Payroll
3805	08/08/2024	Payroll	3	EFT		5,148.66	July 2024 Payroll
3806	08/08/2024	Payroll	3	EFT		6,361.35	July 2024 Payroll
3807	08/08/2024	Payroll	3	EFT		2,910.64	July 2024 Payroll
3808	08/08/2024	Payroll	3	EFT		2,983.76	July 2024 Payroll
3809	08/08/2024	Payroll	3	EFT		526.87	July 2024 Payroll
3810	08/08/2024	Payroll	3	EFT		3,992.44	July 2024 Payroll
3811	08/08/2024	Payroll	3	EFT		4,376.52	July 2024 Payroll
3812	08/08/2024	Payroll	3	EFT		8,095.35	July 2024 Payroll
3813	08/08/2024	Payroll	3	EFT		4,786.25	July 2024 Payroll
3814	08/08/2024	Payroll	3	EFT		2,713.72	July 2024 Payroll
3815	08/08/2024	Payroll	3	EFT		3,368.65	July 2024 Payroll
3816	08/08/2024	Payroll	3	EFT		3,906.48	July 2024 Payroll
3817	08/08/2024	Payroll	3	EFT		2,515.67	July 2024 Payroll
3818	08/08/2024	Payroll	3	EFT		546.87	July 2024 Payroll
3819	08/08/2024	Payroll	3	EFT		4,965.44	July 2024 Payroll
3820	08/08/2024	Payroll	3	EFT		3,697.54	July 2024 Payroll
3821	08/08/2024	Payroll	3	EFT		550.64	July 2024 Payroll
3822	08/08/2024	Payroll	3	EFT		7,879.91	July 2024 Payroll
3823	08/08/2024	Payroll	3	EFT		2,804.22	July 2024 Payroll
3824	08/08/2024	Payroll	3	EFT		6,260.73	July 2024 Payroll
3825	08/08/2024	Payroll	3	EFT		2,232.21	July 2024 Payroll
3826	08/08/2024	Payroll	3	EFT		2,768.42	July 2024 Payroll
3827	08/08/2024	Payroll	3	EFT		6,465.44	July 2024 Payroll
3828	08/08/2024	Payroll	3	EFT		6,994.09	July 2024 Payroll
3829	08/08/2024	Payroll	3	EFT		4,455.68	July 2024 Payroll
3830	08/08/2024	Payroll	3	EFT		546.87	July 2024 Payroll
3831	08/08/2024	Payroll	3	EFT		6,795.47	July 2024 Payroll
3832	08/08/2024	Payroll	3	EFT		4,143.27	July 2024 Payroll
3833	08/08/2024	Payroll	3	EFT		2,978.06	July 2024 Payroll
3834	08/08/2024	Payroll	3	EFT		5,355.99	July 2024 Payroll
3835	08/08/2024	Payroll	3	EFT		2,367.75	July 2024 Payroll
3836	08/08/2024	Payroll	3	EFT		1,853.62	July 2024 Payroll
3837	08/08/2024	Payroll	3	EFT		496.96	July 2024 Payroll
3838	08/08/2024	Payroll	3	EFT		2,594.36	July 2024 Payroll
3839	08/08/2024	Payroll	3	EFT		3,348.43	July 2024 Payroll
3840	08/08/2024	Payroll	3	EFT		2,463.52	July 2024 Payroll
3841	08/08/2024	Payroll	3	EFT		2,191.51	July 2024 Payroll
3842	08/08/2024	Payroll	3	EFT		4,572.94	July 2024 Payroll
3843	08/08/2024	Payroll	3	EFT		546.87	July 2024 Payroll
3844	08/08/2024	Payroll	3	EFT		3,217.20	July 2024 Payroll
3845	08/08/2024	Payroll	3	EFT		5,497.47	July 2024 Payroll
3846	08/08/2024	Payroll	3	EFT		546.96	July 2024 Payroll
3847	08/08/2024	Payroll	3	EFT		5,310.45	July 2024 Payroll
3848	08/08/2024	Payroll	3	EFT		4,620.37	July 2024 Payroll
3849	08/08/2024	Payroll	3	EFT		4,825.02	July 2024 Payroll
3850	08/08/2024	Payroll	3	EFT		4,556.45	July 2024 Payroll
3851	08/08/2024	Payroll	3	EFT		2,902.39	July 2024 Payroll
3852	08/08/2024	Payroll	3	EFT		6,969.70	July 2024 Payroll
3853	08/08/2024	Payroll	3	EFT		5,066.34	July 2024 Payroll
3854	08/08/2024	Payroll	3	EFT		2,433.49	July 2024 Payroll
3862	08/08/2024	Payroll	3	EFT	AFLAC	259.87	Pay Cycle(s) 08/08/2024 To 08/08/2024 - AFLAC, Pre-Tax; Pay Cycle(s) 08/08/2024 To 08/08/2024 - AFLAC, Post-Tax

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3863	08/08/2024	Payroll	3	EFT	AWC Employee Benefit Trust	27,886.30	Pay Cycle(s) 08/08/2024 To 08/08/2024 - AWC - Health First 250; Pay Cycle(s) 08/08/2024 To 08/08/2024 - AWC- Dental J; Pay Cycle(s) 08/08/2024 To 08/08/2024 - AWC - Vision; Pay Cycle(s) 08/08/2024 To;
3864	08/08/2024	Payroll	3	EFT	Colonial Life Insurance	66.75	Pay Cycle(s) 08/08/2024 To 08/08/2024 - Colonial Life Ins
3865	08/08/2024	Payroll	3	EFT	Great-West Life & Annuity	4,920.00	Pay Cycle(s) 08/08/2024 To 08/08/2024 - 457 - Empower (Mass Mutual); Pay Cycle(s) 08/08/2024 To 08/08/2024 - Roth 457(b)Empower(MassMutual)
3866	08/08/2024	Payroll	3	EFT	HSA Bank	695.50	Pay Cycle(s) 08/08/2024 To 08/08/2024 - HSA Contributions ER; Pay Cycle(s) 08/08/2024 To 08/08/2024 - HSA Contr EE
3867	08/08/2024	Payroll	3	EFT	Internal Revenue Service (941)	86,165.34	941 Deposit for Pay Cycle(s) 08/08/2024 - 08/08/2024
3868	08/08/2024	Payroll	3	EFT	Legal Shield	63.85	Pay Cycle(s) 08/08/2024 To 08/08/2024 - Legal Shield
3869	08/08/2024	Payroll	3	EFT	Mission Square Retirement	3,109.14	Pay Cycle(s) 08/08/2024 To 08/08/2024 - 457 - Mission Square Ret(ICMA)
3870	08/08/2024	Payroll	3	EFT	Navia Benefits	460.00	Pay Cycle(s) 08/08/2024 To 08/08/2024 - Navia Limited FSA
3871	08/08/2024	Payroll	3	EFT	Western Conference of Teamsters Pension Trust	2,916.01	Pay Cycle(s) 08/08/2024 To 08/08/2024 - WCTPP Contributions
3872	08/08/2024	Payroll	3	EFT	Teamsters Union Local 231	1,979.00	Pay Cycle(s) 08/08/2024 To 08/08/2024 - Teamsters Dues
3873	08/08/2024	Payroll	3	EFT	WA St Department Of Retirement Systems	54,270.63	Pay Cycle(s) 08/08/2024 To 08/08/2024 - PERS2; Pay Cycle(s) 08/08/2024 To 08/08/2024 - PERS 3; Pay Cycle(s) 08/08/2024 To 08/08/2024 - 457 - DRS (DCP); Pay Cycle(s) 08/08/2024 To 08/08/2024 - Roth 457
3874	08/08/2024	Payroll	3	EFT	Washington Teamsters Welfare Trust	39,792.30	Pay Cycle(s) 08/08/2024 To 08/08/2024 - Teamsters Dental; Pay Cycle(s) 08/08/2024 To 08/08/2024 - Teamsters Medical
3875	08/07/2024	Claims	3	EFT	Advantage Building Services	2,660.77	City of Stanwood
3876	08/07/2024	Claims	3	EFT	Cascade Septic Pumping, LLC	523.85	City of Stanwood
3877	08/07/2024	Claims	3	EFT	Cues, Inc.	2,244.25	CU-98292000-Stanwood, City
3878	08/07/2024	Claims	3	EFT	Edge Analytical, Inc	461.00	STA23
3879	08/07/2024	Claims	3	EFT	Edge Analytical, Inc	259.00	STA23
3880	08/07/2024	Claims	3	EFT	Edge Analytical, Inc	1,230.00	STA01
3881	08/07/2024	Claims	3	EFT	Edge Analytical, Inc	33.00	STA01
3882	08/07/2024	Claims	3	EFT	Edge Analytical, Inc	33.00	STA01
3883	08/07/2024	Claims	3	EFT	Lakeside Industries, Inc.	396.29	108469
3884	08/07/2024	Claims	3	EFT	MyFleetCenter.com	152.12	City of Stanwood 167571
3885	08/07/2024	Claims	3	EFT	MyFleetCenter.com	112.58	167571
3886	08/07/2024	Claims	3	EFT	RH2 Engineering Inc	1,416.29	City of Stanwood
3887	08/07/2024	Claims	3	EFT	RH2 Engineering Inc	6,587.27	City of Stanwood
3888	08/07/2024	Claims	3	EFT	RH2 Engineering Inc	36,899.40	City of Stanwood

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3889	08/07/2024	Claims	3	EFT	RH2 Engineering Inc	4,380.31	City of Stanwood
3890	08/07/2024	Claims	3	EFT	SERVPRO of Skagit County	36,821.17	City of Stanwood
3891	08/07/2024	Claims	3	EFT	Steven B Schei	218.59	City of Stanwood
3892	08/07/2024	Claims	3	EFT	Snohomish County Public Def Association	2,574.00	City of Stanwood
3893	08/07/2024	Claims	3	EFT	Stanwood Auto Parts	26.56	56100
3894	08/07/2024	Claims	3	EFT	Stanwood Auto Parts		apply against credit
3895	08/07/2024	Claims	3	EFT	Stanwood Auto Parts	31.08	56100
3896	08/07/2024	Claims	3	EFT	Taylors Excavators Inc	9,000.53	City of Stanwood
3897	08/07/2024	Claims	3	EFT	Vestis	52.68	937963000
3898	08/07/2024	Claims	3	EFT	Vestis	52.68	937963000
3899	08/07/2024	Claims	3	EFT	Vestis	52.68	937963000
3900	08/07/2024	Claims	3	EFT	Whitney Equipment Co LLC	286.73	City of Stanwood
4009	08/01/2024	Claims	3	EFT	WA St Dept of Revenue **	1,091.08	Leasehold Excise Tax 2nd QTR 2024
4010	08/01/2024	Claims	3	EFT	Heartland Payment Systems	501.93	July Merchant fees
4015	08/05/2024	Claims	3	EFT	Chase Paymentech	2,401.62	August 2024 fees for july
4033	08/06/2024	Claims	3	EFT	Xpress/Bill Pay	993.66	July 2024 fees
4049	08/15/2024	Claims	3	EFT	WA St Dept of Revenue **	21,532.41	June Excise Tax
4050	08/15/2024	Claims	3	EFT	Washington Federal Bank	387.46	analysis service charge for July WAFD
4088	08/23/2024	Payroll	3	EFT		3,350.00	August 2024 Draw
4089	08/23/2024	Payroll	3	EFT		1,800.00	August 2024 Draw
4090	08/23/2024	Payroll	3	EFT		2,500.00	August 2024 Draw
4091	08/23/2024	Payroll	3	EFT		2,500.00	August 2024 Draw
4092	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4093	08/23/2024	Payroll	3	EFT		1,000.00	August 2024 Draw
4094	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4095	08/23/2024	Payroll	3	EFT		3,000.00	August 2024 Draw
4096	08/23/2024	Payroll	3	EFT		4,000.00	August 2024 Draw
4097	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4098	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4099	08/23/2024	Payroll	3	EFT		2,200.00	August 2024 Draw
4100	08/23/2024	Payroll	3	EFT		1,800.00	August 2024 Draw
4101	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4102	08/23/2024	Payroll	3	EFT		500.00	August 2024 Draw
4103	08/23/2024	Payroll	3	EFT		1,500.00	August 2024 Draw
4104	08/23/2024	Payroll	3	EFT		1,800.00	August 2024 Draw
4105	08/23/2024	Payroll	3	EFT		1,000.00	August 2024 Draw
4106	08/23/2024	Payroll	3	EFT		2,800.00	August 2024 Draw
4107	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4108	08/23/2024	Payroll	3	EFT		500.00	August 2024 Draw
4109	08/23/2024	Payroll	3	EFT		4,500.00	August 2024 Draw
4110	08/23/2024	Payroll	3	EFT		1,500.00	August 2024 Draw
4111	08/23/2024	Payroll	3	EFT		2,000.00	August 2024 Draw
4149	08/21/2024	Claims	3	EFT	Harland Clarke	198.15	deposit slips for WAFD checking
4188	08/27/2024	Claims	3	EFT	WA St Dept of Revenue **	17,057.85	July Excise Tax paid 8-27-24
4189	08/27/2024	Claims	3	EFT	HSA Bank	7.50	August fee
4191	08/08/2024	Claims	3	EFT	Navia Benefits	100.00	July Mthly fee
4203	08/27/2024	Claims	3	EFT	Atwell, LLC	2,770.00	City of Stanwood
4204	08/27/2024	Claims	3	EFT	BHC Consultants, LLC	3,559.93	City of Stanwood
4205	08/27/2024	Claims	3	EFT	Databar Inc.	916.11	8952
4206	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	250.00	STA01
4207	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	225.00	STA01
4208	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	84.00	STA01
4209	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	129.00	STA01
4210	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	25.00	STA01
4211	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	394.00	STA23

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4212	08/27/2024	Claims	3	EFT	Edge Analytical, Inc	259.00	STA23
4213	08/27/2024	Claims	3	EFT	Maul Foster Alongi, Inc.	11,077.69	City of Stanwood
4214	08/27/2024	Claims	3	EFT	Meyer Sign & Advertising Co. Inc	273.25	City of Stanwood
4215	08/27/2024	Claims	3	EFT	Meyer Sign & Advertising Co. Inc	409.88	City of Stanwood
4216	08/27/2024	Claims	3	EFT	Nelson-Riesner	5,337.82	01-0011427
4217	08/27/2024	Claims	3	EFT	Perteet Inc.	20,187.21	City of Stanwood
4218	08/27/2024	Claims	3	EFT	Perteet Inc.	4,785.00	City of Stanwood
4219	08/27/2024	Claims	3	EFT	Perteet Inc.	2,895.51	City of Stanwood
4220	08/27/2024	Claims	3	EFT	RH2 Engineering Inc	4,865.68	City of Stanwood
4221	08/27/2024	Claims	3	EFT	RH2 Engineering Inc	16,692.03	City of Stanwood
4222	08/27/2024	Claims	3	EFT	RH2 Engineering Inc	3,258.73	City of Stanwood
4223	08/27/2024	Claims	3	EFT	Strategies 360 Inc	2,000.00	Cirty of Stanwood
4224	08/27/2024	Claims	3	EFT	Thompson Guildner & Associates Inc. P.S.	4,076.40	City of Stanwood
4225	08/27/2024	Claims	3	EFT	US Bank	14,428.50	4485 5945 5564 1495
4226	08/27/2024	Claims	3	EFT	Vestis	52.68	937963000
4227	08/27/2024	Claims	3	EFT	Whitney Equipment Co LLC	2,283.28	City of Stanwood
4228	08/27/2024	Claims	3	EFT	Whitney Equipment Co LLC	1,268.96	City of Stanwood
4229	08/27/2024	Claims	3	EFT	Whitney Equipment Co LLC	2,568.55	City of Stanwood
4230	08/27/2024	Claims	3	EFT	Whitney Equipment Co LLC	8,656.56	City of stanwood
4231	08/27/2024	Claims	3	EFT	Whitney Equipment Co LLC	59.82	City of Stanwood
3753	07/31/2024	Claims	3	38692	Daily Journal Of Commerce, Inc	481.40	3941
3754	07/31/2024	Claims	3	38693	Republic Services #197	1,064.11	City of Stanwood 3-0197-0080305
3755	07/31/2024	Claims	3	38694	Ziply Fiber	1,590.70	360-629-4907-072497-5; 206-188-0411-053105-5
3902	08/07/2024	Claims	3	38695	Buchanan Automation Inc	177.06	City of Stanwood
3903	08/07/2024	Claims	3	38696	Cascade Natural Gas Corp	50.98	127 540 0000 3; 498 440 0000 7; 839 440 0000 5
3904	08/07/2024	Claims	3	38697	Columbia Cascade Company	4,027.71	City of Stanwood
3905	08/07/2024	Claims	3	38698	Excavation West Inc.	376,510.02	City of Stanwood
3906	08/07/2024	Claims	3	38699	Fastenal	25.92	WAARN1604
3907	08/07/2024	Claims	3	38700	General Code	434.48	ST4659
3908	08/07/2024	Claims	3	38701	General Pacific, Inc.	743.24	101684
3909	08/07/2024	Claims	3	38702	Good To Go	6.50	14824945
3910	08/07/2024	Claims	3	38703	Grainger, Inc	178.69	848089215
3911	08/07/2024	Claims	3	38704	Gray & Osborne Inc	12,800.56	City of Stanwood
3912	08/07/2024	Claims	3	38705	Hamilton Lumber LLC	648.99	66; 66; 66; 66; 66; 66; 66; 66
3913	08/07/2024	Claims	3	38706	Lenz Enterprises Inc	551.19	City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood
3914	08/07/2024	Claims	3	38707	Les Schwab Tire Centers	2,161.27	S34-00006; S34-00006; S34-00006
3915	08/07/2024	Claims	3	38708	Lopez Nursery & Landscaping LLC	7,951.58	City of Stanwood
3916	08/07/2024	Claims	3	38709	NCL of Wisconsin, Inc.	439.74	44599
3917	08/07/2024	Claims	3	38710	Northend Excavating Inc.	86,742.11	City of Stanwood
3918	08/07/2024	Claims	3	38711	O'Reilly Auto Parts	23.53	1872464
3919	08/07/2024	Claims	3	38712	ODP Business Solutions, LLC	138.25	36274097; 36274097
3920	08/07/2024	Claims	3	38713	PUD Of Snohomish County *	17,648.17	200208858; 200142180; 200592889; 200633634; 200367373
3921	08/07/2024	Claims	3	38714	Pace Engineers, Inc	16,899.50	City of Stanwood; City of Stanwood; City of Stanwood
3922	08/07/2024	Claims	3	38715	Pape' Machinery	331.52	6109854
3923	08/07/2024	Claims	3	38716	Puget Sound Hardware, Inc	1,097.04	City of Stanwood; City of Stanwood
3924	08/07/2024	Claims	3	38717	Quality Controls Corporation	1,137.94	City of Stanwood
3925	08/07/2024	Claims	3	38718	Ricoh USA, Inc-Maint	286.47	4250811; 4250811; 4250811; 4250811

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3926	08/07/2024	Claims	3	38719	Ricoh USA, Inc.	737.08	1316669-3800377; 1316669-3800642
3927	08/07/2024	Claims	3	38720	Safeway	56.33	191483 City of Stanwood
3928	08/07/2024	Claims	3	38721	Scattered Deck Games	5,276.27	City of Stanwood
3929	08/07/2024	Claims	3	38722	Seattle Pump & Equipment Co	67.67	108050
3930	08/07/2024	Claims	3	38723	Skagit Farmers Supply	321.30	135052; 135052; 135052; 135052; 135052
3931	08/07/2024	Claims	3	38724	Skagit Valley Publishing	313.17	48893; 48893; 48893
3932	08/07/2024	Claims	3	38725	Sno Co Prosecuting Attorney *	1,584.00	City of Stanwood
3933	08/07/2024	Claims	3	38726	Lisa Sokolik	273.99	City of Stanwood
3934	08/07/2024	Claims	3	38727	Everett Daily Herald/ Sound Publishing, Inc.	956.56	14104597; 14104597; 14104597
3935	08/07/2024	Claims	3	38729	Stanwood Ace Hardware #14901	1,630.57	20013; 20013; 20013;

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4244	08/27/2024	Claims	3	38756	PUD Of Snohomish County *	28,394.47	200738672; 200128742; 201942398; 200412180; 200103539; 202423729; 200794063; 200240505; 200208858; 200592889
4245	08/27/2024	Claims	3	38757	Pitney Bowes Inc- Global Financial Svc	240.88	0013214658
4246	08/27/2024	Claims	3	38758	Joseph Podnar	209.30	City of Stanwood
4247	08/27/2024	Claims	3	38759	Puget Tech LLC	894.00	City of Stanwood
4248	08/27/2024	Claims	3	38760	Quality Controls Corporation	145,817.13	City of Stanwood
4249	08/27/2024	Claims	3	38761	Refund-Brennan Heating& Air Conditioning	34.37	City of Stanwood
4250	08/27/2024	Claims	3	38762	Ricoh USA, Inc.	576.73	1316669-3800327; 1316669-3800326
4251	08/27/2024	Claims	3	38763	Safeway	32.30	191483 City of Stanwood
4252	08/27/2024	Claims	3	38764	Shred-it US JV LLC	46.30	1000283524
4253	08/27/2024	Claims	3	38765	Skagit Farmers Supply	388.50	135052; 135052; 135052; 135052; 135052; 135052; 135052
4254	08/27/2024	Claims	3	38766	Skagit Valley Publishing	214.50	48893; 48893; 48893
4255	08/27/2024	Claims	3	38767	Sno Co District Court	379.12	DCT34003
4256	08/27/2024	Claims	3	38768	Sno Co Human Services Dept *	609.59	HSALC021
4257	08/27/2024	Claims	3	38769	Sno Co Information Services *	12,533.85	DIS1107
4258	08/27/2024	Claims	3	38770	Sno Co Sheriffs Office *	196,463.92	SSH00001
4259	08/27/2024	Claims	3	38771	Snohomish County 911	8,553.31	Cit of Stanwood
4260	08/27/2024	Claims	3	38772	Snohomish County Treasurer	16.76	City of Stanwood; City of Stanwood
4261	08/27/2024	Claims	3	38773	Stanwood Ace Hardware #14901	1,461.38	20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20713; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013
4262	08/27/2024	Claims	3	38774	Stanwood City Utility	14,863.51	5333; 4962; 3439; 3184; 2965; 2964; 2886; 2749; 2741; 2688; 1271; 1075; 5334
4263	08/27/2024	Claims	3	38775	Stanwood Redi-Mix Inc	1,286.58	1CI090
4264	08/27/2024	Claims	3	38776	Stilly Auto Parts Napa	54.70	27197; 27197
4265	08/27/2024	Claims	3	38777	TSE Power Solutions	8,286.19	City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood
4266	08/27/2024	Claims	3	38778	The Sherwin-Williams Co	191.28	City of Stanwood 6964-7364-4
4267	08/27/2024	Claims	3	38779	UPS Store #4798	74.21	City of Stanwood Cu0060036
4268	08/27/2024	Claims	3	38780	US Bank Na Custody/ Treas Div-Money Ctr	157.00	City of Stanwood xx717
4269	08/27/2024	Claims	3	38781	WA St Dept of Ecology *	6,512.50	City of Stanwood; City of Stanwood
4270	08/27/2024	Claims	3	38782	WA St Dept of Licensing *	1,872.00	City of Stanwood; City of Stanwood; City of Stanwood
4271	08/27/2024	Claims	3	38783	WA St Treasurer	1,719.69	City of Stanwood; City of Stanwood
4272	08/27/2024	Claims	3	38784	Washington State Patrol *	556.50	0000015959; 0000015959; 0000015959
4273	08/27/2024	Claims	3	38785	Wave Broadband	100.98	3201-0311806-01
4274	08/27/2024	Claims	3	38786	West Coast Code Consultants, Inc.	16,961.38	City of Stanwood
4275	08/27/2024	Claims	3	38787	Western Exterminator Company	535.12	683591; 683591; 683591
4276	08/27/2024	Claims	3	38788	Zumar Industries, Inc	336.62	000683
4195	08/14/2024	Claims	8	EFT	US Bank St Paul	182.42	analysis service charge fee US Bank Singlepoint

CHECK REGISTER

City Of Stanwood | Time: 09:39:12 Date: 09/04/2024

07/27/2024 To: 09/04/2024 | Page: 7

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo	
		101 Street Fund				54,715.38		
		103 Street Construction Fund				134,697.18		
		104 Park And Trail Improvement Fund				401,120.82		
		110 Building Improvement Fund				46,940.50		
		115 Tourism And Promotion				8,950.01		
		401 Sewer Fund				175,535.09		
		403 Sewer Construction Fund				44,553.50		
		410 Drainage Fund				40,071.54		
		411 Drainage Construction Fund				40,178.80		
		421 Water Fund				125,234.82		
		422 Water Construction Fund				226,042.77		
		630 Agency Fund				4,006.38		
							Claims:	1,378,168.05
		* Transaction Has Mixed Revenue And Expense Accounts				1,842,662.81	Payroll:	464,494.76

CERTIFICATION: I, the undersigned do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the City of Stanwood, and that I am authorized to authenticate and certify to said claim.

( ) Finance Director ( ) Auditing Officer Wendy Dowhower Date: 9-5-2024

(✓) Deputy Finance Director

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**8b**
DATE:	September 12, 2024
SUBJECT:	City Council Meeting Minutes – August 8, 2024
CONTACT PERSON:	Lisa Sokolik, City Clerk
ATTACHMENTS:	A – Council Meeting Minutes

SUMMARY STATEMENT

The City Council meeting minutes for August 8, 2024, are attached to this staff report for Council's approval.

RECOMMENDED MOTION

"I MOVE TO APPROVE THE AUGUST 8, 2024, CITY COUNCIL MEETING MINUTES AS PRESENTED".

CITY OF STANWOOD

Regular Meeting of the City Council
August 8, 2024 | 7:00 p.m.
MINUTES

1. **Call to Order and Pledge of Allegiance**

   Mayor Sid Roberts called the meeting to order at 7:00 p.m. Councilmember Bergman led the Pledge of Allegiance.

2. **Roll Call**

   City Clerk Lisa Sokolik called the roll with the following Councilmembers Present: Dani Gaumond, Marcus Metz, Darren Robb, Steve Shepro, Andreena Bergman, and Tim Schmitt. The meeting was quorate.

Motion by Councilmember Robb, second by Councilmember Metz, to excuse Councilmember Robert Hicks. ***Motion carried unanimously.***

Also present: City Administrator Shawn Smith, Finance Director David Hammond, Public Works Director Kevin Hushagen, City Attorney Nikki Thompson, Fire Chief John Cermak, Police Sgt. Kore Oyetuga, Human Resources Manager Pat Adams, City Planner Tansy Schroeder, and City Clerk Lisa Sokolik.

3. **Approval of the Agenda**

Motion by Councilmember Metz, second by Councilmember Gaumond to approve the agenda as published. ***Motion carried unanimously.***

4. **Presentation:** None
5. **Public Comments:** None
6. **Staff / Department Report**
   a. Police Compstat Report – July
7. **Council Committee Reports**
   a. Finance Committee Meeting Minutes – July 25, 2024
   b. Salary Commission Meeting Minutes – July 29, 2024
8. **Consent Agenda**
   a. Approve Vouchers and Payroll Checks
   b. Approve City Council Regular Meeting Minutes – July 25, 2024
   c. Authorize the Mayor to Sign an Interlocal Agreement with Snohomish County for Emergency Management Services
   d. Authorize the Mayor to Sign an Interlocal Agreement with Stillaguamish Flood District for Dredging Services

Motion by Councilmember Gaumond, second by Councilmember Bergman to approve consent agenda items A. approval of vouchers and payroll checks B. approve July 25, 2024 City Council Regular Meeting Minutes, C. authorize the Mayor to sign an interlocal agreement with Snohomish County for emergency

management services, D. authorize the Mayor to sign an interlocal agreement with Stillaguamish Flood District for Dredging Services. ***Motion carried unanimously.***

9. Unfinished Business

a. Approve Second Reading and Adopt Ordinance 1532 SMC Title 10 Vehicles and Traffic

Schroeder discussed the changes made to Ordinance 1532 in response to Council's comments and questions from the July 11, 2024, City Council meeting. Changes were made to the following sections:

1. 10.10.020 Neighborhood Electric Vehicles
2. 10.10.030 Scooters
3. 10.10.060 Excessive Idling
4. 10.20.030 School Zone Speed Limits
5. 10.20.040 Default Speed Limits
6. 10.40.240 General Time Limit (Parking)
7. 10.10.620 Penalties for Violations of this Chapter

Council discussed Ordinance 1532, made comments, and asked questions.

Motion by Councilmember Metz, second by Councilmember Gaumond to accept the second reading of ordinance 1532 as set forth in attachment "A" and proceed with the third and final reading. ***Motion carried unanimously.***

b. Approve Second Reading and Adopt Ordinance 1535 SMC Title 11 Streets and Public ROW

Schroeder discussed the three main changes made to Ordinance 1535 in response to Council's comments and questions from the July 11, 2024, City Council meeting. Changes were made to the following sections:

1. 11.06.040 Construction Bonds
2. 11.08.030 Street and Sidewalk Obstruction Standards
3. New Section Street Trees

Council discussed Ordinance 1535, made comments, and asked questions.

Motion by Councilmember Shepro, second by Councilmember Metz to amend section 11.08.030 Street and Sidewalk Obstruction Standards, section 5e to read 'garbage cans on sidewalks shall be regulated by SMC 7.04.060'. ***Motion carried unanimously.***

Motion by Councilmember Shepro, second by Councilmember Robb to approve the second reading and adopt Ordinance 1535 as set forth in attachment "A" as amended. ***Motion carried unanimously.***

10. Public Hearing: None

11. New Business

a. Adopt Resolution 2024-13 Strategic Plan.

Adams presented the draft Strategic Plan to Council. The Strategic Plan was developed through extensive public engagement processes gathering input from residents, businesses, community

organizations and other key stake holders. The Strategic Plan begins by communicating the Stanwood's mission, vision, and core values. There are seven key goals:

1. Strengthen our Foundations for Connecting Neighbors and Enhancing Neighborhoods.
2. Cultivate an Outstanding Quality of Life for All Residents.
3. Maintain Financial Stability, Efficiency and Accountability.
4. Deliver High Quality Public Safety and Other City Services to Ensure that Stanwood is a Safe and Healthy Place to Live, Work and Play.
5. Set Clear Targets for Growth and Implement Measures to Ensure that Growth Occurs in a Sustainable and Controlled Manner.
6. Promote Local Businesses and the City as a Great Place to Do Business.
7. Establish a Sustainable Model for Strengthening and Expanding our Parks, Trails, and Public Spaces.

Council discussed the Strategic Plan making comments and suggestions. Adams said she will update the plan to reflect Council's suggestions and bring back for approval.

No action taken.

b. Authorize the Mayor to Sign a Contract with Konnerup Construction for the 103rd Drive Improvement Project

Hushagen discussed the 103rd Drive Improvement project which is on the CIP and the Streets and Water Capital project lists. Konnerup Construction submitted the low bid which was $202,396 under the engineer's estimate.

Motion by Councilmember Robb, second by Councilmember Bergman to authorize the mayor to sign a contract with Konnerup Construction for the 103rd Dr NW Improvements project not to exceed $560,160.

12. Public Closing Comments: None

13. Executive/Legislative Reports

a. Mayor's Report
b. City Administrator Report
c. Councilmember's Report/Questions

14. Recess to Executive Session: None

15. Adjourn

There being no further business before the Council, and hearing no objection to adjournment, Mayor Roberts adjourned the meeting at 8:17 p.m.

CITY OF STANWOOD

Sid Roberts, Mayor

ATTEST:

Lisa Sokolik, City Clerk

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**8c**
DATE:	September 12, 2024
SUBJECT:	City Council Special Workshop Minutes
CONTACT PERSON:	Lisa Sokolik, City Clerk
ATTACHMENTS:	A – Council Special Workshop Minutes

SUMMARY STATEMENT

Minutes of the August 8, 2024, City Council Special Workshop are attached.

RECOMMENDED MOTION

"I MOVE TO APPROVE THE MINUTES OF THE AUGUST 8, 2024, CITY COUNCIL SPECIAL WORKSHOP AS PRESENTED".

ATTACHMENT A

CITY OF STANWOOD

City Council Special Workshop
Thursday, August 8, 2024 – 5:00 p.m.
Stanwood-Camano School District, Administration Bldg. Board Room
26920 Pioneer Highway, Stanwood

MINUTES

Call to Order

Mayor Roberts called the meeting to order at 5:04 p.m.

Attendance

Councilmembers present: Dani Gaumond, Marcus Metz, Darren Robb, Steve Shepro, and Andreena Bergman.

Absent

Councilmembers Robert Hicks and Tim Schmitt

Also present: City Administrator Shawn Smith, Finance Director David Hammond, Public Works Director Kevin Hushagen, Senior Planner Tansy Schroeder, Finance Manager Wendy Dowhower, Finance Analyst Tim Niebruegge, and City Clerk Lisa Sokolik

1. Review Draft 2025-2030 Capital Improvement Plan

Finance Director Hammond presented the draft 2025-2030 Capital Improvement Plan. Hammond asked Council to review the Six-year CIP with an emphasis on 2025-2026 and discuss what projects can be delayed or reduced in order to lead to a balanced 2025-2026 budget.

Hammond discussed funding sources, project details and tax rate analysis.

Council discussed, asked questions and provided feedback regarding the relative priority of projects over the 2025-2030 time period.

2. Adjourn

Mayor Roberts Adjourned the meeting at 6:38 pm.

CITY OF STANWOOD

Sid Roberts, Mayor

ATTEST:

Lisa Sokolik, City Clerk

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**8d**
DATE:	September 12, 2024
SUBJECT:	RH2 On-Call Professional Consultant Services Agreement
CONTACT PERSON:	Public Works Director Kevin Hushagen
ATTACHMENTS:	A – RH2 On-Call Professional Service Agreement

ISSUE

The issue in front of Council is whether or not to authorize the Mayor to sign an On-Call Professional Services Agreement with RH2 Engineers.

SUMMARY

The current On-Call PSA with RH2 Engineering is ready to expire.

The City is often managing several projects in various stages of design and construction, and projects are continually being added to the schedule. Additionally, the City regularly undertakes maintenance projects within its limits. Many of these projects require specialized consultation from a licensed civil engineering firm. In 2018, the City entered into a Professional Service Agreement with RH2, that agreement will expire in October. Staff would like to renew the On-Call PSA with RH2 with a 4-year term.

An On-Call PSA enables the City to expedite the awarding of consulting contracts, ensuring that projects are addressed swiftly and efficiently.

DISCUSSION

Contracts for professional architectural and engineering services require an advertising and negotiation process in accordance with RCW 39.80. Under state law, the City cannot negotiate with engineering firms based on price. The City must select the most qualified firm and then negotiate. If the City and the most qualified firm cannot agree on a scope of work and cost estimate, then the City can move to the next firm. The negotiation process will be used to select one of the on-call firms to perform specific engineering services as needed.

The City will be responsible for assigning projects depending on the City's needs. Selected firms are not guaranteed work as a result of the on-call agreement. Some projects will require a separate competitive bidding process, such as a federal or state

funded project, because the funding source requires advertisement and competitive bidding according to the Local Agency Guideline (LAG) Manual.

Staff would like to continue contracting with RH2 as they have extensive knowledge of our water, sewer and drainage facilities.

FISCAL IMPACT

There is no cost to enter into the on-call professional service agreement. The actual contract cost is based on the City's needs and project estimates.

COMMITTEE RECOMMENDATION

This issue was not taken to a committee.

CITY COUNCIL OPTIONS

1. Authorize the Mayor to enter into a 4-year On-Call Professional Consultant Service Agreement with RH2 Engineering.

2. Do not authorize the Mayor to enter into a 4-year On-Call Professional Consultant Service Agreement with RH2 Engineering and direct staff to areas of concern.

RECOMMENDED MOTION

I MOVE TO AUTHORIZE THE MAYOR TO SIGN AN ON-CALL PROFESSIONAL SERVICE AGREEMENT WITH RH2 ENGINEERING.

PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF STANWOOD, WASHINGTON AND RH2 ENGINEERING, INC. FOR ON-CALL CONSULTANT SERVICES

THIS AGREEMENT ("Agreement') is made and entered into by and between the **CITY OF STANWOOD**, Washington, a Washington State municipal corporation ("City"), and **RH2 ENGINEERING, INC.** a Washington ("Consultant").

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained herein, the parties hereto agree as follows:

ARTICLE I. PURPOSE

The purpose of this Agreement is to provide the City with consultant services regarding On-Call Consultant Services as described in Article II. The general terms and conditions of the relationship between the City and the Consultant are specified in this Agreement.

ARTICLE II. SCOPE OF SERVICES

The Scope of Services is attached hereto as **Exhibit "A"** and incorporated herein by this reference ("Scope of Services"). All services and materials necessary to accomplish the tasks outlined in the Scope of Services shall be provided by the Consultant unless noted otherwise in the Scope of Services or this Agreement. All such services shall be provided in accordance with the standards of the Consultant's profession.

ARTICLE III. OBLIGATIONS OF THE CONSULTANT

III.1 **MINOR CHANGES IN SCOPE**. The Consultant shall accept minor changes, amendments, or revision in the detail of the Scope of Services as may be required by the City when such changes will not have any impact on the service costs or proposed delivery schedule. Extra work, if any, involving substantial changes and/or changes in cost or schedules will be addressed as follows:

> **Extra Work**. The City may desire to have the Consultant perform work or render services in connection with each project in addition to or other than work provided for by the expressed intent of the Scope of Services in the scope of services. Such work will be considered as extra work and will be specified in a written supplement to the scope of services, to be signed by both parties, which will set forth the nature and the scope thereof. All proposals for extra work or services shall be prepared by the Consultant at no cost to the City. Work under a supplemental agreement shall not proceed until executed in writing by the parties.

III.2 **WORK PRODUCT AND DOCUMENTS**. The work product and all documents produced under this Agreement shall be furnished by the Consultant to the City, and upon completion of the work shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the work, even though the work has been accepted by the City.

In the event that the Consultant shall default on this Agreement or in the event that this Agreement shall be terminated prior to its completion as herein provided, all work product of the Consultant, along with a summary of work as of the date of default or termination, shall become the property of the City. Upon request, the Consultant shall tender the work product and summary to the City. Tender of said work product shall be a

prerequisite to final payment under this Agreement. The summary of work done shall be prepared at no additional cost to the City.

Consultant will not be held liable for reuse of documents produced under this Agreement or modifications thereof for any purpose other than those authorized under this Agreement without the written authorization of Consultant.

III.3 **TERM.** The term of this Agreement shall commence on **November 1, 2024** and shall terminate at midnight, **February 1, 2028**. The parties may extend the term of this Agreement by written mutual agreement.

III.4 **NONASSIGNABLE**. The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

III.5 **EMPLOYMENT**.

a. The term "employee" or "employees" as used herein shall mean any officers, agents, or employee of the of the Consultant.

b. Any and all employees of the Consultant, while engaged in the performance of any work or services required by the Consultant under this Agreement, shall be considered employees of the Consultant only and not of the City, and any and all claims that may or might arise under the Workman's Compensation Act on behalf of any said employees while so engaged, and any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while so engaged in any of the work or services provided herein shall be the sole obligation of the Consultant.

c. Consultant represents, unless otherwise indicated below, that all employees of Consultant that will provide any of the work under this Agreement have not ever been retired from a Washington State retirement system, including but not limited to Teacher (TRS), School District (SERS), Public Employee (PERS), Public Safety (PSERS), law enforcement and fire fighters (LEOFF), Washington State Patrol (WSPRS), Judicial Retirement System (JRS), or otherwise. *(Please indicate No or Yes below)*

☑ No employees supplying work have ever been retired from a Washington state retirement system.

_____ Yes employees supplying work have been retired from a Washington state retirement system.

In the event the Consultant indicates "no", but an employee in fact was a retiree of a Washington State retirement system, and because of the misrepresentation the City is required to defend a claim by the Washington State retirement system, or to make contributions for or on account of the employee, or reimbursement to the Washington State retirement system for benefits paid, Consultant hereby agrees to save, indemnify, defend and hold City harmless from and against all expenses and costs, including reasonable attorney's fees incurred in defending the claim of the Washington State retirement system and from all contributions paid or required to be paid, and for all reimbursement required to the Washington State retirement system. In the event Consultant affirms that an employee providing work has ever retired from a Washington State retirement system, said employee shall be identified by Consultant, and such retirees shall provide City with all information required by City to report the employment with Consultant to the Department of Retirement Services of the State of Washington.

III.6 **INDEMNITY**.

a. **Indemnification / Hold Harmless.** Consultant shall indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including reasonable attorney fees, to the extent arising out of or resulting from the negligent acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

b. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

c. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties.

d. Public Records Requests.
In addition to Paragraph IV.3 b, when the City provides the Consultant with notice of a public records request per Paragraph IV. 3 b, Consultant agrees to save, hold harmless, indemnify and defend the City its officers, agents, employees and elected officials from and against all claims, lawsuits, fees, penalties and costs resulting from the consultants violation of the Public Records Act RCW 42.56, or consultant's failure to produce public records as required under the Public Records Act.

e. The provisions of this section III.6 shall survive the expiration or termination of this agreement.

III.7 **INSURANCE**.

a**. Insurance Term**
The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

b. **No Limitation**
Consultant's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. **Minimum Scope of Insurance - Consultant shall obtain insurance of the types described below:**

(1). Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.

(2). Commercial General Liability insurance shall be written at least as broad on ISO occurrence form CG 00 01 or a substitute form providing equivalent coverage and shall cover liability arising from premises, operations, stop-gap, independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the

City using an additional insured endorsement at least as broad as ISO CG 20 26.

(3). Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

(4). Professional Liability insurance appropriate to the Consultant's profession.

d. **The minimum insurance limits shall be as follows:**
Consultant shall maintain the following insurance limits:

(1) Comprehensive General Liability. $2,000,000 combined single limit per occurrence for bodily injury personal injury and property damage; $2,000,000 general aggregate.

(2) Automobile Liability. $1,000,000 combined single limit per accident for bodily injury and property damage.

(3) Workers' Compensation. Workers' compensation limits as required by the Workers' Compensation Act of Washington.

(4) Professional Liability/Consultant's Errors and Omissions Liability. $2,000,000 per claim and $2,000,000 as an annual aggregate.

e. **Notice of Cancellation**. In the event that the Consultant receives notice (written, electronic or otherwise) that any of the above required insurance coverage is being cancelled and/or terminated, the Consultant shall immediately (within forty-eight (48) hours) provide written notification of such cancellation/termination to the City.

f. **Acceptability of Insurers**. Insurance to be provided by Consultant shall be with insurers with a current A.M.Best rating of no less than A:VII, or if not rated by Best, with minimum surpluses the equivalent of Best VII rating.

g. **Verification of Coverage**. In signing this agreement, the Consultant is acknowledging and representing that required insurance is active and current. Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work. Further, throughout the term of this Agreement, the Consultant shall provide the City with proof of insurance upon request by the City.

h. **Insurance shall be Primary - Other Insurance Provision**. The Consultant's insurance coverage shall be primary insurance as respect the City. The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

i. **Claims-made Basis**. Unless approved by the City all insurance policies shall be written on an "Occurrence" policy as opposed to a "Claims-made" policy. The City may require an extended reporting endorsement on any approved "Claims-made" policy.

j. **Failure to Maintain Insurance** Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Consultant to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

k. **Public Entity Full Availability of Consultant Limits**

If the Consultant maintains higher insurance limits than the minimums shown above, the Public Entity shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this contract or whether any certificate of insurance furnished to the Public Entity evidences limits of liability lower than those maintained by the Consultant.

l. Subcontractors' Insurance

The Contractor shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

III.8 **DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION**. The Consultant agrees to comply with equal opportunity employment and not to discriminate against client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, sexual orientation, age or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training, rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth the provisions of this nondiscrimination clause. The Consultant understands and agrees that if it violates this nondiscrimination provision, this Agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

III.9 **UNFAIR EMPLOYMENT PRACTICES**. During the performance of this Agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

III.10 **LEGAL RELATIONS**. The Consultant shall comply with all federal, state and local laws and ordinances applicable to work to be done under this Agreement. The Consultant represents that the firm and all employees assigned to work on any City project are in full compliance with the statutes of the State of Washington governing activities to be performed and that all personnel to be assigned to the work required under this Agreement are fully qualified and properly licensed to perform the work to which they will be assigned. This Agreement shall be interpreted and construed in accordance with the laws of Washington. Venue for any litigation commenced relating to this Agreement shall be in Snohomish County Superior Court.

III.11 **INDEPENDENT CONTRACTOR**.

a. The Consultant and the City understand and expressly agree that the Consultant is an independent contractor in the performance of each and every part of this Agreement. The Consultant expressly represents, warrants and agrees that his status as an independent contractor in the performance of the work and services required under this Agreement is consistent with and meets the six-part

independent contractor test set forth in RCW 51.08.195 or as hereafter amended. The Consultant, as an independent contractor, assumes the entire responsibility for carrying out and accomplishing the services required under this Agreement. The Consultant shall make no claim of City employment nor shall claim any related employment benefits, social security, and/or retirement benefits.

b. The Consultant shall be solely responsible for paying all taxes, deductions, and assessments, including but not limited to federal income tax, FICA, social security tax, assessments for unemployment and industrial injury, and other deductions from income which may be required by law or assessed against either party as a result of this Agreement. In the event the City is assessed a tax or assessment as a result of this Agreement, the Consultant shall pay the same before it becomes due.

c. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work that the Consultant performs hereunder.

d. Prior to commencement of work, the Consultant shall obtain a business license from the City.

III.12 **CONFLICTS OF INTEREST.** The Consultant agrees to and shall notify the City of any potential conflicts of interest in Consultant's client base and shall obtain written permission from the City prior to providing services to third parties where a conflict or potential conflict of interest is apparent. If the City determines in its sole discretion that a conflict is irreconcilable, the City reserves the right to terminate this Agreement.

III.13 **CITY CONFIDENCES.** The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or services provided to the City.

III.14 **SUBCONTRACTORS/SUBCONSULTANTS**.

a. The Consultant shall be responsible for all work performed by subcontractors/subconsultants pursuant to the terms of this Agreement.

b. The Consultant must verify that any subcontractors/subconsultants they directly hire meet the responsibility criteria for the project. Verification that a subcontractor/subconsultant has proper license and bonding, if required by statute, must be included in the verification process. The Consultant will use the following Subcontractors/Subconsultants or as set forth in Exhibit B:

Northwest Hydraulic Consultants

c. The Consultant may not substitute or add subcontractors/subconsultants without the written approval of the City.

d. All Subcontractors/Subconsultants shall have the same insurance coverages and limits as set forth in this Agreement and the Consultant shall provide verification of said insurance coverage.

e. Notwithstanding the foregoing, Consultant may utilize parent company staff via Intercompany Agreement to support this Agreement without written notice.

ARTICLE IV. OBLIGATIONS OF THE CITY

IV.1 **PAYMENTS**.

a. The Consultant shall be paid by the City for services rendered under this Agreement as described in Exhibit C "Schedule of Rates and Charges" and as provided in this section. Such payment shall be full compensation for work performed and services rendered and for all labor, materials, supplies, equipment and incidentals necessary to complete the work. In the event the City elects to expand the scope of services from that set forth in Exhibit A, the City shall pay Consultant a mutually agreed amount**.**

b. The consultant shall submit a monthly invoice to the City for services performed in the previous calendar month in a format acceptable to the City. The consultant shall maintain time and expense records and provide them to the City upon request.

c. The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

IV.2 **CITY APPROVAL**. Notwithstanding the Consultant's status as an independent contractor, results of the work performed pursuant to this Agreement must meet the approval of the City, which shall not be unreasonably withheld if work has been completed in compliance with the Scope of Services and City requirements.

IV.3 **MAINTENANCE/INSPECTION OF RECORDS**.

a. The Consultant shall maintain all books, records, documents and other evidence pertaining to the costs and expenses allowable under this Agreement in accordance with generally accepted accounting practices. All such books and records required to be maintained by this Agreement shall be subject to inspection and audit by representatives of the City and/or the Washington State Auditor at all reasonable times, and the Consultant shall afford the proper facilities for such inspection and audit. Representatives of the City and/or the Washington State Auditor may copy such books, accounts and records where necessary to conduct or document an audit. The Consultant shall preserve and make available all such books of account and records for a period of three (3) years after final payment under this Agreement. In the event that any audit or inspection identifies any discrepancy in such financial records, the Consultant shall provide the City with appropriate clarification and/or financial adjustments within thirty (30) calendar days of notification of the discrepancy.

b. **Public Records**

The parties agree that this Agreement and records related to the performance of the Agreement are with limited exception, public records subject to disclosure under the Public Records Act RCW 42.56. Further, in the event of a Public Records Request to the City, the City may provide the Consultant with a copy of the Records Request and the Consultant shall provide copies of any City records in Consultant's possession, necessary to fulfill that Public Records Request. If the Public Records Request is large the Consultant will provide the City with an estimate of reasonable time needed to fulfill the records request.

ARTICLE V. GENERAL

V.1 **NOTICES**. Notices to the City shall be sent to the following address:

CITY OF STANWOOD
Kevin Hushagen, PW Director
10220 270th Street NW
Stanwood, WA 98292

RH2 ENGINEERING, INC.
Richard L. Ballard, Director
22722 29th Drive SE, Suite 210
Bothell, WA 98021

Receipt of any notice shall be deemed effective three (3) days after deposit of written notice in the U.S. mail with proper postage and address.

V.2 **TERMINATION**. The right is reserved by the City to terminate this Agreement in whole or in part at any time upon 45 calendar days' written notice to the Consultant.

If this Agreement is terminated in its entirety by the City for its convenience, the City shall pay the Consultant for all services performed through the date of termination in accordance with payment provisions of Section IV.1.

V.3 **DISPUTES**. The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this Agreement may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

V.4 **EXTENT OF AGREEMENT/MODIFICATION**. This Agreement, together with attachments or addenda, represents the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified or added to only by written instrument properly signed by both parties.

V.5 **SEVERABILITY**

a. If a court of competent jurisdiction holds any part, term or provision of this Agreement to be illegal or invalid, in whole or in part, the validity of the remaining provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.

b. If any provision of this Agreement is in direct conflict with any statutory provision of the State of Washington, that provision which may conflict shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

V.6 **NONWAIVER**. A waiver by either party hereto of a breach by the other party hereto of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay or failure of either party to insist upon strict performance of any agreement, covenant or condition of this Agreement, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition or right.

V.7 **FAIR MEANING**. The terms of this Agreement shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Agreement shall be deemed to have been drafted by both of the parties.

V.8 **GOVERNING LAW.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

V.9 **VENUE.** The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Snohomish County, Washington.

V.10 **COUNTERPARTS**. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

V.11 **AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT**. The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth below.

DATED this _____ day of _____, 2024.

CITY OF STANWOOD	RH2 ENGINEERING, INC.
By_____	By Richard Ballard (Aug 28, 2024 15:57 PDT)
Sid Roberts, Mayor	Richard L. Ballard, Director
APPROVED AS TO FORM:	ATTEST/AUTHENTICATED:
_____	
By	By
Nikki Thompson_, City Attorney	Lisa Sokolik, City Attorney

Exhibit A

Scope of Services

The Consultant will provide professional services as authorized by the City. The consulting firm provides services to both the Public Works Departments and Community Development. These services are administered and billed independently but will be authorized under one contract. Work is performed primarily at the consultant's office but may work on site at the City as directed.

1. **Tasks for Community Development Department**
   A. Review plans submitted for development for compliance with City development standards and practices.
   B. Meeting and phone conversations with developers and/or their agents as directed by the City including pre-application meetings as requested by the developer.
   C. Review and analyze information made available through the City that may assist in the development of a given project.
   D. Site and construction observations on an on-call basis as directed by the City .
2. **Task required for Public Works Department and Projects**
   A. Provide support for utility system modeling.
   B. Assist the City with engineering, design and construction contract administration of small public works project as directed by the City.
   C. Assist the City in procurement of field information that may be required for projects.
   D. Prepare data and reports as requested for Environmental and Economic Impact Statements, permit, loan, grant and franchise applications to Federal, State and local regulatory agencies, and attend meetings and hearings concerning these matters as directed.
   E. Prepare responses to questions or issues arising at public hearings on the Environmental and Economic Assessments as requested by the City.
   F. Provide such services as may be requested by the City.
3. **Tasks that support both Public Works and Community Development and functions**
   - Attend Council meetings or staff meetings as directed by the City to provide professional engineering consultation.
   - Provide GIS and CAD mapping support.
   - Support the Public Works and Planning Departments with construction related issues.

On-call professional consulting services, as requested by the City of Stanwood, for such work may include:

- Arborist
- Civil Engineering Services
- Compaction Testing
- Costal / Estuarine Engineering Services
- Environmental Services
- Geotechnical and Hydrogeological Engineering
- GIS and CAD Mapping Support
- Historical, Archeological, and Cultural Resources Review and Compliance
- Observation and Construction Contract Administration of Projects
- Land Use and Environmental Permitting
- Loan, Grant, and Franchise Applications
- Parks and Trails General Planning Services
- Plan Review for Compliance with City Code and Development Standards
- Preparation of Contract Plans and Specifications
- Project Cost Estimator
- Responding to Emergency Requests
- Roadway Design and Channelization
- SCADA and Telemetry Technology
- Stormwater Analysis and Design
- Structural Analysis
- Surveying Services
- Transportation Engineering
- Utility System Modeling
- Wetlands and Critical Areas Delineation and Mapping

EXHIBIT C RH2 ENGINEERING, INC. 2024 SCHEDULE OF RATES AND CHARGES		
RATE LIST	**RATE**	**UNIT**
Professional I	$168	$/hr
Professional II	$186	$/hr
Professional III	$207	$/hr
Professional IV	$227	$/hr
Professional V	$245	$/hr
Professional VI	$259	$/hr
Professional VII	$282	$/hr
Professional VIII	$296	$/hr
Professional IX	$314	$/hr
Technician I	$132	$/hr
Technician II	$144	$/hr
Technician III	$162	$/hr
Technician IV	$177	$/hr
Technician V	$193	$/hr
Technician VI	$213	$/hr
Technician VII	$231	$/hr
Technician VIII	$243	$/hr
Control Specialist I	$169	$/hr
Control Specialist II	$187	$/hr
Control Specialist III	$208	$/hr
Control Specialist IV	$228	$/hr
Control Specialist V	$245	$/hr
Control Specialist VI	$259	$/hr
Control Specialist VII	$278	$/hr
Control Specialist VIII	$292	$/hr
Control Specialist IX	$292	$/hr
Control Technician I	$132	$/hr
Control Technician II	$144	$/hr
Control Technician III	$162	$/hr
Control Technician IV	$177	$/hr
Control Technician V	$193	$/hr
Control Technician VI	$213	$/hr
Control Technician VII	$231	$/hr
Control Technician VIII	$243	$/hr
Administrative I	$88	$/hr
Administrative II	$103	$/hr
Administrative III	$123	$/hr
Administrative IV	$144	$/hr
Administrative V	$166	$/hr
CAD/GIS System	$27.50	$/hr
CAD Plots - Half Size	$2.50	price per plot
CAD Plots - Full Size	$10.00	price per plot
CAD Plots - Large	$25.00	price per plot
Copies (bw) 8.5" X 11"	$0.09	price per copy
Copies (bw) 8.5" X 14"	$0.14	price per copy
Copies (bw) 11" X 17"	$0.20	price per copy
Copies (color) 8.5" X 11"	$0.90	price per copy
Copies (color) 8.5" X 14"	$1.20	price per copy
Copies (color) 11" X 17"	$2.00	price per copy
Technology Charge	2.50%	% of Direct Labor
Night Work	10.00%	% of Direct Labor
Mileage	current IRS rate	price per mile (or Current IRS Rate)
Subconsultants	15%	Cost +
Outside Services	at cost	

Rates listed are adjusted annually.

CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: **9**

DATE: September 12, 2024

SUBJECT: Stanwood Municipal Code Title 10 – Vehicles and Traffic

CONTACT PERSON: Patricia Love, Community Development Director

ATTACHMENTS: A – Ordinance 1532 Adoption of Title 10

PURPOSE

The purpose of this agenda item is for Council review and acceptance of the third and final reading of Ordinance 1532, adoption of Title – 10, Vehicles and Traffic, of the Stanwood Municipal Code.

SUMMARY

Title 10, Vehicles and Traffic is part of the next group of Titles to be amended as part of the Municipal Code Update project. The draft amendments delete outdated code citations and modernize the text by applying current best practices. It notes where new sections have been added or where moved.

Title 10 – Vehicles and Traffic, is the general traffic enforcement code for the City and is generally enforced by the Police and Public Works Departments. As most of Title 10 is significantly outdated, it was completely rewritten to comply with current law and City procedures.

BACKGROUND

The City initiated the Municipal Code Update project in 2022 to modernize the code reflecting best practices with respect to content and administration of the code. The update is intended to be user friendly for staff, property owners and developers by 1) removing legalese and jargon unfamiliar to the lay person, 2) improving clarity and overall functionality, and 3) reflect regulatory best practices. The amendments will also be consistent with current case, state and federal laws.

To help guide the review of the amendments, two types of informational banners are included in the descriptive versions of each amendment. These blue- and yellow-colored bars highlight changes, recommendations and questions; it notes where new sections have been added or where moved.

Blue banner describes actions taken or issue descriptions.

Yellow banners highlight important policy issues.

Due to the sheer size of amending an entire municipal code, work has been broken into manageable pieces with similar titles, or titles that interact with each other, being processed together. To date, the Council has approved the following Title groupings:

Stanwood Municipal Code Titles	**Action**
Interim Zoning Regulations Prohibiting Mini-Storage Facilities	Council Approved October 27, 2022
Interim Sign Regulations Signs in the Right of Way	Council Approved January 26, 2023
Title 1 – General Provisions Title 2 – Personnel Title 4 – Administration (New)	Council Approved April 23, 2023 Three Readings
Title 6 – Parks and Public Spaces (New) Title 9 – Public Peace, Morals, and Safety Title 13 – Civil Enforcement	Council Approved June 8, 2023 Three Readings
Title 7 – Noise Ordinance Only	Council Approved July 13, 2023
Title 3 – Revenue and Finance Title 5 – Business Licenses & Regulations	Council Approved December 14, 2023 Three Readings
Title 14 – Building Code	Council Approved February 22, 2024 Two Readings
Title 7 – Health and Sanitation Title 8 – Animals	Council Approved May 9, 2024 Two Readings
Fireworks Code Amendment	Council Approved June 13, 2024 Three Readings
Complete Streets Code Amendment	Council Approved June 13, 2024 Two Readings
Construction Noise Ordinance	Council Approved July 25, 2024 Two Readings

Stanwood Municipal Code Titles	Action
Title 11 – Streets and Public Rights-of-Way	Council Approved August 8, 2024 Two Readings
Title 10 – Vehicles and Traffic	Pending Council Action

As amendments are approved, there may be times when chapters or sections within previously approved Chapters or Titles will need to be amended to ensure consistency throughout the Municipal Code.

ANALYSIS

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

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

Amendments to Title 10 include:

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

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

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

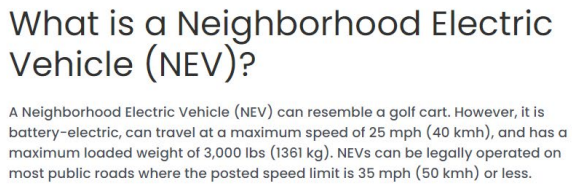
Chapter 10.40 – Parking: Addresses parking of vehicles, towing, impoundment and enforcement.

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

Council Policy Decision Issues (CC July 11 Meeting):
The following policy issues need to be discussed before the final reading:

1. *Neighborhood Electric Vehicles*.

The city has received a specific request to allow street legal neighborhood electric vehicles in Stanwood. The MTO incorporates by reference RCW 46.61.725 regulating and allowing neighborhood electric vehicles. However, as an option to provide clarity to the community a new section can be added that specifically adopts the Neighborhood Electric Vehicles RCW.



SMC 10.10.020 – Adoption by reference:

(3) RCW 46.61.725, Neighborhood Electric Vehicles is hereby adopted by reference. Such vehicles may only be operated on roads posted with a speed limit of 35 miles per hour or less.

2. *Scooters*.

Currently motorized scooters are only allowed on city streets and users must be 16 years or older. State law (RCW 46.20.500(5) allows motorized foot scooters on sidewalks if authorized by a local jurisdiction. " Persons under sixteen years of age may not operate a motorized foot scooter unless provided otherwise by a local jurisdiction. A motorized foot scooter may be operated at a speed of up to fifteen miles per hour on a roadway or bicycle lane, and may be operated on a sidewalk or on pedestrian or bicycle trails if authorized by a local jurisdiction, which shall specify the maximum speed of such sidewalk operation."

Motorized scooters are becoming increasingly popular as a mode of transportation for people of all ages. Elementary and middle school children are now using these devices to get to and from school, similarly to bicycles.

As an alternative to an outright ban on motorized scooters an option is to add language to the code allowing the use of scooters on city streets and sidewalks.

Google Image

In speaking with the School District about the use of scooters, they said they would treat them the same as bicycles: students need to walk alongside the scooter once on District property.

As an alternative to an outright ban on motorized scooters an option is to add the following:

(1) <u>Per RCW 46.20.500(5) persons under the age of sixteen years may operate a motorized foot scooter on City sidewalks, bike lanes, multipurpose trails, or in city parks at a speed not more than fifteen miles per hour.</u>

3. *<u>No Idling in School Zones</u>*.

It has become more common over the last 15+ years for parents to drop off and pick up their children from school. This creates a queue of cars idling as parents wait for their children. The scientific community has raised concerns about the exhaust from vehicles creating hot spots of localized air pollution. When engines are left idling, the amount of exhaust in the air has the potential to negatively impact children's health. As such a no-idling in school zones section was added to the draft ordinance.

10.10.060 Excessive Idling

(3) All privately owned vehicles within 100 feet of a school shall turn off their engines while waiting to drop off or pick up students. For activities requiring a prolonged stay at a school, privately owned vehicles should be parked.

4. *<u>Truck Routes</u>*.

Staff has heard through many public comments that the City should adopt truck routes to reduce impacts on local and neighborhood streets. Truck routes can improve the quality of life for residents by:

- Reducing the impacts of construction trucks in residential areas;
- Reduce wear and tear on city streets; and
- Supports the reduced emission policies in the Comprehensive Plan.

A new section was added to Title 10 adopting a truck route in the City. The exact route needs to be adopted by resolution after consultation with our local businesses and contractors.

10.10.100 Truck Routes

Except as otherwise provided by this chapter, the operation of the following vehicles shall only occur upon or within (1) the designated truck routes established pursuant to City Council Resolution; and (2) the state highway system within which such operation is unrestricted.

(1) Any moving van, dump truck, tank truck, used or designed for the purpose of transporting petroleum products;

(2) Any vehicle designed or used for the transportation of commodities or materials;

(3) Any vehicle That exceeds eight feet in width, twenty-six feet in length;

(4) Exceeds twenty thousand pounds (ten tons) gross weight, including load; or

(5) That is restricted by cargo or contents due to the transportation of radioactive material or hazardous cargo.

5. *Reduced Speed Limits in School Zones*.

Stanwood has posted "school zone" speed limit signs per state law. However, there were no provisions in City code implementing this law. The proposed draft adds a new section formally adopting a reduced speed limit within 300 feet of an active school or playground.

Options include limiting the time and days when the reduced speed limit is enforceable.

10.20.030 School Zone Speed Limits

It is unlawful for a person to operate a vehicle at a speed in excess of twenty miles per hour within 300 feet of an active school or playground use:

(1) Between the hours of 7 am and 4 pm on days when school is in session; and

(2) When the school zone is fully posted with standard school speed limit signs or standard playground speed limit signs.

6. *Default Speed Limits in Alleys*.

It has been requested to adopt speed limits in alleys. A new section was added to 10.20.040 setting a 10-mph speed limit in alleys.

10.20.040 Default Speed Limits

(1) Except as provided otherwise, the speed limit within the City of Stanwood is 25 mph, as established by RCW 46.61.400.

(2) The speed limit in city alleys is 10 mph.

7. *Decreased Speed Limits on State Highways*.

It has been requested to make the speed limit on SR 532 a consistent 35 mph. This amendment does not make that change as any speed limit changes on SR 532 has to be coordinated and approve by the Washington State Department of Transportation. This could be an issue we raise with our next meeting with WSDOT and added as a 2025/2026 work plan item.

35 mph Speed Limit on SR 532 Just Past 92nd Avenue

45 mph Speed Limit on SR 532 Between Pioneer Highway and 88th Avenue

45 mph Speed Limit on SR 532 Just Past 72nd Avenue by the High School.

8. *Parking Exception*.

The 72-hour on-street parking limitation is a concern for property owners; especially for those that with limited on-site parking availability. A new a new provision has been added that provides some exception for one's own vehicle in front of one's own house. This has been reviewed by the Police Chief and is supportive of the proposed language and believes it is easily enforceable by checking license plates.

10.40.240 General Time Limit (Parking)

(2) Exception. A vehicle is not limited by subsection (1) if the vehicle:

(a) is a passenger car; and

(b) is not a junk vehicle; and

(c) is operable in its current state; and

(d) has a current state registration and license plate tabs; and

(e) has a registered owner corresponding to an abutting property owner or resident; and

(f) Is moved at least once a month; not permanently parked in the same location.

9. *Time Limit for Parking of Oversized Vehicles*.

A new time limit for oversize vehicles was added per the advisory group comments. The advisory group felt that large vehicles parked for extended periods of time on city streets causes sight distance, aesthetics and safety concerns.

10.40.280 Oversize Vehicle Parking

(1) It is unlawful to park a vehicle, together with any fixtures or accessories affixed thereto, that measures 8 feet or more in width, 7.5 feet or more in height, or 22 feet or more in length on any city street for more than 48 hours.

10. *Permit Parking Program*.

The City adopted a permit parking program in 2011 to address issues of overflow parking into the adjacent neighborhoods from the high school. Since then, the high school has been rebuilt and additional on-site parking has been provided. The question has been raised, if the permit parking program is still needed.

Staff recommends keeping the program in place and monitor the issue. People tend to park the shortest distance with easy access to their destination even when sufficient parking is provided. Eliminating the program could have unintended consequences for the adjacent neighborhoods without proper evaluation.

11. *Parking Penalties*.

Monetary parking penalties are adopted in the current and draft code. Staff recommends deleting these sections and replace with a reference to the fee schedule when updated next.

12. *City Docks*.
The City adopted a fee schedule for use of City docks in 1979. With the opening of Hamilton Park, the current policy is not to charge a boat launch or parking fee. The old fees, ranging from $4.00 per day to a monthly fee of $4.00 per foot, has been deleted. The entire section is being moved to Title 6, Parks and Public Space.

However, to help manage daily use of the boat launch, the time limitation on use of the launch was maintained per the old code.

6.80.040 Time Limits

(1) A vessel is subject to the following maximum stays at a city dock as follows:

(a) Maximum of eight hours in a 24-hour period.

(b) Up to three days in a 7-day period.

Response to Council Questions (Second Reading – August 8):
At Council's July 11, 2024, meeting there were several questions and directives regarding the ordinance. Changes to the ordinance are shown in strikeout or bold / underline for text changes. Below are staff responses to the questions.

1. *10.10.020 Neighborhood Electric Vehicles*.
The Council was supportive of allowing neighborhood electric vehicles, or similar vehicle types, to be used on city streets. Two amendments were added to 10.10.020, Adoption by Reference: 1) included language that allows similar vehicle types using alternative fuel sources, and 2) allows wheeled all-terrain vehicles. Staff did not include golf carts as an allowed use as the city would be required to identify specific golf cart routes and add signage.

2. *10.10.030 Scooters*.
Council supported allowing all students use scooters on city sidewalks and requiring helmets on those 16 years of age or younger. This section was rewritten for better flow. The following changes have been made:

(1) Per RCW 46.61.715, a person may operate a motorized foot scooter on city streets and sidewalks subject to the limitations in this section.

(2) A person younger than age 18 may not operate a motorized foot scooter at a speed greater than 15 mph. A person aged 18 or older may not operate a motorized foot scooter at a speed not greater than 25 mph.

(3) A person may not operate a motorized foot scooter on city-owned property, city parks, or upon designated walkways, pathways, sidewalks, or any other place where motorized vehicles are expressly prohibited.

(4) A person may not operate a motorized foot scooter anytime during one half-hour after sunset to one half-hour before sunrise without reflectors of a type approved by the state patrol;

(5) A person may not operate a motorized foot scooter with a passenger.

(6) A person younger than age 18 may not operate a motorized foot scooter without an approved helmet with either the neck or chin strap of the helmet fastened securely at any time the motorized scooter is in motion.

A minor amendment is proposed to subsection 8, negligence. "upon any street" was removed from the first sentence as scooters would be allowed on both streets and sidewalks. The new language would read as follows:

(8) A motorized foot scooter may not be operated in a negligent manner ~~upon any city street~~. For the purpose of this section, "to operate in a negligent manner" means to operate a motorized foot scooter in such a manner as to endanger or be likely to endanger any person or property or to obstruct, hinder or impede the lawful course of travel of any motor vehicle or the lawful use by any pedestrian of public streets, sidewalks, alley, parking areas, trails or public parks within the city of Stanwood.

3. *10.10.060 Excessive Idling*.

There were mixed opinions regarding the no idling provisions near schools. The following language has been added to address the Council's concerns regarding school buses, weather and signage.

(3) All privately owned vehicles **and school buses** within 100 feet of a school must turn off their engines while waiting to drop off or pick up students. For activities requiring a prolonged stay at a school, ~~privately owned~~ vehicles should be parked.

(a) Exception: When the outdoor temperature is less than 35 degrees or more than 80 degrees, vehicles may idle for no more than five minutes in any fifteen-minute period to operate climate control when waiting to load or unload passengers.

(b) Signage: "No idling" signs must be posted in city right-of-way within school zones.

The City has reached out to the School District to get their thoughts on the proposed amendments. Ryan Ovenell, Deputy Superintendent, stated that they support the direction of the code amendment and that it is the District's practice to not ideal school buses at schools more than 1 minute (per the School Bus Driver Handbook). Drivers can accomplish their pre-trip requirements in this time.

His biggest concern is enforcement. Staff anticipates the need to add signage and push out a public education effort as part of this amendment.

4. *10.20.030 School Zone Speed Limits*.

Restructured section 10.20.030 to apply to both schools and public parks. These changes reduces the speed limit from 25 miles per hour to 20 miles per hour around

schools and public parks. The current city posted school zone signs note reduced speeds from 6 am to 5 pm; the code language has been changed to reflect existing practice.

10.20.030 ~~School Zone Speed Limits~~ Reduced Speed Zones

It is unlawful for a person to operate a vehicle at a speed in excess of twenty miles per hour within 300 feet of ~~an active school or playground use~~ **the following reduced speed zones**:

(1) School Zones:

(a) Between the hours of ~~7~~ **6** am and ~~4~~ **5** pm on days when school is in session; and

(b) When the school zone is fully posted with standard school speed limit signs or standard playground speed limit signs.

(2) Public Park Zone:

(a) During open park hours per SMC 6.40.040(1)(a), General Rules; and

(b) When the public park zone is fully posted with standard park speed limit signs.

5. *10.20.040 Default Speed Limits*.

Per the City Attorney's request, the speed limit in alleys was amended as follows:

10.20.040 Default Speed Limits

(1) Except as provided otherwise, the speed limit within the City of Stanwood is 25 mph, as established by RCW 46.61.400.

(2) The speed limit in ~~city~~ **public** alleys is 10 mph.

6. 10.40.240 General Time Limit (Parking).

Subsection 2 under the general time limits for on-street parking allows property owners to park in front of their house and not be subject to the 72-hour parking limitation. This was included in the ordinance to provide flexibility to the homeowners in the downtown area that have limited on-site parking. However, there were several concerns that this exception could cause unintended consequences such as proliferation of parked cars and blocking of traffic. To address these concerns this section has been modified as follows:

(3) Exception. A vehicle is not limited by subsection (1) ~~if the vehicle~~ **as follows**:

(a) This exception only applies to residential properties in downtown Stanwood between 104th Drive and 94th Drive.

(b) **A maximum of 2 vehicles per residential parcel may be parked on the street if the vehicle**:

(i) is a passenger car; and

(ii) is not a junk vehicle; and

(iii) is operable in its current state; and

(iv) has a current state registration and license plate tabs; and

(v) has a registered owner corresponding to an abutting property owner or resident; and

(vi) Is moved at least once a month; not permanently parked in the same location.

(c) <u>The exception does not apply to the parking of oversized vehicles, boats, trailers, or recreational vehicles.</u>

(d) <u>No vehicle may be parked in a manner to impede, block, or obstruct traffic.</u>

7. *<u>10.10.620 Penalties for Violations of this Chapter</u>*.

At the last Council meeting it was suggested by staff to remove the parking fines listed in SMC 10.10.620 and readopt them via the City's fee resolution. In retrospect, staff is recommending that the fines remain in the Municipal Code as there is an important distinction between fees and fines in regard to due process rights to contest imposition of a fine. Therefore, no changes have been made to this section.

Response to Council Questions (Third Reading – September 12):

At Council's August 8, 2024, meeting there were several concerns regarding the ordinance. Changes to the ordinance are shown in strikeout or bold / underline for text changes. Below are staff responses to the questions.

1. *<u>10.10.020 Rules of the Road - Bicycles</u>*.

There was a question about how bicycles are addressed in the new code, as it appeared it was missing from the ordinance. Bicycling rules are covered in WAC 308-330-545 through 560, which are part of the Model Traffic Ordinance (MTO) that is being adopted by reference.

No changes are proposed to section 10.10.020 as shown below.

10.10.020 Adoption by Reference

(1) WAC Chapter 308-330, Washington Model Traffic Ordinance (the "MTO"), is hereby adopted by reference, except as described below.

(a) Deletions. The following sections of the MTO are not adopted:

(i) WAC 308-330-210 through 308-330-245, relating to a traffic division of the police department;

(ii) WAC 308-330-275, creating a Traffic Safety Commission;

(iii) WAC 308-330-500 through 540 related to bicycle licensing.

2. *10.10.030 Scooters*.

There continued to be confusion regarding the use of scooters on city streets and sidewalks and a desire to keep the speed limit at 15 miles per hour. Staff has made the following edits in an attempt to simplify the text:

10.10.030 Scooters

Per RCW 46.61.715, a person may operate a motorized foot scooter on city streets and sidewalks subject to the limitations in this section.

(1) **It is unlawful to** ~~A person younger than age 18 may not~~ operate a motorized foot scooter at a speed greater than 15 mph. ~~A person aged 18 or older may not operate a motorized foot scooter at a speed not greater than 25 mph.~~

(2) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter ~~on city-owned property, city parks, or upon designated walkways, pathways, sidewalks, or any other place~~ **any**where motorized vehicles are expressly prohibited, **except that motorized scooters are allowed on sidewalks.**

(3) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter ~~anytime during~~ **between** one half-hour after sunset to one half-hour before sunrise without reflectors of a type approved by the state patrol;

(4) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter with a passenger.

(5) A person younger than age 18 **must wear a** ~~may not operate a motorized foot scooter without an approved~~ helmet with either the neck or chin strap of the helmet fastened securely at any time the motorized scooter is in motion.

(6) A motorized foot scooter must be equipped so that the drive motor is engaged through a switch, lever, or other mechanism that, when released, will cause the drive motor to disengage or cease to function.

(7) **It is unlawful to operate a** ~~A~~ motorized foot scooter ~~may not be operated in a negligent manner upon any city street. For the purpose of this section, "to operate in a negligent manner" means to operate a motorized foot scooter~~ in such a manner as to endanger or be likely to endanger any person or property or to obstruct, hinder or impede the lawful course of travel of any motor vehicle or the lawful use by any pedestrian of public streets, sidewalks, alley, parking areas, trails or public parks ~~within the city of Stanwood~~.

(8) It is unlawful for any parent, guardian, or other person having control or custody of a minor child to allow said minor to operate a motorized foot scooter in violation of this section.

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

3. *10.10.060 Excessive Idling*.

There is no clear consensus on the excessive idling section of the code and there are mixed opinions without clear guidance. Some councilmembers feel it is unenforceable and that the idling time should be increased, some don't support the code provisions while others do, and it was suggested that maybe the school district should enforce (which the district doesn't have the authority to enforce on public row). As there is no clear direction,

section 10.10.060, excessing idling, has been deleted from the code in its entirety. These provisions can be readdressed in the future if the Council so chooses.

In Anacortes, schools put up their own anti-idling signage (which is unenforceable) as part of an educational campaign sponsored by NW Clean Air Agency. The Stanwood Camano School District could take this approach if they so choose.

4. *10.40.280 Oversized Vehicle Parking*.
Council requested clarification on the 48-hour parking limitation on oversized vehicles. A minor amendment has been proposed to include the word "consecutive" in subsection 1 as shown below.

10.40.280 Oversize Vehicle Parking

(1) It is unlawful to park a vehicle, together with any fixtures or accessories affixed thereto, that measures 8 feet or more in width, 7.5 feet or more in height, or 22 feet or more in length on any city street for more than 48 **consecutive** hours.

(2) Exception. The following vehicles are not subject to the time limitation in subsection (1), but continue to be subject to all other parking regulations in this chapter:

(a) A vehicle that is associated with an adjacent delivery or with machinery or equipment associated with adjacent construction.

(b) A vehicle that has obtained a temporary permit from the Director of Public Works.

5. *Other*.
There was Council support to consider adopting a consistent 35 mph speed limit on SR 532. A traffic analysis and coordination with WSDOT would be needed to change the speed limit. Staff will include this study in the 2025/2026 budget requests.

Fiscal Impact
No direct financial impact. Code work was already budgeted and approved through the Municipal Code Update Project contract and scope of work.

RECOMMENDATIONS

Staff Recommendation:
Staff recommends that the Council accept the third and final reading of the proposed amendments and adopt the ordinance as presented.

Committee/Board Recommendation:
The Advisory Group, Planning Commission and City Council Community Development Committee have all reviewed the proposed amendments; their comments have been incorporated into the drafts. All groups have recommended to adopt the amendments.

CITY COUNCIL OPTIONS

1. Accept the third and final reading of Ordinance 1532 adopting Title 10, Vehicles and Traffic.

2. Request changes to Ordinance 1532 and direct staff to address specific Council issues or concerns prior to reconsidering the ordinance.

PROPOSED MOTION

"I MOVE TO APPROVE THE THIRD READING AND ADOPT ORDINANCE 1532 AS SET FORTH IN ATTACHMENT "A".

CITY OF STANWOOD
WASHINGTON

ORDINANCE NO. 1532

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, AMENDING STANWOOD MUNICIPAL CODE (SMC) TITLE 10, VEHICLES AND TRAFFIC, AND ESTABLISHING SEVERABILITY AND AN EFFECTIVE DATE.

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

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

WHEREAS, Title 10 adopts the City's regulations for vehicles and traffic; and

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

WHEREAS, the amendments update the city's rules regarding vehicles and traffic and the city dock; and

WHEREAS, the City of Stanwood SEPA Responsible Official has reviewed the proposed amendments to the Stanwood Municipal Code, determined that the amendments are categorically exempt from SEPA, and memorialized those conclusions under file number 2024-0085; and

WHEREAS, the Stanwood Community Development Committee reviewed the draft ordinance at their January 4, 2024, meeting and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the Stanwood Planning Commission reviewed the draft ordinance at their January 8, 2024, meeting and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the Stanwood Advisory Group reviewed the draft ordinance at their January 17, 2024, meeting and has recommended that the City Council adopt the ordinance as presented; and

WHEREAS, the City Council held a public meeting and first reading of the draft code amendment on July 11, 2024, a second reading on July 25, 2024, and accepted public comment; and

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

Section 1. Stanwood Municipal Code Title 10, Vehicles and Traffic, is repealed in its entirety and replaced with the new Title 10 provided in Exhibit “A” attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 2. Stanwood Municipal Code Chapter 6.80, City Docks, is adopted to read as provided in Exhibit "B" attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 3. Severability. The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 4. Authority to Make Necessary Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener’s clerical errors, references, ordinance numbers, section/subsection numbers and any references thereto.

Section 5. Effective Date. This Ordinance shall take effect five days after its passage and publication as required by law.

PASSED and APPROVED this ____ day of _____, 2024.

CITY OF STANWOOD:

_____
Sid Roberts, Mayor

Attest:

_____
Lisa Sokolik, City Clerk

Approved as to Form:

_____
Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

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Title 10 Vehicles and Traffic

ℹ This is a heavy rewrite and complete reorganization of existing SMC Title 10. This draft proposes Stanwood adopt by reference WAC Chapter 308-330, the Model Traffic Ordinance (the "MTO"), and eliminate most of the customized chapters in this title.

ℹ The following existing code chapters appear to be sufficiently covered by the MTO, and therefore are not included in this rewrite of Title 10:

- Chapter 10.24 Traffic-Control Devices (covered by WAC 308-330-800 incorporating by referencing multiple provisions of state law); not addressed is “play streets,” which we and Stanwood's city attorney recommend excluding
- Chapter 10.52 Processions (covered by WAC 308-330-466-472)
- Chapter 10.16 Obedience (covered by WAC 308-330-220)
- Chapter 10.54 DUI and 10.56 Intoxication Test (covered by WAC 308-330-425, incorporating by reference RCW 46.61.502 et seq)
- Chapter 10.64 Pedestrians (mostly covered by WAC 308-330-415 incorporating RCW 46.61.230 et seq.)
- Chapter 10.84 Toy Vehicles
- Chapter 10.94 All-Terrain vehicles (covered by WAC 308-330-197 incorporating RCW 46.09) except existing SMC 10.94.030

ℹ We originally proposed a dedicated chapter for bicycling, but because the city declined mandatory helmets and licensing, we now propose to simply rely on the bicycling rules in WAC 308-330-545 through 560, which are part of the MTO.

ℹ Note that the MTO incorporates by reference RCW 46.61.725 regulating and allowing for neighborhood electric vehicles. Existing SMC 10.84 regulating toy vehicles is not included in this draft; instead we rely on the MTO rules.

Chapter 10.01 General Provisions

ℹ This is a new chapter.

10.01.010 Purpose

The purpose of this title is to regulate the conduct of vehicles and other users on city streets and parking lots.

10.01.020 Administration

(1) The Director of Public Works is principally authorized to administer this title.

(2) The police department is authorized to enforce this title.

10.01.030 Definitions

The definitions in RCW Chapter 46.04 are incorporated by reference and apply to terms used in this title.

10.01.060 Savings

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

10.01.070 Severability

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

Chapter 10.10 Rules of the Road

10.10.010 Applicability

(1) This chapter applies to all vehicles used on any public street or highway within the City of Stanwood.

(2) This chapter applies to all parking lots open to the public, including those owned or controlled by the City of Stanwood, other municipal corporations, and private persons or entities.

(3) This chapter does not apply to an authorized emergency vehicle when responding to an emergency or when in the pursuit of an actual or suspected violator of the law so long as the driver does not endanger life or property.

10.10.020 Adoption by reference

(1) WAC Chapter 308-330, Washington Model Traffic Ordinance (the "MTO"), is hereby adopted by reference, except as described below.

  (a) Deletions. The following sections of the MTO are not adopted:

    (i) WAC 308-330-210 through 308-330-245, relating to a traffic division of the police department;

    (ii) WAC 308-330-275, creating a Traffic Safety Commission;

    (iii) WAC 308-330-500 through 540 related to bicycle licensing.

  (b) Amendments. The following sections of the MTO are amended as follows:

    (i) Reserved.

(2) WAC Chapter 173-62, Motor Vehicle Noise Performance Standards, is hereby adopted by reference.

(3) RCW 46.61.725, Neighborhood Electric Vehicles is hereby adopted by reference. Such vehicles may only be operated on roads posted with a speed limit of 35 miles per hour or less. **Similar vehicles using alternative fuel sources are also allowed.**

(4) RCW 46.09.455, Wheeled All-Terrain Vehicles, is hereby adopted by reference. Such vehicles may only be operated on roads posted with a speed limit of 35 miles per hour or less.

10.10.030 Scooters

Implements existing SMC 10.90 except for the seizure provisions.

Per RCW 46.61.715, a person may operate a motorized foot scooter on city streets and sidewalks subject to the limitations in this section.

(1) **It is unlawful to** ~~A person younger than age 18 may not~~ operate a motorized foot scooter at a speed greater than 15 mph. ~~A person aged 18 or older may not operate a motorized foot scooter at a speed not greater than 25 mph.~~

(2) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter ~~on city-owned property, city parks, or upon designated walkways, pathways, sidewalks, or any other place~~ **any**where motorized vehicles are expressly prohibited, **except that motorized scooters are allowed on sidewalks**.

(3) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter ~~anytime during~~ **between** one half-hour after sunset to one half-hour before sunrise without reflectors of a type approved by the state patrol;

(4) **It is unlawful to** ~~A person may not~~ operate a motorized foot scooter with a passenger.

(5) A person younger than age 18 **must wear a** ~~may not operate a motorized foot scooter without an approved~~ helmet with either the neck or chin strap of the helmet fastened securely at any time the motorized scooter is in motion.

(6) A motorized foot scooter must be equipped so that the drive motor is engaged through a switch, lever, or other mechanism that, when released, will cause the drive motor to disengage or cease to function.

(7) **It is unlawful to operate a** ~~A~~ motorized foot scooter ~~may not be operated in a negligent manner upon any city street. For the purpose of this section, "to operate in a negligent manner" means to operate a motorized foot scooter~~ in such a manner as to endanger or be likely to endanger any person or property or to obstruct, hinder or impede the lawful course of travel of any motor vehicle or the lawful use by any pedestrian of public streets, sidewalks, alley, parking areas, trails or public parks ~~within the city of Stanwood~~.

(8) It is unlawful for any parent, guardian, or other person having control or custody of a minor child to allow said minor to operate a motorized foot scooter in violation of this section.

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

10.10.035 Toy Vehicles

Implements existing SMC 10.20.010 and supplants existing SMC chapter 10.84.

(1) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may travel upon any street except while crossing the street in a crosswalk and, when so crossing, such person must be granted all of the rights and shall be subject to all of the duties applicable to pedestrians.

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

10.10.040 Compression Brakes

This section is based on Port Townsend Municipal Code Chapter 10.30.

(1) Except for emergency vehicles, no driver may use motor vehicle brakes within city limits that are in any way activated or operated by the compression of the engine of the motor vehicle or any unit or part thereof unless the brakes are muffled.

(2) The public works director is authorized and directed to post appropriate signage consistent with the provisions of this chapter.

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

~~**10.10.060 Excessive Idling**~~

~~(1) This section applies to all public property and all private property that is open to the general public.~~

~~(2) No driver, while operating a vehicle within city limits, may cause or permit a vehicle's internal combustion engine to idle for more than three minutes, except for the following kinds of idling:~~

~~(a) Idling while stopped:~~

~~(i) For an official traffic control device;~~

~~(ii) For an official traffic control signal;~~

~~(iii) At the direction of a police officer.~~

~~(b) Idling as needed for the health or safety of a driver or passenger, including police K-9 or other service animals or when the temperature is at or below 30 degrees Fahrenheit or at or above 85 degrees Fahrenheit.~~

~~(c) Idling as needed for authorized emergency or law enforcement vehicles to operate equipment.~~

~~(d) Idling as needed for repair, maintenance, or inspection of the vehicle.~~

~~(e) Idling as needed for the period recommended by the manufacturer for efficient operations of a turbocharged heavy-duty vehicle. This includes building air pressure in air brake systems, among other requirements.~~

~~(f) Idling as needed to operate auxiliary equipment for which the vehicle was primarily designed or equipped, such as: emergency equipment, refrigeration unit, lift, crane, pump, drill, hoist, or ready mixed equipment, except a heater or air conditioner.~~

~~(3) All privately owned vehicles~~ ~~**and school buses**~~ ~~within 100 feet of a school must turn off their engines while waiting to drop off or pick up students. For activities requiring a prolonged stay at a school, privately owned vehicles should be parked.~~

~~**(a) Exception: When the outdoor temperature is less than 35 degrees or more than 80 degrees, vehicles may idle for no more than five minutes in any fifteen-minute period to operate climate control when waiting to load or unload passengers.**~~

~~**(b) Signage: "No idling" signs must be posted in city right-of-way within school zones.**~~

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

10.10.080 One-Way Traffic

(1) The street segments listed in Table 10.10.080-1 are designated one-way streets and traffic is permitted only in the direction specified.

(2) Consistent with RCW 46.61.135, it is unlawful to drive in a direction contrary to that specified in Table 10.10.080-1.

Table 10.10.080-1

Street	Segment	Direction
Augusta St	Between SR-532 and 270th St NW	Southbound
270th St NW	Between 90 ft west of 99th Ave NW to a point 75 ft west	Westbound
Alley between 270th St NW and 271st St NW	Between Florence Rd and 88th Ave NW	Westbound

10.10.100 Truck Routes

Except as otherwise provided by this chapter, the operation of the following vehicles shall only occur upon or within (1) the designated truck routes established pursuant to City Council Resolution; and (2) the state highway system within which such operation is unrestricted.

(1) Any moving van, dump truck, tank truck, used or designed for the purpose of transporting petroleum products;

(2) Any vehicle designed or used for the transportation of commodities or materials;

(3) Any vehicle That exceeds eight feet in width, twenty-six feet in length;

(4) Exceeds twenty thousand pounds (ten tons) gross weight, including load; or

(5) That is restricted by cargo or contents due to the transportation of radioactive material or hazardous cargo.

Chapter 10.20 Speed Limits

10.20.020 Generally

ℹ Implements existing SMC 10.28.010.

(1) The maximum speeds declared in this chapter have been determined upon the basis of engineering and traffic investigation.

(2) It is unlawful for any person to drive a vehicle at a speed in excess of any speed declared in this chapter.

10.20.030 ~~School Zone Speed Limits~~ Reduced Speed Zones

It is unlawful for a person to operate a vehicle at a speed in excess of twenty miles per hour within 300 feet of ~~an active school or playground use~~ **the following reduced speed zones**:

(1) School Zones:

(a) Between the hours of 7 am and ~~4~~ **6** pm on days when school is in session; and

(b) When the school zone is fully posted with standard school speed limit signs or standard playground speed limit signs.

(2) Public Park Zone:

(a) During open park hours per SMC 6.40.040(1)(a), General Rules; and

(b) When the public park zone is fully posted with standard park speed limit signs.

10.20.040 Default Speed Limits

(1) Except as provided otherwise, the speed limit within the City of Stanwood is 25 mph, as established by RCW 46.61.400.

(2) The speed limit in **public** city alleys is 10 mph.

10.20.050 Increased Speed Limits on City Streets

Reserved.

10.20.060 Decreased Speed Limits on City Streets

ℹ Implements existing SMC 10.28.040.

The speed limits for the following street segments are decreased to those shown in Table 10.20.060-1.

Table 10.20.060-1

Street	Segment	Speed Limit
272nd St NW (Husby St)	Between 78th Ave NW and 72nd Street NW (Lindstrom Rd)	20 mph
285th St	Between 68th Ave NW and 71st Drive NW	20 mph
Pioneer Hwy	Between the south city limits to the intersection with SR 532	35
Pioneer Hwy	Between 85th Dr NW and the north city limits	30

10.20.080 Decreased Speed Limits on State Highways

ℹ Implements existing SMC 10.28.020.

The speed limits for the following street segments of state highways are decreased to those shown in Table 10.20.080-1.

Table 10.20.080-1

Street	Segment	Speed Limit
SR-532	Between MP 3.80 (.06 mi. west Jct. 104th Drive NW) and MP 4.25 (Jct. 98th Drive NW/99th Ave NW)	35
SR-532	Between MP 4.25 (Jct. 98th Drive NW/99th Avenue NW) to MP 5.91 (.01 mi. east Jct. 72nd Avenue NW)	45

Chapter 10.40 Parking

Article I. General Provisions

10.40.110 Short Title

This chapter may be known and cited as the “City of Stanwood Parking Code.”

10.40.120 Applicability

(1) This chapter applies to public streets and highways, city rights-of-way, and city-owned parks and parking lots within the City of Stanwood.

(2) This chapter does not apply to an authorized emergency vehicle when responding to an emergency or when in the pursuit of an actual or suspected violator of the law.

10.40.130 Definitions

(1) The following additional definitions apply to the terms used in this chapter:

"Bike lane" means the area within any public right-of-way specially designated for the use of bicycles and signed or marked as such, excluding travel lanes marked with sharrows.

"Fire lane" means the area within any public right-of-way, easement, or private property designated for fire trucks and/or emergency vehicles to use, place emergency equipment upon, travel upon, or park, which includes any curb painted red or any other area marked for that purpose.

“Junk vehicle” has the meaning found in RCW 46.55.010.

“Landowner” includes a legal owner of private property, a person with possession or control of private property, or a public official having jurisdiction over public property.

“Passenger car” has the meaning found in RCW Chapter 46.04 and includes pickup trucks.

"Right-of-way" means the area of real property, in which the city holds a property interest for public travel and other street and utility purposes, including that portion of the roadway ordinarily used for vehicular travel, the parking strip, the planting strip, sidewalk, and other unimproved portions.

“Street block” means the section of one side of a street that lies between two intersecting streets or between an intersecting street and the street end.

“Street segment” means a portion of a street bounded by two points.

“Street” has the meaning of “city street” found in RCW Chapter 46.04.

“Vehicle” has the meaning found in RCW Chapter 46.04 and includes trailers, vehicle hulks, and portable moving and storage containers.

"Vehicle hulk" means the remnant or remains of a motor vehicle which is inoperative and cannot be made mechanically operative without the addition of vital parts or mechanisms and the application of a substantial amount of labor to effect repairs.

10.40.140 Administration

ℹ Based on existing SMC 10.46.110.

(1) The Director of Public Works is authorized to administer parking regulations and establish time, duration, and direction parking restrictions on street segments.

(a) It is the responsibility of the Director of Public Works to provide signage or curb painting in accordance with the parking limits as described in this chapter, except for the general prohibitions described in SMC 10.40.310.

(b) New signage erected after January 1, 2024, must include the relevant Stanwood Municipal Code citation (not the ordinance number) governing the parking restriction, if any.

(2) The Police Department is authorized to enforce parking regulations.

10.40.160 Owner Liability

The registered owner of any vehicle or trailer parked contrary to the provisions of this chapter may be deemed to have allowed such vehicle or trailer to be parked in violation hereof.

10.40.190 Severability.

If any section, subsection, sentence, clause, phrase, or word of this chapter is held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof may not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this chapter.

Article II. Parking Regulations

10.40.200 Parking Must Conform to Official Signs

It is unlawful to park in a manner inconsistent with the restrictions on official parking signs.

10.40.220 Methods of Parking

ℹ Implements existing SMC 10.46.050 and 055.

(1) Parallel parking.

(a) Except as otherwise specified in this chapter or unless otherwise permitted by duly erected traffic control signs or markings, all parking on streets must be what is known as “parallel parking.”

(b) In any place where parallel parking is permitted or required, every vehicle stopped or parked upon a roadway where there is an adjacent curb or edge of abutting parking strip must be so stopped or parked with the right hand wheels of such vehicle parallel to and within 12 inches of the right hand curb or edge of abutting parking strip.

(2) Angle parking.

ℹ Implements existing SMC 10.46.065.

(a) Where designated by angle striping or signage, parking must be by “diagonal parking,” with the right front wheel of the vehicles within twelve inches of the curb or edge of parking strip and at an angle of 30 degrees with said curb or edge or parking strip. When parking tires shall be directed away from the curb on an uphill slope and toward the curb on a downhill slope.

(b) In any place where angle parking is required, it is unlawful to angle park a vehicle that exceeds 20 feet in length.

10.40.240 General Time Limit

ℹ Implements existing SMC 10.46.090.

(1) It is unlawful to park for a continuous period in excess of 72 hours on any street block.

(2) Exception. A vehicle is not limited by subsection (1) ~~if the vehicle~~ **as follows**:

(a) This exception only applies to residential properties in downtown Stanwood between 104th Drive and 94th Drive.

(b) **A maximum of 2 vehicles per residential parcel may be parked on the street if the vehicle**:

(i) is a passenger car; and

(ii) is not a junk vehicle; and

(iii) is operable in its current state; and

(iv) has a current state registration and license plate tabs; and

(v) has a registered owner corresponding to an abutting property owner or resident; and

(vi) Is moved at least once a month; not permanently parked in the same location.

(c) <u>The exception does not apply to the parking of boats, trailers, or recreational vehicles.</u>

(d) <u>No vehicle may be parked in a manner to impede, block, or obstruct traffic.</u>

10.40.260 General Prohibitions

ℹ This section mostly based on existing SMC 10.46.100.

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

(a) RCW 46.19.050, regulating use of parking spaces for persons with disabilities.

(b) RCW 46.61.570, prohibiting parking in specified places.

(c) RCW 46.61.575, regulating motorcycle parking.

(d) RCW 46.61.581, regulating parking spaces for persons with disabilities.

(e) RCW 46.08.185, regulating parking in electric vehicle charging spaces.

(2) It is unlawful to park:

(a) in any place marked with official signs as no-parking;

(b) in any alley, except that trucks or properly marked commercial vehicles may park in an alley for a time not exceeding 15 minutes, as may be necessary for the expeditious loading or unloading of such vehicles or the delivery or pickup of articles or materials;

(c) in any loading zone except for a time not exceeding 15 minutes, as may be necessary for the expeditious loading or unloading of such vehicle or the delivery or pickup of articles or materials or passengers;

(d) in the travel lane of a street;

(e) in a bike lane;

(f) in a fire lane or exit;

(g) within any cul-de-sac;

(h) on any sidewalk;

(i) in the area between a sidewalk and the curb of a street;

ℹ Next line based on existing SMC 10.46.095.

(j) alongside of or in front of any portion of any private driveway or curb cut or sidewalk that has been sloped from the property line down to the level of the street;

(k) in such a manner as to obstruct a 5-ft area on either side of a street-accessed mailbox between the hours of 8:00 a.m. and 6:00 p.m., except Sundays and holidays;

(l) on any bridge, overpass, underpass, trestle or approaches thereto;

(m) within 50 feet of the nearest rail of a railroad crossing;

(n) on any portion of a street or right-of-way for use as a place of abode;

ℹ Next line based on existing SMC 10.46.090(2).

(o) for the purpose of storage, display, sale or abandonment of any type vehicle, including farm vehicles.

(3) It is unlawful to disassemble, construct, reconstruct, repair, or service vehicles of any kind upon any street, except for emergency service which may not last more than two hours and may not interfere with or impede the flow of traffic.

10.40.280 Oversize Vehicle Parking

(1) It is unlawful to park a vehicle, together with any fixtures or accessories affixed thereto, that measures 8 feet or more in width, 7.5 feet or more in height, or 22 feet or more in length on any city street for more than 48 **consecutive** hours.

(2) Exception. The following vehicles are not subject to the time limitation in subsection (1), but continue to be subject to all other parking regulations in this chapter:

(a) A vehicle that is associated with an adjacent delivery or with machinery or equipment associated with adjacent construction.

(b) A vehicle that has obtained a temporary permit from the Director of Public Works.

10.40.290 Parking in City Parks

It is unlawful to park a vehicle in the parking lot for any city park outside of the officially posted park hours.

10.40.295 Parking in City Parking Lots

(1) RV's, semi-trucks, trailers, junk vehicles, and nuisance vehicles are prohibited from parking overnight in City owned parking lots.

(2) The Director of Public Works may establish time limits, hours of allowed parking, and other restrictions in city-owned parking lots.

(3) It is unlawful to park in any city-owned parking lot in a manner inconsistent with posted regulations.

Article III. Permit Parking Areas

10.40.300 Residential Permit Parking Areas

ℹ Consolidated inconsistent use of "permit parking" and "restricted parking area " to "permit parking area."

(1) Established. The street segments in Table 10.40.300-1 are hereby established as residential permit parking areas.

Table 10.40.300-1

Street	Segment	Side
76th Drive NW	Between 272nd St and 276th St	Both
273rd St NW	Between 76th Drive NW and 78th Ave NW	Both

Street	Segment	Side
78th Ave NW	Between 273rd St NW and 276th St NW	Both

(2) Restrictions.

(a) It is unlawful to park in a permit parking area Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m., without a valid permit, issued pursuant to this section, displayed as follows so as to be legible from the outside of the vehicle:

(i) hung over the rear-view mirror with the face of the permit visible through the windshield; or

(ii) placed on the vehicle dashboard with the face of the permit visible through the windshield.

(b) Exceptions. The following are not subject to the restriction in this subsection:

ℹ Added Christmas Eve to this list because it's also a day lots of people get together to park illegally.

(i) Vehicles parked during the following holidays: New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, and Christmas Day.

(ii) A vehicle authorized by RCW 46.16.381 for special parking privileges for disabled persons.

(iii) A service vehicle not owned by a resident of the permit parking area, with conspicuous identification of the service it provides permanently affixed to the vehicle, that is used for the purpose of providing short-term repair, construction, landscaping services, delivery, utility, refuse, health commodities, life support or emergency service for a residence within the permit parking area. Personal vehicles used by domestic employees, such as housekeepers or childcare providers, are not considered service vehicles.

(c) Parking with a permit is still subject to all other parking rules in this chapter.

(d) The Director of Public Works must post appropriate signs in each permit parking area to give notice of the parking restrictions imposed by this section.

(3) Types of permits.

(a) Resident parking permit.

(i) A parking permit may be issued only for a specific address and is nontransferable to any vehicle or any individual who is not a resident of the address for which the permit was issued within the permit parking area.

(ii) One permit may be issued for each vehicle that meets the criteria set forth above, up to a maximum of three permits per residence.

(iii) A permit is valid for one calendar year or as otherwise established by the city clerk or upon termination of residency in the permit parking area, whichever occurs first.

(b) Guest parking permit.

(i) A resident within the permit parking area may apply for a temporary guest parking permit in conjunction with a standard parking permit.

(ii) A guest parking permit is transferable among vehicles of guests of residents of the permit parking area and must be displayed as required by this section.

(iii) A guest permit expires 15 days after issuance.

(4) Issuance of permits.

(a) Application and initial issuance. The city clerk may issue a permit or guest permit upon receipt of a complete and valid application consistent with this subsection.

(i) The applicant for a parking permit must submit a complete application to the City Clerk on forms provided by the City.

(ii) The applicant must sign the application attesting to the accuracy of the information provided and acknowledging the terms and conditions of permit privileges.

(iii) The applicant must provide one of the following at the time of application as evidence of residency within the permit parking area:

(A) a registration certificate for a vehicle to be parked in the restricted parking area showing the name of the applicant and the applicant's address within the permit parking area; or

(B) a lease agreement, rental agreement or current utility bill establishing applicant's residency in the permit parking area; or

(C) government-issued picture identification, such as a driver's license.

(iv) The applicant must pay any fee for permit parking as established in the City's fee schedule, including any annual fee or reissuance fee. All permit application fees are nonrefundable.

(b) Reissuance. An eligible resident of the permit parking area may request reissuance of a permit that has been lost, damaged, or stolen. The resident may be required to sign a declaration regarding the circumstances leading to the reissuance request and stating that, when possible, the original permit has been removed or otherwise destroyed.

(c) Expiration and Renewal. Permits may be renewed upon expiration. Permit fees may not be prorated.

(d) Revocation. The city clerk may revoke a parking permit for any of the following reasons:

(i) any material misrepresentation on a permit application;

(ii) any unauthorized transfer of a permit to any unauthorized vehicle or to any individual who is not an eligible resident of the restricted parking zone;

(iii) any other unauthorized use of a permit.

Article IV. Parking During Construction and Special Events

10.40.420 Parking in Construction Zones

It is unlawful to park in any area that has been signed as no-parking for the purpose of construction.

10.40.440 Parking Along Parade Routes or Street Fair Areas

(1) It is unlawful to park along any street that has been approved by the City as a parade route or for a street fair during the times specified in the no-parking signs posted per subsection (2).

(2) No-parking signs for the event:

(a) must be posted at least 24 hours in advance of the event;

(b) must consist of at least four temporary signs on each side of every street block in which parking is prohibited;

(c) must designate the time period during which parking is prohibited.

(3) Where compliance with subsection (2) is achieved for a relevant street block, the Police Department may impound any vehicle that is parked in violation of this section.

10.40.460 Parking During Major Events

The Director of Public Works is authorized to suspend enforcement of specified elements of the parking regulations established in this chapter during major events where additional parking is required to support the event.

Article V. Towing and Impoundment

10.40.520 Impoundment—Generally

(1) Per RCW 46.55.240(1), applicable provisions of RCW Chapter 46.55 are adopted by reference, including the definitions in RCW 46.55.010.

(2) A presumption that a notice required by this Article has been "securely attached and conspicuously displayed" exists when the notice is secured by placing it on the vehicle windshield, under the vehicle windshield wiper blade or otherwise securely attached.

(3) Prior to impounding a vehicle under this Chapter, a police officer must make a reasonable determination as to whether the vehicle is currently being used as a residence and make written note of the factors that led to that determination. If the vehicle is being used as a residence, the provisions of SMC 10.40.650 apply.

10.40.530 Impound After Notice.

(1) Except as provided in SMC 10.40.540 and .550, a vehicle may be impounded after notice of such proposed impoundment has been securely attached to and conspicuously displayed on the vehicle for a period of 24 hours prior to impoundment if such vehicle is parked or used in violation of any law, ordinance, or regulation.

(2) The notice must comply with the provisions of RCW 46.55.085.

10.40.540 Impound Without Notice.

(1) Except as provided in SMC 10.40.550, the Police Department may impound any vehicle, with or without citation and without giving prior notice to the owner as required in SMC 10.40.530 when:

   (a) the vehicle is unattended and is impeding or is likely to impede the normal flow of vehicular, pedestrian, or bicycle traffic; or

   (b) the vehicle is illegally occupying a truck, commercial load zone, construction zone, street closed by order of the City Council, restricted parking zone, bus, loading, hooded-meter, taxi, or other similar zone where parking is limited to designated classes of vehicles or is prohibited during certain hours, on designated days, or at all times, and where such vehicle is interfering with the proper and intended use of such zones and where such zone is clearly and conspicuously marked; or

   (c) the vehicle is parked within no parking zones specified in RCW 46.61.570;

   (d) the vehicle is parked in violation of SMC 10.40.260; or

   (e) the vehicle without a special license plate, card, or decal indicating that the vehicle is being used to transport a disabled person as defined under Chapter 46.16 RCW, as now or hereafter amended, is parked in a stall or space clearly and conspicuously marked under RCW 46.61.581 when such space is on public property or provided on private property without charge; or

   (f) the vehicle parked in violation of this chapter that has unpaid parking tickets per SMC 10.40.680;

   (g) the vehicle is parked in such a manner as to constitute a traffic hazard; or

   (h) the vehicle poses an immediate danger to the public safety; or

(i) a police officer has probable cause to believe that the vehicle is stolen; or

(j) a police officer has probable cause to believe that the vehicle constitutes evidence of a crime or contains evidence of a crime, if impoundment is reasonably necessary in such instance to obtain or preserve such evidence; or

(k) the vehicle is parked in a publicly owned or controlled parking facility, properly posted under RCW 46.55.070; or

(l) the vehicle is parked on private, nonresidential property, properly posted under RCW 46.55.070; or

(m) the vehicle is left unattended on residential property without consent of the property owner or agent;

(n) the vehicle is a junk vehicle and is parked on a street, alley, or way open to the public, or on municipal or other public property;

(o) the vehicle is parked in a public right-of-way or on other publicly owned or controlled property in violation of any law, ordinance, or regulation and there are four or more parking infractions issued against the vehicle for each of which a person has failed to respond, failed to appear at a requested hearing, or failed to pay an adjudicated parking infraction for at least 45 days from the date of the filing of the notice of infraction;

(p) any part of the vehicle is leaking material other than stormwater onto the street or any other part of the municipal separate storm sewer system.

(2) Nothing in this section may be construed to authorize seizure of a vehicle without a warrant where a warrant would otherwise be required.

10.40.550 Impound of Vehicle Used as a Residence

(1) If a police officer who impounds a vehicle determines that the vehicle is currently being used as a residence:

(a) the vehicle may be impounded pursuant to the processes described in this chapter;

(b) if the registered owner of the vehicle is not a resident of the vehicle, and the vehicle is not redeemed per SMC 10.40.660, the City may sell or destroy the vehicle;

(c) if the registered owner of the vehicle is a resident of the vehicle, the City may impose fines for the impoundment and associated costs of storage and redemption, limited to the lesser of the actual costs or the amount the vehicle owner has the ability to reasonably pay.

10.40.560 Redemption of Impounded Vehicle—Sale at Auction

RCW 46.55.120, governing redemption of impounded vehicles, is incorporated by reference.

Article VI. Enforcement and Penalties

10.40.610 Enforcement of parking regulations.

(1) The parking regulations in this chapter may be enforced by the city's police officers and the city's parking enforcement officers, who have the authority to issue a notice of parking infraction when the parking infraction is committed in the officer's presence.

(2) If any vehicle is found parked in violation of this chapter or otherwise violates the provisions of this chapter, the officer finding the vehicle must take its license plate number and may take any other information displayed on the vehicle which may identify its user, and must conspicuously affix to the vehicle a notice of parking infraction.

(3) A notice of parking infraction represents a determination that a parking violation has been committed. The determination will be final unless contested as provided in this chapter.

(4) An officer responsible for the enforcement of the parking regulations of the city is authorized to identify such parked vehicles to facilitate enforcement of this chapter. Such identification may be by electronic recording of the vehicle license plate or by some other convenient method, but may not be injurious to or damage the vehicle. It is unlawful for any person other than an officer, parking enforcement officer to interfere with, conceal, obliterate, or erase any such physical marks.

10.40.620 Penalties for violations of this chapter.

(1) Unless otherwise specified elsewhere in this chapter, the penalties for each type of violation of this chapter are as follows:

   (a) parking in excess of time limits: $20; unless paid by the close of business on the 10th day following the citation, then $10;

   (b) parking in alley: $25;

   (c) parking in a bike lane, over a sidewalk, or blocking mailbox: $25;

   (d) parking in other areas where prohibited at all times: $50;

   (e) parking in a residential parking zone: $50;

   (f) interfering with, concealing, obliterating or erasing marks: $50;

   (g) parking in an electric vehicle parking space: $124;

   (h) parking in disabled space: $250 and an additional $200 assessment pursuant to RCW 46.19.050 for a total of $450; and

   (i) all other parking violations: $20.

(2) For a subsequent additional violation within one year of a preceding violation, an additional penalty applies as follows:

   (a) First additional violation: $10;

   (b) Second and third additional violation: $25;

   (c) Fourth through sixth violations: $50;

   (d) Seventh and additional violations: $100.

(3) Payment of all parking infractions must be made to district court and at such other locations as designated by the court. As an alternative, parking tickets paid at City Hall may be reduced per the amount identified in the City's adopted fee resolution. Proceeds from parking infractions must be paid into the City's general fund, except as otherwise required by state law, including for penalties and assessments related to disabled parking infractions which must be retained by the city or distributed in accordance with RCW 46.19.050.

10.40.630 Responsibility for Violation—Presumptions

(1) Every person in whose name a vehicle is registered is responsible for any violation of this chapter caused by the parking of the vehicle in violation. It is not a defense that the vehicle was parked illegally by another, unless proof is presented that the vehicle had been stolen and had not been returned to the registered owner by the date of the violation.

(2) Except as provided in subsection (3), proof that the vehicle described in the notice of parking infraction was parked in violation of this chapter, together with proof that the person named in the notice of parking infraction was at the time of the violation the registered owner of the vehicle, constitutes in evidence a

prima facie presumption that the registered owner of the vehicle was the person who parked or placed the vehicle at the point where, and for the time during which, the violation occurred.

(3) In the case of a registered owner transferring vehicle ownership who has complied with the provisions of state law prior to the date of the violation, proof that the vehicle described in the notice of parking infraction was parked in violation of any such provision of this chapter, together with proof that the person named in the notice of parking infraction was at the time of the violation the person to whom the vehicle's ownership had been transferred, constitutes in evidence a prima facie presumption that the person to whom ownership was transferred was the person who parked the vehicle at the point where, and for the time during which, the violation occurred. Any notice in this chapter required to be sent to the registered owner must instead be sent to the person to whom ownership has been so transferred.

10.40.640 Notice of Infraction—Form—Determination final unless contested.

(1) A notice of parking infraction represents a determination that an infraction has been committed. That determination will be final unless contested as provided in this chapter.

(2) The form for the notice of parking infraction must include substantially the following information:

(a) A statement that the notice represents a determination that a parking infraction has been committed and that the determination is final unless contested as provided in this chapter;

(b) A statement of the specific section of the parking code for which the notice was issued;

(c) A statement of monetary penalty established for the parking infraction;

(d) A statement that a parking infraction is a non-criminal offense for which imprisonment may not be imposed but that the penalty for a parking infraction may include non-renewal of the vehicle license;

(e) A statement of the options provided in this chapter for responding to the notice and the procedures necessary to exercise these options;

(f) A statement that at any hearing to contest the determination the city has the burden of proving, by a preponderance of the evidence, that the infraction was committed; and that the person may subpoena witnesses including the officer who issued the notice of infraction;

(g) A statement that at any hearing requested for the purpose of explaining mitigating circumstances surrounding the commission of the infraction the person will be deemed to have committed the infraction and may not subpoena witnesses;

(h) A statement that the person must respond to the notice as provided in this chapter or the person's vehicle license may not be renewed by the Department until any penalties imposed pursuant to this chapter have been satisfied;

(i) A statement that failure to appear at a hearing requested for the purpose of contesting the determination or for the purpose of explaining mitigating circumstances may result in the refusal of the Department of Licensing to renew the person's vehicle license until any penalties imposed pursuant to this chapter have been satisfied.

10.40.650 Response to notice of parking infraction—Hearing—Failure to respond or appear.

(1) A person who receives a notice of parking infraction must respond to the notice as provided in this section within 30 calendar days of the violation date on the notice.

(2) If the person determined to have committed the infraction does not contest the determination, the person must respond by completing the appropriate portion of the notice of infraction and submitting it, either by mail or in person, to the city as specified on the notice. A check or money order in the amount of the penalty prescribed for the infraction must be submitted with the response. When a response that does not contest

the determination is received, an appropriate order must be entered and, when appropriate, a record of the response and order must be furnished to the Department of Licensing.

(3) If the person determined to have committed the infraction wishes to contest the determination, the person must respond by completing the portion of the notice of infraction requesting a hearing and submitting it, either by mail or in person, to the city as specified on the notice. The court must notify the person in writing of the time, place and date of the hearing, and that date must not be sooner than seven calendar days from the date of notice, except by agreement.

(4) If the person determined to have committed the infraction does not contest the determination but wishes to explain mitigating circumstances surrounding the infraction, the person must respond by completing the portion of the notice of infraction requesting a hearing for that purpose and submitting it, either by mail or in person, to the court as specified on the notice. The court must notify the person in writing of the time, place, and date of the hearing.

(5) If any person cited with a notice of parking infraction fails to respond to the notice of parking infraction as required by this section, or fails to appear at a hearing requested as provided by this section, the court must enter an appropriate order assessing the monetary penalty prescribed for the parking infraction and any other penalty authorized by this chapter and must notify the Department of Licensing, in accordance with RCW 46.20.270, of the failure to respond to the notice of infraction or to appear at a requested hearing.

(6) The Department of Licensing may not renew the vehicle registration of any person for whom the court has entered an order(s) for two or more violations until any penalties imposed pursuant to this chapter have been satisfied.

10.40.660 Failure to comply with notice of parking infraction.

(1) If no response or payment is made within 30 calendar days of the violation date on the notice of infraction, a $25 delinquency fine will be imposed, and a delinquency notice will be mailed to the registered owner of the vehicle to which the notice was affixed.

(2) If no response or payment is made within 30 calendar days of the date of mailing of the delinquency notice, additional penalties may be assessed to the infraction, a notice may be sent to the Department of Licensing as provided in RCW 46.20.270, and the city may pursue such other remedies as provided by law.

10.40.670 Collection authorized.

The city is authorized to remit any unpaid penalties or fines issued pursuant to this chapter to collection.

10.40.680 Impoundment of vehicles with unpaid infractions.

A vehicle parked in violation of this chapter that has four or more unpaid parking infractions issued against the vehicle for each of which a person has failed to respond, failed to appear at a requested hearing, or failed to pay an adjudicated parking infraction for at least forty-five days from the filing of the notice of infraction, may be impounded without notice, per SMC 10.40.540.

EXHIBIT B

Chapter 6.80 City Docks

The City Dock regulations in existing SMC Chapter 10.80 do not neatly fit into Title 10 that mostly concerns streets and cars. This draft incorporating these regulations into Title 6, Parks and Public Places.

Existing 10.80.20 sets forth a fee schedule for use of the city dock, but is eliminated here because of the City current policy of not charging a boat launch fee.

6.80.010 Applicability

This chapter applies to city-owned docks and boat launches at Hamilton Park.

6.80.020 Definitions

The definitions in RCW 53.08.310 are incorporated by reference.

6.80.030 Administration

This chapter may be administered by the director of public works.

6.80.040 Time Limits

Added a limitation on repeat stays to aid enforceability of the time limits. Note change in daily use limit, which was not consistent with the daily time limit. Fees were eliminated as the current direction is not to charge a boat launch fee.

(1) A vessel is subject to the following maximum stays at a city dock as follows:

(a) Maximum of eight hours in a 24-hour period.

(b) Up to three days in a 7-day period.

6.80.080 Violations

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

(2) A vessel that is a nuisance, in danger of sinking or creating other damage, or owing port charges may be managed pursuant to RCW 53.08.320 governing moorage facilities.

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CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**10**
DATE:	September 12, 2024
SUBJECT:	2024 – 2044 Comprehensive Plan Approval
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENTS:	A – Draft 2024 -2044 Comprehensive Plan (To Be Handed Out at Worksession Meeting) B – Presentation Summary C – Site Specific Rezones D – Ordinance 1537 Adopting the Comprehensive Plan E – Ordinance 1538 Adopting Zoning Amendments F – Public Comments and Summary Responses G – Summary of Draft Changes

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PURPOSE

The purpose of this agenda item is for Council's first reading of the 2024 – 2044 Comprehensive Plan.

SUMMARY

The Growth Management Act requires each city and county to review and update their Comprehensive Plans at least once every ten years. The legislature set a staggered schedule for cities and counties throughout the state to update their plans. Jurisdictions within King, Pierce, Kitsap and Snohomish Counties are required to update their plans by December 31, 2024.

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.

BACKGROUND

The Growth Management Act (GMA) was adopted by the Washington State Legislature in 1990 and 1991 to manage the State's 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 out weigh another. In 2023 the Washington State Legislature adopted a new goal – Cimate Change

and Resiliency – which must be adopted in the next round of Comprehensive Plan updates.

GMA Goals (RCW 36.70A.020)
1. **Urban growth**. Encourage development in urban areas.
2. **Reduce Sprawl**. Reduce the inappropriate conversion of undeveloped land.
3. **Transportation**. Encourage efficient multimodal transportation systems.
4. **Housing**. Plan for and accommodate housing affordable to all economic segments.
5. **Economic development**. Encourage economic development throughout the state.
6. **Property rights**. Private property shall not be taken for public use without just compensation having been made.
7. **Permits**. Applications should be processed in a timely and fair manner.
8. **Natural resource industries**. Maintain and enhance natural resource-based industries.
9. **Open space and recreation**. Retain open space, enhance recreational opportunities.
10. **Environment**. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen participation and coordination**. Encourage the involvement of citizens.
12. **Public facilities and services**. Ensure that those public facilities and services necessary to support development shall be adequate.
13. **Historic preservation**. Identify and encourage preservation.
14. **Climate change and resiliency**. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
15. **Shoreline management** (RCW 36.70A.480)

Based on the GMA goals, the State adopted mandated elements that must be included in all comprehensive plans. 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.

Mandatory Comp Plan Elements (RCW 36.70A.070)	Optional Comp Plan Elements
• Land Use • Housing • Capital Facilities Plan • Utilities • Rural Development (counties only) • Transportation • Climate Change and Resiliency* • Ports (mandatory for cities with annual maritime port revenues exceeding $60 million, RCW 36.70A.085)	• Economic Development** • Parks and Recreation** • Conservation (RCW 36.70A.080) • Solar Energy (RCW 36.70A.080) • Recreation (RCW 36.70A.080) • Subarea Plans (neighborhoods, rural villages, urban growth areas, tribal areas, etc.) • Ports (optional for cities with annual maritime port revenues of $20 million to $60 million, RCW 36.70A.085)

** The Climate Change and Resiliency element was added in 2023 as a mandatory element per RCW 36.70A.070(9).*

*** These elements are listed as mandatory in RCW 36.70A.070(7) and (8), but they are actually optional because funds have not been appropriated to help pay for preparing them, per RCW 36.70A.070(9).*

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. They 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.

The Draft 2024 – 2044 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 existing "word heavy" document into a readable Plan with graphics, pictures, and tables that help tell Stanwood's story.

The Plan has been organized into three general sections:

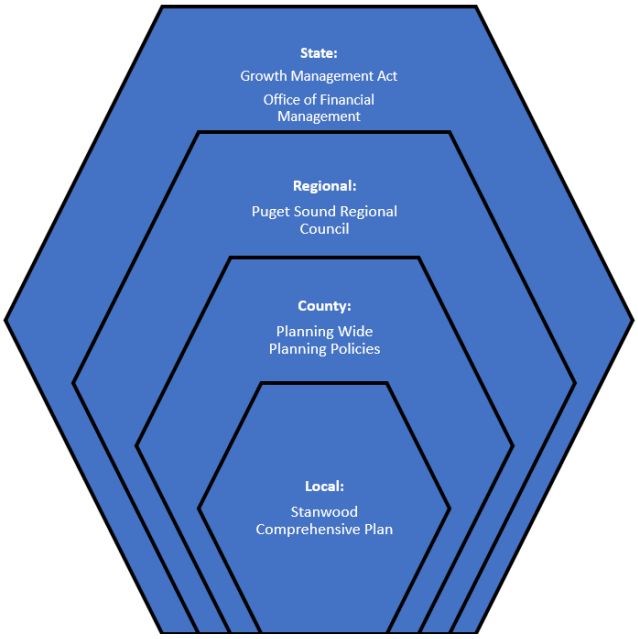
1. Introduction: Mayors' message, tribal recognition, an explanation of planning in the City, and an overview of the city's demographics.
2. Plan Elements: required planning elements include land use, housing, economic development, transportation, parks, environmental, shorelines, utilities, and capital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

ANALYSIS – GROWTH TARGETS

Under the GMA, Cities must plan for and accommodate its fair share of the State's projected ***population, housing, and employment*** growth. 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 within the PSRC boundaries.

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



Stanwood is expected to accommodate approx. 1.2% of Snohomish County's overall growth.

Stanwood Population:
2023 Population: 8,585
2044 Population Target: 10,963
20-Year Growth: 2,378
% of County Growth Allocation: 1.27%

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. Through this process, the City of Stanwood is ultimately responsible for approximately 1.27% of Snohomish County's expected growth over the next twenty years.

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".

ANALYSIS – COMPREHENSIVE PLAN BY ELEMENT

Element	General Description
Land Use:	Land use designations, zoning and population, and employment growth targets.

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 Future Land Use Map (FLUM) and Zoning Map.

In addition to updating the Comprehensive Plan Elements to be consistent with the Growth Management Act, the Plan includes several rezones to improve clarity, match zoning designations to existing land uses, and ensure that growth occurs in a way that considers quality of life, placemaking, and other community character goals. The changes include:

- Consolidating the MB-I and MB-II zone into the DMU (Downtown Mixed Use) zone;
- Revision of the Light Industrial (LI) to Planned Industrial (PI) to address employment targets;
- Consolidating the GC-MXO (General Commercial Mixed-Use Overlay) and GC (General Commercial) zones into a single GC zone to eliminate the mixed-use overlay;
- Reduce the number of policies to eliminate duplications, redundancies, and policies that had already been implemented;
- Improve the readability of the Plan;
- Create opportunities for variety of housing types such as accessory dwelling units, duplexes, townhouses, mixed-use developments and cottages, thereby providing housing choices for people of all income levels;

This ordinance formally adopts the Comprehensive Plan and directs staff to make any necessary changes to the Plan and corresponding zoning map. The entire Comprehensive Plan is being updated into a reader friendly format, graphic oriented, and written to comply with the

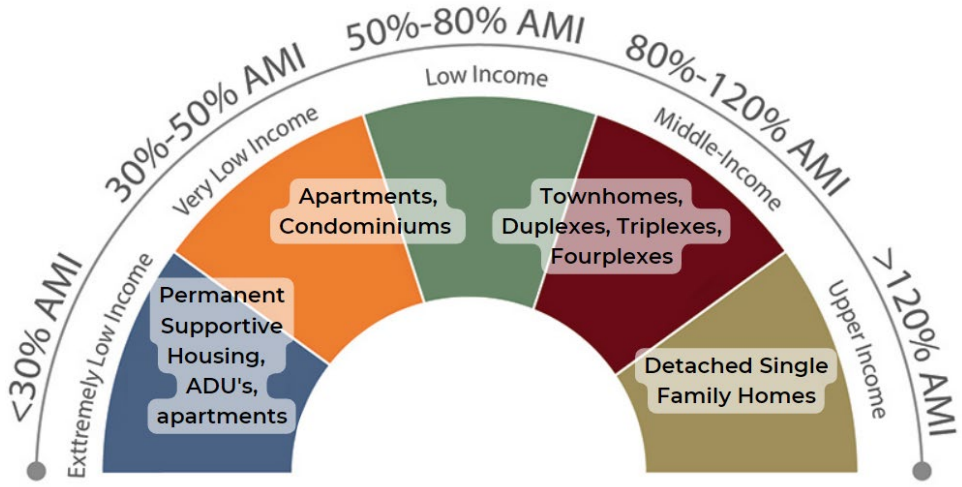
Washington State Growth Management Act. The Plan is divided into “Elements” which address specific requirements of the GMA including:

[insert FLUM and Zoning Maps]

Element	General Description
Housing:	Housing inventory, capacity for growth, provisions for housing affordability, and anti-displacement.

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

Element	General Description
Economic Development:	Establishes goals and policies to promote economic growth and vitality of the city.

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:
  - 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
- 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)
    - Planned Industrial Zone will replace the Light Industrial Zone
    - A singular unifying Downtown District will replace multiple multifamily and main street business zones.
    - Neighborhood Commercial zone along Pioneer Highway
- Revised goals and policies to meet PSRC and Snohomish County policy guidelines.

Element	General Description
Parks and Recreation:	Acts as a master plan for park and recreational services for the city; it includes an inventory of park and trail facilities, establishes levels of service for various facilities, and provides policies relating to park and trail planning and development.

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.

Element	General Description
Natural Environment:	Provisions for protecting and developing within or near critical areas such as wetlands, streams, steep slopes, floodplains, and critical aquifers.

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.

Element	General Description
Shorelines:	Provisions for protecting and developing along regulated shorelines (Stillaguamish River and portions of Church Creek).

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

Element	General Description
Transportation:	Inventory and capacity of the existing and future transportation network needs, level of service standards, provisions for both motorized and non-motorized transportation systems, and identification of future needs.

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
    - Inventory of transportation facilities
    - Level of Service (LOS) standards
    - Existing and future traffic forecasts
    - 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:
    - Ensure access for people of all ages
    - Compliance with the Americans Disability Act (ADA)
    - 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.

Element	General Description
Utilities:	General location and capacity of existing and proposed utilities to serve existing residents and future growth.

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 users within the Water 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 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 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: 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.

Element	General Description
Capital Facilities:	Inventory of public facilities, level of service standards, identify needed public improvements and a 6-year financing plan.

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).

> ***6-Year 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.
>
> ***20-Year 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.

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.

ANALYSIS –ZONING CONSISTENCY

The Growth Management Act requires that the Comprehensive Plan and the Zoning Code be consistent. The following amendments to Title 17, Zoning, is necessary to implement the zoning changes proposed in the 2024-2044 Comprehensive Plan:

Zoning Districts:
Amends Chapter 17.10, Zoning Districts, to delete reference to the MainStreet Business I and II Districts and the Light Industrial zoning district; adding the Downtown Mixed-Use, Planned Industrial and Public Facilities districts.

Permitted Uses:
Amends Chapter 17.30, Permitted Uses, by merging the MBI and MBII districts to create the new Downtown Mixed-Use District; Deleted the Mixed-Use Overlay zone and merged with General Commercial zone, renamed the Light Industrial zoning district to Planned Industrial and added additional uses; and added the Public Facilities zoning district.

Specific Changes Include:

- Commercial Permitted Use Matrix
  - Deleted reference to overlay zones;
  - Corrected citation references in the footnote section;
  - Amended matrix and footnote 12 to allow limited light manufacturing in the TN – Mixed Use designation to allow startup/incubator businesses in the urban growth area; maximum of 30% of the gross acreage (property owner request);

- Added new footnote 39 addressing the requirement of mixed-use buildings along the major streets in the downtown area; and
- Footnote 40 references the marijuana standards.

- Industrial Permitted Use Matrix
  - Changed Freezer Plant/Cold Storage/Food Mill to a conditional use permit;
  - Added additional personal service, health care, and restaurant uses in the Planned Industrial zone;
  - Deleted park and ride facilities as they were only allowed in the transit overlay area which has been deleted;
  - Allows limited residential uses in Planned Industrial Parks as part of a mixed-use development (property owner request);
  - Kept mini-storage facilities as an allowed use in the General Industrial zone, but made them subject to a conditional use permit (planning commission recommendation);
  - Correct citation references in the footnote section;
  - Changed footnote 5 by deleting references to the transit overly which is being deleted and added the option to allow mixed-use developments as part of a Planned Industrial Park; and
  - Added a graphic showing the location of allowed adult entertainment uses.

Traditional Neighborhood:
Amends Chapter 17.47, Traditional Neighborhood Zoning District to distinguish between residential and mixed-used projects and their development standards.

Specific Changes Include:
- Clarified TN uses and locations: residential in the uptown area and mixed-use along SR 532 and the urban growth area;
- Clarified the types of uses allowed in TN Residential and TN Mixed-Use:

TN Residential	TN Mixed-Use
▪ 3 types of housing units / development; and ▪ Minimum amount of Single Family Residential reduced from 65% to 50%	▪ Commercial uses are not required; however, 3 housing types must be provided; ▪ If commercial uses are proposed, the commercial space must equal a minimum of 3% of the gross land area; ▪ Projects that include 10% or less of commercial space must provide 3 housing unit types; ▪ If more than 10% of commercial space is proposed, only 2 housing unit types are required; and ▪ A maximum of 50% of the site can be dedicated to commercial uses.

- Added new design requirements:
  - Mixed use is encouraged along SR 532 and 64th Avenue;
  - Mixed use and multifamily buildings cannot exceed 4 stories;

- All projects are subject to the architectural design standards in SMC 17.112 and the open space standards in SMC 17.147;
- TN properties in the urban growth area are required to prepare an annexation agreement prior to final annexation approval.

New Planned Industrial Zoning:
Readopts Chapter 17.50 to replace references to the Light Industrial with Planned Industrial.

Zoning / Bulk Standards:
Readopts Chapter 17.65, Zoning Standards Table, to replace and merge the MB I and II districts with the Downtown Mixed-Use (DMU) District and deleted the mixed-use overlay and readopts the LI standards as the new PI standards.

Specific Changes Include:

- Five footnote changes where added:
  - Applies the DMU design standards to the GC mixed-use projects;
  - Density in the GC zone is determined by lot constraints such as lot size, building height, parking, landscaping, etc.;
  - Mixed use buildings in the GC zones shall be a maximum of 4 stories;
  - Allows a small amount (35% of the gross floor area) of mixed-use buildings in a Planned Industrial Park; and
  - The base height in the GC zone is 35 feet; an additional 10 feet, for a total of 45 feet, is allowed if the additional height is stepped back 10 feet from the façade of the building facing the street.

Design Standards:
Readopt the MBII design standards for the new DMU zone and requires residential uses to be built behind or above commercial spaces.

Specific Changes Include:

- Includes a provision for an applicant to apply for an exception to the commercial use requirement if not economically viable. A market analysis is required to obtain the exception.

Overlay Districts:
Repeals the overlay districts: Chapter 17.71, Adult Entertainment Overlay, Chapter 17.73, Historic Downtown Overlay, Chapter 17.74, Master Plan Overlay, Chapter 17.77, Transit Overlay, Chapter 17.78, Mineral Resource Lands Special District, and Chapter 17.79, Mixed-Use Overlay.

Off-Street Parking in the Downtown:
Amends Chapter 17.105, Off Street Parking Requirements in the MB Zoning Districts, to reference the new Downtown Mixed-Use district and added a map showing where parking is exempted.

All Code Reference Changes:
Includes a catch all section to include minor edits to correct references and abbreviations throughout Title 17 of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment I, by reference as though fully set forth herein.

ANALYSIS – FINDINGS OF FACT

Comprehensive Plan:
The City of Stanwood's current Comprehensive Plan was adopted in June of 2015 with various updates and amendments in the subsequent years. With the 2024 Comprehensive Plan Update, the Plan is being reorganized to be more concise, user friendly and comply with the requirements of the Growth Management Act and the Puget Sound Regional Council Policy Vision 2050. There are two primary objectives of the Comprehensive Plan update:

1. Examine the challenges faced by the community and provide strategies for overcoming those challenges, and
2. Identify opportunities for community growth as mandated by GMA and outlined in the Puget Sound Regional Vision 2050 Plan while preserving the City's small-town vision and quality of life.

The intent is to ensure that growth occurs in a way that considers quality of life, placemaking, and other community character goals. This update is not about adopting a new vision for the community, but instead builds upon decades of planning activities to update and refine the vision for the community. As a result of this approach, the updated plan employs a dramatically different look than previous plans and the resulting document is entirely new in its organization and format.

The Comprehensive Plan needed to be centered around a clear and succinct vision reflective of Stanwood values. The plan identifies seven core values: Sense of Community, Livability, Mobility, Growth, Economic Development, Environment, and Parks.

The number of policies had to be reduced. To make the document more readable than previous Comprehensive Plans the number of policies needed to be reduced to eliminate duplications, redundancies, and policies that had already been implemented.

The Comprehensive Plan needed to be reader friendly. The community will only take ownership of and embrace the Comprehensive Plan if they can read and understand it. For this to happen, the updated plan needed to be more attractive and readable than previous versions: reading the text had to be enjoyable and comprehensible to the typical resident. The highly technical voice of previous Comprehensive Plans had to be replaced with a story-telling voice and informative graphics that engaged the reader.

Plan for population, housing and employment growth targets while maintaining the City's "small, rural town" character.
Harmonizing the City's growth targets with the City's core values of Livability and Managing Growth resulted in creating a new Planned Industrial zone and providing options for increased housing in the downtown.

- *Employment Targets*: The city's existing land use zoning fell short of the employment growth targets. To meet the City's employment growth targets, a new Planned Industrial zone is proposed which increases the City's capacity and closes the job shortfall.
- *Population Targets*: The city's existing land use zoning has sufficient capacity to meet the 2044 population growth targets. However, housing is needed in the downtown area to support a vibrant business community: housing behind "Mainstreet" creates a population base to support local businesses and restaurants.
- *Housing Targets*: Creates opportunities for variety of housing types such as accessory dwelling units, duplexes, townhouses, mixed-use developments and cottages, thereby providing housing choices for people of all income levels.

The transportation element needed to provide more emphasis on pedestrians, bicyclists and transit.
To reflect current conditions, the Transportation Element's focus had to change from being almost exclusively about managing vehicular traffic to putting equal emphasis on meeting pedestrian, bicycle, and transit needs.

Updated the capital facilities element to be consistent with current city priorities.
Update the City's 6-year and 20-year project lists with cost estimates and funding sources. Clearly denoted that the Capital Improvement Plan project lists are updated annually with the City's budget process while requiring that the actual Capital Facilities Element is reviewed and updated with the Comprehensive Plan periodic update cycle per the Growth Management Act.

Zoning Code Amendments:
The Growth Management Act requires Comprehensive Plans and Zoning Codes to be consistent. Due to the land use changes in the Comp Plan, several zoning code changes are necessary to ensure consistency. Keep in mind, with the on-going Municipal Code Update project, if future changes are necessary, amendments can be made as the Unified Development Code is adopted.

1. *Integration of the MBI and MBII zoning districts into a new Downtown Mixed-Use District*. The purpose of creating this new zoning category is to combine the two Main Street Business districts into a single mixed-use district to eliminate confusion, promote commercial use next to major streets and allow residential in-fill above and behind commercial businesses. This new zoning

district provides additional opportunities to convert some of the vacant land or storefronts into mixed use buildings consistent with City policies for the district while helping to meet the City's Growth Management population and housing targets without negatively impacting existing single family residential zones. The permitted use matrix and development standards were updated to create this new zone.

2. *Conversion of the Light Industrial Zone to the new Planned Industrial Zone.* The purpose of creating this new zoning category is to convert the existing Light Industrial Zone into a new Planned Industrial Zone. This conversion maintains the uses in the Light Industrial zone but adds additional uses such as offices and retail businesses to support the industrial uses. This new zoning district provides additional job growth opportunities needed to meet the City's Growth Management Act mandated employment targets. The permitted use matrix and development standards were updated to create this new zone.

3. *Adoption of new Public Facilities Zoning Regulations*. Creation of a new Parks and Open Space (POS) land use and zoning designation requires the adoption of associated permitted uses and development standards. Currently all of our public parks are managed under various zoning districts – ranging from Single Family Residential to General Industrial. The City has received state funding for most of these parks from the Recreation and Conservation Office and have also purchased properties with Snohomish County Conservation Easement Funds which require these properties to be held in public ownership in perpetuity. By creating a new POS zoning category, the public and future law makers can easily see where the City's parks and open space areas are located in the city as well as the uses allowed in park properties and facilities.

4. *TN – Commercial Amendment*. Amendment to the Traditional Neighborhood zoning designation clarifies how commercial development can be integrated into all TN projects located adjacent to SR 532. The purpose of the TN zoning was to have a fully integrated, walkable neighborhood consisting of residential and small commercial businesses. The majority of the TN property has only been developed with residential uses. This amendment ensures that the TN properties located adjacent to SR 532 develops as mix-used projects.

5. *Minor Code "Scrub" Amendments*. Minor changes are being proposed to the Municipal Code to ensure consistency with these new zones and amendments.

The proposed amendments provide clear guidance and standards for future development in accordance with the City's 20-year planning horizon and ensures that the associated zoning districts provide clear standards and regulations to achieve overall vision of the 2024-2044 Comprehensive Plan amendments.

Policy Consistency:
Stanwood's Comprehensive Plan envisions a strong community that provides urban services while preserving its rural community heritage. The Plan envisions a community

with diverse commercial districts and a variety of housing types ranging from detached single family residential homes to mixed use commercial developments. The Comprehensive Plan's policies support the proposed Comprehensive Plan Amendments, rezones, and associated implementing code amends.

LUG – 4: 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 4.4: 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 the 20-year employment, housing, and population projects is available.

The full set of Findings of Fact and Conclusions for the 2024-2044 Comprehensive Plan and implementing zoning code changes can be found in Exhibit X attached to this packet.

Fiscal Impact
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. Implementation of the Plan will be managed through the adoption of yearly work plans, the City's budget, and Capital Improvement Plans.

RECOMMENDATIONS

Staff Recommendation:
Staff recommends that the Council accept the first reading of the proposed amendments and to proceed with the second reading.

Committee/Board Recommendation:
The Advisory Group, Planning Commission and City Council Community Development Committee have all reviewed the proposed amendments; their comments have been incorporated into the drafts. All groups have recommended to adopt the amendments.

CITY COUNCIL OPTIONS

1. Accept the first reading of Ordinances 1537 and 1538, updating the City's Comprehensive Plan and implementing zoning regulations, and direct staff to address specific Council issues or concerns prior to reconsidering the Plan.

2. Send the draft Comprehensive Plan back to the Planning Commission for further review to focus on the Council's recommended areas of concern.

PROPOSED MOTION

“I MOVE TO ACCEPT THE FIRST READING OF THE DRAFT 2024 - 2044 COMPREHENSIVE PLAN AND IMPLEMENTING ZONING ORDINANCE.”

CITY OF STANWOOD 2024 - 2044

COMPREHENSIVE PLAN

A GUIDE TO STANWOOD'S FUTURE

10.20

City of Stanwood 2024-2044
Comprehensive Plan

Adopted on Month XX, 2024 via
Ordinance 1537

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

Thank you to all those who have helped and participated in the 2024-2044 Comprehensive Plan Update process.

A special thank you to;

MAYOR SID ROBERTS

STANWOOD CITY COUNCIL MEMBERS

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

PLANNING COMMISSION

PARKS AND TRAILS ADVISORY COMMISSION

COMMUNITY ADVISORY GROUP

CITY STAFF

Finally, thank you to the Stanwood community and residents who helped shape the vision of this document and the vision of Stanwood's future.

CONTRIBUTING CONSULTANTS & ORGANIZATIONS

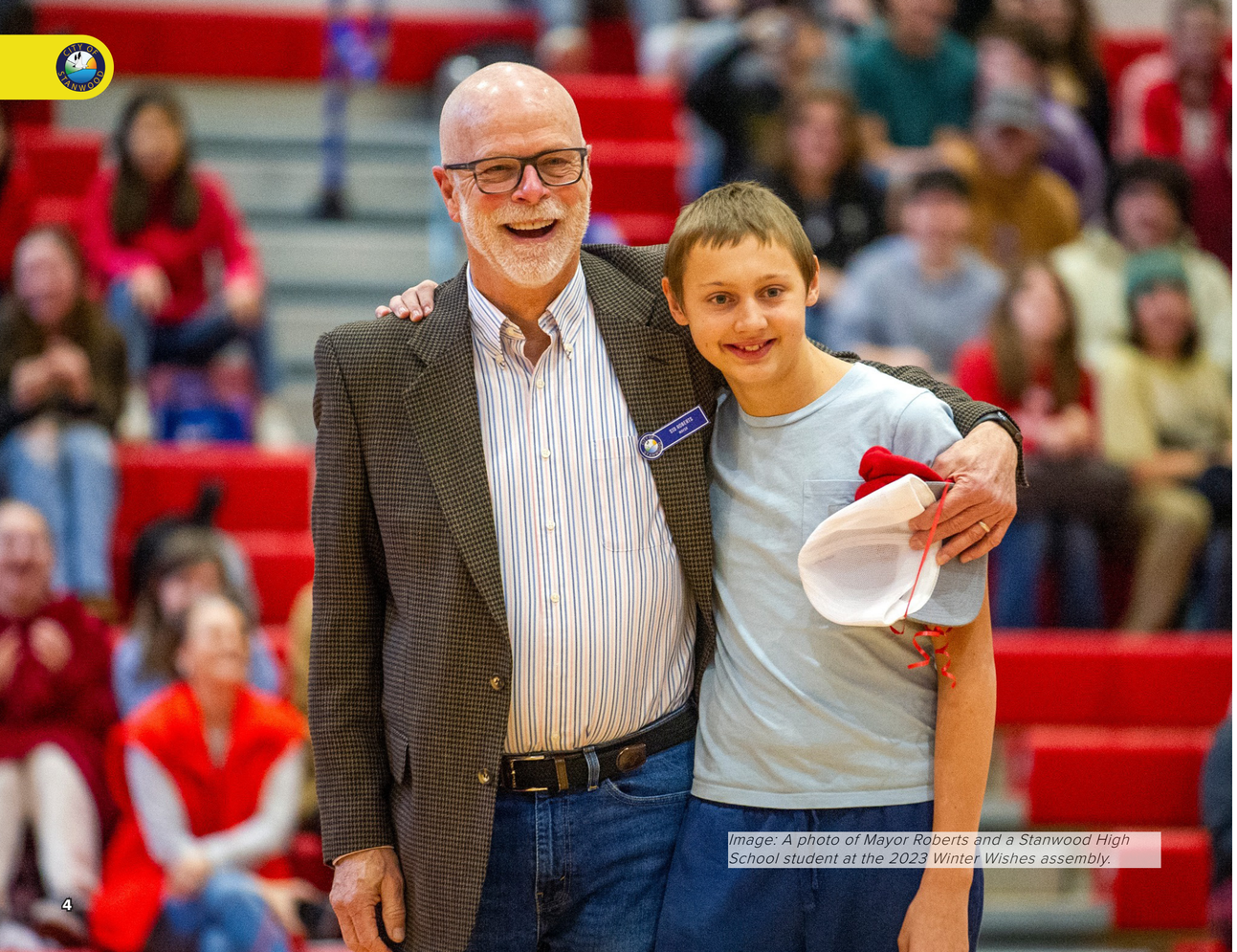


Image: A photo of Mayor Roberts and a Stanwood High School student at the 2023 Winter Wishes assembly.

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 growing. Building the City we desire requires that we dream big and face our challenges head-on. With an expected growth of 2,378 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, supports businesses, and invests our tax dollars responsibly and sustainably.

It is my pleasure to present our 2024 Comprehensive Plan. This Plan serves as a blueprint that acknowledges our City's history while striving to imagine what our future may hold. Through appropriate goals, policies, and programs, it serves as a decision-making tool to guide future growth and development. This Plan 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;
+ Promote our small-town character which gives the community its distinctive identity; and
+ Downtown Stanwood as the heart and core of the community.

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

Sincerely,
Mayor Sid Roberts

stuləgʷabš (People of the River)

Imagine...

...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 (sgʷadgʷadtəd) are included throughout this document

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

Images (above and below): Members of the Stillaguamish Tribe poling the river over the years.

Image: A photo from the 2013 Stillaguamish Salmon Ceremony.

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VOLUME II - APPENDICES

INTRODUCTION TO PLANNING

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

WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a long-term planning document that establishes city goals and policies 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 sets the foundation for the City's development, growth, and modern-day planning efforts. The Washington State Growth Management Act (GMA) establishes planning guidelines for the development and adoption of local comprehensive plans within the state.

In the 1980's and 1990's Washington experienced significant growth state wide. 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 the area. 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, sets goals and policies to guide future decision 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 should be provided,
+ What transportation policies are needed to effectively manage traffic, and
+ How new improvements should be funded.

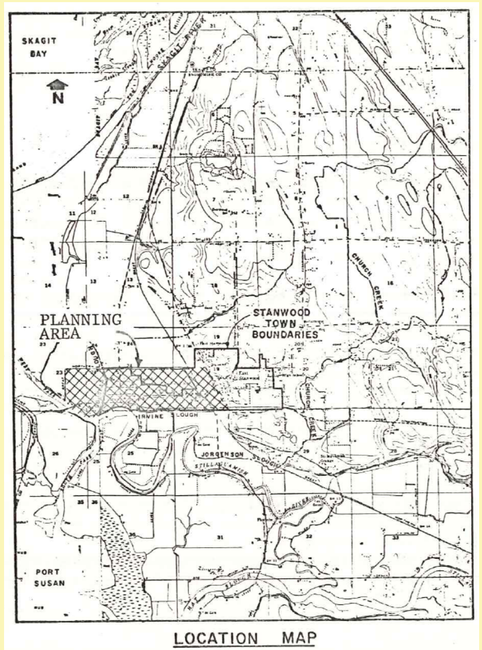


Image: Stanwood's first zoning map was adopted in 1967 via Ordinance 271. In 1975, the City adopted its first Comprehensive Plan which included the planning area shown above.

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, place-making, and other community character goals. This Comprehensive Plan update builds upon decades of community visioning to create a livable, and desirable future for Stanwood residents.

This Comprehensive Plan is intended to serve as a roadmap that guides decision making in the City. The goals throughout this document reflect the vision of the community and lead to implementable actions which include adopting policies, serving as the framework for future regulations, and acting as administrative guidelines for decision makers.

GROWTH MANAGEMENT ACT

The Growth Management Act (GMA) is a series of state laws that require 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 and enhance recreational opportunities

-Historic preservation: Identify and encourage historic 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 residents

-Public facilities and services: Ensure that those public facilities and services necessary to support development shall be adequate

-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-compliant Comprehensive Plan was adopted in 1995 and has been updated over the years to keep it current with City priorities and state requirements.

In response to 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, the 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 region which is comprised of Snohomish, King, Pierce, and Kitsap Counties. Stanwood is the most northern city within 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 accommodating the majority of future 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 just over approximately 1% of Snohomish County's total expected growth over the next twenty years.

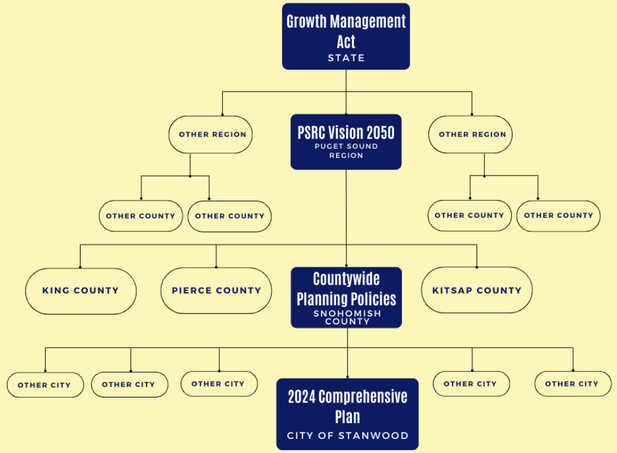


Exhibit Intro.1: Flow Diagram of Washington State's Comprehensive Planning process

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 IMPLEMENTED?

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

The 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 uses from industrial uses;
+ Preserves the "character" of the community by establishing housing types, density, allowed uses, lot coverage, setbacks, and building height limitations;
+ Protects critical areas such as shorelines, wetlands, streams, and wildlife; and
+ Includes building and subdivision design guidelines.

Implementation of the Comprehensive Plan is more than just adopting 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 specify 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 rescind the City's 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.

PalPaltəd
(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 area's 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, employment, and housing targets by providing a range of housing types and business opportunities that foster a healthy community while preserving adjacent rural lands.

Economic Development

Focus on retaining the City's role as the urban focal point of the Greater Stanwood area by pursuing new endeavors that support the downtown and leverage Stanwood's location 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, bringing 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.

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.

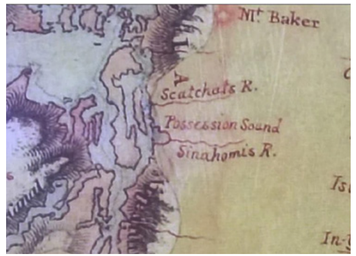
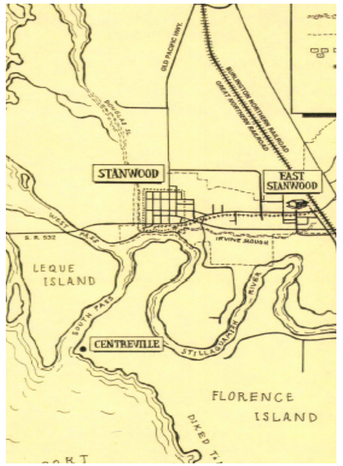


Image: An excerpt of an 1824 map based on the Hudson's Bay Company geographic data accumulated up to 1821, appears to depict the Stillaguamish River labeled as "Scatchats River" and the Snohomish River labeled as "Sinahomis River"

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



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 Klondikers 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.

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 farmers 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 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.

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.

Highways and Interstates

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

East and West Stanwood Consolidation

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

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".

Housing Boom and Recession

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 experienced rapid growth again.

COVID-19: More Residents and Development

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

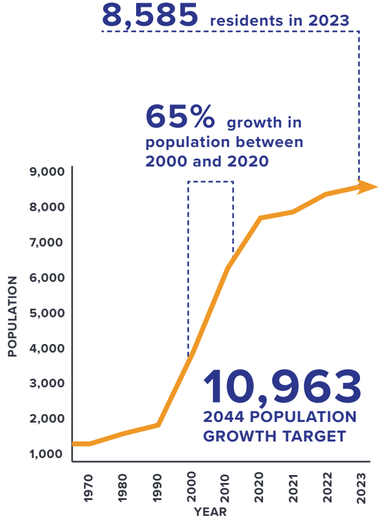


Exhibit Intro.2: Stanwood Population Growth Chart from 1970-2023

37.2 MEDIAN AGE in 2013

VS.

31.5 MEDIAN AGE in 2023

Exhibit Intro.3: Stanwood Median Age 2013 vs 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

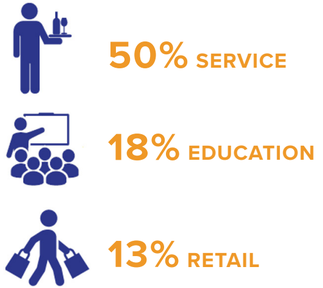


Exhibit Intro.4: 2023 Stanwood Employment by Job Sector and Median Income

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 professionals 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.

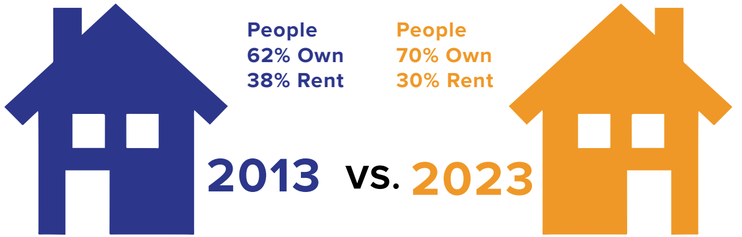


Exhibit Intro.5: 2013 versus 2023 Stanwood Housing Comparison

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 including units permitted and 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 encompasses 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.

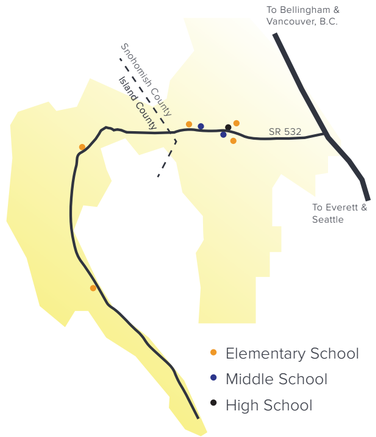


Image: A map showing the boundaries of the Stanwood-Camano School District

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

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

+ 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.

WHO WE ARE: WELCOME TO STANWOOD

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.

LAND USE : KEY TAKEAWAYS

COMMUNITY VALUES

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

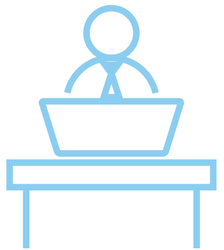
GROWTH TARGET

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

KEY TAKEAWAYS



JOB TARGETS

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

WHAT ARE COMPREHENSIVE PLAN GOALS AND POLICIES?

Each element of the Comprehensive Plan includes its own set of associated goals and policies.

Goals represent the broad, overarching aspirations of a community. They articulate what the community hopes to achieve in various areas, such as land use, housing, transportation, and the environment. For instance, a goal might be to create a vibrant, walkable city center or to protect natural resources. They provide a long-term direction and set the stage for more detailed policies. Goals are often aspirational and reflect the community's values and priorities.

Policies are specific, actionable guidelines that outline how the goals will be achieved. They provide detailed instructions on how to implement the broader aspirations set out in the goals. For example, if a goal is to increase affordable housing, the policies might include strategies for zoning changes or incentives for developers. Policies offer a clear framework for decision-making by local government officials and agencies. They help ensure that decisions related to land use, budgeting, and other areas are consistent with the community's goals and overall plan.

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 pursuant to 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.

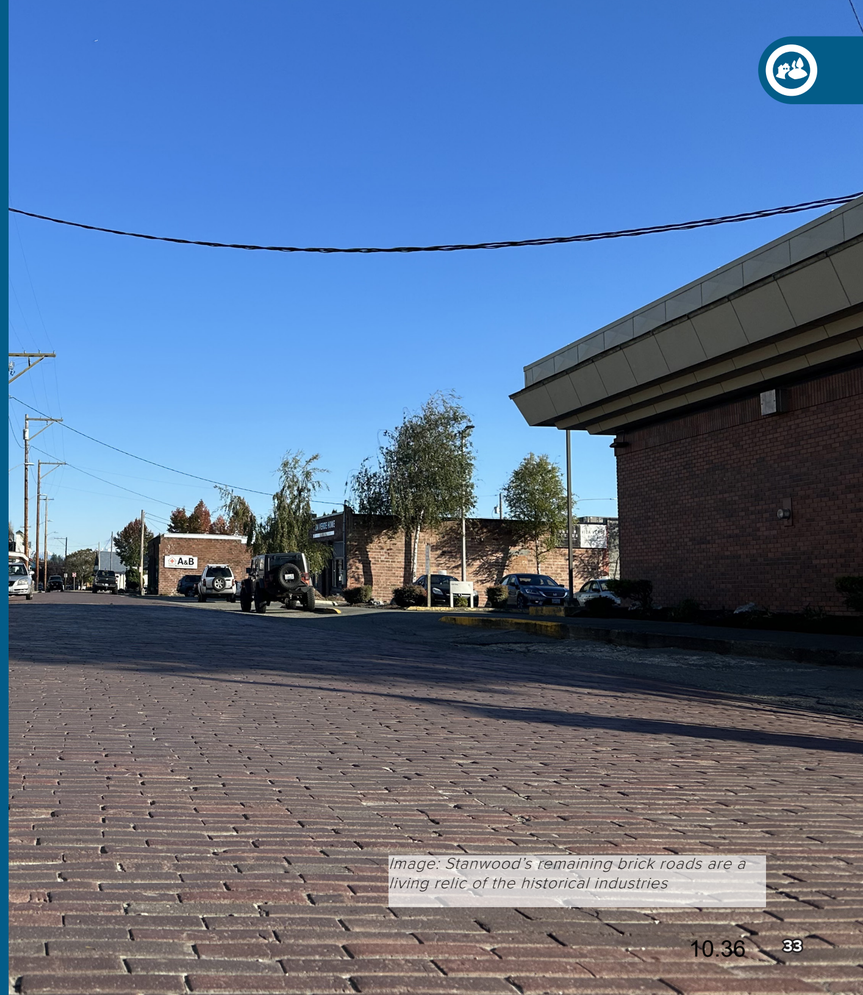


Image: Stanwood's remaining brick roads are a living relic of the historical industries

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.

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, preserves the surrounding rural areas for farming and agricultural uses for future generations.

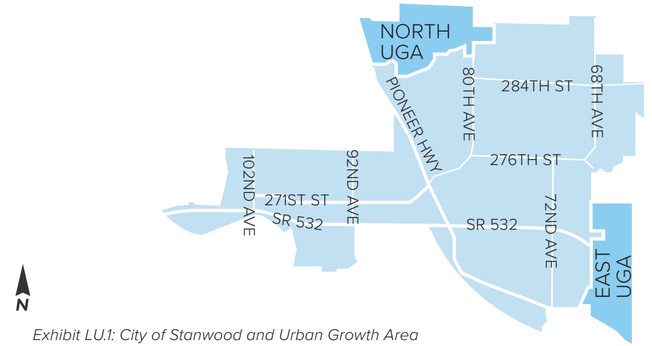


Exhibit LU.1: City of Stanwood and Urban Growth Area

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 this Comprehensive Plan, regionally adopted plans, and the Growth Management Act.

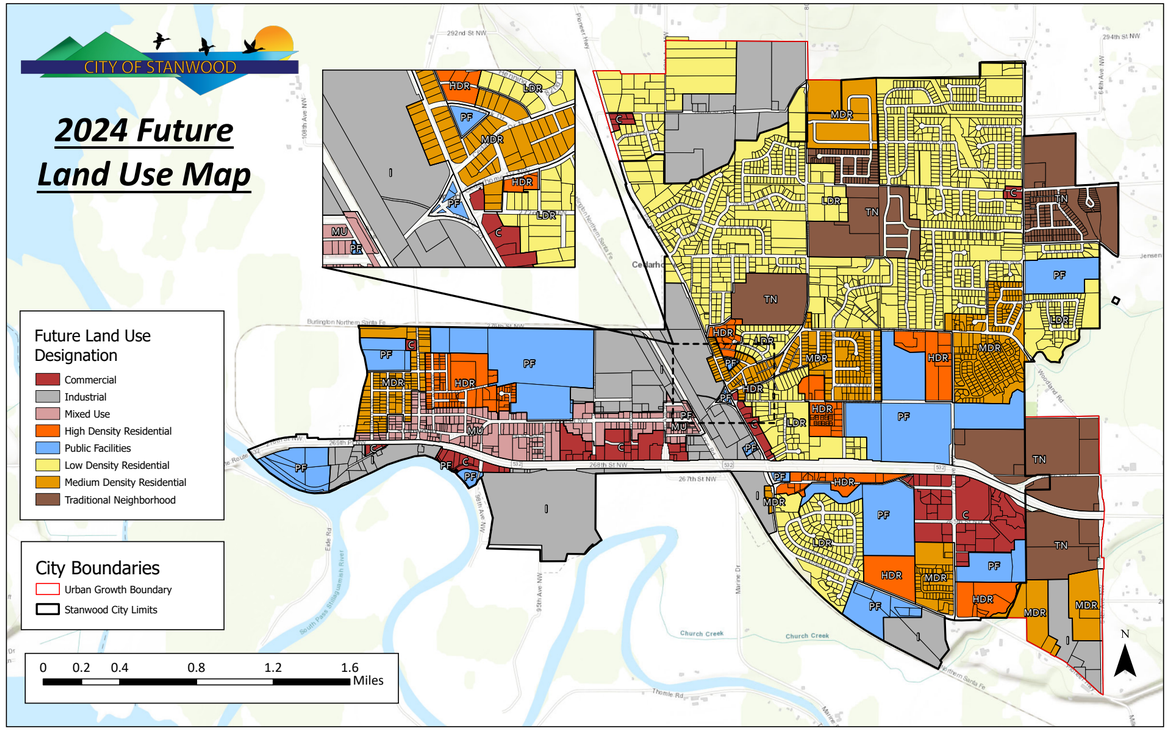


Exhibit LU.2: 2024 Future Land Use Map (FLUM)

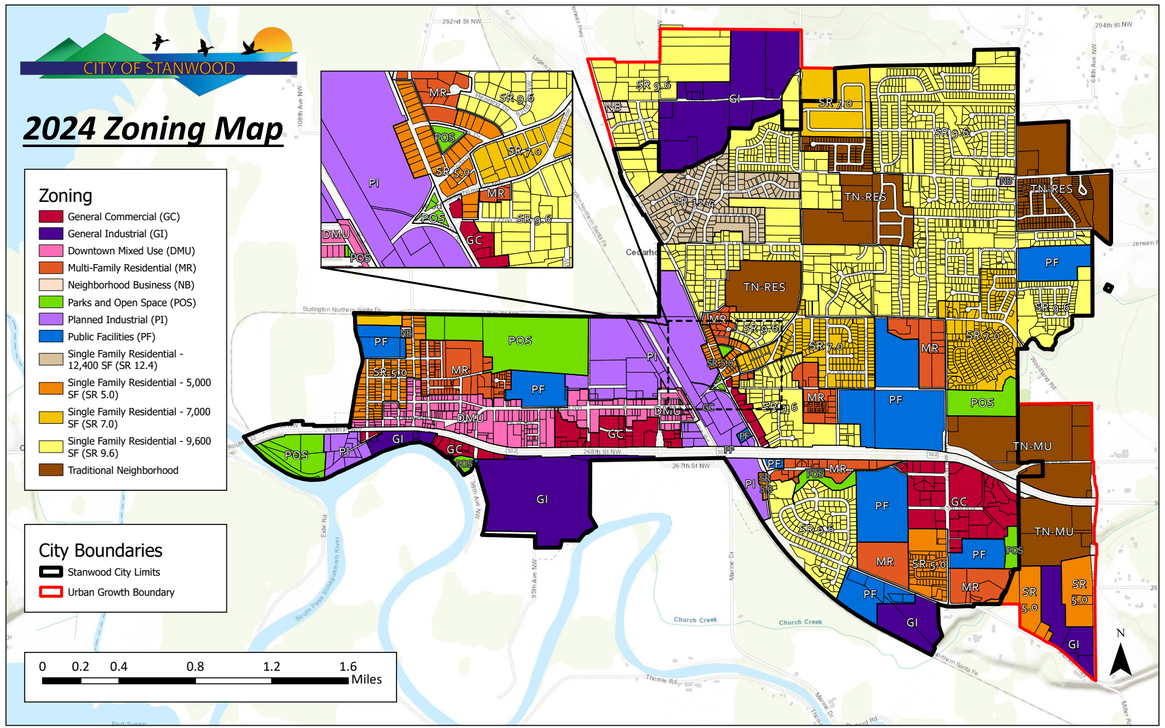


Exhibit LU.3: 2024 Zoning Land Use Designation Map

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 and growth should be concentrated within the City's 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, under-invested, 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: Support the protection of valuable agricultural and forest lands within unincorporated Snohomish County by partnering and participating in conservation futures programs, applying for federal conservation grants, collaborating with local land trusts, and limiting expansions of the Urban Growth Area boundaries in accordance with the Right to Farm Act to maintain the area's rural character.

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

LAND USE MANAGEMENT

Designating certain lands for certain uses is one way the City can manage its growth. There are two types of land use designation; a property's future land use designation and its zoning designation. The future land use designation demonstrates the community's goals and desires for where specific types of development should be located. The zoning designation implements the goals and policies of the Comprehensive Plan and future land use designations. The future land use map is a community's visual guide to future planning. The map shows the community's shared vision regarding where new development should occur, where industrial uses should be accommodated, and where higher densities may be appropriate.

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.

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.

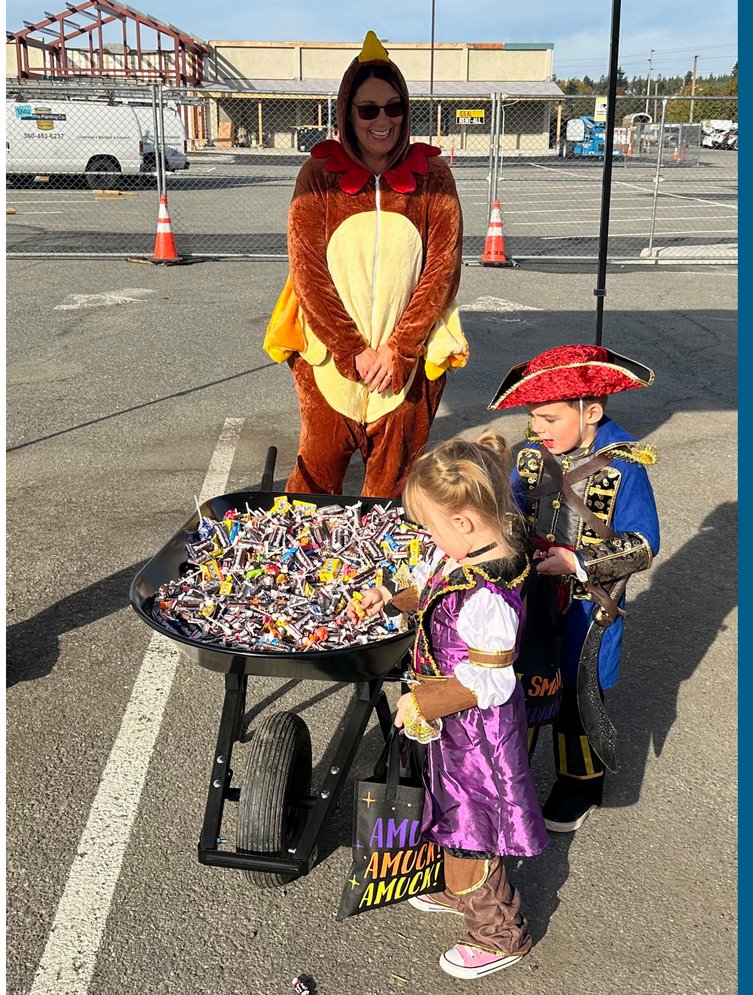


Image: The "future" of Stanwood seen trick-or-treating at the City's Ghouls Night Out event.

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.

LUP 4.7: Future plans, policies and regulations shall eliminate barriers that have prevented historically marginalized communities and people of color from owning and developing land in the City of Stanwood.

LUP 4.8: Reduce disparities in access to opportunities for all residents through inclusive community planning.

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.

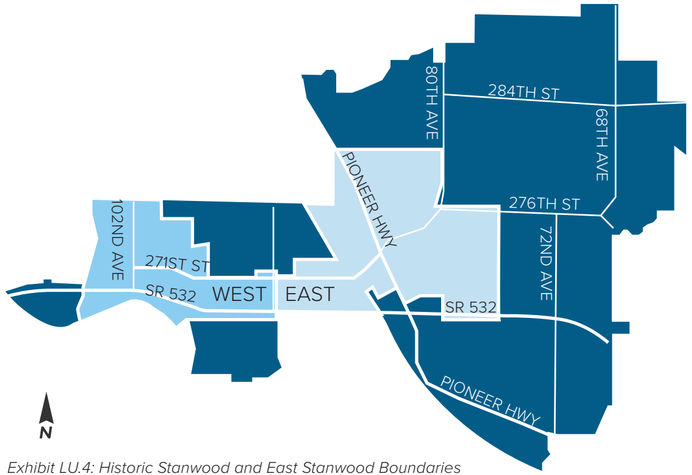


Exhibit LU.4: Historic Stanwood and East Stanwood Boundaries

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 emulate Stanwood's culture and history, including but not limited to Early Century architectural styles and details.

LUP 5.3: Recognize Stanwood as 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.

DOWNTOWN STANWOOD

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. "East-End" and "West-End" are representative of the historical commercial hubs, approximately one mile apart, and are connected by the Central District. The historic rivalries between West-End and East-End have had legacy effects on the visual appearance and uses found in each area. The City is investing in unification of the East-End and West-End through the City Beautification Action Plan.

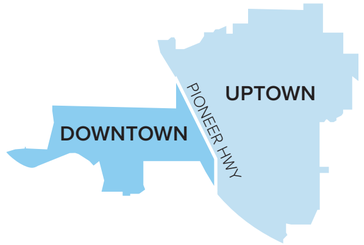


Exhibit LU.5: Downtown and Uptown Stanwood Boundaries

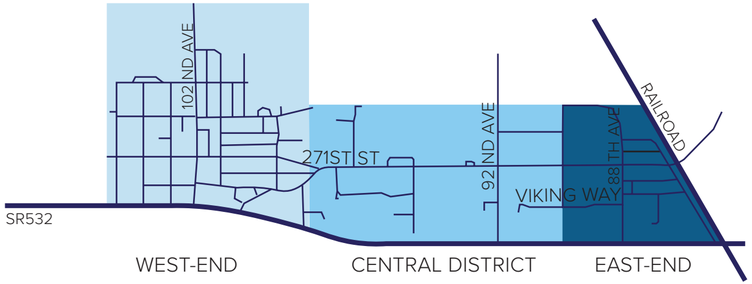


Exhibit LU.6: Delineation of Downtown Districts

WEST-END

The west end 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 West-End.

CENTRAL DISTRICT

The Central District connects West-End to East-End. 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 West-End and East-End.

EAST-END

The east end 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 East-End 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, East-End 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.

A MIX OF COMMUNITY NEEDS

As the City has grown, so has the diversity of the community. Subsequently, the diversity of community needs has also increased. Allowing for "mixed-use development" is one way a City can try to meet the various needs of its residents.

Mixed-use spaces combine residential, commercial, and sometimes recreational facilities. Residents can access shops, restaurants, and services within walking distance, making daily life more convenient and efficient. By integrating businesses and services into residential areas, mixed-use developments can stimulate local economies. This can create job opportunities, support small businesses, and contribute to a vibrant, bustling community atmosphere. Mixed-use areas also foster social interactions by bringing people together. The presence of cafes, shops, and public spaces encourages residents to engage with their neighbors and participate in community activities.

LUG-6: 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 6.1: 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 6.2: Maintain attractive landscaping, vistas, and open spaces along SR 532.

LUP 6.3: 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 6.4: Work with WSDOT to improve the quality of SR 532 and its capacity for vehicle traffic, bicycle traffic, and pedestrian travel.

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 31.5 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, 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.

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 over 62 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 West-End to East-End 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.

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 78.4 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.

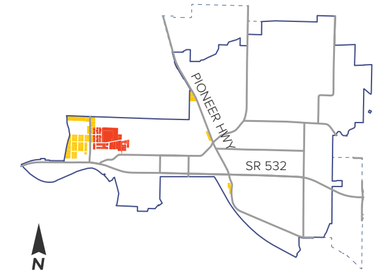


Exhibit LU.7: Downtown Residential Lands

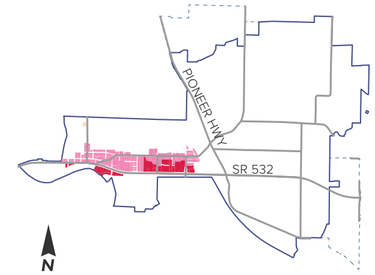


Exhibit LU.8 Downtown Commercial and Mixed Use Lands

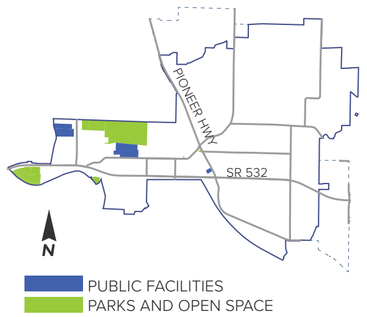


Exhibit LU.9: Downtown Publicly Owned Lands

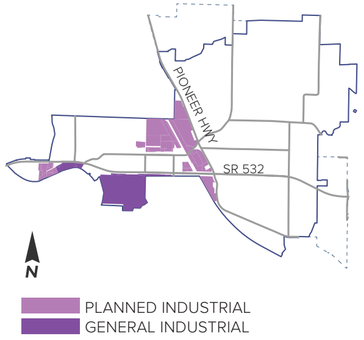


Exhibit LU.10: Downtown Industrial Lands

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 East-End 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.

LUG-7: HISTORIC CHARACTER

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

LUP 7.1: Recognize desired architectural qualities of 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, in addition 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.

LUG-8: 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 8.1: 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 8.2: Support residential, commercial, and mixed use re-development of the downtown and recognize the area as a transit and pedestrian focused.

LUP 8.3: Encourage a compact Downtown to facilitate easy pedestrian and bicycle access between shops, buildings and surrounding neighborhoods.

LUP 8.4: Foster an atmosphere in the Downtown in which customers are encouraged to park their cars and walk to multiple shops and services.

LUP 8.5: Reduce the proliferation of driveways by encouraging shared access.

LUP 8.6: Support increased bus service in the area around the transit center in East-End serving the Amtrak railroad station.

LUP 8.7: Encourage buildings to be located closer to streets and sidewalks, and parking areas to be located behind the buildings.

LUP 8.8: 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 8.9: 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 8.10: 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 8.11: 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 8.12: 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 8.13: Reduce the visual impact of existing surface parking lots through techniques such as accessory commercial development on pads, and landscaping.

LUP 8.14: 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 8.15: Develop a vital, an inviting and attractively designed Downtown.

LUP 8.16: Advocate for greater pedestrian scale and attractive façades with incentive programs or grants and collaboration with developers, community organizations, and property owners.

LUP 8.17: 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 8.18: 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 8.19: Support the creation of a creative district celebrating the local arts and culture in Downtown.

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.

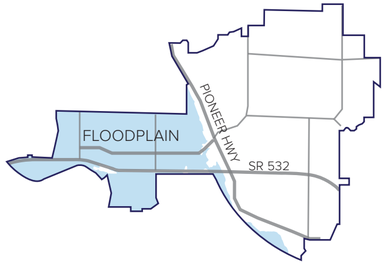


Exhibit LU.11: Map of the 100-year Floodplain

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.

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.

UPTOWN STANWOOD

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 661.5 acres of single-family zoned land, 77.9 acres of multi-family zoned land, and 137.6 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 was intended to allow flexibility for a variety of housing types and limited commercial uses. 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; but no new commercial uses. The City should consider future amendments to the municipal code to encourage limited commercial uses in the Uptown residential areas consistent with the intent and purpose of the Traditional Neighborhood zone.

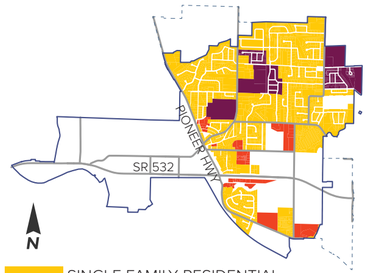


Exhibit LU.12: Uptown Residential Lands

COMMERCIAL AND MIXED USE DEVELOPMENT

Uptown has approximately 58.6 acres of commercial zoned land and 24.8 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.

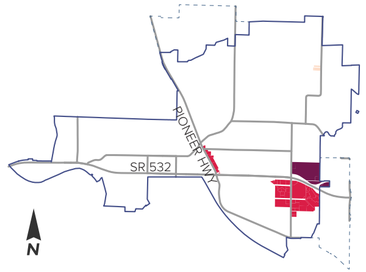


Exhibit LU.13: Uptown Commercial and Mixed Use Lands

PARKS, OPEN SPACE AND PUBLIC FACILITIES

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

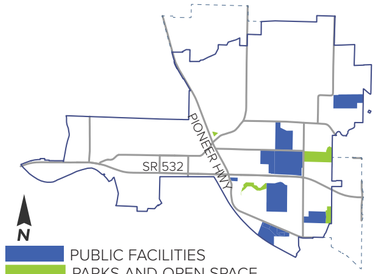


Exhibit LU.14: Uptown Publicly Owned Lands

INDUSTRIAL DEVELOPMENT

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

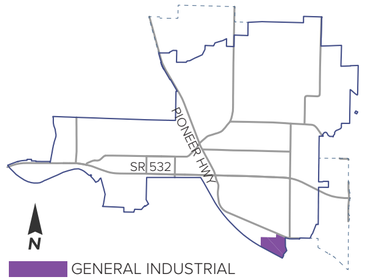


Exhibit LU.15: Uptown Industrial Lands

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.

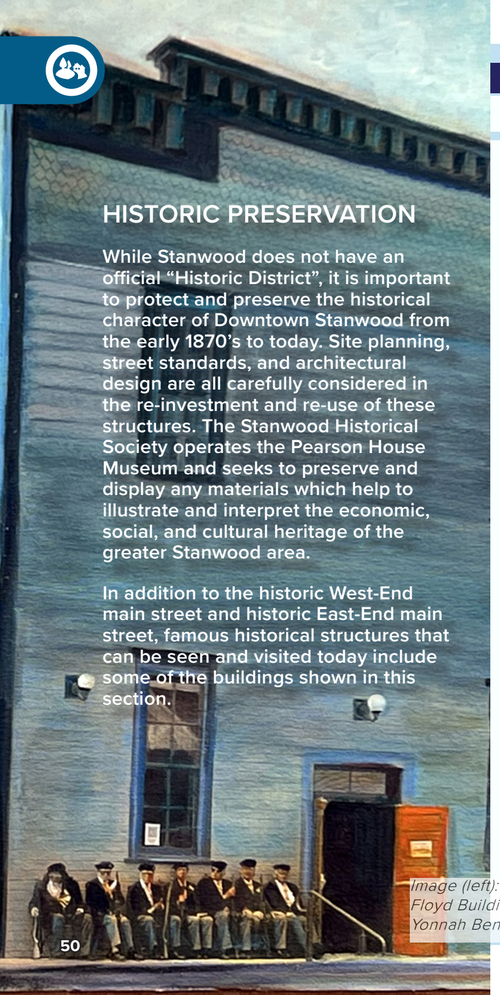
LUP 9.4: Allow surface parking to accommodate shopping centers in the Uptown District with limited restriction on the location of parking.

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.

LUP 9.8: Consider an amendment to the Municipal Code allowing small scale independently owned commercial uses along arterials in the uptown residential area to support neighborhood livability and support pedestrian-oriented needs such as commercial day cares, coffee shops, and personal services. Uses and buildings should be compatible with the associated neighborhood scale by considering parking, landscaping, building height, design, pedestrian access, and the appropriate permitting process. Strip malls, commercial chain businesses, or franchises do not meet the intent of this policy.



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 West-End main street and historic East-End main street, famous historical structures that can be seen and visited today include some of the buildings shown in this section.

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

Historic Structures in Stanwood

Name of Historic Structure	Original Construction Date	Location	
D.O. Pearson House	1890	27112 102nd Ave NW	
Historic Photo		*Current Photo*	
Floyd Norgaard Cultural Center	1903	27130 102nd Ave NW	
Historic Photo		*Current Photo*	
First National Bank	1904	10101 270th St NW	
Historic Photo		*Current Photo*	
Sons of Norway Hall	1914	9910 270th St NW	
Historic Photo		*Current Photo*	
Hartney's Style Shop	1925	10111 270th St NW	
Historic Photo		*Current Photo*	
Volunteer Fire Station	1929	10209 270th St NW	
Historic Photo		*Current Photo*	

Historic Structures in Stanwood

Name of Historic Structure	Original Construction Date	Location	
Stanwood Hotel	1892	26926 102nd Ave NW	
Historic Photo		*Current Photo*	
Stanwood Hardware & Furniture Co.	1902	10008 270th St NW	
Historic Photo		*Current Photo*	
Masonic Hall	1890	27205 102nd Ave NW	
Historic Photo		*Current Photo*	
Presbyterian Church	1906	10101 271st St NW	
Historic Photo		*Current Photo*	
Peterson Buildings	1929	10020 270th St NW	
Historic Photo		*Current Photo*	
Elite Milinery	1919	10017 270th St NW	
Historic Photo		*Current Photo*	

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.

LUP 10.8: Evaluate options to preserve the City's unique history and historic properties by forming a historic district, adopting a historic preservation ordinance or adopting neighborhood-specific design guidelines that support the economic vitality of downtown.

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.

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*

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.

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 shorelines, wetlands, and rivers, is in the Natural Environment elemental chapter.

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 Facilities Element.

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.

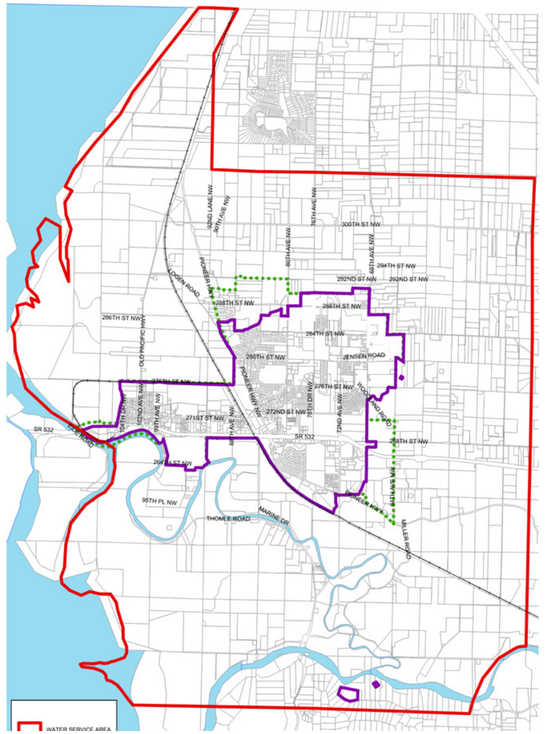


Exhibit LU.16: Map of Stanwood's Public Water Service Area

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 1,598 acres in size, not including public right-of-way's. Stanwood is divided into 13 different zoning designations. Low density and medium density Single-Family Residential zones comprise approximately 43% of the City, while 36% of the City is zoned for higher density residential and mixed use developments. The remaining City lands consist of industrial lands (14%), commercial lands (6%), and land zoned for public use and facilities (17%).

CITY OF STANWOOD 2024 CURRENT LAND USE INVENTORY

COMPREHENSIVE PLAN DESIGNATION	LAND USE ZONING DESIGNATION	TOTAL CITY ACRES	DEVELOPED ACRES	PARTIAL ACRES	REDEVELOPABLE ACRES	VACANT ACRES	ACRES WITH PENDING PROJECTS	APPROX. PERCENT OF CITY
LOW DENSITY RESIDENTIAL	SINGLE FAMILY RESIDENCE 12,400 SF	57.78	56.78	0.73	0.27	0.0	0.0	4%
	SINGLE FAMILY RESIDENCE 9,600 SF	465.96	360.57	60.49	30.99	3.02	10.90	29%
	LOW DENSITY RESIDENTIAL SUBTOTAL	**523.74**						**33%**
MEDIUM DENSITY RESIDENTIAL	SINGLE FAMILY RESIDENCE 7,000 SF	117.56	77.88	11.10	0.0	4.94	23.64	7%
	SINGLE FAMILY RESIDENCE 5,000 SF	51.74	39.31	7.67	2.60	2.18	0.0	3%
	MED. DENSITY RESIDENTIAL SUBTOTAL	**169.30**						**11%**
HIGH DENSITY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL	**105.72**	**51.52**	**16.21**	**21.86**	**16.12**	**0.0**	**7%**
TRADITIONAL NEIGHBORHOOD	TRADITIONAL NEIGHBORHOOD - RES	137.59	46.33	16.68	40.27	0.0	33.71	< 9%
	TRADITIONAL NEIGHBORHOOD - MU	24.84	0.0	0.0	0.0	0.0	24.84	< 2%
	TRAD. NEIGHBORHOOD SUBTOTAL	**162.43**	**46.93**	**16.68**	**40.27**	**0.0**	**58.55**	**10%**
MIXED USE	DOWNTOWN MIXED USE	**62.28**	**25.38**	**15.96**	**19.0**	**0.64**	**1.30**	**4%**
COMMERCIAL	GENERAL COMMERCIAL	86.58	21.66	26.43	31.62	3.82	3.05	5%
	NEIGHBORHOOD BUSINESS	2.42	1.12	0.0	1.30	0.0	0.0	< 1%
	COMMERCIAL SUBTOTAL	**88.99**	**22.78**	**26.43**	**32.92**	**3.82**	**3.05**	**6%**
INDUSTRIAL	GENERAL INDUSTRIAL	96.15	95.56	0.0	0.0	0.59	0.0	6%
	PLANNED INDUSTRIAL	119.72	25.79	48.52	13.41	25.73	6.29	7%
	INDUSTRIAL SUBTOTAL	**215.87**	**121.35**	**48.52**	**13.41**	**26.32**	**6.29**	**14%**
PUBLIC FACILITY	PUBLIC FACILITIES	165.65	151.26	0.0	14.39	0.0	0.0	10%
	PARKS AND OPEN SPACE	104.16	88.06	0.0	0.0	16.09	0.0	7%
	PUBLIC FACILITIES SUBTOTAL	**269.81**	**239.32**	**0.0**	**14.39**	**16.09**	**0.0**	**17%**
CITY TOTALS		**1,598.15**	**1,041.82**	**203.78**	**175.70**	**73.14**	**103.72**	**100%**
			65%	**13%**	**11%**	**5%**	**6%**	

Exhibit LU.17: Current Land Use Inventory

CURRENT LAND USE INVENTORY: FAST FACTS

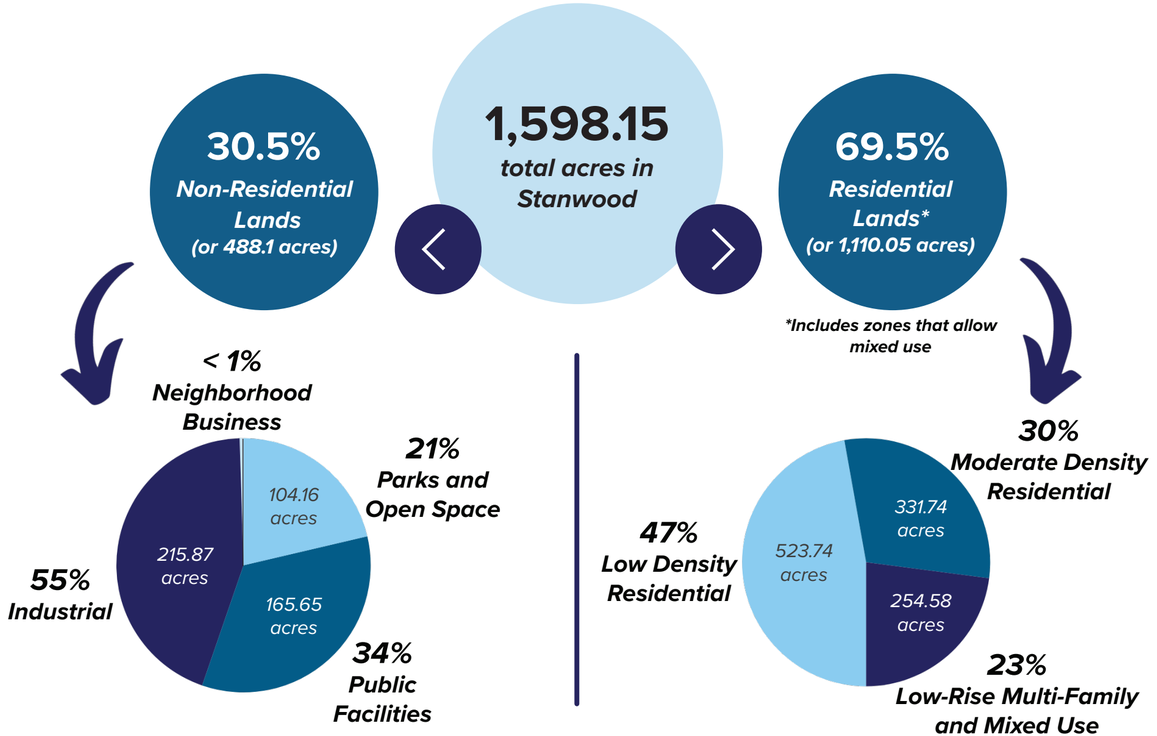


Exhibit LU.18: Breakdown of Stanwood's lands by percentage

CURRENT LAND USE INVENTORY: LAND CAPACITY STATUS

Not including land zoned for Public Facilities or Parks and Open Space, roughly 68% of the land within Stanwood is considered "developed" or currently in the permitting process. The remaining 32% of land is categorized as either vacant, partially-utilized, or redevelopable. This remaining land 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 57 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 (25.7 vacant acres) with Multi-Family Residential having the second highest vacant acreage (16.1 vacant acres).

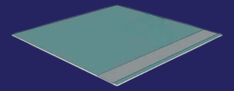
Partially-used properties are parcels where **existing structures use a portion of the site and additional development is possible without demolition of existing structures**. Excluding public lands, Stanwood has approximately 203.8 acres of partially-used land. Partially-used lands comprise 15% of the total City and 48% of under-developed lands. The majority of partially-used lands are located within the Single-Family Residential 9.6 zone (60.5 partially-used acres) and the Planned Industrial zone having the second highest total of partially-used acreage (48.5 partially-used acres).

Redevelopable properties are parcels with **existing structures that under-utilize the lot, and if demolished, could accommodate additional development at a higher intensity**. Excluding public lands, Stanwood has approximately 161.3 acres of redevelopable land. Redevelopable lands comprise 12% of the total City and 38% of under-developed lands. The majority of redevelopable lands are located within the Traditional Neighborhood zone (40.27 redevelopable acres) with the General Commercial zone having the second highest (31.6 redevelopable acres).

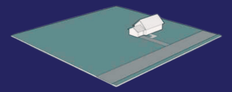
HOW IS LAND STATUS DETERMINED?

The existing status of land is determined through the ***"Buildable Lands Report"*** (BLR) process. The Buildable Lands Report looks at allowed versus achieved densities for each property in the City. Residential unit counts are obtained and compared against the maximum use of the property. If the achieved density is significantly lower than the allowed density, then that property is considered to have "capacity" and will be classified as either vacant, partially-used, or re-developable.

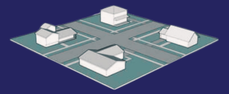
Example:
Vacant Parcel
No existing units



Example:
Partially-Used Parcel
Some existing units at a lower density than the maximum allowed. The land has room for more structures around the existing units.



Example:
Redevelopable Parcel
Some existing units at a lower density than the maximum allowed. The land has no room for additional units, and existing structures would need to be demolished to achieve maximum density.



Example:
Developed Parcel
Existing units at a density comparable to the maximum allowed density.

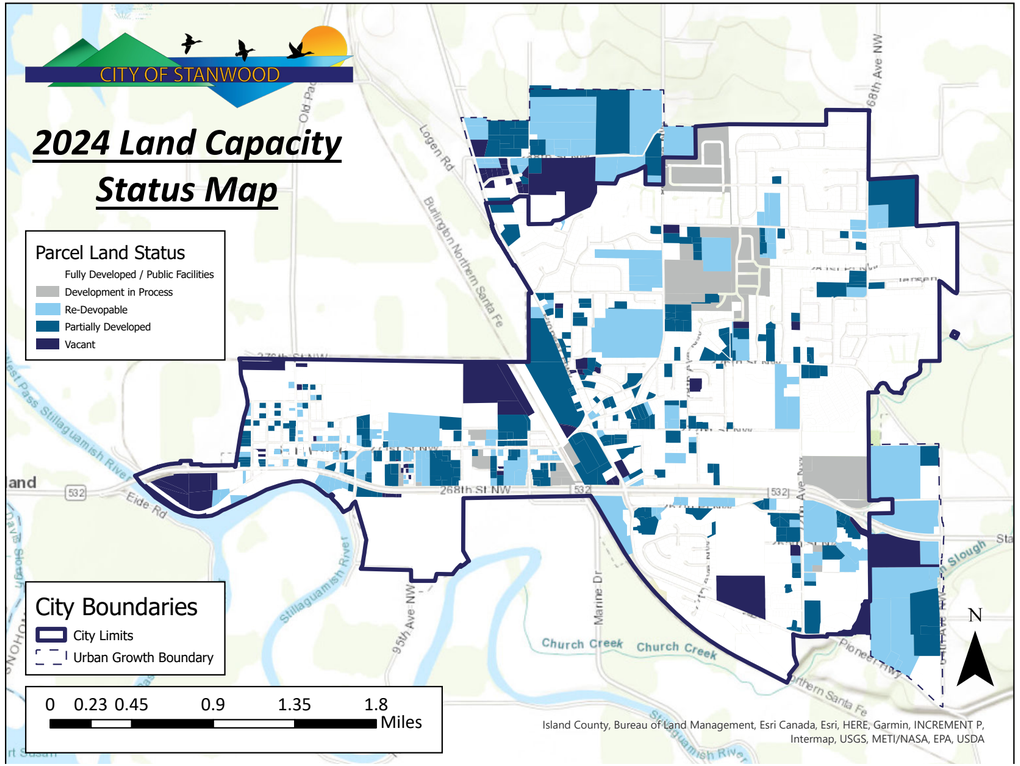


Exhibit LU.19: 2021 Land Capacity Status Map

ANNEXATION

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

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

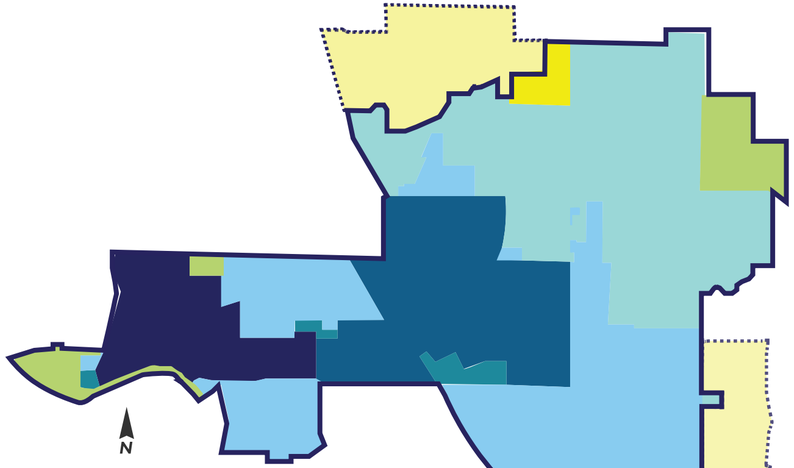


Exhibit LU.20: Annexations Since 1940

- WEST STANWOOD BOUNDARY
- EAST STANWOOD BOUNDARY
- 1940s - 1960s ANNEXATIONS
- 1970s - 1990s ANNEXATIONS
- 2000 - 2009 ANNEXATIONS
- 2010 - 2018 ANNEXATIONS
- 2020 - 2022 ANNEXATIONS
- POTENTIAL FUTURE ANNEXATIONS
- CITY LIMITS
- UGA LIMITS

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.21: City of Stanwood 2044 Growth Targets

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). To determine population capacity, the housing capacity was converted using a persons per household factor of 2.60. This can be used to estimate a maximum population capacity. The actual persons per household will vary per unit, and Stanwood will likely see less population growth than the maximum capacity. The Capacity Analysis took the 2020 population of 7,705 and the remaining available lands population capacity of 5,876. This results in a maximum 2044 population capacity of 13,581, 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 1.23% per year.

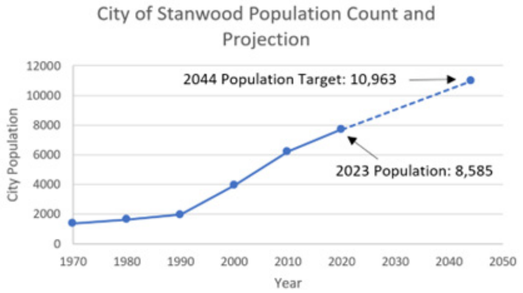


Exhibit LU.22: Stanwood Population Projection, 1970 - 2044

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 1,199 new housing units, and the remaining available lands housing capacity of 2,260. This results in a total 2044 housing capacity of 6,437, 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 1.6% per year.

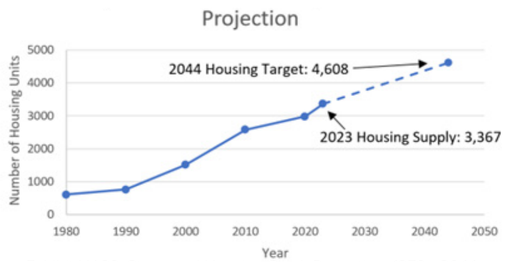


Exhibit LU.23: Stanwood Housing Stock Projection, 1970 - 2044

HOUSING AFFORDABILITY AND EMERGENCY HOUSING 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 and emergency housing 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 162 new jobs, and the remaining available lands employment capacity of 3,543 jobs. This results in a total 2044 employment capacity of 7,569 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 1.4% 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 14.1: Commercial developments should include pedestrian connectivity promoting an inviting and walkable City.

LUP 14.2: 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 14.3: Encourage neighborhood scale commercial nodes in the Traditional Neighborhood and Neighborhood Business designations with businesses that provide essential goods and services. .

LUP 14.4: 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 14.5: 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 14.6: 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 15.1: Focus job growth and business development within the Planned Industrial zone with corresponding improvements along the City’s major transportation corridors.

LUP 15.2: 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 15.3: 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 16.1: Discourage industrial development that would negatively impact residential and commercial land uses, shorelines, and environmentally sensitive areas.

LUP 16.2: 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 16.3: 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: LIVABLE 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 and RCW 36.70.a.070 to reduce wildfire risks.

PalPal
(HOUSE)

WHERE WE'RE GOING: HOUSING

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

HOUSING : KEY TAKEAWAYS

COMMUNITY VALUES

- SENSE OF COMMUNITY
- LIVABILITY
- GROWTH
- ECONOMIC DEVELOPMENT

GROWTH TARGET

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

YOUNGER HOUSEHOLDS

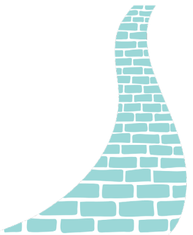
While there is a healthy aging in place community that exists – more young professionals and families are moving to Stanwood because it is still a relatively affordable community with nearby highway access to Urban Centers. As a result, households are becoming younger and smaller.

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.

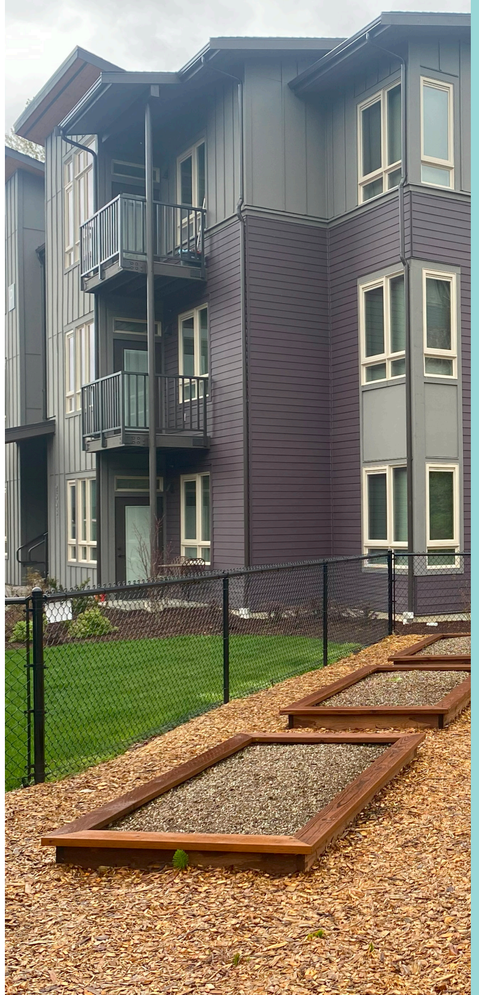
COMMUNITY ENGAGEMENT

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 storefronts 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

10.55

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

Update the Stanwood Municipal Code to allow for the 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, permanent supportive housing, apartments, condominiums, 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.

HP 2.6: Encourage and support the development of a variety of housing types that effectively uses the City's remaining land supply to meet housing needs, including accessory dwelling units, cottages, manufactured homes and similar infill housing types.

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.

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.

AGE PROFILE OF STANWOOD

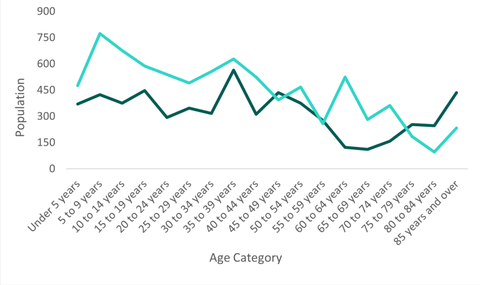


Exhibit H.1: Age Range of Stanwood's Population in 2010 versus 2022 (ACS S0101:Age and Sex 2010 and 2022 5-Year Estimates)

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

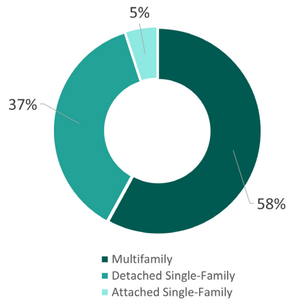


Exhibit H.2: Percentages of residential building permits submitted in 2021

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 then 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.

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.

10,963 People

2044 Population and Housing Growth Targets

4,608 Houses

+114 people per year to reach 2044 target

+59 homes per year to reach 2044 target

STANWOOD IS ON TRACK TO MEET ITS POPULATION AND OVERALL 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: Using the Housing Action Plan as guidance, respond to community growth needs by providing a variety of housing opportunities for homeowners and renters that are affordable to everyone now and into the future.

HP 3.2: Analyze and implement the strategies contained in the Housing Action Plan when updating land use policies or updating the municipal code to encourage housing opportunities for people of all income levels, ages, and assistance needs.

HP 3.3: Continue to partner with the Stanwood-Camano Community Resource Center to distribute housing assistance through the Sales and Use Tax for Affordable Housing.

HP 3.4: Allow for appropriate special needs housing throughout the residential neighborhoods, in accordance with state law, for those with physical, mental, or emotional disabilities.

HP 3.5: Allow for licensed group homes and similar residential care facilities throughout the residential neighborhoods in accordance with state law.

HP 3.6: Provide opportunities for siting non-stick built housing such as modular housing, manufactured housing, and other types of pre-fabricated housing.

HP 3.7: 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 3.8: 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)

CALCULATING STANWOOD'S HOUSING NEED

PLANNING FOR AFFORDABILITY

In order to plan for and accommodate 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 interjusridictional Snohomish County Tomorrow collaborative. The housing need targets also include targets for ***non-permanent supportive housing***, ***permanent supportive housing***, and ***temporary emergency housing***.

STEP 1: What are the 2044 growth targets?

The first step in determining Stanwood's housing need is to understand the assigned growth targets. The housing growth targets are determined by the Housing Characteristics and Needs in Snohomish County Report. This report was produced by the County in response to County-Wide Planning Policy HO-5.

The report includes vital data on population and housing trends in Snohomish County and each of the cities. This information helps guide Stanwood in creating policies that support developing housing.

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*

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

2044 Emergency Housing Growth Target

Emergency Housing	2044 Growth Target
Temporary Emergency Housing Need	*106*

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 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:

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

2044 Housing Growth Targets by Housing Type

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

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

The third step is to compare the assigned growth targets to Stanwood's existing housing stock. Similar to the land capacity analysis process described in the Land Use Element, this involves subtracting the existing housing stock from the 2044 growth targets to determine the difference in units. The difference in units is how many new units Stanwood will need to accommodate over the next twenty years.

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 Serving Income	*Non-permanent supportive housing, permanent supportive housing, apartments, condominiums, and accessory dwelling units*	*Duplexes, triplexes, fourplexes, townhomes, and cottage housings*	*Detached Single-Family Residences*	*All Types of 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.

Step 4a: Determine which zoning designations allow for which housing types

To determine the City's capacity for housing growth targets by income band, the next step is to analyze which zoning designations allow for which different types of housing. This will be the foundation for performing the land capacity analysis. Based on the intent and purpose of each zoning designation the housing types can be grouped into density categories, and subsequently, associated zoning designations.

2044 Housing Growth Targets by Zoning Designation

Housing Type	Additional Units Needed by 2044	Density Category	Associated Land Use Zoning Designation
Non-permanent supportive housing, permanent supportive housing, apartments, condominiums, and accessory dwelling units	620	Low Rise Multi Family *(High Density)*	General Commercial Downtown 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

Step 4b: Calculate the housing land capacity for the applicable zoning designations

The full land capacity analysis can be found in the appendix. Based on the land capacity analysis, each zoning designation has been assigned a net residential capacity. The residential land capacity will be related back to the residential density categories shown above.

2020 Residential Land Capacity

Land Use Zoning Designation	Net Residential Capacity (Units)	Density Category	Cumulative Residential Capacity (Units)
General Commercial	461	Low Rise Multi Family	971
Downtown Mixed Use	200		
Multi-Family Residential	310		
Traditional Neighborhood	845	Moderate Density	997
Single Family Residential (5,000 SF)	68		
Single Family Residential (7,000 SF)	84		
Single Family Residential (9,600 SF)	289	Low Density	292
Single Family Residential (12,400 SF)	3		

Exhibit H.8: 2020 Residential Land Capacity

Step 4c: Convert the land capacity back to housing types

Referencing the table in Step 4a, the land capacity totals can be related back to the housing type growth targets by using the relevant density categories.

2044 Housing Growth Targets by Residential Land Capacity

Housing Type	Additional Units Needed by 2044	Density Category	Density Category Land Capacity
Non-permanent supportive housing, permanent supportive housing, apartments, condominiums, and accessory dwelling units	620	Low Rise Multi Family *(High Density)*	971
Duplexes, triplexes, fourplexes, townhomes, and cottage housing	237	Moderate Density	997
Detached single-family residences	773	Low Density	292

Exhibit H.9: 2020 Residential Land Capacity and 2044 Housing Targets

Step 4d: Add in housing pipeline units and determine capacity

Account for new residential units that have been constructed since 2020, or are actively in the permitting process, to determine the 2024 housing capacity. This new total can be compared back to the housing growth targets to make a final capacity determination.

2044 Housing Growth Targets Land Capacity

Housing Type	Housing Type Land Capacity (Units)	Additional Units in Pipeline (2020 to 2024)	Additional Units Needed by 2044	Capacity?
Non-permanent supportive housing, permanent supportive housing, apartments, condominiums, and accessory dwelling units	971	515	620	**Yes,** capacity surplus of 866 units
Duplexes, triplexes, fourplexes, townhomes, and cottage housing	997	202	237	**Yes,** capacity surplus of 962 units
Detached single-family residences	292	482	773	**Yes,** capacity surplus of 1 unit

Exhibit H.10: 2044 Housing Growth Target Capacity

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

STEP 5: Emergency Housing Growth Target and Capacity

One of the new state legislative requirements is for local jurisdictions to plan for current and future projected emergency housing needs in accordance with the Housing Characteristics and Needs in Snohomish County Report. The State defines emergency housing as "*temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families*". ***The City of Stanwood has an assigned 2044 Emergency Housing Growth Target of 106 units.*** As of 2020, the City has five temporary emergency housing units provided through the Lervick Family Village operated by Housing Hope.

Step 5a: Identify zones that allow emergency housing

Local jurisdictions are required to allow emergency housing in all zones in which hotels are allowed. These zones will be used to conduct the emergency housing capacity analysis and include the ***Downtown Mixed Use (DMU) zone***, the ***General Commercial (GC) zone***, and the ***Planned Industrial (PI) zone***.

Step 5b: Identify under-utilized lands within these zones

Within the Downtown Mixed Use, General Commercial, and Planned Industrial zones identify under-utilized land in addition to any land with existing hotels or motels. This information is based on the full land use capacity analysis in the appendix of this document. For the emergency capacity analysis, only vacant parcels will be considered under-utilized. The Planned Industrial zone also has a minimum lot size of 20,000 square feet for hotel/motel uses which has been used to further filter identified lands.

Under-Utilized Acres allowing Emergency Housing

Land Use Zoning Designation	Total Acres in Zone	Under-Utilized Acres
Downtown Mixed Use	62.28	3.82
General Commercial	86.58	0.64
Planned Industrial	119.72	23.37*

**Only includes Planned Industrial zoned properties at least 20,000 square feet in size*

Exhibit H.11: Under-Utlized Lands for Emergency Housing

Step 5c: Calculate emergency housing capacity based on assumed density method

To calculate emergency housing capacity, cities can develop density assumptions based on allowed densities for hotels/motels and densities achieved by existing emergency housing in the local region. These density assumptions are applied to the available lands, in addition to any existing emergency housing. Stanwood currently has one existing hotel property consisting of 26 beds and one emergency shelter facility with five beds.

Emergency Housing Capacity Analysis

Land Use Zoning Designation	Under-Utilized Acres	Allowed Density	Capacity	Total Capacity	Need	Capacity?
Downtown Mixed Use	3.82	20 beds / acre	76 beds	1,638 beds	106 beds	**Yes,** capacity surplus of 1,532 beds
General Commercial	0.64	20 beds / acre	12 beds			
Planned Industrial	23.37	65 beds / acre**	1,519 beds			
Existing Beds			31 beds			

***Based on allowed density of 30 beds per 20,000 square feet of land area*

Exhibit H.12: 2044 Emergency Housing Growth Target Capacity

STANWOOD HAS SUFFICIENT LAND CAPACITY TO MEET ITS 2044 EMERGENCY HOUSING TARGET.

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

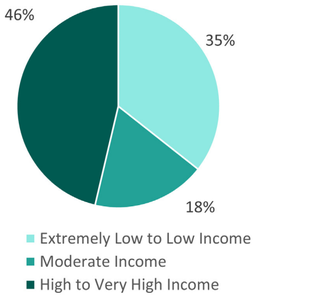


Exhibit H.13: Percentages of Stanwood households based on income category

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.

STANWOOD'S RACIAL DISTRIBUTION

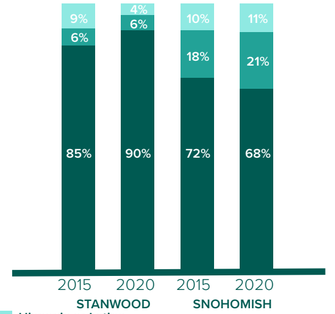


Exhibit H.14: 2015 versus 2020 Racial Distribution of Stanwood's Population

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 Stanwood, 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.

ANTI-DISPLACEMENT TOOLS AND STRATEGIES

HOUSING EXCLUSION

Exclusion can extend beyond race and include income, ethnicity, or other sociodemographic characteristic. According to 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.

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.

HG-6: ANTI-DISPLACEMENT

Consider risks and the likelihood of displacement risks given current and expected market conditions and neighborhood characteristics when drafting land use regulations.

HP 6.1: Strive to prevent the displacement of historically and currently marginalized communities as well as extremely low-, very low-, low-, and moderate-income households from existing neighborhoods.

HP 6.2: Consider equitable development initiatives, inclusionary zoning, and other strategies to counter potential displacement impacts when amending the zoning code.

HP 6.3: 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 6.4: Establish anti-displacement policies to counter economic and cultural displacement of low-income and marginalized populations.

Ɂay'txʷ
(TRADE)

WHERE WE'RE GOING: ECONOMIC DEVELOPMENT

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

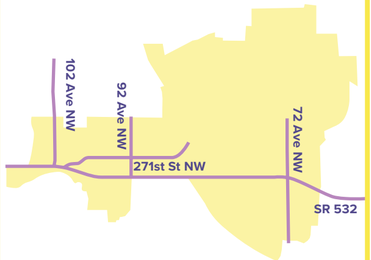
ECONOMIC DEVELOPMENT : KEY TAKEAWAYS

CORE VALUES

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

RAILS TO ASPHALT

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



COMMERCIAL HUBS

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

EMPLOYMENT SHIFT

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

LOCAL INVESTMENT

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

DIVERSIFICATION

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

10.65

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 are some comments that were received during this process.

"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

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

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

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

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

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

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.

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.

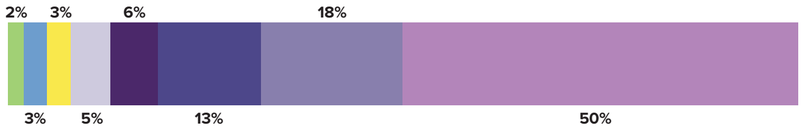


Exhibit ED.1: Stanwood Job Trends per 2015-2019 ACS 5-Year Estimates

Employment Rate in Stanwood

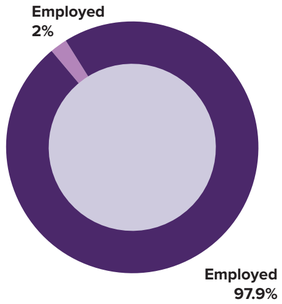


Exhibit ED.2: Stanwood Employment Rate per 2015-2019 ACS 5-Year Estimates

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.

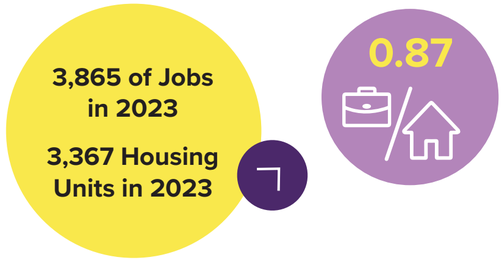


Exhibit ED.3: Job to Housing Ratio per 2015-2019 ACS 5-Year Estimates

Area Median Income (AMI)

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

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

For Stanwood, 39% of all households in the area were in the above 100% AMI range, 55% of homeowners were above the 100% AMI range and, 40% of renters were at the 30% AMI or less range . Stanwood has a higher percentage of renters (85%) who earn less than 80% AMI compared to owners (32%).

MEDIAN INCOME

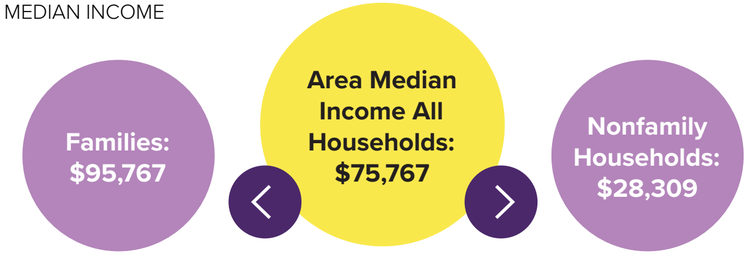


Exhibit ED.4: Stanwood Median Income per 2015-2019 ACS 5-Year Estimates

Income Distribution Overview, Stanwood

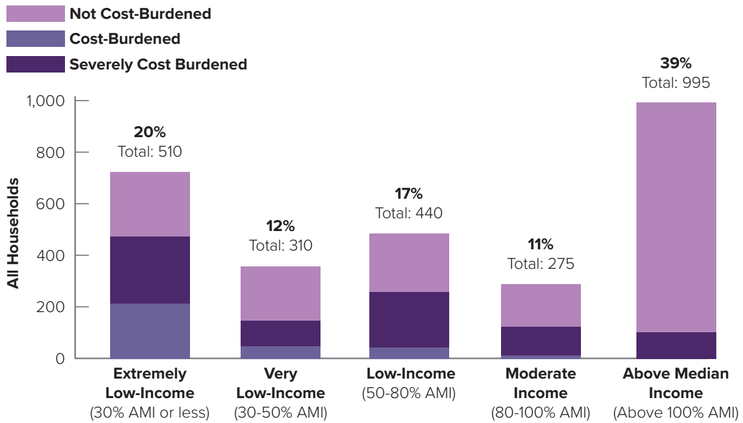
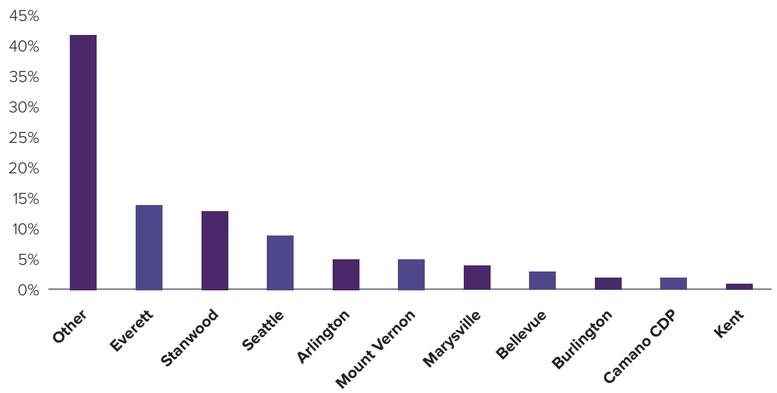


Exhibit ED.5: Income DIstribution per 2015-2019 ACS 5-Year Estimates

WHERE RESIDENTS OF STANWOOD ARE EMPLOYED



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

Exhibit ED.6: Stanwood Resident Employment Locations per 2015-2019 ACS 5-Year Estimates

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**

Exhibit ED.7: Map of Twin City Mile connecting the Downtown area

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

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**

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

EDG 2: PROCEDURES

Ensure equitable and efficient licensing and permitting procedures.

EDP 2.1: 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.

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. Access to healthcare services is critical to this goal.

CHILDCARE

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

JOB DISTRIBUTION

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

BROADBAND

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

HOUSING & AGING IN PLACE

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. Furthermore, many seniors in Stanwood are experiencing housing displacement from the increased cost of living on a fixed income.

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.

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

EDG 3: DIVERSIFICATION

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

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

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

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

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

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

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

EDP 3.7: Encourage businesses and recreational activities that promote tourism.

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

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

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

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

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

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

EDP 3.13: Consider subsidizing permit and utility fees as an effective strategy to attract healthcare providers and community support services that help seniors age in place. This approach not only lowers the financial barriers for businesses looking to establish or expand their operations but also promotes a more business-friendly environment conducive to meeting the needs of older adults.

ECONOMIC DEVELOPMENT STRATEGY

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

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

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

ECONOMIC DEVELOPMENT GOALS

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

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

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

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.

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.

AGRITOURISM

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.

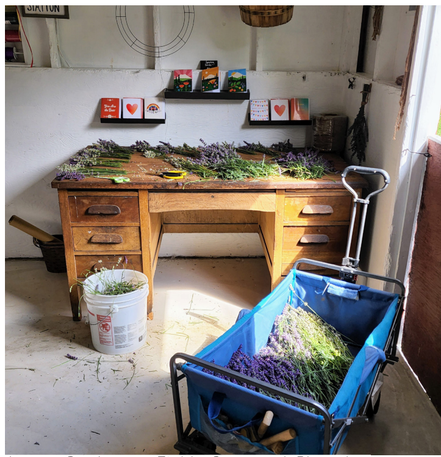


Image: Our Legacy Fields, Stanwood, Photo by Lisa Fugate

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

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

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

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

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

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

EDG 6: NATURAL RESOURCES

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

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

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

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

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

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

- The community needs to expand its retail area, provide a broader base, and build on it's strengths in recreation, arts and community events, different cultures, 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 84: Continue to support local farmer's market that specializes in local food products.

EDP 8.5: Develop a climate change action plan and sustainability strategy to reduce waste consumption and encourage environmentally sound practices as the City and among local residents and businesses.

EDP 8.6: Use new public facilities as demonstration projects as sustainable building practices and to support the market for locally produced clean technologies and other products.

EDP 8.7: Encourage all businesses to promote socially and environmentally responsible practices into their operations.

EDP 8.8: Identify restrictive municipal codes that may prevent development of emerging industries, technologies, and services that promote environmental sustainability, especially addressing climate change and resilience from entering the City.

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

2015 DOWNTOWN SUBAREA PLAN

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

2020 CITY BEAUTIFICATION ACTION PLAN

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

1. Gateway Signage and Landscaping

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

2. Main Street Revitalization

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

3. Downtown Gateway

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

4. SR 532 Beautification

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

5. Wayfinding Signage

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

6. Public Art

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

EDG 9: DOWNTOWN

Enhance the City's historic Downtown District.

EDP 9.1: Using the adopted Economic Development Plan, Downtown Master Plan, Stanwood Destiny by Design and the Downtown Beautification Action Plan as guidelines, implement the City's economic development vision and strategies.

EDP 9.2: Pursue economic development grants for projects creating jobs.

EDP 9.3: Adopt City codes that require desired improvements such as street planters, façade and sidewalk improvements.

EDP 9.4: Seek opportunities to use public facilities, parks, and open spaces to attract users into the downtown and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying downtown's character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure.

EDP 9.5: Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station.

EDP 9.6: Encourage residential development within walking distance (up to a ½ mile) of the downtown commercial area.

EDP 9.7: Ensure new and infill developments adhere to the design guidelines adopted in the City's long-range plans, including but not limited to the Economic Development Plan, Downtown Master Plan, Destiny by Design Plan and City Beautification Action Plan.

EDP 9.8: Revitalize the downtown and uptown districts to have a healthy diversity of uses including mixed use residential, civic, and local businesses that tied together through thoughtful, uniform urban design.

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(TRAVEL)

WHERE WE'RE GOING: TRANSPORTATION

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

TRANSPORTATION : KEY TAKEAWAYS

CORE VALUES

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

FUTURE GROWTH

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

REDUCE TRAFFIC

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

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

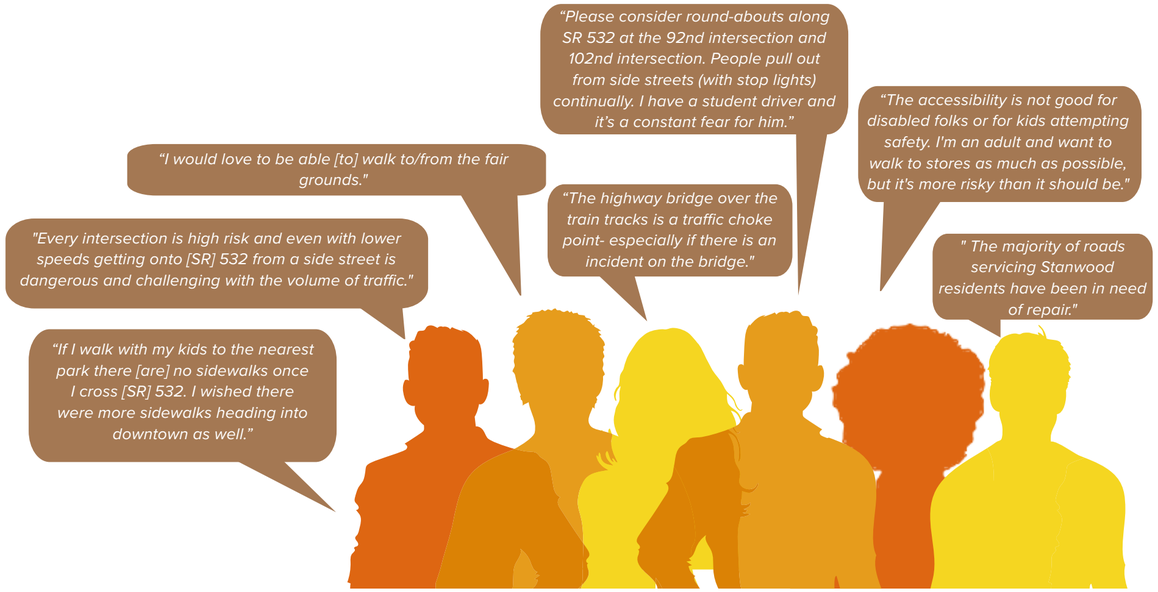
The 2024 Comprehensive Plan Transportation Element is informed by a combination of local and regional regulatory requirements and guiding documents. These include the following:

- 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 under-served 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 under-served 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.

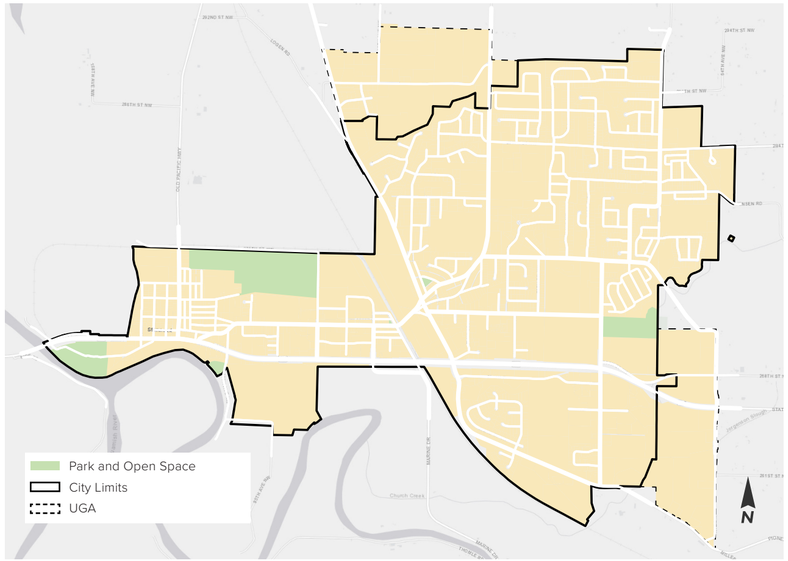


Exhibit T.1: Existing Roadway System

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.

TP 2.1: Direct pass-through traffic to collector roads designed and classified for higher volumes of traffic. Use neighborhood traffic calming and access control to direct traffic appropriately.

TP 2.2: Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans and Disabilities Act (ADA).

TP 2.3: The City's transportation system should consist of a grid of through streets, providing a better connection from east to west and north to south.

TP 2.4: Implement the "complete streets" ordinance following guidelines established by Smart Growth America and the US Department of Transportation.

TP 2.5: Work with regional transportation providers to employ emerging technological solutions to improve the safety and efficiency of the transportation system.

TP 2.6: Identify and implement strategies to ensure the resilience and future security of the transportation system for the efficient movement of emergency responses.

TP 2.7: Update lighting standards and use lamps that assure safe and effective illumination at minimum cost and energy use.

TP 2.8: Conduct a street light evaluation study and upgrade the lighting system per the study's recommendations to ensure safe walking routes to schools and parks.

TP 2.9: Prepare a citywide ADA inventory and transition plan with an implementation strategy.

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

EXISTING HIGHWAYS AND STREETS

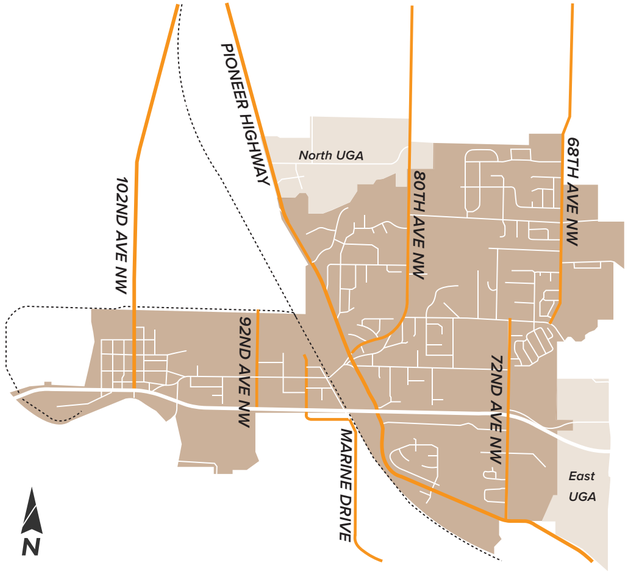


Exhibit T.2: Map of primary north-south routes in Stanwood.

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

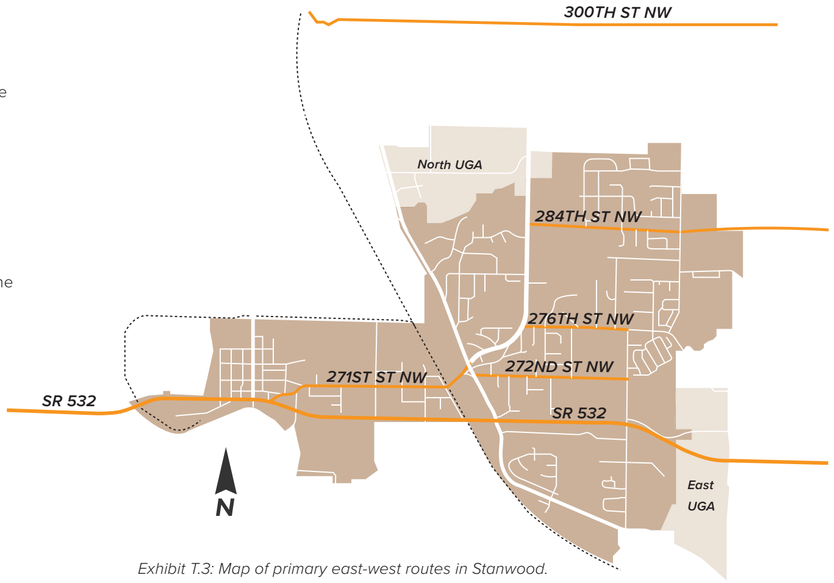


Exhibit T.3: Map of primary east-west routes in Stanwood.

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.

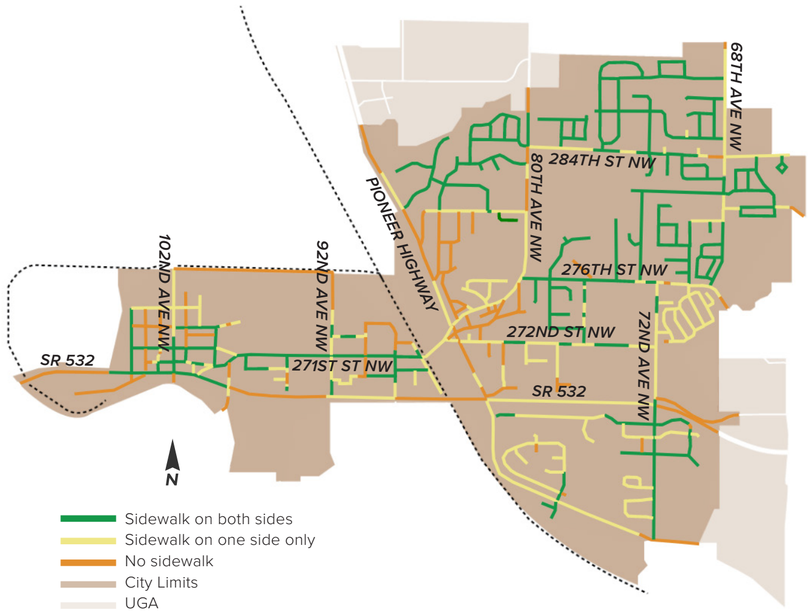


Exhibit T.4: City of Stanwood Sidewalk Inventory Map

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.

Exhibit T.5: City of Stanwood Bike Routes and Multi-Use Trail Inventory Map

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 multi-use 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.

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.

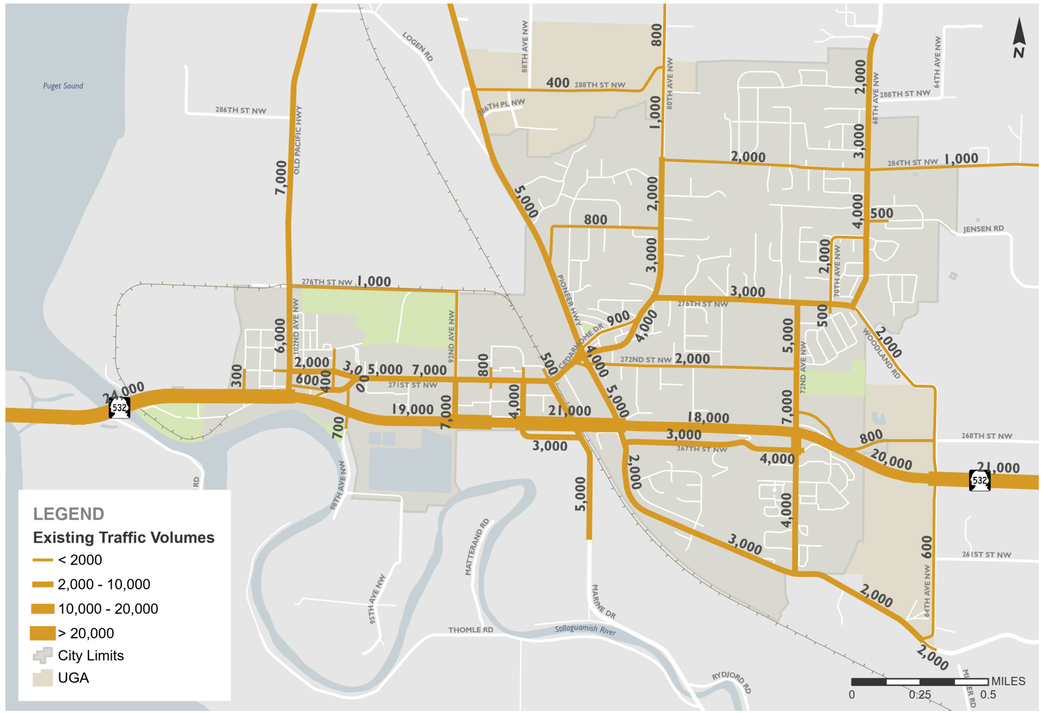


Exhibit T.6: 2022 Existing Traffic Volumes by Average Weekday Traffic Volumes

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 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

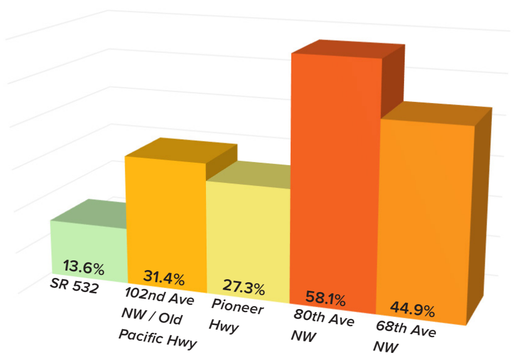


Exhibit T.7: A comparison of the approximate percent increase in average weekday traffic volumes on different roads in Stanwood from 2014 to 2022.

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 under-served 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.

10.88

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

Exhibit T.8: An Intersection Traffic Operations Map showing 2022 LOS levels for different intersections throughout Stanwood.

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 installing the 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.

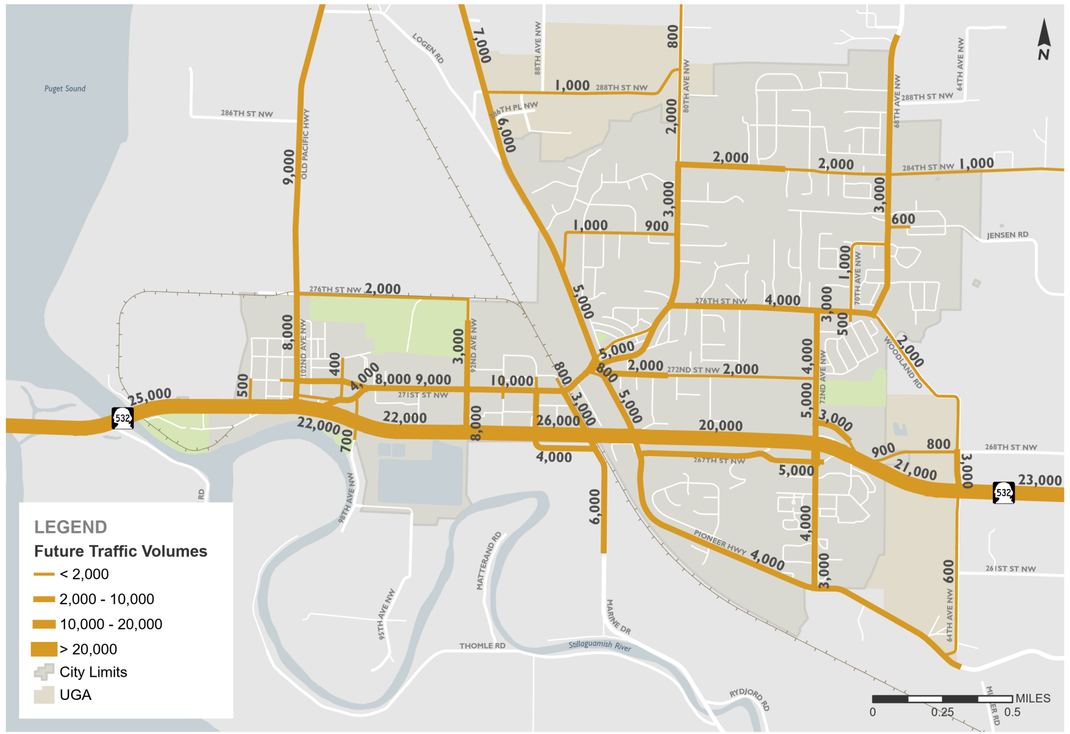


Exhibit T.9: 2044 Forecast Traffic Volumes by Average Weekday Traffic Volumes

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.

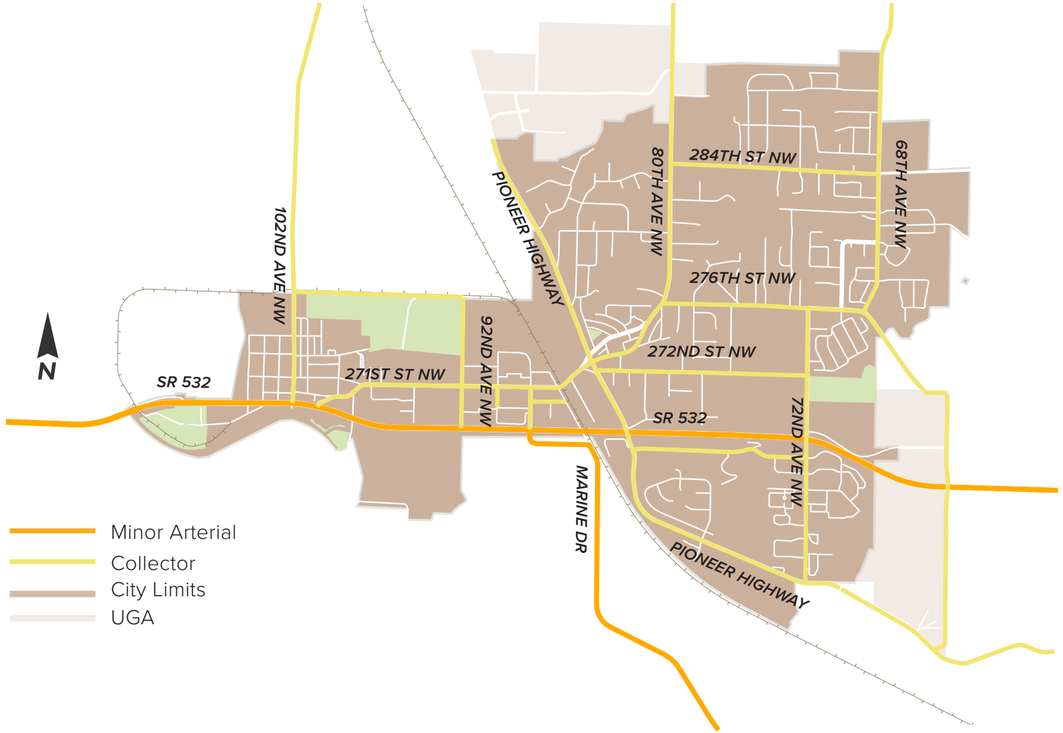


Exhibit T.11: Federal Functional Classification Map

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 multi-use 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 multi-use 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.

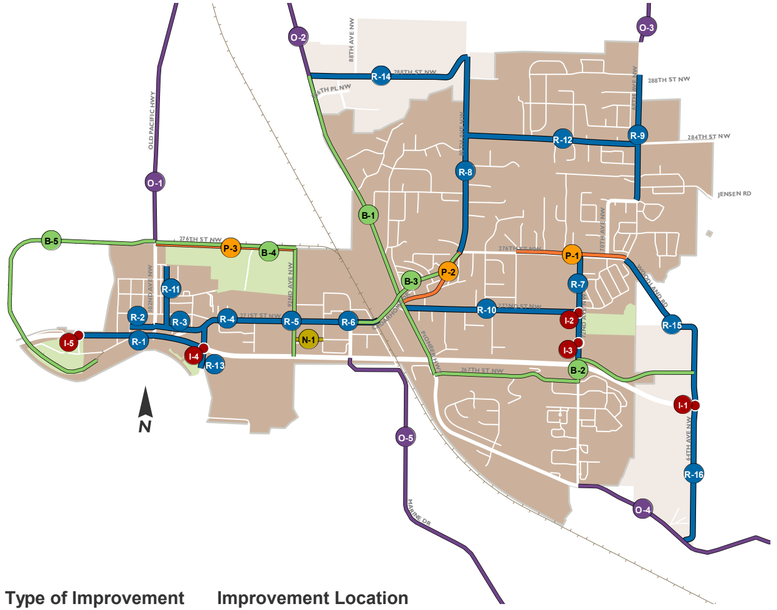


Exhibit T.12: Map of Stanwood Transportation System Improvement Projects

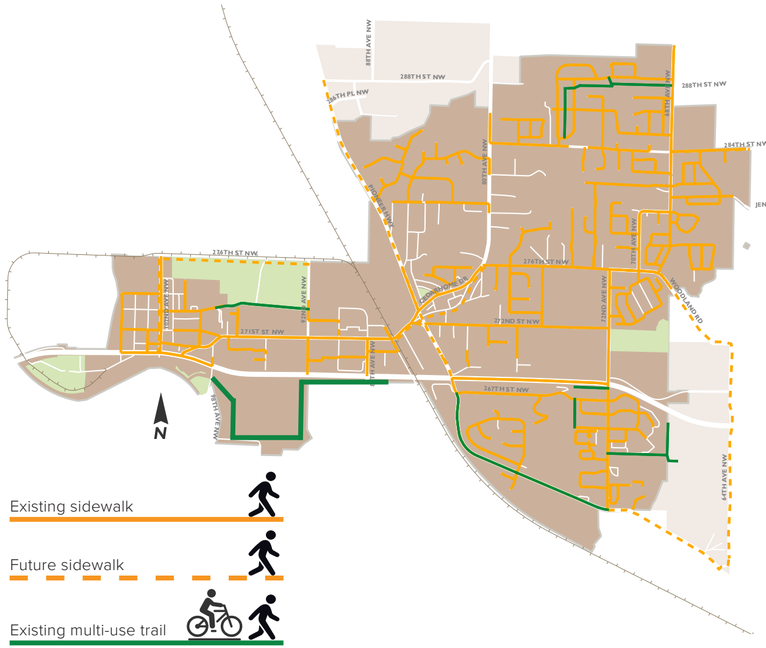


Exhibit T.13: Map of Stanwood Future Planned Sidewalks

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.

TP 7.1: Monitor the operation of the transportation system and identify system maintenance and preservation projects to protect existing investments and ensure a safe and reliable citywide transportation system.

TP 7.2: Reduce capital improvement needs and extend transportation life-cycle costs through investments in maintenance, preservation, and safety to extend the life and utility of prior transportation investments.

TP 7.3: Conduct periodic inspections of transportation infrastructure proactively, mindful of the infrastructure life cycle.

TP 7.4: Maintain the remaining historic brick roads, particularly 270th Street NW, when financially feasible per City Beautification Action Plan and Twin City Mile.

TP 7.5: Update the Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.

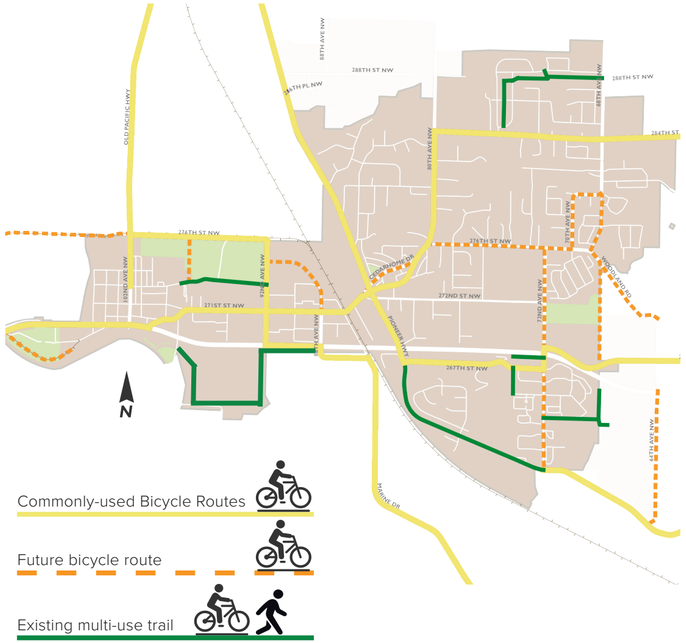


Exhibit T.14 Map of Stanwood Future Planned Bicycle Routes

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 Ghoul's 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:

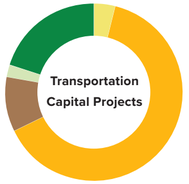
- Associated storm water development requirements
- Property acquisition
- Wetland mitigation
- Utility extensions and/or upgrades, based upon historic costs for those items.

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

Transportation Capital Projects

Intersections/Operations: $4,000,000
Widening / Reconstruction: $72,100,000
New Roadways: $11,070,000
Pedestrian Network: $2,540,000
Bicycle Network: $21,160,000



Transportation Maintenance & Operations

Maintenance & Operations: 10,025,000
Small Capital Project Program: $2,050,000

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, including sidewalk gaps to promote pedestrian access, during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.

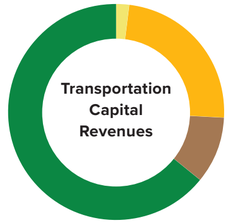
TP 10.8: Develop a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

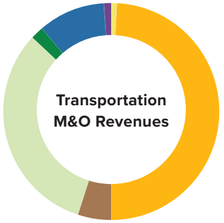
Existing Revenue Sources

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).

Transportation Capital Revenues

REET 2: $935,000
Transportation Impact Fee Fund: $12,000,000
Transportation Benefit District: $5,232,000
Miscellaneous: $53,000





Transportation Maintenance & Operation Revenues

REET 1: $124,000
Property Tax: $3,977,000
Sales & Use Taxes (Street Maintenance): $413,000
Motor Vehicle Fuel Tax: $2,600,000
Transportation Benefit Management Fee: $210,000
Transportation Benefit District (M&O) $775,000
Miscellaneous: $44,000

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 Fees

Transportation Impact Fee (TIF) programs help fund part of the costs of transportation facilities needed to accommodate growth.

State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. Cost associated with dedication of right-of-way for improvements included in the TIF also would be eligible for credits. The City is in the process of updating its existing program based on the updated Transportation Plan.

Other Developer Mitigation and Requirements

The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include the following:

- Widening of pavement
- Drainage improvements
- Construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits would be required. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The State Environmental Policy Act (SEPA) review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to the following:

- Safety
- Traffic operations
- Non-motorized travel
- Or other transportation issues.

The needed improvements may or may not be identified as specific projects in the Plan. As with frontage improvements, if the required improvements are included in the TIF program, then the City must provide credits to the extent that the costs are included in the impact fee.
The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency.

Grants

Over the past several years, the City has secured grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis. Due to reduced federal and state revenues, the pool of grant funding will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Part 1: Revenue Shortfall

The Transportation Plan results in a shortfall of over $65 million dollars.

This shortfall assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. This would be offset by a reduced need for transportation improvements necessitated by growth.

If the City is more successful in obtaining grants or other outside funding for projects then potential deficit could be reduced, as discussed in the next section.

Capital Revenue Shortfall

The shortfall in funding would primarily affect the ability of the City to fund capital improvements. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with the future annexation of its UGA.

Maintenance and Operations Revenue Shortfall

A shortfall of approximately $3.9 million is forecasted for completely funding the 20-year maintenance and operations programs. General citywide maintenance and operations programs will balance with forecasted revenues over the life of the plan.

Table XX summarizes the City's proposed transportation financing strategy for the approximately $110 million City portion of the capital improvement costs as well as the $12 million in maintenance, operations, and program expenditures.

Part 2: Potential Options to Balance Shortfall

As previously noted, projected existing revenue sources would allow the City to fund less than 50 percent of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenues.

Options for Reducing the funding Shortfall for Capital Improvements Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants. Alternatively, the City could delay implementation of projects, especially lower priority improvements.

1. Delaying Improvement Projects

The City will focus its funding on the higher priority improvements (see Table xx) by making conservative adjustments to the Six-Year Improvement plan. The City will not likely be able to, or may choose not to, fund the low and possibly some of the medium priority projects within the 20-year horizon without additional funding sources. Removing the costs of the low to medium priority projects would reduce the estimated funding shortfall. The projects are, however, still included in the Transportation Plan to illustrate the City's desired transportation system.

2. Additional Grants and Other Agency Funding

As discussed above, the transportation financing analyses estimates that the City may receive more than $32.4 million in grant funding over the life of the plan. If the City is able to pursue and receive grants at a higher rate, revenues would increase over the life of the plan.

The Transportation Plan has a range of improvement projects that should be competitive for grant funding. These include the Viking Way/90th Avenue NW (project I-1), the SR 532/64th Avenue NW (project 1-2), non-motorized improvements, and several roadway widening / reconstruction projects.

3. Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

4. Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

5. Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $65 million (in 2014 dollars) over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its 6-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding.

In order to implement the Transportation Plan, the City will consider the following nine principals in its transportation funding program:

1. Balance improvement costs with available revenues as part of the annual 6-year Transportation Improvement Program (TIP);
2. Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
3. Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
4. Explore ways to obtain more developer contributions to fund improvements;
5. Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 532;
6. Vigorously pursue grant funds from state and federal sources;
7. Work with Snohomish County to develop multi-agency 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.

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(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.

PARKS AND RECREATION : KEY TAKEAWAYS

CORE VALUES

- Sense of Community
- Environment
- Parks
- Growth
- Livability

GROWTH AND SERVICES

The City of Stanwood has a wide variety of access to natural spaces both within and outside of city limits. The City will have to continue to create new parks and recreation opportunities to serve increased demands as the population grows. Analysis shows that the current inventory of parks will not be able to fulfill all community needs over the twenty years.

PARKS DEPARTMENT CREATION

Being a small city, Stanwood currently does not have staff capacity for a parks and recreation department. The 2022 Parks and Recreation Feasibility Study outlines a phased approach to growing Stanwood's parks division into a full parks department as the City grows.

PARTNERSHIPS

The continued development of local and regional partnerships will be essential to providing a regionally connected parks system. The City should continue to invest in ongoing communication with surrounding jurisdictions and community groups to discuss appropriate usage of resources for park and recreation opportunities.

LEVELS OF SERVICE

In 2044, neighborhood parks are expected to be in a twenty-two-acre deficit, community parks are expected to be in a twelve-acre deficit, and trails and linear spaces are expected to be in nearly a fifteen-acre deficit. While there are gaps to close, the City has the ability to improve the parks system through the Parks and Recreation goals.

PROS PLAN

As a precursor to the Comprehensive Plan effort, the City updated its Parks, Recreation, and Open Space (PROS) Plan. This plan goes into greater detail on the topics outlined in this Parks and Recreation Element, including a more comprehensive inventory, greater detail in the level of service analysis, benefits of planning, and a budget analysis. Readers who want more information on Stanwood's parks and recreation opportunities should use this document.

INTRODUCTION

The City of Stanwood is home to multiple different kinds of parks and recreational opportunities. Driven by the City's location and surround geography, Stanwood's park and recreation spaces have been designed to compliment the surrounding natural areas and improve the quality of life for City residents. The Comprehensive Planning process gives Stanwood a chance to maintain and improve upon its parks system in alignment with the community's vision.

The Parks and Recreation Element incorporates almost a decade of changes in conditions, goals, and demands to the City's parks system. Stanwood anticipates a continued increase in population which will bring an increased demand for open space and recreation opportunities.

The City of Stanwood is committed to providing opportunities for outdoor activity. The Growth Management Act (GMA) has an option for fully planning cities to create a Parks and Recreation Element in the Comprehensive Plan to describe the inventory, demand, and goals as they relate to public parks and recreation facilities. The Growth Management Checklist directs local governments to identify lands useful for public purposes, as well as open space corridors within the Urban Growth Area useful for recreation purposes. It encourages planning and design policies that integrate park and recreation opportunities with new public and private development.

This Parks and Recreation Element includes:

- Evaluation of facilities and service needs;
- Estimates of park and recreation demand for at least ten years;
- Demonstrates consistency with the Capital Facilities element; and
- Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This element plays a crucial role in promoting public health, maintaining a high quality of life, and preserving sensitive areas for residents and future generations. As the City continues to see population growth, increasing the parks area and service concurrently will maintain these key facets of Stanwood's identity. The following chapter summarizes the current conditions, future demands, and future opportunities for parks and recreation in the City.

Who manages the City's Parks?

Management of the City's parks system has alternated between the Public Works department and the Community Development Planning department over the years. The parks division is currently under operation of the Public Works department for both daily operation and future improvements to the City's parks.

Many cities have a City Parks Department separate from the Public Works Department. The 2022 Parks and Recreation Feasibility Study outlines a plan to transform the current parks division into a fully operational parks and recreation department. Enhancing the team dedicated to Stanwood's parks will help improve the level of parks service provided to community members.

Image: A photo of recently updated playground equipment at Church Creek Park.

COMMUNITY ENGAGEMENT

Public perceptions and preferences for open spaces should serve as a primary indication of park needs. The City used a public participation strategy consisting of community surveys and targeted outreach events to collect feedback from park users of varying backgrounds. Nine key themes were identified through the public engagement process:

1. ADA Accessibility
2. Safety
3. Outdated, Unmaintained playground equipment and facilities
4. Communication and Signage
5. Shade and Covered Areas
6. Events and Activities
7. Cleanliness
8. Trails and Fields
9. Parking

PARKS, RECREATION, AND OPEN SPACE GOALS & POLICIES

PROSG-1: PARKS SYSTEM

Develop a park system throughout the City that is accessible and provides opportunities for all residents by providing a variety of park types, facilities, and uses.

PROSP 1.1: Prioritize development and implementation of existing park master plans over development of new parks.

PROSP 1.2: Maintain and expand Heritage Park as a regional attraction while providing community and neighborhood parks to meet the needs of City and UGA residents and businesses

PROSP 1.3: Provide opportunities for both active recreational facilities and passive, unstructured leisure areas such as trails and open space, to meet the needs and desires of the community.

PROSP 1.4: Identify City owned parcels and underutilized public rights-of-ways that are not currently part of the park and recreation system and evaluate them for potential public access, trails, or other public use where appropriate.

PROSP 1.5: Incorporate historical and cultural lands, public art, historic sites, structures, and facilities into the park system to preserve these features and provide a balanced recreational and social experience.

PROSP 1.6: Design and renovate City parks, trails and facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age, income, and recreational interests.

PROSP 1.7: Emphasize user input in planning, design, and development of park and trail facilities.

PROSP 1.8: Support the development of private recreation facilities as part of the platting process that are accessible, walkable and provides some form of space or equipment for physical activities.

PROSP 1.9: When considering renovations to existing parks or developing new parks, provide safe pedestrian connections, through sidewalk or trail improvements, to nearby homes, shopping, or other parks.

PROSP 1.10: Identify under-served neighborhoods for consideration in future park development planning.

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GROWTH IN STANWOOD

As the City grows, the park space should grow not only in the area but also in the quality of services. Different communities have different recreation and park needs: community demands in Stanwood should be used to determine Stanwood's park investment and priority. Continual community engagement is necessary to provide the highest quality park space that the City can. More resources will be needed to accommodate both the ongoing community engagement and the planning of new park projects.

The shift from a Parks Division within the Department of Public Works to an independent Parks Department will help provide the additional resources and focus on parks development that will be required by a larger community.

Image: A photo of City staff outside of the Stanwood Library promoting the Parks, Recreation, and Open Space survey. .

PARK INVENTORY

There are different types of parks in the City, classified by their purpose, size, and location. These classifications are useful to determine what level of service metrics are appropriate for each park. The following subsections describe each of the different classifications of parks and trails within the City based on current RCO guidance. Each classification has a unique level of service measures that reflect the activities and amenities appropriate for the park class.

REGIONAL/LARGE URBAN PARK

Regional parks are the largest type of parks that could be developed in the City. Regional parks serve the population of large geographical areas including rural and urban areas, and provide open spaces and a respite from urban lifestyles. In the context of Stanwood, a regional facility would serve residents of Camano Island in Island County, nearby Snohomish and Skagit County residents, as well as residents of the City.

The intent of regional parks is ultimately to provide broad amenities that close community or regional gaps in recreation opportunities while preserving open spaces and unique landscapes. Regional parks are generally 50-75 acres or larger to serve the number of persons and the range of interests they serve. A facility would attract activities with a regional draw such as races, tournaments, sports leagues, and community events.

COMMUNITY PARK

Community park facilities are designed for organized activities and sports, although individual and family activities are encouraged. Community parks usually have sports fields or similar facilities as the central focus of the park. Community parks require more support facilities, such as parking, affixed restrooms, and playgrounds, than neighborhood or pocket parks because they serve a larger area and offer more amenities.

Community parks are intended to serve the recreational needs of two or more neighborhoods. Where possible, they should be developed in a coordinated fashion with adjoining schools and located on or near arterial streets. Community parks should be located within one-half to three miles of residential units. The optimum size for a community park is 10-50 acres.

NEIGHBORHOOD PARK

Neighborhood parks are large enough to include both passive and active facilities but are small enough to be placed in the neighborhood context where they serve the needs of residents in a local setting. Due to their location, neighborhood parks are designed to minimize noise, traffic, light, and other "spill-over" impacts to adjacent residential properties. They are designed primarily for non-supervised, non-organized recreation activities.

Neighborhood parks are typically one-half to ten acres in size; however, neighborhood parks in Stanwood tend to be smaller due to the built-out nature of existing neighborhoods limiting land available to dedicate to parks. In Stanwood, neighborhood parks are at least one half (½) acre in size. A neighborhood park should be located within a ½-mile walk from the residential units it serves, uninterrupted by arterial roads or other physical barriers. Ideally, neighborhood parks contain a mix of play equipment, drinking fountains, open turf areas, picnic equipment, trees, accessible paths, lighting, and security lighting.

TRAILS

A trail could be any trail located within a greenway, park, or natural resource area. They are intended to primarily serve recreational needs within a designated park.

Trails also serve as connectors for residents or park users to points of interest throughout the City. They are intended to serve both recreational and non-motorized transportation needs. These trails may connect residents to parks from neighborhoods, reducing the demand for parking and roadways. There are two types of connector trails:

Type One Trail: separates pedestrians and cyclists from the right of way on a hard-surfaced trail located independently from a right-of-way. While a sidewalk would not be considered a type one connector trail, the Stanwood Port Susan Loop Trail falls into this category.

Type Two Trail: separates pedestrians and cyclists from the right of way on a hard-surfaced trail located within the right of way. The Pioneer Highway Trail or a sidewalk would be considered a type one connector trail.

SCHOOL FACILITIES

The Stanwood-Camano School District maintains combined school-park acreage within the Stanwood City limits at the three Elementary, three Middle schools, and two High schools. These are not included for level of service or in the inventory analysis but do provide recreation opportunities.

PRIVATE FACILITIES

Private facilities include recreation areas such as trails, open space, and parks within subdivisions. These parks are often established through the development process to meet neighborhood recreation needs as new neighborhoods are created, they serve only the residents of neighborhoods and are maintained by homeowners' associations.

The City also has several private recreation clubs providing workout facilities as a business activity. In addition, a YMCA facility opened in 2017 in uptown Stanwood. The City has one private non-profit community center, the Community Resource Center, which is located in downtown Stanwood. This facility specializes in supporting low-income families within the school district attendance area and serving middle school teens with after-school activities, recreation opportunities, and job training.

PROSG-2: REGIONAL COLLABORATION

Work in collaboration with local, county and state agencies, special districts and businesses to provide a shared network of park facilities to accommodate the recreational 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.

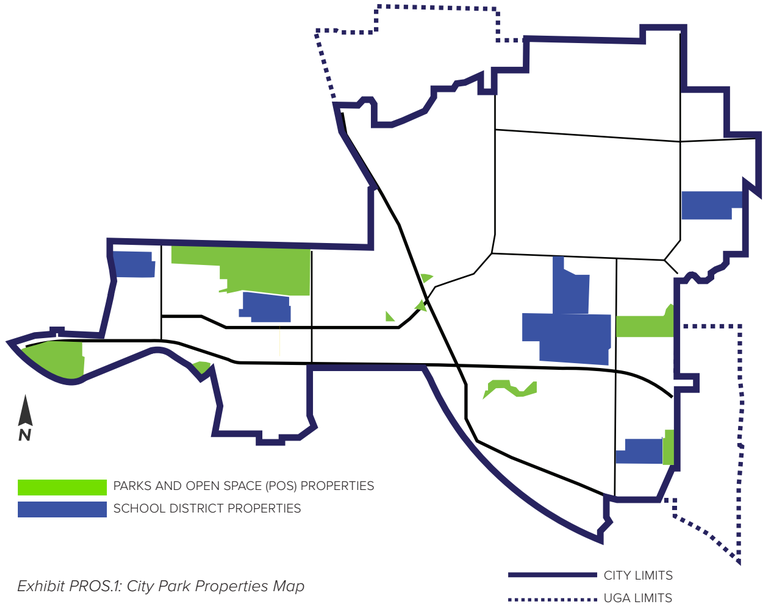

Exhibit PROS.1: City Park Properties Map

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.

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

PARK HISTORY

The City, Snohomish County, and Stanwood School District jointly purchased the site in 1991. Two agreements were signed: an interlocal agreement between the City and the County and another between the City and the School District which provides for continued non-resident use of this facility. An Interagency Committee for Outdoor Recreation (IAC) grant was secured for both acquisition and Phase I & II construction of the Heritage complex. Phase I & II construction included baseball/softball fields, a children's play area, a major east-west section of walking/jogging trail and paving the existing parking area. The skate park, individual picnic tables under small shelters, a small dog park, and wetland areas were added in 2013.

As part of the 2012 PROS Plan update Heritage Park was reclassified from a community park to a regional facility. Heritage Park was funded as a regional park and operates as regional facility with regular usage from residents across the tri-county area.

PROSG-3: SHORELINE ACCESS

Reconnect Stanwood to the Stillaguamish River.

PROSP 3.1: Acquire and develop shoreline properties or easements for waterfront access and parks when opportunities become available.

PROSP 3.2: Develop watercraft access opportunities including a mixture of canoe, kayak, rowboat, raft, and power boating.

PROSP 3.3: Prioritize use of the City owned property on the shoreline of the Stillaguamish River for park, recreation, educational or open space uses.

PROSP 3.4: Connect City waterfront park land and recreation uses with Downtown Stanwood.

HAMILTON LANDING PARK

Hamilton Landing Park on the southwest side of Stanwood off 98th Ave NW is the City's newest park with construction of the park being completed in 2024. The park is approximately two acres, with the southwest side fronting the Old Stillaguamish River channel. This park has significant, historical industrial character which is incorporated into the park's design by maintaining the Hamilton landing stack and protecting the existing bunker.

The new park provides access to the shoreline both through a hand-carry boat launch and a trailered boat launch through a partnership with the Department of Fish and Wildlife. A trail around the site provides access to views of the water and the Zis a Ba estuary.

The park provides opportunities for picnicking, recreation in open space, and water access for both hand-carry and trailered boats. An accessible path will wind around the site and provide access to major features, several interpretive signs, and a restroom. The City also has a holiday light storage facility on site.

Image: The Hamilton Landing Park finished construction and opened to the public in Spring 2024.

Image: A view of the rural county-side from a portion of the Stanwood Port Susan Trail.

STANWOOD PORT SUSAN TRAIL

The Stanwood Port Susan Trail currently runs along Highway 532 and will be built out in multiple phases to encircle the downtown area of Stanwood. The current trail is largely in good condition and provides a bike and pedestrian connection between the east and west halves of the City. There is one bench along the trail, landscaping in the median, and an informative sign, but besides those features, there are no amenities or facilities. The path along Highway 532 provides a smooth surface for bicyclists and other forms of wheeled transportation.

There are views of nature looking south from the path, however, there is little opportunity to engage with nature while on this portion of the trail. The main use presented by this park is as a corridor for non-motorized forms of transportation. The expansion of this trail around the rest of the City will help users access more recreation opportunities.

Public outreach has shown that transportation infrastructure and parks and recreation opportunities have been established as priorities for Stanwood residents. This trail, which will join several historic sites such as Hamilton Landing Park and Heritage Park together with the downtown businesses, helps implement this vision.

Image: A photo of the sports court and playground at Lions Park.

LIONS PARK

Lions Park is a neighborhood park in central Stanwood just off Cedarhome Drive. This site has been owned by the City since the 1980s. A playground and basketball court are the main recreation opportunities on site, accompanied by a gently sloping grass open space. There are seven benches, a lit concrete pathway that runs from the parking lot to the playground, a portable restroom, and two picnic tables, one of which is covered. There is a small parking lot with one ADA stall, a bike parking pole, and a covered trash receptacle. This tidy park is nestled in the middle of a neighborhood and provides standard recreation opportunities in an efficient space. Several large trees on the southeast corner provide shade and a natural aesthetic.

This park has an accessible layout for a variety of users, with recreation opportunities available for many patrons. This park provides the surrounding neighborhood with structured and unstructured recreation opportunities in a neat and accessible setting. City branding on the playground along with donated park benches demonstrates the park's community integration.

Image: A photo of the site of the future Downtown Park

DOWNTOWN PARK

The City of Stanwood purchased a 0.11-acre parcel on the eastern edge of Stanwood's main street business district and near the Amtrak train station for an urban business district park and entry point for visitors arriving by train. The City has planted trees and placed a "Stanwood Home of Scandinavian Hospitality" sign at the edge of the lot as gateway feature into the historic downtown area. The City plans to redevelop the site as a small public park that will enhance the experience of visitors on main street, supplement special event space and provide a small outdoor space that complements downtown including include improving pedestrian safety and comfort, reconfiguring travel lanes and parking, building wider sidewalks and plaza areas, improved street lighting, adding wayfinding signage, building park areas and gateway features, and installing street trees, art, and other curb appeal amenities.

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

Image: A fruit tree located at the City Hall Park.

CITY HALL PARK

City Hall Park is a 0.28-acre undeveloped pocket park on the West-End of Stanwood next to the City Hall. This lot previously was developed with a single-family structure which was acquired by the City in 1994. The residence was demolished in 2009. There are a few haphazardly placed furnishings on site, including an old bench, two picnic tables, and a labyrinth path with instructional signage. There are no restrooms, drinking fountains, parking, trash cans, or other similar facilities in the park, however, the City Hall just next door has a number of these amenities available. A grass lawn occupies most of the site. The labyrinth, bench, and one of the picnic tables are located on a remnant concrete pad pathway that runs across much of the south side of the site. There are three fruit trees on site, and there has been interest in creating a community garden in the park.

While there are currently very limited recreational opportunities available on the site, the great location and interest from the surrounding community give this park a high potential for redevelopment.

Image: A photo of one of the historical barns located at Ovenell Farm.

OVENELL FARM

The Ovenell property is a former dairy, berry, and fruit farm with a long history. The site includes old barns which were used by the Ovenell farm for milk production. The farm was recognized in 1989 by the Washington State Department of Agriculture as a "Centennial Farm". The property also has one unoccupied home and fallow agricultural land.

Purchasing the Ovenell property was part of a larger effort by the City of Stanwood, Stillaguamish Tribe, Department of Fish and Wildlife, Nature Conservancy, Marine Resources Committee and others to preserve, restore and enhance estuarine habitat and provide public access to a unique environment. The Stillaguamish Tribe has also purchased the Matterand property to the south of the Ovenell property. The Tribe has received funding from the State Legislature and Salmon Recovery Funding Board and Puget Sound Partnership to restore about 40 acres to intertidal estuary. Setback levees will be built on the south and east ends of the property to reconnect Port Susan Bay with the Stillaguamish River.

There are several directions the City could choose for a future park: a walking/nature park, a dog park, a community farm, or an event space. This large 18-acre property could provide a lot of room for visitors to use, be separated into multiple uses, or something in between. Significant decisions will have to be made about what infrastructure, if any, will remain as the park is developed. While issues must be resolved before the property can be developed as a park and opened for public use, Ovenell Park is a site with high future potential.

LINDSTROM TRAIL

Lindstrom Trail is a developed 0.50-mile trail located on the southeast edge of Stanwood. One concrete path runs from 72nd Ave NW through the site to the north side of the site. The trail is surrounded by a stormwater pond facility which serves the Lindstrom development and wooded landscape. Besides these three features, no amenities or facilities exist. While there is no parking explicitly for this trail, the large commercial development adjacent to the site contains a large parking area.

PIONEER HIGHWAY TRAIL

The Pioneer Highway Trail serves as a transportation facility and runs along the southern edge of Stanwood, below several residential developments, wooded lots, and the cemetery. The surface of the trail and the amount of separation from the road vary throughout the trail. There are no other significant amenities provided. In some sections, there is a grass planting strip separating the trail from the road, while in others there is no landscaping. The City plans to eventually build out the trail to connect to SR 532.

RIVERFRONT TRAIL

The Riverfront Trail is undeveloped open space that runs along the northern shoreline of the Stillaguamish River in west Stanwood. This property connects to the Hamilton Landing Park.

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

RAVENNA VIADUCT TRIANGLE

Ravenna Viaduct Triangle is a landscaped area within a right of way around the intersection of Cedarhome Road and Pioneer Highway. The grass lawn, sculpture, and landscaping frame the underpass under Pioneer Highway along Cedarhome. There is a staircase that brings pedestrians down from Pioneer Highway to Cedarhome on one side of the park. The site placement, grade, and usable area provide little opportunity for more recreational uses. This park will likely remain valuable as an aesthetic improvement to the transportation system.

Image: The Riverfront Trail property runs along the Stillaguamish River in west Downtown Stanwood.

FACILITIES NOT OWNED BY THE CITY

STANWOOD SCHOOL DISTRICT FACILITIES

The district has baseball, football, and soccer fields, six tennis courts, a track, gymnasiums, and playground equipment located at the high school, two middle schools, and three elementary schools. For a fee, the district lets the public use their outdoor facilities for organized events when they are not in use by the schools.

PRIVATE FACILITIES

The City currently requires new subdivisions and multifamily developments to provide open space and recreational areas. Private facilities include recreation areas such as trails, open space and neighborhood parks including play areas. These parks are often established through the development process to meet neighborhood recreation needs as new neighborhoods are created, they serve only the residents of neighborhoods and are maintained by homeowners' associations.These private partnerships will help the City ensure concurrent open space development with growth.

FACILITIES OUTSIDE THE CITY LIMITS

There are several existing parks and recreational facilities, outside of City of Stanwood corporate limits that provide service to Stanwood residents. These facilities are not included in the Level of Service analysis but include several hundred acres of state parks, Island County parks, Snohomish County Parks, and privately owned parks. These parks provide additional service to Stanwood residents via their proximity.

PROSG-4: ACCESSIBILITY

Provide accessible recreational facilities that provides opportunities for sports, playing and exercise to foster a healthy community.

PROSP 4.1: Provide a variety of quality active recreation facilities sufficient to serve Stanwood residents and area visitors.

PROSP 4.2: Improve and maintain existing recreation facilities to meet the needs of all local residents, including barrier free access.

PROSP 4.3: Expand, upgrade, and diversify support facilities (restrooms, parking, picnic areas, shelters, and playground equipment, etc.) in recreational areas.

PROSP 4.4: Support the development of indoor community and recreational centers that provide for community usage, athletic uses, and multi-use 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 park lands 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.

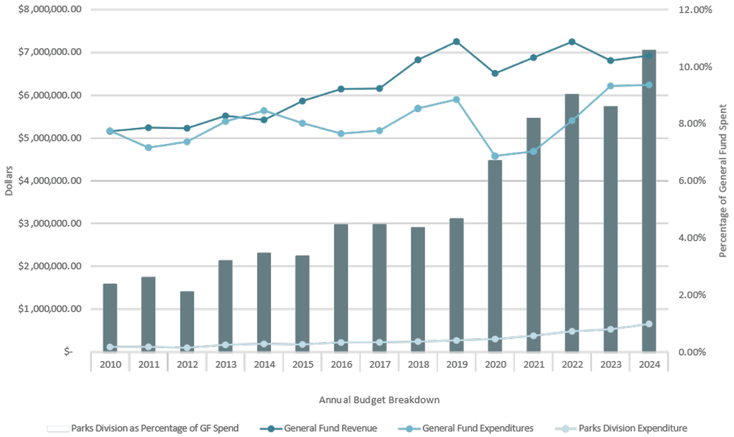

Exhibit PROS.5: Stanwood Park Division Funding Compared to Overall General Fund

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 off-site mitigation, and potentially convert to a wetland mitigation bank, to encourage sustainable development throughout the City.

LOCAL PARTNERSHIPS

Local partnerships provide another avenue for achieving the goals of the Parks Element through a joint approach to park programming. They can improve park programs through contributions including land donations, providing funds, and potentially volunteer-driven park stewardship groups. This approach allows for communities to approach issues in park access, programming, and funding with pooled resources. The Snohomish County Rangers are exemplary of this. Along with law enforcement duties, rangers also provide general maintenance and environmental education programs that reach out to park visitors, schools, and community organizations.

CONSISTENCY WITH CAPITAL FACILITIES

The State requires the Parks and Recreation Element to describe how it is consistent with the Capital Facilities Element. Parks are considered to be a capital facility owned and maintained by the City. Parks are described as assets within the Capital Facilities element, however, their level of service performance is described within this Parks and Recreation element. There are several proposed or ongoing park projects the City is considering, including:

1. City Hall Park Improvement: There is high community interest in developing the City Hall park into a more usable space. The community has expressed interest in creating a community garden, beautifying the space, and making other small improvements to increase the park's function as a downtown pocket park
2. Ovenell Park: This large park could be used by the City in a multitude of ways. The City is considering several directions, including a walking or nature park, a dog park, a community farm, or an event space. Further community outreach, discussions, and investments will be needed for this park to be developed into a usable community space.
3. Port Susan Trail: The Port Susan Trail is being built out in five phases to encircle downtown Stanwood. This trail will service a large proportion of the City's residents, and provide additional pedestrian and bicycle access to other park spaces.

The City will continue to acquire parcels for new parks and develop underutilized lands as opportunities become available. Details on the above proposed projects as well as other parks projects and Capital Facilities projects are detailed in the Capital Improvement Plan and the Parks Recreation and Open Space Plan.

CONCLUSION

Adequate provision of Parks and Recreation opportunities has positive social, physical, and financial impacts on communities. Research has shown that physical movement has a myriad of positive health impacts on people and that people who live closer to parks are more active than their counterparts who live further from parks. The City's investment in its park's infrastructure will increase resident's quality of life in ways that are both tangible and intangible, as shown through the public outreach process and the level of service analysis. Continued engagement with the community along with periodic level of service checks will determine park priorities moving forward. Increasing park demand in Stanwood will be met with the correct types of recreation facilities.

Image: An aerial photo of Heritage Park on a busy weekend.

PROSG-9: PARKS DEPARTMENT

Implement the 2022 Parks and Recreation Feasibility Study through a phased approach balancing community desires with budget constraints.

PROSP 9.1: Implement a phased and scalable approach to improving City parks and services prior to formally creating a City Parks Department.

PROSP 9.2: Focus the Public Works Parks Division on park planning and maintenance around the following generalized actions:

- Increase maintenance levels to have tournament-ready ballfields
- Increase signage and wayfinding around the City
- Improve trails and walkability
- Increase parking capacity and improved parking maintenance
- Increase park development and planning

PROSP 9.3: Consider forming a City Parks Department once recreational programming is provided which includes, but is not limited to providing recreation classes, hosting / managing tournaments, and / or building a community center or other buildings that support parks and recreation.

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stuləkʷ
(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.

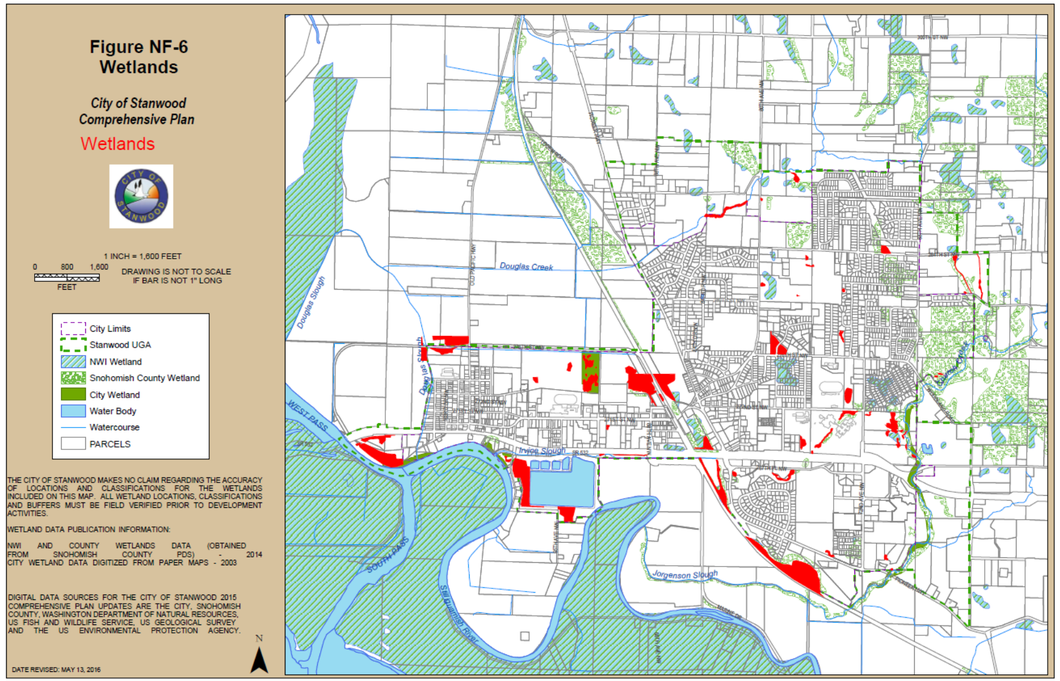


Exhibit NF.1: Wetlands Map

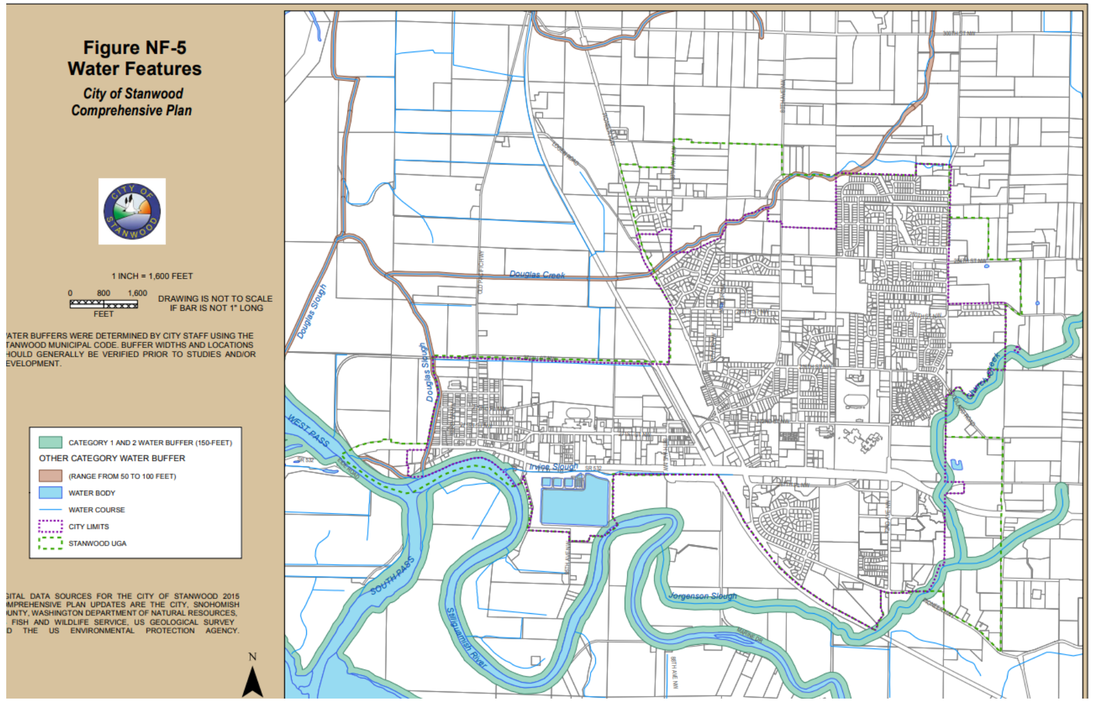


Figure NF-5
Water Features
City of Stanwood
Comprehensive Plan
1 INCH = 1,600 FEET
0 800 1,600
FEET
DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG
ATER BUFFERS WERE DETERMINED BY CITY STAFF USING THE
TANWOOD MUNICIPAL CODE. BUFFER WIDTHS AND LOCATIONS
HOULD GENERALLY BE VERIFIED PRIOR TO STUDIES AND/OR
EVELOPMENT.
CATEGORY 1 AND 2 WATER BUFFER (150-FEET)
OTHER CATEGORY WATER BUFFER
(RANGE FROM 50 TO 100 FEET)
WATER BODY
WATER COURSE
CITY LIMITS
STANWOOD UGA
ITAL DATA SOURCES FOR THE CITY OF STANWOOD 2015
MPREHENSIVE PLAN UPDATES ARE THE CITY, SNOHOMISH
UNTY, WASHINGTON DEPARTMENT OF NATURAL RESOURCES,
FISH AND WILDLIFE SERVICE, US GEOLOGICAL SURVEY
D THE US ENVIRONMENTAL PROTECTION AGENCY.
N
Douglas Creek
Douglas Slough
Douglas Slough
WEST FORK
Pilchuck Creek
Pilchuck Creek
Pilchuck Creek

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.

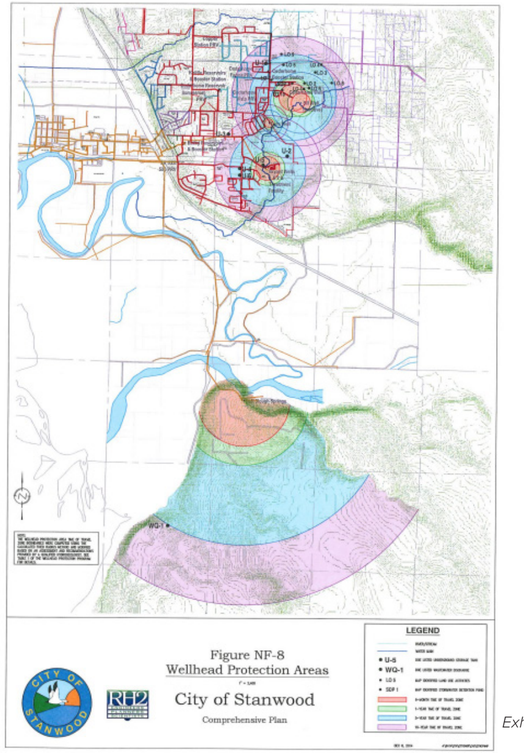


Exhibit NF.3: Critical Aquifer Recharge Area Map

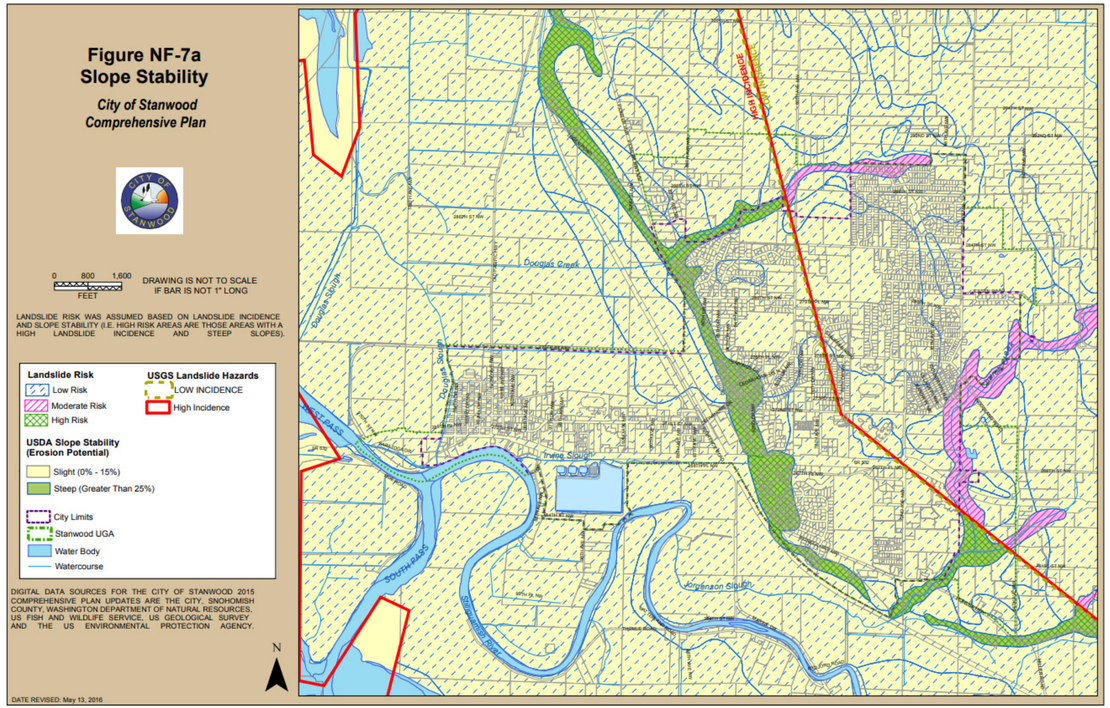


Exhibit NF.4: Slope Stability Map

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 re-vegetation of cleared areas.

NFP 7.4: Ensure that development and disturbance of geologically hazardous areas occurs only after review by a qualified professional to minimize potential harm to property and sensitive resources.

GEOLOGICAL HAZARDOUS AREAS

The Growth Management Act defines geologically hazardous areas as land that is not suited for commercial, residential, or industrial development because the lands are susceptible to erosion, sliding, earthquakes, or other geologic events. Geologic hazard areas are regulated mostly to protect public safety and properties.

During the advance and retreat of the glaciers, various layers of soils were deposited throughout the region. Subsequent erosional actions created several "step benches" in the Stanwood area. These "benches" are characterized by escarpments with slopes that are often greater than 25 percent. An escarpment that generally parallels the Burlington Northern railroad separates the Stillaguamish (and Skagit) floodplain from one such "bench."

Stanwood classifies slopes as slight (0%-15%), moderate (15%-25%), and steep (greater than 25%). With the exception of the escarpments, all of Stanwood has slight slopes. The soils which comprise the steep slopes are Everett and Tokul gravely sandy loams and are highly erodible. Steep slopes, coupled with certain soils, indicate potential areas of landslides.

The following areas are considered to be subject to landslide hazards:

1. *Any area with a combination of:*
   a. *Slopes 15% or steeper;*
   b. *Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel);*
   c. *Presence of springs or seeping ground water during the wet season.*
2. *Steep slopes of 40 percent or greater.*
3. *Any areas located on a landslide feature that has shown movement during the past 10,000 years or which is underlain by mass wastage debris.*

Seismic hazard areas are also classified as geologic hazards. Seismic hazard data divides the hazards into very low, low, moderate, and high risks. Moderate and high-risk areas are considered hazardous.

Geologic hazards also include those areas subject to volcanic lahars (mud flow and/or debris). In the Stanwood area, lahars hazards originate from Glacier Peak, located in the Cascade Mountains. In the event of an eruption, lahars could flow to Stanwood via the Stillaguamish River channel, and thus pose a hazard in Stanwood's flood plain.

Tsunamis ("tidal waves") are the remaining type of geologic hazard affecting mainly coastal counties. Tsunami hazard areas are as yet unmapped for the Stanwood area but will be incorporated when that work is completed.

FREQUENTLY FLOODED AREAS

The Federal Emergency Management Agency (FEMA) designates flood zones to assess the risk of flooding in different areas. These flood zones are part of the Flood Insurance Rate Map (FIRM) and are used to determine flood insurance requirements for properties. The flood zones are categorized from Zone A to Zone X, with subcategories and additional designations.

The City of Stanwood is clearly split into two sections. The low-lying downtown section is designated primarily as zone "AE." The hilly plateau east of the Burlington Northern railroad tracks is designated as zone "X."

Zone AE: Areas with a 1% annual chance of flooding and a 26% chance over the life of a 30-year mortgage. In Stanwood, the flood elevation is measured at 13 feet applying vertical datum NAVD 88.

Zone X: Areas determined to be outside the 1% and 0.2% annual chance floodplains.

During periods of heavy rainfall or snow melt, 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.

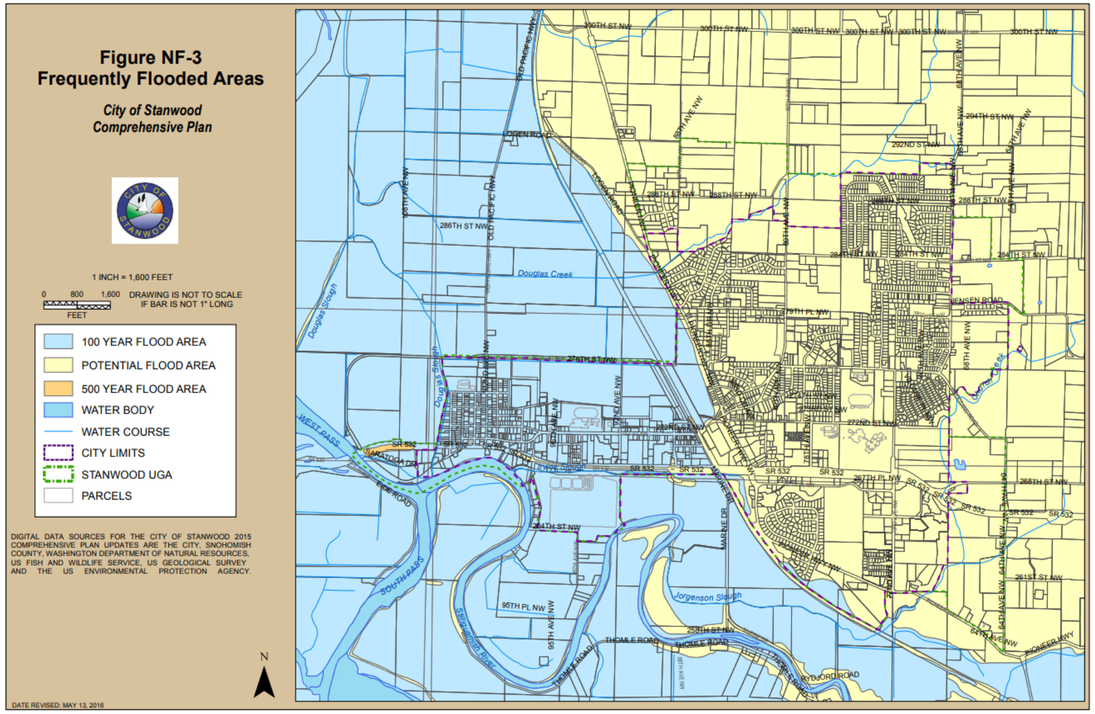


Exhibit NF.5: Frequently Flooded Areas Map

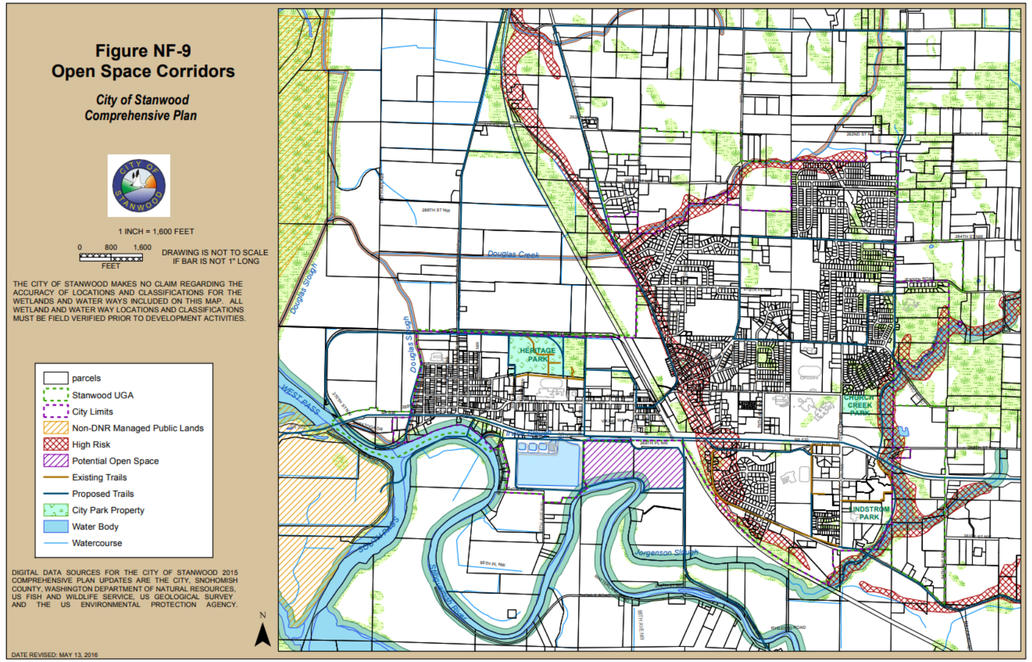


Exhibit NF.6: Open Space Corridors Map

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 under-served 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

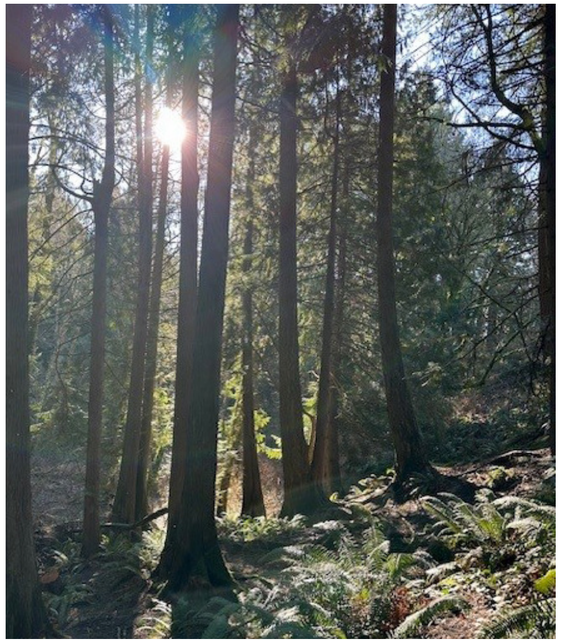


Image: The sun shines through the trees at Church Creek Park.

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

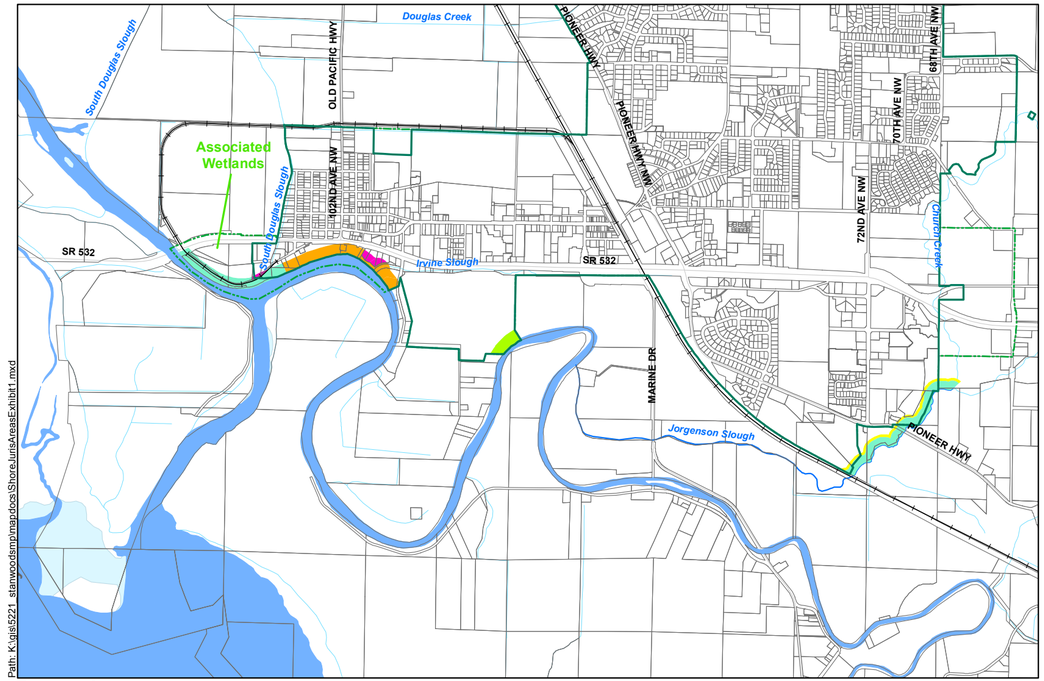
The City of Stanwood recognizes the intent of the voters and the legislature of the state of Washington in adopting the "Shoreline Management Act of 1971" and adopts by reference the finding that the shorelines of the state are among the most valuable and fragile of its natural resources and that there 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 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: 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: 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.

šəgʷɬ
(PATH/ROAD)

WHERE WE'RE GOING: UTILITIES

Image: Snohomish County PUD recently installed new, high voltage utilities throughout Stanwood and Camano Island..

UTILITIES : KEY TAKEAWAYS

CORE VALUES

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

RELIABILITY

All utility providers agree that the most important job of their agencies 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 in 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)

Singed in 2019, CETA is a statewide commitment to providing an electricity supply free from gas emissions by 2045. This is expected to improve the health of communities, grow the economy and create family sustaining jobs, and achieve long-term climate goals

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 Storm 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 (Ziply, 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

Exhibit UT.1: City of Stanwood Utility Service Providers

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 8,382 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. In 2020, the City served 3,734 customer accounts, which were mainly comprised of single-family connections. Single-family connections represent approximately 65 percent of all accounts, but only consumed 55 percent of all water supplied to the system in 2020.

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 2024 Water Master Plan.

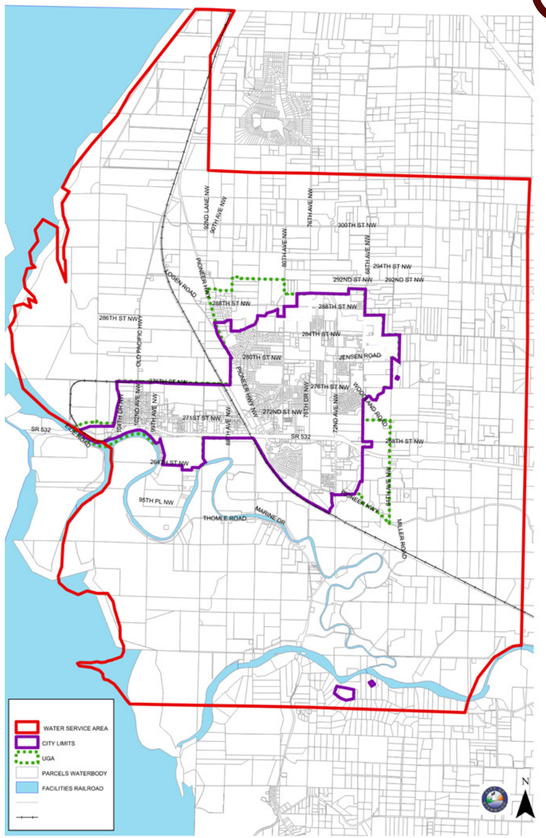


Exhibit UT.2: Map of Stanwood's Public Water Service Area

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 six major drainage basins. More than 34 miles of sewer piping ranging in size from 6 to 30 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.

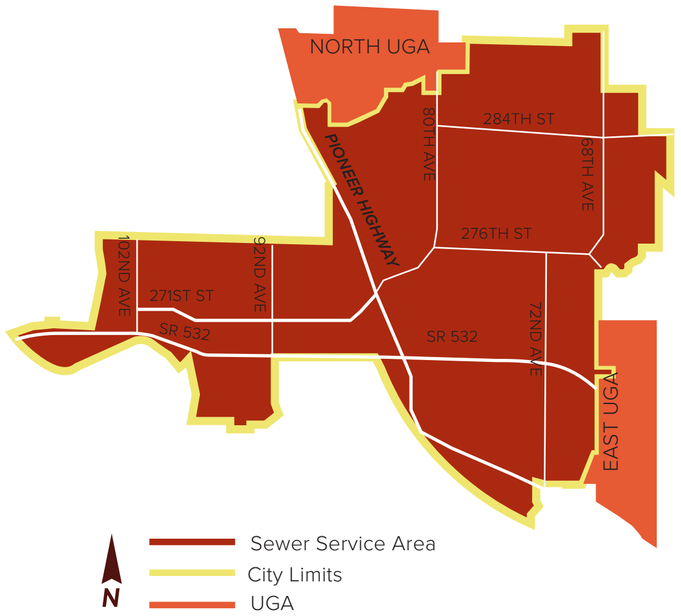


Exhibit UT.3: City of Stanwood Sewer Service Area

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 1,800 acres (2.87 square miles) and is broken into 6 basins. Within the stormwater system, there are approximately 32 City-owned or operated facilities, 355 catch basins, and 35 miles of conveyance infrastructure including pipes, culverts, and ditches.

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.

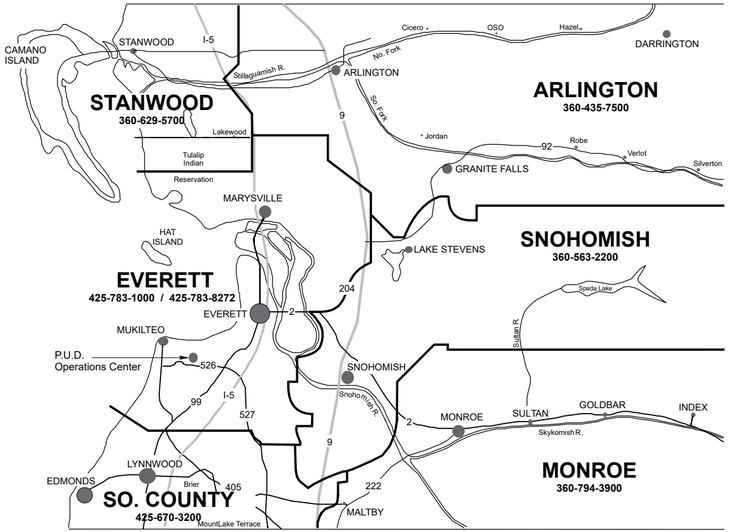


Exhibit UT.4: Snohomish County PUD Service Area Boundary Map

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.5: 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 Ziply Fiber which has begun the process of replacing existing copper infrastructure with fiber optic cables. However, with today's technological innovations, many providers are able to include telephone services as a bundled package with home internet, tv, or security systems. These providers offer a variety of packages that range in affordability for their customers. 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 under-served.

UTP 6.1: Prioritize investments to address disparities in under-served 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.

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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.

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(MONEY)

WHERE WE'RE GOING: CAPITAL FACILITIES

Image: A photo overlooking city hall with both newer and older structures seen in the background.

CAPITAL FACILITIES : KEY TAKEAWAYS

CORE VALUES

Livability

Growth

Economic Development

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: FUTURE PLANNING

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 to 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.

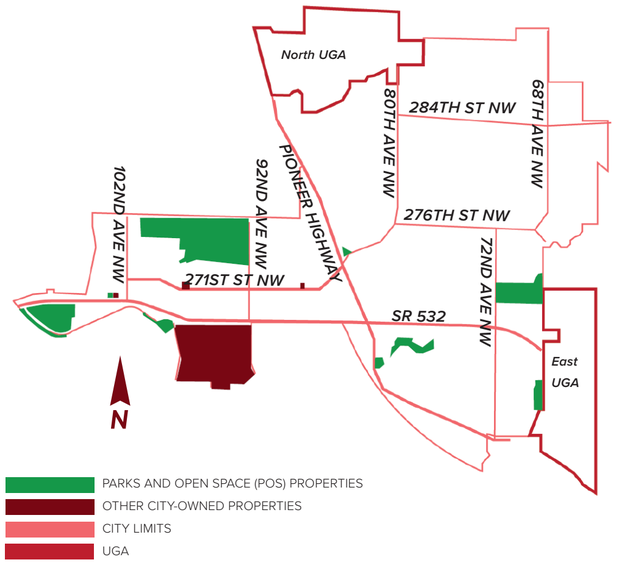


Exhibit CF.1: Map of City of Stanwood owned facilities and properties

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.

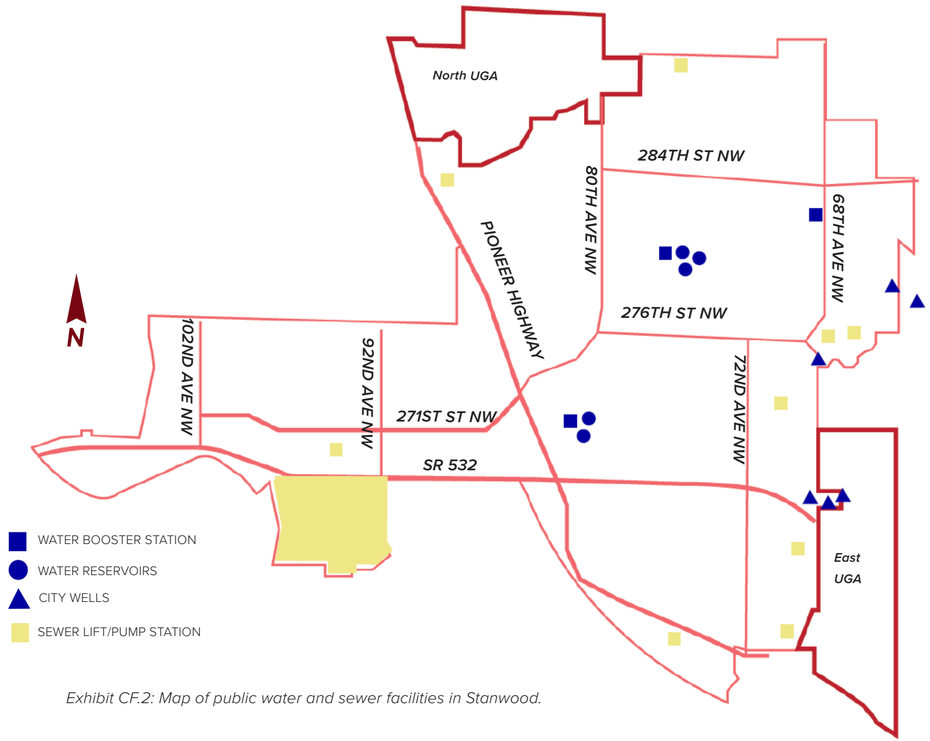


Exhibit CF.2: Map of public water and sewer facilities in Stanwood.

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

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.

FUTURE CAPITAL PROJECTS LIST

Growth over the next twenty years will trigger the need for new facilities like administrative services, streets, parks, water, and sewer and many variables should be considered when making decisions about which of these capital projects to undertake. For capital facilities planning purposes, Stanwood has identified projects based on a 6-year and a 20 – year planning horizon based on growth assumptions. However, since growth typically does not occur precisely as planned and an actual capital project list is a dynamic, ever-changing document that reflects the City's most current needs in light of actual growth.

Six-Year Capital Improvements Project (CIP) List: Projects focused on the immediate and near term needs of the City. Projects on the 6-year list require detailed analysis of construction costs and financing requirements to ensure their feasibility. The 6-year capital project list should only include projects for which revenue sources have been identified.

Twenty-Year Capital Improvements Project (CIP) List: Broader, strategic approach to long term infrastructure planning for City needs or when needed to plan for more extensive complex projects. Costs for projects on the 20-year list are estimated, because they won't be undertaken in the near future, identifying specific revenue sources to pay for them is not required.

For the process to be predictable there should be a relationship between the 20-year and 6- year lists. Projects added to the 6-year list should always come from the 20-year list except for the rare circumstances where a deficiency arises unexpectedly, or an emergency occurs.

CRITERIA FOR CAPITAL PROJECTS

The following criteria form the basis for decision-making concerning new and proposed continuing capital budget items for the City:

- ***PUBLIC SAFETY:*** The project is required to address a vital safety risk; the benefit to the environment, or safety of the community should be evaluated.
- ***PUBLIC HEALTH:*** The benefit to the environment and community's public health is of primary concern.
- ***CONFORMANCE WITH ADOPTED LEVEL OF SERVICE STANDARDS:*** Consistency with the City's Comprehensive Plan level of service standards to facilitate implementation of the twenty-year plan.
- ***LEGAL REQUIREMENT:*** State or Federal mandates often times require that a particular project be implemented.
- ***RELATED PROJECTS***: Frequently projects in one category are critical to the success of capital projects in other categories. Related projects that could result in a savings to a separate project which should be pursued.
- ***NET IMPACT ON FUTURE OPERATING BUDGETS:*** The cost impact of ongoing operations and maintenance of a facility.

Many factors may be considered in compiling the project lists. Those factors could include urgency of the need, the cost, the availability of funds, the size, the length of time to construct, and more. However, to ensure the capital facility project lists reflect the needs and desires of the community, the most relevant factors should be identified. Some factors, independent of need, should be considered when placing a project on the list, especially given the fact there currently are very few existing or predicted capital facility deficiencies.

The full 20-year project list is contained in Appendix X of this plan.

WHAT DOES CAPITAL FACILITIES PLANNING INCLUDE?

In the City of Stanwood, capital facilities planning includes the following components;

Transportation Improvements – Roads, Streets, Sidewalks, Bike Lanes
Utilities – Water, Sewer, Stormwater
Parks – Parks, Trails, Recreation
City Facilities – City Hall, Police, Public Works

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.

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 under-served 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.

ACCOMMODATING 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.

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.

PROTECTING 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 9.1: Encourage the shared use of community facilities such as parks, libraries, and schools.

CFP 9.2: 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 9.3: 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 9.4: 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.

Remember Yesterday. Imagine Tomorrow.

CITY OF STANWOOD

2024 COMPREHENSIVE PLAN UPDATE

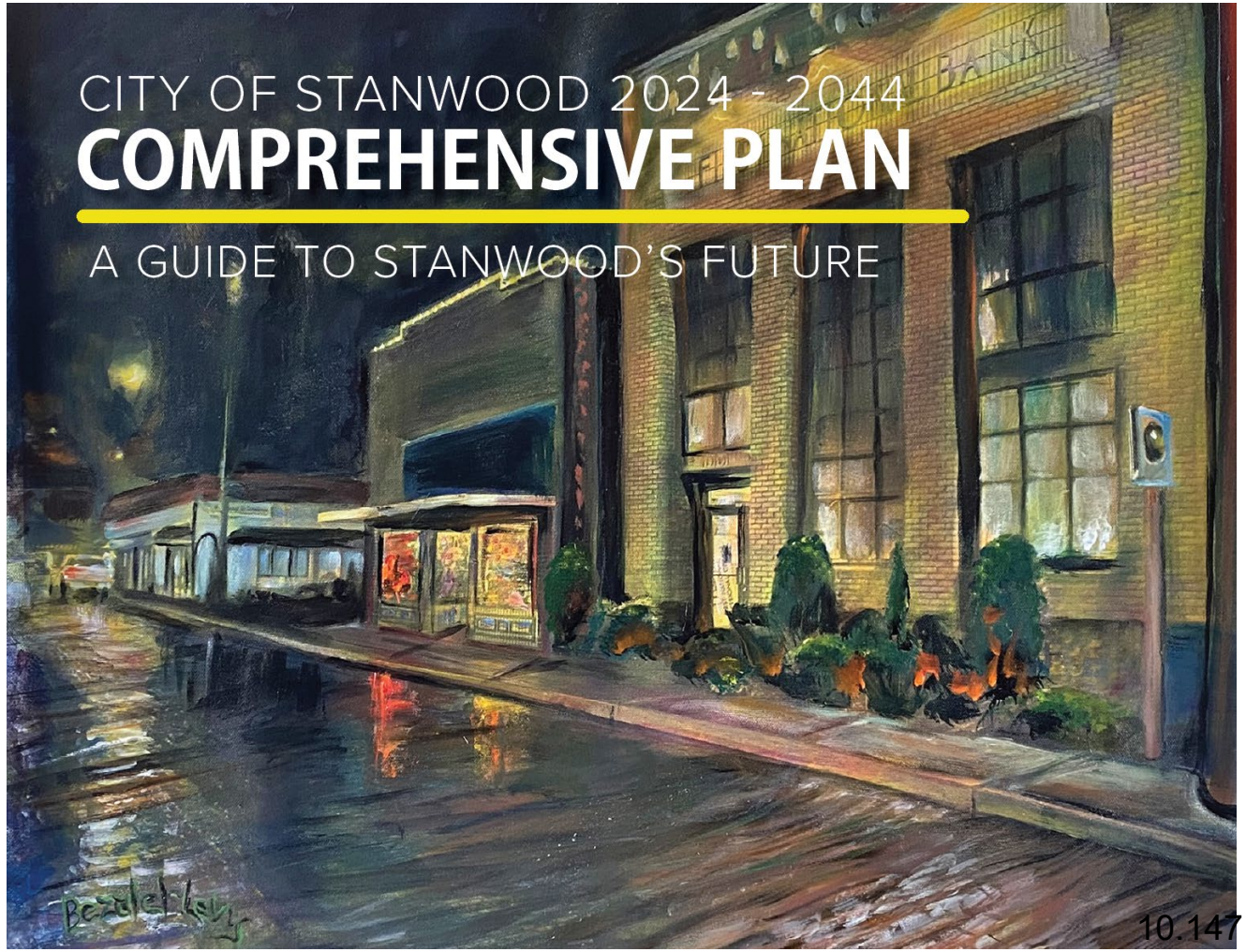
Stanwood City Council

Comprehensive Plan Public Hearing

September 12, 2024

What is a Comprehensive Plan?

Comprehensive Plan:
A long-term planning document that establishes city goals and policy to guide growth, development, community character and quality of life for 20 years into the future.



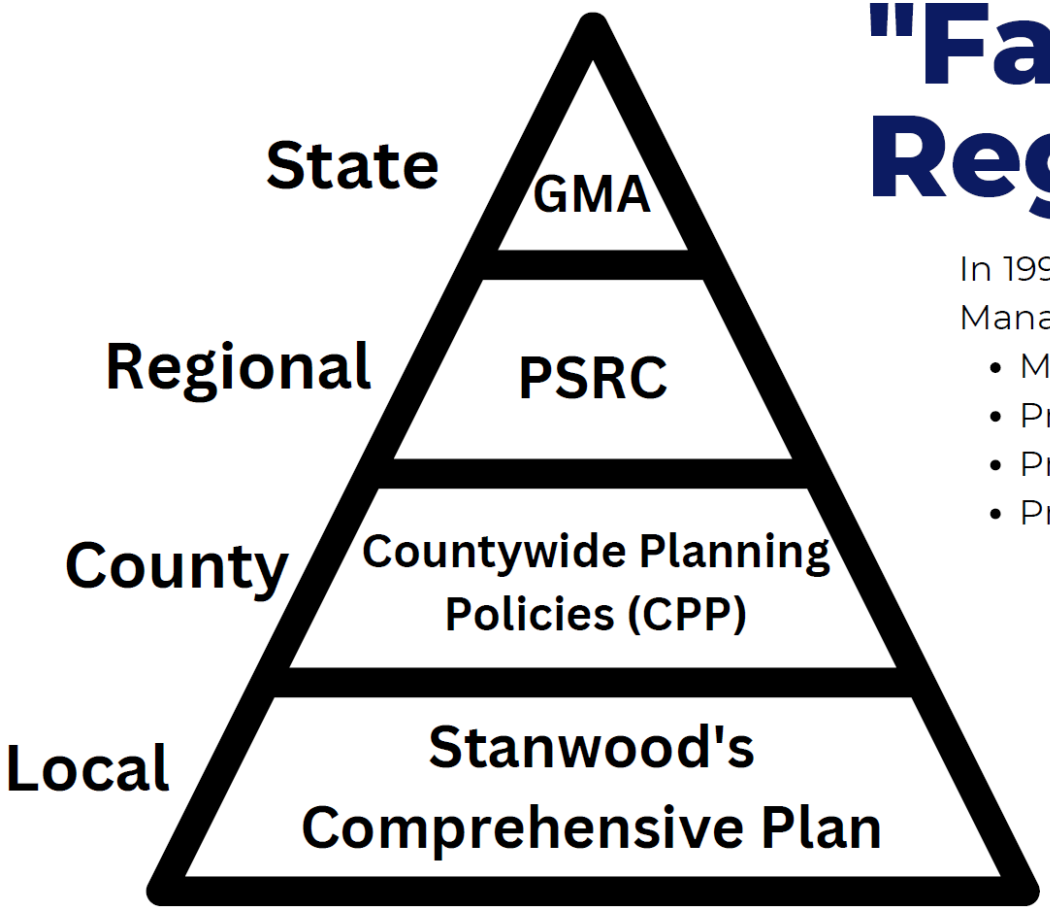
Why Plan?

Communities planning under the Washington State Growth Management Act (GMA) are required to update their comprehensive plans every 10 years.

- Population Growth
- Employment
- Housing Types & Income Levels
- Identify Infrastructure Needs
- Evaluate Service Levels

"Remember yesterday, imagine tomorrow"

Planning for Growth in WA



"Fair Share of Regional Need"

In 1990 / 1991 The State Passed The Growth Management Act (GMA) To:

- Manage Growth
- Protect Critical Areas
- Preserve Natural Resources
- Preserve Farmlands

Stanwood is expected to accommodate approx. 1.2% of Snohomish County's overall growth.

2024-2044 Comprehensive Plan

Built off the foundation of 2015 Comprehensive Plan but with a new look and “plain talk” for readability:

- Color Coded by Chapter
- Key Takeaways at the Beginning of Each Element
- Description Boxes that Explain Key Terms or Concepts
- Pictures and Graphics
- Goals and Policies Next to Relevant Topics

Vision & Mission

2044 VISION STATEMENT

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

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

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

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.

Core Values Continued

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.

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Acknowledgement

New:
Tribal Acknowledgement Page

stuləg^{w}abš (People of the River)

Recognition that the City of Stanwood is located on the ancestral homeland of the Stillaguamish Indian Tribe.

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

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

Image: A photo from the 2013 Stillaguamish Salmon Ceremony.

Land Use Element

Land Use Element Topics:

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Community Feedback
Growth Management
A Tale of Two Cities
Downtown District
Uptown District
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Annexation
Essential Public Facilities

2044 Population Growth Target

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.**

PRSC 2050 Growth Strategy

GOAL: The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.

Stanwood Population:

2023 Population: 8,585

2044 Population Target: 10,963

20-Year Growth: 2,378

% of County Growth Allocation: 1.27%

Population Targets

Exceeds with current zoning

2044 Employment Target

Employment Targets

- 251 job capacity shortfall of 2044 target
- Solution: Planned Industrial zone
  - All LI and some GI to PI
  - 80% industrial uses, 20% commercial/retail uses

Jobs	2019 Actual	Capacity per 2021 Buildable Land Report*	2044 Target**	2035-2044 Capacity Surplus/ (Shortfall)	AGR
City of Stanwood	3,865	4,822	5,073	(251)	1.1%

Employment:
Stanwood's existing zoning falls short of providing the employment targets assigned to the City.

Light Industrial zone is proposed to be changed to a Planned Industrial zone
Creates job additional opportunities

2044 Housing Target

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		

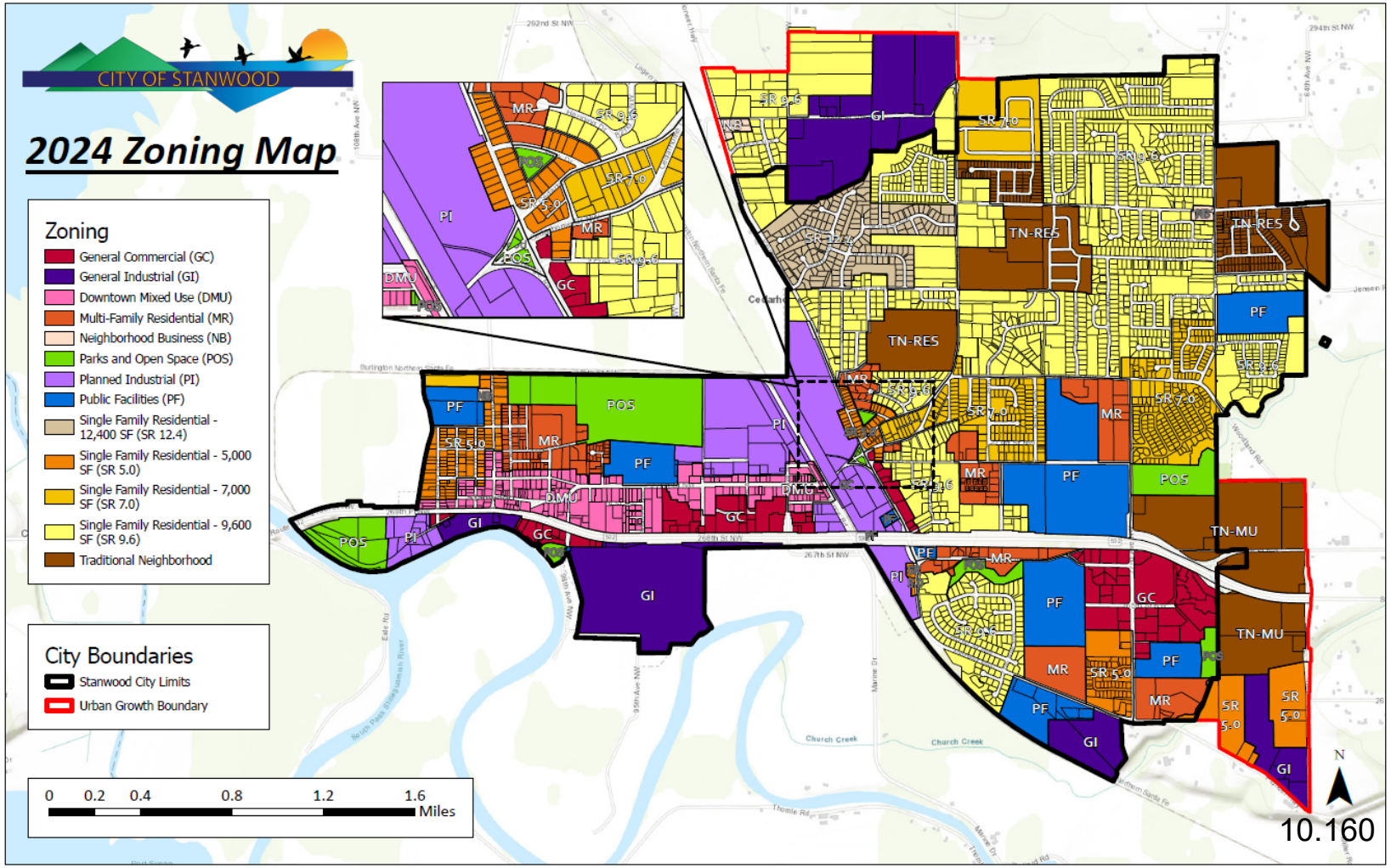
Housing: The Growth Management Act (GMA) added a new housing target to the 2024 Plan update.

- Plan for and accommodate housing for all income levels.
- Commerce links housing types by income bands.
- These types of units are referred to as “missing middle housing”.

Land Use Designations

ZONING COMPOSITION

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



Proposed Rezone: Mixed-Use

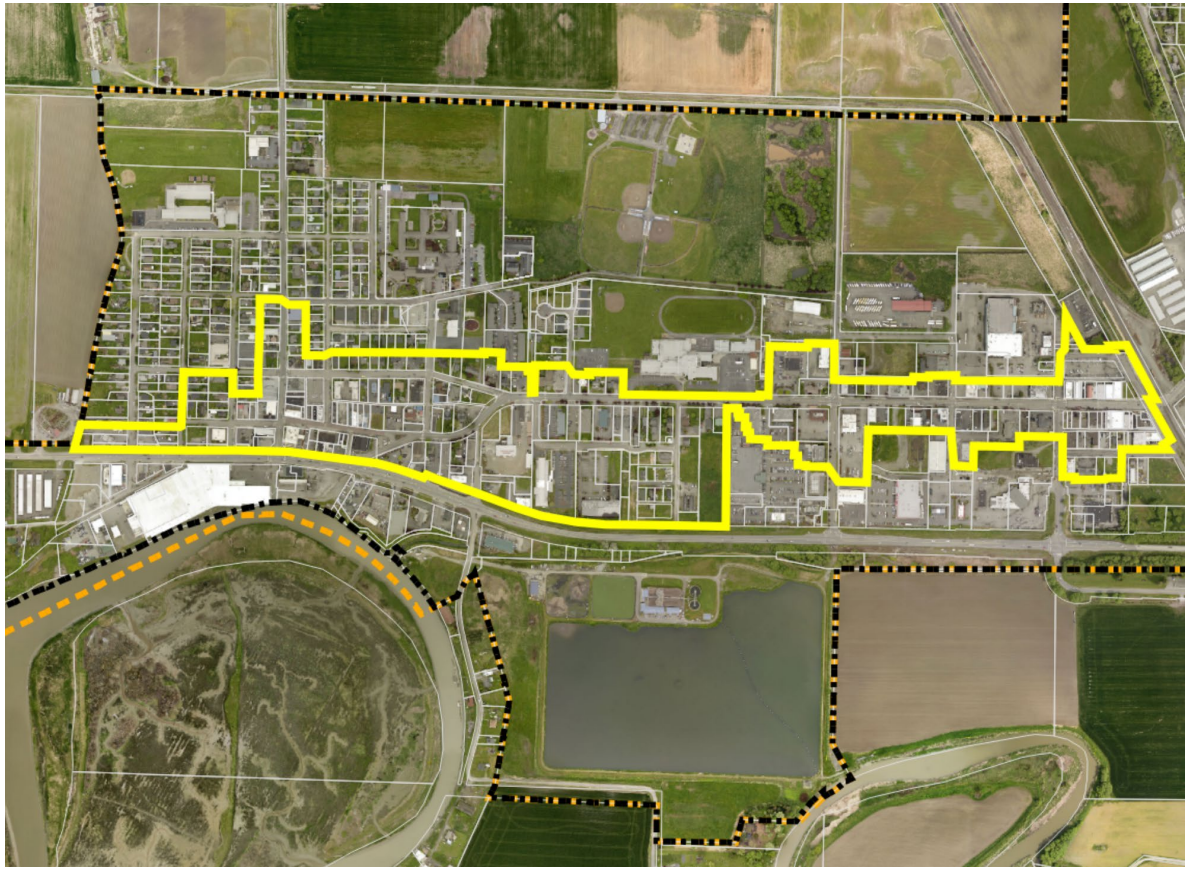
Mixed Use Rezone:

Consolidate portions of MBI and MBII along with some smaller parcels into a new single Mixed-Use zone.

Reduces confusion regarding difference between MBI and MBII zones.

Create a cohesive commercial oriented downtown.

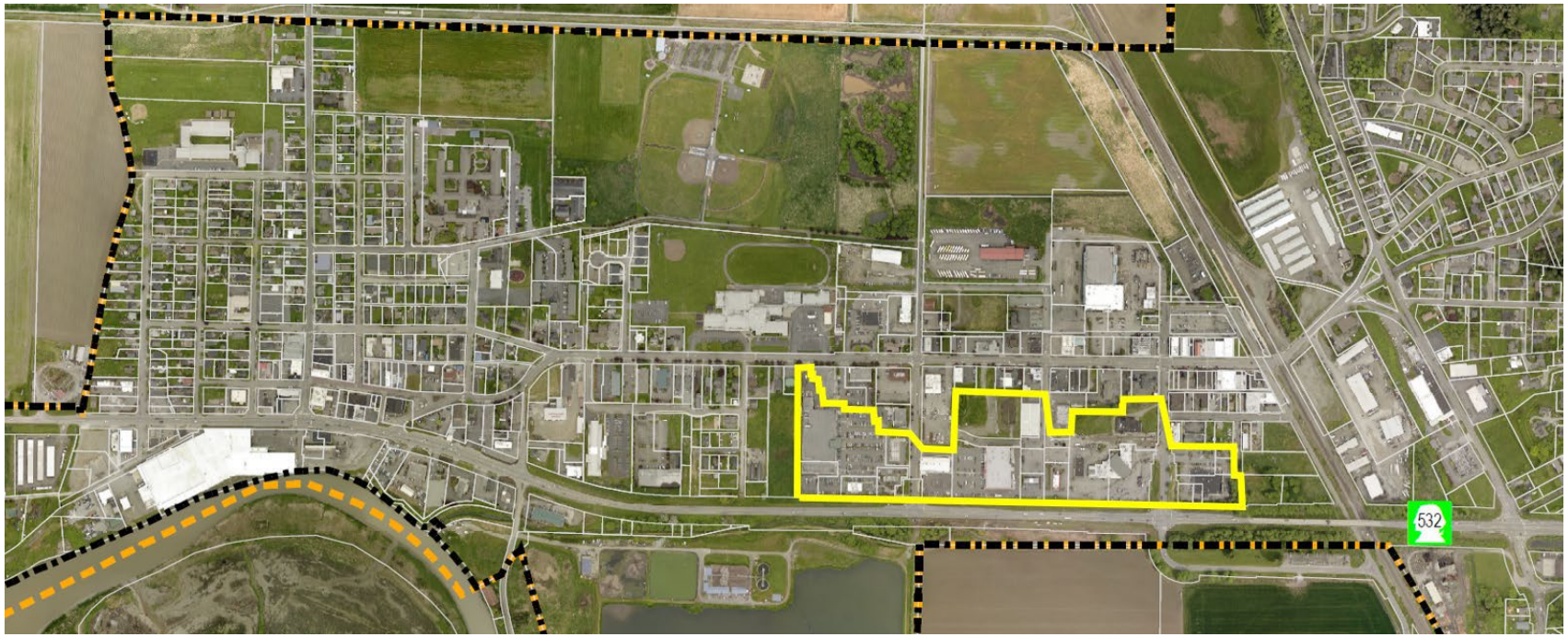
Rezone Portions of: Main Street Business I , Main Street Business II , SR 9.6 zoned ,SR 5.0 , General Commercial, Light Industrial, and General Industrial.



Proposed Rezone:
Downtown General Commercial

Downtown General Commercial Rezone:

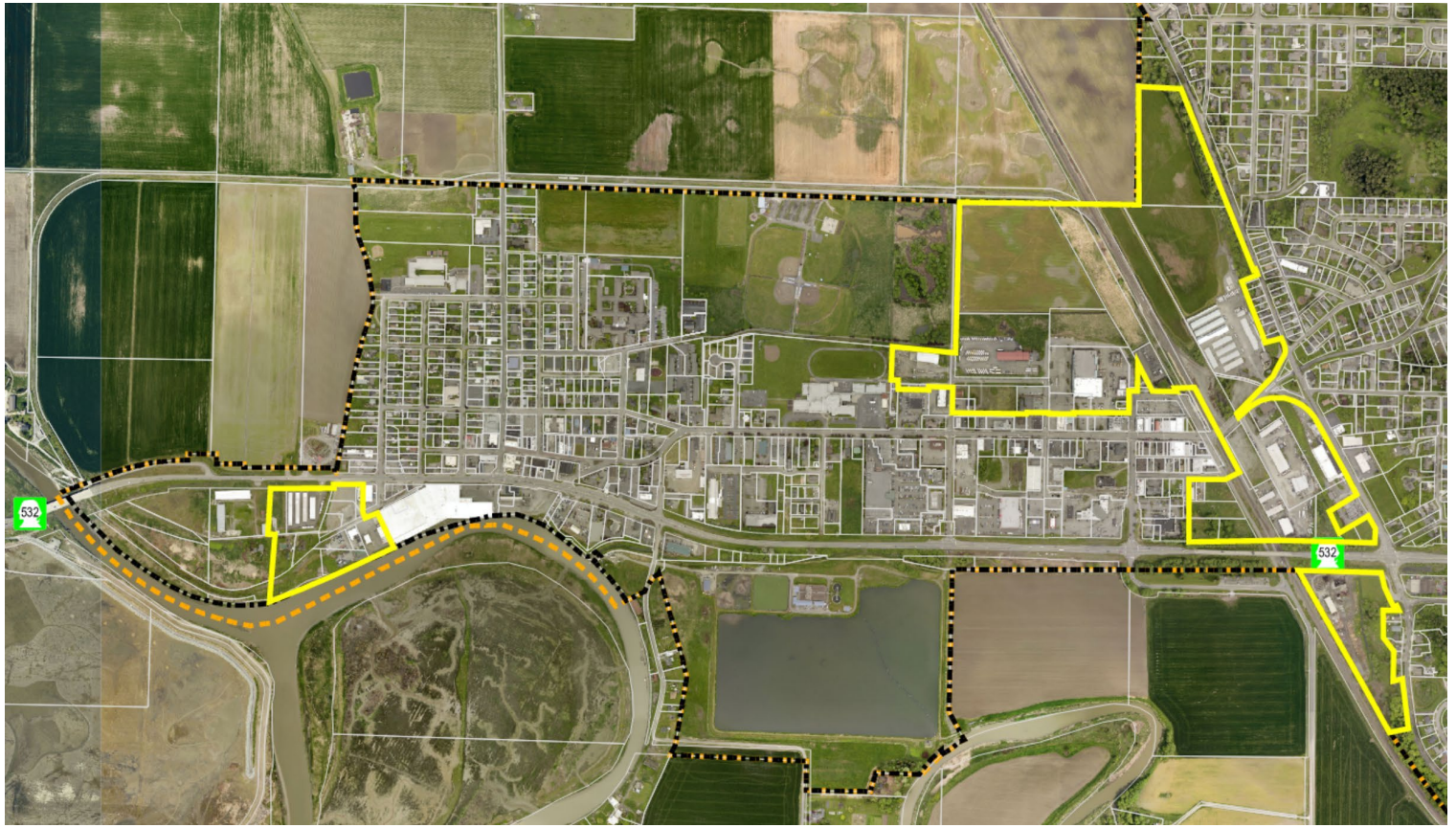
This Commercial zoning allows for the existing “Big Box” stores which serve the community.



Proposed Rezone: Planned Industrial

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.



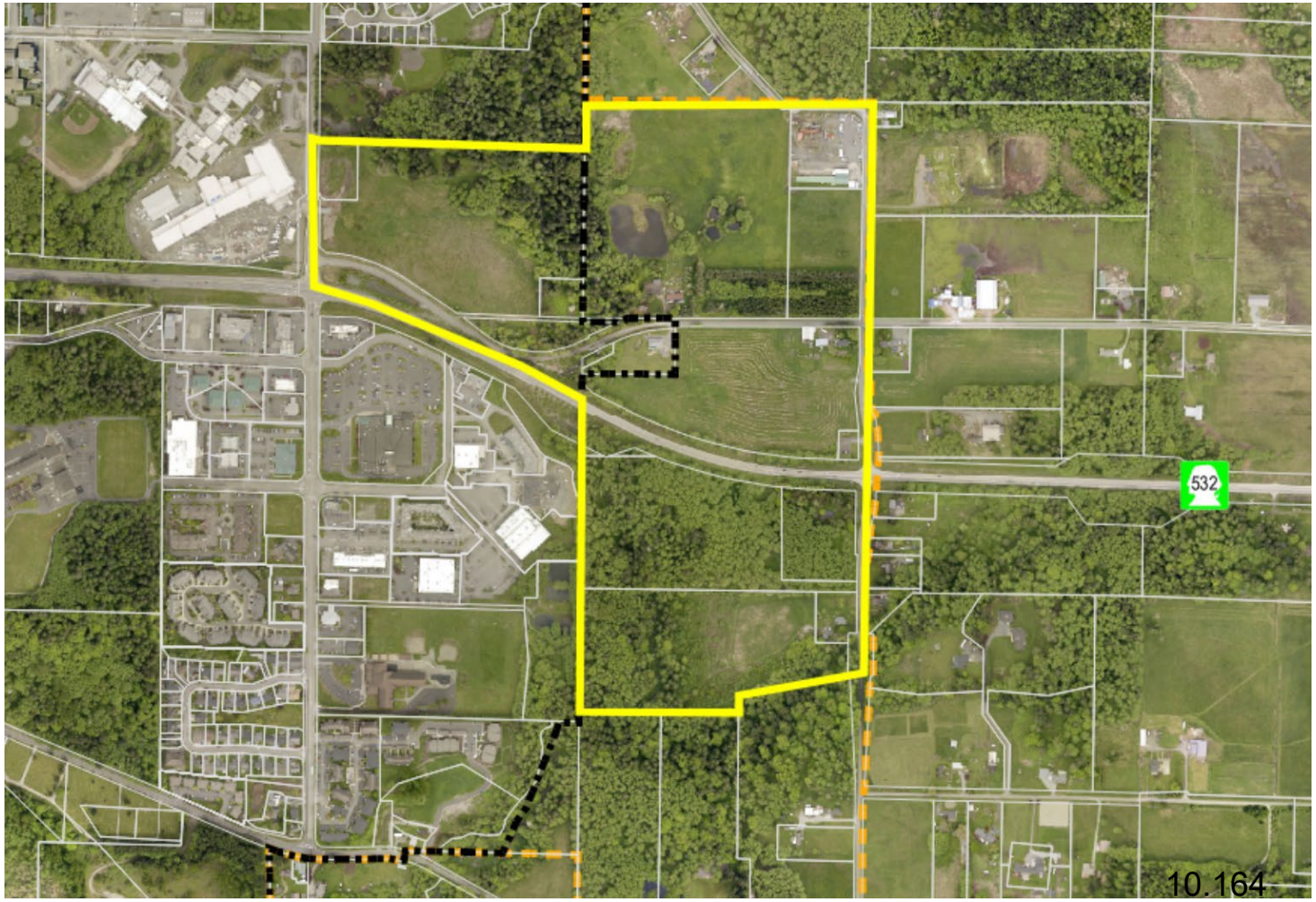
Proposed Rezone: TN Zone

Adding TN Zoning in UGA

Encouraging commercial uses in TN zones near SR 532

Clarifying Commercial square footage allowances in TN zones near SR 532.

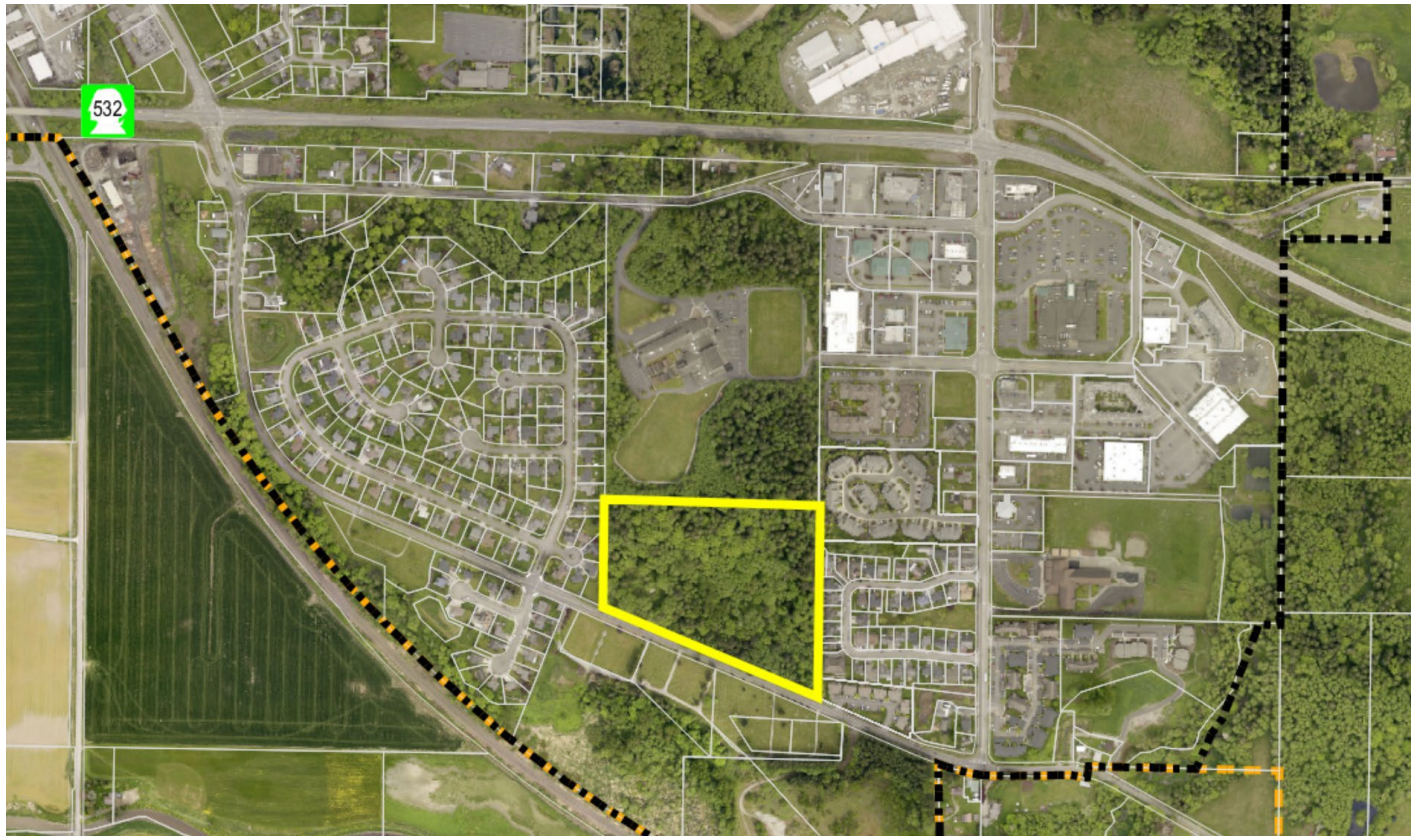
- Commercial uses are not required;
- 3 housing types must be provided;
- If commercial uses are proposed:
  - 3% of the gross land area;
  - 3-10% = 3 housing unit types;
  - >10% = 2 housing unit types
  - Max of 50% Commercial



Proposed Rezone: Multifamily Zoning

SR 5.0 to MR Rezone

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



Proposed Rezone: SR 9.6

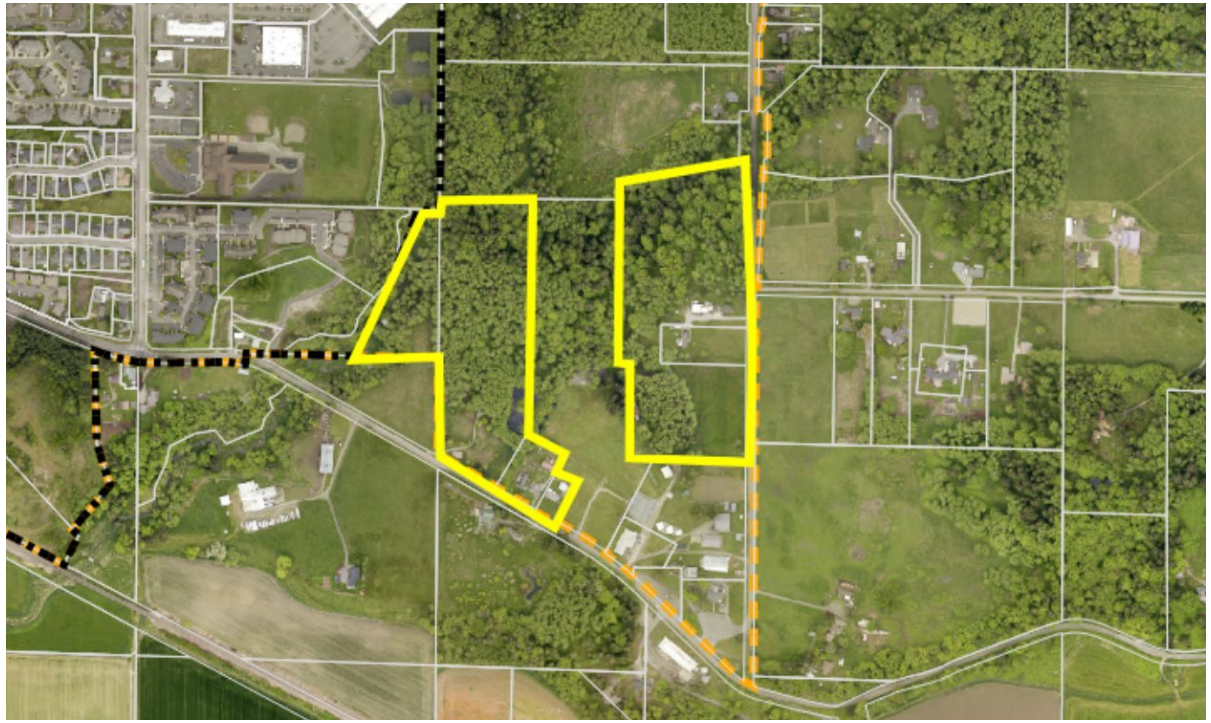
TN to SR 9.6 Rezone

Rezone approximately 3.99 acres of Traditional Neighborhood zoned properties to SR 9.6.

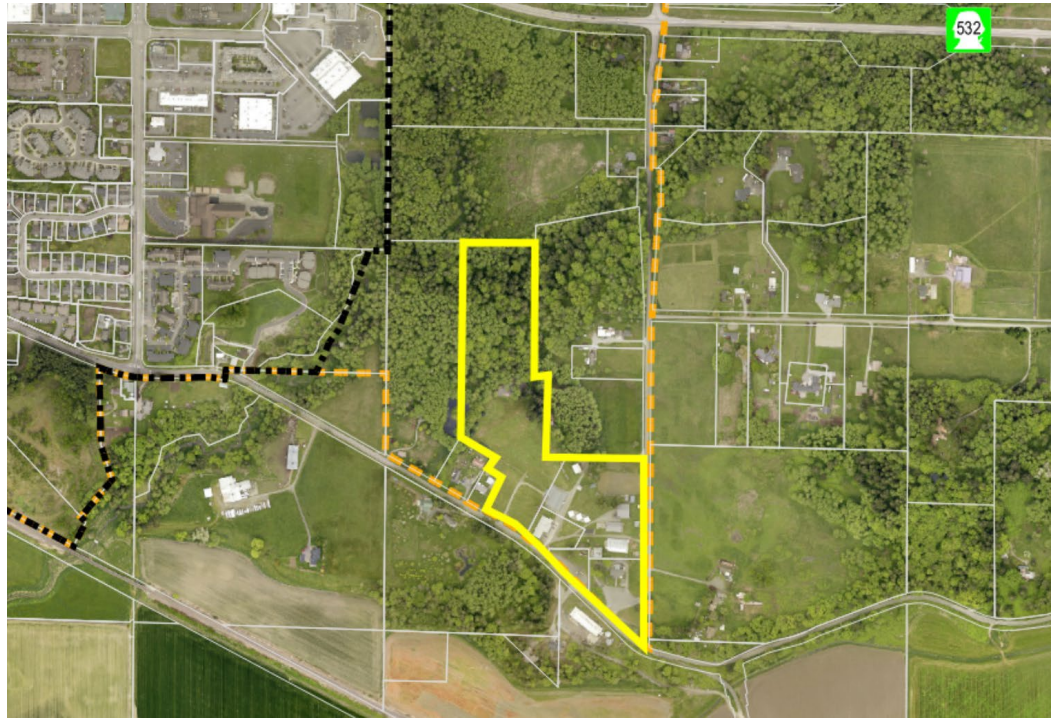
Accommodate the community's desire not to have multifamily development on the property.

Transfers Density to the MF Rezone on Pioneer Highway – No Net Loss of Density or Housing Types.

Proposed Rezone: Eastern UGA



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



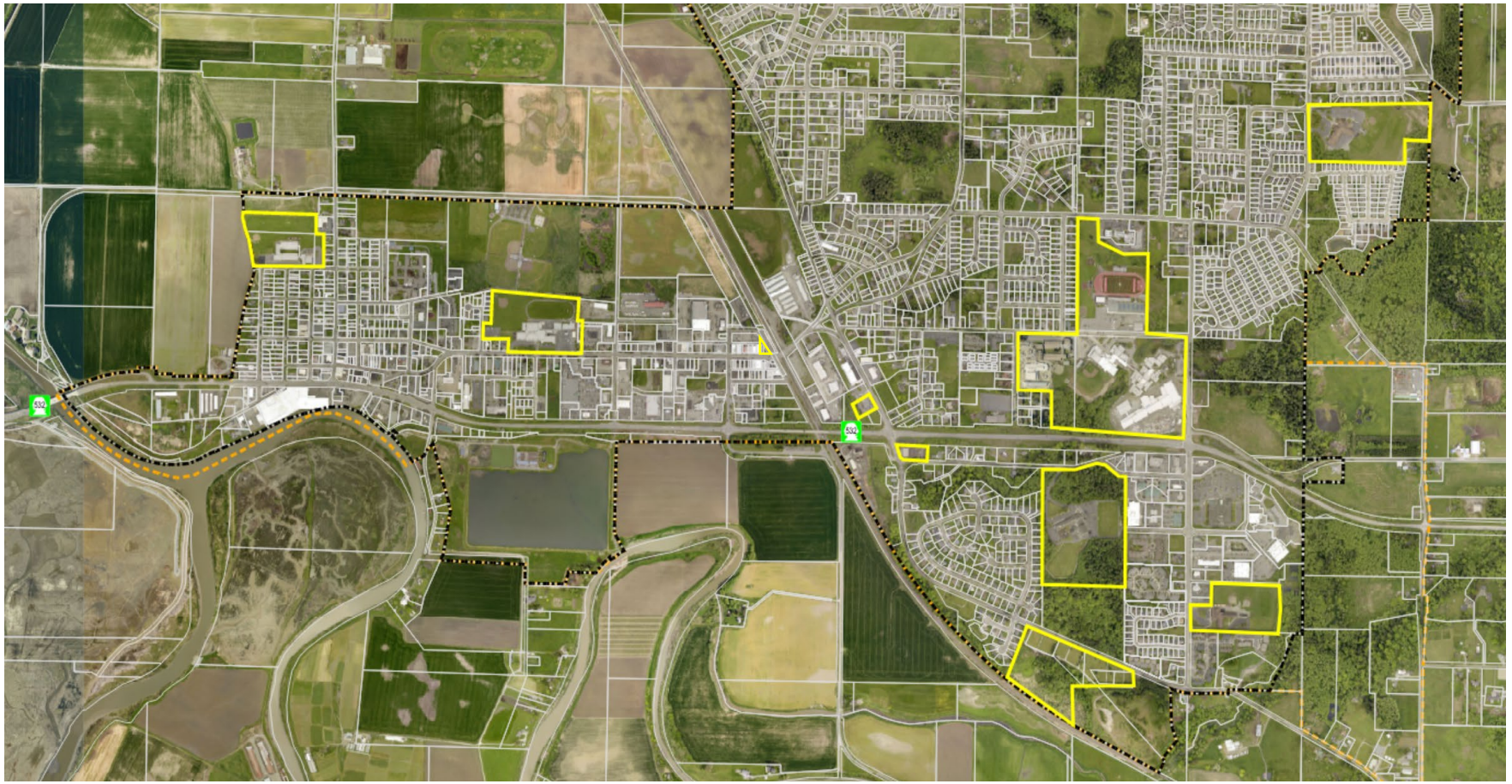
Rezone approximately 21.36 acres of Light Industrial zoned properties to Planned Industrial to maintain industrial zoning on the fairgrounds site.

Proposed Rezone: Public Facilities

Public Facility Rezone

Rezone properties to reflect public use by:

- School District,
- North County Regional Fire Authority, and
- Cemetery.



Proposed Rezone: General Industrial

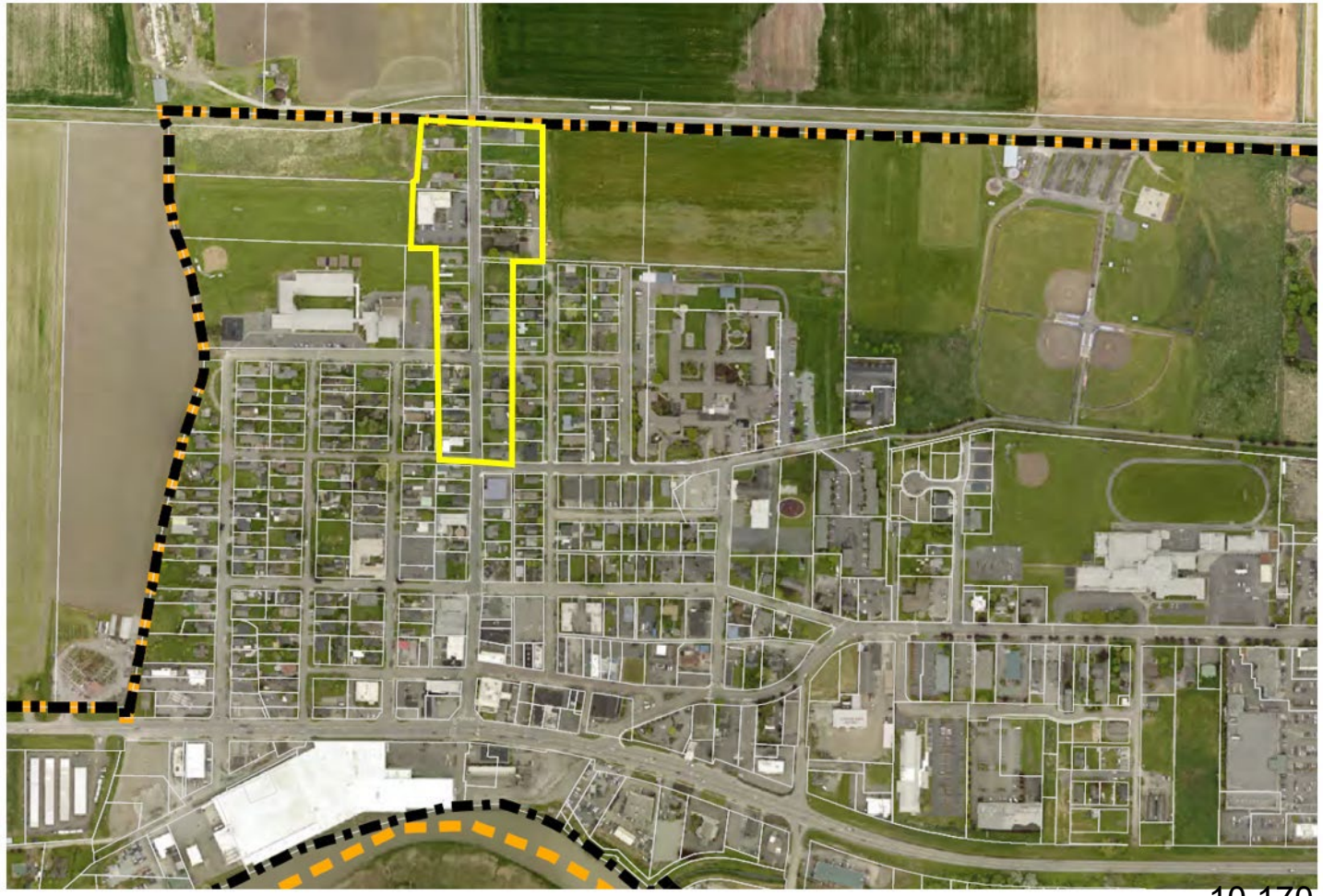
General Industrial Rezone

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

Proposed Rezone: General Industrial

North 102nd Avenue 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.

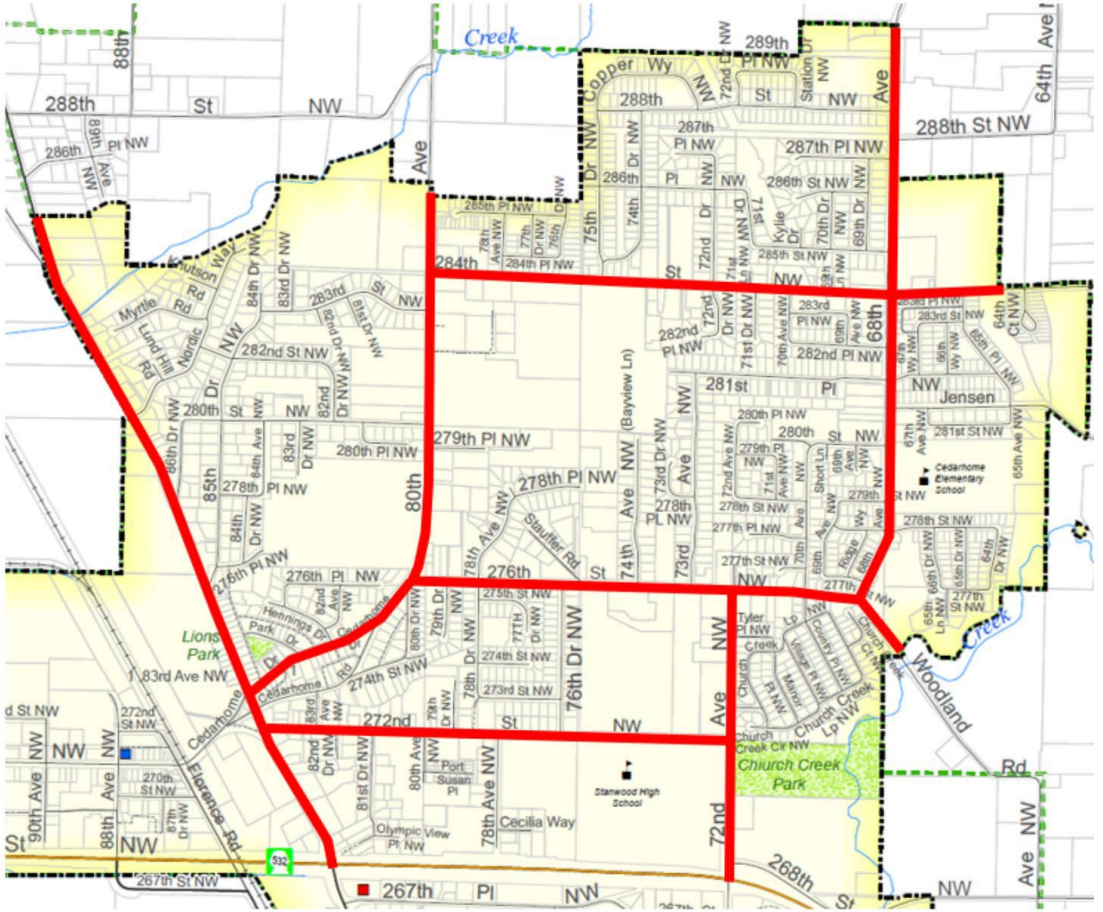


Code Amendment: Commercial Uses

Small Scale Commercial in Uptown Area:

Future Potential Municipal Code Amendment to allow permittable 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 quality for home occupations.



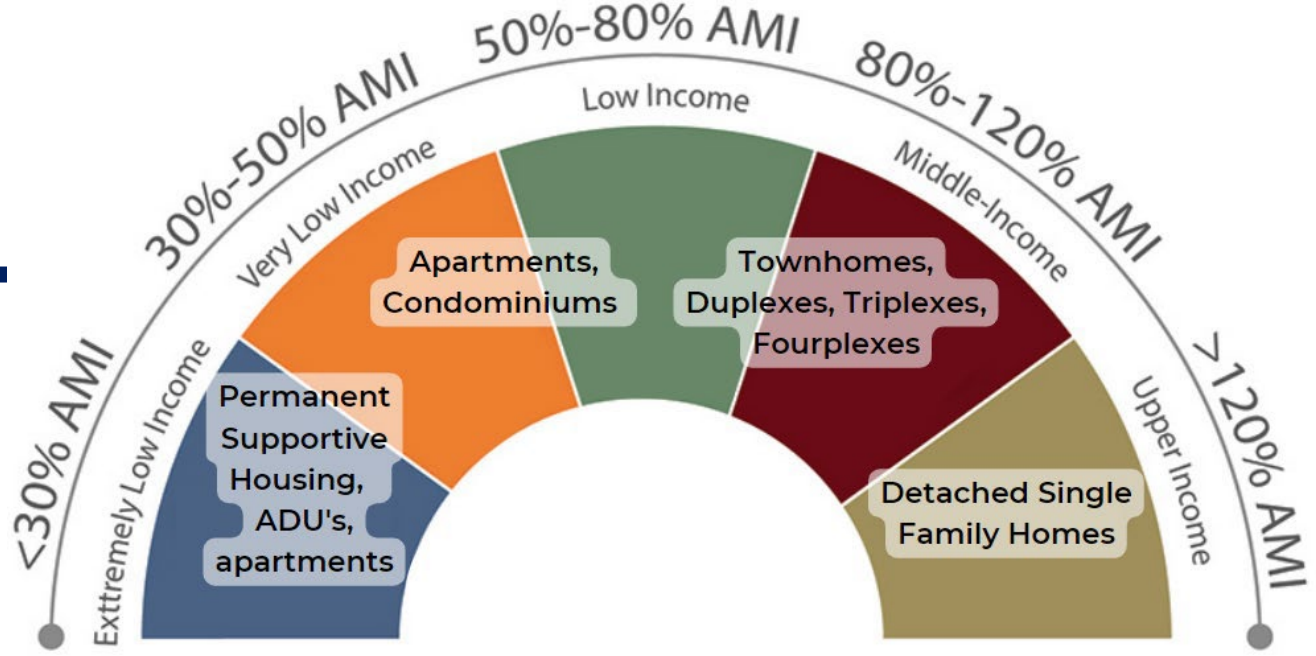
Other Mandatory Requirements

- Land Use Capacity Analysis
- A Tale of Two Downtowns
- Historic Preservation
- Annexation Areas
- Essential Public Facilities
- Flood Management
- Stormwater Management
- Public Water System

Housing Element

The housing element reflects a new requirement by the Growth Management Act to plan for ***and accommodate households of all 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.



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		

Housing Element

Other key elements of the housing element include:

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

Economic Development Element

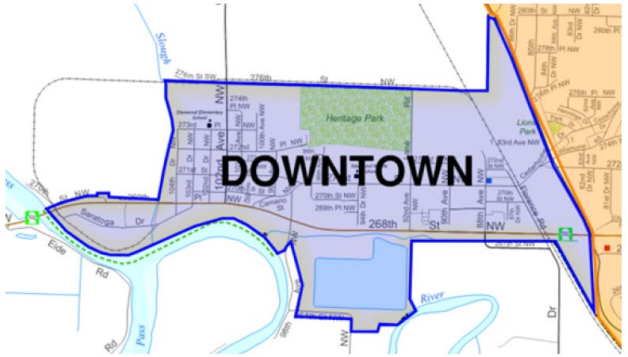
The City has spent the last 20 years planning for the future of Stanwood and emphasizing the importance of economic survival.

Proposes new zoning designations to implement the economic vision

- Mixed Use and Planned Industrial Zone

Creating a singular unifying Downtown District will replace multiple multifamily and main street business zones.

Downtown Revitalization



Four main goals:

- Preserve Downtown Character
- Support existing "big box" stores while limiting new ones
- Create opportunities for mixed-use and residential infill
- Simplify zoning

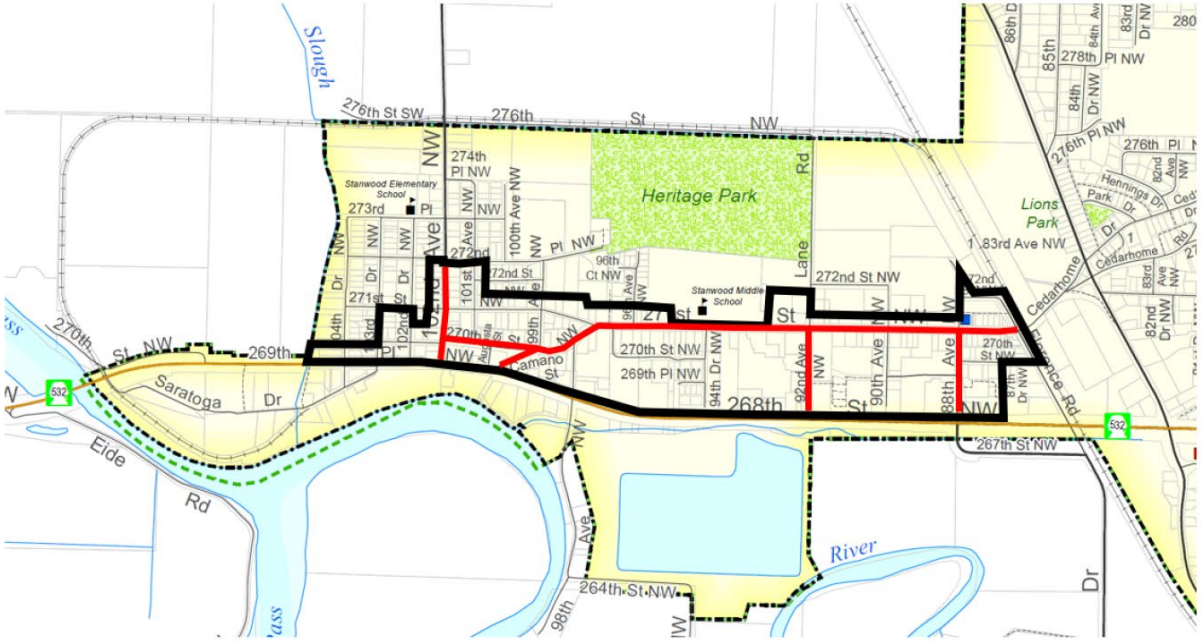
Economic Development Element

CORE VALUES

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

Encourage viable commercial development

Support commercial with residential infill



- Require commercial along major roads (red)
- All other roads with commercial and residential infill

Transportation Element

The Transportation Element provides the framework to guide the growth and development of the City's transportation infrastructure.

- Consistent with the Land Use Element
- Added emphasis on Pedestrian and Multimodal Connections
- Readopts Existing Level of Service
  - LOS D for traffic signals, roundabouts, and all-way stop controlled intersections
  - LOS E for two-way stop-controlled intersections
- Includes financing strategies and partnerships
- policies strive for a balanced, multi-modal transportation network for the City addressing the needs of vehicles and pedestrians.

Transportation Element

2022 Traffic LOS

Exhibit T.8: An Intersection Traffic Operations Map showing 2022 LOS levels for different intersections throughout Stanwood.

= SAME LOS

Projected 2024 Traffic LOS

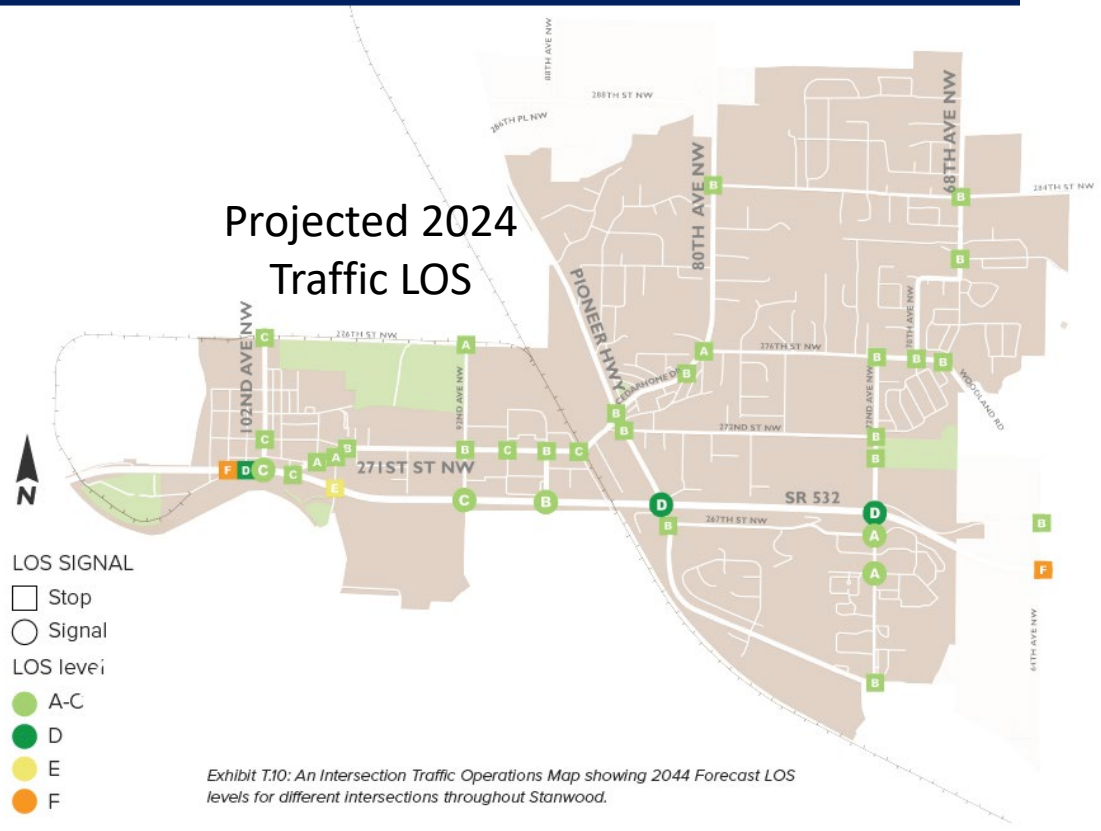


Exhibit T.10: An Intersection Traffic Operations Map showing 2044 Forecast LOS levels for different intersections throughout Stanwood.

No Change in Projected Traffic LOS from Proposed Rezones or Meeting Housing and Employment Targets

Parks Element

The recently adopted Parks, Recreation, and Open Space (PROS) Plan forms the basis of the Parks Element.

Adopted Level Of Service = 7 Acres / Dwelling Unit

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

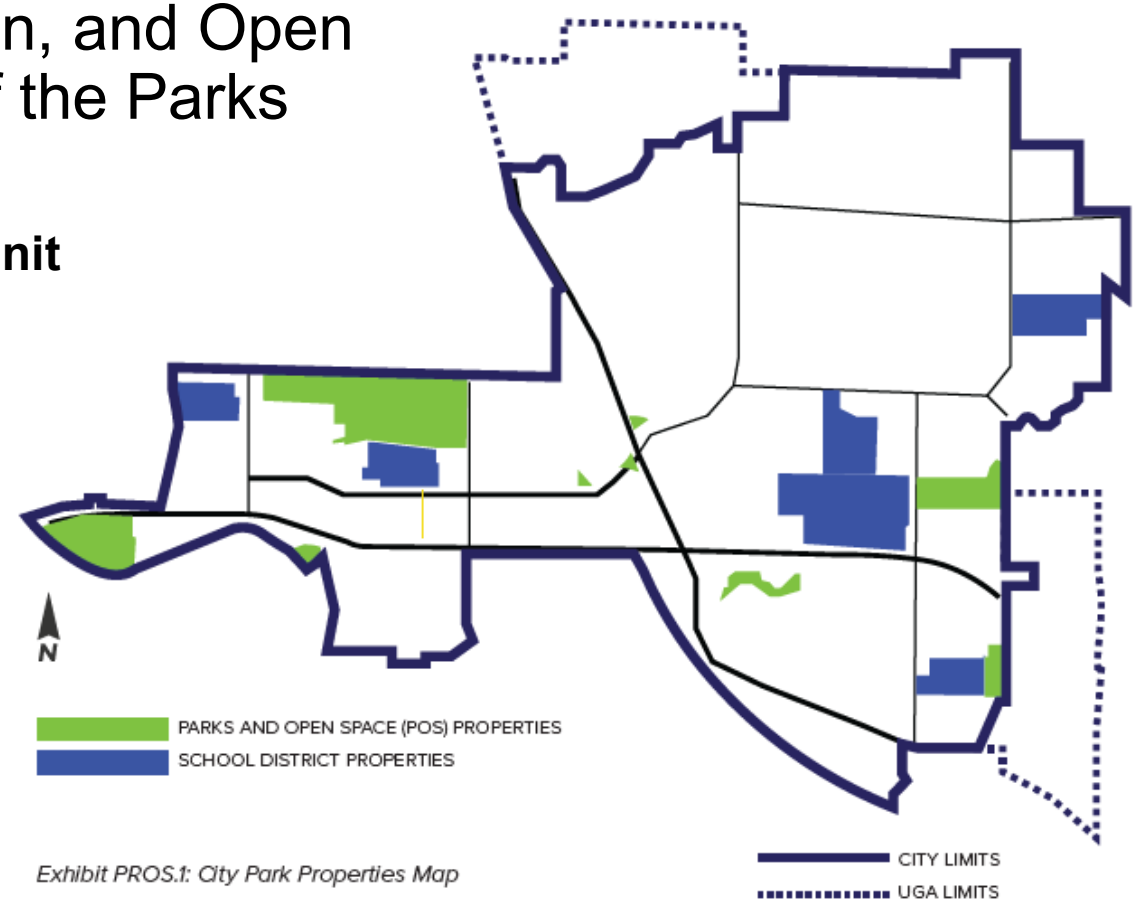


Exhibit PROS.1: City Park Properties Map

Natural Features Element

The Natural Features Element explores the relationship between the built and natural environments and form the basis for the City's critical area regulations.

Critical Areas Include:

- 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

Shoreline Management Element

The shorelines element is formally a component of the City's Shoreline Management Plan (SMP).

Regulates land uses within 200 feet of the shoreline.

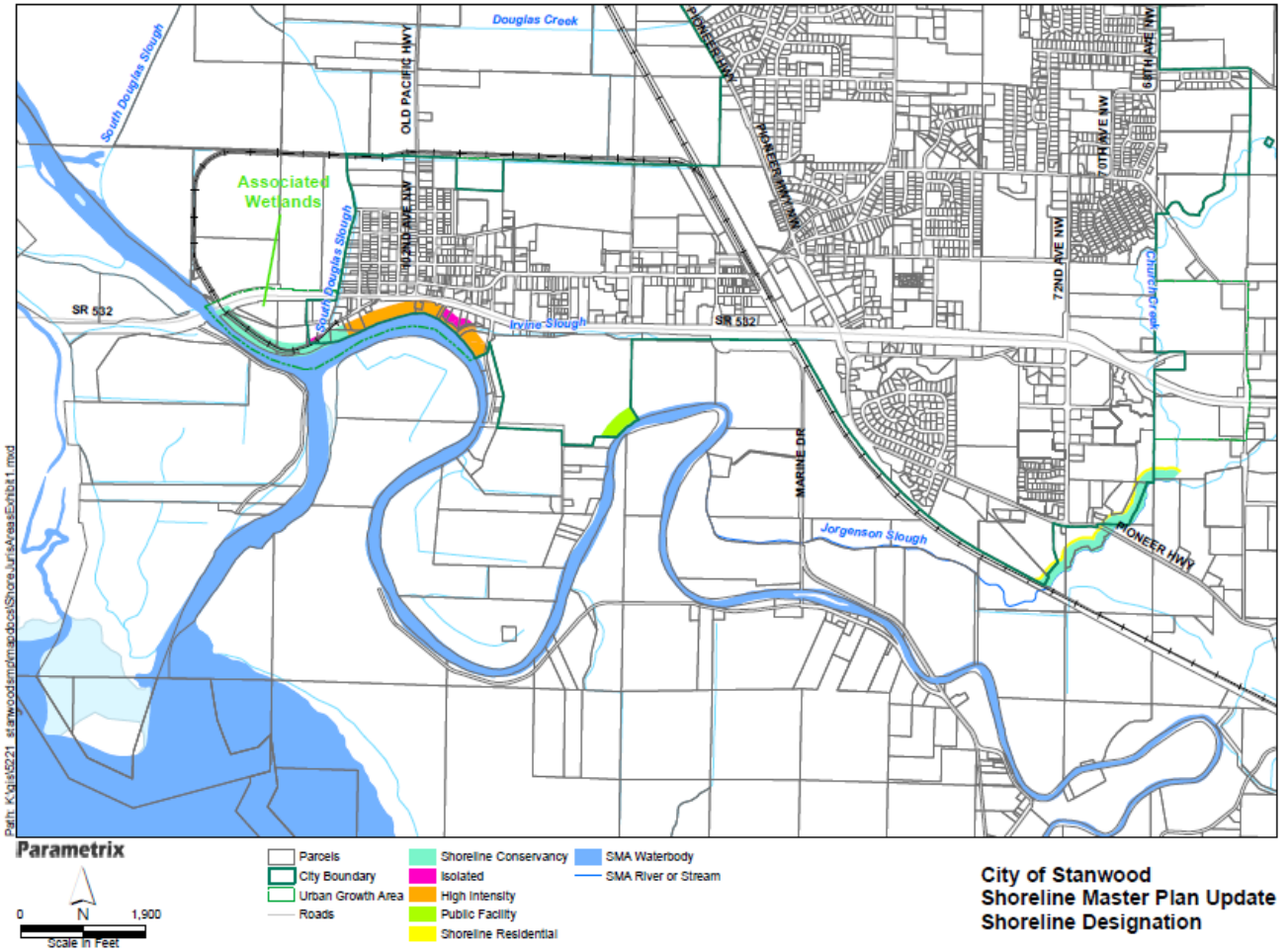
No Changes Proposed: An amendment to this element will occur in 2029 if not sooner.

This element includes:

Purpose / Introduction

Shoreline Designation Map

Goals and Policies



Utilities Element

The utilities element provides policy direction for planning and installing utilities. All providers have sufficient capacity to serve the City through the 20-year planning period.

Stanwood is served by the following utility providers:

Facility Type	Provider
Water / Sewer / Drainage	City of Stanwood
Power / Electricity	Snohomish Public Utility District #1 (PUD)
Natural Gas	Cascade Natural Gas (CNG)
Telecommunications	Varies: Ziply Fiber, Astound, Dish
Solid Waste	Waste Management

Capital Facilities Element

Capital Facilities Element:

- 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 financing strategy and 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.

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.

Appendix – Volume 2

Acronyms

Definitions

Zoning / Land Use Designations

Summary of Public Outreach

Capital Facilities Lists

- 6-Year ad 20-Year

Housing Data Summary

Land Use Capacity Methodology

Housing Capacity Methodology

Document Reference List:

- Sewer, Water, Drainage, Housing Action Plan, PROS Plan, Transportation Plan, & Non-Motorized Transportation Plan

County and State Plans:

- 2021 Buildable Lands
- PSRC Vision 2050

Additional Information

Contacts:

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Patricia.Love@ci.stanwood.wa.us

Tansy Schroeder, Senior Planner
Tansy.Schroeder@ci.stanwood.wa.us

Website: https://bit.ly/stancpu

City of Stanwood / Government / Departments / Community Development / Adopted Plans and Policies / Comprehensive Plan

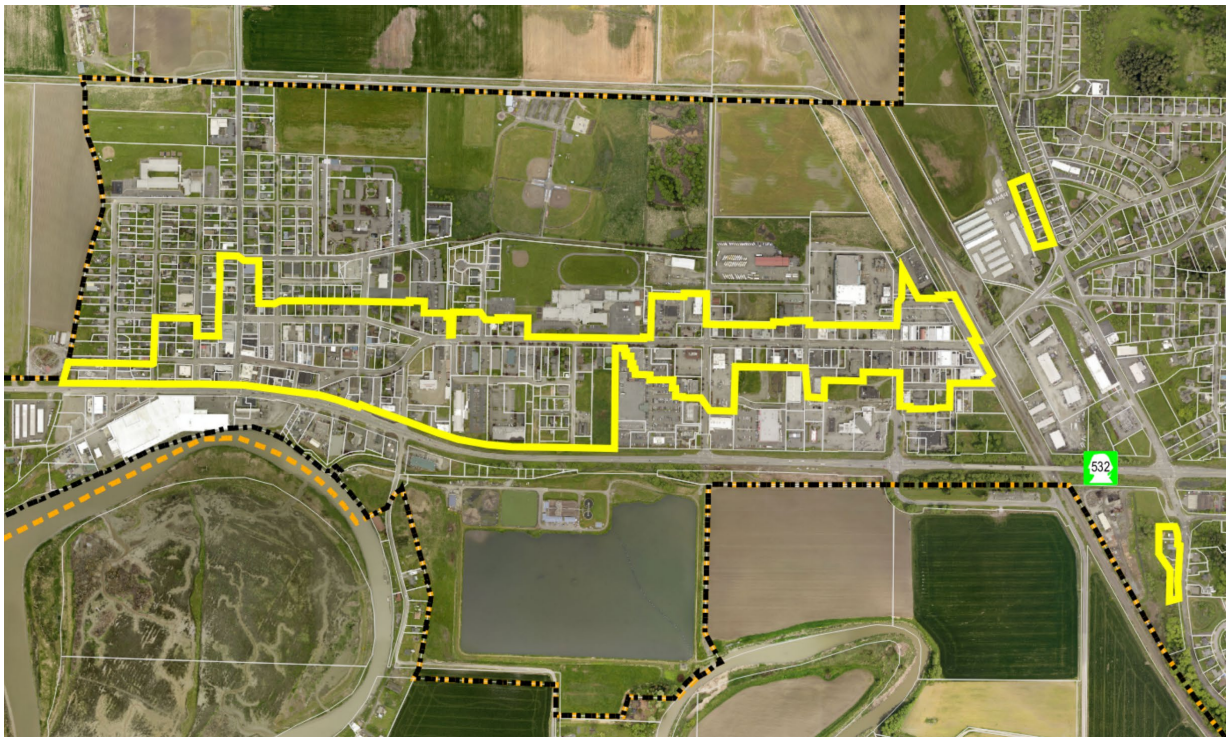
EXHIBIT C

CITY OF STANWOOD
PLANNING COMMISSION

2024 – 20244 COMPREHENSIVE PLAN
SITE SPECIFIC REZONES

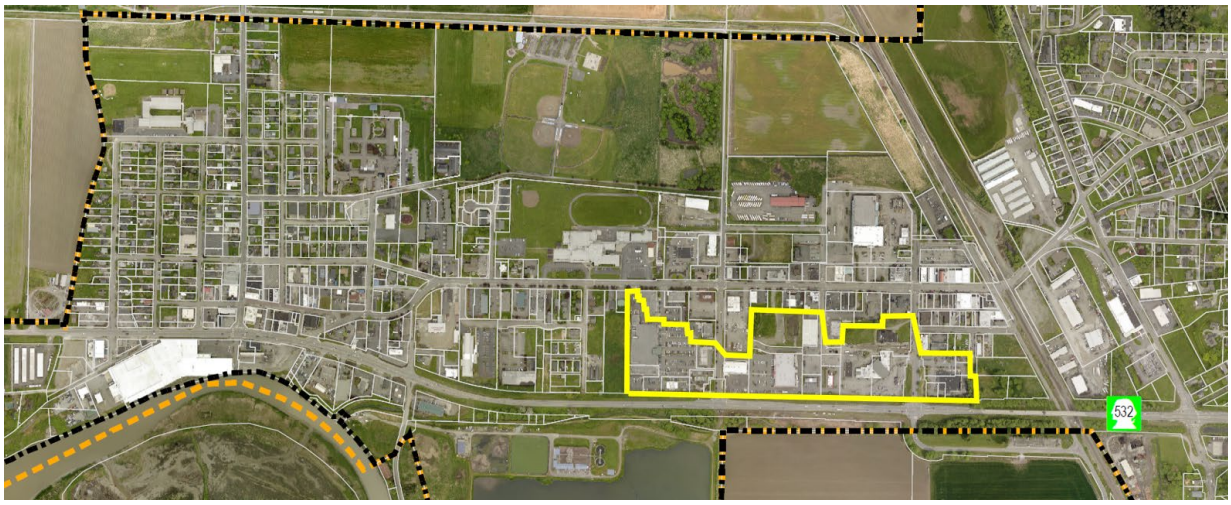
1. Mixed Use Rezone

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.



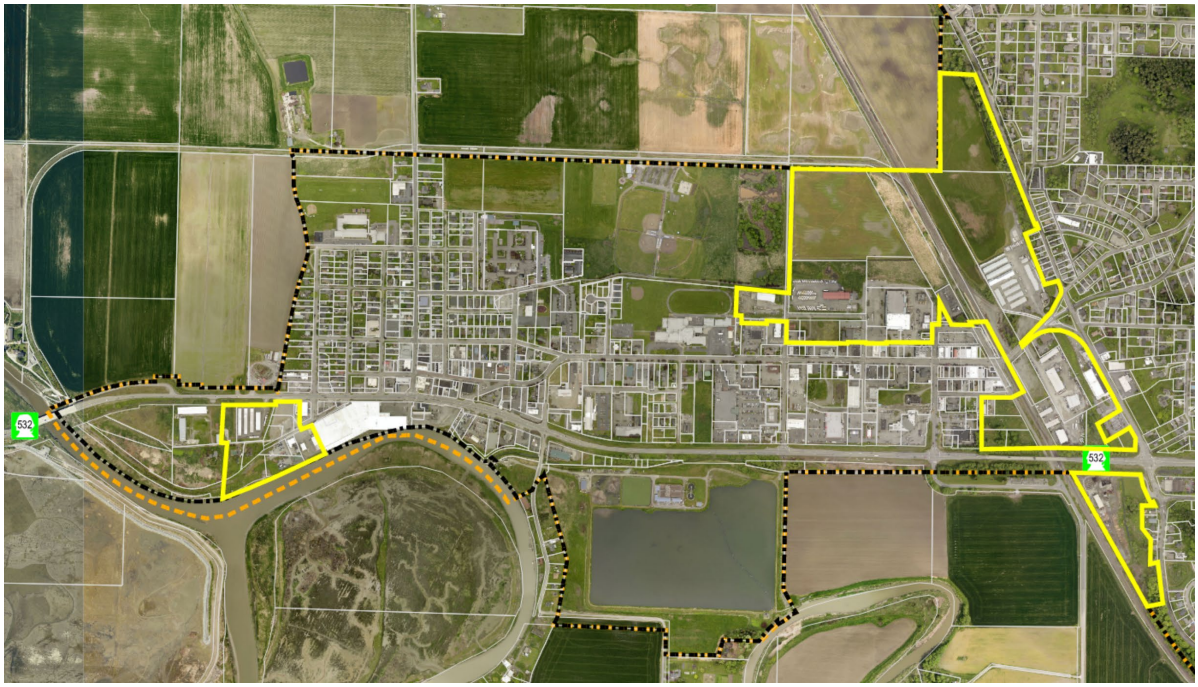
2. Downtown General Commercial Rezone

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.

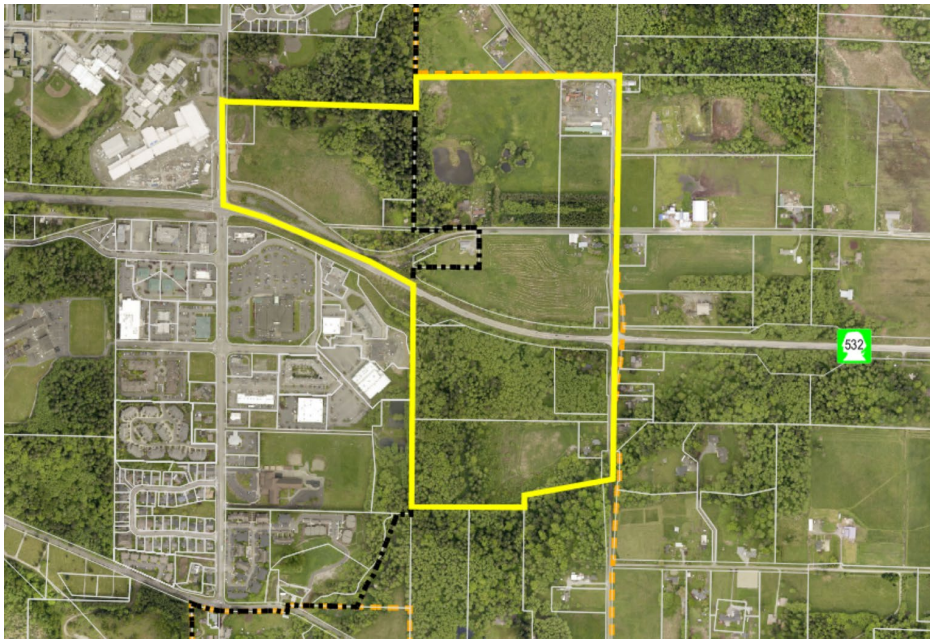


3. Planned Industrial Rezone

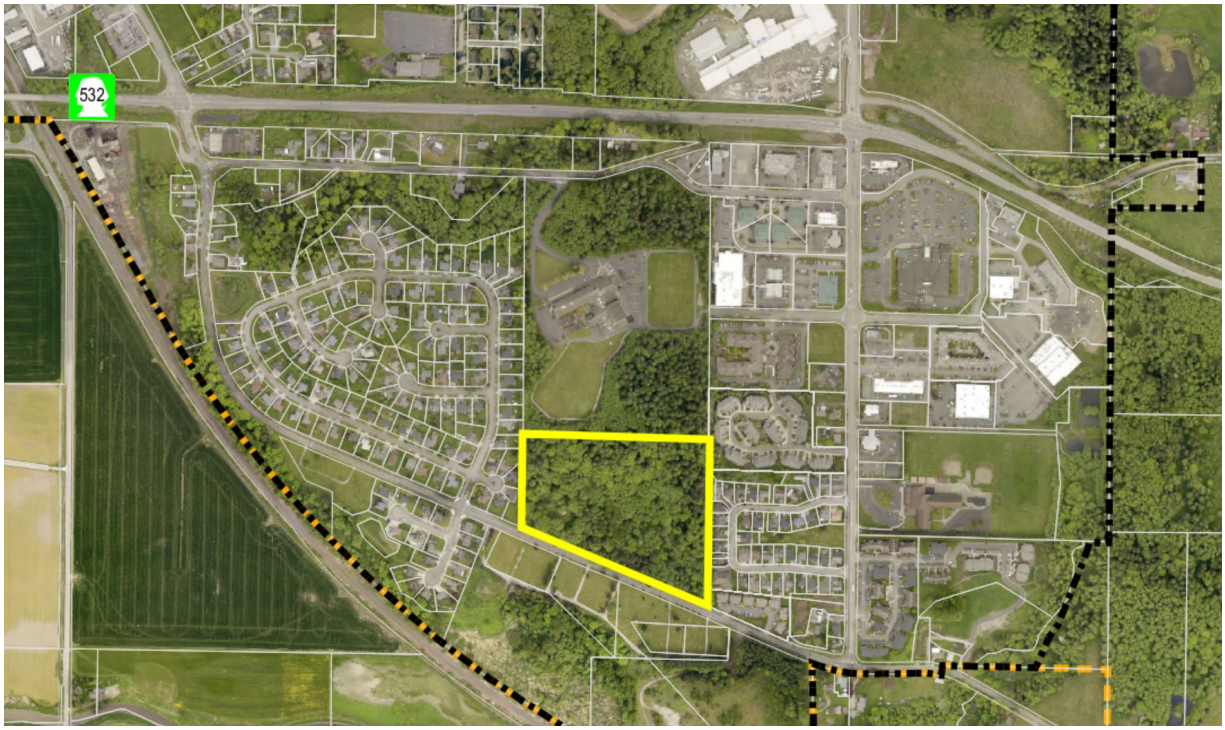
Rezone approximately 49.68 acres of Light Industrial zoned properties and 72.85 acres of General Industrial zoned properties to meet the City’s job / employment targets.



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



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

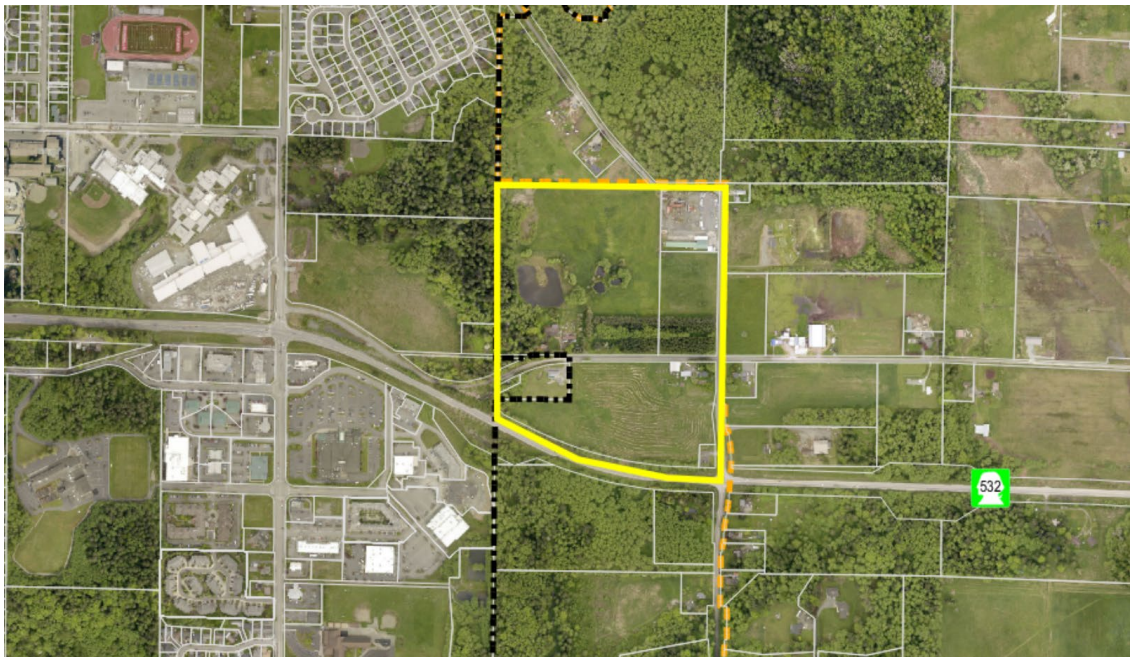


6. TN to SR 9.6 Rezone

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

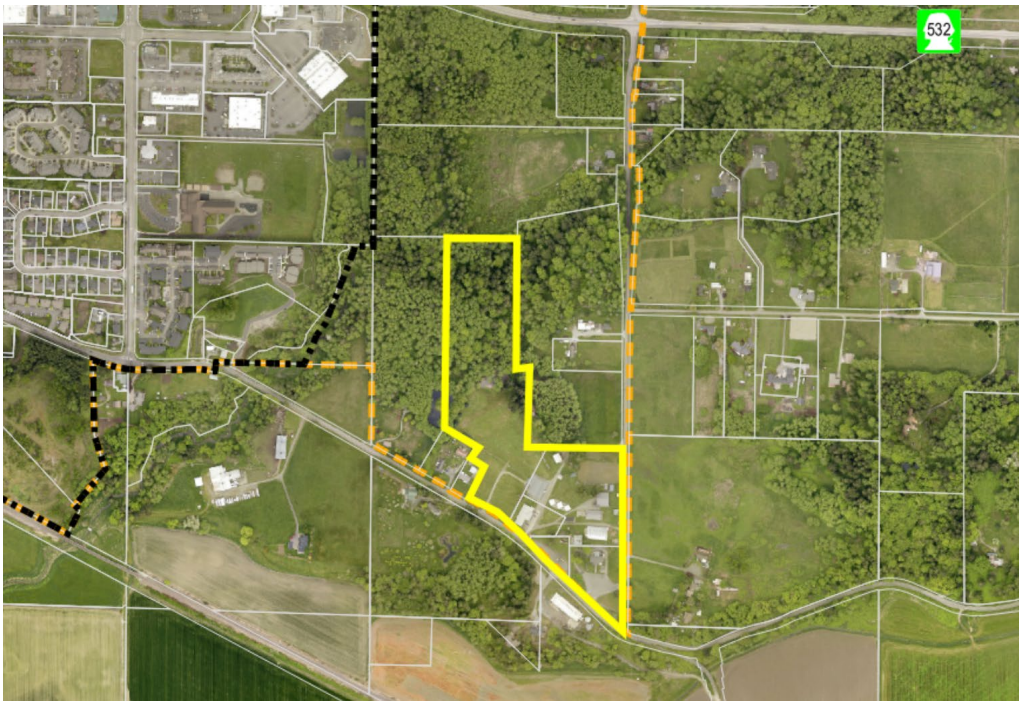
7. East UGA TN Rezone

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.



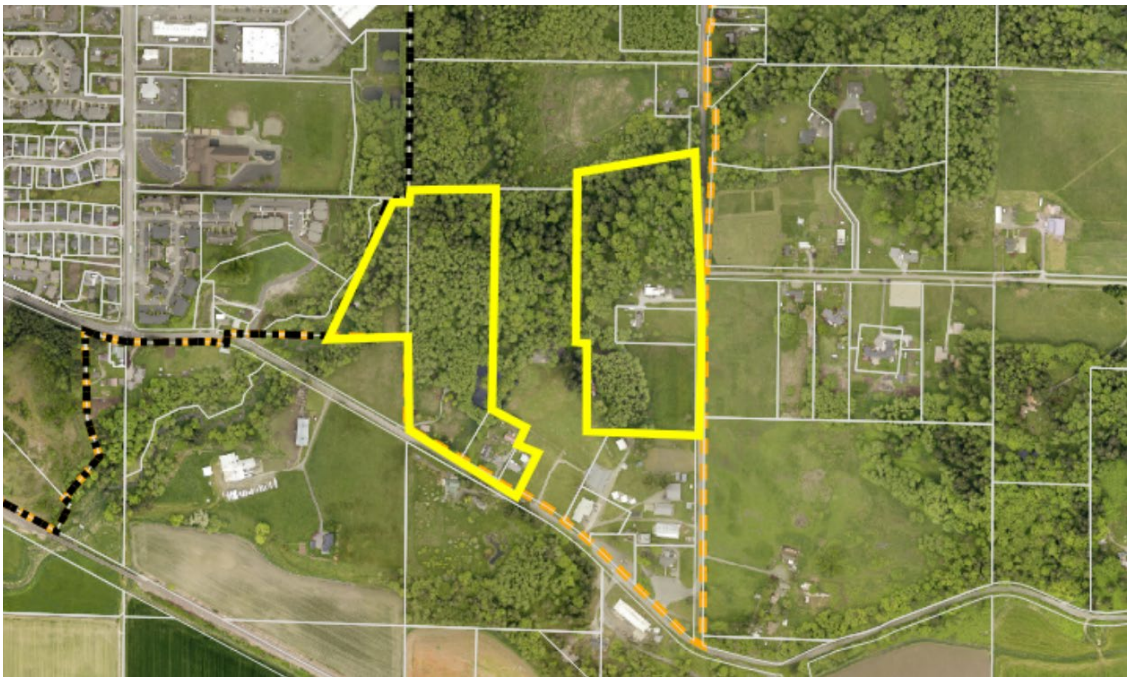
8. East UGA GI Rezone

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

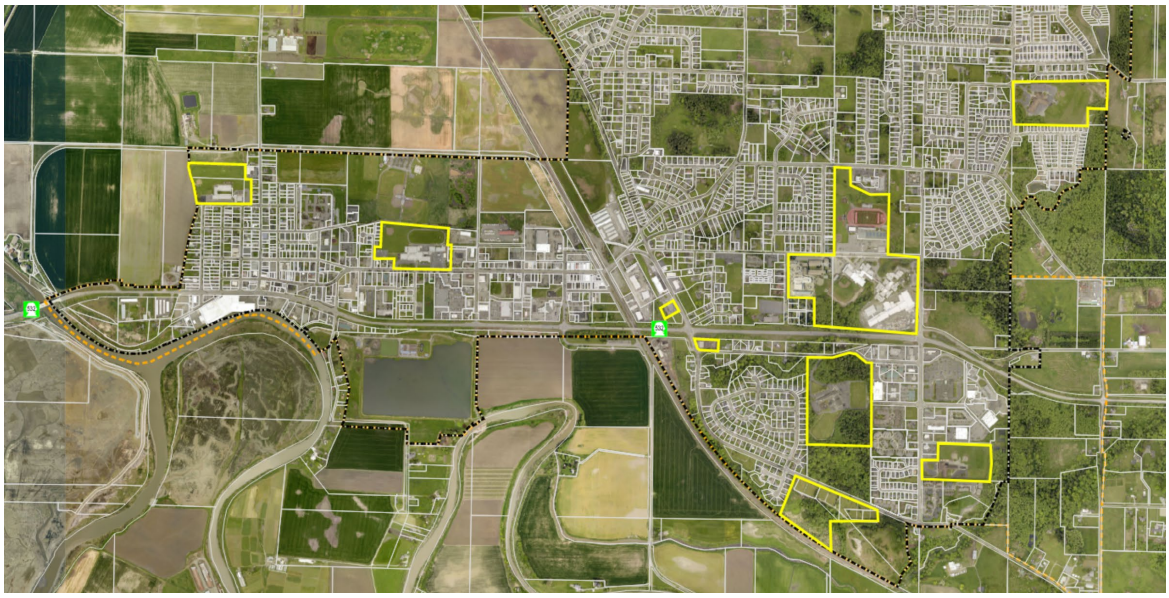


9. East UGA SR 5.0 Rezone

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



10. 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.



11. .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.

12. 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.

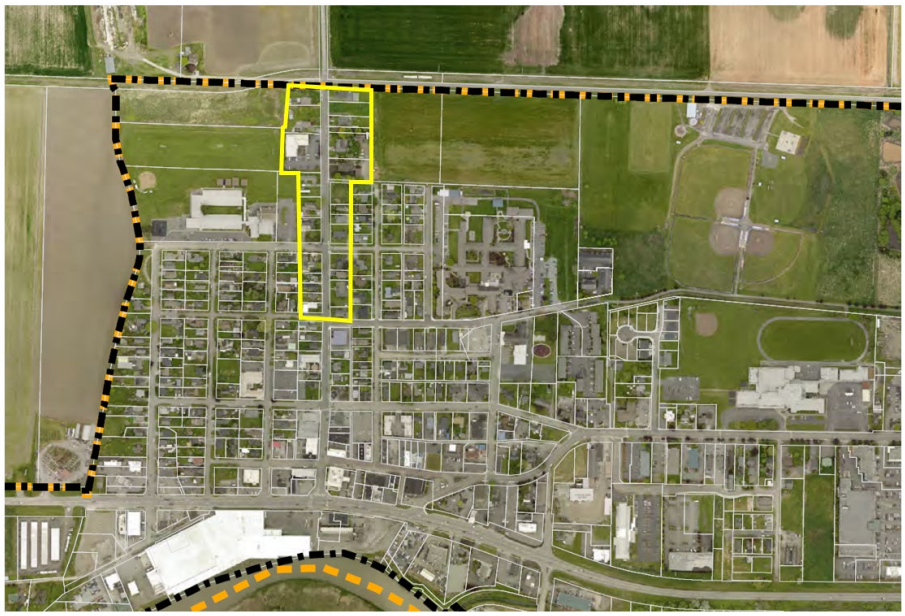


EXHIBIT D

CITY OF STANWOOD
Stanwood, Washington

ORDINANCE 1537

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON ADOPTING THE 2024-2044 COMPREHENSIVE PLAN; ADOPTING THE FINDINGS OF FACT AND RECOMMENDATIONS OF THE STANWOOD PLANNING COMMISSION; UPDATING THE FUTURE LAND USE MAP (FLUM), APPROVING ZONING MAP AMENDMENTS CONSISTENT WITH THE CHANGES TO THE FLUM; AND ESTABLISHING SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, pursuant to Ordinance 956, on June 1, 1996 the City adopted a Comprehensive Plan (‘the Plan”) to comply with the requirements of Chapter 36.70A, the Growth Management Act(“GMA”); and

WHEREAS, the City of Stanwood (“City”) amended the Plan in subsequent years by Ordinance Numbers 1070, 1090, 1097, 1108, 1136, 1188, 1208, 1230, 1246, 1281, 1358, 1396, and 1491; and

WHEREAS, the City is required under RCW 36.70A.130(5)(a) to review and, if needed, revise its Plan and development regulations every ten years to ensure the Plan and regulations comply with the GMA, Ch. 36.70A RCW; and

WHEREAS, the Comprehensive Plan Amendment contained in this ordinance is consistent with the City of Stanwood and Revised Code of Washington procedural guidelines for amendments to the City's Plan; and

WHEREAS, the 2024 Comprehensive Plan Amendment includes updates to the Future Land Use Map (FLUM), city-initiated rezones and implementing zoning amendments to meet GMA population, employment and housing targets, as required by the Growth Management Act; and

WHEREAS, the public review process for the 2024 - 2044 Comprehensive Plan Amendments spanned a two-and-a-half-year period and included extensive public outreach, review by the Comprehensive Plan / Municipal Code Advisory Group, the Planning Commission, and the Council Community Development Committee; and

WHEREAS, as required by RCW 36.70A.106, the City submitted the proposed City of Stanwood 2024-2044 Comprehensive Plan for the 60-day review to the Washington State Department of Commerce on April 29; and

WHEREAS, the Department of Commerce’s 60-day review period was completed on June 29, 2024; and

WHEREAS, the City issued a SEPA threshold determination of non-significance for the Comprehensive Plan and associated zoning changes on May 21, 2024, and the comment / appeal period ended on June 4, 2024; and

WHEREAS, in taking the actions set forth in this ordinance, the City has complied with the requirements of the State Environmental Policy Act, Chapter. 43.21C RCW; and

WHEREAS, on April 9, 2024 pursuant to city code the City mailed notice of the proposed land use designation and zoning change to properties within 300 feet of the proposal rezones providing for a 30 day comment period; and

WHEREAS, the Planning Commission public hearing held on May 13, June 10 and July 8, 2024, was closed after hearing comments from the public. The Planning Commission deliberated and then made their Findings and Recommendations to approve of the proposed Plan to the City Council; and

WHEREAS, all persons desiring to comment on the proposed amendments were given the opportunity to be heard; and

WHEREAS, at the September 12, 2024 City Council meeting the City Council further reviewed and considered the Planning Commission recommendations; and

WHEREAS, as required by RCW 36.70A.130(2)(b), the City Council considered all proposed amendments to the Plan and the associated zoning amendments concurrently so the cumulative effect of the proposed amendments could be ascertained; and

WHEREAS, the City Council hereby finds that the City's Plan and the amendments adopted herein are consistent with the County-Wide Planning Policies as required by RCW 36.70A.210; and

WHEREAS, the Stanwood City Council hereby finds that the adoption of the City of Stanwood's 2024-2044 Comprehensive Plan and proposed rezones are consistent with the requirements of the Stanwood Municipal Code and Washington law, and serves and advances public health, safety and welfare of the greater community;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANWOOD DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Adoption. The City of Stanwood hereby adopts the 2024-2044 Comprehensive Plan as provided in Exhibit A which is attached hereto and incorporated in full by this reference.

Section 2. Map Amendment. The Community Development Director is hereby directed to make the necessary changes to the City's Official Zoning Map consistent with the adopted Comprehensive Plan as provided in Exhibit B.

Section 3. Council Findings. The City Council hereby adopts and incorporates by this reference the Findings of Fact and Recommendation of the Planning Commission (Exhibit C) which includes findings that the amendments in this Ordinance meet the necessary criteria set forth in SMC 17.157.080 for approval of amendments to the Comprehensive Plan.

Section 4. Final Plan. The City of Stanwood 2024 - 2044 Comprehensive Plan update shall be transmitted to the State Department of Commence within 10 days of final adoption as required by RCW 36.70A.106(2) and (3)(a) and shall be filed with the City Clerk's Office and shall be available for public inspection.

Section 5. Severability. If any clause, sentence, paragraph, section or part of this Ordinance of Plan adopted herein, or their application to any person or circumstance is held to be invalid or unconstitutional by a court of competent jurisdiction, such order or judgment shall not affect the validity or constitutionality of the remainder of any part of this Ordinance or Plan. To this end, provisions of each clause, sentence, paragraph, section or part of this Ordinance and Plan are declared severable.

Section 6. Authority to Make Necessary Corrections. The City Clerk is authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, and any references thereto.

Section 7. Effective Date. This Ordinance shall take effect from and after five (5) days after its passage and publication as required by law.

ADOPTED by the City Council and APPROVED by the Mayor this _____ day of _____ 2024.

CITY OF STANWOOD

_____
Sid Roberts, Mayor

ATTEST:

By: _____
Lisa Sokolik,
City Clerk

APPROVED AS TO FORM:

_____
Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

EXHIBIT A
City of Stanwood
2024 – 2044 Comprehensive Plan

EXHIBIT B
2024 Zoning Map

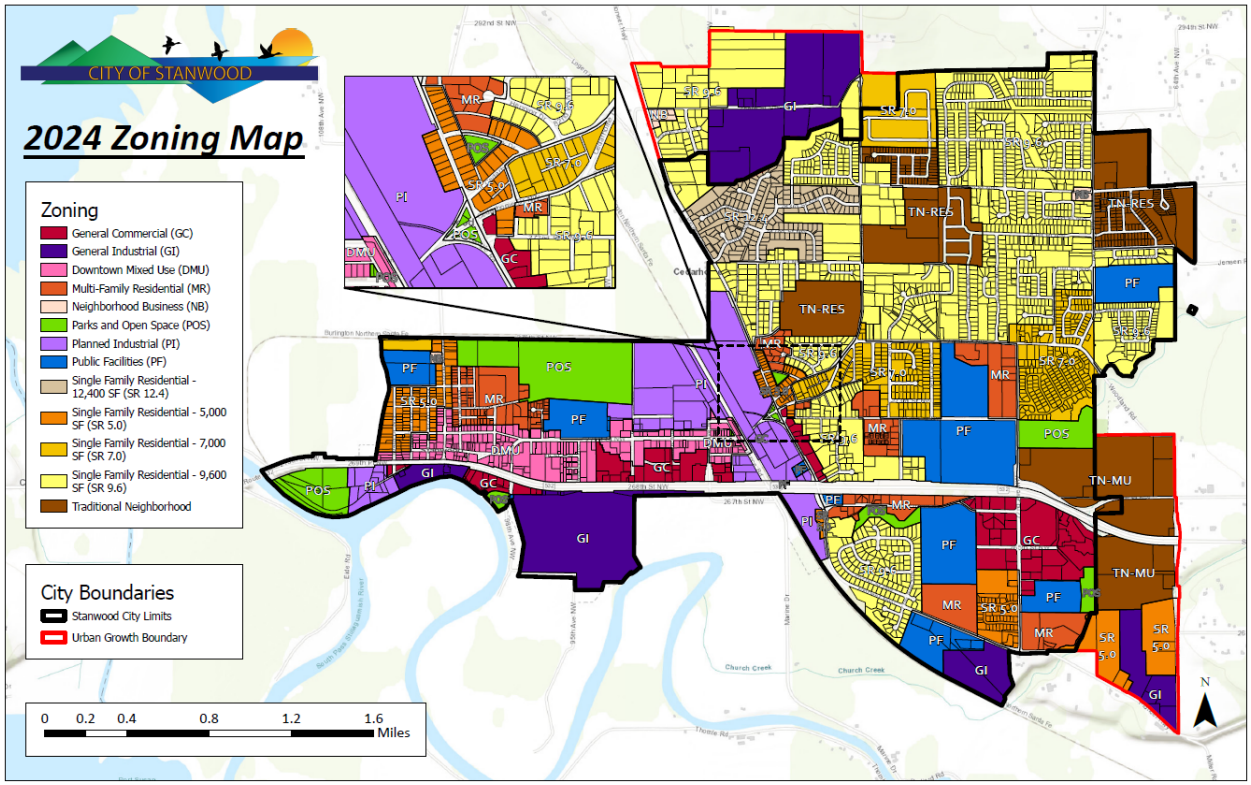


EXHIBIT C
Planning Commission Findings of Fact and Recommendation

10220-270TH Street NW
Stanwood, WA 98292

City of Stanwood, Washington

2024-2044 Comprehensive Plan Amendment and Implementing Zoning Regulations

Findings of Fact and Conclusions of Law

A. GENERAL INFORMATION

File Number(s):	24-0002
Project Summary:	2024-20440 Comprehensive Plan Amendment, Zoning Map Amendments and Implementing Zoning Regulations
Applicant:	City of Stanwood
Location:	Applies Throughout the City of Stanwood Jurisdictional Limits
Staff Contact:	Patricia Love, Community Development Director

B. BACKGROUND AND DESCRIPTION OF PROPOSAL

The Growth Management Act (GMA) requires each city and county to review and update their Comprehensive Plans at least once every ten years. The legislature set a staggered schedule for cities and counties throughout the state to update their plans. Jurisdictions within King, Pierce, Kitsap and Snohomish County are required to update their plans by December 31, 2024. In addition, state laws require that the supporting development regulations be consistent with the Comprehensive Plan.

In accordance with the GMA, the City initiated the Comprehensive Plan update process in 2022 using a three phased approach: 1) public outreach, 2) technical analysis, and 3) adoption process. This work was accomplished with the help of an Advisory Committee, the Planning Commission, and the Council Community Development Committee.

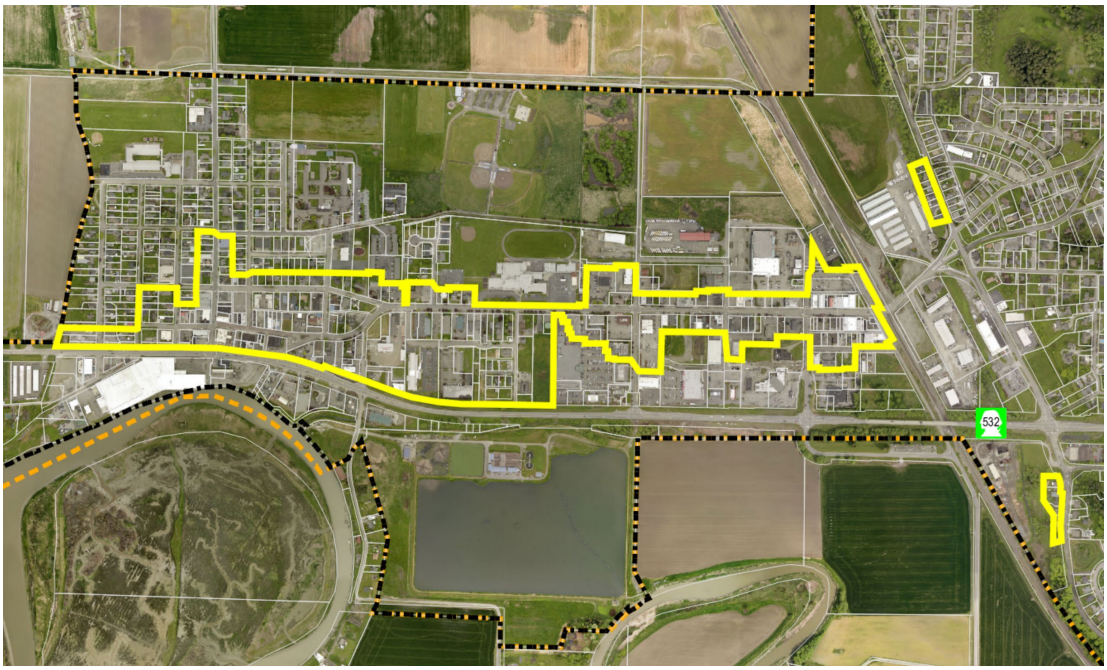
The 2024-2044 Comprehensive Plan Amendment includes the following text, future land use map (FLUM) and zoning map amendments.

1. Comp Plan Amendments

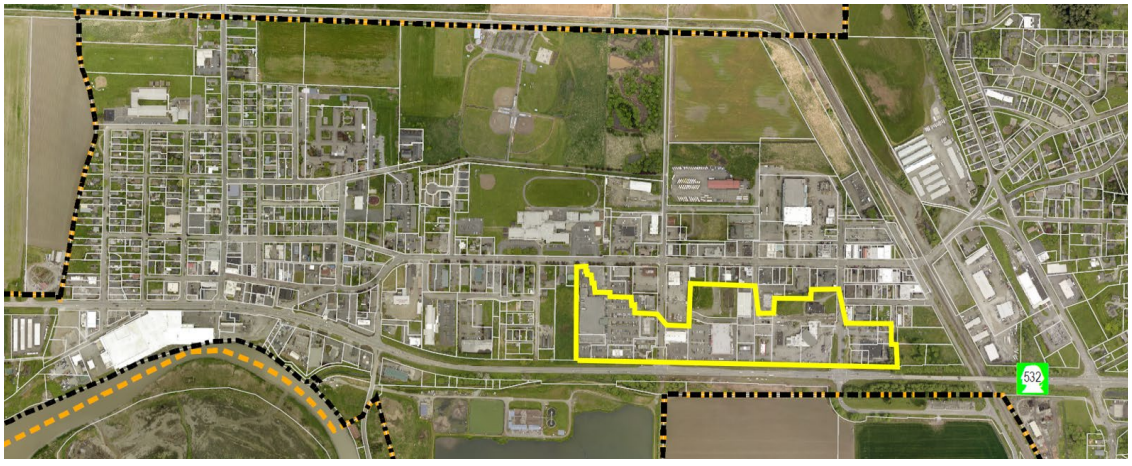
The entire Comprehensive Plan is being updated into a reader friendly format, graphic oriented, and written to comply with the Washington State Growth Management Act. The Plan is divided into "Elements" which address specific requirements of the GMA including:

Element	General Description
Land Use:	Land use designations, zoning and population, and employment growth targets
Housing:	Housing inventory, capacity for growth, provisions for housing affordability, and anti-displacement
Economic Development:	Establishes goals and policies to promote economic growth and vitality of the city
Parks and Recreation:	Acts as a master plan for park and recreational services for the city; it includes an inventory of park and trail facilities, establishes levels of service for various facilities, and provides policies relating to park and trail planning and development
Natural Environment:	Provisions for protecting and developing within or near critical areas such as wetlands, streams, steep slopes, floodplains, and critical aquifers
Shorelines:	Provisions for protecting and developing along regulated shorelines (Stillaguamish River and portions of Church Creek)
Transportation:	Inventory and capacity of the existing and future transportation network needs, level of service standards, provisions for both motorized and non-motorized transportation systems, and identification of future needs
Utilities:	General location and capacity of existing and proposed utilities to serve existing residents and future growth
Capital Facilities:	Inventory of public facilities, level of service standards, identify needed public improvements and a 6-year financing plan

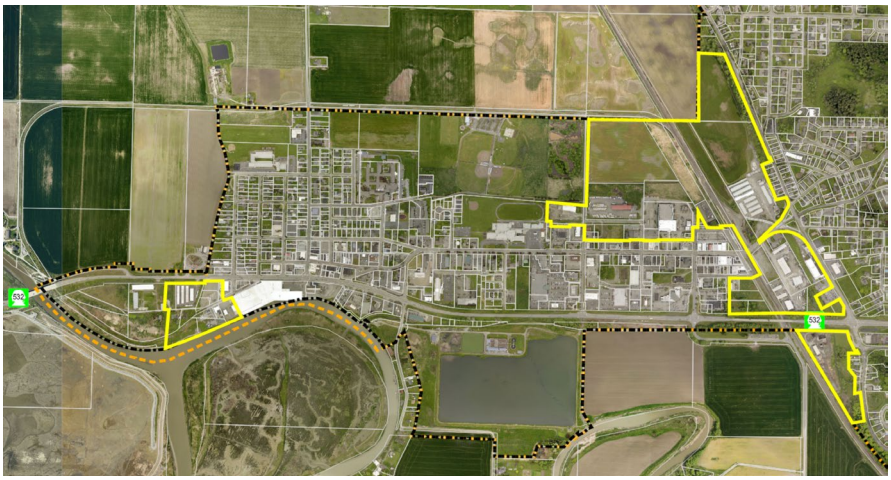
2.	Mixed Used Rezone	Comprehensive Plan Map Amendment with a concurrent rezone to replace the existing Main Street Business I and Main Street Business II zones with a Downtown Mixed Use zoning designation. Additionally, residentially zoned parcels on the west side of Pioneer Highway will be rezoned to Downtown Mixed Use. In total, approximately 63.77 acres are proposed for rezone to Downtown Mixed Use.



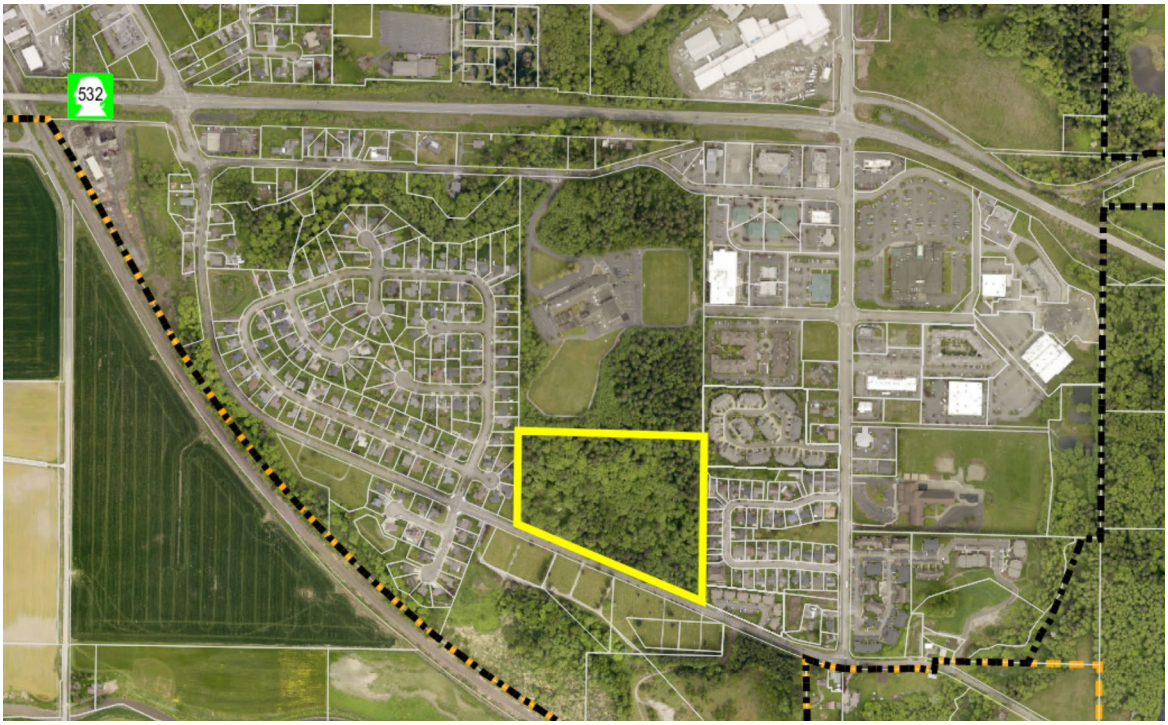
3.	Downtown General Commercial Rezone	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 22.56 acres from Main Street Business II to General Commercial (GC).



4.	Planned Industrial Rezone	Comprehensive Plan Amendment with a concurrent rezone to replace the existing Light Industrial (LI) zone with a Planned Industrial zoning designation. Additionally, approximately 72.85 acres of General Industrial zoned lands will be rezoned to Planned Industrial.

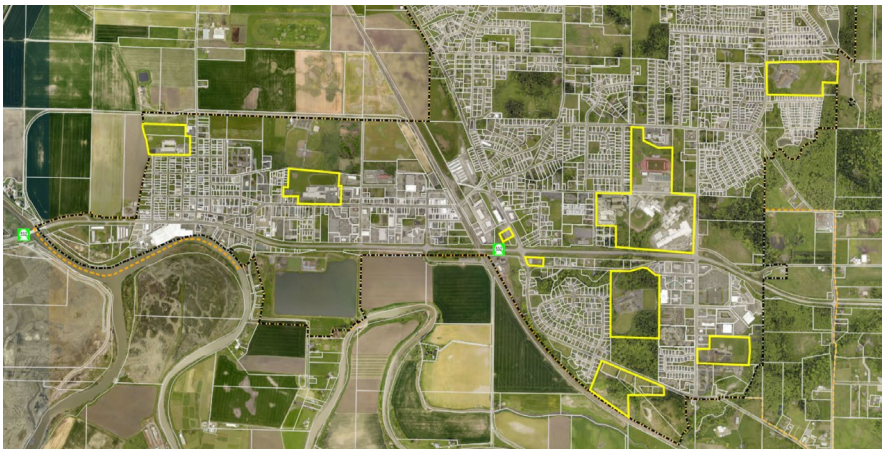


5.	SR 5.0 to MR Rezone	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 14.68 acres consisting of Parcel 32042900205400 from Single-family Residential 5.0 to Multifamily Residential.



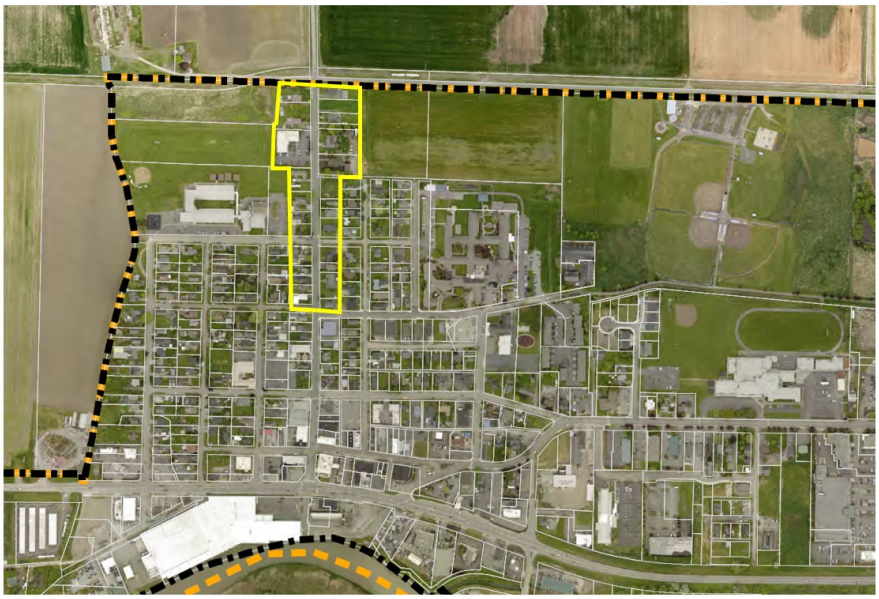
6.	TN to SR 9.6 Rezone	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 3.99 acres from Traditional Neighborhood to Single-Family Residential 9.6.

7.	Public Facility Rezone	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 166.55 acres from various zoning designations to a new Public Facilities (PF) zone.

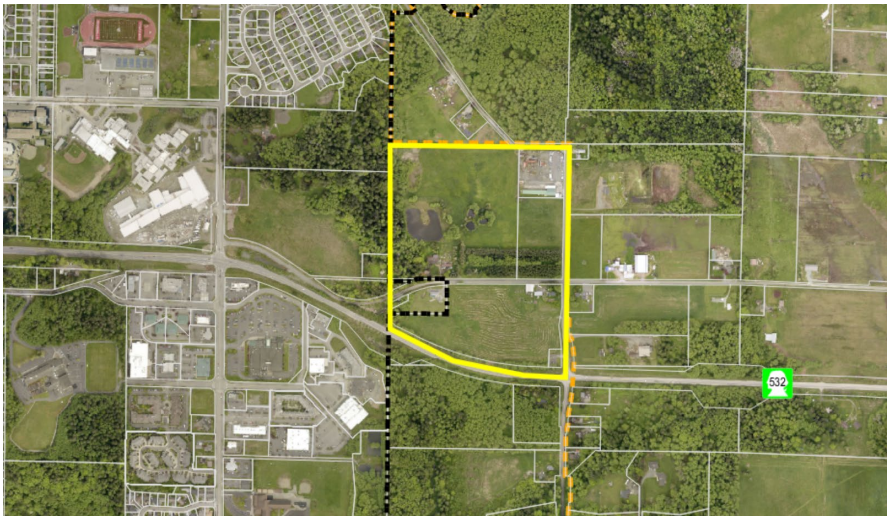


8.	SR 5.0 to GI Rezone	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 16.8 acres from Single-Family Residential 5.0 to General Industrial.

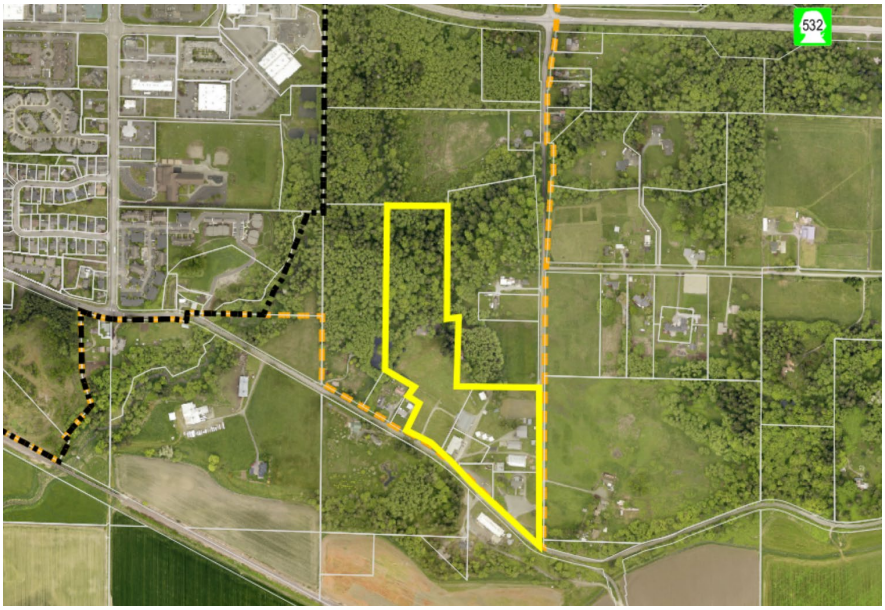
9.	North 102nd Avenue NW Rezones	Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 6.47 acres from MainStreet Business 1 to Single-Family Residential 5.0; and Comprehensive Plan Amendment with a concurrent rezone to rezone 1.01 acres from MainStreet Business 1 to Neighborhood Business (NB).



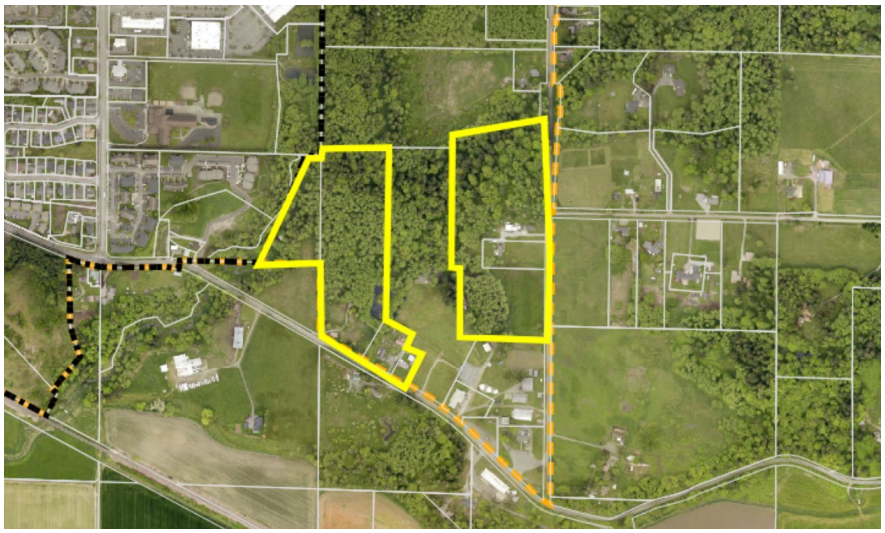
10.	Urban Growth Area Pre-Zoning Designation	East UGA Traditional Neighborhood Pre-Zoning: Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 47.13 acres from Light Industrial with a Master Plan Overlay (MPO) to Traditional Neighborhood.



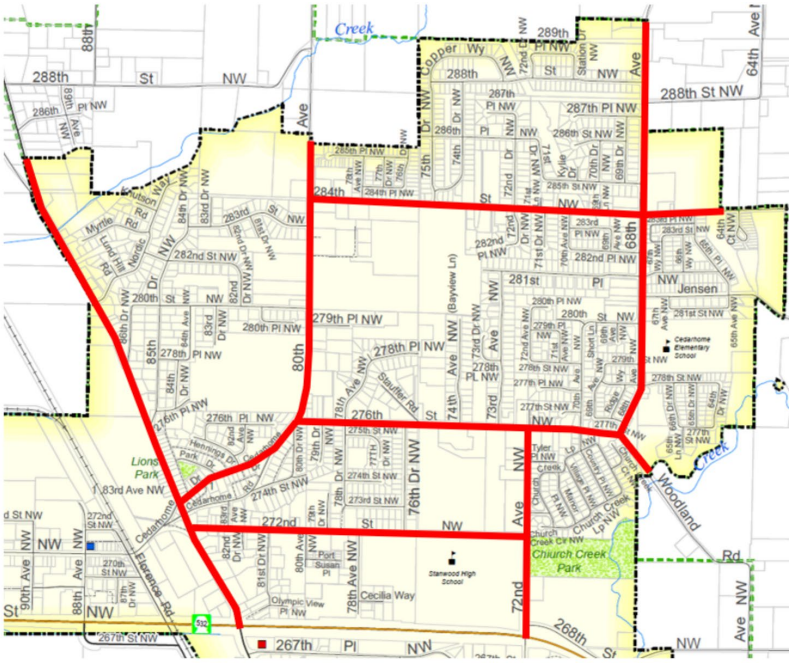
East UGA General Industrial Rezone:
Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 21.36 acres from Light Industrial to General Industrial.



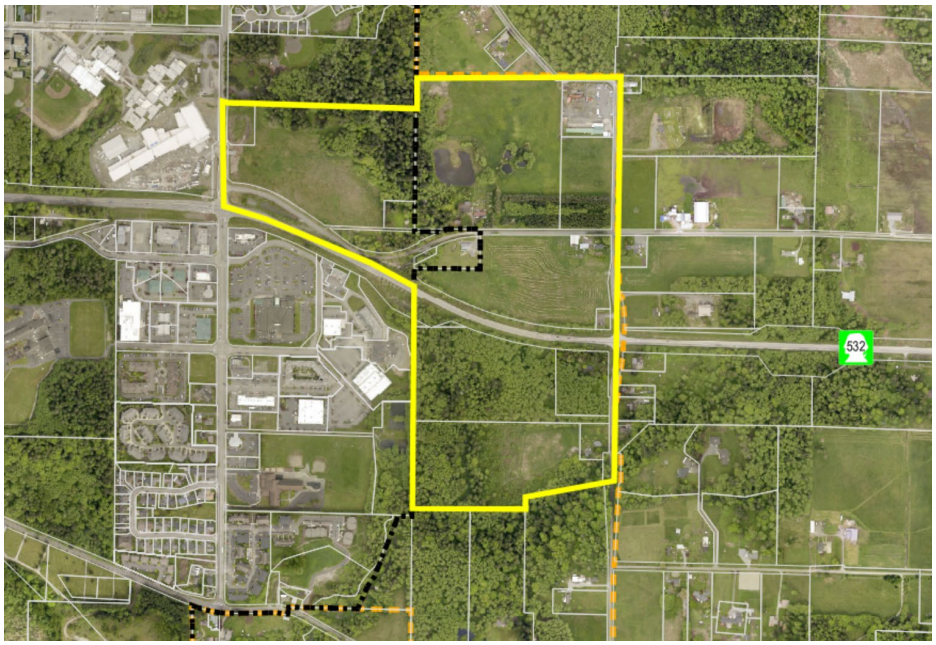
East UGA Single-Family Residential 5.0 Rezone: Comprehensive Plan Amendment with a concurrent rezone to rezone approximately 32.05 acres from Light Industrial to Single-Family Residential 5.0.



11.	Small Scale Commercial in Uptown Area – Code Amendment	Municipal Code Amendment to allow compatible small-scale commercial uses for zones in the Uptown Area along 80th Ave; 68th Ave; 284th St; 276th St; 272nd St; 72nd Ave; and Pioneer Highway.



12.	Requiring commercial uses in TN zones near SR 532	Municipal Code Amendments implementing a requirement for commercial uses in Traditional Neighborhood zones adjacent to SR 532.



C. COMPREHENSIVE PLAN AMENDMENTS SUMMARY

The City of Stanwood's current Comprehensive Plan was adopted in June of 2015 with various updates and amendments in the subsequent years. With the 2024 Comprehensive Plan Update, the Plan is being reorganized to be more concise, user friendly and comply with the requirements of the Growth Management Act and the Puget Sound Regional Council Policy Vision 2050. There are two primary objectives of the Comprehensive Plan update:

1. Examine the challenges faced by the community and provide strategies for overcoming those challenges and
2. Identify opportunities for community growth as mandated by GMA and outlined in the Puget Sound Regional Vision 2050 Plan while preserving the City's small-town vision and quality of life.

The intent is to ensure that growth occurs in a way that considers quality of life, placemaking, and other community character goals. This update is not about adopting a new vision for the community, but instead builds upon decades of planning activities to update and refine the vision for the community. As a result of this approach, the

updated plan employs a dramatically different look than previous plans and the resulting document is entirely new in its organization and format.

The Comprehensive Plan needed to be centered around a clear and succinct vision reflective of Stanwood values. For the Comprehensive Plan, there needs to be a clear vision on which the rest of the Plan is built upon. The plan identifies seven core values: Sense of Community, Livability, Mobility, Growth, Economic Development, Environment, and Parks.

The number of policies had to be reduced. To make the document more readable than previous Comprehensive Plans the number of policies needed to be reduced to eliminate duplications, redundancies, and policies that had already been implemented.

The Comprehensive Plan needed to be reader friendly. The community will only take ownership of and embrace the Comprehensive Plan if they can read and understand it. For this to happen, the updated plan needed to be more attractive and readable than previous versions: reading the text had to be enjoyable and comprehensible to the typical resident. The highly technical voice of previous Comprehensive Plans had to be replaced with a story-telling voice and informative graphics that engaged the reader.

Plan for population and employment growth targets while maintaining the City's "small, rural town" character.
Harmonizing the City's growth targets with the City's core values of Livability and Managing Growth resulted in creating a new Planned Industrial zone and providing options for increased housing in the downtown.

- *Employment Targets*: The city's existing land use zoning fell short of the employment growth targets. To meet the City's employment growth targets, a new Planned Industrial zone is proposed which increases the City's capacity and closes the job shortfall.
- *Population Targets*: The city's existing land use zoning has sufficient capacity to meet the 2044 population growth targets. However, housing is needed in the downtown area to support a vibrant business community: housing behind "Mainstreet" creates a population base to support local businesses and restaurants.

Provide a variety of housing types. Creates opportunities for variety of housing types such as accessory dwelling units, duplexes, townhouses, mixed-use developments and cottages, thereby providing housing choices for people of all income levels.

The transportation element needed to provide more emphasis on pedestrians, bicyclists and transit.
To reflect current conditions, the Transportation Element's focus had to change from being almost exclusively about managing vehicular traffic to putting equal emphasis on meeting pedestrian, bicycle, and transit needs.

Updated the capital facilities element to be consistent with current city priorities. Update the City's 6-year and 20-year project lists with cost estimates and funding sources. Clearly denoted that the Capital Improvement Plan project lists are updated annually with the City's budget process while requiring that the actual Capital Facilities Element is reviewed and updated with the Comprehensive Plan periodic update cycle per the Growth Management Act.

D. COMPREHENSIVE PLAN AMENDMENT CRITERIA (SMC 17.157.080) ZONING MAP MODIFICATION CRITERIA (SMC 17.155.0909(1))

The city may approve, or approve with modifications or conditions, an application for a Comprehensive Plan amendment or Zoning Map Modification if:

(a) The amendment / zoning reclassification bears a substantial relation to the public health, safety, or welfare;

The State of Washington adopted the Growth Management Act in 1990 to manage growth under a consistent set of statewide goals and policies. The Act originally contained 13 goals that provided guidance to local governments on how to manage: population growth, housing, transportation systems, utilities, and other public infrastructure. The City of Stanwood adopted its first GMA compliant Comprehensive Plan on June 1, 1996. Subsequent amendments to the Plan have been adopted through the years as deemed warranted due to changing circumstances or as required by state mandates.

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. The Plan is consistent with the following state and regional planning policies:

Policy	Objective	Compliance Statement
Growth Management Act	Manage the State's urban and rural growth by adopting land use goals, policies, and development regulations consistent with City priorities around: land use, transportation, housing, capital facilities, utilities, economic development, parks and recreation, conservation, and climate change.	The Plan includes all of the required elements and directives of the GMA. The Plan accommodates the City's fair share of population, housing, and employment growth as mandated by the State of Washington.
Puget Sound Regional Council Vision 2050	Vision 2050's growth strategy: locates the majority of jobs and housing near regional growth centers and high-capacity transit	The Plan encourages a mix of housing types, emphasizes the use of multimodal transportation

Policy	Objective	Compliance Statement
	lines, advocates for increased housing choices, promotes reduction in greenhouse gas emissions, and restoration of Puget Sound.	options, and promotes protection of critical areas to mitigate any negative effects from urban development.
Snohomish County Planning Policies	Policies that provide the framework for Snohomish County Cities to adopt their Comprehensive Plans in a manner that promotes sustainable growth and protecting natural resources.	The Plan provides for urban densities, a variety of housing types, equity in planning, interconnected system of streets and regional networks, parks, utilities, and financing policies to fund needed infrastructure.

Compliance with the Growth Management Act ensures that the City plans for growth in a sustainable manner that benefits the Stanwood community, Snohomish County, and the State of Washington. Compliance also means that the City continues to receive state funding and grants which support city operations and capital projects.

(b) **The amendment / zoning reclassification is warranted because of changed circumstances or because of a need for additional property in the proposed Comprehensive Plan or zoning designation or because the proposed amendment is appropriate for reasonable development of the subject property.**

The City's Comprehensive Plan plans for future growth out to 2044 as required by the GMA. In addition, the Puget Sound Regional Council's growth strategies call for an additional 9% growth by the year 2050 in the cities and towns category that applies to Stanwood. However, Stanwood is only required to plan for 1.27% of Snohomish County's cities and towns growth projection.

At a Planning Café held in 2019 the public was asked: "where would you put future growth in Stanwood". In response the community located new housing and population growth in mixed-use developments in the City's existing commercial zones. This sentiment was confirmed during the 2021/2022 public outreach events held to gather public feedback on policy issues. This draft Plan addresses the growth targets as follows:

Population Growth Target:
The 2015-2035 Comprehensive Plan established a moderate growth scenario that expected the city to reach a population of 10,116 by 2035. The City's 2044 growth target associated with this Comprehensive Plan update is 10,963 which equates to 847 more people than the previous comprehensive plan growth targets. The 2021 Buildable Lands inventory for Stanwood showed that the existing land use zoning provides sufficient capacity to accommodate a population of 11,732 people, exceeding the required population growth target and as such the City has sufficient land capacity to meet the State's mandated growth target.

Housing Growth Target:
The Growth Management Act (GMA) added a new housing target to the 2024 Plan update that requires cities to 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". To meet the City's future housing targets, this Plan includes policies that encourage a combination of residential and mixed-use housing types in residential and commercial zones without changing the underlying density.

2044 Housing Growth Targets by Income Band

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*

Utilizing the Department of Commerce's guidelines, the growth targets were then categorized by income range and the associated housing type that persons are most likely able to afford.

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

Subtracting the existing housing supply, generated from the 2021 Buildable Lands Report, from the target results in the number of needed housing units by type.

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 units	= 237 units	= 773 units	Total Units = *1,630*

Assigning the unit types to the appropriate zoning designation shows the type and number of units needed per zone to be compliant with the GMA housing growth target.

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)

Total Units = 1,620

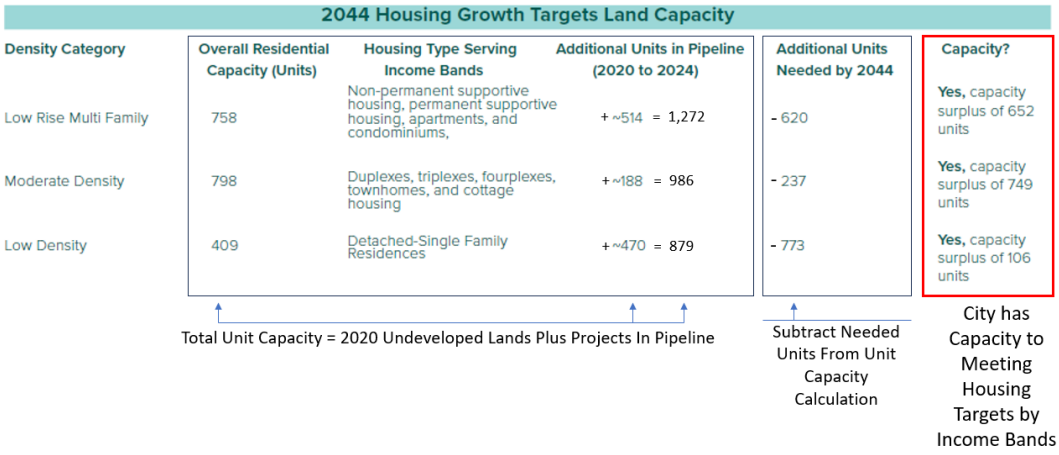
This table represents the calculated existing net residential capacity from the Buildable Lands Report for each of the matching zoning categories.

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

Total Unit Capacity = 1965

The final step in the housing analysis is to subtract the housing targets from the land use capacity. If there is sufficient capacity to cover the housing target, then the City has met its requirement to plan for housing for all income levels.



The housing analysis shows that the City meets its growth targets without any need to make major changes to the existing residential zoning districts. The implementing zoning regulations will need to be amended to allow the different types of units by zoning district as shown in the chart below.

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		

These proposed amendments and rezones are consistent with the vision, mission and core values of the Comprehensive Plan. These amendments also fulfill the state mandate to evaluate “reasonable measures” to encourage in-fill development and strategies to meet projected population targets.

Employment Growth Target:
Stanwood's 2015 Comprehensive Plan's land use designations fell short of providing the employment targets assigned to the City by 251 jobs. Employment capacity is measured by the underlying land use designation, the amount of vacant land in that zoning category and the aggregate number of jobs anticipated by the land use category as identified in the 2021 Buildable Lands Report.

Employment Capacity = Acres of Land per Zoning Classification
X
Jobs per Acre for that Classification

To make up the difference and create employment additional capacity, the Light Industrial zone was changed to the Planned Industrial zone and the General Commercial zone was expanded along SR 532 to match the existing uses. These two changes create additional opportunities for more business types which in turn is expected to produce more jobs.

Comparison of Employment Capacity
2015 Comprehensive Plan versus 2044 Employment Target

	Job Capacity
2015 Comp Plan Employment Capacity	4,822
2044 Employment Target	5073
Difference:	-251

2024-2044 Comprehensive Plan
Employment Capacity By Zoning Category

Employment Zones	**Job Capacity**
Existing Employment	4,072
Traditional Neighborhood – Commercial (Built Out)	0
Downtown Mixed-Use	565
Neighborhood Business	66
General Commercial	901
General Industrial (Nearly Built Out)	3
New Planned Industrial	1,510
Total Existing Employment & Unused Capacity:	7,117
2044 Growth Target:	5,073
Difference:	2,044

The minor zoning changes resulted in increased employment opportunities and an excess of employment capacity thereby exceed the City's employment targets for the 2024 Comprehensive Plan update cycle.

(c) The subject property is suitable for development in conformance with standards under the proposed Comprehensive Plan designation and with zoning standards under the proposed zoning classification.

Stanwood 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 totaled 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. It embraces the values of rural life while still providing urban level of services to the community.

In accordance with the Growth Management Act, the City of Stanwood is an urban city in Snohomish County and must comply with population, housing, and employment targets as established by the state, county, and regional agencies. However, the City maintains the authority to determine how best to accommodate these targets.

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 existing “word heavy” document into a readable Plan with graphics, pictures, and tables that help tell Stanwood’s story.

The proposed rezones included in the 2024-2044 Comprehensive Plan were initiated by the City to:

- Downtown MBI, MBII, General Commercial, and 102nd Avenue rezones were proposed to provide clarity on the types of uses allowed within the zones, to match the existing on-site uses, and to promote the economic vitality of the downtown corridor.
- Public use rezone sites are existing developed sites (Schools, Fire Station, and Cemetery) and the rezones are intended to match the existing use to the associated zoning designation.
- The Planned Industrial rezones will maintain all the existing uses of the Light Industrial zoning and add some commercial and retail uses to increase employment opportunities.
- PUD rezone changes the use from residential to industrial to match the existing use.
- The residential rezone transfers density from the TN zone on 284th to the proposed multifamily site on Pioneer Highway resulting in a slight increase in overall units. Gross density on the Pioneer Highway site is a maximum of 20

units per acre, but is constrained by critical areas, building height limits, drainage, and parking.

- Changes to the Urban Growth Area sets pre-zoning for future annexations into the City. 64th Avenue is the gateway entrance to Stanwood, changing the zoning and uses from Light Industrial to Traditional Neighborhood allows for the creation of mixed-use neighborhoods at the City's entrance versus industrial developments. Pre-zoning in the UGA along Pioneer Highway also changes from Light Industrial to match the existing uses. The fairgrounds will remain industrial, and the other lots will be pre-zoned residential. If during an annexation the owners and applicant wish a different zoning, changes can be addressed with the actual annexation agreement.

Future uses of the rezone sites are anticipated to be general commercial, industrial, retail, restaurant, residential, or public uses; all of which are consistent with the Comprehensive Plan's vision of providing housing and urban services to city residents.

(d) The amendment and rezones will not be materially detrimental to uses or property in the immediate vicinity of the subject property;

The proposed downtown mixed use and general commercial rezone is located in downtown commercial area with uses that range from mixed-use residential buildings, grocery store, restaurants, boutique retail, offices, professional services, medical, and other service uses. These uses will continue to be allowed at similar densities and development requirements.

The conversion of the Light Industrial District to Planned Industrial allows for an increase of uses to meet the City's employment targets.

The Pre-zoning in the Urban Growth Area establishes a gateway entrance into Stanwood and adds housing without affecting local roads.

The residential rezone transfers density from the TN zone to the Pioneer Highway site removes multifamily development from a mostly detached single family residential neighborhood to Pioneer Highway which is a major arterial roadway.

The other proposed rezones acknowledge the current use of the properties.

The cumulative effect of the proposed rezones supports the city's housing and population targets without negatively impacting the surrounding neighborhoods. Subsequent development of the rezone sites will be subject to the City's development regulations, concurrency standards and traffic impact mitigation fees. Site specific road / traffic improvements will be evaluated at the time of actual development.

The transportation plan analysis for the 2024 – 2044 Comprehensive Plan shows that the projected Plan changes maintains the City's traffic Level of Service within adopted standards. The comprehensive plan amendments and rezones are consistent with existing uses and surrounding uses and would therefore not be detrimental to adjacent properties.

(e) The proposed Comprehensive Plan amendment / zoning reclassification has merit and value for the community as a whole; and

The proposal is consistent with the City's land use policies and adds housing units and jobs consistent with the City's 2023 growth target and the Puget Sound Regional Council population, housing and employment growth targets for the cities and towns category. The rezones also allow the properties to be developed similarly to surrounding properties. Adding housing in commercial areas encourages walkability with less dependence on the automobile for small, everyday errands. It also reduces impacts on existing family residential neighborhoods that could result from major land use changes if the City cannot meet its projected population and housing targets.

(f) The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

The 2024 – 2044 Comprehensive Plan was designed around four major planning strategies: Growth Management Act, Puget Sound Regional Council Vision 2050, Snohomish County Countywide Planning Policies, and the desires of the Stanwood community.

- *GMA*: Contains 14 statewide planning goals intended to guide the development and adoption of Comprehensive Plans: manage urban growth, reduce sprawl, transportation, housing, economic development, property rights, permitting, natural resource planning, open space and recreation, environmental protection, public participation, public facilities and services, historic preservation, and shoreline protection.
- *PSRC*: to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.
- *Countywide Planning Policies*: ensure consistency between County and City Comprehensive Plans, support implementation of regional growth strategies, to promote compact urban development, and continue cooperative planning.
- *Stanwood Vision*: 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 2024-2044 Comprehensive Plan provides sufficient land capacity of the City's population, employment, and housing needs. The transportation plan element is consistent with the land use element, identified future capital facilities needs to address growth, adopts level of service standards for public facilities and services, and provides for missing middle housing.

(g) The reclassification complies with all other applicable criteria and standards of the Stanwood Municipal Code.

To fully implement the proposed Comprehensive Plan amendments and rezones, a few amendments are needed to the Stanwood Municipal Code to ensure consistency between the Plan and implementing zoning regulations as required by the Growth Management Act. Two new zoning categories are proposed to implement the comprehensive plan land use designations consistent with the requirements of the Growth Management Act: Downtown Mixed Use and the Planned Industrial zones. Other amendments include changes to the permitted use matrix and bulk standards regulations to ensure that future projects are developed according to the Comprehensive Plan's vision, mission, and core value statements.

E. CODE AMENDMENT CRITERIA (SMC 17.155.090(2))

The city may approve or approve with modifications the text of the zoning code if:

(a) The purpose and desired effect of the proposed Comprehensive Plan Amendment and zoning reclassification are consistent with the Stanwood Municipal Code;

The 2024-20244 Comprehensive Plan revisions provide necessary direction to guide development that implements the Growth Management Act and provides for adequate investment in public facilities and services to promote the future growth of the City. The Plan refines the 2015 Comprehensive Plan and implements the adopted Vision Statement providing for population growth, housing for all income levels and employment growth targets. The associated zoning code amendment provides consistency between the Comprehensive Plan and the Municipal Code.

1. *Integration of the MBI and MBII zoning districts into a new Downtown Mixed-Use District*. The purpose of creating this new zoning category is to combine the two Main Street Business districts into a single mixed-use district to eliminate confusion, promote commercial use next to major streets and allow residential in-fill above and behind commercial businesses. This new zoning district provides additional opportunities to convert some of the vacant land or storefronts into mixed use buildings consistent with City policies for the district while helping to meet the City's Growth Management population and housing targets without negatively impacting existing single family residential zones.

The permitted use matrix and development standards were updated to create this new zone.

2. *Conversion of the Light Industrial Zone to the new Planned Industrial Zone.* The purpose of creating this new zoning category is to convert the existing Light Industrial Zone into a new Planned Industrial Zone. This conversion maintains the uses in the Light Industrial zone but adds additional uses such as offices and retail businesses to support the industrial uses. This new zoning district provides additional job growth opportunities needed to meet the City's Growth Management Act mandated employment targets. The permitted use matrix and development standards were updated to create this new zone.

3. *Adoption of new Public Facilities Zoning Regulations*. Creation of a new Parks and Open Space (POS) land use and zoning designation requires the adoption of associated permitted uses and development standards. Currently all of our public parks are managed under various zoning districts – ranging from Single Family Residential to General Industrial. The City has received state funding for most of these parks from the Recreation and Conservation Office and have also purchased properties with Snohomish County Conservation Easement Funds which require these properties to be held in public ownership in perpetuity. By creating a new POS zoning category, the public and future law makers can easily see where the City's parks and open space areas are located in the city as well as the uses allowed in park properties and facilities.

4. *Amendments to allow small scale commercial or retail uses along major streets*. Throughout the Comprehensive Plan process the City heard that Stanwood's zoning does not allow small scale commercial uses in neighborhoods where it is needed. In 2012 the Comprehensive Plan included a new zone, Traditional Neighborhood, which allowed for small neighborhood businesses to be integrated into the design of subdivisions. To date, no developer has integrated any commercial uses into residential subdivisions. Instead of forcing commercial uses onto specific parcels, this code amendment would allow individuals to open small scale neighborhood businesses such as day care centers or live-work units along arterial roadways if there is sufficient property to accommodate the use, setbacks, parking, and other site requirements.

5. *TN – Commercial Amendment*. Amendment to the Traditional Neighborhood zoning designation requiring that commercial development be integrated into all TN projects located adjacent to SR 532. The purpose of the TN zoning was to have a fully integrated, walkable neighborhood consisting of residential and small commercial businesses. The majority of the TN property has only been developed with residential uses. This amendment ensures that the TN properties located adjacent to SR 532 develops as mix-used projects.

6. *Minor Code "Scrub" Amendments*. Minor changes are being proposed to the Municipal Code to ensure consistency with these new zones and amendments.

(b) There is a positive relationship to the public health, safety and welfare of the community; and

The proposed amendments provide clear guidance and standards for future development in accordance with the City's 20-year planning horizon and ensures that the associated zoning districts provide clear standards and regulations to achieve overall vision of the 2024-2044 Comprehensive Plan amendments.

(c) The proposed amendment is consistent with the Stanwood Comprehensive Plan.

Stanwood's Comprehensive Plan envisions a strong community that provides urban services while preserving its rural community heritage. The Plan envisions a community with diverse commercial districts and a variety of housing types ranging from detached single family residential homes to mixed use commercial developments. The Comprehensive Plan's policies support the proposed Comprehensive Plan Amendments, rezones, and associated implementing code amends.

LUG – 4: 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 4.4: 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 the 20-year employment, housing, and population projects is available.

F. FINDINGS OF FACT

1. Under the Growth Management Act (Chapter 36.70A RCW), the Growth Management Act requires cities to review and update their Comprehensive Plans at least once every 10 years.

2. As one of the cities in Snohomish County, the City is required under RCW 36.70A.130(5)(a) to review and, if needed, revise its Plan and development

regulations to ensure the Plan and regulations comply with the GMA, Ch. 36.70A RCW.

3. The annual Comprehensive Plan update process affords the opportunity to refine the Comprehensive Plan based on changing conditions and community needs.

4. The City has updated the Plan to ensure alignment with population, housing, and employment allocations and consistency with the GMA.

5. The public review process for the 2024-2044 Comprehensive Plan included 64 public meetings, 17 community events with over 300 people in attendance, 4 community surveys, 2 joint Planning Commission and City Council meetings, and 12 one-on-one interviews with community and agency organizations.

6. A Notice of Application was issued for the proposed amendments with a 30-day comment period ran from April 9, 2024 through May 9, 2024. All property owners within 300 feet of the rezones were noticed of the proposed rezone requests.

7. Pursuant to RCW 36.70A. 106, on April 29, 2024 the City notified the State of Washington of its intent to adopt amendments to its Comprehensive Plan and development regulations.

8. The City of Stanwood SEPA Responsible Official reviewed the amendments and issued a Determination of Non-significance (DNS) on May 21, 2024.

9. In taking the actions set forth in this ordinance, the City has complied with the requirements of the State Environmental Policy Act, Chapter. 43.21C RCW.

10. Stanwood's 2024-2044 Comprehensive Plan is consistent with the Growth Management Act, Puget Sound Regional Council Vision 2050, and Snohomish County Planning Policies:
    - The Plan provides sufficient land use capacity to meet its population, housing, and employment targets.
    - The Plan promotes walkability and pedestrian connectivity.
    - The Plan provides for a variety of housing types to meet all income levels.
    - The Transportation and Capital Facilities Elements are consistent with the Land Use Element.
    - Critical areas and shorelines are preserved or mitigated through the adoption of protective regulations.
    - There is sufficient utility capacity to meet the city's 20-year planning horizon.

11. The Planning Commission considered the amendments at a public hearing held on May 13 and June 10, 2024.

12. Staff prepared a report summarizing the proposed amendments. This report is part of the public record and was presented to the Planning Commission at the public hearing on May 13, and June 10, 2024 for their consideration.

13. During the Planning Commission's public hearing they considered all relevant matters, and heard all parties in support or opposition, and subsequently forwarded a recommendation to the City Council.

14. The code amendments are necessary to implement the Comprehensive Plan land use designations. The Growth Management Act requires consistency between the Comprehensive Plan and development regulations. The amendments to the permitted use matrix, bulk standards, and other regulations provide additional standards to ensure that future projects are developed according to the Comprehensive Plan's vision, mission and core value statements.

15. Cumulatively, the proposed rezones and code amendments support the city's needed housing, employment, and population targets without negatively impacting the surrounding neighborhoods.

16. The City Council Community Development Committee reviewed the proposed amendments set forth in this Ordinance at their April 4 and May 2, 2024 meetings where they supported the proposed amendments.

G. CONCLUSIONS OF LAW

1. The City of Stanwood has authority under RCW Title 35A, to adopt plans and regulations related to development and operations within the City of Stanwood.

2. Stanwood Municipal Code requires that the Planning Commission review and make recommendations to the Stanwood City Council regarding Comprehensive Plan Amendments and code amendments to Title 17, Zoning.

3. Planning Commission held briefings to discuss the proposed amendments throughout 2022 and 2023 as the Comprehensive Plan was being developed.

4. On April 30 and May 21, 2024 the public hearing notice was printed in the Stanwood Camano News as required by law that a public hearing was to be held by the Planning Commission and all persons wishing to provide public input concerning the proposed amendments set forth in this Ordinance were heard.

5. SEPA review was conducted on the proposal and a Determination of Nonsignificance (DNS) was issued on May 21, 2024 under WAC 197-11-340(2). No appeals of the SEPA determination were filed.

6. The proposed land use designations and rezones are consistent with the Comprehensive Plan growth and development strategies and therefore meets the criteria that the amendments bear a substantial relation to the public health, safety, or welfare.

7. The proposed amendments will not be detrimental to adjacent properties.

8. The proposed amendments provide clear guidance and standards for future development which is intended to provide the public and future developers with clear expectations on city requirements and development standards.

9. After considering staff comments and public testimony, the Stanwood Planning Commission determined the draft amendments are consistent with the Comprehensive Plan and should be adopted.

H. STAFF RECOMMENDATION

Move that the Planning Commission **ADOPT** the Findings of Fact and Conclusions of Law contained herein and **AUTHORIZE** the Planning Commission Chair to sign the Findings on behalf of the Commission and recommend that the Stanwood City Council **APPROVE** the proposed 2024-2044 Comprehensive Plan Amendment, Zoning Map Amendments and implementing amendments to Chapter 17 of the Stanwood Municipal Code.

Dated this 8th of July, 2024.

_____

Patrick Hosterman, Planning Commission Chair
City of Stanwood

EXHIBIT E

CITY OF STANWOOD

WASHINGTON

ORDINANCE NO. 1538

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, AMENDING PORTIONS OF STANWOOD MUNICIPAL CODE TITLE 17 ENTITLED ZONING AND RELATING TO IMPLEMENTING THE 2024-2044 COMPREHENSIVE PLAN INCLUDING AMENDMENTS TO CHAPTER 17.10, ESTABLISHMENT OF ZONING DISTRICTS; CHAPTER 17.30, PERMITTED LAND USES; CHAPTER 17.47, TN (TRADITIONAL NEIGHBORHOOD) ZONING DISTRICT; CHAPTER 17.50, ADDITIONAL STANDARDS FOR LI AND GI ZONING DISTRICTS; CHAPTER 17.60, ZONING STANDARDS TABLE; CHAPTER 17.65, ADDITIONAL STANDARDS FOR MB II ZONING DISTRICT; CHAPTER 17.71, ADULT ENTERTAINMENT OVERLAY; CHAPTER 17.73, HISTORIC DOWNTOWN OVERLAY; CHAPTER 17.77, TRANSIT OVERLAY; CHAPTER 17.78, MINERAL RESOURCE LANDS SPECIAL DISTRICT; CHAPTER 17.79, MIXED-USE OVERLAY; CHAPTER 17.105, OFF STREET PARKING REQUIREMENTS IN THE MB ZONING DISTRICTS; OTHER MINOR EDITS TO CORRECT REFERENCES AND ABBREVIATIONS; AND ESTABLISHING SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, pursuant to Ordinance 956, on June 1, 1996 the City adopted its first Growth Management Act compliance Comprehensive Plan ('the Plan") pursuant to RCW Chapter 36.70A; and

WHEREAS, the City is required under RCW 36.70A.130(5)(a) to review and, if needed, revise its Plan and development regulations every ten years to ensure the Plan and regulations comply with the GMA, Ch. 36.70A RCW; and

WHEREAS, the Growth Management Act requires all cities within the counties of King, Pierce, Snohomish and Kitsap Counties to update their Comprehensive Plans by December 31, 2024; and

WHEREAS, the 2024 - 2044 Comprehensive Plan Amendment includes updates to the Future Land Use Map (FLUM), city-initiated rezones and implementing zoning amendments to meet GMA population, employment and housing targets, as required by the Growth Management Act; and

WHEREAS, the Growth Management Act requires that Comprehensive Plans and implementing zoning be consistent; and

WHEREAS, the public review process for the 2024-2044 Comprehensive Plan Amendments included a public hearing by the Planning Commission on May 13 and June 10,

2024 to: 1) review the proposed Comprehensive Plan amendments and implementing zoning code amendments, and 2) take public comments and testimony on the proposed amendments; and

WHEREAS, as required by RCW 36.70A.106, the City submitted the proposed City of Stanwood 2024-2044 Comprehensive Plan for the 60-day review to the Washington State Department of Commerce on April 29, and'

WHEREAS, the Department of Commerce's 60-day review period was completed on June 29, 2024; and

WHEREAS, the City issued a SEPA threshold determination of non-significance for the Comprehensive Plan and associated zoning changes on May 21, 2024, and the comment / appeal period ended on June 4, 2024; and

WHEREAS, in taking the actions set forth in this ordinance, the City has complied with the requirements of the State Environmental Policy Act, Chapter. 43.21C RCW; and

WHEREAS, on April 9, 2024 pursuant to city code the City mailed notice of the proposed land use designation and zoning change to properties within 300 feet of the proposal rezones providing for a 30 day comment period; and

WHEREAS, the Planning Commission public hearing held on May 13, June 10 and July 8, 2024, was closed after hearing comments from the public. The Planning Commission deliberated and then made their Findings and Recommendations to approve of the proposed Plan to the City Council; and

WHEREAS, all persons desiring to comment on the proposed amendments were given the opportunity to be heard; and

WHEREAS, at the September 12, September 26, and October 10, 2024 City Council meeting the City Council further reviewed and considered the Planning Commission recommendations; and

WHEREAS, as required by RCW 36.70A.130(2)(b), the City Council considered all proposed amendments to the Plan and the associated zoning amendments to the Stanwood Municipal Code concurrently so the cumulative effect of the proposed amendments could be ascertained; and

WHEREAS, the City Council hereby finds that the City's Plan and the zoning code amendments adopted herein are consistent with the County-Wide Planning Policies as required by RCW 36.70A.210;and

WHEREAS, the Stanwood City Council hereby finds that the adoption of the proposed amendments to the Stanwood Municipal Code are consistent with the Comprehensive Plan and serves and advances public health, safety and welfare of the greater community;

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

Section 1. SMC 17.10, Zoning Districts. Chapter 17.10, Establishment of Zoning Districts, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment A, by reference as though fully set forth herein.

Section 2. SMC 17.30, Permitted Uses. Chapter 17.30, Permitted Land Uses, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment B, by reference as though fully set forth herein.

Section 3. SMC 17.47, TN Zoning. Chapter 17.47, TN (Traditional Neighborhood) Zoning District, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment C, by reference as though fully set forth herein.

Section 4. SMC 17.50, Industrial Zoning Districts. Chapter 17.50, Additional Standards for LI and GI Zoning Districts, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment D, by reference as though fully set forth herein.

Section 5. SMC 17.60, Zoning Standards. Chapter 17.60, Zoning Standards Tables, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment E, by reference as though fully set forth herein.

Section 6. SMC 17.65, MBII Zoning Standards. Chapter 17.65, Additional Standards for MBII Zoning District, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment F, by reference as though fully set forth herein.

Section 7. Overlay Districts. Chapter 17.71, Adult Entertainment Overlay, Chapter 17.73, Historic Downtown Overlay, Chapter 17.74, Master Plan Overlay, Chapter 17.77, Transit Overlay, Chapter 17.78, Mineral Resource Lands Special District, and Chapter 17.79, Mixed-Use Overlay are hereby deleted in their entirety as set forth in Attachment G.

Section 8. SMC 17.105, Parking. Chapter 17.105, Off Street Parking Requirements in the MB Zoning Districts, of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment H, by reference as though fully set forth herein.

Section 9. SMC 17.10, zoning Districts. Minor edits to correct references and abbreviations throughout Title 17 of the Stanwood Municipal Code is hereby amended to read as set forth in Attachment I, by reference as though fully set forth herein.

Section 10. Findings of Fact and Conclusions. In support of the amendment approved in this Ordinance the Stanwood City Council adopts the Findings of Fact and Conclusions attached hereto as Attachment J and incorporated herein by reference and the analysis contained in the Staff Report on the amendments.

Section 11. Severability. The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 12. Authority to Make Necessary Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbers, section/subsection numbers and any references thereto.

Section 13. Conflict. In the event that there is a conflict between the provision of this Ordinance and any other City ordinance, the provisions of this Ordinance shall control.

Section 14. Effective Date. This Ordinance shall take effect from and after five (5) days after its passage and publication as required by law.

PASSED AND APPROVED by the Stanwood City Council this _____ day of _____ 2024.

CITY OF STANWOOD

_____

Sid Roberts, Mayor

ATTEST:

By: _____

Lisa Sokolik, City Clerk

APPROVED AS TO FORM:

By: _____

Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

Exhibit A

Establishment of Zoning Districts

17.10.010 Zoning Districts.

The city of Stanwood is hereby divided into ~~14~~ **the following** zoning districts ~~as follows~~:

(1) SR (single-family residential) 12.4 zoning district;

(2) SR (single-family residential) 9.6 zoning district;

(3) SR (single-family residential) 7.0 zoning district;

(4) SR (single-family residential) 5.0 zoning district;

(5) MR (multiple-family residential) zoning district;

(6) TN (traditional neighborhood) zoning district;

(7) NB (neighborhood business) zoning district;

(8) ~~MB-I (Main Street business) zoning district~~ **DMU** (**Downtown Mixed-Use) zoning district**;

~~(9) MB-II (Main Street business) zoning district;~~

(~~10~~ **9**) GC (general commercial) zoning district;

~~(11) GC-MXO (general commercial with mixed use overlay) zoning district;~~

(~~12~~ **10**) ~~LI (light industrial) zoning district~~ **PI** (**Planned Industrial) zoning distict**;

(~~13~~ **11**) GI (general industrial) zoning district;

(~~14~~ **12**) POS (parks and open space) zoning district; and

(13) PF (Public Facilities) zoning district.

Deleted existing section 17.10.020 in its entirety and replaced it with the table below showing the Comprehensive Plan designation description and the corresponding zoning district.

17.10.020 Purpose and Intent of zoning districts.

(1) Single Family Residential 12.4 Zone. This designation shall provide for primarily for single-family residential and accessory dwelling units at a density of 3.5 units per acre.

(2) Single Family Residential 9.6 Zone. This zoning district is intended to provide opportunities for moderate density residential development with larger lot sizes, and provide standards that encourage reasonable integration of new and existing residential areas, active and passive recreational facilities and activities that support these residential communities. The zone also supports public/quasi-public facilities such as secondary schools, community centers and parks that draw from and support the regional community. This zone implements the residential medium density land use designation in the Comprehensive Plan. This designation shall provide for primarily for single-family residential, townhouses, duplexes, triplexes and accessory dwelling units at a density of 4.5 units per acre.

(3) Single Family Residential 7.0 Zone. This zoning district is intended to accommodate medium density residential development as infill on smaller lots than in moderate density designations but platted at a standard that is consistent with the density of the existing residential area, and to provide standards and uses to encourage reinvestment in and maintenance of existing properties, and provide supportive active and passive recreational facilities. The zone also allows public/quasi-public uses such as elementary schools, community centers, parks and community-based recreation facilities that support those uses and serve more than one residential area. This zone implements the residential medium density land use designation in the Comprehensive Plan and provides for primarily for single-family residential, townhouses, duplexes, triplexes, quadplexes and accessory dwelling units at a density of 6-7 units per acre.

(4) Single Family Residential 5.0 Zone. This zoning district is intended to provide standards to maintain the smaller lot plat pattern of the pre-1940 subdivisions that predominate the areas in this designation; promote infill, redevelopment and maintenance of property consistent with the historic smaller lot pattern and older housing stock; provide infill housing at higher density on larger parcels, encourage active and passive recreational facilities such as community centers, parks and community-based recreation that support the neighborhood; and allow for public and quasi-public uses that are part of these areas due to this historic settlement pattern, such as elementary schools that may serve more than one neighborhood. This zone implements the residential medium density land use designation in the Comprehensive Plan and provides for primarily for single-family residential, townhouses, duplexes, triplexes, quadplexes and accessory dwelling units at a density of 9-10 units per acre.

(5) MR (Multi-Family Residential) Zone. This designation shall provide for small lot single family and multi-family residential development at a range of densities between 10 and 20 dwelling units per acre. Small amounts of commercial uses such as schools, churches, daycare centers, live-work units, or small office where a full range of public facilities and services to support urban development exists should be allowed. Generally, this designation is

appropriate for land which is located convenient to principal arterials and to business and commercial activity centers.

(6) NB (Neighborhood Business) zone. This designation shall comprise retail and service businesses which serve the limited convenience shopping and personal service needs of the immediate surrounding neighborhood.

(7) TN (Traditional Neighborhood) Zone. The purpose of the Traditional Neighborhood land use designation is to provide an alternative to typical residential developments. Developments in the Traditional Neighborhood designation are intended to develop in a higher density, mixed-use fashion more typical of older neighborhoods. It features requirements for common open space, through streets and a mix of housing types. This designation shall provide for residential development at densities of 10-20 dwelling units per acre. An allowance for commercial development shall also be allowed.

(8) DMU (Downtown Mixed-Use) Zone. The intent of the Downtown Mixed-Use land use designation is to create a dense, mixed use, pedestrian-friendly shopping environment reminiscent in design and uses to a turn-of-the-century downtown. This designation generally applies to downtown Stanwood. The purpose of the Downtown Mixed-Use zoning is to permit a complementary mix of residential and commercial uses in a single district creating a walkable community. This district allows a combination vertical mixed-use and horizontal mixed-use, thus creating an area containing mixed-use buildings as well as distinct single-use buildings in close proximity to each other. Mixed-use buildings, with residential above or behind commercial/retail space, shall be allowed along the City's primary streets in downtown (270th Street, 271st Street, 92nd Avenue, and 88th Avenue). Whereas standalone residential buildings may be permitted on the secondary streets with no direct access to the primary streets. Developments should be designed so that shoppers are less dependent on the automobile. In general, zero lot line development shall be maintained with store fronts and common walls. Parking shall be located on the street or to the rear of buildings. On-street parking will be on both sides of the street, and diagonal in the east end. Public parking areas may be necessary to assist people in leaving their cars and traveling on foot. Within the historic downtown commercial areas, the City will allow flexible interpretations of standards to encourage re-investment in, re-use and maintenance of structures that display historic period architectural character and scale. The architectural styles representative of commercial and residential buildings that existed from 1890 through the 1920s should be maintained.

(9) GC (General Commercial) Zone. This designation comprises more intensive retail and service uses than described in the Downtown Mixed-Use zone. General commercial uses typically require outdoor display and/or storage of merchandise that tend to generate noise as part of the operation. Such uses include, but are not limited to grocery stores, pet stores, drug stores, medical clinics, recreational facilities vehicle sale lots, tire and muffler shops, and equipment rental. Many of the businesses allowed in the DMU district are also allowed in this district. This designation is also meant to include the development of high-density multi-family housing including both: 1) vertical mixed use with commercial / retail space on the bottom floor and residential above; or 2) horizontal mixed-use buildings where commercial building(s) face the street frontage and standalone multifamily buildings are located behind and setback from the commercial / retail buildings.

(10) PI (Planned Industrial) Zone. The intent of the Planned Industrial land use designation is to create a district that permits activities involved in the manufacture,

repair, or service of goods, or products that are conducted with minimal adverse impact on the environment and the general community, as well as retail and office uses. The PI zone is intended to accommodate a variety of commercial and industrial uses that complement typical light industrial complexes. Industrial, commercial, commercial or retail business uses desiring to locate in the PI zone must meet the architectural and performance standards for this district. The PI uses shall not adversely affect the health and safety of adjacent non-industrial and residential neighborhoods.

(11) GI (General Industrial) Zone. This designation comprises more intensive industrial type uses than those permitted in the Planned Industrial zone. Uses in the GI zone require equipment, devices or technology for the control of odors, dust, fumes, smoke, noise, or other wastes and/or by-products from affecting adjacent properties. The GI uses shall not adversely affect the health and safety of adjacent non-industrial and residential neighborhoods. Examples of General Industrial uses include large indoor manufacturing facilities, automotive repair, construction yards or material storage and the water and wastewater treatment plant.

(12) POS (Parks and Open Space) Zone. The parks and open space zoning designation is applied to lands which are to be maintained as park space or natural open spaces in perpetuity by the city. Many of these lands have underlying contractual agreements with either the Washington State Recreation and Conservation Office, conservation futures easements, or critical area easements. The POS designation should be applied to public park properties identified in the city's parks, recreation and open space plan.

(13) PF (Public Facilities) Zone. This designation is applied to lands that are used as public lands and facilities, including utilities, schools, railroad, and the wastewater treatment plant.

Exhibit B
Permitted Use Table

ℹ Merged the MB-I and MB-II zoning to create the new Downtown Mixed-Use (DMU) district. Deleted the mixed-use overlay zone. Uses were amended to implement the intent of the new DMU zone.

17.30.070 Commercial and Mixed-Use Zoning Table Established

Permitted Use Table: Commercial and Mixed-Use Zones

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Animal Services									
Animal Daycare/Grooming	P-I	P (1)	~~P (1)~~	~~P~~	**P(1)**	P (1)	P (1)	~~P~~	An establishment providing daytime training, supervision, recreation, clipping, hygienic care, or cleaning services for animals
Kennel, Commercial Indoor / Outdoor			~~AC / C (4)~~	~~AC / C (4)~~	**AC / C (4)**				A facility holding 4 or more domestic animals over four months of age for boarding, breeding, sale, or treatment
Veterinarian Hospital or Clinic	P-I		~~P (5)~~	~~P (5)~~	**P(5)**		P	~~P~~	A building used to provide health care services to animals.
Automotive Services									
Automobile Rental Agency	P-I						P		A rental and incidental storage agency which provides motor vehicle rentals under 10,000 lb.
Automobile Repair and Services	P-I						P (6)		An establishment that provides a variety of levels of repair, sales, handling, maintaining, or disposing of motor vehicles.
Automobile Sales and Service, New or Used	P-I						P / C (7)		An establishment that sells new or used motorized vehicles as its primary use, and allows for minor or major repairs, or paint and body work.
Automobile Service Station	P-I			~~P (35)~~	**P(35)**				A building that sells or supplies fuels, lubricants, air, water, and other operating commodities for motor vehicles or boats
Car Wash	P-I			~~P~~	**P**		P		A building, or portion thereof, for washing automobiles utilizing mechanical devices.
Parking Lots, Garages	P-I	AC	~~AC, P (8)~~	~~P, AC~~	**P / AC**	AC	AC	~~AC~~	A building, or area beneath a building, except those described as a private garage, used for the parking only of automotive vehicles.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
~~Parking Structure, Commercial~~	~~P-I~~		~~P (8)~~				~~P~~		~~A stand-alone structure used for the storage or parking of motor vehicles.~~
Cultural / Entertainment									
Art Gallery	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A room or building devoted to the exhibition of works of art or an institution or business exhibiting or dealing in works of art
Game, Video Arcade	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A venue where people play indoor table games and/or arcade video games
Live Entertainment	P-I		~~AC (9)~~	~~AC (9)~~	**AC (9)**	AC (9)	AC (9)	~~AC (9)~~	Music, comedy, readings, dancing, acting, or other entertainment performed at an establishment such as a theater or concert hall.
Museum	P-II		~~P~~	~~P~~	**P**		P	~~P~~	A nonprofit, noncommercial establishment operated as a repository or a collection of natural, historic, scientific or works of art
Night club	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A business conducted inside a building that has the capacity for at least 30 persons seated at tables, includes a bar, employs a bartender and maintains table service, dancing, and/or live entertainment.
Theater	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A building or part of a building, devoted to showing motion pictures, or for dramatic, musical or live performances.
Hotels and Guesthouses									
Bed and Breakfast	P-III		~~P (2) (10) (11)~~	~~P (2) (10) (11)~~	**P (2) (10) (11)**		C (2) (10) (11)		A building other than a hotel or nursing home where meals and short-term lodging of more than two rooms are provided for compensation
Hotel	P-I		~~P~~	~~P / C (7)~~	**P / C (7)**		P	~~P~~	Any building containing more than six guest rooms intended to be used, rented or hired out to be occupied for sleeping purposes
Industrial									
Food and Beverage Processing Facility	P-III						C		Means sorting, packaging, bottling or labeling raw or semi-processed food or beverages into a product
Manufacturing, Light	P-II	**P(12)**					P (12)		A use engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including process, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of such products, but excluding basic industrial processing
Communication Technology (TV	P-I						P	~~P~~	An industry consisting of the technological and commercial broadcasting institutions or filmmaking

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
broadcasting, radio station, video production, internet or movie production or other similar technologies)									
Office									
Professional Office	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	A business providing expertise to clients for a fee for service in any of the following related categories: accounting, architecture, engineering, planning, law, music, art, interior design, real estate, writing, education, or any similar type of business.
Health Care Office	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	Health care services such as primary care clinics, mental health clinics, community health centers, dentist, orthodontist, nutritionist, physical therapy, optometrists, or similar medical practices excluding hospitals.
Hospital	P-III	C	~~C~~	~~C~~	**C**	C	C	~~C~~	A facility providing primary health services and medical or surgical care to persons, primarily inpatients suffering from illness, disease, injury, deformity, other abnormal physical or mental conditions, chemical or substance dependency or abuse, and including as an integral part of the institution related facilities such as laboratories, outpatient facilities, and training facilities.
Personal Services									
Assisted / Independent Living		C		~~P / C (7) (17)~~	**P / C (7) (17)**		P (17)		A state licensed group residence for adults per RCW 18.20.
Salon	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	An establishment where hair cutting, coloring and styling, facials, manicures, lashes, and/or spa services are provided.
Daycare Center	P-I	P (13)	~~P (13)~~	~~P (13)~~	**P (13)**	P (13)	P (13)	~~P (13)~~	Care of children under the age of 12, or seniors, located in a facility which accommodates 13 or more persons.
Laundromat / Dry Cleaner	P-I	P (14)	~~P~~	~~P~~	**P**	P	P	~~P~~	An establishment providing dry cleaning businesses or washing, drying machines on the premises for rental use to the general public.
Equipment Rental	P-I			~~P~~	**P**		P	~~P~~	Equipment rental is a service providing machinery, equipment and tools of all kinds and sizes for a limited period of time individual consumers.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Health / Athletic Club	P-I		~~P~~	~~P~~	**P**		P	~~P~~	Gymnasiums (except those related to educational institutions), private clubs (athletic, health, or recreational), reducing salons, and weight control establishments.
Funeral Home	P-I		~~P~~	~~P~~	**P**				A building used for the preparation of the deceased for burial, the display of the deceased, and ceremonies connected wherewith before burial or cremation; crematories are not considered part of a funeral home or an accessory.
Janitorial Services	P-I			~~P~~	**P**				A company providing janitorial services such as the cleaning of offices or other building establishments.
Mail / Small Shipping Store	P-I		~~P~~	~~P~~	**P**		P	~~P~~	An establishment that provides shipping, shredding, printing, fax, passport photos, personal and business mailboxes, and notary services.
Private Clubs	P-I		~~P~~	~~P~~	**P**		P	~~P~~	Organizations that are privately owned and operated by their members and not operated for profit such as clubs, lodges, lounges, and halls.
Tattoo & Piercing Parlors	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A business designing and creating permanent graphic images on the human body, may include piercing.
Public Facilities									
Governmental Use	P-I	P	~~P (15)~~	~~P (7)~~	**P (7)**		P	~~P~~	Public facilities that are utilized for daily administration and operation of government business
Park and Ride Facility	P-II		~~P (8)~~						A parking area designated for commuters using public transportation.
Post Office	P-I		~~P~~	~~P (7)~~	**P (7)**		P		A facility authorized by a postal system for posting, receipt, sorting, handling, transmission, and delivery of mail and offer mail related services
Public Safety Station (Police and Fire)	P-II	P / C (15)	~~P / C (15)~~	~~P / C (15)~~	**P / C (15)**		P / C (15)	~~P / C (15)~~	A facility used for police and fire services.
Public Transit Storage and Maintenance Facility	P-II						P		A facility used for public transit storage and maintenance.
Public Transit Terminal	P-II		~~P (8)~~	~~P~~	**P**				A terminal used for public transit.
Quasi-Public									
Meeting Hall	P-II	P / C (7)	~~P~~	~~P / C (7)~~	**P**				A building or grounds used for social, civic, or recreational purposes and owned and operated by a nonprofit organization and open to the general public.
House of Worship / Church	P-III	C (7)	~~P / C (7)~~	~~P / C (7)~~	**P / C (7)**	P / C (7)	P / C (7)	~~P / C (7)~~	A building or structure wherein persons regularly assemble for religious worship, and which is

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
									maintained and controlled by a religious body organized to sustain public worship.
Recreation									
Amusement Park or Center	P-II						P		A group of amusement devices for children and/or adults and their accessory uses.
Bowling Alley	P-I			~~P~~	**P**				A recreational facility which includes bowling lanes, and may include a small lounge, restaurant or snack bar, video games and pool tables.
Community Garden	P-I	P		~~P~~	**P**		P		Land set aside for collective use for an organization or for the general public to grow produce and/or flowers. Excluding marijuana.
Open Space	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	A common, accessible area that is shared by residents of a subdivision and/or by the public and is left in its natural or undisturbed state
Park, Community	P-II	P	~~P~~	~~P~~	**P**	P	P	~~P~~	Regional park facility that serves an area of over 10,000 in population and is 20 to 100 acres
Park, Urban	P-II	P	~~P~~	~~P~~	**P**	P	P	~~P~~	A park providing public access and recreational, educational, cultural, historical, or aesthetic amenities
Private / HOA Parks	P-I	P	~~P~~	~~P~~	**P**		P	~~P~~	A park area under common, ownership by a Homeowners Association
Trail	P-II	P	~~P~~	~~P~~	**P**	P	P	~~P~~	A paved or unpaved path used for walking, hiking, running, bicycling and/or horseback riding
Repair Services									
Minor Service Repairs Within the Confines of a Building; No Outside Storage or Repair	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	An establishment providing minor repair services such as shoe repair, tailoring, bicycle repairs, computer repairs or similar type uses.
Residential									
Adult Family Home	P-I	P	P	P	**P**	P	P	~~P~~	A residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services.
Assisted Living/Independent Living	P-II						P	~~P~~	A state licensed group residence for adults per RCW 18.20.
Boarding House	P-I		~~P (16)~~	~~P (16)~~	**P (16)**				A building other than a motel, where lodging and meals are provided for more than five persons for compensation on a long-term basis.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Congregate Care Facility	P-III	C		~~P / C (7) (17)~~	**P / C (7) (17)**		P (17)	~~P (17)~~	A residential facility for the elderly and/or handicapped persons.
Daycare, Family	P-I	P	~~P (8)~~	~~P (13)~~	**P (13)**	P			A residence used for the care of children under the age of 12 or seniors located in the family dwelling of the person or persons under whose direct care the child or children are placed, accommodating 12 or fewer, such numbers to include those members of the resident family who are under the age of 12 years old.
Dwelling, Accessory	P-I	AC (18)			**P**				A secondary living unit that is located on the same property as the primary dwelling
Dwelling, Cottage	P-II	P (20)							A minimum of 4 small detached single-family homes located together in a neighborhood format around common open space
Dwelling, Duplex	P-I	P	~~P (37)~~	~~P (21)~~	**P (39)**		**P(21) (39)**		A detached building, designed for 2 families living independently of each other & divided by a common wall
Dwelling, Triplex	P-I		~~P (37)~~		**P(39)**		**P(21) (39)**		A detached building, designed for 3 families living independently of each other & divided by a common wall.
Dwelling, Multiple Family	P-II	P (7)		~~P~~	**P(39)**			~~P~~	A building designed 3 or more families living independently of each other, including apartment houses but not include hotels, trailers, or mobile/manufactured homes
Dwelling, Single Family	P-I	P	~~P (37)~~	~~P (21)~~					A detached building designed for or occupied exclusively by one family
Dwelling, Townhouse	P-I	P	~~P (8) (37)~~	~~P~~	**P**		P (~~8~~ **21**) **(39)**		A dwelling unit that is: occupancy by one family; has no units above or under it; and is attached to other units by common side walls
Enhanced Service Facility Conversion Category 1 – Existing Nursing Home Conversion of up to a 16 Bed Facility (21)	P-III	C		~~P~~	**P**		P	~~P~~	A facility licensed under chapter 70.97 RCW that provides support and services to persons for whom acute inpatient treatment is not medically necessary
Enhanced Service Facility Conversion Category 2 – Existing Assisted Living Conversion of up to a 16 Bed Facility (21)	P-II	C		~~P~~	**P**		P	~~P~~	A facility licensed under chapter 70.97 RCW that provides support and services to persons for whom acute inpatient treatment is not medically necessary

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Enhanced Service Facility Conversion Category 3 – Existing Adult Family Home Conversion of up to a 6 Bed Facility (21)	P-I	P							A facility licensed under chapter 70.97 RCW that provides support and services to persons for whom acute inpatient treatment is not medically necessary
Group Care Facilities		P	~~P~~	~~P~~	**P**				Shared living quarters (without separate kitchen or bathroom facilities for each room or unit) for seven or more persons with physical or mental impairments that substantially limit one or more of such person's major life activities when such persons are not living together as a single household unit.
Group Home	P-I			~~P (19)~~	**P (19)**		P (19)		A facility licensed by the state to provide 24-hour training, care, custody, correction or control, or any combination of those functions, to one or more persons. This term shall not include schools, hospitals, prisons or other social service facilities
Home Occupation	P-I	AC (22)	~~AC (22)~~	~~AC (22)~~	**AC (22)**		AC	~~AC (22)~~	A business carried on within a dwelling unit or accessory building which is incidental and secondary to the residential use
Live/Work Units	P-1		~~P (38)~~	~~P~~	**P (38) (39)**		**P(21) (38) (39)**	~~P~~	Live/work unit means a single dwelling unit in a detached building, or in a multifamily or mixed-use building, that also accommodates limited commercial uses within the dwelling unit. The predominate use of a live/work unit is residential, and commercial activity is a secondary use.
Mixed Use	P-II	P	~~P~~	~~P (8)~~	**P (39)**		P ~~(8)~~ **(39)**	~~P~~	Residential and commercial uses within a single building or development that may occur either within one story as a horizontal mix, in one structure with multiple stories as a vertical mix or in more than one detached structure
Retail Trade Establishments									
Retail Shop – Boutique Style Less than 3,000 square fee	P-I		~~P~~	~~P~~	**P**	P		~~P~~	Small scale retail uses such as boutiques, bakeries, florists, convenience stores, pharmacies, and more.
Retail Shop – Mid-Range between 3,000 and 10,000 square feet (Non-Strip Mall Design)	P-I	P	~~P~~	~~P~~	**P**		P		Midsized retail uses such as grocery stores, sporting goods store, large thrift stores, office supplies, and more.
Retail – Strip Mall or Big Box greater than 10,000 square feet	P-III			~~C~~			~~C~~ **P**	~~C~~	Large scale retail uses such as supermarkets, construction supply stores, furniture stores, and more.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Agricultural Produce Stand	P-I	P		~~P~~	**P**	P	P		A farm stand that sells produce including fresh, dried or bottled vegetables and fruits and plants/flowers.
Farmer's Market	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	Retail area, outdoors or indoors, where vendors sell produce, baked goods, food and/or limited crafts to the public.
Kiosk / Vending Machine	P-I	AC (23)	~~AC (23)~~	~~AC (23)~~	**AC (23)**	AC (23)	AC (23)	~~AC (23)~~	Mobile units such as kiosks and vending machines that dispense products for sale including but not limited to beverages, food and video
Marijuana Retailer	P-I		~~C~~		**C(40)**				As set forth in RCW 69.50.101. --a person licensed by the board to sell marijuana concentrates, useable marijuana, and marijuana-infused products in a retail outlet.
Plant Nursery	P-I			~~P~~	**P**			~~P~~	An enterprise, establishment, or portion thereof that conducts the retailing or wholesaling of plants grown on the site, as well as accessory items (but not farm implements) directly related to their care and maintenance.
Retail Prepared Food / Beverage Establishments									
Bars and Cocktail Lounges	P-I		~~P~~	~~P~~	**P**		P	~~P~~	A business conducted entirely within a building wherein primarily alcoholic beverages are sold at retail for consumption on the premises. Limited food service and live entertainment may be provided as an accessory use. Excludes nightclubs, restaurants, and taverns.
Catering	P-I	P (24)	~~P (24)~~	~~P~~	**P**	P	P	~~P~~	An establishment that prepares food on site and delivers it to another location for consumption. Caterers may also provide party planning and occasional hourly labor for special events.
Beverage Stand	P-I	P (24)	~~P (24)~~ ~~(26)~~	~~P (25)~~ ~~(26)~~	**P (24) (25) (26)**	P (25) (26)	P (25) (26)		Restaurants specializing in coffee, tea, and other assorted beverage products, accessory baked goods and concessions.
Restaurant	P-I	P (24) (26)	~~P (24)~~ ~~(26)~~	~~P (25)~~	**P (24) (25)**	P (25) (26)	P (25) (26)	~~P~~	Restaurant - An establishment whose primary business is the sale of food and beverages to patrons for consumption on the premises.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Tavern	P-I		~~P (24)~~	~~P~~	**P**		**P**	~~P~~	A business conducted entirely within a building where beer and/or wine is served to the public, which holds a class "A" or "B" license from the Washington State Liquor Control Board. Limited food service and live entertainment may be provided as an accessory use. Excludes bars/cocktail lounges, night clubs an restaurants
Schools									
Elementary School	P-III	C							Any school, public or private, intended for the education of children from kindergarten through the fifth grade
Preschool Facility	P-II/P-III		~~P (8)~~	~~P or C~~	**P (27)**				An educational establishment that provides instruction and daytime care, for 4 or more children between the ages of 2 and 5 years
School, Other	P-I		~~P (27)~~		**P (27)**				Places for systematic instruction, to include trade, vocational/technical, art, music, dance, and business schools or similar type institutions.
Wholesale Storage / Distribution Facilities									
Detached Commercial Accessory Storage	P-III		~~C (28)~~	~~C (28)~~	**C (28)**	C (28)	C (28)		Storage structure that is subordinate and incidental to a commercial or industrial use. This use is not a mini-warehouse storage unit facility.
Utilities									
Electrical Equipment and Pole Storage Yard Associated with an Electrical Substation	P-I	P (29) (36)	~~P (29) (36)~~	~~P (29) (36)~~	**P (29) (36)**	P (29) (36)	P (29) (36)	~~P (29) (36)~~	Area used for the storage of equipment and support poles associated with permitted electrical substations.
Electrical Substation	P-II	P (29)	~~P~~	~~P~~	**P**	P	P		A facility that provides transmission and distribution of electric power
Electrical Transmission Lines	P-II		~~P~~	~~P~~	**P**		P		Lines which connect the power produced at generating facilities to substations
Recycle Collection Stand	P-II		~~AC~~	~~AC~~	**AC**	AC	AC		A movable kiosk for the collection of recyclable materials or donations such as newspapers, clothing or book
Sewage Lift Station	P-II	P(29)		~~P~~	**P**	P			The station in a sewer system where the wastewater needs to be pumped (lifted) to a higher elevation so that gravity can be used to bring the wastewater to the treatment plant
Water Well and Pump Station	P-II	P							Infrastructure used to move water from a ground water source and convey water within a utility system

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Water, Drainage or Sewage Infrastructure	P-II	P	~~P~~	~~P~~	**P**	P	P	~~P~~	Pipes, installations and other infrastructure that are part of a system used for the purpose of water, drainage or sewage
Wireless Communications Facilities									
Co-Location PWCA	P-I	P (30)	~~P (30)~~	~~P (30)~~	**P (30)**	P (30)	P (30)	~~P (30)~~	The placement and arrangement of multiple providers' antennas and equipment on a single support structure or equipment pad area
Minor Facilities	P-I	P (31)	~~P (31)~~	~~P (31)~~	**P (31)**	P (31)	P (31)	~~P (31)~~	Wireless communications facility consisting of up to three antennas within specified size limitations
Single PWCF	P-II	P (32)	~~P (32)~~	~~P (32)~~	**P (32)**	P (32)	P (32)	~~P (32)~~	A wireless communications facility for the transmission and/or reception of radio frequency signals associated with personal wireless services and which may include antennas, equipment shelter or cabinet, transmission cables, a support structure, reception and transmission devices and antennas and temporary or portable service facilities
Monopole Towers	P-III	C (33)	~~C (33)~~	~~C (33)~~	**C (33)**	C (33)	C (33)	~~C (33)~~	Any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities
Small Cell Facilities	P-I	P (34)	~~P (34)~~	~~P (34)~~	**P (34)**	P (34)	P (34)	~~P (34)~~	A personal wireless services facility that meets the requirements SMC 17.200-220
Other									
Indoor Emergency Shelters	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	Emergency Shelter means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do no provide overnight accommodations.
Indoor Emergency Housing	P-I		~~P~~	~~P~~	**P**	P	P	~~P~~	Emergency Housing means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Land Use	Permit Type	TN	~~MB-I~~	~~MB-II~~	DMU	NB	GC	~~GC / MF MXO (3)~~	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Temporary Uses	P-I	P	~~P~~	~~P~~	**P**	P	P	~~P~~	A use established for a fixed period of time with the intent to discontinue such use upon the expiration of such time
Transitional Housing	P-I	P					P	~~P~~	Housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living.

Commercial and Mixed-Use Zoning Use Conditions:

(1) Subject to animal services grooming parlor conditions in SMC ~~8.02.480~~ **8.70**.

(2) Retail trade establishments are limited to 50,000 square feet gross floor area per individual establishment. A business license and compliance with conditions in SMC 17.100.~~060~~ for permitting a bed and breakfast use are required. Bed and breakfast residence use is limited to four rooms per residence. Bed and breakfast inn use is limited to six rooms in the SR 5.0 zone, 10 rooms in the MR zone and 16 rooms in the GC zone.

~~**(3)**Permitted when located in the mixed use overlay and part of a mixed use project as defined in SMC 17.79.030.~~

(4)A hobby kennel license is required for a total of four or more dogs and four or more cats over three months of age. A maximum of four animals is allowed when the parcel is under one acre, five animals per acre are allowed when the parcel is one to five acres and 25 animals are allowed when the parcel is over five acres. These maximums may be exceeded with special hobby kennel permit issued administratively by the animal control officer pursuant to SMC **Title 8, Animals** ~~8.02.450 and 8.02.470~~; provided, however, that in all cases exceeding the maximum standard by six animals requires a conditional use permit. All indoor and outdoor kennels shall comply with the animal control and licensing standards contained in Chapter **8** ~~8.02~~ SMC. Three or fewer animals are allowed as an accessory use without a kennel license as pets.

(5) No outdoor kennels.

(6) Automobile repair is limited to minor repair services in the general commercial zone. ~~and to minor and major repair services as defined in SMC 17.20.020 in the light industrial zone. Minor repair, major repair and paint/body shops are permitted in the general industrial zone.~~

(7) Minimum land area of 20,000 square feet is required. This standard may be modified through the conditional use permit process. ~~provided in SMC 17.80.120~~.

~~**(8)**Permitted in the transit overlay when part of a transit-oriented project as defined in SMC 17.77.040.~~

(9) Subject to standards in SMC 17.100.055.

(10)A business license and compliance with conditions in SMC 17.100.060 for permitting a bed and breakfast use are required.

(11) Restaurants that serve lunches and/or dinner shall be allowed in bed and breakfast accommodations.

(12) In the general commercial zone **east of 72nd Avenue**, light manufacturing is limited to assembly and fabrication of products such as medical equipment, optics, electrical and electronic goods. **In the TN – Mixed Use designation light manufacturing uses are limited to 30% of the site and shall consist of incubator businesses wholly contained within the building; no outdoor storage.**

(13) All daycare uses shall comply with the daycare facilities requirements provided in SMC 17.95.382. Family daycare shall require a home occupation permit.

(14) Limited to drop-off and pick-up with no on-site dry cleaning allowed.

(15) Twenty thousand square feet of land area are required. This minimum land area requirement may be reduced through the conditional use permit process ~~in SMC 17.80.120~~ provided the lot meets the minimum lot size standard for the zone.

(16) Boarding/rooming houses shall be allowed only as second or third floor activities over retail trade, personal service or business professional service establishments, and not as ground floor uses.

(17) Limited to 30 rooms/increment of minimum land area.

(18) One accessory dwelling unit per lot is allowed. Accessory dwelling units shall comply with the criteria and design standards set forth in SMC 17.95.470 through 17.95.480.

(19) This use shall comply with the special residential use requirements provided in SMC 17.95.375. Group homes are limited to six rooms in the GC zone.

(20) Cottage housing units shall comply with the requirements in SMC 17.95.450.

(21) Permitted when part of a mixed-use development.

(22)A home occupation permit and business license are required. Home occupations shall comply with the requirements in SMC 17.95.380.

(23) Kiosks/vending machines are permitted only as accessory uses inside a building.

(24) No drive-through service allowed **on 271st between 88th Avenue and 84th Avenue and 270th from 99th Avenue to 102nd Drive**.

(25) Drive-up windows allowed subject to the supplemental standards for drive-through facilities provided in SMC 17.100.040.

(26) Outside dining is limited to areas designated for such use, shall be in keeping with the exterior architectural theme of the building, and shall not permit the consumption of food or beverages within automobiles.

(27) Permitted when located in the historic downtown areas as **depicted in SMC 17.05.110**, provided there is no outdoor display or storage.

(28) Detached accessory storage shall comply with nonresidential performance standards in SMC 17.100.075, conditions for permitting detached storage structures in commercial zones, and the additional architectural standards in SMC 17.112.030 in the ~~MB-I and MB-II~~ **DMU** zoning ~~districts~~, and SMC 17.112.040 in the GC zoning district.

(29) Minimum land area of 10,000 square feet required.

(30) Subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(31) Minor facilities are limited to co-location on an existing monopole and are subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(32) Limited to one personal wireless communications facility (PWCF) on existing light standards and power poles within the public right-of-way and subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(33) All small wireless communication facilities shall be subject to the requirements of Chapters 17.200, 17.205, and 17.210 SMC.

(34) Monopole towers only are permitted. Guy and lattice towers are prohibited. Limited to locations on properties with existing public use, except in the general commercial and general industrial zones subject to a conditional use permit, and subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(35) The cross-section areas of service station canopy supports where they meet the ground shall be measured as coverage for the purposes of determining maximum lot coverage and also shall be used for the measurement of setback requirements.

(36) Pole yards and storage areas shall be screened from adjacent residential or commercial uses. Chain link fences with slats are not allowed.

~~**(37)**Only permitted on properties fronting on 102nd Avenue and north of 272nd Street in the MB-I zoning district. All parking must be maintained on site. No parking shall be allowed on street or in an alley.~~

(38) Live/work units are allowed as part of a mixed-use development.

(39) Only mixed-used commercial / residential developments are allowed on properties with street frontage on 271st Street, 88th Avenue, 92nd Avenue, 102nd Avenue and 270th Street between 99th Avenue and 102nd Drive. The Commercial mixed-use building(s) shall be the dominant use along the street frontage. All other properties may be developed with residential in-fill developments without associated commercial uses.

(40)Subject to standards in SMC 17.100.045.

Industrial Permitted Use Table

ℹ Renamed the Light Industrial zoning district to Planned Industrial (PI) and added additional uses.

17.30.080 **Industrial Use Zoning Table Established**

Permitted Use Table: Industrial Zones

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Animal Services				
Kennel, Commercial Indoor / Outdoor	P-I	P (1)		A building holding 4 or more domestic animals over four months of age for boarding, breeding, sale, or treatment
Veterinarian Hospital or Clinic	P-II	P		A building used to provide health care services to animals
Automotive Services				
Automobile or Truck Repair and Services	P-I	P (2)	P (2)	An establishment that provides a variety of levels of repair, sales, handling, maintaining, or disposing of motor vehicles
Automobile Sales and Service, New or Used	P-I	P	P	An establishment that sells new or used motorized vehicles as its primary use, and allows for minor or major repairs, or paint and body work
Automobile Service Station	P-I	P (3)		A building that sells or supplies fuels, lubricants, air, water, and other operating commodities for motor vehicles or boats
Car Wash	P-I	AC		A building, or portion thereof, for washing automobiles utilizing mechanical devices
Impound, Storage, Tow Yards	P-I	AC (4)	AC (4)	A lot used for temporary storage of vehicles which have been towed by a towing company or for impounded vehicles
Parking Lots, Garages	P-I	AC~~, P (5)~~	AC, ~~P (5)~~	A building, or area beneath a building, except those described as a private garage, used for the parking only of automotive vehicles
Parking Structure, Commercial	P-I	P	P ~~(5)~~	A stand-alone structure used for the storage or parking of motor vehicles
Towing	P-I	P (6)	P (6)	A service that provides the towing of a disabled vehicle or trailer
Wrecking	P-I		P (6)	The dismantling/wrecking of one or more motor vehicles or trailers; and/or the storage, sale, or dumping of dismantled vehicles or their parts
Cultural / Entertainment				
Adult Entertainment Facility	P-I		P (7)	A room or building devoted to the exhibition of works of art or an institution or business exhibiting or dealing in works of art
Live Entertainment	P-I	AC		Music, comedy, readings, dancing, acting, or other entertainment performed at an establishment such as a theater or concert hall.

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Hotels and Guesthouses				
Bed and Breakfast	P-I	**P**	P ~~(5)~~	A building other than a hotel or nursing home where meals and short-term lodging of more than two rooms are provided for compensation
Hotel	P-I	P (8)		Any building containing more than six guest rooms intended to be used, rented or hired out to be occupied for sleeping purposes
Resort	P-III	P (8)		A hotel that serves as a destination point for visitors, generally provides recreational facilities for paying guests on vacation
Industrial				
Building Construction Yard	P-I		P	An outdoor area consisting of short-term parking and storage of equipment and supplies used in the construction industry and may contain an office
Feed and Fertilizer Operation	P-I		P	A business which produces feed and/or fertilizer typically for the purpose of agricultural use
Food and Beverage Processing Facility	P-I	P	P	Means sorting, packaging, bottling or labeling raw or semi-processed food or beverages into a product
Freezer Plant / Cold Storage / Food Mill	P-I	**C**	P	An industrial business providing refrigeration and storage of food or products requiring refrigeration/freezing and may include food processing
Laboratory	P-I	P	P	A place devoted to experimental study, such as testing and analyzing, as well as physical diagnostic facilities. Manufacturing of any product is not considered part of this definition
Laundry Plant	P-I		P	An establishment for the mechanized washing and/or dry cleaning of clothing and the like
Lumber and Wood Products Processing	P-I		P	A facility that fabricates wood products and/or provides mill work or construction and assembly of products made of wood
Manufacturing, Heavy	P-II		P	A use engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials, or a use engaged in the storage of, or manufacturing processes that potentially involve, hazardous or commonly recognized offensive conditions
Manufacturing, Light	P-II	P (9)	P (9)	A use engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including process, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of such products, but excluding basic industrial processing
Communication Technology (TV broadcasting, radio station, video production, internet or movie production or other similar technologies)	P-I	P		An industry consisting of the technological and commercial broadcasting institutions or filmmaking
Printing, Publishing, and Allied Industry	P-I	P	P	An establishment providing printing and publishing services

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Office				
Professional Office	P-I	P	P	A business providing expertise to clients for a fee for service in any of the following related categories: accounting, architecture, engineering, planning, law, medicine, music, art, interior design, real estate, writing, education, or any similar type of business
Health Care Office	**P-I**	**P**		**Health care services such as primary care clinics, mental health clinics, community health centers, dentist, orthodontist, nutritionist, physical therapy, optometrists, or similar medical practices excluding hospitals.**
Hospital	**P-III**	**C**		**A facility providing primary health services and medical or surgical care to persons, primarily inpatients suffering from illness, disease, injury, deformity, other abnormal physical or mental conditions, chemical or substance dependency or abuse, and including as an integral part of the institution related facilities such as laboratories, outpatient facilities, and training facilities.**
Personal Services				
Daycare Center	P-I	**P(5)**	P (5)	Care of children under the age of 12, or seniors, located in a facility which accommodates 13 or more persons
Equipment Rental	P-I	P	P	Equipment rental is a service providing machinery, equipment and tools of all kinds and sizes for a limited period of time individual consumers
Funeral Home	P-I	P		A building used for the preparation of the deceased for burial, the display of the deceased, and ceremonies connected wherewith before burial or cremation; crematories are not considered part of a funeral home or an accessory to a funeral home.
Health / Athletic Club	P-I	P		Gymnasiums (except those related to educational institutions), private clubs (athletic, health, or recreational), reducing salons, and weight control establishments
Janitorial Services	P-I	P	P	A company providing janitorial services such as the cleaning of offices or other building establishments
Laundromat / Dry Cleaner	P-I	P	P	An establishment providing dry cleaning businesses or washing, drying machines on the premises for rental to the general public
Mail / Small Shipping Store	P-I	P		An establishment that provides shipping, shredding, printing, fax, passport photos, personal and business mailboxes, and notary services
Salon	P-I	**P**	P ~~(5)~~	An establishment where hair cutting, coloring and styling, facials, manicures, lashes, and/or spa services are provided
Tattoo & Piercing Parlors	P-I	**P**	P	A business designing and creating permanent graphic images on the human body, may include piercing
Public Facilities				
Courthouse	P-III	P		A building in which courts of law are regularly held
~~Park and Ride Facility~~	~~P-II~~	~~P (5)~~	~~P (5)~~	~~A parking area designated for commuters using public transportation~~

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Post Office	P-I	P		A facility authorized by a postal system for posting, receipt, sorting, handling, transmission and delivery of mail and offer mail related services
Public Safety Station	P-II	**P**	P	A facility used for police and fire services
Public Transit Storage and Maintenance Facility	P-II		P	A facility used for public transit storage and maintenance
Public Transit Terminal	P-II	P ~~(5)~~	P ~~(5)~~	A terminal used for public transit
Quasi-Public				
Meeting Hall	P-II	P (10)		A building or grounds used for social, civic, or recreational purposes and owned and operated by a nonprofit organization and open to the general public
Recreation				
Bowling Alley	P-I	P		A recreational facility which includes bowling lanes, and may include a small lounge, restaurant or snack bar, video games and pool tables
Go-Cart Track	P-I	P		Tracks used for go-kart racing
Open Space	P-I	P	P	A common, accessible area that is shared by residents of a subdivision and/or by the public and could be left in its natural or undisturbed state, used as community gardens or conservation areas
Park, Community	P-II	P	P	Regional park facility that serves an area of over 10,000 in population and is 20 to 100 acres
Park, Neighborhood	P-II	P	P	A park of five to 20 acres serving an area of 2,000 to 10,000 population within a quarter to one-half mile service area
Park, Urban	P-II	P	P	A park providing public access and recreational, educational, cultural, historical, or aesthetic amenities
Skating Rink	P-I	P		A surface used for ice skating or roller skating located indoors or outdoors
Swimming Pool	P-II	P		Any in-ground or above-ground structure designed for swimming, wading, or other aquatic recreational purposes
Trail	P-II	P	P	A paved or unpaved path used for walking, hiking, running, bicycling and/or horseback riding
Repair Services				
Minor Service Repairs Within the Confines of a Building; No Outside Storage or Repair	P-I	P		An establishment providing minor repair services such as shoe repair, tailoring, bicycle repairs, computer repairs or similar type uses
Small Appliance and Tool	P-I	P		An establishment repairing a wide variety of electrical, gas and mechanical appliances and tools
Small Engines	P-I	P	P	An establishment repairing small engines (excluding automobiles)
Residential				
Caretaker's House	P-I	P (11)	P (11)	An accessory building for the sole use of a person employed on the premises

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
~~Dwelling, Multiple Family~~	~~P II~~		~~P (5)~~	~~A building designed 3 or more families living independently of each other, including apartment houses but not include hotels, trailers, or mobile/manufactured homes~~
~~Dwelling, Townhouse~~	~~P I~~		~~P (5)~~	~~A dwelling unit that is: occupancy by one family; has no units above or under it; and is attached to other units by common side walls~~
~~Home Occupation~~	~~P-I~~		~~AC~~	~~A business carried on within a dwelling unit or accessory building which is incidental and secondary to the residential use~~
Mixed Use	P-II	**P(5)**	~~P (5)~~	Residential and commercial uses within a single building or development that may occur either within one story as a horizontal mix, in one structure with multiple stories as a vertical mix or in more than one detached structure
Retail Trade Establishments				
Retail Shop – Boutique Style Less than 3,000 square fee		P		Small scale retail uses such as boutiques, bakeries, florists, convenience stores, pharmacies, thrift stores, and more.
Retail Shop – Mid-Range between 3,000 and 10,000 square feet (Non-Strip Mall Design)		P	P	Midsized retail uses such as grocery stores, sporting goods store, large thrift stores, office supplies, and more
Retail – Strip Mall or Big Box greater than 10,000 square feet		C	C	Large scale retail uses such as supermarkets, construction supply stores, furniture stores, sporting goods store, and more.
Farmer's Market	P-I	P ~~(12)~~		Retail area, outdoors or indoors, where vendors sell produce, baked goods, food and/or limited crafts to the public.
Kiosk / Vending Machine	P-I	AC (13)	AC (13)	Mobile units such as kiosks and vending machines that dispense products for sale including but not limited to beverages, food and video.
Plant Nursery	P-I	P (12)		An enterprise, establishment, or portion thereof that conducts the retailing or wholesaling of plants grown on the site, as well as accessory items (but not farm implements) directly related to their care and maintenance.
Retail Prepared Food / Beverage Establishments				
Bars and Cocktail Lounges	P-I	**P**	P	A business conducted entirely within a building wherein primarily alcoholic beverages are sold at retail for consumption on the premises. Limited food service and live entertainment may be provided as an accessory use. Excludes nightclubs, restaurants, and taverns.
Catering	P-I	**P**	P	An establishment that prepares food on site and delivers it to another location for consumption. Caterers may also provide party planning and occasional hourly labor for special events.
Beverage Stand	P-I	**P**	P (14) (15)	Restaurants specializing in coffee, tea, and other assorted beverage products, accessory baked goods and concessions.
Restaurant	P-I	**P**	P (14), P (15)	Restaurant - An establishment whose primary business is the sale of food and beverages to patrons for consumption on the premises.
Schools				
Bus Transportation and Maintenance Facility	P-I	P	P	Any building and adjacent outdoor space required for the servicing, washing, and the overnight parking of buses or other mass transit vehicles that are used

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
				for transporting the public, tourists, school children, the elderly, and/or handicapped or construction workers.
Middle School	P-II		P ~~(5)~~	Any school, public or private, intended for the education of children from the sixth through eighth grade.
Post-Secondary School	P-II	P		An institution providing a post-secondary level of education that is provided at academies, universities, colleges, seminaries, institutes of technology, and certain other collegiate-level institutions, such as vocational schools, trade schools, and career colleges, that award academic degrees or professional certifications.
Preschool Facility	P-I	P (5)	P (5)	An educational establishment that provides instruction and daytime care, for 4 or more children between the ages of 2 and 5 years
School, Other	P-I	P		Places for systematic instruction, to include trade, vocational/technical, art, music, dance, and business schools or similar type institutions.
Wholesale Storage / Distribution Facilities				
Detached Commercial Accessory Storage	P-I	C (16)	C (16)	Storage structure that is subordinate and incidental to a commercial or industrial use.
Equipment and Machinery Storage	P-I		P	An establishment handling heavy machinery used in agriculture, trucking, industry and manufacturing, and providing short-term storage in addition to sales. The use occurs both indoors and outdoors, and may include storage yards.
Freight Distribution Center	P-II		P	An industrial business receiving, storing and delivering a wide variety of goods to other wholesale or retail outlets typically by truck or train. Facilities may include a loading dock.
Fuel Storage Facility	P-III		C	An area used for the storage and distribution of petroleum products used for the powering of motor vehicles, boats and ships, and aircraft, and for the operation of electrical generating plants. The facilities may be above ground or underground storage tanks of propane, gasoline and other petroleum storage and distribution.
Mini-Warehouse / Storage Facility	P-II	~~P (17)~~	~~P~~ **C**	A building or group of buildings consisting of individual storage units not exceeding 400 square feet per storage unit that are leased or owned for the storage of business and household goods or contractor's supplies, not to be used for any wholesale or retail operations.
Moving Van and Storage Facilities	P-I	P (17)	P	An establishment providing trucking to move household or business furniture and both short-term or long-term storage facilities.
Warehouse Operations	P-II	P (17)	P	The storage of goods and materials. Warehouse operations may also include office and maintenance areas as accessory functions.
Wholesale Operations	P-II	P (17)	P	An establishment that includes large storage and distribution areas for receiving goods (such as produce) and shipping these goods to places such as grocery stores and restaurants or large facilities to provide items for sale to the public at wholesale prices. This definition excludes retail sales or clubs that sell wholesale goods to members as a retail transaction.

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Utilities				
Electrical Equipment and Pole Storage Yard	P-I	P (24) (25)	P (24) (25)	Area used for the storage of equipment and support poles associated with permitted electrical substations.
Electrical Generating Plant	P-II		C	An establishment or utility that provides electricity.
Electrical Substation	P-II	P	P	A facility that provides transmission and distribution of electric power.
Electrical Transmission Lines	P-II	P	P	Lines which connect the power produced at generating facilities to substations.
Recycle Collection Stand	P-II	AC		A movable kiosk for the collection of recyclable materials or donations such as newspapers, clothing or book.
Sewage Lift Station	P-II	P		The station in a sewer system where the wastewater needs to be pumped (lifted) to a higher elevation so that gravity can be used to bring the wastewater to the treatment plant.
Sewage Treatment Plant	P-II		C (18)	Any arrangement of devices and structures used for treating sewage and does not include the definition of septage facility.
Solid Waste Disposal / Recycling Center	P-II		C	A facility providing solid waste disposal or sorting and/or processing of recycled material for resale.
Water Well and Pump Station	P-II	P		Infrastructure used to move water from a ground water source and convey water within a utility system.
Water, Drainage or Sewage Infrastructure	P-II	P	P	Pipes, installations and other infrastructure that are part of a system used for the purpose of water, drainage or sewage.
Wireless Communication Facilities				
Co-Location PWCA	P-I	P (19)	P (19)	The placement and arrangement of multiple providers' antennas and equipment on a single support structure or equipment pad area.
Minor Facilities	P-I	P (20)	P (20)	Wireless communications facility consisting of up to three antennas within specified size limitations.
Single PWCF	P-II	P (21)	P (21)	A wireless communications facility for the transmission and/or reception of radio frequency signals associated with personal wireless services and which may include antennas, equipment shelter or cabinet, transmission cables, a support structure, reception and transmission devices and antennas and temporary or portable service facilities.
Monopole Towers	P-III	C (22)	C (22)	Any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities.
Small Cell Facilities	P-I	P (23)	P (23)	A personal wireless services facility that meets the requirements SMC 17.200-220.
Other				
Indoor Emergency Housing	P-I	P		Emergency Housing means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Land Use	Permit Type	~~LI~~ PI	GI	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Indoor Emergency Shelter	P-I	P		Emergency Shelter means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do no provide overnight accommodations.
Transitional Housing	P-I	P		Housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living.
Temporary Uses	P-I	P	P	A use established for a fixed period of time with the intent to discontinue such use upon the expiration of such time.

Industrial Zoning Use Conditions:

(1)A hobby kennel license is required for a total of four or more dogs and four or more cats over three months of age. A maximum of four animals is allowed when the parcel is under one acre, five animals per acre are allowed when the parcel is one to five acres and 25 animals are allowed when the parcel is over five acres. These maximums may be exceeded with special hobby kennel permit issued administratively by the animal control officer pursuant to SMC **Title 8, Animals** ~~8.02.450 and 8.02.470~~; provided, however, that in all cases exceeding the maximum standard by six animals requires an administrative conditional use permit. All indoor and outdoor kennels shall comply with the animal control and licensing standards contained in Chapter **8** ~~8.02~~ SMC. Three or fewer animals are allowed as an accessory use without a kennel license as pets.

(2) Automobile repair is limited to minor repair services in the ~~general commercial~~ **planned industrial** zone and ~~to minor and major repair services as defined in SMC 17.20.020 in the light industrial zone.~~ minor repair, major repair and paint/body shops are permitted in the general industrial zone.

(3) The cross-section areas of service station canopy supports where they meet the ground shall be measured as coverage for the purposes of determining maximum lot coverage and also shall be used for the measurement of setback requirements.

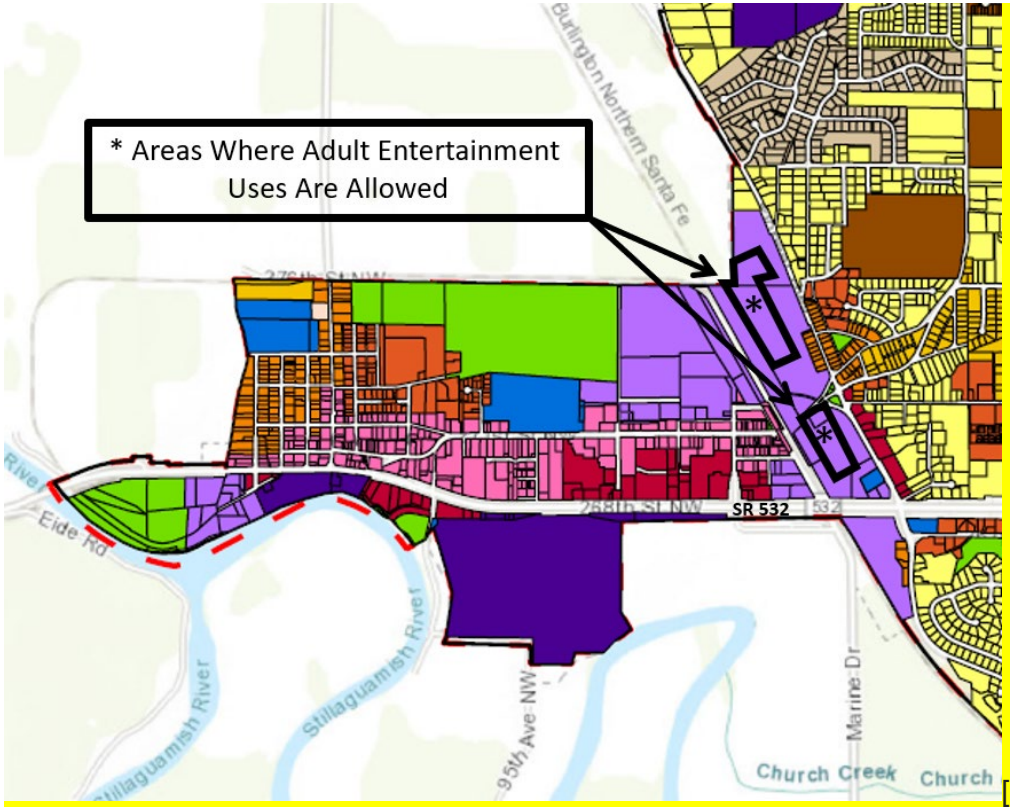
(4)A six-foot sight-obscuring fence or wall and landscaping consistent with Chapter 17.145 SMC, Landscape Performance Standards, shall be required.

~~**(5)**Permitted in the transit overlay when part of a transit-oriented project as defined in SMC 17.77.040.~~ **Permitted in conjunction with a planned industrial park development under SMC 17.50.010; no more that 35% of the total industrial park floor area**

may be devoted to residential uses and all residential uses must be located above commercial or industrial uses. A minimum of 5 acres of land is needed to apply the mixed-use allowances.

(6) Twenty thousand square feet of land area are required. This minimum land area requirement may be reduced through the conditional use permit process ~~in SMC~~ 17.80.120 provided the lot meets the minimum lot size standard for the zone.

(7) Adult entertainment uses shall **only** be **allowed in the** ~~located only in the adult entertainment overlay~~ **General Industrial zone located between the railroad tracks (east of 84th Avenue) and Pioneer Highway as shown below** and shall comply with the requirements in SMC 5.32.~~030~~.



(8) Limited to 30 rooms/increment of minimum land area.

(9) Accessory retail limited to 2,000 square feet for goods manufactured, assembled or distributed on site.

(10) Minimum land area of 20,000 square feet is required. This standard may be modified through the conditional use permit process. ~~provided in SMC 17.80.120~~.

(11) Caretaker units are limited to one per ~~parcel~~ **business**.

(12) Retail trade establishments are limited to 50,000 square feet gross floor area per individual establishment.

(13) Kiosks/vending machines are permitted only as accessory uses inside a building.

(14) Outside dining is limited to areas designated for such use, shall be in keeping with the exterior architectural theme of the building, and shall not permit the consumption of food or beverages within automobiles.

(15) Drive-up windows allowed subject to the supplemental standards for drive-through facilities provided in SMC 17.100.040.

(16) Detached accessory storage shall comply with nonresidential performance standards in SMC 17.100.075, conditions for permitting detached storage structures in commercial zones, and the additional architectural standards in SMC ~~17.112.030 in the MB-I and MB-II **DMU** zoning districts, SMC~~ 17.112.040 in the NB, GC and GI zoning districts and SMC 17.112.045 in the ~~LI~~ **PI** zoning district.

(17) Accessory retail limited to 2,000 square feet for goods manufactured, assembled or distributed on site.

(18) Privately owned and operated sewage treatment plants, including but not limited to septage facilities, are not permitted.

(19) Subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(20) Minor facilities are limited to co-location on an existing monopole and are subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(21) Limited to one personal wireless communications facility (PWCF) on existing light standards and power poles within the public right-of-way and subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(22) Monopole towers only are permitted. Guy and lattice towers are prohibited. Limited to locations on properties with existing public use, except in the general commercial and general industrial zones subject to a conditional use permit, and subject to the wireless communications facilities standards in Chapter 17.220 SMC.

(23) All small wireless communication facilities shall be subject to the requirements of Chapters 17.200, 17.205, and 17.210 SMC.

(24) Minimum land area of 10,000 square feet required.

(25) Pole yards and storage areas shall be screened from adjacent residential or commercial uses. Chain link fences with slats are not allowed.

ℹ Added the Public Facilities (PF) zoning district to the matrix.

17.30.090 **Public Facilities Zoning Table Established**

Permitted Use Table: Parks and Open Space and Public Facilities

Land Use	Permit Type	POS	PF	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
Recreation				
Athletic Field	P-I	P		Grounds used for playing sports or games generally but not exclusively outdoors. Generally, playing fields are wide expanses of grass, dirt or sand without many obstructions.
Ball Park	P-II	P		An athletic field or stadium in which games such as baseball or soccer are played.
Batting Cage	P-II	P		An area where pitching machines enable batting practice in a controlled environment for recreational purposes.
Community Garden	P-I	P		Land set aside for collective use for an organization or for the general public to grow produce and/or flowers. No marijuana shall be grown in such gardens.
Conservation Area	P-I	P		A tract of land that has protected status in order to ensure that natural features, cultural heritage or biota are safeguarded. A conservation area may be a nature reserve, a park, a land reclamation project or other area
Golf Course	P-III	P		A tract of land for the playing of the game of golf, with tees, greens, fairways, hazards, etc. A golf course may be nine or 18 holes in length.
Open Space	P-I	P		A common, accessible area that is shared by residents of a subdivision and/or by the public and is left in its natural or undisturbed state.
Park, Community	P-III	P		Regional park facility that serves an area of over 10,000 in population and is 20 to 100 acres
Park, Neighborhood	P-II	P		A park of five to 20 acres serving an area of 2,000 to 10,000 population within a quarter to one-half mile service area.
Park, Urban	P-II	P		A park providing public access and recreational, educational, cultural, historical, or aesthetic amenities.
Playground	P-I	P		A piece of land used for and usually equipped with facilities for recreation especially by children. This definition includes small parcels

Land Use	Permit Type	POS	PF	Abbreviated Definition (Chapter 17.20 Contains Full Definition)
				developed as "tot lots" and may include playground equipment such as swings, slides and climbing structures.
Recreation Area / Facility	P-I	P		Any privately or publicly owned passive or active park, playground, sports field, access easement, beach, or other recreation area.
Swimming Pool	P-III	P		Any in-ground or above-ground structure designed for swimming, wading or other aquatic recreational purposes.
Trail	P-II	P		A path paved or unpaved used for walking, hiking, running, bicycling and/or horseback riding.
Schools				
Public School			**P**	**Any public school intended for the education of children from kindergarten through the twelfth grade.**
School Administration Buildings			**P**	**A facility used for a School District's administration services.**
Utilities				
Electrical Equipment and Pole Storage Yard	P-I	P (1) (2)		Area used for the storage of equipment and support poles associated with permitted electrical substations.
Water, Drainage or Sewage Infrastructure	P-II	P		Pipes, installations and other infrastructure that are part of a system used for the purpose of water, drainage or sewage.
Other				
Temporary Uses	P-I	P		A use established for a fixed period of time with the intent to discontinue such use upon the expiration of such time. Such uses do not involve the construction or alteration of any permanent structure.
Government Offices or Facilities			**P**	**Public facilities that are utilized for daily administration and operation of government business.**
Public Safety Station (Police & Fire)			**P**	**A facility used for police and fire services.**
Cemetery			**C**	**Burial grounds, gravesites or graveyard, where the remains of dead people are buried or otherwise interred.**

Exhibit C

TN (Traditional Neighborhood) Zoning District

17.47.020 Application procedures for TN subdivisions.

(1) Prior to the submittal of a subdivision application within the TN zone, a **general information** ~~pre-application~~ meeting is required with **city staff** ~~the planning commission~~.

(2) Applications shall meet the submittal requirements of Chapter 16.15 SMC for preliminary plats.

(3) All TN subdivision applications shall follow the permit review and hearing procedures and meet the requirements as provided in Chapter 16.15 SMC for preliminary plat applications.

(4) Preliminary plats for TN subdivisions shall be approved by the hearing examiner utilizing criteria set forth in SMC 16.15.090.

(5) An approved site **plan** ~~development permit may~~ **shall** be required prior to construction.

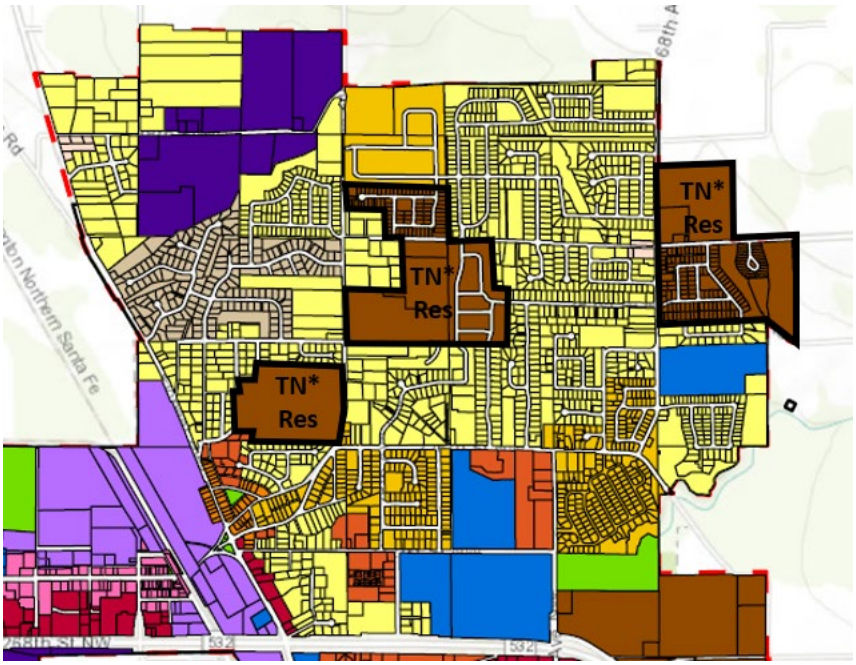
(6) Construction **civil** plan approval shall be required prior to any construction.

(7) Final plat applications ~~and city council~~ approval shall be subject to the requirements of Chapter 16.20 SMC.

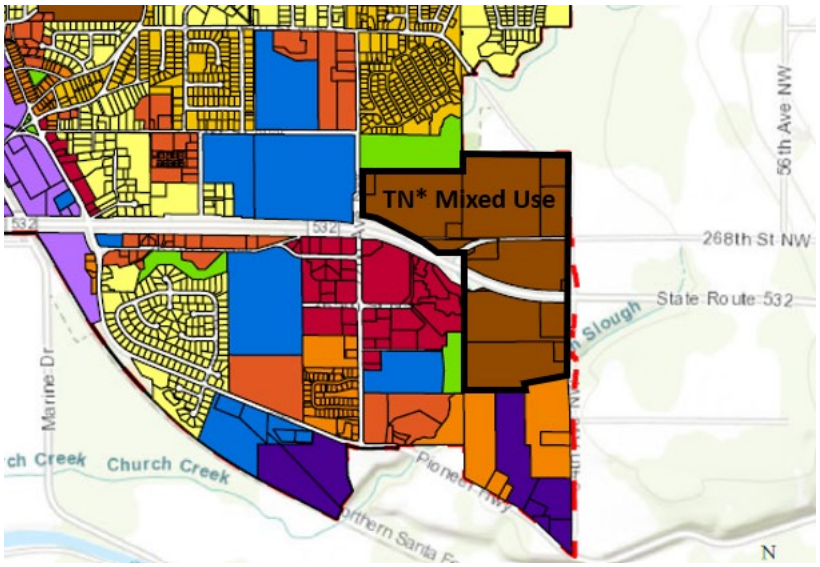
ℹ Text is the same with revisions shown in bold / underline. The section has been reformatted for clarity.

17.47.030 Permitted Uses

(1) TN developments **located along 80th Avenue NW, 284th Street NW, or 68th Avenue NW** shall **be referred to as TN Residential and shall** provide a mix of residential uses in accordance with the zoning use table provided in SMC 17.30.070.



(2) TN developments **within 1,000 feet of SR 532** shall **be referred to as TN Mixed-Use and** may include a mix of commercial and public uses in addition to residential uses in accordance with the zoning use table provided in SMC 17.30.070.



(3) TN **Mixed-Use** developments ~~located within 200 feet of SR 532~~ shall be allowed to utilize the general commercial (GC) zoning uses provided in SMC 17.30.070.

(4) Public facilities identified as a permitted use within the TN zone in SMC 17.30.070 are allowed to be constructed outright and without providing residential units or commercial uses. Public facilities are not required to meet the standards set forth in this chapter.

17.47.040 Mix and Location of Uses

(1) **TN Residential**:

(a) All TN **residential** development shall provide a mix **of three different** residential unit types. The number of single-family dwelling units shall range from a minimum of ~~65~~ **50%** percent to a maximum of 80 percent. Of the remaining number of residential units, no more than 75 percent shall be the same residential unit type. Residential units incorporating home occupations shall not count as a separate unit type.

(b) Up to ~~20~~ **10** percent of the acreage of the TN development may be devoted to commercial uses (not including home occupations).

(2) **TN Mixed-Use**:

(a) Projects that include zero to ten percent (0-10%) of the gross acreage in commercial uses shall:

(i) provide a mix of three different residential unit types; no more than 75 percent shall be the same residential unit type. Residential units incorporating home occupations shall not count as a separate unit type.

(ii) If commercial space is provided, a minimum of 3% of the gross acreage shall be required.

(b) Projects providing greater than 10 percent of the acreage devoted to commercial use and/or general commercial use ~~as allowed in subsections (2) and (3) of this section (not including home occupations)~~ shall be allowed to provide ~~any~~ **only** two types of residential units. One of the residential unit types shall consist of at least **30** ~~25~~ percent of the residential mix.

(c) **A maximum of** ~~Up to~~ 50 percent of the acreage ~~of the TN development located within 200 feet of SR 532~~ may be devoted to commercial use and/or general commercial uses (not including home occupations).

(3) **TN general provisions for both TN-Residential and TN-Mixed-Use**:

(a) Except for home occupations, commercial uses that are included shall be located along collectors, at corners, or adjacent/across from common open spaces.

(b) Congregate care~~, assisted living, and independent living~~ facilities are ~~each to be~~ considered separate residential unit types.

(c) Cottage housing shall be permitted and considered a separate residential unit type. Cottage housing units shall also comply with the requirements in SMC 17.95.450.

(d) Mixed-Use buildings are encouraged along SR 532 and 64th Avenue.

(e) Mixed-Use and Multifamily residential buildings shall not exceed four (4) stories and must be designed with a pitched roof. Shed roofs do not qualify as a pitched roof. The four stories shall include parking under the habitable spaces of the building if provided.

(f) All projects are subject to architectural design standards contained in SMC 17.112 and the recreational and open space standards contained in SMC 17.147.

(g) TN properties within the Urban Growth Area shall be subject to an annexation agreement approved by the City Council. The annexation agreement shall address utilities, traffic, architecture, open space, critical areas, landscape buffers and uses.

Exhibit D Chapter 17. 50, Additional Standards for LI and GI (Light Industrial and General Industrial) Zoning Districts

Chapter 17. 50

Additional Standards for ~~LI~~ **PI** and GI

(~~Light Industrial~~ **Planned Industrial** and General Industrial) Zoning Districts

Chapter 17.50 shall be readopted in its entirety with the following changes:

1. Wherever the term “Light Industrial” is used, it shall be replaced with “Planned Industrial”.
2. Wherever the term “LI” is used, it shall be replaced with “PI”.

Exhibit E

Zoning Standards Table

Amended section to refer to revised zoning districts: Downtown Mixed-Use, Planned Industrial and Public Facilities.

17.60.010 Zoning standards, tables and interpretation.

(1) *Standards Established.* The tables in this chapter contain density dimension standards and other limitations for the various zones. Additional development requirements found in these tables not related to zoning will also apply. Additional performance standards that could apply include but are not limited to those found in SMC Title 16 and Chapters 17.90 through 17.153 and 17.200 through 17.220 SMC.

(2) *Tables.* There are four separate zoning tables dealing with the following general land use categories and zones:

(a) Residential (SR 12.4, SR 9.6, SR 7.0, SR 5.0 and MR);

(b) Residential and commercial (TN, ~~MB-I, MB-II and GC-MXO~~ **and DMU**) ;

(c) Commercial and industrial (NB, GC, ~~LI~~ **PI** and GI); ~~and~~

(d) Parks and open space (POS); **and**

(e) **Public facilities (PF)**.

(3) *Interpretation of Zoning Tables.* Development standards are listed under each zone and headings are listed at the left of the standard. The table cells contain the minimum and in some cases maximum requirements of the zone. The small number (superscript) in a cell or on a heading indicates additional requirements or detailing information which is not able to fit in the table. Development conditions referenced in the superscript are listed by number below each table. A blank cell indicates there are no specific requirements.

ℹ Merged MB-I and MB-II zoning standards to create the DMU standards and deleted GC-MXO standard.

17.60.030 Residential / commercial zone development standards.

	TN	~~MB-I~~	~~MB-II~~	**DMU**	~~GC-MXO~~[11]
Maximum Residential Density. Density standards are not subject to the variance procedure.					
Single Family	20 du/ac[5] for all unit types		~~30 du/ac~~[10]	**10 du/ac**	~~No maximum~~ [12]
Duplex				**20 du/ac**	
Townhouse/ Apartment in Mixed-Use		~~10 du/ac~~		**20 du/ac**[10]	
Multifamily		~~20 du/ac~~		**20 du/ac**[10]	
Cottage				**20 du/ac**	
~~Minimum Residential Density~~					
Lot Area: Minimum square feet for subdivision.					
Base Standard	None	~~2,500~~	~~5,000~~	**2,500**	~~20,000~~
Single Family	5,000			**2,500**	
Duplex	6,000			**2,500**	
Townhouse:					
End Lot	2,000	~~2,000~~	~~2,000~~	**2,000**	
Interior Lot	1,800	~~1,800~~	~~1,800~~	**1,800**	
Multifamily	20,000		~~7,000~~	**7,000**	
Minimum Lot Width					
Base Standard	50’	~~35’~~	~~35’~~	**35’**	~~100’~~
Minimum Lot Depth					
Base Standard	70’	~~75’~~	~~75’~~	**75’**	~~100’~~
Minimum Front Setback [1, 2]					
Based Standard	0	~~0~~	~~0~~	**0**	~~0~~
Accessory Structure	10’	~~10’~~	~~10’~~	**10’**	~~10’~~
Attached Dwelling	0	~~0~~	~~0~~	**0**	~~0~~
Rear Setback [1, 2, 4]					
Base Standard	25’	~~25’~~	~~25’~~	**25’**	~~0~~
Accessory Structure	15’	~~15’~~	~~15’~~	**15’**	~~0~~
Side Setback [1, 2]					
Base Standard	5’ [6,7]	~~0~~	~~5’~~	**5’**	~~0~~
Accessory Structure	5’	~~0~~	~~5’~~	**5’**	~~5’~~
Maximum Height					
Based Standard	30’ [3]	~~35’~~ [3]	~~45’~~ [9]	**45’** [3]	~~50’~~ [13]
Accessory Structure	20’				
Maximum Building coverage [8]					
Base Standard	60% [8]	~~90%~~	~~90%~~	**90%**	~~90%~~

Footnotes:

Development Conditions – Residential/Commercial Zones.

1. The front, rear and side yard setbacks for structures in these zones are not intended to be applied to each individual building when there are multiple buildings on a site. Rather, they are meant to be used to establish the minimum dimensional requirements for the perimeter of the development.

2. Setbacks are applicable to the primary structure and attached accessory structures.

3. Height may be increased to 55 feet for hotels/motels ~~and 40 feet for bed and breakfast accommodations, boarding houses, residential units over retail/office/personal service uses~~ in the ~~MB-I~~ **DMU** zone. Heights may be increased to 40 feet for multifamily, and mixed uses in the TN **– Residential designation** ~~zone~~ and to 55 feet for multifamily, ~~townhouse~~, hotel/motels, and mixed-use **buildings** ~~when~~ **in** the TN – **Mixed Use designation**. ~~zone is located within 200 feet of SR 532.~~ An additional 10 feet may be allowed for multifamily~~, townhouse,~~ **mixed-use buildings** and hotel/motels ~~when~~ **in** the TN- **Mixed Use designation** ~~zone is located within 200 feet of SR 532~~ if the structure includes a pitched roof **(not a shed roof design)** and no additional floors are added.

4. Rear setbacks of 15 feet are required for residential uses. Setbacks may be reduced to five feet when property is served by an alley.

5. Maximum density in the TN zone is calculated based on the total number of dwelling units of all types per gross acre. The density for each housing type within a project is determined by the minimum lot size.

6. Side setback for commercial is zero.

7. Side setback for attached townhouse units and multifamily is zero for interior units and 10 feet for end units. Side setback for utilities and public facilities is 20 feet.

8. For automobile service stations the cross-section areas of service station canopy supports where they meet the ground shall be measured as coverage for the purposes of determining maximum lot coverage, and also shall be used for measurement of setback requirements.

~~9. Height may be increased to 55 feet when a minimum of 50 percent of the required parking is provided on the ground floor or when the structure is at least LEED silver certified except where the MB-II zone directly abuts a residential zone and the increased height would obstruct the view corridor of the existing homes.~~

10. Density may be increased to ~~60~~ **30** du/acre for mixed use developments when 100 percent of the required residential parking is provided on the ground floor and the building is at least LEED silver certified.

~~11. General commercial – mixed use overlay zone shall comply with the specific standards of Chapter 17.79 SMC, Mixed Use Overlay.~~

~~12. Density shall be determined by the development standards required for the specific property, including, but not limited to: height, parking, landscaping, lot coverage, recreational and open space, and stormwater.~~

~~13. Maximum of four stories. The building shall have pitched roof or parapet roof design and comply with the architectural elements of Chapter 17.112 SMC, Architectural Design Standards.~~

ℹ Changed LI (Light Industrial) to PI (Planned Industrial). Added footnotes from the General Commercial – Mixed-Use Overlay to the GC (General Commercial) zoning.

17.60.040 Commercial and Industrial Development Standards

	NB	GC [10]	~~LI~~ **PI**	GI
Lot Area: Minimum Square Fee for Subdivision				
Base Standard	6,000	10,000	20,000	1 Acre
Minimum Lot Width				
Base Standard	50’	70’	80’	100’
Minimum Lot Depth				
Base Standard	70’	70’	80’	100’
Front Setback [1,2,7]				
Based Standard	10’	25’	25’	25’
Accessory Structure	10’	25’	25’	25’
Rear Setback [1,2,7]				
Base Standard	25’	25’	5’ [4]	25’ [4]
Accessory Structure	15’	5’	5’	5’
Side Setback [1,2,7]				
Base Standard	10’	10’	5’ [4]	25’ [4]
Accessory Structure	5’	0	5’	5’
Maximum Height				
Based Standard	30’	35’ [9, 14]	35’ [9]	35’ [6,8]
Accessory Structure	20’	0	0	30’
Maximum Building coverage [3,7]				
Base Standard	40%	60%	80%	80% [5]
Accessory Structure	10%	10%	**10%**	10%
Density for Mixed-Use Projects				
Base Standard		**No Limit** [11,12]	**35%** [13]	

Footnotes:

Development Conditions – Commercial and Industrial Zones.

1. The front, rear and side yard setbacks for structures in these zones are not intended to be applied to each individual building when there are multiple buildings on a site. Rather, they are meant to be used to establish the minimum dimensional requirements for the perimeter of the development.

2. Setbacks are applicable to the primary structure and attached accessory structures.

3. Ten percent additional coverage is allowed for detached accessory structures in the NB, GC, and GI zones in addition to the allowance for the primary structure.

4. Where an industrial or manufacturing use abuts a residential zone, a 25-foot setback is required in the ~~LI~~ **PI** zone and a 50-foot setback is required in the GI zone.

5. Coverage may be increased to 40 percent for wholesale, moving van/storage and warehouse operations, 50 percent for petroleum products distribution and storage and school bus maintenance facilities, and 65 percent for mini-warehouse.

6. Height may be increased to 50 feet for food processing plants, wholesale operations, warehousing operations, and freight distribution centers.

7. For automobile service stations, the cross-section areas of service station canopy supports where they meet the ground shall be measured as coverage for the purposes of determining maximum lot coverage, and also shall be used for measurement of setback requirements.

8. Height may be increased to 80 feet for feed and fertilizer operations abutting railroad corridors for silos and grain elevator structures only.

9. Height may be increased to 55 feet for hotels/motels.

10. General commercial mixed use projects shall comply with the specific standards of Chapter 17.65 SMC, Additional Standards –Downtown Mixed-Use Zoning Standards

11. Where residential uses are allowed, density shall be determined by the development standards required for the specific property, including, but not limited to: height, parking, landscaping, lot coverage, recreational and open space, and stormwater.

12. Maximum of four stories. The building shall have pitched roof or parapet roof design and comply with the architectural elements of Chapter 17.112 SMC, Architectural Design Standards.

13. Density of Mixed-Use projects developed under the Planned Industrial Park standards (SMC 17.50.010) is limited to 35% of the gross floor area. Mezzanines shall not be counted in the gross floor area for the purpose of determining the total number of allowed units.

14. The base height in the General Commercial zone is 35 feet. Mixed use buildings in the General Commercial zone may be increased to 45 feet so long as the additional building height is stepped back 10 feet from the face of the building along the street frontage(s).

[INSERT GRAPHICS HERE]

New Section for the bulk and dimensional Standards for the Public Facility zone.

17.60.0450 Public Facility Development Standards

Development standards for the Public Facilities zone.

	PF [1,2]
Minimum Lot Area (Square Footage):	5,000
Minimum Lot Width:	50’
Front Setback:	25’
Side Setback:	25’
Rear Setback:	25’
Maximum Height:	40’
Building Coverage:	60%
Density:	N/A

Development Conditions:

1. **The front, rear and side yard setbacks for structures in these zones are not intended to be applied to each individual building when there are multiple buildings on a site. Rather, they are meant to be used to establish the minimum dimensional requirements for the perimeter of the development.**

2. **Setbacks are applicable to the primary structure and attached accessory structures.**

Exhibit F

Additional Standards for MB-II (MainStreet Business II) Zoning Districts

Chapter 17.65

Additional Standards – ~~MB II (Main Street Business II)~~ **Downtown Mixed-Use** Zoning Standards

Chapter 17.65 shall be readopted in its entirety with the following changes:

- Wherever the term "MainStreet Business -II" is used, it shall be replaced with "Downtown Mixed-Use".
- Wherever the term "MB-II" is used, it shall be replaced with "DMU".

ℹ Moved the definitions from the Mixed-Use Overlay Chapter (SMC 17.79.030) to the renamed Downtown Mixed-Use zoning standards.

17.65.025 Definitions

1. For the purposes of this section, "vertical mixed use" shall be defined as a single structure supporting commercial (retail, office, service) use on the ground floor, with or without enclosed garage space on the ground floor, and with one or more stories of residential use above.

2. For the purposes of this section, "horizontal mixed use" shall be defined as a single structure supporting residential (apartments, condominiums, townhouses) use on the ground floor, with or without enclosed garage space on the ground floor. The residential building must be located behind an existing commercial use and have no frontage along a public street.

ℹ Moved the permitted uses and standards from the Mixed-Use Overlay Chapter (SMC 17.79.050) to the renamed Downtown Mixed-Use zoning standards.

17.65.035 Mixed-Use ~~Developments~~ Buildings in the DMU Zone:

When mixed use buildings or projects are proposed in the Downtown Mixed-Use District, the following standards are required:

1. A minimum of two uses are required for a vertical mixed use building that has frontage along a public street.

   (i) Retail Trade, Professional or Personal Service. Mixed use buildings shall provide commercial and/or office uses on ground floors with a minimum of 30 feet of depth, except that "drive through" windows and establishments are not permitted. Limited office and restaurant uses may be located on a portion of second story space. ~~Any commercial use utilizing or producing hazardous, odorous or airborne substances shall meet all requirements of the building code in effect at the time of permit application in order to contain, reduce, and mitigate impacts.~~

   (ii) Residential uses must be located above or behind the commercial use. If the property is large enough, standalone residential units may be allowed per the underlying zoning if located behind commercial or mixed-use buildings.

   (iii) Enclosed garage space may be located in a portion not to exceed 50 percent of the ground floor space, or may be located underground.

   (iv) For vertical mixed use buildings with two uses, a minimum of 60 percent of the gross floor area of the first floor shall include uses allowed in ~~the following categories in~~ SMC 17.30.~~070, for the general commercial zone: cultural/entertainment, hotel, office, personal services, retail trade establishments, or retail prepared food/beverage establishments. In addition, "dog grooming" and "veterinarian/hospital or clinic" uses qualify to meet the minimum 60 percent of gross floor area standard.~~ The 60 percent commercial use requirement ~~in subsection (1)(b)~~ of this section may be reduced to 30 percent of gross floor area when a minimum of 50 percent of the parking required for the residential uses in a mixed use structure is provided on the ground floor, or underground.

   (v) Accessory functions of residential uses such as lobbies, entrances, exercise, storage, and meeting rooms, provided for the use of residents, may be located on the ground floor.

   (vi) Parking lots and parking garages are allowed. Enclosed garage space may be located in a portion of the ground and second floor space or underground. The community development director may approve limited garage space on other stories.

   (vii) "Drive-through" windows and establishments are not permitted on 271st Street from 88th Avenue to 84th Avenue or on 270th Street from 98th Avenue to 102nd Drive.

   (viii) Dry cleaners are limited to drop-off facilities only.

   (ix) ~~Office and restaurant uses on the second floor require an administrative conditional use permit except that accessory offices, and home offices meeting the standards in SMC 17.95.380, Supplemental standards for home occupations, are exempt from this conditional use permit requirement.~~

   (x) Any commercial use utilizing or producing hazardous, odorous or airborne substances shall contain, reduce, and mitigate impacts and may be subject to additional conditions as determined by the community development director.

   (xi) ~~Commercial and/or office uses on ground floors shall have a minimum of 30 feet of depth.~~

17.65.037 Stand Alone Residential Buildings in the DMU Zone:

1. A ~~horizontal mixed use~~ residential-only building may be allowed in the Downtown Mixed-Use zone if the building(s) are not located on 271st Street, 88th Avenue, 92nd Avenue, 270th Street, or 102nd Avenue, ~~has private street frontage~~ or if the property is situated where a commercial use is not visible from an arterial public street or would not be viable based on the location ~~and must be located behind an existing commercial use~~.

2. To determine if a project has commercial viability, the applicant shall submit a written request to the Community Development Director than analyzes:

(a) existing and projected market conditions that affect supply and demand trends;

(b) site and location analysis which addresses accessibility, visibility, signage, and site characteristics needed for business success.

~~Residential dwelling units are only allowed on the ground floor if the property only has access to private streets and if the commercial element of the mixed use building would not be visible or viable from the property location and be situated behind an existing commercial use.~~

Exhibit G

Repeal of Stanwood Municipal Code Chapters

The following chapters shall be repealed in their entirety.

Stanwood Municipal Code, Chapter 17.71, Adult Entertainment Overlay

Stanwood Municipal Code, Chapter 17.73, Historic Downtown Overlay

Stanwood Municipal Code, Chapter 17.74, Master Plan Overlay

Stanwood Municipal Code, Chapter 17.77, Transit Overlay

Stanwood Municipal Code, Chapter 17.78, Mineral Resource Lands Special District

Stanwood Municipal Code, Chapter 17.79, Mixed Use Overlay

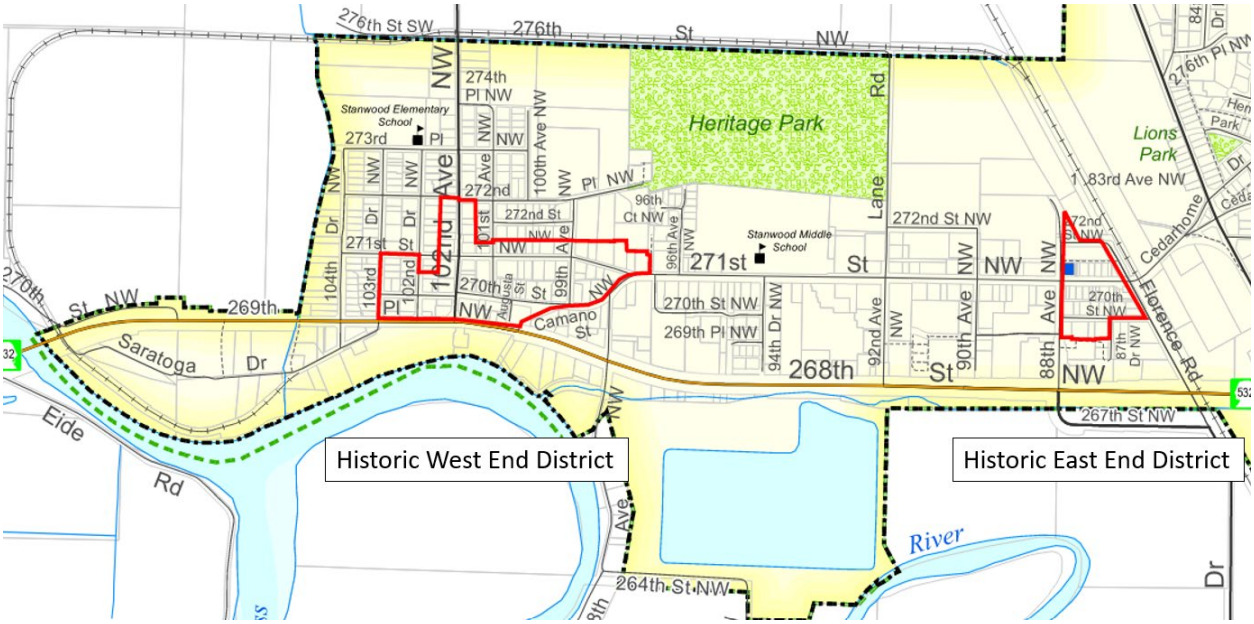
Exhibit H

Chapter 17.105.110

Off-Street Parking Requirements in the MB Zoning District

17.105.110 Off-Street Parking Requirements in ~~MB~~ **DMU** Zoning Districts~~s~~

(1) *Number of Spaces.* To promote a more compact, pedestrian-friendly downtown center in Stanwood, retail trade, personal and business service establishments and offices, night clubs, and health club uses (as contained in the Table of Off-Street Parking Requirements contained in SMC 17.105.140) are exempt from the requirements for off-street parking, provided the property is in the historic ~~overlay~~ **east and west end areas as shown below** and the use is a permitted use.



(2) *Location and Orientation of Parking.*

(a) ~~In the MB-I zone,~~ **N**o off-street parking stalls are permitted between the building and the street-front sidewalk (parking shall be provided in the rear of buildings and on-street).

~~(b) Parking stalls in the east end MB-I zone that are on-street shall be diagonal in fashion.~~

(b) ~~In the MB-II zone,~~ **P**arallel or diagonal on-street parking stalls are required along a minimum of 50 percent of the street frontage. Where there is more than one frontage road, on-street parking stalls shall be required along at least one front. One row of parking and one drive aisle may be permitted along frontage roads between the building and the road based on an approved traffic analysis and with a maximum allowed width for parking and drive aisle of 42

feet; provided, that both frontages are public rights-of-way. If the 10-foot maximum setback is utilized on at least one frontage road, a maximum 60-foot side parking area may be allowed along the building edge to provide for a drive aisle and two rows of parking based on an approved traffic analysis. One such maximum 60-foot side parking area is allowed per building. Side parking for two buildings may abut one another to enable shared parking. Frontage along SR 532 shall not be considered a front for parking requirement purposes within the WSDOT designated controlled access area. All other surface parking shall be provided in the rear of the buildings and may gain access from alleys (preferred) or drive aisles as allowed in SMC 17.65.060(6).

(c) Any newly created on-street parking stalls may be counted toward minimum parking requirements ~~in the MB-II zone~~.

(3) When an existing building ~~in the MB-I or MB-II district~~ is being reused and the existing lot is not large enough to provide needed on-site parking, the planning director may consider allowing parking to be accommodated in an existing city parking lot within 500 feet of the development, subject to availability of parking stalls, as determined by the community development director, or exempt the applicant from the requirement to provide additional parking due to a use change.

(4) The planning director may exempt existing buildings listed on the local, state or federal Register of Historic Places from required parking for a one-time floor area expansion provided (a) the floor area expansion is limited to an area equal to 25 percent of the area of the existing building and (b) existing conforming parking on site shall not be displaced except as otherwise may be allowed.

(5) To efficiently utilize parking resources, joint use parking for adjacent land uses may be allowed when sufficiently analyzed and deemed appropriate by the planning director. The planning director may authorize two or more uses to share parking if the total number of parking spaces provided is equal to the lowest number of required spaces for each use. To insure that a parking area is shared, each property owner must sign a statement in a form acceptable to the city attorney, stating that his/her property is used for parking by the other property. The applicant must file this statement with the Snohomish County assessor's office to run with the properties. Shared parking may include use of off-site parking in a city lot or parking structure.

(6) The planning director may administratively reduce parking up to an additional 50 percent for projects that, either through adoption of a program or actual parking characteristics of the use, will result in less auto dependence. Such programs or special uses may include implementation of enhanced bike storage facilities, installation of transit shelters, and senior and affordable housing. The burden of proof of how a program or use characteristics will decrease parking demand shall be on the developer.

Exhibit I

Overall Changes

For consistency with the 2024 – 2044 Comprehensive Plan and zoning amendments, the following existing terms in the Stanwood Municipal Code shall be replaced with the new terms / terminology as provided in the chart below.

Existing Terminology	New Terminology
MB – I (Main Street Business – I)	DMU (Downtown Mixed Use)
MB – II (Main Street Business – II)	DMU (Downtown Mixed Use)
LI (Light Industrial)	PI (Planned Industrial)
Overlay Zones:	
Adult Entertainment Overlay	Delete Reference
Historic Downtown Overlay	Delete Reference
Master Plan Overlay	Delete Reference
Transit Overlay	Delete Reference
Mineral Resource Lands Special District	Delete Reference
Mixed Use Overlay	Delete Reference
Adult Entertainment Overlay	Delete Reference

Exhibit J

Planning Commission Findings of Fact and Conclusions

Remember Yesterday. Imagine Tomorrow.

CITY OF STANWOOD

2024 COMPREHENSIVE PLAN UPDATE

EXHIBIT F

Response to Public Comments

(Planning Commission Meeting - July 2024)

Written Public Comments:

Commentor	Comment	Response
Steve Shepro **Councilmember / Resident** June 27, 2024	Consider adoption of a historic preservation ordinance or revising the historic overlay area to protect the city's older buildings from redevelopment.	The Land Use Element contains a section on Historic Preservation. It has seven policies that encourage the preservation of culturally significant sites and buildings. Adoption of a historic preservation ordinance or creating a historic district takes time and requires outreach to those that have property that may be affected. Staff recommends adding a policy directing the City to evaluate the options to preserve the City's historic or culturally significant buildings. New Policy: **LUP 10.8: Evaluate options to preserve the City's unique history and historic properties by forming a historic district, adopting a historic preservation ordinance or adopting neighborhood-specific design guidelines that support the economic vitality of downtown.**
Ted Vanegas WA Depart of Commerce June 24, 2024	1. Include environmental justice goals and policies in the Land Use Element.	Two new policies will be added to Land Use Goal #4, Future Planning: New LUP 4.7: Future plans, policies and regulations shall eliminate barriers that have prevented historically marginalized communities and people of color from owning and developing land in the City of Stanwood. New LUP 4.8: Reduce disparities in access to opportunities for all residents through inclusive community planning.

Commentor	Comment	Response
	2. Include wildlife preparedness and fire adaptation measures in the Land Use Element.	Land Use Goal 18 addresses wildfire risk. The following minor amendment is proposed: LUP 18.1: The City shall adopt a wildland – urban interface code in compliance with state building code regulations **and RCW 36.70.a.070 to reduce wildfire risks**.
	3. Add policies to the Housing Element to support the development of low-income housing types.	Staff proposes strengthening Housing Goal 2 – Housing Variety, by amending the following policy: HP 2.4: Encourage moderate-density development such as townhomes, duplexes, triplexes, fourplexes, **permanent supportive housing, apartments, condominiums**, or other housing types to bridge the gap between higher-density residential areas to single-family residential to promote affordable housing ownership and rental opportunities.
	4. Include policies that address the potential for Accessory Dwelling Units (ADU's) to meet the City's housing needs.	Staff recommends adding the following new policy to the Housing Goal 2 – Housing Variety: **HP 2.6: Encourage and support the development of a variety of housing types that effectively uses the City's remining land supply to meet housing needs, including accessory dwelling units, cottages, manufactured homes and similar infill housing types.**
	5. Include emergency housing land capacity analysis in the final draft.	The land use capacity analysis (appendix) will be updated to show that emergency housing is allowed in all zones that hotels are allowed.
	6. Summarize the Housing Action Plan in the Housing Element.	A new subsection will be added to the Housing Element summarizing the Housing Action Plan. The following goal and policies will be added: **HG #X: Using the Housing Action Plan as guidance, respond to community growth needs by providing a variety of housing opportunities for**

Commentor	Comment	Response
		homeowners and renters that are affordable to everyone now and into the future. **HPX.1: Analyze and implement the strategies contained in the Housing Action Plan when updating land use policies or updating the municipal code.**
	7. Add policies on racially disparate impacts, displacement and exclusion.	Consider adding the following goal and policies to the Housing Equity Section: **HG #X: Consider risks and the likelihood of displacement risks given current and expected market conditions and neighborhood characteristics when drafting land use regulations.** **HP X.1: Strive to prevent the displacement of historically and currently marginalized communities as well as extremely low-, very low-, low-, and moderate-income households from existing neighborhoods.** **HP X.2: Consider equitable development initiatives, inclusionary zoning, and other strategies to counter potential displacement impacts when amending the zoning code.**
	8. Adopt multimodal level of service standards by 2029.	Staff will participate in the Snohomish County Tomorrow Planning Advisory Committee process that will be used to discuss a regional approach to level of service standards.
	9. Adopt an Accessibility Transition Plan to identify and address deficiencies in public infrastructure by 2029.	Transportation policy 2.9 states that the City needs to prepare a citywide ADA inventory and transition plan. This will need to be budgeted in the near future.
Dean Tougas Resident June 15, 2024	The proposed zoning ordinance associated with the comprehensive plan update addresses permitted uses for mixed use and commercial, industrial and public zoning districts. However, the zoning ordinance does not address revisions to permitted	The permitted uses for the single-family zones will be updated with the subsequent municipal code update project. Staff anticipates the zoning will be revised to include the following permitted uses:

Commentor	Comment	Response
	uses for single-family zones to allow more housing types.	• Addition of townhomes, duplexes, triplexes, and fourplexes to allowed uses in the SR 5.0 and SR 7.0 zones
Jeffrey Pearce Resident June 10, 2024	Opposed to allowing permittable small-scale commercial uses for all zones in the Uptown Area along 80th Avenue, 68th Avenue, 284th Street, 276th Street, 272nd Street, 72nd Avenue, and Pioneer Highway unless appropriate restrictions are imposed. Suggested restrictions include the following: • Require owners to occupy the commercial spaces as residents • Forbid owners from renting or leasing their commercial space • Limit the commercial space to 500 square feet • Forbid the sale of goods, and allow only services (no retail stores, no gas stations, no shopping, for example) • Forbid large equipment, automotive and motorcycle repair shops • Limit parking to two commercial spaces • Limit hours to Monday-Friday, 10 a.m.-5:00 p.m., with no weekend use • Allow only one commercial enterprise per lot • Require five lots between each commercial enterprise • Do not allow variances or exceptions to the restrictions	These comments have been noted by city staff. No zoning or code changes are proposed at this time to implement uptown small-scale commercial uses. City staff will work on code changes for this proposal during the subsequent municipal code update project. Staff is keeping track of all code suggestions for this update.
Dennis Gordon Resident June 8, 2024	Is the City proposing to rezone or eliminate the Neighborhood Business (NB) zone?	No, the City is not proposing to eliminate the NB zone. The City is proposing to allow additional flexibility for small-scale commercial uses in non-commercial zones.

Commentor	Comment	Response
Steve Billieu Resident June 3, 2024	Concerns over whether or not ay of the proposed amendments will affect the Twin City Sportsmen's Club which is currently located outside of city limits.	The Twin City Sportsmen's Club is located at 26933 64th Avenue NW. This is located outside of city limits and is also located outside of the City's Urban Growth Area. The proposed changes are only applicable to lands within the city's urban growth area. As such, the proposed amendments should not affect the Twin City Sportsmen's Club.
Steve Shepro Councilmember May 30, 2024	Typos and corrections needed to specific pages of the comprehensive plan.	The noted items will be corrected in the next draft of the Comprehensive Plan.
Andrew Bernstein Resident May 27, 2024	Concerns over whether or not ay of the proposed amendments will affect the Twin City Sportsmen's Club which is currently located outside of city limits.	The Twin City Sportsmen's Club is located at 26933 64th Avenue NW. This is located outside of city limits and is also located outside of the City's Urban Growth Area. The proposed changes are only applicable to lands within the city's urban growth area. As such, the proposed amendments should not affect the Twin City Sportsmen's Club.
Donna Knight Resident May 24, 202	It seems like Traditional Neighborhoods have more of a community feel. Are there any plans for a small public use park in the Kylie Park area? Also, what about grocery stores? Any plans for dealing with increased traffic?	The topic of a new park in the Uptown area is one that has been discussed by the city. Private developments are required to install recreational facilities and open space which help contribute to the city's parks needs. The City has also identified the uptown area for a new public park in the future when funds become available; policy PROS 2.4. The transportation element of the comprehensive plan includes 2044 traffic forecasts. The forecasts indicate that existing levels of service are not anticipated to be degraded below adopted standards with future growth. Staff is also proposing to allow additional flexibility for small-scale commercial uses which could allow for additional "mom and pop" businesses like a corner mart.
Lisa Olander Resident May 15, 2024	Questions relating to the proposed Light Industrial to Planned Industrial rezone: • Are there any other density or dimensional changes, such as setbacks?	At this time, the city is proposing to change all existing code references from Light Industrial (LI) to Planned Industrial (PI). The existing industrial performance standards will still be in place to mitigate any potential detrimental effects on adjacent properties and the general

Commentor	Comment	Response
	• What is the city's interpretation of "compatibility" and do existing businesses (such as Carlson Trucking) meet this expectation? • How will the City track " livable wage jobs"? Will existing businesses have to comply with new regulations, applications, or standards? • Will taxes increase? • Will existing uses of property be allowed? Or will it be considered a legal non-conforming use? • If the use is still allowed, will there be any new regulations? • If the use will be considered legal non-conforming, what is the process or regulations for expansions of businesses? • What are the allowed uses in the new Planned Industrial zone?	public, ensuring compatibility. New or additional standards may be considered during the subsequent municipal code update project. Zoning changes can result in changes to property taxes. However, the proposed Planned Industrial zone is applicable to properties already zoned for industrial uses. As such, staff does not anticipate significant impacts to taxes. The PI zone will adopt the bulk and dimensional standards for the existing LI zone with the addition of a 10% maximum building coverage standard for accessory buildings. The city is not proposing any mandates for liveable wage jobs, but is trying to improve flexibility to allow more uses associated with liveable wage jobs. At this time the city is proposing the following changes to allowed uses for the new PI zone (based on existing uses allowed in the LI zone): • New permitted uses include bed and breakfasts, freezer plant/cold storage/food mills, health care offices, daycare centers, salons, tattoo/piercing parlors, public safety stations, bars/cocktail lounges, catering, beverage stands, and restaurants • New conditional use include hospitals • New prohibited uses include stand-alone parking lots and mini-warehouse/storage facilities It is possible that properties currently zoned General Industrial (GI) being rezoned to PI could potentially result in legally non-conforming uses. The industrial permitted use table will be revisited in the subsequent municipal code update project.
Tim Poetzl Resident May 13, 2024	Ensure there is room for centers of worship, churches, and spiritual centers. Churches are an important part of community and should be part of the city plan.	This comment is noted. At this time, the City is not proposing any changes to zoning regulations for houses of worship.

Commentor	Comment	Response
Russel Joe Master Builders Association of King and Snohomish Counties May 9, 2024	Provided suggested changes to policy language to strengthen the need for diverse housing. Suggestions include the following: • Add more provisions recognizing the city's role in providing attainable housing and a variety of housing types • Encourage permit reform consistent with new state law • Changes should not result in increased permit fees or permit timelines • Add additional policy support for ADU's consistent with new state legislation • Allow outright duplex, triplex, fourplex, townhomes, and cottage housing in Traditional Neighborhood and Single-Family Residential zones • Allow flexibility in the types of housing (including non-stick) allowed to create a variety of housing choices • How will the City prevent cumulative adverse environmental impacts to critical areas? • Policies should incorporate language that balances the goals of protecting the natural environment with the city's obligations under the GMA to plan for diverse housing needs	Staff proposes strengthening housing, economic development, and natural features goals and policies with suggested language provided by MBAKS.
Jeff Storrar WSDOT May 9, 2024	Supports the draft plan addressing increased density with providing multimodal transportation options and goals to reduce commutes. Appreciates the City's consideration of all travel modes in transportation plan, promoting alternative to single occupancy vehicles and encourages adoption of a complete streets ordinance. WSDOT looks forward to working with Stanwood on SR 532 issues.	Noted; no proposed changes. Complete Streets Ordinance adopted by City Council on June 13, 2024. Currently coordinating a follow up meeting with WSDOT to meet new staff members and discuss SR 532.

Commentor	Comment	Response
Brynn Berger Resident May 8, 2024	Concerns about inadequate storm drain and sewer on 272nd St NW resulting in unnecessary standing water and flooding in yards or driveways throughout the year whenever it rains/snows.	This item has been added to the 20-year stormwater capital improvement project list.
Denise Long Resident May 7, 2024	A corridor with "small town feel" development standards should be created around the arch. Consider a step back or tiered height regulations allowing the arch to maintain prominence. Future development should be focused on making the arch corridor more attractive. Consider not allowing houses of worship in commercial zones. The parks element needs more than a minimal effort to inventory assets and set usage policies. Measurable goals should be set for creating bike trails and identifying ideal properties to purchase for park and recreational purposes. Parks usable for non-residents to picnic and play will help bring tourism dollars into Stanwood. Consider adding public art as a way to enhance the lives of residents and attract visitors.	These comments have been noted by city staff. Staff is keeping track of all code suggestions for the subsequent municipal code update project. At this time, the City is not proposing any changes to zoning regulations for houses of worship. However, this can be revisited with the municipal code update. 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. Goal EDG 5 emphasizes the importance of the arts in Stanwood and includes policies to support and promote the arts within the greater Stanwood community region.
Erika Harris PSRC May 7, 2024	1. Encourage the City to adopt a multimodal Level of Service (LOS) standard.	Policy TP 5.7 directs the City to develop and implement a multimodal LOS standard. Needs to be adopted by Comp Plan 5-year update check-in.
	2. Capacity analysis should clearly demonstrate available capacity in terms of people, jobs and housing.	These sections were updated with detailed capacity analysis after initial review by PSRC. Full summaries will be included in the appendix to the Plan.

Commentor	Comment	Response
	3. Essential public services and hazardous industries should be located outside the floodplain.	Land Use Policy 11.2 states that essential public facilities and hazardous industries should be located outside the floodplain.
	4. Adopt a Parks LOS to provide parks within a 10-minute walk of all residents.	Parks and recreational facilities include public parks, private homeowner association parks and shared use of school facilities. Staff will prepare a 10-minute walk radius map to see if there are any gaps. The City has also identified the uptown area for a new public park in the future when funds become available; policy PROS 2.4.
	5. Include a policy that supports safe walkable access for students to schools.	The Transportation Element includes several goals and policies that support multimodal connections between neighborhoods and the downtown, schools, parks and shopping areas. The Plan includes the following goals and policies: TG #3 regarding reducing single occupant vehicle trips, and the associated 13 policies, encourages the use and development of transit and non-motorized facilities. TG #4, community wellbeing, includes policies TP 4.5 and 4.7 which promote pedestrian mobility, connectively and accessibility for people of all ages and abilities. To add clarity, staff proposes amending the following policy to prioritize construction of infill sidewalks to improve pedestrian mobility. TP 10.7: Prioritize funding transportation safety improvement projects**,** **including sidewalk gaps to promote pedestrian access,** during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.
Samuel Long Resident May 3, 2024	Stanwood should be an inclusive community that welcomes BIPOC. The Skanda emphasis does not promote diversity. Historic character should be	Staff has removed some of the references to Scandinavian culture throughout the document. Housing goals and policies have been strengthened for

Commentor	Comment	Response
	maintained through intentional development standards. New development should compliment the arch. The City should consider partnerships with local tribes for waterfront access.	diversity and inclusion. All elements include goals and policies on regional collaboration.
Tricia Sears WA DNR May 2, 2024	Comments that there appears to be gaps in information of the natural resource maps. Future updates to the critical area codes should make reference to state definitions. DNR has a portal and support documents that contains information that can help with future code updates.	Acknowledged. The City does not have a GIS system and this time and relies on state provided information. During the development review process applicants are required to provide detailed plans meeting the critical area codes submittal requirements. Staff will coordinate with DNR on the critical area code update as part of the Municipal Code Update project.
Robert Rapp Resident May 1, 2024	Sidewalks should be improved downtown. The City has been improving ADA ramps, but the ramps do not help if the sidewalk itself is unusable for a wheelchair user.	Transportation policy 2.9 states that the City needs to prepare a citywide ADA inventory and transition plan. This will need to be budgeted in the near future.
Cathy Wooten Resident April 30, 2024	Difficulties understanding where proposed rezones are located and what different abbreviations mean.	Noted. City staff followed up with the commentor to provide clarifications.
Stuart Heady Camano Island April 18, 2024	Long term planning should include consideration for how Stanwood could be impacted by sea level rise.	Stanwood is not required to include a climate change element at this time. Climate change, including sea level rise, will be addressed when updating the critical areas codes and when adopting a new climate change element in 2029.
Tyler Naab Resident April 15, 2024	Concerns about 101st Avenue NW. The road needs reconstruction. Every year the street floods and then the standing water floods adjacent yards and crawl spaces due to lack of proper drainage. There are only 2 catch basins and no sidewalk/curb to direct the standing water to the 2 existing catch basins that are hundreds of feet apart.	This item has been added to the 20-year transportation capital improvement project list.

Commentor	Comment	Response
Derek Loop Resident April 15, 2024	Concerned about residential and commercial growth. Wants Stanwood to stay rural. Infrastructure is lacking.	Stanwood is an urban city subject to the Growth Management Act requiring compliance with population, housing and job growth targets. GMA as designed to protect rural lands by directing growth into cities. The challenge with any Comprehensive Plan is to balance state growth mandates with preservation of city character.
Christine Carvalho Resident April 15, 2024	There is a need for primary care physicians in Stanwood. Very few physicians are taking on new patients.	Staff has proposed adding health care offices and hospitals to permitted uses for the Planned Industrial zone to increase flexibility for new health care facilities.
Carol Kind Resident April 14, 2024	Some roads feel hazardous to drive. Roads should be widened to improve safety and comfort. Future roundabouts should be designed and sized appropriately.	The capital improvement project list includes a list of identified roadway reconstruction and widening projects. City staff can consider development of roundabout details for future updates of the street and utility standards.
Russell Joe Master Builders Association Jan 29, 2024	Early review comments: 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?	These early comments were incorporated into the draft Comprehensive Plan.

Commentor	Comment	Response
Stuart Heady Camano Island Nov 14, 2023	Stanwood, with 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.	Stanwood is not required to include a climate change element at this time. Climate change, including sea level rise, will be addressed when updating the critical areas codes and when adopting a new climate change element in 2029.
Morgan Krueger WDFW June 29, 2023	Suggest policy edits to the Natural Resource Element encouraging fish barrier removal as a city priority. Update critical area codes to most recent guidance for "no net loss" principals and monitoring requirements. WDFW and Department of Commerce have additional resources for addressing climate change.	Natural Resource policy 5.5 promote removal of fish barriers to promote wildlife habitat and fish passage. Critical area code will be updated as part of the Municipal Code Update project in 2025. Stanwood is not required to include a climate change element at this time. These resources will be used when updating the critical areas codes and when adopting a new climate change element in 2029.
Katherine Velasco PSE Aug 10, 2023	Various concerns about growth, changing Stanwood character, loss of rural farmlands, and lack of affordable housing. Appears to be a personal comment versus formal agency comments.	Stanwood is an urban city subject to the Growth Management Act requiring compliance with population, housing and job growth targets. GMA as designed to protect rural lands by directing growth into cities. The challenge with any Comprehensive Plan is to balance state growth mandates with preservation of city character.
Erika Harris PSRC June 29, 2023	Early review comments: Supportive of transportation goals and policies with suggestions to strengthen policies by removing "consider" from the policy language; delete repetitive policies; and include a specific policy addressing stormwater retrofits as a critical strategy supporting Puget Sound Recovery.	These early comments were incorporated into the draft Comprehensive Plan.
Jeff Storrar WSDOT June 26, 2023	Early review comments: Supported policies to mitigation traffic impacts of SR 532 and adoption of a complete streets ordinance.	Noted; Complete Streets ordinance adopted by Council on June 13, 2024.
Alec Kearns Resident June 22, 2023	Desires improvements to public softball/baseball facilities. Demand exceeds the available field facilities making field reservations and scheduling difficult. Stanwood teams have had to relocate "home games" away from Stanwood due to inadequate facilities including lack of available fields,	The capital improvement project list includes a list of identified park improvement projects including upgrades of existing facilities and construction of new facilities.

Commentor	Comment	Response
	field lighting, artificial turf surfacing, and improved drainage. At Church Creek and Heritage, bullpens and fenced batting cages adjacent to the softball/baseball fields should be installed. Proper construction and maintenance of roofed dugouts at every softball/baseball field in the city. A concession building and more parking is needed at Heritage Park.	
Stuart Heady Camano Island April 2, 2023	Stanwood should plan for sea level rise.	Stanwood is not required to include a climate change element at this time. Climate change, including sea level rise, will be addressed when updating the critical areas codes and when adopting a new climate change element in 2029.
Meagen Watne Resident April 24, 2023	Consideration should 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 and missing commercial.	The City is proposing to allow additional flexibility for small-scale commercial uses in non-commercial zones. City staff will work on code changes for this proposal during the subsequent municipal code update project. Staff is keeping track of all code suggestions for this update.
Stuart Heady Camano Island Nov 14, 2022	Zoning should include and publicly display a "zone of study focused on sea level rise," based on a yearly assessment. Stanwood could participate as an officially recognized liaison with the University of Washington climate science program. Stanwood should represent sea level Puget Sound communities at international conferences.	Stanwood is not required to include a climate change element at this time. Climate change, including sea level rise, will be addressed when updating the critical areas codes and when adopting a new climate change element in 2029.
Jeff Storrar WSDOT Oct 25, 2022	Initial WSDOT comment letter offering assistance and staff contacts during the Comp Plan update process.	Noted; no changes needed.

Commentor	Comment	Response
John Haarlow PUD Oct 21, 2022	Initial PUD comment letter offering assistance and staff contacts during the Comp Plan update process.	Noted; information was incorporated into the Utilities Element of the Comp Plan. No changes needed at this time. The City will coordinate with PUD as needed as projects arise.

Planning Commission Public Hearing Public Testimony (June 10, 2024)

Public Attendees: Sue Mancer, Denice & Sam Long, Dennis Gordon, Greg Stewart, Jeffrey D. Pearce, Tim Pearce, Ramona Snowden, Shannon Kyle, Arne Wennerberg, Dennis Higgins, Garrett Williams, Mellisa Williams, Ron & Patt Post, Tony & Nichale Bennett, Chris Castner, Carrie Richardson, Lisa Olander, Gina Wright, Rebecca Lewinski, Robin Carmichael

Public Questions & Comments

- Will Schenk Packing Co. be annexed into city limits? What is the purpose of the industrial zoning in that area? Schenk Packing Co. has not approached the city about annexing. The area was pre-zoned as industrial, if they decided to annex, the zoning would not change.
- There was once a property zoned multi-family (MF) near 284th Street and 80th Avenue, with apartments planned to be built. What happened to that development? The owner of the property decided not to move forward with the project, and the density (MF) was moved near Port Susan Middle School.
- Compatibility in the Planned Industrial zones means there may be light industrial businesses alongside office spaces, for example, which will increase job opportunities.
- How do road improvements occur in areas of higher development? Developers are required to install frontage improvements in addition to paying impact fees to the city. Those fees collected go towards road, sidewalk, and curb improvements. They are also used on projects listed on the Capital Improvements Plan.
- Farm property owners near the Stanwood Camano Fairgrounds are concerned that allowing 5000 square foot lots with single family homes will impact their businesses. Consider adding a buffer zone between residential and planned industrial zones in that area. Increased traffic and runoff from developments could be detrimental to the farms.
- Allowing mixed use along Pioneer Highway would take away from the historic charm of homes on that road.
- Mixed use along Pioneer Highway is not required, but it would be allowed if an owner wanted to apply such a use on their property.
- There is no way to disallow any person or group from buying any property.
- The types of uses allowed in neighborhood businesses will be addresses with the Stanwood Municipal Code update. It will be important for the uses to be viable and compatible with the surrounding neighborhoods.
- Which proposed changes are staff driven, developer driven, or community driven? Many changes proposed are staff driven to facilitate employment needs, and many are community driven by what is needed in the City.
- Concerns were raised about removing the Historic Overlay. Removing the Historic Overlay is just removing a designation. There will still be design standards in the code.

- There is potential that there are endangered species living in the UGA. Consider talking to Snohomish County biologists before any work is done there.
- Allowing small businesses along 80th Avenue would be a benefit to the community. Residents encouraged Planning Commissioners to allow this use.
- Consider allowing home businesses to keep equipment on their property.
- The Neighborhood Business zone allows for small commercial businesses, whereas the Traditional Neighborhood zone allows residential businesses.
- Stormwater drainage near the train tracks on Cedarhome Drive is a problem. There needs to be dredging in the drains to allow water to flow.
- The Adult Entertainment Overlay is defined by specific road boundaries.

Planning Commission Public Hearing Public Testimony (May 13, 2024)

Public Attendees: Ronald Moe, Harvey Stackhouse, Lynette Stackhouse, Christi M. Bell, Casey Wright, Lisa Olander, Tom Little, David Pelletier

Public Questions & Comments

- What is the incentive for Stanwood to comply with the Growth Management Act? It is a State mandated program allowing the City to receive tax revenues (up to 39% of the City's existing budget) and qualify for grants. The City would be penalized for non-compliance.
- Why don't developers fix all the sidewalks? State law says that developers do not pay for existing deficits. They are required to improve their own property. Some developers will go above and beyond their requirements at their choosing.
- There is a need for more healthcare facilities in Stanwood. How can the City attract more clinics to town? The City can provide proper zoning allowing for healthcare entities to operate in those zones. Healthcare providers often do their own research on what areas they are needed most.
- Will changes to the commercial zone create an influx of businesses? These changes will provide an avenue for new businesses to come in.
- There are concerns that the development happening near Warm Beach will cause more people to come into Stanwood to shop and do business. The County plans for their own growth with interjurisdiction coordination with Stanwood.
- The Planned Industrial rezones could cause a parking problem. How will the City address this? Parking in this zone will be required to be on-site parking, not street parking.
- One goal of the Planned Industrial zone is to attract business that pay living wages.
- Are there more parks planned for the City? The Parks and Open Space Plan was recently adopted by City Council. A lot of work has gone into parks and the City currently has greater than 10% of the budget going towards parks.
- Smaller neighborhood parks are privately owned and built by developers.
- City Council has put in a request for the City to look in to buying a parcel in uptown Stanwood for a park.

Remember Yesterday. Imagine Tomorrow.

CITY OF STANWOOD

2024 COMPREHENSIVE PLAN UPDATE

Change Summary

(September 2024)

Please find below a summary of changes from Draft 2 version of the 2024-2044 Comprehensive Plan to the current Draft 3 version. Draft 2 went in front of the Planning Commission at a public hearing earlier this year. The changes to Draft 3 are reflective of comments received on Draft 2 from community members, Planning Commissioners, City Council members, and other agencies.

The entire document was reviewed and updated for typo and grammar corrections. Specific typo/grammar corrections are not listed below.

Element: Introduction	
Page Number (Corner)	*Change/Correction*
Acknowledgments (pages 2-3)	• Added Ordinance Number to adoption info • Condensed acknowledgments by removing individual names of all groups and committees except for Mayor and City Council members • Added logos for the Stanwood Area Historical Society, the Stanwood Camano Community Resource Center, and Sno-Isle Libraries to the contributing groups • Added a statement thanking residents and community members for their contributions
Mayor's Message (pages 4-5)	• Updated expected growth total in mayor's message to reflect 2023 population numbers • Minor rewords
Table of Contents (pages 8-9)	• Updated table of contents
What is a Comprehensive Plan? (pages 12-13)	• Removed duplicative historic preservation GMA goal from list
How to Use Plan (pages 14-15)	• Updated WA State Planning Flow Chart graphic • Added exhibit caption to flow chart
Demographics (pages 24-25)	• Added exhibit captions to all graphics

Element: Land Use	
Page Number (Corner)	*Change/Correction*
Introduction (Pages 32-33)	• Added a new informational sidebar providing contextual information explaining the purpose of comprehensive plan goals and policies • Moved LUG-1: Amendments to page 33
Community Engagement (pages 34-35)	• Condensed community engagement spread from two pages into one page • Moved "Growth Management in Stanwood" section to page 35

Future Land Use Map and Zoning Map (pages 36-37)	• Moved Future Land Use Map (FLUM) and Zoning Map to same spread
	• Maps were updated in response to community feedback
	  ○ Small, residential parcels on west side of Pioneer Hwy (originally proposed as Downtown Mixed Use) now proposed as Single-Family Residential 5,000 (SR 5.0)
	  ○ Added detailed callout box for Cedarhome Dr area
	  ○ Maps enlarged and improved for readability

Land Use Management (pages 38-39)	• Land Use Management text and What is an Urban Growth Area text moved to page 38
	• LUG-3: UGA moved to this spread
	• Policy Changes
	  ○ LUP 3.1 revised to "New development **and growth should be** ~~may only occur within the UGA or along existing major transportation routes outside the floodplain in an effort to~~ concentrate**d** ~~new growth~~ **with**in **the City's** underutilized lands."
	  ○ LUP 3.5 revised to "**Support the protection of valuable** ~~Protect existing~~ agricultural and forest lands within unincorporated ~~Stanwood~~ **Snohomish County** by ~~locating urban development within the City~~ **partnering and participating in conservation futures programs, applying for federal conservation grants, collaborating with local land trusts** and limiting expansions of the Urban Growth Area boundaries in accordance with the right to farm act **to maintain the areas rural character**.
	  ○ Added New **LUP 4.7: Future plans, policies and regulations shall eliminate barriers that have prevented historically marginalized communities and people of color from owning and developing land in the City of Stanwood.**
	  ○ Added New **LUP 4.8: Reduce disparities in access to opportunities for all residents through inclusive community planning.**

Downtown Stanwood (pages 42-43)	• Renamed from "Downtown Districts" to "Downtown Stanwood" • Moved LUG-8: Downtown Gateway to this spread and renumbered LUG-6 • Moved "Heart of Stanwood" text to later spread • Removed call-out questions • Added new text discussing mixed use development

Downtown Lands (pages 44-45)	• Moved this spread directly after Downtown Stanwood spread
	• Moved LUG-7: Historic Character to this spread
	• Reformatted layout of text and maps
	• Updated subtotals of downtown acres by zone
	• Updated minimaps to reflect accurate proposed zoning
	• Policy Changes
	  ○ Revised LUP 7.1 "Recognize **desired** ~~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."
	  ○ Revised LUP 7.4 "Maintain historical street signs**, in addition** to existing street signs**,** to recognize and strengthen the historical character of Downtown."

Downtown Conclusion (pages 46-47)	• Moved LUG-6: Downtown Stanwood to this spread and renumbered LUG-8 • Moved "Heart of Stanwood" and downtown floodplain management to this spread
Uptown Stanwood (pages 48-49)	• Renamed from "Uptown" to "Uptown Stanwood" • Reformatted layout of text and maps • Updated subtotals of uptown acres by zone • Updated minimaps to reflect accurate proposed zoning • Updated residential lands text to discuss lack of commercial uses in TN zone • Reformatted spread • Policy Changes ○ Added New **LUP 9.8 Consider an amendment to the Municipal Code allowing small scale independently owned commercial uses along arterials in the uptown residential area to support neighborhood livability and support pedestrian-oriented needs such as commercial day cares, coffee shops, and personal services. Uses and buildings should be compatible with the associated neighborhood scale by considering parking, landscaping, building height, design, pedestrian access, and the appropriate permitting process. Strip malls, commercial chain businesses, or franchises do not meet the intent of this policy.**
Historic Preservation (pages 50-51)	• Major reformat of spread • Eliminated list of historic structures and replaced with a table including more details and photos • Policy Changes ○ Added New **LUP 10.8: Evaluate options to preserve the City's unique history and historic properties by forming a historic district, adopting a historic preservation ordinance or adopting neighborhood-specific design guidelines that support the economic vitality of downtown.**
Essential Public Facilities (pages 52-53)	• Moved flood management section to downtown spreads • Reformatted spread

Land Use Inventory (pages 54-55)	• Moved land capacity status to next spread
	• Major reformat of spread
	• Updated land use inventory table
	  ○ Added Comprehensive Plan Designations and corelated color coding
	  ○ Added comp plan designation subtotals
	  ○ Updated acre totals for accuracy
	• Added new land use inventory fast facts
	  ○ Includes city breakdown of residential and non-residential lands
	  ○ Includes subbreakdown of residential lands
	  ○ Includes subbreakdown of non-residential lands

Land Capacity Status (pages 56-57)	• New spread • Moved land capacity status to this spread • Added new informational sidebar explaining buildable lands report • Redid land capacity status map for consistency with FLUM/zoning maps
Growth Targets (pages 60-61)	• Updated capacity totals and growth rates to reflect proposed zoning • Added statement for emergency housing capacity
LUG 14-18 (pages 60-61)	• Ensured page numbers were visible • Policy Changes ○ Revised LUP 18.1: The City shall adopt a wildland – urban interface code in compliance with state building code regulations **and RCW 36.70.a.070 to reduce wildfire risks**.

Element: Housing	
Page Number (Corner)	*Change/Correction*

Uptown Landscape (pages 72-73)	• Policy Changes
	  ○ Revised HG 2 **Update the Stanwood Municipal Code to** allow for **the** development of a range of housing types to ensure a diverse variety of living accommodations for those desiring to live in Stanwood.
	  ○ Revised HP 2.4 Encourage moderate-density development such as townhomes, duplexes, triplexes, fourplexes, **permanent supportive housing, apartments, condominiums**, or other housing types to bridge the gap between higher- density residential areas to single-family residential to promote affordable housing ownership and rental opportunities.
	  ○ Added New HP 2.6: **Encourage and support the development of a variety of housing types that effectively uses the City's remaining land supply to meet housing needs, including accessory dwelling units, cottages, manufactured homes and similar infill housing types.**

Housing Growth Targets (pages 76-77)	• Policy Changes
	  ○ Added NEW 3.1 "**Using the Housing Action Plan as guidance, respond to community growth needs by providing a variety of housing opportunities for homeowners and renters that are affordable to everyone now and into the future.**"
	  ○ Revised HP 3.1 and renumbered HP 3.2 "~~Consider the use of affordable housing techniques and incentives, as recommended~~ **Analyze and implement the strategies contained** in the ~~Stanwood~~ Housing Action Plan **when updating land use policies or updating the municipal code** to encourage housing opportunities for people of all income levels, ages, and assistance needs."
	  ▪ Renumbered subsequent policies accordingly
	  ○ HP 3.7 deleted and moved to New HG 6

Housing Need (pages 78-79)	• Reformatted spread to improve readability • Added borders and lines to help delineate data in tables • Added additional explaining text to Step 1 • Moved Step 2 to next spread
Housing Capacity Calculations and Method (pages 80-83)	• Added additional spread to help explain the housing capacity calculations • Added borders and lines to help delineate data in tables • Added additional explaining text to Step 3 • Broke Step 4 into substeps 4a-4d with additional text explaining each substep • Added Step 5: Emergency Housing Capacity

Housing Response (pages 84-85)	• Removed duplicative text discussing housing action plan
	• Policy Changes
	  ○ NEW **HG 6: Anti-Displacement "Consider risks and the likelihood of displacement risks given current and expected market conditions and neighborhood characteristics when drafting land use regulations."**
	  ○ NEW **HP 6.1 "Strive to prevent the displacement of historically and currently marginalized communities as well as extremely low-, very low-, low-, and moderate-income households from existing neighborhoods."**
	  ○ NEW **HP 6.2 "Consider equitable development initiatives, inclusionary zoning, and other strategies to counter potential displacement impacts when amending the zoning code."**
	  ○ Moved 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." and renumbered HP 6.3
	  ○ NEW **HP 6.4 "Establish anti-displacement policies to counter economic and cultural displacement of low-income and marginalized populations."**

Element: Economic Development	
Page Number (Corner)	*Change/Correction*
Community Engagement (pages 94-95)	• Eliminated community needs bulletin points due to redundancy • Updated community quotes • Moved EDG-1: Resiliency to page 95
Current State of the Economy (pages 98-101)	• Moved ahead of economic vision • Added exhibit captions
Economic Vision (pages 102-103)	• Reformatted spread after moving EDG-1 • Moved regional weaknesses and strategies to page 103 • Added sentence to Health text about necessity of access to healthcare services • Revised Housing text to Housing and Aging in Place ○ Added sentence about seniors experiencing displacement from increased cost of living
Economic Dev Strategy (pages 104-105)	• Removed PSRC quote due to duplication • Moved EDG-3: Diversification to this spread • Policy Changes ○ Added New **EDP 3.13 Consider subsidizing permit and utility fees as an effective strategy to attract healthcare providers and community support services that help seniors age in place. This approach not only lowers the financial barriers for businesses looking to establish or expand their operations but also promotes a more business-friendly environment conducive to meeting the needs of older adults.**

Element: Transportation	
Page Number (Corner)	*Change/Correction*
Motorized Roadway System (pages 124-125)	• Updated Exhibit T.1 to include streets in new subdivisions
Call to Action (pages 142-143)	• Policy Changes ○ Revised 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~~ **installing the** infrastructure needed to support clean fuel vehicles such as electric vehicle chargers.
Financing (pages 156-157)	• Policy Changes ○ Revised TP 10.7 Prioritize funding transportation safety improvement projects**, including sidewalk gaps to promote pedestrian access,** during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.

Element: Utilities	
Page Number (Corner)	*Change/Correction*
Inventory and Analysis (pages 222-223)	• Added exhibit caption to utility provider table • Filled in missing numbers for water system text
Sewer System (pages 224-225)	• Filled in missing numbers for sewer system text
Storm Water System (pages 226-227)	• Filled in missing numbers for storm water system text

Element: Capital Facilities	
Page Number (Corner)	*Change/Correction*
Public Engagement (pages 236-237)	• Added “Future Planning” title to CFG-1

CITY OF STANWOOD
STAFF REPORT

ITEM:	**11a**
DATE:	September 12, 2024
SUBJECT:	Storefront Improvement Program
CONTACT PERSON:	Patricia Love, Community Development Director Nicole Strachila, Communications and Marketing Specialist
ATTACHMENTS:	A – Jackie Plumlee / Jack Plumbs Salon SIP Application B – Chantel Keller's / Granary LLC SIP Application C – Storefront Improvement Program Summary

PURPOSE

The purpose of this item is for consideration of two Storefront Improvement Program applications.

BACKGROUND

The City of Stanwood has a rich history, with many historic and unique buildings, housing locally owned businesses in the downtown commercial retail area. In 2023, City Council approved the Storefront Improvement Program. The Storefront Improvement Program is intended to both preserve and enhance the character and charm of downtown Stanwood, while also encouraging investment in downtown through physical and visual improvements to storefront buildings. The program was funded for a minimum of two years – 2023 and 2024 at $100,000 per year.

The Storefront Improvement Program incentivizes businesses and property owners to make improvements to the appearance of their buildings by offering up to $20,000 in matching grant funds for qualifying projects. Storefront improvements that are eligible for reimbursement include but are not limited to, exterior paint, roofs and awnings, doors and windows, streetscapes and signage.

In 2023, the city received ten Storefront Improvement Program inquiries which resulted in five applications being submitted and approved by City Council last year, totaling $52,971 in project funds. This year, the city has received three Storefront Improvement Program applications, one of which has been approved by Council for a total of $13,000. To date, $65,971 in Storefront Improvement Program funds have been awarded with $134,029 in funding remaining available.

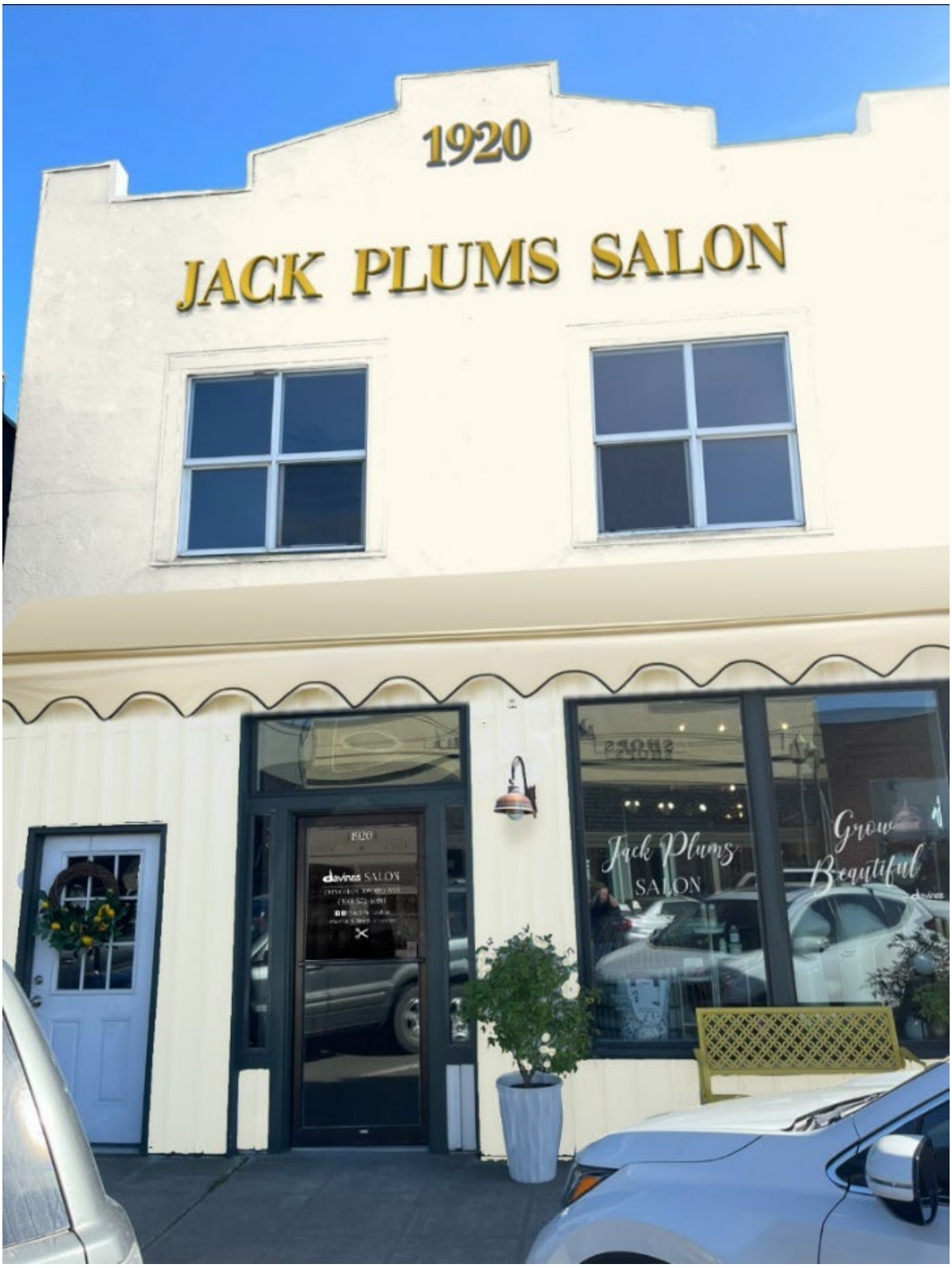
ANALYSIS

Jack Plums Salon, Storefront Improvement Application

On July 12th, staff held a pre-application meeting with Jackie of Jack Plums Salon. On July 19th, Jackie presented her application to the Economic Development Board (EDB). While there was not quorum at this meeting, the members that were in attendance were supportive of this project and feel that the proposed improvements will enhance 271st St NW. Remaining EDB members and the Community Development Committee were presented Jackie's application via email and support Jack Plums Salon's proposed improvements – all of which are eligible for grant funding.

Applicant Information			
Applicant:	Jackie Plumlee, Jack Plums Salon		
Business or Property Owner:	Business and property owner		
Business Address:	8708 271st St NW, Stanwood, WA		
Improvement Types:	Signage, Paint, Doors, Lighting		
Project Description:	• Paint exterior of building soft "off-white" or ivory color • Replace damaged siding and trim before painting • Replace window graphics with clean, simple lettering • Add awning across entire length of building, color will match exterior paint color – awning will not be overly large • Replace dated light fixture at main entrance • Replace glass on front door, which is tinted and water damaged • Add lettering to glass on front door to promote services • Add exterior signage		
Estimated Total Project Cost:	$18,350	**Requested Grant Amount:**	$9,175
Existing Conditions:			

Proposed Improvements:



Inspirational Photos:

Applicant envisions a soft, timeless look that both brightens and compliments historic downtown. Applicant already has planter pots with greenery to help the storefront "pop."

The Granary, LLC Application

On July 24, 2024, the Granary LLC's application was shared with the Economic Development Board and Community Development Committee via email. This is the second time that the Granary has applied for the Storefront Improvement Program. There is a lifetime grant award cap of $40,000 per applicant. If approved, the Granary will have received a total of $14,850 in grant funding. Since ample funding remains available, the applicant has not yet met the $40,000 cap and we are in the fourth quarter of the year, the Community Development Committee, Economic Development Board and staff support this application.

Applicant Information			
Applicant:	Chantel Keller/ Granary LLC		
Business or Property Owner:	Business and property owner		
Business Address:	8715 271st Street NW, Stanwood WA		
Improvement Types:	Exterior Door		
Project Description:	• New black steel commercial grade door with windows for parking lot side of building. This doorway is used as a main entrance by the public to access Main Street from parking lot • The door will match the Granary's front door that was recently installed as part of Chantel Keller's 2023 storefront improvements		
Estimated Total Project Cost:	$6,500	**Requested Grant Amount:**	$3,250

Existing Conditions:

Proposed Improvements:

Note: Because the door faces a public parking lot and the street and is used as a main entrance for the public, this request is eligible for the program.

RECOMMENDATIONS

Staff recommend approving Storefront Improvement Program applications for both Jack Plums Salon and The Granary, LLC.

Fiscal Impact
If both applications are approved, $12,425 will be awarded resulting in $78,396 in grant dollars spent since 2023. $121,604 in Storefront Improvement Program funding will remain available.

CITY COUNCIL OPTIONS

1. Approve the two applications for the Storefront Improvement Program.
2. Approve select applications for the Storefront Improvement Program.
3. Do not approve the two applications for the Storefront Improvement Program and direct staff to continue review with applicants.

PROPOSED MOTION

"I MOVE TO APPROVE JACKIE PLUMLEE/JACK PLUMS SALON'S APPLICATION FOR THE STOREFRONT IMPROVEMENT PROGRAM AND AWARD $9,175.00 FOR A REIMBURSEABLE GRANT AWARD."

AND

"I MOVE TO APPROVE CHANTEL KELLER/THE GRANARY'S APPLICATION FOR THE STOREFRONT IMPROVEMENT PROGRAM AND AWARD $3,250.00 FOR A REIMBURSEABLE GRANT AWARD."

Business Owner Information			
Name of Applicant:	Jackie Plumlee		
Business Name:	Jack Plums Salon		
Phone Number:	425-876-5970 / 360-572-4098		
Email:	jackiemplumlee@icloud.com		
Business Physical Address:	8708 271ST ST NW		
	City: Stanwood	*State:* WA	*Zip:* 98292
Business Mailing Address:	23306 Marine Dr. UNIT A		
	City: Stanwood	*State:* WA	*Zip:* 98292
Assessor's Parcel Number:	00454900101200		
Type of Business:	Hair Salon		
EIN #:	93-1932386		
WA UBI #:	605-196-519		

Property Owner Information (If not applicant)			
Name of Property Owner:	Same as above.		
Phone Number:			
Email:			
Property Address:			
	City:	*State:*	*Zip:*
Mailing Address:			
	City:	*State:*	*Zip:*
Years Owned:	3yrs.		

Contractor Information			
Name of Business:			
Contractor's Name:			
Phone Number:			
Email:			
Contractor Physical Address:			
	City:	*State:*	*Zip:*
Contractor Mailing Address:			
	City:	*State:*	*Zip:*
Type of Business:			
EIN #:			
WA UBI #:			
Contractor's License #:			

Painting: On Point Painting (360) 724-8731

Window graphics: Amigo's David Booth (360)386-5681

Awning: Everett Tent & Awning (425) 252-8213

Glass door: The Glass Guru 1-(844)-960-4878

Building signage: Image 360° (360) 855-5105

Project Information	
Improvement Type (select all that apply):	☒ *Signage* ☒ *Awnings* ☒ *Paint* ☒ *Doors and Windows* ☐ *Streetscapes* ☐ *Creative and Imaginative Exterior Elements*
Brief Project Description (Please describe the scope of the proposed improvements, including descriptions of the building's current conditions):	Our goal for improving the conditions & appearance of the store front @ 8708 271st are with the following projects: - painting building / trim, repairing damaged wood. - adding full building length awning - Building, window & door graphics. - Replacement glass on front door. - Replacement light fixture @ main door entrance. The current conditions of the building are attached with images. Attachments for improvement ideas are also attached.
Estimated Total Project Cost:	$ 18,350.00
Requested Grant Amount:	*(Not to exceed $20,000, 1:1 match. For example, a $2,000 project can receive up to a $1,000 grant award. A $50,000 project can receive up to a $20,000 grant award)* Kindly requesting $ 9,175.00 in grant available funds.

Project Budget	
Project Element:	**Total $ Costs:**
Example: Quote for new pedestrian signage	*$1,000*
Building Paint	5,000
Awning	8,500
window graphics / Building signage	3,250
Replacement Glass Front Door	1,400
SPOT LIGHT Fixture (Front Door location)	200
Project Total Amount: $	18,350

Project Timeline	
Project Phase:	**Anticipated Dates:**
Construction Start	Sept. - Oct., 2024
Construction Complete	Sept - NOV., 2024

Source(s) of Matching Funds		
Source of Match (Cash, Loan, In-Kind)	**Description of Work/Source of Funds:**	**Total $ Amount:**
Example: In-kind	*Example: In-kind donation of paint supplies*	*Example: Estimated $500*
owner, cash		18,350

Matching Funds Total Amount: $ 18,350

The applicant understands that the City of Stanwood must approve the proposed project and improvements. During the application process, the City will require a site visit of the business/property with City staff. Changes or modifications may be required by the City prior to final approval. Grant reimbursement will be processed once all receipts and documents have been submitted. Unless otherwise agreed, work must be performed by a licensed contractor, sign maker, or other recognized professional. Any work commenced prior to a commitment letter being issued will not be eligible for reimbursement, and any work deviating from the approved work must be pre-approved by the City for the work to be eligible for reimbursement.

The applicant certifies that all information in this application and all information provided in support of this application is given for the purpose of obtaining a Storefront Improvement Program grant and is true and complete to the best of the applicant's knowledge. If the applicant is not the owner of the property of the proposed project, or if the applicant is not the sole owner of the property, the applicant certifies that they have the authority to sign and enter into an agreement to perform the project on the property. Evidence of this authority must be attached to the application. Verification of any of the information contained in this application may be obtained by the City from any available source.

Business Owner/Applicant

Print Name: Jackie Plumlee

Signature: Jackie Plumlee Date: 07/19/24

Property Owner

Print Name: Jackie Plumlee

Signature: Jackie Plumlee Date: 07/19/24

Contractor

Print Name: _____

Signature: _____ Date: _____

Please return completed application and supplemental documents to:

City of Stanwood
Attn: Economic Development
10220 270th St NW
Stanwood, WA 98292
Email: econdev@stanwoodwa.org

Contact:
Sarah Cho
Economic Development and Marketing Manager
(360) 454-5210
sarah.cho@stanwoodwa.org

current photo of Building

ATTACHMENT A

Water
Damaged
Door.
ATTACHMENT
Nail
425-244-4735
WARNING
QUINCY SECURITY & COMMUNICATIONS SYSTEMS
800-540-SAFE
360-652-1088
11.13

ATTACHMENT A
Current
light fixture
to replace

10:29
Images of Paint & awning ideas
BARE ESSENTIALS
BARE ESSENTIALS
BARE ESSENTIALS
BARE ESSENTIALS
11.15

example: lettering on upper face of building

Window graphics: A; front windows
B; door

ATTACHMENT A

(A)

Jack Plums
SALON

(A)

/ GROW
BEAUTIFUL
- DAVINES

(B)

DAVINES SALON

CUTS COLOR BLONDING WAX

(360) 572-4098

(F) JACKPLUMSSALON

WWW.JACKPLUMSSALON.COM

11.17

ATTACHMENT B

Storefront Improvement Program Application

Please return completed applications and supplemental documents to:

City of Stanwood
Attn: Economic Development
10220 270th St NW
Stanwood, WA 98292
Email: econdev@stanwoodwa.org

Contact:
Sarah Cho
Economic Development and Marketing Manager
(360) 454-5210
sarah.cho@stanwoodwa.org

ATTACHMENT B

A **pre-application meeting** with the City is required before an application can be submitted. The pre-application meeting with help determine whether a project is eligible for the Storefront Improvement Grant.

The following items are required to be submitted for a complete application. ***Incomplete applications will not be accepted.***

- ❒ Signed Application Form
  - ❒ Contact Info for Business Owner/Applicant, Property Owner, and Contractor(s)
  - ❒ Detailed Project Narrative
  - ❒ Detailed Project Budget
  - ❒ Detailed Project Timeline
  - ❒ Source(s) of Matching Funds
- ❒ Photographs of Current Conditions
- ❒ Renderings of Proposed Project
- ❒ Federal W-9 Form
- ❒ Any architectural, engineering or building documents (if applicable)

Business Owner Information			
Name of Applicant:	Chantel Keller		
Business Name:	Granary LLC		
Phone Number:	425-293-6699		
Email:	owner@mammothburgerco.com		
Business Physical Address:	8715271st Street NW		
	City: Stanwood	*State:* WA	*Zip:* 98292
Business Mailing Address:	PO BOx 1679		
	City: Stanwood	*State:* WA	*Zip:* 98292
Assessor's Parcel Number:	00432400100500		
Type of Business:	Restaurants, Commercial Building		
EIN #:	82-4076655		
WA UBI #:	604213550		

Property Owner Information (If not applicant)			
Name of Property Owner:	Granary LLC, Chantel Keller Managing Member		
Phone Number:	425-293-6699		
Email:	owner@mammothburgerco.com		
Property Address:	PO BOX 1679		
	City: Stanwood	*State:* WA	*Zip:* 98292
Mailing Address:	same		
	City:	*State:*	*Zip:*
Years Owned:	12		

ATTACHMENT B

Contractor Information			
Name of Business:	On the Level Contracting		
Contractor's Name:	Greg Johns		
Phone Number:	425-239-9857		
Email:	greg@onthelevelcontractingllc.com		
Contractor Physical Address:	26910 92nd Ave NW C-5, PMB 517		
	City: Stanwood	*State:* wa	*Zip:* 98292
Contractor Mailing Address:	same		
	City:	*State:*	*Zip:*
Type of Business:	Contracting		
EIN #:	539786189		
WA UBI #:			
Contractor's License #:	LEVELCL928QF		

Project Information	
Improvement Type (select all that apply):	❒ *Signage* ❒ *Awnings* ❒ *Paint* ■ *Doors and Windows* ❒ *Streetscapes* ❒ *Creative and Imaginative Exterior Elements*
Brief Project Description (Please describe the scope of the proposed improvements, including descriptions of the building's current conditions):	New black steel with windows commercial grade front door for Parking Lot side of our building. This is the door used by the public to access mainstreet from the parking lot.
Estimated Total Project Cost:	$6500
Requested Grant Amount:	*(Not to exceed $20,000, 1:1 match. For example, a $2,000 project can receive up to a $1,000 grant award. A $50,000 project can receive up to a $20,000 grant award)* $3250

Project Budget	
Project Element:	**Total $ Costs:**
Example: Quote for new pedestrian signage	*$1,000*
Commercial door with closure, deadbolt, handle	5700
Professional Installation	800

Project Total Amount: $_____

ATTACHMENT B

Project Timeline	
Project Phase:	**Anticipated Dates:**
Construction Start	
Construction Complete	

Source(s) of Matching Funds		
Source of Match (Cash, Loan, In-Kind)	**Description of Work/Source of Funds:**	**Total $ Amount:**
Example: In-kind	*Example: In-kind donation of paint supplies*	*Example: Estimated $500*

Matching Funds Total Amount: $6500

The applicant understands that the City of Stanwood must approve the proposed project and improvements. During the application process, the City will require a site visit of the business/property with City staff. Changes or modifications may be required by the City prior to final approval. Grant reimbursement will be processed once all receipts and documents have been submitted. Unless otherwise agreed, work must be performed by a licensed contractor, sign maker, or other recognized professional. Any work commenced prior to a commitment letter being issued will not be eligible for reimbursement, and any work deviating from the approved work must be pre-approved by the City for the work to be eligible for reimbursement.

The applicant certifies that all information in this application and all information provided in support of this application is given for the purpose of obtaining a Storefront Improvement Program grant and is true and complete to the best of the applicant's knowledge. If the applicant is not the owner of the property of the proposed project, or if the applicant is not the sole owner of the property, the applicant certifies that they have the authority to sign and enter into an agreement to perform the project on the property. Evidence of this authority must be attached to the application. Verification of any of the information contained in this application may be obtained by the City from any available source.

Business Owner/Applicant

Print Name: Chantel Keller

Signature: _____ Date: 7.18.2024

Property Owner

Print Name: Chantel Keller

Signature: _____ Date: 7.18.2024

Contractor

Print Name: Greg Johns

Signature: _____ Date: 7.18.2024

Please return completed application and supplemental documents to:

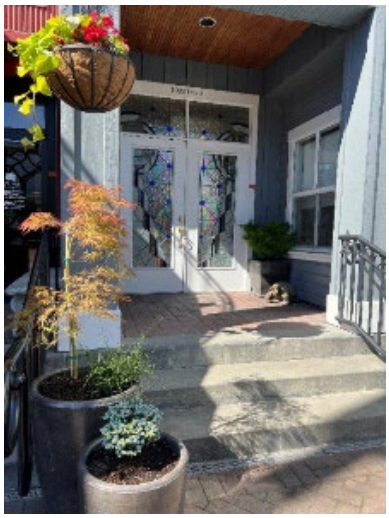
City of Stanwood
Attn: Economic Development
10220 270th St NW
Stanwood, WA 98292
Email: econdev@stanwoodwa.org

Contact:
Sarah Cho
Economic Development and Marketing Manager
(360) 454-5210
sarah.cho@stanwoodwa.org

CITY OF STANWOOD
STOREFRONT
IMPROVEMENT PROGRAM
SUMMARY

Below, is a summary of applications that have been received and approved by Council between 2023 and present. Of the approved applications, four businesses have completed improvements and received grant funding and two businesses are continuing to work on improvements.

Applicant Information			
Applicant:	Mark Siegel and Teresa La Fleur/On The Brick Road LLC		
Status:	Complete		
Business or Property Owner:	Business owner and property owner		
Business Address:	10003 270th St NW Stanwood, WA 98292		
Improvement Types:	Signage, paint, streetscapes, creative and imaginative exterior elements		
Project Description:	• Replaced and updated large exterior sign to read “Brick Road” • Added historical styled exterior lighting, six wall lights and two lampposts • Added four large pots with trees • Added two cement outdoor tables with umbrellas along the east side walkway • Added three window planters on the south side of the building • Added large planters in the front area along with hanging baskets • Painted the building’s existing caps/trims		
Estimated Total Project Cost:	$24,828	**Requested Grant Amount:**	$12,414
Completed Project Photos (Next Page):			



Applicant Information			
Applicant:	Chantel Keller/Mammoth Burger Company/Jasmin Thai Cuisine & Sushi/Still Water Lounge		
Status:	Complete		
Business or Property Owner:	Business owner and property owner		
Business Address:	8715 271st St NW Stanwood, WA 98292		
Improvement Types:	Signage, paint, streetscapes, doors and windows, creative and imaginative exterior elements		
Project Description:	• Installed “Granary Building” signage • Added three new signs for restaurants on exterior • Installed new gooseneck lights, two over each restaurant sign • Painted concrete entryway to match the building sign • Installed new black metal front door with windows to replace rotten old one • Replaced two old failing windows on the second story with new matching black vinyl windows • Painted mismatched green and black trim all the same black color • Added three metal bistro sets, table and two chairs • Added three large Corten steel planters with plants		
Estimated Total Project Cost:	$23,200	**Requested Grant Amount:**	$11,600
Completed Photos:			

Applicant Information			
Applicant:	Jeffrey Kroft/Scattered Deck Games		
Status:	Complete		
Business or Property Owner:	Business owner		
Business Address:	8919 271st St NW Stanwood, WA 98292		
Improvement Types:	Paint, doors and windows, creative and imaginative exterior elements		
Project Description:	• Replaced existing garage doors and walled off with egresses and windows doubling the floor space for customers.		
Estimated Total Project Cost:	$12,000	**Requested Grant Amount:**	$6,000

Completed Photos:

Applicant Information			
Applicant:	Mike Kmet/Mike Kmet LLC (Patini's, Trend Salon, Sahara)		
Status:	Complete		
Business or Property Owner:	Property owner		
Business Address:	2708-20 102nd Ave NW Stanwood, WA 98292		
Improvement Types:	Paint, door and windows		
Project Description:	• Removed 13 single-pane windows, replaced with insulated tempered glass • Removed old, deteriorated trim and installed new trim • Replaced four old doors with new commercial storefront wood doors • Painted upper portion of second story, base color is now the same as new paint, trim is also the same		
Estimated Total Project Cost:	$30,914	**Requested Grant Amount:**	$15,457

Completed Photos:

Applicant Information			
Applicant:	John Markezinis/Jimmy's Pizza and Pasta		
Status:	In progress: John has requested to install different doors than what was approved in his initial application. The Economic Development Board felt that the newly proposed doors looked residential and would not enhance the aesthetic of the storefront. John has been asked to find a different type of door for the Economic Development Board to review. Jimmy's Pizza and Pasta is eligible for grant funding through the end of 2024.		
Business or Property Owner:	Business and property owner		
Business Address:	9819 State Hwy 532 Stanwood, WA 98292		
Improvement Types:	Doors and windows		
Project Description:	• New weather resistant doors, current doors are heavily used and need updating and repair • New front door header and side trim		
Estimated Total Project Cost:	$13,000-15,000	**Requested Grant Amount:**	$7,500

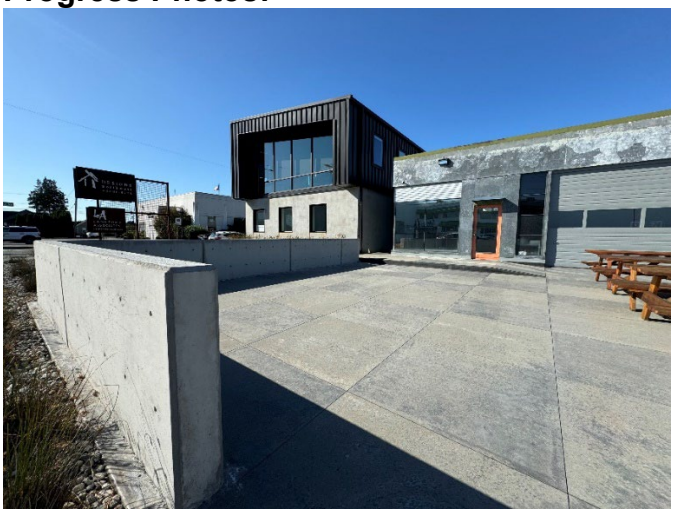
Existing Conditions:

Applicant Information			
Applicant:	James Walrath (Business Owner)		
Business or Property Owner:	Pure Smoke NW, LLC, D&D Nelson, LLC (Property Owner)		
Project Status:	In progress		
Business Address:	10219 269th Street NE		
Improvement Types:	Signage, outdoor seating area improvements, exterior paint		
Project Description:	• Paint exterior of kitchen facility white to restore character • Install canopy structure to accommodate customers • Construct architectural concrete wall • Fabricate and install metal sign on front of the building – there is currently no sign on the building		
Estimated Project Budget	Total Project Cost: $26,000	**Requested Grant Amount:**	$13,000

Existing Conditions:

Proposed Improvements:

Progress Photos:



Program Amendments

Over the past two years the following amendments have been made to the Storefront Improvement Program:

- ✓ Nonprofits with historic buildings predating 1945 located in the Storefront Improvement Program district can apply during the second half of the year, if funding remains available.
  - *American Legion, who is now eligible, has expressed interest in applying for the program but has not yet submitted their application.*
- ✓ The Community Development Committee is part of the review process.
- ✓ There is a lifetime grant award cap of $40,000 per business/applicant.

Looking Forward

The Storefront Improvement Program is gaining traction and awareness about available grant funding is spreading. The city has received interest and inquiries and staff will continue to conduct business outreach and promote the program in 2025 and 2026.

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CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT

ITEM NUMBER:	**11b**
DATE:	September 12, 2024
SUBJECT:	2023-2024 Budget Amendment Number Three
CONTACT PERSON:	David A. Hammond, Finance Director
ATTACHMENT:	A - Ordinance 1542: 2023-24 Budget Amendment Three
REFERENCE	2023-24 Operating Budget Amendment Three-Proposed

PURPOSE

The issue before council is to review proposed budget amendment three to the 2023-24 budget, and consider first and second reading and adoption of Ordinance 1542: 2023-2024 Budget Amendment Three.

RECOMMENDATION

Review staff recommended amendments and approve first and second reading and adoption of Ordinance 1542 – Budget Amendment.

SUMMARY STATEMENT

This report provides staff recommended adjustments to the 2023-2024 budget. The changes impact the Building Improvement Fund and the Street Construction Fund.

Table one below summarizes the changes to the Building Improvement Fund. The budget for the remodel was set to cover only the construction contract, which included an eight percent contingency. Approved change orders were actually ten percent. Detailed line items of the change orders are provided below in Table Two. Additionally, during the project a sewer spill occurred in the police station, and the city and contractor disputed the responsible party. Ultimately, the city incurred cleanup and repair costs of $62,830, of which $37,830 was paid by insurance. The insurance reimbursement must be accounted for as revenue, but the net cost to the city was the amount of our deductible, $25,000. The city paid for additional contractors to perform unanticipated work, such as running a new side sewer in the amount of $25,472. The cost of security camera upgrades was $37,235, and permitting, storage, furnishings and inspection/project management brought the total cost to $987,034.

Staff is requesting to add an additional $40,000 for exterior painting of City Hall and an additional phase of security upgrade, to be completed in 2024 ($20,000). Staff has requested first and second reading to ensure painting can be completed while weather is favorable. The additional appropriation will come from fund balance.

Table One:

Police Dept./City Hall Remodel Cost Summary		
Original Contract-TRICO	$	750,655
Change Orders-TRICO	$	76,286
Sewer Damage Cleaning/Repair	$	62,830
Furnishings	$	13,067
Staff costs	$	10,818
Permits	$	9,155
Storage	$	2,590
Other Contractors	$	25,472
Security Upgrade (Phase One)	$	37,235
Total Remodel Costs	$	987,034
Budget	$	805,468
Excess	**$**	**181,566**
Additions:		
Security Upgrade (Phase Two)	$	20,000
City Hall Exterior Paint	$	40,000
Total Budget Increase	**$**	**241,566**

Table Two:

TRICO Change Order Summary		
Description	**Amount**	
Hazardous Material Abatement	$	34,972
City Hall Rotting Wall	$	15,747
ERV Heat Pump	$	2,857
Added Electrical Scope	$	7,520
City Hall Floor Drain	$	4,043
City Hall Men's Restroom	$	2,847
Plumbing Approach Change-PD	$	1,809
Subtotal	$	69,795
Sales Tax	$	6,491
Total	**$**	**76,286**

Staff also recommends amending the Street Construction Fund by rolling forward to 2025 most of the Viking Way Phase Two Construction cost ($1,500,000) and the federal grant ($885,000).

RECOMMENDED MOTION

"I MOVE TO APPROVE FIRST AND SECOND READING AND ADOPTION OF ORDINANCE 1542 AMENDING THE 2023-2024 BUDGET AS PRESENTED."

ATTACHMENT A

CITY OF STANWOOD
Stanwood, Washington

ORDINANCE 1542

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, AMENDING ORDINANCE 1526 RELATING TO THE 2023-2024 BUDGET

WHEREAS, the City previously adopted the 2023 - 2024 biennial budget on December 8, 2022, pursuant to Ordinance 1509; on January 12, 2023 pursuant to Ordinance 1511; and

WHEREAS, by law the City may not have expenditures in excess of budgeted appropriations for an individual fund;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANWOOD DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 1511 and 1526 are hereby amended to reflect the total of 2023-2024 amended budgeted revenues and appropriations for each separate fund as set forth in summary form in Exhibit A.

Section 2. Except as provided herein, all provisions of Ordinance 1509, 1511, and 1526 shall remain in full force and effect unchanged.

ADOPTED by the City Council and APPROVED by the Mayor this ____ day of _____ 2024.

CITY OF STANWOOD

_____
Sid Roberts, Mayor

ATTEST:

_____
Lisa Sokolik, City Clerk

APPROVED AS TO FORM:

_____
Nikki Thompson, City Attorney

Fund Name	Beginning 2023 Fund Balance	Actual Revenues 2023	Actual Expenditures 2023	2024 Actual Beginning Fund Balance	Budget Revenues 2024	Budget Expenditures 2024	Estimated 2024 Ending Fund Balance
General Fund	$ 6,420,678	7,646,394	10,296,750	3,770,322	6,923,425	6,818,902	$ 3,874,845
Street Operating	$ 310,817	579,396	675,093	215,120	668,225	702,591	$ 180,754
Street Impact Fees	$ 984,791	111,302	605,000	491,093	50,000	460,000	$ 81,093
Street Construction	$ 555,161	3,874,593	2,866,448	1,563,306	2,137,000	3,264,000	$ 436,306
Park & Trail Improvement	$ 1,718,765	3,289,505	2,842,740	2,165,530	1,742,900	2,971,000	$ 937,430
Park Impact Fees	$ 95,294	127,146	50,000	172,440	71,040	50,000	$ 193,480
Equipment Reserve-General	$ 656,076	179,363	302,944	532,495	136,400	168,000	$ 500,895
Transportation Benefit Fund	$ 470,300	593,655	800,000	263,955	550,000	735,000	$ 78,955
Contingency	$ 478,354	125,709	0	604,063	4,000	0	$ 608,063
Building Improvement Fund	$ 2,817,537	1,811,938	770,935	3,858,540	495,000	1,197,034	$ 3,156,506
Tourism And Promotion	$ 48,537	91,061	80,216	59,382	96,000	99,500	$ 55,882
REET 1: Capital Improvements	$ 1,337,379	334,305	800,000	871,684	135,000	800,000	$ 206,684
REET 2 - Growth Management	$ 1,247,636	327,152	1,200,000	374,788	131,000	400,000	$ 105,788
Debt Service Fund	$ 21,036	0	21,036	0		0	$ 0
Sewer Operating	$ 1,508,657	3,217,287	3,054,661	1,671,283	3,159,259	3,187,626	$ 1,642,916
Sewer Construction	$ 4,618,037	932,298	1,059,534	4,490,801	323,000	3,208,000	$ 1,605,801
Sewer Plant Investment	$ 518,739	76,621	500,000	95,360	30,000	30,000	$ 95,360
Sewer Equipment Reserve	$ 772,114	146,239	240,309	678,044	68,000	125,000	$ 621,044
Drainage Operating	$ 507,333	1,527,237	1,269,238	765,332	1,708,004	1,647,388	$ 825,948
Drainage Construction	$ 3,935,629	757,026	624,565	4,068,090	1,682,210	4,755,000	$ 995,300
Drainage Plant Investment	$ 209,131	94,722	200,500	103,353	57,260	70,000	$ 90,613
Drainage Equipment Reserve	$ 380,488	71,893	25,081	427,300	79,600	41,000	$ 465,900
Water Operating	$ 1,140,615	2,700,774	2,646,212	1,195,177	2,743,240	2,973,337	$ 965,080
Water Construction	$ 2,295,245	1,143,178	455,445	2,982,978	570,000	2,108,000	$ 1,444,978
Cedar Home Plant Investment Fees	$ 331,652	21,283	10,000	342,935	7,100	10,300	$ 339,735
Water Plant Investment Fees	$ 1,074,827	521,409	800,000	796,236	30,000	150,000	$ 676,236
Water Equipment Reserve	$ 438,919	96,502	64000	471,421	71,600	87,000	$ 456,021
Total Funds	$ 34,893,747	$ 30,397,988	$ 32,260,707	33,031,028	$ 23,669,263	$ 36,058,678	$ 20,641,613