

City of Stanwood



City Council Packet

Stanwood City Council Regular Meeting

Thursday, September 26, 2024



AGENDA
CITY COUNCIL REGULAR MEETING
September 26, 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**
- 7. COUNCIL COMMITTEE REPORTS**
 - a. Community Development Committee Meeting Minutes – Sept. 5, 2024 [7.1](#)
 - b. Planning Commission Meeting Minutes – July 8, 2024 [7.3](#)
 - c. Public Works Committee Meeting Minutes– September 9, 2024 [7.7](#)
- 8. CONSENT AGENDA**
 - a. Approve Vouchers and Payroll Checks [8.1](#)
 - b. Approve City Council Regular Meeting Minutes – September 12, 2024 [8.7](#)
 - c. Approve City Council Special Workshop Minutes – September 12, 2024 [8.13](#)
 - d. Approve Second Utility Account Adjustment [8.15](#)
- 9. UNFINISHED BUSINESS:**
 - a. Approve Second Reading and Adoption of Resolution 2024-13 [9.1](#)
Stanwood's Strategic Plan
 - b. Approve Second Reading and Adoption of Ordinance 1537: 2024-2044 [9.21](#)
Comprehensive Plan
- 10. PUBLIC HEARING**
- 11. NEW BUSINESS:**
 - Authorize the Mayor to Sign a Contract with Gray & Osborne for Geo-graphic Information Systems (GIS) Services [11.1](#)
- 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, October 10, 2024 City Council Special Workshop 5:00 pm
Thursday, October 10, 2024 City Council Meeting 7:00 pm
Thursday, October 24, 2024 City Council Meeting 7:00 pm

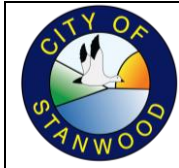


**CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT**

ITEM NUMBER: 7a
DATE: September 26, 2024
SUBJECT: Community Development Committee Meeting Minutes
CONTACT PERSON: Patricia Love, Community Development Director
ATTACHMENTS: A – September 5, 2024 Meeting Minutes

SUMMARY STATEMENT:

Minutes from the September 5, 2024 Community Development Committee Meeting are attached to this staff report for approval as presented.



Community Development Committee
Meeting Minutes
Thursday, September 5, 2024 | 5:00 pm

Council Members Present: Dani Gaumond, Steve Shepro, Andreena Bergman

Staff Present: Patricia Love, Tansy Schroeder

Others Present: N/A

Steve Shepro called the meeting to order at 5:00 p.m.

1. Draft Ordinances for 2024 Comprehensive Plan and Associated Zoning Amendments:

Committee members were supportive of the draft plan. One minor change to Land Use Policy 9.8 was requested by the Committee to add language for small-scale commercial uses regarding the uses “serving the immediate needs of the neighborhood”, consistent with the Neighborhood Business zoning designation.

2. Stanwood Municipal Code Amendments:

The meeting ran out of time before this agenda item was discussed.

Next meeting: September 5, 2024

Approximate Adjourn: 6:30 p.m.





CITY OF STANWOOD COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 7b
DATE: September 26, 2024
SUBJECT: Planning Commission Meeting Minutes
CONTACT PERSON: Tansy Schroeder, Senior Planner
ATTACHMENTS: A – July 8, 2024 Meeting Minutes

SUMMARY STATEMENT

Minutes from the July 8, 2024, Planning Commission Meeting are attached to this staff report for approval as presented. These minutes were approved at the September 9, 2024, Planning Commission Meeting.



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

Call to Order: 6:32 pm

Roll Call

Commissioners Present:

Eric Warnat, Commissioner
Jeff Wheatley, Commissioner
Patrick Hosterman, Commission Chair
Cody Davis, Commission Vice-Chair

Staff Present:

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

Absent: Kathy Moe, Commissioner; Melissa Toner, Commissioner; Gabrielle Braley, Commissioner

Also known to be present: N/A

Public Requests and Comments: None

Approval of Minutes:

The minutes from the June 10, 2024 Planning Commission meeting were unanimously approved with a request for one missed comment to be added.

New Business:

None

Old Business:

Continuation of Public Hearing: 2024 – 2044 Comprehensive Plan

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 Plan has been organized into three general sections:

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

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



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

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".

Questions & Comments

- Some comments are from non-Stanwood residents. Do Commissioners need to consider these? All interested parties are permitted to comment on the Comprehensive Plan. It is up to the Commissioners to decide to act on the non-resident comments.
- Commissioners noted that some residents are concerned about removing the historic overlays on the zoning map. Staff explained that the current municipal code does not carry much weight for historic preservation purposes. Staff has added a policy to the Comprehensive Plan that will give the city a way to investigate a historic preservation program in the future. A historic preservation program will take a lot of effort to research and create. Some Commissioners think that not all properties owners of historic properties would want to participate in a preservation program.
- Consider adding examples to the Comprehensive Plan of what small commercial in residential zones might be, such as an insurance or therapist office inside a home. Create a vision of what the city would like to see in these zones.
- Consider discussing the steps of what it would take for a person to have a small commercial space in a residential home (permitting, licensing, etc.).
- Add language that Stanwood will support future legislation concerning Electric Vehicles and charging stations.
- Add details of how public/private partnerships can address supporting community members such as seniors and low-income residents.
- Commissioners would like to remove storage units from the list of prohibited uses. They would like storage units to be allowed in the General Industrial (GI) zone and granted through a Conditional Use Permit (CUP).
- Add links throughout the electronic version of the Comprehensive Plan to lead people to specific municipal code sections for further reading.
- Add indigenous terms with translations throughout the Comprehensive Plan.



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

- The Scandinavian theme does not have to be the dominant theme in the downtown areas. Stanwood had settlers from multiple countries and cultures.
- In Title 10 of the municipal code, consider adding language to clarify who is responsible for maintenance of the Rights-of-Way in Planned Residential Developments (PRDs).
- The Commissioners unanimously agreed to move the Comprehensive Plan forward to City Council for review.
- The Commissioners thanked staff for all of the hard work that was put into this project.

Miscellaneous Business:

None

Recent Council Action on Commission Items:

- Titles 7 & 8 were approved by Council.

Upcoming Items: Traffic Enforcement & Rights-of-Way and the Noise Ordinance is going to Council on July 11, 2024

Next Meeting: September 9, 2024

Adjourn: 7:57 pm



**CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT**

ITEM NUMBER: 7c

DATE: September 26, 2024

SUBJECT: Public Works Committee Meeting Minutes

CONTACT PERSON: Kevin Hushagen, Public Works Director

ATTACHMENTS: A – September 9, 2024, Public Works Committee Minutes

SUMMARY STATEMENT

The August Public Works Committee meeting was cancelled for summer break.

Minutes from the September 9, 2024, Public Works Committee Meeting are attached to this staff report for approval as presented.



Public Works Committee
Meeting Minutes
September 9, 2024

Attendance:

Councilmembers: Timothy Schmitt, Darren Robb, Marcus Metz
City Staff: Shawn Smith, City Administrator, Alan Lytton, Engineer
Citizen: Dr. Jon Grant and Dave Cassera

Meeting was conducted in person. The full meeting agenda packet with detailed information can be found on the City's website at [Agenda Center](#).

Call to order at 5:30 pm

Agenda-**1. Review Updated CIP**

Shawn Smith, City Administrator presented the current draft of the Capital Improvement Plan. Discussion only no action taken.

2. Project Updates

Alan Lytton gave the committee an update on City projects. Discussion only no action taken.

3. Citizen Comments

Dr. Jon Grant and Dave Cassera with Stanwood Camano Little League came to talk to the committee about getting lighting at the Heritage Park Ballfields. Discussion only no action taken.

Adjourn: 7:00 pm



**CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT**

ITEM NUMBER: 8a

DATE: September 26, 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 38789 through 38834 and electronic fund transfers in the amount of \$1,100,514.34. Approve issuance of Washington Federal payroll electronic fund transfers in the amount of \$403,727.43.

RECOMMENDED MOTION

MOTION TO APPROVE ISSUANCE OF WASHINGTON FEDERAL BANK VOUCHER CHECKS 38789 THROUGH 38834 AND ELECTRONIC FUND TRANSFERS IN THE AMOUNT OF \$1,100,514.34 AND ISSUANCE OF WASHINGTON FEDERAL PAYROLL ELECTRONIC FUND TRANSFERS IN THE AMOUNT OF \$403,727.43.

CHECK REGISTER

ATTACHMENT A

City Of Stanwood

Time: 10:47:30 Date: 09/17/2024

08/28/2024 To: 09/17/2024

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4326	09/06/2024	Payroll	3	EFT		4,134.92	August 2024 Payroll
4327	09/06/2024	Payroll	3	EFT		5,190.72	August 2024 Payroll
4328	09/06/2024	Payroll	3	EFT		6,064.12	August 2024 Payroll
4329	09/06/2024	Payroll	3	EFT		3,052.30	August 2024 Payroll
4330	09/06/2024	Payroll	3	EFT		3,178.85	August 2024 Payroll
4331	09/06/2024	Payroll	3	EFT		527.06	August 2024 Payroll
4332	09/06/2024	Payroll	3	EFT		3,993.21	August 2024 Payroll
4333	09/06/2024	Payroll	3	EFT		4,369.72	August 2024 Payroll
4334	09/06/2024	Payroll	3	EFT		8,091.95	August 2024 Payroll
4335	09/06/2024	Payroll	3	EFT		4,540.13	August 2024 Payroll
4336	09/06/2024	Payroll	3	EFT		2,847.31	August 2024 Payroll
4337	09/06/2024	Payroll	3	EFT		3,666.55	August 2024 Payroll
4338	09/06/2024	Payroll	3	EFT		4,247.52	August 2024 Payroll
4339	09/06/2024	Payroll	3	EFT		547.06	August 2024 Payroll
4340	09/06/2024	Payroll	3	EFT		4,970.00	August 2024 Payroll
4341	09/06/2024	Payroll	3	EFT		3,907.01	August 2024 Payroll
4342	09/06/2024	Payroll	3	EFT		550.93	August 2024 Payroll
4343	09/06/2024	Payroll	3	EFT		7,876.51	August 2024 Payroll
4344	09/06/2024	Payroll	3	EFT		1,422.45	August 2024 Payroll
4345	09/06/2024	Payroll	3	EFT		5,967.07	August 2024 Payroll
4346	09/06/2024	Payroll	3	EFT		2,768.99	August 2024 Payroll
4347	09/06/2024	Payroll	3	EFT		2,417.96	August 2024 Payroll
4348	09/06/2024	Payroll	3	EFT		6,467.28	August 2024 Payroll
4349	09/06/2024	Payroll	3	EFT		6,999.23	August 2024 Payroll
4350	09/06/2024	Payroll	3	EFT		4,456.50	August 2024 Payroll
4351	09/06/2024	Payroll	3	EFT		547.06	August 2024 Payroll
4352	09/06/2024	Payroll	3	EFT		6,795.56	August 2024 Payroll
4353	09/06/2024	Payroll	3	EFT		3,695.21	August 2024 Payroll
4354	09/06/2024	Payroll	3	EFT		667.22	August 2024 Payroll
4355	09/06/2024	Payroll	3	EFT		5,742.98	August 2024 Payroll
4356	09/06/2024	Payroll	3	EFT		1,004.65	August 2024 Payroll
4357	09/06/2024	Payroll	3	EFT		844.57	August 2024 Payroll
4358	09/06/2024	Payroll	3	EFT		497.06	August 2024 Payroll
4359	09/06/2024	Payroll	3	EFT		2,594.55	August 2024 Payroll
4360	09/06/2024	Payroll	3	EFT		3,288.57	August 2024 Payroll
4361	09/06/2024	Payroll	3	EFT		2,776.10	August 2024 Payroll
4362	09/06/2024	Payroll	3	EFT		1,569.83	August 2024 Payroll
4363	09/06/2024	Payroll	3	EFT		4,447.26	August 2024 Payroll
4364	09/06/2024	Payroll	3	EFT		547.26	August 2024 Payroll
4365	09/06/2024	Payroll	3	EFT		3,214.10	August 2024 Payroll
4366	09/06/2024	Payroll	3	EFT		5,796.66	August 2024 Payroll
4367	09/06/2024	Payroll	3	EFT		547.06	August 2024 Payroll
4368	09/06/2024	Payroll	3	EFT		5,307.73	August 2024 Payroll
4369	09/06/2024	Payroll	3	EFT		4,615.15	August 2024 Payroll
4370	09/06/2024	Payroll	3	EFT		4,860.97	August 2024 Payroll
4371	09/06/2024	Payroll	3	EFT		4,559.75	August 2024 Payroll
4372	09/06/2024	Payroll	3	EFT		2,895.43	August 2024 Payroll
4373	09/06/2024	Payroll	3	EFT		6,968.92	August 2024 Payroll
4374	09/06/2024	Payroll	3	EFT		5,318.62	August 2024 Payroll
4375	09/06/2024	Payroll	3	EFT		2,088.34	August 2024 Payroll
4405	09/06/2024	Payroll	3	EFT	AFLAC	259.87	Pay Cycle(s) 09/06/2024 - AFLAC, Pre-Tax; Pay Cycle(s) 09/06/2024 - AFLAC, Post-Tax
4406	09/06/2024	Payroll	3	EFT	AWC Employee Benefit Trust	27,886.30	Pay Cycle(s) 09/06/2024- AWC - Health First 250; Pay Cycle(s) 09/06/2024 - AWC- Dental J; Pay Cycle(s) 09/06/2024 - AWC - Vision; Pay Cycle(s) 09/06/2024 - Life Insurance; Pay Cycle(s) 09/06/2024- Dis

CHECK REGISTER

Attachment A

City Of Stanwood

Time: 10:47:30 Date: 09/17/2024

08/28/2024 To: 09/17/2024

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4407	09/06/2024	Payroll	3	EFT	Colonial Life Insurance	66.75	Pay Cycle(s) 09/06/2024- Colonial Life Ins
4408	09/06/2024	Payroll	3	EFT	Great-West Life & Annuity	4,920.00	Pay Cycle(s) 09/06/2024 - 457 - Empower (Mass Mutual); Pay Cycle(s) 09/06/2024 - Roth 457(b)Empower(MassMutual)
4409	09/06/2024	Payroll	3	EFT	HSA Bank	695.50	Pay Cycle(s) 09/06/2024 - HSA Contributions ER; Pay Cycle(s) 09/06/2024- HSA Contr EE
4410	09/06/2024	Payroll	3	EFT	Internal Revenue Service (941)	83,873.96	Pay Cycle(s) 09/06/2024. 941 Deposit
4411	09/06/2024	Payroll	3	EFT	Legal Shield	63.85	Pay Cycle(s) 09/06/2024 - Legal Shield
4412	09/06/2024	Payroll	3	EFT	Mission Square Retirement	3,109.14	Pay Cycle(s) 09/06/2024 - 457 - Mission Square Ret(ICMA)
4413	09/06/2024	Payroll	3	EFT	Navia Benefits	460.00	Pay Cycle(s) 09/06/2024- Navia Limited FSA
4414	09/06/2024	Payroll	3	EFT	Western Conference of Teamsters Pension Trust	2,731.39	Pay Cycle(s) 09/06/2024 - WCTPP Contributions
4415	09/06/2024	Payroll	3	EFT	Teamsters Union Local 231	1,979.00	Pay Cycle(s) 09/06/2024- Teamsters Dues
4416	09/06/2024	Payroll	3	EFT	WA St Department Of Retirement Systems	54,443.41	Pay Cycle(s) 09/06/2024- PERS2; Pay Cycle(s) 09/06/2024 - PERS 3; Pay Cycle(s) 09/06/2024 - 457 - DRS (DCP); Pay Cycle(s) 09/06/2024 - Roth 457(b)DRS (DCP)
4417	09/06/2024	Payroll	3	EFT	Washington Teamsters Welfare Trust	39,792.30	Pay Cycle(s) 09/06/2024 - Teamsters Dental; Pay Cycle(s) 09/06/2024 - Teamsters Medical
4468	09/03/2024	Claims	3	EFT	US Bank St Paul	184,760.00	STAWSREV22 int & princ pymt
4469	09/03/2024	Claims	3	EFT	Chase Paymentech	3,136.56	Sept 2024 fees for August
4470	09/03/2024	Claims	3	EFT	Heartland Payment Systems	165.38	August Merchant fees
4490	09/06/2024	Claims	3	EFT	Xpress/Bill Pay	982.50	Aug 2024 Fees
4494	09/10/2024	Claims	3	EFT	Navia Benefits	100.00	Aug mthly fee
4532	09/12/2024	Claims	3	EFT	Advanced Analytical Solutions, LLC	81.90	001204
4533	09/12/2024	Claims	3	EFT	Advantage Building Services	1,618.21	City of Stanwood
4534	09/12/2024	Claims	3	EFT	BHC Consultants, LLC	4,367.24	City of Stanwood
4535	09/12/2024	Claims	3	EFT	Bowman Consulting Group, Ltd	620.00	City of Stanwood
4536	09/12/2024	Claims	3	EFT	Cascade Septic Pumping, LLC	523.85	City of Stanwood
4537	09/12/2024	Claims	3	EFT	Cues, Inc.	2,610.06	CU-98292000 City of Stanwood
4538	09/12/2024	Claims	3	EFT	Lithtex NW Printing Solutions	2,831.87	CIOST001L
4539	09/12/2024	Claims	3	EFT	Meyer Sign & Advertising Co. Inc	5,191.75	City of Stanwood
4540	09/12/2024	Claims	3	EFT	Perteet Inc.	4,767.50	City of Stanwood
4541	09/12/2024	Claims	3	EFT	RH2 Engineering Inc	22,653.51	City of Stanwood
4542	09/12/2024	Claims	3	EFT	Stanwood Auto Parts	10.36	56100
4543	09/12/2024	Claims	3	EFT	Thompson Guildner & Associates Inc. P.S.	1,548.00	City of Stanwood
4544	09/12/2024	Claims	3	EFT	Vestis	52.68	937963000
4545	09/12/2024	Claims	3	EFT	Vestis	38.26	937963000
4546	09/12/2024	Claims	3	38789	APP- Associated Petroleum Products	4,438.49	AP0100494
4547	09/12/2024	Claims	3	38790	Badger Meter, Inc	186.96	460708
4548	09/12/2024	Claims	3	38791	Bonner Electrical Contracting LLC	187.91	City of Stanwood

CHECK REGISTER

Attachment A

City Of Stanwood

Time: 10:47:30 Date: 09/17/2024

08/28/2024 To: 09/17/2024

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4549	09/12/2024	Claims	3	38792	Cascade Columbia Distribution Co	138.75	03671
4550	09/12/2024	Claims	3	38793	CivicPlus, LLC	9,345.39	City of Stanwood
4551	09/12/2024	Claims	3	38794	The Crab Cracker	239.00	City of Stanwood
4552	09/12/2024	Claims	3	38795	Excavation West Inc.	714,933.32	City of Stanwood
4553	09/12/2024	Claims	3	38796	Funderburke Autobody	1,592.77	2300-CITY City of Stanwood
4554	09/12/2024	Claims	3	38797	General Code	660.00	ST4659
4555	09/12/2024	Claims	3	38798	Global Industrial	230.72	7066636; 7066636
4556	09/12/2024	Claims	3	38799	H D Fowler Company, Inc	45.59	197360
4557	09/12/2024	Claims	3	38800	Hamilton Lumber LLC	10.91	66
4558	09/12/2024	Claims	3	38801	Lenz Enterprises Inc	342.63	City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood
4559	09/12/2024	Claims	3	38802	Les Schwab Tire Centers	282.01	534-00006
4560	09/12/2024	Claims	3	38803	Thor & Heather McIlrath	406.75	07 1051 10 - 28309 83RD DR NW
4561	09/12/2024	Claims	3	38804	Munn Backflow Testing & Services, LLC	117.50	
4562	09/12/2024	Claims	3	38805	NC Machinery	2,987.03	0271520
4563	09/12/2024	Claims	3	38806	O'Reilly Auto Parts	8.72	1872464
4564	09/12/2024	Claims	3	38807	ODP Business Solutions, LLC	248.29	36274097; 36274097; 36274097; 36274097
4565	09/12/2024	Claims	3	38808	Owen Equipment Company Inc	888.38	36577; 36577; 36577
4566	09/12/2024	Claims	3	38809	PUD Of Snohomish County *	10,399.59	200738672; 200633634; 200367373; 200128742; 200240505
4567	09/12/2024	Claims	3	38810	Pace Engineers, Inc	32,330.90	City of Stanwood; City of Stanwood; City of Stanwood; City of Stanwood
4568	09/12/2024	Claims	3	38811	Pitney Bowes Inc- Purchase Power	1,109.89	8000-9090-0519-5677
4569	09/12/2024	Claims	3	38812	Puget Tech LLC	894.00	City of Stanwood
4570	09/12/2024	Claims	3	38813	RS Enterprises	302.78	
4571	09/12/2024	Claims	3	38814	Refund- Brandon Smith	181.21	City of Stanwood
4572	09/12/2024	Claims	3	38815	Refund-Joel Berger	20.00	City of Stanwood
4573	09/12/2024	Claims	3	38816	Republic Services #197	1,064.11	3-0197-0080305
4574	09/12/2024	Claims	3	38817	Ricoh USA, Inc-Maint	397.42	4250811; 4250811; 4250811
4575	09/12/2024	Claims	3	38818	Ricoh USA, Inc.	452.46	1316669-3800327
4576	09/12/2024	Claims	3	38819	C/O Matthew Heist SCCFOA	20.00	City of Stanwood
4577	09/12/2024	Claims	3	38820	Safeway	117.04	191483; 191483
4578	09/12/2024	Claims	3	38821	Shred-it US JV LLC	46.30	1000283524
4579	09/12/2024	Claims	3	38822	Skagit Farmers Supply	1,513.87	135052; 135052; 135052; 135052; 135052; 135052; 135052
4580	09/12/2024	Claims	3	38823	Skagit Valley Publishing	137.28	48893
4581	09/12/2024	Claims	3	38824	Sno Co Sheriff's Office - CB	1,907.72	91-6001368
4582	09/12/2024	Claims	3	38825	Stanwood Ace Hardware #14901	1,220.37	20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013; 20013
4583	09/12/2024	Claims	3	38826	Stanwood Commerce Alliance	5,938.04	City of Stanwood
4584	09/12/2024	Claims	3	38827	Stanwood Redi-Mix Inc	825.11	1CI090
4585	09/12/2024	Claims	3	38828	Stilly Auto Parts Napa	66.00	27197
4586	09/12/2024	Claims	3	38829	USA Bluebook	1,297.41	478228; 478228; 478228
4587	09/12/2024	Claims	3	38830	Utilities Underground Loc	54.12	STNWOD1
4588	09/12/2024	Claims	3	38831	Valdez Construction, Inc.	62,862.60	City of Stanwood
4589	09/12/2024	Claims	3	38832	Verizon Wireless	2,156.04	372541731-00001; 742373248-00001
4590	09/12/2024	Claims	3	38833	Wave Broadband	3.96	3201-0316545-01

CHECK REGISTER

Attachment A

City Of Stanwood

Time: 10:47:30 Date: 09/17/2024

08/28/2024 To: 09/17/2024

Page: 4

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4591	09/12/2024	Claims	3	38834	Zipty Fiber	1,845.37	206-188-0411-053105-5; 360-629-4907-072497-5; 360-939-0579-080320-5; 360-629-4907-072497-5
		001 General Fund				213,812.17	
		101 Street Fund				35,469.35	
		103 Street Construction Fund				73,697.13	
		104 Park And Trail Improvement Fund				357,192.31	
		115 Tourism And Promotion				7,071.04	
		401 Sewer Fund				102,897.54	
		403 Sewer Construction Fund				28,094.91	
		410 Drainage Fund				212,806.33	
		411 Drainage Construction Fund				385,027.31	
		421 Water Fund				87,950.48	
		422 Water Construction Fund				223.20	
							Claims: 1,100,514.34
		* Transaction Has Mixed Revenue And Expense Accounts				1,504,241.77	Payroll: 403,727.43

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  Date: _____
 () Deputy Finance Director

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CITY OF STANWOOD COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 8b
DATE: September 26, 2024
SUBJECT: City Council Meeting Minutes – September 12, 2024
CONTACT PERSON: Lisa Sokolik, City Clerk
ATTACHMENTS: A – Council Meeting Minutes

SUMMARY STATEMENT

The City Council meeting minutes for September 12, 2024, are attached to this staff report for Council's approval.

RECOMMENDED MOTION

"I MOVE TO APPROVE THE SEPTEMBER 12, 2024, CITY COUNCIL MEETING MINUTES AS PRESENTED".

CITY OF STANWOOD
Regular Meeting of the City Council
September 12, 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 Schmitt 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, Robert Hicks, Steve Shepro, Andreena Bergman, and Tim Schmitt. The meeting was quorate.

Also present: City Administrator Shawn Smith, Finance Director David Hammond, Community Development Director Patricia Love, City Attorney Nikki Thompson, Police Chief Jason Toner, Police Sgt. Kore Oyetuga, Police Sgt. Karl Gilje, City Planner Tansy Schroeder, Communications and Marketing Specialist Niki Strachila, City Engineer Alan Lytton and City Clerk Lisa Sokolik. Utilities Supervisor Leigh Danielson attended via Zoom.

3. Approval of the Agenda

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

4. Presentation

5. Public Comments

<u>Name</u>	<u>City</u>	<u>Topic</u>
Dan Abshere	Camano Island	Veterans and First Responders Initiative.
Michael Scott	Stanwood	Veterans and First Responders Initiative.
Al Schreiber	Warm Beach	Thank you for participating in the Patriot's Day event.

6. Staff / Department Report

- a. Police Compstat Report – August

7. Council Committee Reports

8. Consent Agenda

- a. Approve Vouchers and Payroll Checks
- b. Approve City Council Regular Meeting Minutes – August 8, 2024
- c. Approve City Council Special Workshop Minutes – August 8, 2024
- d. Authorize the Mayor to Sign an On-Call PSA with RH2 Engineers

*Motion by Councilmember Gaumond, second by Councilmember Metz to approve consent agenda items A. approval of vouchers and payroll checks. B. approve August 8, 2024, City Council Regular Meeting Minutes. C. approve August 8, 2024, City Council special workshop Minutes. D. authorize the Mayor to sign an On-Call PSA with RH2 Engineers. **Motion carried unanimously.***

9. Unfinished Business

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

Love discussed the three changes made to Ordinance 1532 in response to Council's comments and questions from the August 8, 2024, City Council meeting. Changes were made to the following sections:

1. 10.10.030 Scooters
2. 10.10.060 Excessive Idling
3. 10.40.280 Oversize Vehicle Parking

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

Motion by Councilmember Shepro, second by Councilmember Gaumond to approve the third reading and adopt ordinance 1532 as set forth in attachment "A" with the amendments as provided by staff on Section 10.10.030 Scooters.

Motion by Councilmember Robb, second by Councilmember Bergman to amend the motion on the table to exclude subsection (10) of 10.10.030.

Roll call of votes was taken:

Councilmember Metz	–	Yes
Councilmember Robb	–	Yes
Councilmember HICKS	–	Yes
Councilmember Shepro	–	No
Councilmember Bergman	–	Yes
Councilmember Schmitt	–	Yes
Councilmember Gaumond	–	No

Motion carried 5 yea and 2 nae.

Motion by Councilmember Shepro, second by Councilmember Gaumond to approve the third reading and adopt ordinance 1532 as set forth in attachment "A" with the amendment to exclude Subsection (10) of 10.10.030.

*Roll call of votes was taken. **Motion carried unanimously.***

10. Public Hearing

Approve First Reading of Ordinance 1537: 2024-2044 Comprehensive Plan

Mayor Roberts opened the Public Hearing at 7:33 p.m.

Love presented the first reading of the 2024-2044 Comprehensive Plan. She explained that the Plan is a 20-year planning document that will guide the City's future as it moves forward. The Comprehensive Plan is updated every 10-years with a 5-year check-in. It is consistent with the Growth Management Act and the Regional Growth Strategies. The City is required by law to ensure that the zoning codes are consistent with the Comprehensive Plan; Council will be asked to approve an implementing zoning ordinance with the adoption of the Comprehensive Plan.

Updating the 2024 Comprehensive Plan has been a two-year process. Love thanked the following people and groups who submitted comments and input through public outreach and technical analysis:

- Over 300 Citizens provided input and comments and over 800 responses were received from four surveys.
- The newly created Comprehensive Plan Advisory Group met over 16 times to review all the policies and text in the plan.
- The Planning Commissioners met and discussed the plan 22 times.
- The Council's Community Development and Public Works Committees reviewed and discussed the plan.
- The Parks and Trails Advisory Committee reviewed the parks and open spaces element of the plan.
- The Economic Development Board reviewed the plan.

In all, 61 meetings were held. Staff took feedback from those meetings to revise the plan to finished product that is being presented.

Staff also met one-on-one with the following:

- Police and Fire Departments.
- School District.
- State Agencies: Dept. of Ecology, Dept. of Natural Resources, Fish and Wildlife, WSDOT, Snohomish County Planning.
- Regional Agencies: Puget Sound Regional Council, Alliance for Housing Affordability, Dept. of Commerce.
- Local Agencies: Senior Center, Community Resource Center, Stillaguamish Tribes
- Consultants: Atwell, Transpo Group
- Public Works: Alan Lytton, Leigh Danielson, Gina Seegert, Trevor Harrison, Kevin Pelham.
- City Administrator and Department Heads: Shawn Smith, David Hammond, Kevin Hushagen.
- Mayor Sid Roberts.
- Special Thanks to City Planner Tansy Schroeder.

The Plan consists of two pieces, mandatory and optional elements. Mandatory elements are outlined by state law and optional elements are the pieces that help guide what Stanwood looks like. A Climate Change element is a new state requirement, but cities, like Stanwood, who are in the middle of updating their plan do not have to include this element until 2029.

The 2024 Comprehensive Plan is based on the foundation of the 2015 plan which follows the goals and vision that goes back to the 1960s. This plan has a new look and "plain talk" for easier readability.

Love highlighted the proposed amendments:

- Targets: population growth, employment, and housing.
- Land Use Designations.
- Proposed Rezoning: mixed-use, commercial, industrial, multifamily, UGA, TN, public facilities.

- Comprehensive Plan Elements: housing, economic development, transportation, parks, natural features, shoreline management, utilities, and capital facilities.

With no public comments, Mayor Roberts closed the Public Hearing at 8:10 p.m.

Council discussed, asked questions, and gave positive feedback for the 2024-2044 Comprehensive Plan.

*Motion by Councilmember Robb, second by Councilmember Bergman to accept the first reading of the draft 2024-2044 Comprehensive Plan and implementing zoning ordinance. **Motion carried unanimously.***

11. New Business

a. Approve Storefront Improvement Program Applications

*Motion by Councilmember Hicks, second by Councilmember Metz to approve Jackie Plumlee/Jack Plums Salon's application for the Storefront Improvement Program and award \$9,175.00 for a reimbursable grant award. **Motion carried unanimously.***

*Motion by Councilmember Metz, second by Councilmember Hicks to approve Chantel Keller/The Granary's application for the Storefront Improvement Program and award \$3,250.00 for a reimbursable grant award. **Motion carried unanimously.***

b. Approve First and Second Reading and Adoption of Ordinance 1542: 2023-2024 Budget Amendment Three

Motion by Councilmember Shepro, second by Councilmember Bergman to approve first and second reading and adoption of Ordinance 1542 amending the 2023-2024 budget as presented.

12. Public Closing Comments

No closing comments.

13. Executive/Legislative Reports

- Mayor's Report
- City Administrator Report
- Councilmember's Report/Questions

14. Recess to Executive Session

No executive session scheduled for this meeting.

15. Adjourn

There being no further business before the Council, and hearing no objection to adjournment, Mayor Roberts adjourned the meeting at 8:55 p.m.

CITY OF STANWOOD

ATTEST:

Sid Roberts, Mayor

Lisa Sokolik, City Clerk

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**CITY OF STANWOOD
COUNCIL AGENDA STAFF REPORT**

ITEM NUMBER: 8c
DATE: September 26, 2024
SUBJECT: City Council Special Workshop Minutes
CONTACT PERSON: Lisa Sokolik, City Clerk
ATTACHMENTS: A – Council Special Workshop Minutes

SUMMARY STATEMENT

Minutes of the September 12, 2024, City Council Special Workshop are attached.

RECOMMENDED MOTION

“I MOVE TO APPROVE THE MINUTES OF THE SEPTEMBER 12, 2024, CITY COUNCIL SPECIAL WORKSHOP AS PRESENTED”.

CITY OF STANWOOD

City Council Special Workshop

Thursday, September 12, 2024 – 5:00 p.m.

Stanwood-Camano School District, 26920 Pioneer Highway

MINUTES

Call to Order

Mayor Roberts called the meeting to order at 5:05 p.m.

Attendance

Councilmembers present: Dani Gaumond, Marcus Metz, Darren Robb, Steve Shepro, and Andreena Bergman. Councilmember Robert Hicks arrived at 6:05 pm

Councilmembers Absent: Tim Schmitt

Staff present: City Administrator Shawn Smith, Finance Director David Hammond, Community Development Director Patricia Love, Senior Planner Tansy Schroeder, Finance Analyst Tim Niebruegge, and City Clerk Lisa Sokolik

1. 2024-2044 Comprehensive Plan Discussion

Love presented the draft 2024-2044 Comprehensive Plan. She explained what the Comprehensive Plan is and how the City should use it for long-term planning to meet the City's goals. The 2024-2044 Comprehensive Plan was built from the 2015 plan, but now has a new look and we have used "plain talk" for easier readability.

Love discussed the following sections:

- Targets: population growth, employment, and housing.
- Land Use Designations.
- Proposed Rezoning: mixed-use, commercial, industrial, multifamily, UGA, TN, public facilities.
- Comprehensive Plan Elements: housing, economic development, transportation, parks, natural features, shoreline management, utilities, and capital facilities.

Council discussed, asked questions, and gave positive feedback for the 2024-2044 Comprehensive Plan.

2. Adjourn

Mayor Roberts Adjourned the meeting at 6:40 pm.

CITY OF STANWOOD

ATTEST:

Sid Roberts, Mayor

Lisa Sokolik, City Clerk



CITY OF STANWOOD COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 8d
DATE: September 26th, 2024
SUBJECT: Utility Account Adjustment—Account 1378
CONTACT PERSON: David A. Hammond, Finance Director
ATTACHMENTS: A – SMC 12.20.060 Adjustment to bills.

PURPOSE

The purpose of this agenda item is for Council consideration of a second water leak adjustment to Utility Account Number 1378 in the amount of \$188.13.

BACKGROUND

Stanwood Municipal Code (SMC) Section 12.20.060; provides authorization for the Finance Department to adjust a utility account when a leak occurs, however, no more than once each two-year period. The code allows, after evidence the leak was repaired, for a rate adjustment up to 50 percent of the volume consumed in any one billing period in excess of the bi-monthly average of water consumed over the previous twelve months.

Additionally, the SMC authorizes City Council approval of a second adjustment, within a two-year period, if one or more of the following circumstances exist:

- i) The leak could not have been readily detectable with reasonable diligence;
- (ii) The customer does not occupy or use the subject property on a continuous basis;
- (iii) Any prior leak for which an adjustment was made by the city was repaired within 30 days of discovery;
- (iv) The customer account has been kept current and there have been no delinquencies within the previous 24 months.

ANALYSIS

Staff recommends approval of a second leak adjustment, which qualifies according to SMC 12.06.020. Customer found and fixed leak in between billing reads, resulting in the second leak adjustment request.

Fiscal Impact			
The 2023-2024 budget for utility operations is adequate to make the requested adjustment.			
Fund(s):	Utility Operating		
Amount:	\$ 188.13	Project Estimate:	\$ -
Budget Authorized	☒ Yes ☐ No	Amendment Required	☐ Yes ☒ No ☐ Monitor

RECOMMENDATIONS

Staff Recommendation: Staff recommends Council authorize the Finance Director to approve a second utility bill adjustment in the amount of \$188.13.

Committee/Board Recommendation: N/A

CITY COUNCIL OPTIONS

1. The City council may authorize a second utility bill leak adjustment in the amount of \$188.13
2. The City council may choose not to authorize a second utility bill adjustment in the amount of \$188.13.
3. The City council may direct staff to provide additional information.

PROPOSED MOTION

“I MOVE TO AUTHORIZE THE FINANCE DIRECTOR TO APPROVE A SECOND UTILITY BILL ADJUSTMENT FOR ACCOUNT 1378 IN THE AMOUNT OF \$188.13.”

12.20.060 Adjustments to bills.

(1) In the event a meter fails to register the correct amount of water used, the customer will be charged at the average rate of monthly consumption for the previous 12 months as shown by the meter when in working order.

(2) In the event a leak or failure of a private water system or private service between the meter and the structure located on private property results in excess consumption, the city may, through a determination of the city finance director, provide for a rate adjustment up to 50 percent of the volume consumed in any one billing period in excess of the bi-monthly average of water consumed over the previous 12 months at that service address.

(a) Customers shall be required to provide proof of repair to leak or failure prior to receiving any rate adjustment.

(b) Application for the credit or adjustment must be made in written form and approved by the city finance director or his/her designee.

(c) No more than one application for credit may be considered per service address in any 24-month period without city council approval. In order to grant a second adjustment the council must find one or more of the following circumstances exist:

(i) The leak could not have been readily detectable with reasonable diligence;

(ii) The customer does not occupy or use the subject property on a continuous basis;

(iii) Any prior leak for which an adjustment was made by the city was repaired within 30 days

of discovery;

(iv) The customer account has been kept current and there have been no delinquencies within the previous 24 months.

(3) In the event of a leak or failure of a private water system or private service between the meter and the structure located on private property that was the result of a city project involving a public work as defined by state law, or maintenance performed at the expense of the city, the city public works director will have the authority to provide a rate adjustment for more than 50 percent of the volume consumed in excess of the bimonthly average of water consumed over the previous 12 months at that service address.

Adjustments are final and requests for reversal will not be granted and are not subject to appeal. (Ord. 1415 § 1, 2016; Ord. 1405 § 1 (Exh. 1), 2015; Ord. 1359 § 1, 2013; Ord. **1295 § 2, 2011; Ord. 1189 § 4, 2006**).

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**CITY OF STANWOOD
CITY COUNCIL
AGENDA STAFF REPORT**

ITEM NUMBER: 9a

DATE: September 26, 2024

SUBJECT: Resolution 2024-13 - Adoption of the City's Strategic Plan

CONTACT PERSON: Pat Adams, Human Resources Manager

ATTACHMENT: Resolution 2024-13, Adopting the City of Stanwood Strategic Plan

PURPOSE

The purpose of this agenda item is for Council review and approval of Resolution 2024-13, adopting the revised City of Stanwood Strategic Plan.

BACKGROUND

On August 8, 2024, the City Council reviewed and discussed the draft City of Stanwood Strategic Plan, and recommended that certain modifications be made aiming to enhance the effectiveness and clarity of the plan, and to ensure its alignment with community goals and priorities.

RECOMMENDED CHANGES:

Goals and Initiatives

Goal 2: Quality of Life

Added initiative promoting a thriving arts scene that enriches the lives of residents, attracts visitors, and contributes to the economic and cultural vitality of the community.

Goal 4: Public Safety

Added initiative language to improve code enforcement strategies to enhance the community's image and reduce nuisances, and to invest in City programs to improve the appearance, overall health and safety within the City.

Goal 6: Economic Development

Added initiative language emphasizing fostering arts and culture development between the local artistic community and our residents and businesses.

Goal 7: Expanding our Parks, Trails and Public Spaces

Added initiative to adopt zoning incentives to preserve and link adjacent fragmented habitats, parklands and trails to create connected open space corridors that benefit both people and wildlife.

SUMMARY

The City of Stanwood Strategic Plan has been amended as directed by the City Council at their August 8, 2024, regular meeting.

ANALYSIS

While the Council has historically adopted budgeting goals every two years, the City does not have a long-term Strategic Plan outlining City priority that span several years or budget cycles. This document will help guide development of the 2025-2026 budget and future budgets, and will be reviewed annually by the City Council and staff to ensure alignment with the City's annual work plan and priorities. A Strategic Plan can provide elected leaders with the framework, or roadmap, for making policy and resource decisions consistent with the City's vision and mission statements. Because Strategic Plans typically cover a five-to-six-year period, it also provides the time necessary to implement long-term infrastructure projects and economic development strategies. The Plan contains seven goals and associated initiatives derived from the extensive public outreach. Each goal is based on a recurring theme that was important to the community while the initiatives provide strategies on how to achieve that goal.

Goal	Theme
Strengthen our Foundations for Connecting Neighbors and Enhancing Neighborhoods.	<i>Building Strong Communities</i>
Cultivate an Outstanding Quality of Life for All Residents.	<i>Quality of Life</i>
Maintain Financial Stability, Efficiency and Accountability.	<i>Financial Accountability</i>
Deliver High Quality Public Safety and Other City Services to Ensure that Stanwood is a Safe and Healthy Place to Live, Work and Play.	<i>Public Safety</i>
Set Clear Targets for Growth and Implement Measures to Ensure that Growth Occurs in a Sustainable and Controlled Manner.	<i>Managing Growth</i>
Promote Local Businesses and the City as a Great Place to Do Business.	<i>Economic Development</i>
Establish a Sustainable Model for Strengthening and Expanding our Parks, Trails, and Public Spaces.	<i>Parks and Recreation</i>

RECOMMENDATIONS

Staff Recommendation:

Staff recommends that the Council pass Resolution 2024-13, adopting the City of Stanwood Strategic Plan which includes the proposed amendments expressed by the City Council at their August 8, 2024, City Council meeting.

Committee/Board Recommendations:

The draft Strategic Plan was thoroughly reviewed and discussed by the City's Council's standing committees, which includes the Public Works/Parks Committee, Finance/Personnel

Committee, and Community Development Committee. Input was also requested and received on behalf of Public Safety from Police Chief Jason Toner. All suggested changes and additions were discussed and agreed to by the Committees and incorporated into the final plan. There was broad support for the Strategic Plan among all committees.

CITY COUNCIL OPTIONS

1. The City Council may pass Resolution 2024-13, adopting the Stanwood Strategic Plan.
2. The City Council may direct further changes to Resolution 2024-13 and/or the Stanwood Strategic Plan, and approve an amended version(s).
3. The City Council may not pass Resolution 2024-13 adopting the Stanwood Strategic Plan.

PROPOSED MOTION

“I MOVE TO PASS RESOLUTION 2024-13, ADOPTING THE CITY OF STANWOOD STRATEGIC PLAN, AS PROVIDED IN EXHIBIT A.”

ATTACHMENT A

**CITY OF STANWOOD
Stanwood, Washington**

RESOLUTION 2024-13

**A RESOLUTION OF THE CITY OF STANWOOD, WASHINGTON
ADOPTING THE CITY'S STRATEGIC PLAN.**

WHEREAS, the City is committed to fulfilling the community's long-term vision, goals, and strategies; and

WHEREAS, the Strategic Plan was developed through an inclusive public engagement process, soliciting input from residents, businesses, community organizations, and other stakeholders; and

WHEREAS, the Strategic Plan outlines the City's mission, vision, values, and strategic focus areas, including Community Livability/Quality of Life, Managing Growth, Public Safety, Financial Accountability, Economic Development and Vitality, and Parks and Recreation; and

WHEREAS, the City Council will review, update, and align the Strategic Plan's goals and initiatives in response to evolving community needs and emerging opportunities; and

WHEREAS, the City Council and City staff shall review the Strategic Plan annually to ensure alignment with the City's annual work plan and priorities; and

WHEREAS, the Strategic Plan shall be incorporated into the City's biennial budget development process to align resource allocation with the Plan's goals and initiatives.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANWOOD, WASHINGTON, AS FOLLOWS:

The City hereby adopts the City of Stanwood Strategic Plan, attached to this Resolution as **Exhibit A**.

PASSED AND APPROVED by the City Council of the City of Stanwood this 26th day of September 2024.

CITY OF STANWOOD

Sid Roberts, Mayor

ATTEST:

Lisa Sokolik, City Clerk

APPROVED AS TO FORM:

Nikki Thompson, City Attorney

Remember Yesterday. Imagine Tomorrow.



STANWOOD STRATEGIC PLAN

2025 Edition



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INTRODUCTION

This Strategic Plan is a guiding document that will inform annual goal setting, budgeting, and programmatic evaluation processes. By articulating a long-term Community Vision, the Plan paints a picture of the desired future of the community. The vision, mission and core values listed herein were derived from community outreach efforts which included public surveys, open houses, and one-on-one discussions with City residents at special events. Out of this public outreach, four primary themes arose:

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

Strategic goals for the five-year period from 2025 to 2030 focus the City on the actions and investments it needs to make now to continue to support the community's progress towards that vision. While the City of Stanwood is the primary actor in this Plan, success toward these goals will require the support of the entire community. Partnerships with community-based organizations will be needed to rally the energies and resources of Stanwood's institutions and informal groups to supplement and reinforce the efforts of the City.

The Vision contained on the following pages describes a community with a high quality of life and strong character, supported by a vital economy and quality City services. This Vision and the Goals that have been established to achieve this Vision, call for investments in the community that will sustain and build on those qualities that make Stanwood special.

Strong communities are built on resilient foundations. For Stanwood, investing in those foundations can preserve its heritage and maintain the vitality of a thriving City. This Plan calls for strategic investments in our parks, neighborhoods, facilities, and infrastructure that will both improve the quality of life for residents and make the community a more attractive place for new residents, businesses, and visitors. This vitality and growth will broaden our tax base and ease the burden on individual taxpayers.

While many of the initiatives called for in this Plan can be accomplished under existing City resources, the more visionary elements will require residents to weigh the benefits of these actions with the increased financial resources that will likely be needed to support the improvements to City services and investments in capital projects called for in this Plan.

As an example, there is goal calling for improvements to and expansions of the City's parks, trails, and public spaces. These investments will enhance the quality of life for residents while strengthening the City's economic development opportunities and tourism draws. However, funding for these desired enhancements will need to be secured. More specific work plans with estimated costs, action plans, staffing, and other resources needed will be developed separately for each Goal.

ELECTED OFFICIALS

Sid Roberts, Mayor

Dani Gaumond, Councilmember

Marcus Metz, Councilmember

Darren Robb, Councilmember

Robert 'Chili' Hicks, Councilmember

Steve Shepro, Councilmember

Andreena Bergman, Councilmember

Tim Schmitt, Councilmember



Back Row: Steve Shepro, Chili Hicks, Sid Roberts, Tim Schmitt, Andreena Bergman

Front Row: Dani Gaumond, Marcus Metz, Darren Robb

CITY MANAGEMENT

Shawn Smith, City Administrator

David A. Hammond, Finance Director

Patricia Love, Community Development Director

Kevin Hushagen, Public Works Director

Jason Toner, Police Chief

John Cermak, Fire Chief

VISION, MISSION AND VALUES

Our 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.



Our Mission

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 processes; enables a thriving local economy; provides transparent government; and is responsive to the needs of the community.



Our Values



The following core values represent the desires of the community and provides a common basis for developing and implementing the City's Strategic Plan:

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

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

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



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

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

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

Parks: Develop a park system that provides public spaces for all age ranges that brings people together to create a more vibrant, healthy and equitable community.

Public Safety: Deliver high quality public safety and other City services to ensure that Stanwood is a safe and healthy place to live, work and play.

A photograph of a forest stream. The water is shallow and clear, reflecting the surrounding greenery. Several large, weathered logs are partially submerged in the stream. The banks are covered with lush green ferns and other vegetation. Tall trees with thin trunks stand in the background, creating a dense forest canopy. The overall scene is peaceful and natural.

GOALS AND INITIATIVES



GOAL 1

Strengthen our Foundations for Connecting Neighbors and Enhancing Neighborhoods.

This goal focuses on strengthening the physical connections between Stanwood neighborhoods and the social fabric that connects neighbors and the community as a whole; retaining a strong sense of community and fostering a family-friendly culture.

Initiatives

- Strengthen partnership with schools, non-governmental organizations, volunteers, public agencies and the business community to implement the goals and policies contained in the Comprehensive Plan.
- Work with partners to bring a strong regional approach to transportation and transit issues.
- Work with regional stakeholders to enhance rail service and related regional trail connections to Stanwood.
- Continue to partner with WSDOT to improve SR 532 intersections.
- Increase multi-modal mobility connections throughout the community through the use of complete streets guidelines.
- Prioritize connecting neighborhoods to schools, parks and shopping by improving and building new and infill sidewalks, trails and multi-purpose paths.



GOAL 2

Cultivate an Outstanding Quality of Life for all Residents.

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

Initiatives

- Implementation of the Capital Improvement Program (CIP).
- Invest in Twin City Mile Project.
- Implement the City's Beautification Action Plan, improving the City's attractiveness as a regional destination.
- Adopt plans and ordinances that provide for Mixed-Use developments to encourage businesses and residents to key areas.
- Reduce our environmental impact through sustainable practices and responsible resource management.
- Collaborate with local businesses and non-profits to enhance the appearance of downtown historic Stanwood by sponsoring regular clean-up events or incentives.
- Promote a thriving arts scene that enriches the lives of residents, attracts visitors, and contributes to the economic and cultural vitality of the community.
- Create public spaces and community events that celebrate Stanwood's agricultural heritage (i.e., farmers markets, harvest festivals, etc.)



GOAL 3

Maintain Financial Stability, Efficiency and Accountability.

Be responsive to the needs of the community while safeguarding the financial stability and economic success of the City.

Initiatives

- Evaluate, develop, and maintain finance policies and procedures to provide clear guidance and ensure compliance.
- Ensure taxpayer dollars are spent efficiently, effectively, and in alignment with community priorities.
- Simplify manual processes to drive efficiency and effectiveness, and prepare for transition to automation and digitization.
- Support continual learning through staff development plans, training and certification opportunities.
- Identify and leverage benefits of different work modes to implement a flexible work structure that is fair, equitable, agile and effective.
- Develop dynamic and forward-looking financial information to proactively support capital and operational planning.
- Define a reporting strategy to ensure timely review of information and identification of issues requiring action.



GOAL 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.

Continue to serve and partner with the community to preserve public safety and promote a safe and secure environment for all who live, work and visit the City of Stanwood.

Initiatives

- Encourage and fund public engagement opportunities such as National Night Out, Touch a Truck, Coffee with a Cop, Townhall Talks with the Mayor, or other similar programs to create positive community interactions with the Police Department and City Hall.
- Pursue development of Neighborhood Watch and Volunteer Citizen's Patrol.
- Create local partnerships to help address the needs of those dealing with homelessness, addiction, mental illness, abuse, poverty, and veteran issues.
- Apply Crime Prevention through Environmental Design (CPTED) principles when designing parks and other City improvements.
- Access local trends and strategies to improve the City's community policing program to enhance community relationships through de-escalation/crisis training and adopting crime prevention programs that build a stronger and safer City.
- Evaluate how the City's code enforcement strategies could be improved to enhance the community's image and reduce nuisances.
- Invest in City beautification programs that enhance the visual appearance and improve overall health and safety within the City.



GOAL 5

Set Clear Targets for Growth, and Implement Measures to Ensure that Growth Occurs in a Sustainable and Controlled Manner.

Balance the need for growth with the need to maintain stability and sustainability.

Initiatives

- Adopt zoning regulations that allow a variety of housing types in residential zones.
- Encourage the use of sustainable and energy efficient building materials as part of the City's land use development code.
- Apply growth management strategies to meet population and employment targets.
- Preserve our small-town character, which gives the community its distinctive identity.
- Ensure public services, utilities, and infrastructure are available to accommodate growth, protect public health and safety, and enhance the quality of life for current and future residents.
- Adopt design guidelines for new development consistent with northwest architectural themes such as pitched roofs and use of natural wood and stone materials.



GOAL 6

Promote Local Businesses and the City as a Great Place to do Business.

Small businesses drive the Stanwood economy, creating jobs, services, and a tax base to support City services. The City's economic development efforts will create jobs by supporting existing and new companies within our community. The focus will be on local businesses and creating a climate where they can thrive.

Initiatives

- Collaborate with partners, such as the School District, YMCA or the Community Resource Center, to strengthen the skills and employment opportunities of Stanwood residents.
- Update the City's Economic Development Plan to evaluate the City's current business climate, incorporate new strategies to promote economic growth, create new job opportunities, and to enhance the attractiveness of the City to potential new businesses.
- Promote Stanwood's offerings to regional visitors.
- Foster the development and promotion of arts and culture between our artistic community and Stanwood's residents and businesses.
- Focus economic development efforts on recruiting and retaining businesses to build a strong and sustainable local economy.
- Seek grants, or other sources of funding, to implement the City's Economic Development Plans.



GOAL 7

Establish a Sustainable Model for Strengthening and Expanding our Parks, Trails and Public Spaces.

Improvements to our existing parks system are envisioned to increase the number, quality and diversity of the community's parks, trails and public spaces, with additional programming to activate these spaces. These important investments in the Stanwood community will require new resources to fund these improvements.

Initiatives

- Complete the downtown loop trail system, commonly known as the Stanwood Port Susan Trail.
- Fund the build out of Church Creek and Heritage Park Master Plans.
- Evaluate opportunities to locate a neighborhood park in the uptown area.
- Create inclusive and vibrant public gathering and recreational spaces for people of all ages and abilities.
- Work with partners to increase educational, recreational, and cultural opportunities.
- Establish a sustainable funding model to maintain and expand the City's existing park system.
- Consider adopting zoning incentives to preserve and link adjacent fragmented habitats, parklands, and trails to create connected open space corridors that benefit both people and wildlife.
- Assess the feasibility of establishing a Recreation Program as part of the new funding model.
- Strengthen Tribal and City cultural ties by adding historic Stillaguamish Tribal names or descriptions on park signs and the City's website.

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CITY OF STANWOOD COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 9b

DATE: September 26, 2024

SUBJECT: 2024 – 2044 Comprehensive Plan Approval

CONTACT PERSON: Patricia Love, Community Development Director

ATTACHMENTS: A – City Council Approved Amendment List
B – Draft 2024 -2044 Comprehensive Plan Volume 2 – Appendix (Stylized Version to be handed out at the meeting.)

Please bring the Comprehensive Plan packet materials from September 12, 2024, Meeting which includes the Draft Comprehensive Plan and Ordinance 1537, and zoning code amendments, Ordinance 1538.

PURPOSE

The purpose of this agenda item is for Council's second 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 outweigh another. In 2023 the Washington State Legislature adopted a new goal – Climate 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:

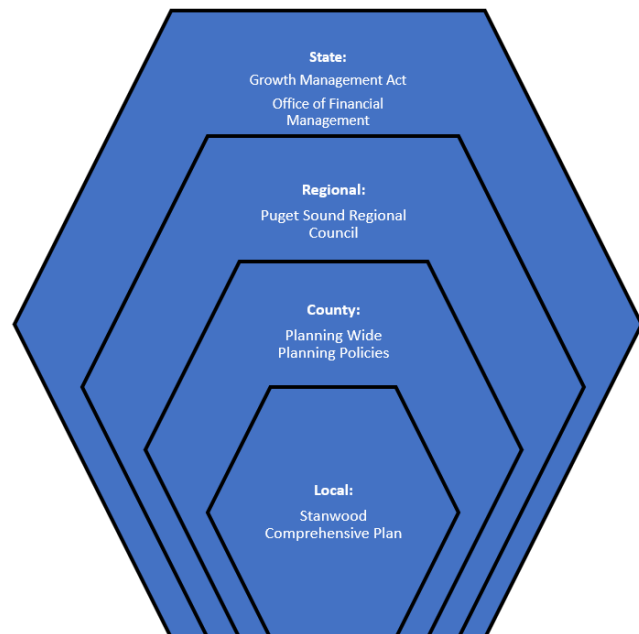
1. Introduction: Mayors' message, tribal recognition, an explanation of planning in the City, and an overview of the city's demographics.
2. Plan Elements: required planning elements include land use, housing, economic development, transportation, parks, environmental, shorelines, utilities, and capital 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;

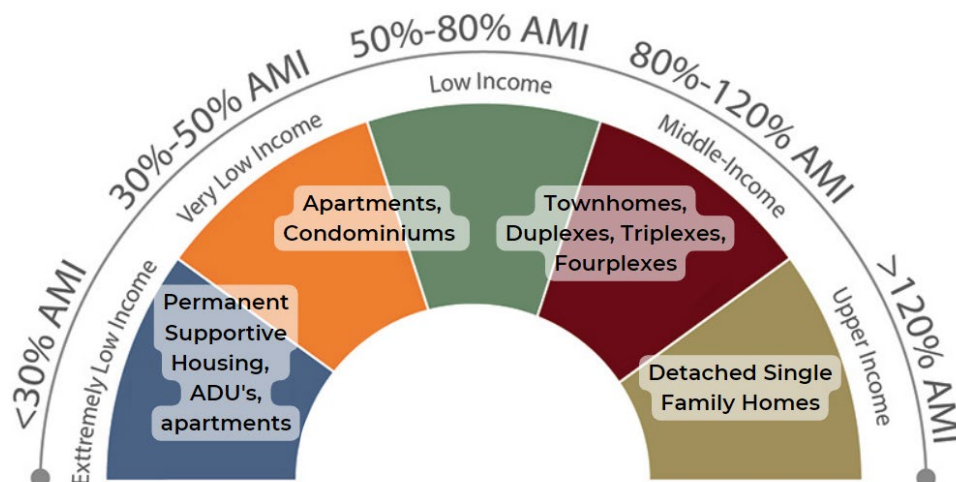
This ordinance formally adopts the Comprehensive Plan and directs staff to make any necessary changes to the Plan and corresponding zoning map. The entire Comprehensive Plan is being updated into a reader friendly format, graphic oriented, and written to comply with the

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

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	2023 Integrated Resource Plan that ensures sufficient resources are

		and on Camano Island. Electric power for PUD customers is generated by several sources located within and outside of the county.	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: Zply 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 overlay 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 were 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 Public Facilities Zone applies to lands that are used for public facilities, including utilities, schools, railroad, and the wastewater treatment plant.
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 the attached exhibits.

Response to Council Questions (Second Reading – September 26):

At Council's September 12, 2024, meeting there were several concerns regarding the draft Comprehensive Plan. Below are staff responses to the questions, as well as responses to other public and Council comments.

1. Planned Industrial Rezones and Mini-Storage Units Recommendation by the Planning Commission:

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.

$$\begin{aligned} \text{Employment Capacity} = & \text{Acres of Land per Zoning Classification} \\ & \times \\ & \text{Anticipated Number of Jobs per Acre for that} \\ & \text{Classification} \end{aligned}$$

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

To create additional employment capacity, the draft Plan changes the Light Industrial zone 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 creates more job capacity.

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.

In April of 2023 the City Council adopted regulations prohibiting additional mini-warehouse/storage facilities in the City of Stanwood. Existing facilities may continue to operate under the nonconforming regulations. Reasons for prohibiting additional mini-storage facilities in town included:

- There are 5 mini-storage facilities in town of 2.9 square miles and an additional facility in Snohomish County within a half mile of the city;
- Ministorage facilities do not generate significant sales tax revenue compared to other uses or creates significant employment opportunities for residents; and
- The City desires to preserve its industrial lands for uses that have a greater potential for job creation.

The Planning Commissions recommendation to approve the 2024-2044 Comprehensive Plan included the recommendation to allow ministorage facilities in the General Industrial Zone with a Conditional Use Permit. Their recommendation was based on:

- Prohibiting the use affects market conditions that affects consumer supply and demand;
- If the existing supply becomes full, then rates will increase which may not be fair to the community;
- Don't support "blacklisting" a business for the purpose of meeting employment goals and revenue for the city; and
- People should have the right to develop their property with ministorage facilities if they want per pre-prohibition regulations.

Staff remains supportive of prohibiting new ministorage facilities in Stanwood. The City's land use analysis showed that the current zoning could not meet the employment targets. The purpose of the Light Industrial rezone to Planned Industrial was to allow additional office, retail, professional services and health care uses in the industrial zoning districts which could generate additional employment opportunities in the City. While the Planning Commission's recommendation was to limit ministorage facilities to the General Industrial Zone, ministorage facilities take up large tracks of land and produce very few jobs, which is not consistent with the goal to support job growth in Stanwood.

Stanwood's ministorage facilities statistics:

Number Of Ministorage Units Within A Half Mile Of Stanwood:	1,440
Ratio of Storage Units to Housing Units	2,978 Housing Units = 1 Storage Unit / 2 Housing Units
Ratio of Storage Units to Population:	8,585 Population = 1 Storage Unit / 6 People

2. Limit Mixed Use Building Height to 45 Feet:

Mixed-use buildings are allowed in several zones and the building height varies based on location. Zones allowing mixed-use buildings include:

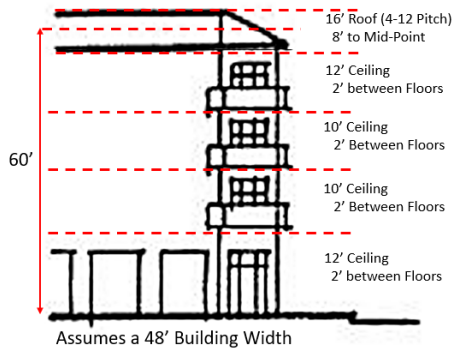
- Downtown Mixed-Use District (DMU)
- General Commercial (GC)
- Planned Industrial (PI) (Only in Planned Industrial Parks)
- Traditional Neighborhood (TN)

Building height by zone:

Zoning District	Building Height	Conditions
DMU	45' Base Height	Height can be raised to 55' for hotel/motels.
GC	35' Base Height 45' for Mixed-Use	Mixed-use buildings can be increased to 45' if the additional building height is stepped back an additional 10' from the façade of the building.
PI	35'	35' height limit generally restricts the building to 3 stories: ground floor commercial with 2 stories of residential above.
TN	35' Base Height	All residential buildings
	40' - Not to Exceed 4 Stories	Multifamily and mixed-use buildings in the TN-Residential designation – 8' ceilings with roof
	55' - Not to Exceed 4 Stories	Multifamily and mixed-use buildings in the TN-Mixed-Use designation – 8-10' ceilings with pitched roof
	65' - Not to Exceed 4 Stories	Multifamily and mixed-use buildings in the TN-Mixed-Use designation with pitched roof without additional stories – 8-12' ceilings (or top story with loft space) with pitched roof

As drafted, the code limits the total number of building stories to four in the TN zone with varied height limits. Variation in height limits provides flexibility in ceiling heights and roof styles. Below are a few illustrations showing how building height can vary with a four-floor height limit.

Mixed-Use Building Height Example / Illustration: 60 - 65 Foot Building Height



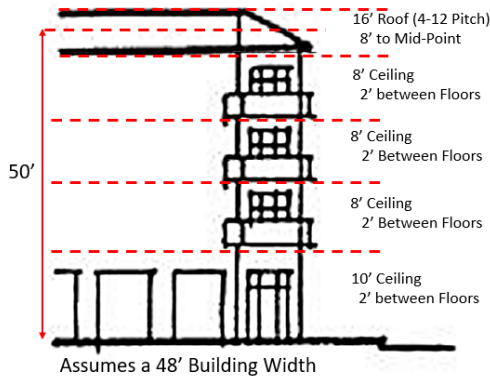
Building Height Measurement:	
First Floor:	14'
Second Floor:	12'
Third Floor:	12'
Fourth Floor:	14'
Roof:	8'
Total Building Height: 60'	

Design Considerations:

- Any Roof Type: Composite / Metal
- High Ceiling Heights / Larger Appearance / Spaces / Light
- Typical First Floor Ceiling Height for Commercial Spaces
- Option to Hide Mechanical Equipment on Roof

65' Building Height Provides Greatest Design Flexibility

Mixed-Use Building Height Example / Illustration: 55 Foot Building Height



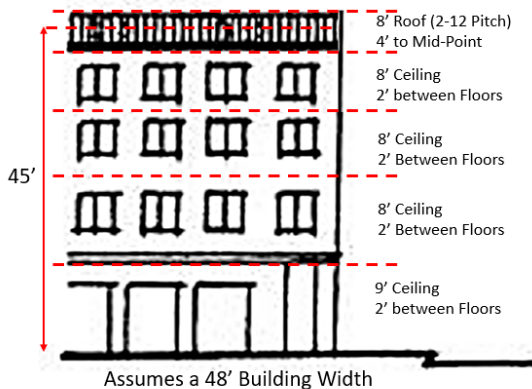
Building Height Measurement:	
First Floor:	12'
Second Floor:	10'
Third Floor:	10'
Fourth Floor:	10'
Roof:	8'
Total Building Height: 50'	

Design Considerations:

- Any Roof Type: Composite / Metal
- Standard Residential Ceiling Height
- Lower Than Typical First Floor Ceiling Height for Commercial Spaces
- Option to Hide Mechanical Equipment on Roof

55' Building Height Provides Some Variation in Roof and Ceiling Heights Per Floor

Mixed - Use Building Height Example / Illustration: 45 Foot Building Height



Building Height Measurement:	
First Floor:	11'
Second Floor:	10'
Third Floor:	10'
Fourth Floor:	10'
Roof:	4'
Total Building Height: 45'	

Design Considerations:

- Metal Roof
- Nearly Flat Roof Appearance
- Lower Ceiling Heights
- Harder to Install Mechanical Equipment on Roof

45' Building Height Can Accommodate a 4 Story Building, But Is More Conducive to 3 Story Buildings

Staff recommends keeping the 45-foot building height in the Downtown Mixed-Use and General Commercial Zones for mixed-use buildings and allowing at least a 55-foot height limit in the Traditional Neighborhood – Mixed-Use designation.

3. Growth Targets:

It is the City responsibility to meet the assigned growth targets within existing boundaries; the County is responsible for addressing growth targets in unincorporated areas, including urban growth areas.

4. Other Comments:

The following are comments received after printing of the first reading staff report and which staff supports including in the final version of the Plan.

- a. Community Development Committee recommendation on Land Use Policy 9.8: add language similar to ... “services the needs of the immediate neighborhood” ... {for small scale business uses in the up town area}

Proposed Edit:

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 **provide services that support the immediate needs of the neighborhood**, 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.

- b. Councilmember Schmitt - Consider the following amendments:

- i. LUP 1.3: City shall ~~attempt to~~ process applications for state and local permits in a timely, transparent, and fair manner to ensure predictability.
- ii. EDP 1.6 – Delete as most banks on corporations and not “local”. This policy was a remnant of the 2015 Plan and was originally a policy recommendation in the Economic Development Plan:

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

- iii. Parks section sidebar (Page 166): add more details regarding the City’s Park Division under Public Works:

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. **In 2022 the City adopted a 3 phased approach to parks management in the City.**

Phase 1: Create a Parks Team consisting of city employees within different departments dedicated to parks planning and maintenance;

Phase 2: Expanding the Parks Team and creating a Parks Division within Public Works dedicated to parks planning and maintenance; and

Phase 3: Create a Parks Department once on-going recreational programming is provided.

The City swiftly established the Parks Team, which expanded into a Parks Division within six months. This division is responsible for parks planning and ongoing maintenance. Currently, the Parks Division operates under the Public Works Department, handling both daily operations and future improvements to the City's parks. The formation of the Parks Division has fostered better communication and significantly enhanced the quality of the City's parks.

~~The parks division is currently under operations of the Public Works Department for both daily operations and future improvements to City 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 operations parks and recreation department. Enhancing the team dedicated to Stanwood's parks will help improve the level of service provided to community members.

- c. Stanwood Camano School District has provided the following comments which will be incorporated into the final Plan:

- i. Strike "Island" from the district name.

Page 129 - 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.

- ii. Parks Policy 2.2 - The District already has a rental protocol and includes an agreement. Staff recommends the following policy amendment:

PROSP 2.2: ~~Pursue~~ **Consider entering into** an agreement with the Stanwood Camano School District to create opportunities for shared **community** ~~open public~~ use of school facilities such as playgrounds, gyms, and athletic fields.

- iii. Page 179 - 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.~~
Outdoor facilities are open to community members for individual use outside of school hours.

This error will be corrected, as well the list of available public amenities.

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 second reading of the proposed amendments and adopt the Comprehensive Plan or proceed with a third 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 second and final reading of Ordinances 1537 and 1538, updating the City's Comprehensive Plan and implementing zoning regulations.
2. Accept the second 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 considering the third reading.
3. 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 SECOND AND FINAL READING OF ORDINANCES 1537 AND 1538, UPDATING THE CITY'S COMPREHENSIVE PLAN AND IMPLEMENTING ZONING REGULATIONS WITH AMENDMENTS AS NOTED ON EXHIBIT A."

OR

"I MOVE TO ACCEPT THE SECOND 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 CONSIDERING THE THIRD READING."



2024 – 2044 Comprehensive Plan City Council Approved Amendment List

Proposed text and policy amendments to the 2024-2044 Comprehensive Plan (Ordinance 1537):

Land Use Policy 9.8:

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 **provide services that support the immediate needs of the neighborhood**, 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.

Land Use Policy 1.3:

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

Economic Development Policy 1.6:

EDP 1.6 – Delete and renumber section:

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

Parks Narrative – Park 166:

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. **In 2022 the City adopted a 3 phased approach to parks management in the City.**

Phase 1: Create a Parks Team consisting of city employees within different departments dedicated to parks planning and maintenance;

Phase 2: Expanding the Parks Team and creating a Parks Division within Public Works dedicated to parks planning and maintenance; and

Phase 3: Create a Parks Department once on-going recreational programming is provided.

The City swiftly established the Parks Team, which expanded into a Parks Division within six months. This division is responsible for parks planning and ongoing maintenance. Currently, the Parks Division operates under the Public Works Department, handling both daily operations and future improvements to the City's parks. The formation of the Parks Division has fostered better communication and significantly enhanced the quality of the City's parks.

~~The parks division is currently under operations of the Public Works Department for both daily operations and future improvements to City 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 operations parks and recreation department. Enhancing the team dedicated to Stanwood's parks will help improve the level of service provided to community members.

Correction to School District Name – Page 129:

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.

Parks Policy 2.2:

PROSP 2.2: ~~Pursue~~ **Consider entering into** an agreement with the Stanwood Camano School District to create opportunities for shared **community** ~~open public~~ use of school facilities such as playgrounds, gyms, and athletic fields.

Parks Text Amendment – Page 179:

Page 179 - 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. **Outdoor facilities are open to community members for individual use outside of school hours.**

Typographical and Scribner errors

Amendments to Ordinance 1538 – Implementing Zoning Ordinance:

SMC 17.60.030 – Footnote 3 (Pertaining to Building Height in the TN Zone) – Reducing the maximum building height from 65' to 55' in the TN – Mixed-Use Designation:

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.



2024 – 2044 Comprehensive Plan Volume II: Appendix Items

Appendix Table of Contents

- A. Acronyms
- B. Definitions
- C. Definitions of Land Use Zoning Designations
- D. Summary of Public Outreach
- E. Capital Improvement Project List
 - i. Transportation Improvement Project List
- F. Land Use Capacity Methodology
- G. Housing Capacity Methodology
- H. Housing Data Summary
 - i. Racially Disparate Impact Analysis
 - ii. Stanwood Resident Tenure & Housing Stock Analysis
- I. Referenced Local Plans
- J. Referenced Regional Plans
- K. Other References

Appendix A: List of Acronyms

ACS: The American Communities Survey	GC: General Commercial
ADA: The Americans with Disabilities Act	GHG: Greenhouse Gas
ADT: Average Daily Traffic	GI: General Industrial
ADU: Accessory Dwelling Unit	GMA: Washington State Growth Management Act of 1990
AHA: The Alliance for Housing Affordability	GSP: General Sewer Plan
AMI: Area Median Income	HAP: Housing Action Plan
BIPOC: Black, Indigenous, and People of Color	HCM: Highway Capacity Manual
BLR: Buildable Lands Report	HG: Housing Goal
BMP(s): Best Management Practices	HP: Housing Policy
BPA: Bonneville Power Administration	HNA: Housing Needs Assessment
CARA: Critical Aquifer Recharge Area	HOA: Home Owner's Association
CEPA: Washington State Clean Energy Transition Act	HOV: High Occupancy Vehicle
CFG: Capital Facilities Goal	HSS: Highway of Statewide Significance
CFP (1): Capital Facilities Policy	HUD: United States Department of Housing and Urban Development
CFP (2): Capital Facilities Program	IAC: Interagency Committee for Outdoor Recreation
CIP: Capital Improvement Project List	ICT: Island County Transit
CNG: Cascade Natural Gas	ITS: Intelligent Transportation Systems
CPP: Countywide Planning Policies	LID (1): Local Improvement District
CRF: Community Revitalization Financing Act	LID (2): Low Impact Development
CT: Community Transit	LOS: Level(s) of Service
DMU: Downtown Mixed Use	LUG: Land Use Goal
DOE: Washington State Department of Ecology	LUP: Land Use Policy
EDG: Economic Development Goal	MEV: Million Entering Vehicles
EDP: Economic Development Policy	MR: Multifamily Residential
EMS: Emergency Management Services	MUGA: Municipal Urban Growth Area
EPA: Environmental Protection Agency	NB: Neighborhood Business
EPF: Essential Public Facility	NFG: Natural Features Goal
ERU: Equivalent Residential Unit	NFP: Natural Features Policy
FEMA: Federal Emergency Management Agency	NMFS: National Marine Fisheries Service
FGTS: Washington State Freight and Goods Transportation System	NPDES: National Pollutant Discharge Elimination System
FHWA: Federal Highway Administration	NWI: National Wetlands Inventory
FIRM: Flood Insurance Rate Map	OFM: Washington State Office of Financial Management
FLUM: Future Land Use Map	OSS: On-Site Septic
FWHCA: Fish and Wildlife Habitat Conservation Areas	

ATTACHMENT B

PBRs: Public Benefit Rating System	TBD: Transportation Benefit District
PF: Public Facility	TDM: Transportation Demand Management
PI: Planned Industrial	TDR: Snohomish County Transfer of Development Rights Program
POS: Parks and Open Space	TG: Transportation Goal
PROS: Parks, Recreation, and Open Space	TIF: Transportation Impact Fee
PROSG: Parks, Recreation, and Open Space Goal	TIP: Transportation Improvement Plan
PROSP: Parks, Recreation, and Open Space Policy	TN: Traditional Neighborhood
PSRC: Puget Sound Regional Council	TP: Transportation Policy
PSH: Permanent Supportive Housing	UGA: Urban Growth Area
PUD: Snohomish County Public Utility District	UGB: Urban Growth Boundary
RAP: Snohomish County Regional Apprenticeship Pathways Program	USDA: United States Department of Agriculture
RCW: Revised Code of Washington	USFWS: United States Fish and Wildlife Services
RDI: Racially Disparate Impacts	UTG: Utility Goals
REET: Real Estate Excise Tax	UTP: Utility Policies
ROW: Right-of-Way	WAC: Washington Administrative Code
SC: Stanwood-Camano	WDFW: Washington State Department of Fish and Wildlife
SCAAC: Stanwood-Camano Arts Advocacy Commission	WSDOT: Washington State Department of Transportation
SCT: Snohomish County Tomorrow	WSP: Water System Plan
SDAT: Sustainable Design Assistance Team	WUI: Wildland Urban Interface
SEPA: Washington State Environmental Policy Act	WWTP: Wastewater Treatment Plant
SF: Single Family	
SFR: Single Family Residence	
SIRC: Stillaguamish Implementation Review Committee	
SMA: Washington State Shoreline Management Act of 1971	
SMC: Stanwood Municipal Code	
SMP: Shoreline Master Program	
SOV: Single Occupancy Vehicle	

Appendix B: Definitions

Act means the Growth Management Act as enacted in Chapter 17, Laws of 1990, 1st Ex. Sess., and Chapter 32, Laws of 1991, 1st Special Sess., State of Washington.

Adequate public facilities means facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Adopt a comprehensive land use plan means to enact a new comprehensive land use plan or to update an existing comprehensive land use plan.

Agricultural land means land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed. *Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock that has long-term commercial significance for agricultural production.* (fragment)

Available public facilities means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Best available science (BAS) means current scientific information used in the process to designate, protect, or restore critical areas that is derived from a valid scientific process as defined by WAC 365-195-900 through 925.

Capacity means the amount of additional dwelling units or jobs that is allowed under current zoning.

Capital facility means a physical structure owned or operated by a government entity which provides or supports a public service.

Characterized by urban growth refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

City means any city or town, including a code city.

Concurrency means that adequate capital facilities are available when the impacts of development occur. This definition includes two concepts – “adequate public facilities” and “available public facilities” as defined above.

Consistency refers to whether a feature of a plan or regulation is compatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Comprehensive land use plan, comprehensive plan, or plan means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Contiguous development means development of areas immediately adjacent to one another.

Coordination means consultation and cooperation among jurisdictions.

Countywide Planning Policies (CPPs) - A GMA policy document adopted in 1993 and amended thereafter by Snohomish County and its cities that provides guidance for issues related to urban growth areas, capital facility development, rural land use, housing, transportation and economic development.

Critical areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Demand Management Strategies or Transportation Demand Management Strategies (TDM) means strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies or telecommuting.

Department means the City of Stanwood Department of Community Development.

Development regulations means any controls placed on development of land use activities by a county or city, including, but not limited to, zoning ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances and binding site plan ordinances. A development regulation does not include a decision to approve a project permit applicant, as defined in RCW 36.70B.020, even though the decision may be expressed in a resolution or ordinance of the legislative body of the city.

Domestic water system means any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Essential public facilities means any facility as defined by WAC 365-195-340 and owned or operated by a unit of local or state government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission.

Fair Share Housing means to equitably distribute low and low- moderate income housing among urban and rural areas of Snohomish County. The purpose of the methodology is to ensure that concentrations of low-income housing do not continue to impact a few areas of the County.

Financial commitment means that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be timely put to that end.

Forest land means land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Geologically hazardous areas means areas susceptible to erosion, sliding, earthquake, or other geological events., These areas pose a threat to the health and safety of citizens when incompatible development is sited in areas of significant hazard.

Growth target - A number adopted in the community's comprehensive plan indicating the number of persons, households, house types and jobs a jurisdiction intends to accommodate during the planning period.

Growth Management Act – see definition of “Act.”

Lands suitable for development - All vacant, partially-used, and under-utilized parcels that are: (a) designated for commercial, industrial, or residential use; (b) not intended for public use; and (c) not constrained by critical areas in a way that limits development potential and makes new construction on a parcel out of the question.

Level of service means an established minimum capacity of public facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Long-term commercial significance includes the growing capacity, productivity and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense use of the land.

Market availability means a variety of factors, such as willingness to sell, that contribute to whether or not a piece of land is for sale.

Minerals include gravel, sand and valuable metallic substances.

Partially-used land - Partially-used parcels are those occupied by a use which contain enough land to be further subdivided without the need of rezoning. For instance, a single house on a 10-acre parcel, where urban densities are allowed, is partially developed.

Planning period means the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Public facilities include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional transportation plan means the transportation plan for the regionally designated transportation system which is produced by the regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO) means the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Rural lands means all lands which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary sewer systems means all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Solid waste handling facility means any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Sufficient land supply means the amount of land necessary to accommodate adopted population and employment forecasts or targets for the 20-year planning period, taking into account any appropriate factors.

Transportation facilities include capital facilities related to air, water or land transportation.

Transportation level of service standards means a measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety.

Transportation system management (TSM) means low capital expenditures to increase the capacity of the transportation network. TSM strategies include but are not limited to signalization, channelization, and bus turnouts.

Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban growth areas means those areas designated by a county pursuant to RCW 36.70A.110.

Urban governmental services include those public services and facilities historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Utilities means facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the

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plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and those for the disposal of sewage.

Vacant parcels - Parcels of land that on which no structures exist or those that have buildings with very little value in comparison to the land value.

Visioning means a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland or **wetlands** are areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation adapted for life in saturated soil conditions, as determined in conformance with the Washington State Wetland Identification and Delineation Manual. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands may include those artificial wetlands intentionally created to mitigate conversion of wetlands, if permitted by the county or city.

Appendix C: Definitions of Land Use Zoning Designations

Comprehensive Plan Designation	Corresponding Zoning Designation
<i>Low Density Residential</i> <i>(3.5 dwelling units per acre)</i> This designation shall provide for primarily for single-family residential and accessory dwelling units at a density of 3.5 units per acre.	The Low-Density Residential designation is implemented by SR 12.4 (Single Family Residential 12.4) zoning.
<i>Medium Density Residential</i> <i>(4-10 dwelling units per acre)</i> This designation shall provide for primarily single family, accessory dwelling units, cottage, duplex and townhouse residential development at a range of densities between 4 and 10 dwelling units per acre and compatible uses such as schools, churches, daycare centers, and small neighborhood scaled retail businesses where the full range of public facilities and services to support urban development exists. Integration of a mix of dwelling types in clustered configurations may be appropriate if compatibility with nearby existing single-family development can be achieved.	The Medium Density Residential designation is implemented by the SR 9.6 (Single Family Residential 9.6), SR 7.0 (Single Family Residential 7.0), SR 5.0 (Single Family Residential 5.0) zoning.
<i>High-Density Residential</i> <i>(10-20 dwelling units per acre)</i> 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.	The High-Density Residential designation is implemented by MR (Multi-Family Residential) zoning.
<i>NB (Neighborhood Business)</i> This designation shall comprise retail and service businesses which serve the limited convenience shopping and personal service needs of the immediate surrounding neighborhood.	The Neighborhood Business designation is implemented by NB (Neighborhood Business) zoning.
<i>Downtown Mixed-Use</i> 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	The Downtown Mixed-Use designation is implemented by DMU zoning.

Comprehensive Plan Designation	Corresponding Zoning Designation
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.	

Comprehensive Plan Designation	Corresponding Zoning Designation
<i>GC (General Commercial)</i> 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.	The General Commercial designation is implemented by GC (General Commercial) zoning.
<i>Planned Industrial</i> 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.	The Planned Industrial designation is implemented by PI (Planned Industrial) zoning.
<i>GI (General Industrial)</i> 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.	The General Industrial designation is implemented by GI (General Industrial) zoning.

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Comprehensive Plan Designation	Corresponding Zoning Designation
<i>PF (Public Facilities)</i> This designation is applied to lands that are used as public lands and facilities, including parks, open space, utilities schools, railroad, and the wastewater treatment plant.	The Public Facilities designation is implemented by the PF zoning for public uses and the Parks and Open Space (POS) zoning for park facilities.
<i>Traditional Neighborhood (TN)</i> 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.	The Traditional Neighborhood designation is implemented by TN (Traditional Neighborhood) zoning.

Appendix D: Summary of Public Outreach

The Growth Management Act also requires local governments to create and broadly disseminate a Public Participation Plan that describes how the city will conduct its Comprehensive Plan Update outreach efforts. The City adopted a three-part communication approach which included:

- Outreach Methods: Standard public meetings, virtual meetings, public surveys and/or individual interviews;
- Communication Tools: Staff reports, website materials, social media, and newspaper articles; and
- Communication Objectives: Open and honest communication to build trust throughout the update process.

Utilizing the guidance provided in the Public Participation Plan, the following summarizes the outreach efforts conducted by the City in the development of the 2024-2044 Comprehensive Plan.

Public Meetings

An Advisory Group was established to review and provide community feedback on the Comprehensive Plan. This group was independent of the City's standard committees and was comprised on local residents and business representatives. The Planning Commission, Parks and Trails Advisory Commission, Council Community Development Committee and the Economic Development Board were also engaged in the development of the Plan.

Summary of Committee / Commission Meetings

Committee Group	2022 Meetings	2023 Meetings	2024 Meetings
Comprehensive Plan Advisory Group	3	9	4
Council Community Development Committee	6	4	3
Planning Commission	8	6	5
City Council Briefings	3	0	1
Joint Planning Commission and Community Development Committee	1	1	0
Joint City Council and Planning Commission	0	1	0
Parks and Trails Advisory Committee	0	4	0
Economic Development Board	2	0	0
Public Works Committee	0	3	0
Total Public Meetings:	23	28	13

Note: the first draft of the Comprehensive Plan was issued in March of 2024.

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Community Events and Activities

As opportunities arose staff attended scheduled community events to reach out to the community. These events include the farmers market, Touch-a-Truck and/or National Night Out. It is important to also note, that much of the public outreach occurred Covid-19. Many meetings were held following distancing protocols and on-line.

Summary of Community Events

Where the Comprehensive Plan was Highlighted and Comments were Solicited

Events or Committee Group	Attendance
Farmers Market (8 Separate Events)	144
On-Line Open House (2 Open Houses)	~27*
Touch a Truck	Not Counted
National Night Out	Not Counted
Stanwood Chamber of Commerce / Stanwood Commerce Alliance	16
Lincoln Hill Senior Luncheon	6
Stanwood Lions Club Dinner	32
YMCA Luncheon	~20**
Tabling at the Stanwood Library	60
Total Conversations with Community Members:	More than 305

*17 People attended the first open house; approximately 10 people attended the second open house, but staff did not record the actual attendance at the second open house.

** No record of actual attendance.

Community Surveys

Four targeted community surveys were conducted focusing on specific topics. The surveys were posted on the city website, noticed on social media accounts and mailed postcards were sent out.

Topic	Date	Number of Responses
2024 Comprehensive Plan – Requested Changes	April – May 2022	20
Housing Outreach Survey	July 2022	278
Capital Improvement Plan Questionnaire	November 2022- January 2023	77

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Parks and Recreation	June 2023 – July 2023	466
Total Number of Survey Responses:		841

Interviews and One-on-One Meetings

Online and in-person interviews were used to collect information from community members stories, ideas, and opinions on a wide range of topics.

- Stanwood Police Chief
- North County Regional Fire Authority Chief
- Stanwood – Camano School District Representatives
- Stanwood Camano Community Resource Center Executive Officer
- Department of Ecology Floodplain Manger and Representatives
- Housing Alliance of Snohomish County Representative
- Alliance for Housing Affordability Representative
- Puget Sound Regional Council Local Representative
- Washington Department of Commerce Status Check-Ins
- Washington Department of Fish and Wildlife Comprehensive Plan Representative
- WSDOT Local Transportation Representative
- Snohomish County Planning Advisory Committee

City Council Quarterly Reports

Six quarterly status reports were provided to the City Council from September of 2022 through March of 2024. These reports provided a status update on the Comprehensive Planning process.

Issue Plan and Solicit Formal Comments

The formal request for public comments on the Comprehensive Plan was issued on April 9, 2024, for a 30-day comment period.

Formal 60 notice to the Washington State Department of Commerce was issued on April 25, 2024.

A SEPA (State Environmental Policy Act) Determination of Non-Significance was issued on May 21, 2024. No appeals were received.

Public Hearings

Public hearings will be held with the Planning Commission and City Council prior to adoption. Written, electronic and oral testimony will be accepted at public hearings.

Planning Commission Public Hearing Dates: May 13, 2024 and June 10, 2024

City Council Public Hearing Dates: September 12, 2024

Community Outreach Summary: January 2022 – September 2022

Comprehensive Plan Public Survey – May 2022

Protect Farmlands:

- Protect existing farmlands and family farms
- Encourage Agri-Tourism
- Keep rural identity
- Create a cottage food program

Improve Transportation:

- Fix SR 532
- Widen SR 532
- Improve transportation systems for both pedestrians and cars
- Improve paths, trails, and sidewalks

Growth Management:

- Limit growth in downtown
- Build more housing for low income and seniors
- Reduce urban sprawl
- Allow more high density multifamily and limit new single-family development
- Build up; not out
- There are too many look alike neighborhoods
- Support new mixed use and multifamily housing near Haggen's
- Build multifamily housing near I-5

City Infrastructure:

- Need a better library
- Fund a better police station
- Decide on where to place city hall and the police station
- Support school programs and education

Affordability:

- Need more affordable and accessible housing for seniors
- Make water and sewer more affordable for low-income residents

Small Town Character:

- Family friendly
- Business friendly
- No "Big Box" stores
- More local businesses
- More arts and craft festivals
- Revitalize downtown
- Plant more trees
- Need better landscaping
- More amenities like concerts or amphitheaters

Parks:

- Improve parks
- Save green spaces and add buffers
- Need a park in the uptown area
- Maintain outdoor lifestyle
- Create a town center park
- Need a better skateboard park

Public Safety:

- Want more police coverage
- Reduce crime in Stanwood
- Reduce panhandling and begging on public property

Businesses/Economic Development:

- Want a hotel and more shopping options
- Need jobs related to local industry and tech jobs
- More commercial zoning for shopping local
- No more mini storage facilities
- Need a hospital
- More restaurants and eateries
- Recruit medial businesses, including mental health facilities
- Prohibit mental health facilities
- Want a Dairy Queen
- Need another grocery store

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Quality of Life:

- Regulate for long term uses
- Enforce noise ordinance
- Ban fireworks
- Ban Pit Bulls
- Reduce hours of on-street park (less than 24 hours)
- Need better vision and leadership; don't want to become another Lynnwood or Marysville
- No variances
- Reduce parking hours on 102nd to 30 minutes; allow loading / unloading zones

Communication:

- Serve community interests; not individuals
- Seek citizen input and listen
- Seek representatives for boards and commissions from the wider community, not just within city limits
- Create community advisory committee on social issues: low-income impacts, seniors, families

Farmers Market Booth – June 24, 2022 – Housing:

Housing:

- Need more subsidized & Affordable housing
- Would not like to see any of these types of houses
- Does not want to participate in the poll because they have a house already
- Multifamily looks like Seattle = no
- Absolutely no to all
- No more apartments / We have enough MF
- Renter rights are important
- Cost of rent is too high
- Church Creek is charging for certain amenities
- Mixed used is good
- Section 8 housing accessibility is needed
- Property maintenance is needed
- Single family only
- Affordable housing land trust
- Maintenance is key!
- Make MF more affordable
- ADU displaced long term renters
- If More MF = Then they will leave Stanwood
- ADU's are too dense, too many cars in neighborhoods

Traffic:

- Traffic is terrible
- Possible roundabouts?
- Traffic issues and road issues, road to 15 needs widened

Permitting:

- Too difficult to develop sheds (10 years ago)
- Quality of materials/work, bad experience with permitting in the past
- Get permits through! Expedite!
- Transparency is key

Other:

- I feel I am not informed enough, not sure what we need in Stanwood
- Growth management act can be axed
- Higher density = higher crime and DV
- Quieter life in Stanwood (Came from Edmonds)

Farmers Market Booth – July 15, 2022 – Public Infrastructure:

Comments:

1. What is happening with Viking Village? Are any businesses closing? Uff da?
2. Tree clearing in Stanwood
27. More police patrol east of the city
28. Crossing light at Pioneer triangle needed
29. Traffic
30. Excited about Twin City Mile

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3. Pioneer Hwy coming south to 4 way stop at Cedarhome. Pioneer traffic often runs stop sign and doesn't see Cedarhome traffic.
4. Slow down 80th, calming speed bumps, roundabouts (Tim Pierce's brother)
5. Sidewalks in unincorporated Snohomish wanted
6. 4 way split by storage unit (after tracks)
7. Stop sign at Jimmy's = bad traffic
8. I love Stanwood!
9. Bad traffic
10. Nice to have a monorail
11. More lights along highway, too dark
12. Need to stay rural
13. Keep the roads we have
14. Some roads are cracking, overlays
15. How do we build more schools with all of this development?
16. Coordination of projects (city, PUD, other agencies)
17. Viking Village update?
18. Where are apartments are, use Twin City foods for high end development
19. Splash park, community pool
20. Drainage problem next to food back
21. Drainage problem in front of SAAL
22. What is happening at Church Creek? (Sewer line)
23. Roundabout at 84th to alleviate traffic
24. Cross walk between high school and Church Creek (kid's cross this area all the time)
25. More houses = need to address unsafe intersections
26. Dangerous I5 entry (532) merge from 2 to 1 lanes, very dangerous speeds (WSDOT)
31. Supportive of bypass
32. What is happening at 300th?
33. 64 roundabout not necessary
34. More bypass routes from high school to north Stanwood neighborhoods
35. North on 80th traffic
36. Guardrail on 80th near Shenk turnoff
37. 72nd sidewalk missing (fill the gaps)
38. Wish developments would interlock
39. No monorail (2x)
40. Too many accidents on 532
41. In subdivisions, parking on both sides, in place of landscaping
42. Public input?
43. Scandinavian bakery wanted
44. Who wants to go south?
45. Buy bags for the market!
46. Bike lanes, multi-modal (Peter Kamb)
47. Connect downtown to water
48. Splash park wanted
49. Roundabouts are good
50. Better dog park
51. More seating at Heritage (tables are always full)
52. Stanwood sucks, too many people (Get rid of people)
53. No trails on dike (Birdwatchers)
54. No big fish anywhere
55. Mt Vernon, I like their parks and brick elements
56. Keep the dikes built up

Farmers Market Booth – August 5, 2022 – Twin City Mile / City Beautification:

88 people stopped by the booth. Comments:

1. Supportive of East end being one way traffic
2. Left turn at Rite Aid
3. Sad to see Loco Billy's go, but food bank is good cause
4. Community should look like American not Europe, get rid of GMA, add affordable housing
5. Angled parking good
17. Buildings look bland on map drawings
18. Green space/events space
19. Park access
20. What about bypass? Dike?
21. Slow down traffic
22. Keep brick road
23. Post office landscaping
24. Roundabouts on 532

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6. Heron rookery – leque, concerns about Hamilton Landing impacts
7. Walking paths
8. Urban/small parks
9. Roundabouts instead of traffic lights on hwy
10. Accessible clothing stores (ie: plus size)
11. Posting and boothing at Heritage Park
12. Likes traffic circles
13. More facilities at Heritage
14. Redmond took out 1 ways
15. Move businesses, less churches
16. Pellenger Farm on 300th
25. Schools overcapacity
26. Crossing guards = flags on 281st and 285th
27. Viking Village, what is happening?
28. Shame to lose rural
29. Public laundry mats!!!
30. Church is buying up all the property
31. QFC traffic is terrible
32. Good infrastructure = money to keep rec programming
33. No apartments
34. Right turn on 88th south needed
35. Good one way

Farmers Market Booth – August 26, 2022 – Parks:

69 people stopped by the booth: 45 adults and 24 children.

1. Get Hamilton open
2. We need bike paths
3. More parks within walking distance of schools (East Stanwood)
4. Water park/splash park (for both adults and kids)
5. Recreation features for adults too
6. Love the Twin City Mile! Pocket parks, wider sidewalks
7. More trails
8. Connect to bicentennial trails
9. Old bank on 271st, good area for benches and park
10. Park in Northeast Stanwood
11. Seating along the brick road
12. Reuse west downtown buildings
13. Businesses, restaurants in Viking Village
14. Parks for all ages, not just young kids
15. Take parks from HOA if possible
16. Love the parks compared to northern Snohomish county
17. Lots of pro Touch a Truck vibes
18. Taxing district should be the same as the school district
19. More baseball facilities
20. Heritage is not useable
21. Mounds at 2 positions
22. Artificial turf field
23. More playground equipment
24. Splash pad
25. How is Camano involved?
26. Johnson Farm update
27. Pedestrian bridges/paths around Marine Dr.
28. Lion's Park is a favorite
29. Pedestrian trail along West pass/dike
30. Ovenell updates, Church Creek looks better
31. Sensory park
32. Events for disabled
33. All ages playground
34. No parking for sidewalk near 532
35. New library
36. More summer park programming
37. Splash pad
38. Likes heritage but needs bigger playground

Community Outreach Summary: September 2022 – December 2022

Industrial Lands Open House

Questions & Comments:

- What kinds of jobs are people leaving Stanwood for? What jobs is the City not providing?
 - City staff can compare Stanwood employment demographics to Snohomish County employment demographics to see where differences are. Stanwood's largest industries are services, education, and retail respectively whereas Snohomish County's largest industries are services, manufacturing, and retail. Boeing is a large manufacturing employer located outside of Stanwood.
- What is the current population of Stanwood and what is the population growth rate? What is the annual year growth? What population does the City have to plan for the future?
 - Current population is 8,405. Stanwood's population has nearly doubled over the last 20 years. 2044 population target is 10,963 and existing capacity is 11,664.
- Is Schenk Packing moving operations?
 - The City is not familiar with any discussions to move Schenk.
- Is a 2% unemployment rate healthy or unhealthy?
 - Most economists would consider 4-5% to be healthy unemployment rate or the "natural unemployment" level for a healthy economy. There should always be some labor of movement throughout the economy, think about those who just graduated from school or when there is new technology available that influences the market. A 2% unemployment rate could indicate that there are not enough positions available for the willing workforce.
- Is the city's infrastructure able to keep up with the growth? Traffic, schools, etc.
 - This is a much bigger conversation beyond the scope of this meeting that city staff would be happy to discuss.
- Does the Urban Growth Area contribute to our employment capacity?
 - No, the urban growth area is included in Snohomish County's capacity until annexed into city limits.
- Is City Council the one who approves the changes? Do they get input from staff?
 - Yes, with input from the public and other advisory groups. Staff works with City Council to ensure they understand the materials.

Breakout Discussion Questions and Public Responses

1. What uses should and should not be allowed in the proposed Planned Industrial zone?
 - More important question – how do we bring businesses into Stanwood? How to promote Stanwood as a place for businesses?
 - Evaluate the cost of land in Stanwood compared to other nearby cities: are they similar or is Stanwood's land costs lower? Do land prices attract businesses or location?
 - How does traditional zoning of adult entertainment overlay fit into uses that are permitted in industrial zones? Some prefer the use is not permitted but should be

documented/noted/transparent on the land use table. Others prefer that this use should be permitted because it is an economic generator when they are operated and managed well.

- How can desirable uses be encouraged? Can the city require certain uses as secondary uses in larger projects? Is the Arlington development (ie. the Cascade Industrial Center) with the brewery by coincidence?
 - Can we require recreational uses with office or industrial projects?
 - Restaurants with outdoor seating.
 - Avoid placement of heavy utility developments ie sewage treatment.
 - It would be great to see mental health facilities closer to services and people in city limits. This should be for medical offices and care facilities. There is demand and need.
 - Would there be another retail facility for marijuana facilities that are typically permitted in industrial uses? If there are opportunities for growth in jobs and taxes, then it should be allowed but limited where it can be placed.
 - Concerns about air and noise into Stanwood, very close to residential.
 - Cool industrial area in Woodinville, Glass fusing art, brewery, classes, sip and fuse, rich art community in Camano, love to see bleed over into Stanwood.
 - Places for people to go, not just where things are made.
 - European idea – housing above industry. Everett port with housing above industry.
 - Trees, trees, trees, walkable streets that are nice to look at, pedestrian friendly outdoor spaces.
2. We currently have performance and landscape standards for industrial uses. What else do you think should be considered to ensure compatibility?
- Maintain existing compatibility standards for noise, air, dust, vibrations, etc.
 - Consider how new / more standards will increase building costs and if that would dissuade businesses from locating in Stanwood.
 - Stanwood's strengths are the greenery in our landscape. Parks, trees, landscaping. This has to be incorporated and there should be an effort to preserve the canopy. Incentives should be developed to retain healthy trees Large trees should be proposed between uses/zones for visual relief.
 - Limit the amount of paved surfaces. Feels like there are too many surfaces that cause flooding or create urban heat. If we could minimize or reconsider parking requirements, that would be great. Are there ways we can allocate parking or limit parking? Gravel lots for temporary events or certain times of day? Can shared parking be required?
 - Façade openness and visual uniformity in developments to indicate differences in uses i.e. large windows required along frontage, front loaded building, avoid large blank walls
 - 20 years ago survey asked about theme for city (Scandinavian), have agricultural look to buildings (ages well) like Terry's Corner (metal), Have a cohesive visual element, barn timber feel, Modern splash (like Camano admin).
 - Stanwood is a mismatch already, match with each neighborhood.
 - Camano Admin building looks great. Wood looks great. Driveways are angled, hurts ankles (pet peeve) all driveways should be flat.
 - Tilt up buildings are ok.

3. What kind of pedestrian amenities, if any, should be required? Examples: Outdoor seating, bike racks, public art, bus shelters, etc.
 - Pedestrian improvement elements are low cost items and should be encouraged.
 - Need more seating and bike racks; people will use them if they are available.
 - Need more outdoor seating and spread out throughout the downtown area. Concerns about homeless in these areas with outdoor seating. Benches should be clustered together to discourage homeless use.
 - Public Open Spaces and Public art: Centralized, in a visual area. Fountain, outdoor stage if large enough, public music, Outdoor film area, have artist and miniature golf thing, standing monument, all year round, industrial scene good match, SCAAC art, Small stage near train tracks.
 - Electric vehicle parking, Parking (street parking), no vast amounts of black top.
 - Transit stops, access to transit.
 - Might be good to have the area north of town to have more industrial zones into UGA.
 - How does this affect our tax base? Wolfkill had problems with smell and sound.
 - People tried to develop a septage plant downtown.
 - Farmers market in industrial zone, indoor venue.
 - Try to bring in specific company to build a business, recruit a business with a specific lot in mind, forest land projects is empty.
 - Big on aesthetics, walkable, plants, greenery.
4. What are elements you like about the proposed Planned Industrial zone? What are elements you don't like? What changes would you like to see made to the proposed Planned Industrial zone?
 - Likes the idea of reusing what is there but adapting to build in diversity of uses and activities.
 - Likes that it opens number of possible uses.
 - Going forward there should be explicit conversations about pedestrian connectivity between the Planned Industrial zone and other areas i.e. Downtown district to Planned Industrial / Pioneer Hwy, Stanwood Port Susan Trail.
 - Should not be district entities and should be uniquely Stanwood.
 - Not supportive of annexing additional lands.
 - Concern about the types of jobs people are leaving Stanwood for. What jobs are not being provided in the city?

Downtown Stanwood Open House Presentation

Questions & Comments

- How does the city get its funding for all the work? Is there a grant writer?
 - It depends on the type of project. The City has received some grant money from the state to aid in the Comprehensive Plan Update. A key element of the Comprehensive Plan is the Capital Facilities element which includes identifying prioritized infrastructure improvements in the City. The City applies for grants often to construct these infrastructure projects such as streets, drainage, parks, etc. Sometimes city staff applies for grants and sometimes consultants help apply for grants.
- Does most of the City's development money come from taxes?

- City government is funded through several different sources. Some examples of sources of revenue in Stanwood are property taxes, sales tax, real estate sales tax, etc. When a resident looks at their tax bill, the City portion is fairly small. The majority of taxes go to schools, the fire authority, and the state.
- What is being done to foster diversity in Stanwood and development?
 - New requirements from the state require local jurisdictions to analyze “Racially Disparate Impacts” (RDI). The City is looking at its demographics to determine how much diversity the community currently has. Stanwood’s community is predominantly white and part of the RDI process includes determining whether or not Stanwood’s policies are contributing to the lack of diversity.
 - This process will include looking at eliminating policies that dissuade people of color and minority-owned businesses, simplifying business practices to open a new business, simplifying codes, and making sure codes are based on land use issues and not other influences.
- In discussing transportation and trying to promote more jobs close to home; are there other cities comparable to Stanwood in terms of size and location that have demonstrated success with increasing employment numbers? Are we just out of luck because Stanwood is located off the beaten path?
 - Planners try to not reinvent the wheel when there are successful models. Stanwood is located off of the I-5 corridor and has unique hardships due to its lack of proximity to I-5. Part of this process includes evaluating what solutions are right for Stanwood’s community and this involves looking at other example cities.
 - A significant number of jobs are located in the south Snohomish County area. Regional approaches to bring more jobs north, such as the Cascade Industrial Center located in Arlington, benefit the larger north Snohomish County area.
- There are some employers, like Boeing, that Stanwood will not be able to compete with. Promoting shopping local, maintaining road infrastructure, and supplying housing are all ways Stanwood can support its commuter residents. High density multi-family housing is not a good fit for the area. Supportive of “missing middle” solutions such as townhomes and duplexes. The City should be mindful with how it spends its money.
- City needs to be mindful of development sprawl. Will this presentation cover development in Uptown Stanwood?
 - This presentation is focused on Downtown Stanwood, but staff is happy to have discussions with residents about Uptown Stanwood as well.
- Exclusionary single-family housing is not good for small towns and leads to dead downtowns. Opening missing middle housing should be a top priority in Stanwood.
- How much did it cost the City’s taxpayers to join ICLEI – Local Governments for Sustainability?
 - The City of Stanwood is not a member of ICLEI and staff is unfamiliar with the organization. The proposed downtown business zone is based off of previous planning documents developed by the City and the community over the last 20 years.
- What happens to people who are owners of commercial property proposed for rezoning? Will businesses be displaced?
 - The majority of property currently zoned commercial will still remain in a commercial mixed-use zone. The only commercial properties proposed for rezone to residential are those located along 102nd Avenue north of 272nd Place. Property owners in this area the

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city has spoken with have been supportive of this rezone. If there are other property owners unsupportive of the rezone, city staff wants to hear from them.

- Walkability doesn't work.
- Driving down the twin city mile, more pedestrian friendly spaces such as a town square would be lovely. What is the goal with the Twin City Mile?
 - The Twin City Mile is about promoting a cohesive and unified stretch of commercial development from the east end to west end. Staff is working with local architects to redesign intersections along the mile and promote pedestrian safety and beautification. More info on this project can be found here <https://stanwoodwa.org/537/City-Beautification>
- Are there any updates on the new City Hall and Police Station?
 - Multiple different options are being considered, including remodeling City Hall in its current location. At this point no decisions have been made. The City purchased the 1.25 acre property located at 27003 72nd Avenue and still owns this property.
- Why are we investing in beautification in the floodplain?
 - The floodplain is a very important issue that the City is working hard on. The City has, or is in the process of, constructing multiple different drainage projects intended to improve Stanwood's flood resiliency including the SR 532 Berm and upgrading drainage pipes. The City is also working with local diking districts, Ecology, and FEMA when it comes to the floodplain. At the same time, Downtown Stanwood is not going anywhere and retreat out of the floodplain is not an option. It is the historic heart and soul of the community and floodplain resiliency projects help protect and enhance our downtown.
- There are too many churches taking up commercial property. What is the City going to do about this?
 - This will likely be looked at during the Municipal Code Update. There are mixed opinions on churches in commercial zones and state requirements the City must follow as well.
- Was Viking Village sold and are there development plans submitted to the City?
 - No formal permit applications have been submitted to the City at this point for the Viking Village property.
- Will there be guidelines regulating specific uses in the Downtown area? Uses like adult entertainment and marijuana shops produce revenue for the City.
 - Uses for the proposed downtown business zone will be addressed with the Municipal Code Update. There are also state requirements on regulating adult entertainment uses.

Breakout Discussion Questions and Public Responses

1. What uses should and should not be allowed in the proposed Downtown Business zone? What is the ideal balance, in your opinion, of commercial and residential uses for the Downtown Business zone?
 - Small businesses are the heart of the Stanwood business community; find ways to keep small businesses.
 - Concern about having enough businesses and opportunities for recreation over big box retailers, like QFC and Walmart.
 - Likes businesses like the yarn shop in the converted house.

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- Residential with commercial use is a great idea. Consider allowing ADUs at/in the older homes along the TCM that have been converted into businesses. Provides residential aesthetics without building apartment buildings.
 - Support small mixed-use concept in scale with rest of town.
 - Mixed opinions on the appropriate level of density for downtown.
 - Support mixed use in uptown Stanwood as well.
 - Support Airbnb's; don't want a large hotel.
 - Viking Village is a property in downtown with significant redevelopment potential.
 - Need residential in downtown, but not tall multifamily buildings that will change the feel of the area.
 - No multifamily on main street.
 - Need more retail variety; need clothing stores for all sizes and diversity.
 - Residential and walkability is important for small businesses in the downtown.
 - Why aren't people shopping in Stanwood? This needs to be understood to know what the City is missing.
 - Limit the size, height, scale, and types of signage. No LED or bright lights. Signs should be reflective of the community.
 - Need to manage rent prices; small businesses are being pushed out due to increased rents. How can we keep small businesses in town?
 - Widening SR 532 would kill downtown. It will continue to allow people to drive right past downtown when going to Camano.
 - Adding more lanes on 532 creates induced demand, where the additional lane is great temporarily, but it causes more traffic over. We should offer alternatives, such as a transit oriented development in Viking Village.
 - Floodplain requirements for new buildings would take storefronts up and away from the sidewalk. Need to relook at city code along with FEMA Standards.
2. What kinds of pedestrian amenities should be prioritized in a Downtown Business zone?
Examples: Outdoor seating, bike racks, public art, bus shelters, etc.
- Need more small-town events like the arts fair; events support local shopping and support businesses.
 - Huge issue if businesses are missing out on events in the downtown area. There should be thought and energy into local events that support local businesses. Small town events drive people to Stanwood from out of Stanwood.
 - An area(s) fully separated from cars by using bollards (for example), to create a walking area only open to pedestrians.
 - Move Farmer's Market and other events from the parking lot behind the Police Station onto 271st. Block off road from Police Station to the railroad tracks.
 - Increasing building height changes the character of downtown Stanwood.
 - Seating areas are needed; people need a place to rest and pause.
 - Add trees and greenery; need shade.
 - Downtown business and residential uses should be near parks, gardens, or a consolidated greenspace for recreation.

- Trees reduce heat impacts and is attractive.
 - User friendly directional signage; can be small, not large or intrusive. See La Conner's directional signage. Creates an inviting environment for tourists.
 - Would like downtown to have a "cozy" feeling: street trees, seating, small shops.
 - Consider adding EV charging stations.
 - Focus on a couple of blocks at a time instead of the entire TCM (focus on 271st/Main street).
 - Hold Farmer's Market and other events in a town square.
 - Worried about gentrification of Stanwood.
3. What are elements you like about the proposed Downtown Business zone? What are elements you don't like? What changes would you like to see made to the proposed Downtown Business zone?
- Ensure there is enough parking for all uses: residential and commercial.
 - Consider roundabouts or 4-way stops to help with traffic management and visibility.
 - Concern that there is poor circulation visibility downtown because of street parking. Alternatives to the existing design should be considered.
 - Will there be a roundabout near the Camano Bridge?
 - Consider improving biking and walking options to downtown. The only way to get to downtown is by car.
 - Support the mixed-use concept; but in scale with the rest of downtown.
 - Need more lighting downtown to improve safety; some places along main street is too dark.
 - Concerned about increased crime rates; need to keep Stanwood safe and strong.
 - Consider low-income housing incentives.
 - Prohibition of churches and church owned lands in downtown area to reduce empty spaces throughout the week.
 - Would marijuana shop facilities be permitted?
 - Floodplain concerns in areas of high density.
 - Housing should be our top goal in Stanwood.
 - Concerns about traffic generated from more density downtown.

Community Outreach Summary: January 2023 – March 2023

Capital Improvement Plan Questionnaire

School District Comments

- Stanwood High School
 - Concern about student safety crossing Hwy 532 before and after school. Bus drivers have witnessed a number of near misses.
- Twin City Elementary School
 - Students walking from Fox Hills neighborhood have a stretch with no sidewalks and poor lighting/overgrown brush along Pioneer Hwy approaching the intersection with 72nd. There are no curbs at the crosswalk where students wait to cross.
 - Traffic speed concerns. Flashing school zone light would be beneficial.
- Stanwood Elementary School
 - Excessive speed typical on 102nd.
 - The neighborhoods around the school have limited sidewalks.
 - Making the westernmost couple of parking spots on the north side of 273rd “No Parking” so busses can swing right to make the turn onto 104th would be beneficial.
- Cedarhome Elementary School
 - It would help to paint the curb in the no parking zone, or stripe where the signs recently went up.
- Stanwood Middle School
 - Blinking signs should be added at crosswalks.

Bike Lanes / Sidewalks / Pedestrian Trails

- Lack of safe pedestrian and bike access to downtown from North Stanwood, South Stanwood and East Stanwood, and public transit stops.
- Sidewalks are generally lacking. Many streets have them on only one side or sidewalks switch sides mid-block.
- Better sidewalk connectivity for school students. Sidewalk needed along Cedarhome Rd for high school students.
- Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go.
- Existing sidewalks in SR 532 overpasses are narrow and immediately next to vehicle lanes - no buffer space.
- Pioneer Highway northbound has no sidewalks and no safe way to transition down the hill into downtown.
- Pedestrian access (either biking or walking) is needed from the fairgrounds to Pioneer Highway.
- There are no bike lanes or shoulders along the SR 532 bridges with vehicle speed limits at 50 mph putting bicyclists at risk. There is not space to walk a bicycle over the bridges.
- Along 80th Avenue and in uptown Stanwood, sidewalks are on different sides of the roads without a safe pedestrian crossing, and they end abruptly at random points.

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- A complete sidewalk located on at least one side of 80th Avenue is needed.
- Existing sidewalks have poor accessibility putting disabled people, children, and all pedestrians at greater risk.
- Old Pacific Highway does not have bike lanes or shoulders making bike-travel dangerous. Improved bike lanes can decrease the need for vehicular travel and parking.
- Many areas in the city have inadequate or incomplete safe walking paths. In areas without proper separation from vehicles, pedestrian safety decreases. A lack of pedestrian safety prevents residents from walking to stores.
- More walking trails all throughout the City.
- There are many sidewalk gaps on busy streets forcing pedestrians to cross vehicular lanes of travel in order to continue walking on the sidewalk.
- Unsafe walking conditions for school students.
- Existing sidewalks are too narrow and don't encourage pedestrian use.
- Need sidewalks in west downtown Stanwood.
- Pedestrian paths are needed along to highway to Camano Island.
- Pedestrian paths should have connectivity to public transit stops.
- Longer length trails desired.
- Trails and pedestrian paths from east Stanwood to west Stanwood are needed.
- Safe pedestrian access is needed along the length of SR 532.
- Concerns about the safety of students walking to school and/or events.
- Pedestrian paths needed to downtown and local parks.
- Stanwood is very auto oriented, needs more walkability.
- Providing complete bike lanes will encourage non-motorized travel to local shops and restaurants.
- Pedestrian access to Camano Island is needed.
- Sidewalk connectivity needed along 284th Street NW.
- Pedestrian crossings across 272nd Street NW.
- The trails up near McDonalds need lots of maintenance to fix trail surfaces and vegetation.
- If trails and bike lanes aren't expanded and maintained, non-motorized traffic will be forced into vehicle travel lanes.
- Tree roots are causing sidewalks to uplift along 73rd Drive NW.
- More walking trails that allow dogs.

Bridges

- Consider adding pedestrian-only bridges along SR 532.
- Lack of bridge capacity as population grows causing bottle neck.
- The City should plan for a potential future need to elevate bridges including funding.

City Hall / Police Station

- City Hall is nondescript and doesn't create a focal point for the community to be proud of
- Concerns regarding police capacity to serve the growing population of the City and the larger Stanwood-Camano region.
- Concerns about increasing crime rates as population grows.

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- Keep police well-funded, trained, and with the appropriate resources necessary to keep Stanwood safe.
- Police are not staffed or resourced for the additional growth of apartments. Concerns about crime rates associated with multi-family housing.
- The City should invest in the police station to attract high-quality officers.
- Police department should have enough resources through all hours of the day to serve and protect Stanwood's residents and businesses.
- Lack of police capacity could lead to "priority" calls decided only on location or severity; potentially leaving "non-priority" residents in unsafe situations.

Drainage / Sewer / Water

- Sewer bills are high
- Concerns about old water pipe infrastructure failing near north Pioneer Hwy.
- Copper Station water pressure has gone down.
- The lots in Copper Station were stripped down to the clay; all the topsoil was taken and sold by developers leaving the homeowners with soggy back yards and expensive drainage problems.
- Rising water/sewer bills that keep rising. People in Stanwood can't keep up with the rising cost of this issue.
- Concerns about bleach and fluoride contamination of water supply.
- Water main is always breaking and flooding near 103rd Drive NW resulting in unexpected disruption of water service.
- Concerns about hard water impacts on infrastructure and public health.
- Lack of street drains on 272nd Street causing annual flooding.
- Plans for extending sewer and water to 300th Street NW as population grows.

Environmental

- Development needs to be environmentally sustainable.
- Poison hemlock is pervasive throughout the City. Residents aren't aware of it resulting in children and pets touching and potentially ingesting this toxic plant.
- Concerns about smell pollution from Schenk Packing, Dettling Dairy, and Lenz Enterprises.
- Earth-friendly practices should be implemented city-wide.
- Desire for salmon restoration projects.
- Present day planning should consider climate change and sea level rise.

Flooding / Standing Water

- Stillaguamish River flooding downtown, damaging property, and interrupting food bank services.
- Keep up efforts to reinforce the levees that protect west Stanwood.
- Consider acquiring land in floodplain via eminent domain.
- Concerns about flooding north of downtown if the dike fails and community fear over the dike system.
- Concerns about the susceptibility of flooding from the Stillaguamish River and the condition/stability of levees. Levee failure could potentially result in flooding of downtown buildings and farmland.

- Standing water north of pioneer hills.
- Standing water in downtown Stanwood and neighboring streets.
- Catch basins along 101st Avenue are not properly maintained resulting in flooding and standing water
- Concerns about the amount of new development occurring in the floodplain.
- Flooding events are increasing in frequency and intensity and the dike system may not be prepared to handle large flooding events.
- The high school field behind the stadium floods every winter. Standing water from the field then goes down the hill and floods the yards along the fence line.
- Concerns about minor and major flooding of downtown.
- Concerns about the cost of flood remediation.
- 7300 Pioneer Hwy and 267th St east of the fire station have standing water covering the sidewalks after the rain, and when temps are near freezing in the fall/winter, these areas do not receive enough sunlight to melt the ice created by the standing water.
- East of the fire station along 267th Street NW, standing water covers the sidewalks when it rains and freezes in the winter without enough sunlight to melt the ice.
- Concerns about flooding cutting off access from Camano Island to the mainland.

Parks

- Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go.
- The City is growing fast and needs more parks.
- Desire for public shoreline access on the Stillaguamish River.
- Smaller, neighborhood parks are needed. Consider alternative funding sources such as community donations to get a bench dedicated, etc.
- Lack of sidewalk connectivity and accessible pedestrian paths from residential neighborhoods to parks (ex. Church Creek Park).
- Desire for more infrastructure at city parks including playgrounds and restrooms.
- Concerns about wasteful spending on parks as opposed to economic development.
- City Hall Park needs improvements.
- Pedestrian amenities such as benches should be placed along paths to parks.
- Desire for a Parks and Recreation department.
- Ovenell Park provides an opportunity for marine science-based education activities and events and should continue being developed.
- Improve Heritage Park soccer fields and lighting.
- A new public park site in the Cedarhome area should be considered due to the large amount of new housing developments in Uptown.
- Church Creek Park needs more parking and a pedestrian crossing across 72nd.
- Park management and park projects need more oversight and comprehensive planning to avoid potential conflicts between park uses and safety.
- City parks should offer more than active recreational activities. Passive activities are lacking in Stanwood's parks. Examples of desired passive activities include water features, paths with looped trails, pavilions and shade structures, central gathering spaces, community garden, public art, and an amphitheater or sloped lawn for concerts.
- Heritage Park needs more parking for games.

Roads

- City-wide
 - The majority of roads servicing Stanwood residents have been in need of repair.
 - Increasing growth is increasing road congestion throughout Stanwood.
 - Concerns about traffic congestion preventing emergency responders from responding in a timely manner to emergencies.
 - Road repairs, including pothole repairs, should be done properly and high quality.
 - EV Charging stations needed.
 - New roundabouts should include landscaping, changes in elevation, and be well lit.
 - Existing roads do not have the capacity to handle increasing population growth.
 - Increasing traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increases accidents.
 - Roads need to be widened with better lighting and striping.
 - Concerns about winter road maintenance
 - In school areas, width of roads is narrowed when vehicles are parked awaiting child pickup. This restricts and backs up traffic in school areas.
 - Pedestrian street crossings are needed in many places due to the City's disjointed sidewalk system.
- Uptown
 - Lots of roads are too narrow in the Cedarhome and Pioneer Hills area.
 - The high school has caused traffic congestion on local, residential roads.
 - Vehicles exceed posted speed limits, fly through stop signs, and make wide turns to avoid slowing down. Speed control measures are needed for pedestrian, pet, and vehicle safety.
 - Streetlights are placed too far apart to sufficiently provide light.
 - North side of Jensen Road has a very large parking strip, appears to be striped incorrectly causing a driving hazard.
 - 276th Street needs continuous sidewalks.
- Downtown
 - 103rd Drive NW has no curbs or sidewalks. Adding them would improve parking and provide safe walking paths.
 - 102nd Avenue NW should not be a through street to Pioneer Highway. 102nd and Old Pacific were not designed for heavy traffic.
 - The roads between 103rd Drive NW to 100th Avenue NW are in poor condition with low lighting and no sidewalks.
 - Parking is needed for downtown events.
 - Pedestrian/bicyclist safety and connections to downtown.
 - Consider roundabouts near the 92nd intersection and 102nd intersection to mitigate traffic congestion.
 - Keep the aesthetic of the brick road in Downtown Stanwood.
 - A roundabout or bypass route is needed in west Stanwood to help alleviate commuter traffic through the west neighborhood as the route currently exists.
- 72nd Avenue NW
 - The high school causes a bottle neck with traffic congestion.
 - Concerns about drivers using 72nd Ave as an alternative route to SR 532.

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- Sidewalks needed along Church Creek Park.
 - Need sidewalk connectivity the entire length of 72nd.
 - Concerns about traffic backup from left turns.
- 80th Avenue NW
 - People walking and on bikes on 80th and Pioneer HWY and it's not safe. There's no shoulder and limited sight for drivers.
 - Too narrow and becoming more congested with residential growth in Stanwood.
 - Many pedestrians walk along 80th and it is dangerous.
 - A complete sidewalk on at least on side of 80th is needed.
 - Risk of pedestrians getting hit by a car due to lack of sidewalks and low visibility from the hill.
 - Poor sight distance at intersection of 80th Ave and 280th Street NW.
 - The size and slope of the roundabout at 284th and 80th doesn't seem right and causes banking to the outside. The roundabout is poorly lit, disorienting, and not at all aesthetically pleasing to see no distinction in that center area of the roundabout.
- Cedarhome Road
 - Dangerous walking conditions due to lack of sidewalks.
- Pioneer Highway
 - Sidewalks are needed, not just shoulder areas.
 - Pioneer Highways should be improved to route traffic off of 102nd Avenue NW and Old Pacific Highway.
 - Pedestrian staircase at the triangle is in poor condition with steps uneven and needing repair making it difficult for pedestrians.
 - Sidewalk connectivity is needed.
- SR 532
 - The highway needs improvements.
 - Significant safety issues from I-5 to Stanwood with existing level of development, new development will worsen the problem.
 - Community members will continue to be injured or die, have their property damaged and continue to have a financial and emotional impact related to highway accidents.
 - Not investing in the highway infrastructure will divert traffic onto local roads which is a safety concern, damages city streets, and increases congestion.
 - Lack of safe pedestrian and bike access across overpasses.
 - Need a roundabout at intersection of SR 532 and 98th Drive NW (Jimmy's Pizza).
 - Traffic congestion bottle necks at the bridges and is worsened if there is an accident.
 - The narrowness of the bridges forces highway traffic through downtown Stanwood when incidents occur on the highway.
 - SR 532 is a decade past due for significant improvement. Four lanes are needed from I-5 through Stanwood.
 - SR 532 should be divided with a barrier.
 - Continue the walking trail on the south side of SR 532.
 - Even with low speeds, it is difficult and high risk to get onto SR 532 from a side street.
 - Concerns about high school students crossing SR 532.
 - SR 532 needs more lanes.
 - Synchronizing the traffic lights would alleviate traffic congestion and create a smoother flow of traffic.
 - Potholes and deteriorating pavement and roadbed causing tire blowouts and damaging vehicles.

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- Major issue is the lack of traffic flow in the afternoon. The timing on the lights and strategies established to move traffic are not working.
- SR 532 was intended to be a bypass but the 5-6 traffic lights slow traffic. Roundabouts and fewer left turns may help improve traffic flow.
- Concerns about traffic accidents at the 64th intersection.
- Turning left from any of the neighborhood streets without stoplights onto SR 532 also becomes a long waiting game during rush hour traffic.
- To create a more walkable and neighborhood friendly environment in the historic district around 102nd, addressing the pass-through traffic on SR 532 is necessary.

Other

- Concerns about re-zoning residential neighborhoods.
- Growth should be planned thoughtfully and intentionally. Infrastructure should be developed at the same pace as private construction projects to support those developments.
- Concerns about Stanwood losing its identity amid growth.
- Stanwood should put thought into the visual impact of new development projects.
- Promote infill of downtown Stanwood between the west and east ends.
- Tall vegetation or concrete stamped noise walls along the highway would help reduce road noise encouraging a more walkable neighborhood feel.

Community Priorities

- Pedestrian path connectivity plays a vital role in the overall health of our community to get people outside walking and riding bikes on well-built trails.
- Cable and internet infrastructure should be improved as Stanwood grows.
- All other improvements are nice to have but pale in relative importance to the main highway and infrastructure issues.
- Maintaining pride in the Stanwood community by maintaining existing infrastructure including roads and sidewalks.
- Increasing the walkability and safety of the community, especially for children who walk to/from school.
- Stanwood is a desirable place to live for people of all ages. It is cost effective to promote aging in place. Many people in our community have mobility issues and require safe places to walk that are accessible to mobility aide devices.
- Prioritize keeping commercial spaces in town affordable for small businesses to survive and thrive.
- Desire for a town square.
- Collaboration between the City and other agencies to improve the quality of SR 532.
- Supporting the City's parks offers incredible advantages to the mental, physical, and emotional wellbeing of the surrounding community. When people are given more opportunities to enjoy nature and breathe fresh air, they become happier, healthier individuals.

Community Outreach Summary: July 2023 – September 2023

2023 PARKS, RECREATION, AND OPEN SPACE SURVEY RESULTS

- Approximately 7% of respondent park users speak a language other than English with Spanish, French, and German being the tree most common.
 - Other dominant languages spoken include American Sign Language, Tagalog, Russian or Ukrainian, and Czech.
- The majority of respondent park users either drive (over 90%) or walk (15-22%) to the parks.

Park Usage

Which park facilities are the most important to respondent park users?

Adult Respondents	Youth Respondents
73% value open space, trails, and nature viewing in the city's parks.	78% value local playgrounds.
The majority of adult respondents also value playgrounds and picnic or seating areas.	The majority of youth respondents also value grassy field areas.
Just under half value grassy sports fields for sports like soccer, football, and lacrosse.	Between a quarter to a third value paved sport courts, skate parks and dirt bike courses, nature areas, and the baseball fields.
A third value paved sport courts and a quarter value dog parks.	Less than 12% value dog parks or disc golf courses.
Less than 15% value skate parks or disc golf courses.	

What other activities are important to respondent park users?

Adult Respondents	Youth Respondents
63% value the farmer's market, community events, and concerts	64% value participating in sports.
The majority of adult respondents also value organized sports and water recreation	Just under half value the farmer's market.
Between a third to just under half value youth programs, fitness or wellness programs, environmental stewardship and outdoor programs, and arts/craft programs.	A third value movies in the park and summer camp or day camp programs.

What challenges or prevents respondents from using Stanwood's parks?

Adult Respondents	Youth Respondents
41% stated that lack of park amenities prevent them from using local parks	59% stated that the parks are not maintained
A quarter of adult respondents use Stanwood parks regularly	38% stated local parks don't have activities that interest them

How often are park facilities used?

- Grassy fields and playgrounds are used the most frequently by all ages.
 - Walking trails, open space areas, and picnic areas are the second most frequently used by all ages.
- Youth respondents also use the skate park, paved courts, baseball fields, and movies in the park.

Other facilities important to park users include:

- | | |
|---|-------------------------------------|
| • Clean and accessible bathrooms | • Trees and shaded areas |
| • Parking and electric vehicle charging stations | • Splash pad and water features |
| • Covered areas and BBQ's | • Community gardens |
| • Water access and boat launch | • Paved bike trails and pump tracks |
| • Sculpture gardens and labyrinths | • Paved walking and running trails |
| • Accessible playground equipment | • Turf fields |
| • Amphitheater and / or permanent stage area | • Tennis Courts |
| • Interpretative center and educational opportunities | • Public pool |
| • Indoor sports facility and covered courts | • Large dog area |
| • Swings and slides at playgrounds | • Recreational activities |
| | • Events like glass quest |

What would increase your usage of parks and recreation facilities, programs, and services, if addressed by Stanwood?

- ADA Accessibility
 - Many comments spoke to the inaccessibility of Stanwood's parks including inaccessible access and walkways, inaccessible restrooms, and inaccessible playgrounds.
- Safety
 - Church Creek Park has the largest amount of safety concerns ranging from troublesome teens to drug use and abandoned needles.
 - **Increased lighting** in the parks (including field lighting) was a significant comment for both safety and usability.
- Outdated, unmaintained playground equipment and facilities.
 - Many existing playgrounds are older and outdated. There is a large need for more, updated playgrounds for a variety of ages including toddlers and older children to use.
 - Multiple community members expressed desire for a larger dog park with shade and seating areas in a location that is less distracting for the dogs.
- Communication and Signage
 - There is a lack of knowledge in the community regarding Stanwood's parks and amenities. Many comments spoke to the need for improved signage, publicity, and communication of park facilities to the public.
 - Interpretative signage, educational opportunities, and art installations are all passive ways of improving the parks
- Shade and Covered Areas
 - More shade is needed at the parks, especially Heritage Park. Additional trees, plantings, and nature areas are desired in addition to having covered seating/picnic areas and covered sports courts.

- Events and Activities
 - There is a strong desire to have more city events and activities hosted at the parks. Consider hosting farmer's market and summer concerts at parks instead of closing main street.
- Cleanliness
 - Lack of clean restrooms and lack of trash cans prevent people from wanting to use the parks.
- Trails and Fields
 - Improved trails and walking paths/biking are needed both within the city's parks and trails connecting city parks throughout town.
 - One of the most common comments was a need for turf fields to accommodate a variety of sports in addition to more green space areas in general.
- Parking
 - Church Creek Park needs more parking or safe pedestrian connectivity from off-site parking areas.
 - Electric vehicle charging infrastructure should be installed in parks.

What are the most important existing facilities and amenities the city should maintain?

- Most important:
 - Sport fields, playgrounds, and restrooms.
- Less important:
 - Walking paths, sport courts, and nature areas.
- Least important:
 - Disc Golf, picnic areas, trash cans, skate park, dog park, dirt bike facilities, and parking.

What does the community want to see that Stanwood currently does not offer?

- Splash pad.
- Park activities, events, programs, and classes.

Park Satisfaction

How satisfied are respondents with Stanwood's parks?

- Approximately 40% of adult respondents feel neutral towards local park facilities.
 - A quarter to a third are somewhat satisfied with parking and safety at local parks.
 - 15-20% of adult respondents are somewhat unsatisfied with the availability and quality of park amenities/facilities and the cleanliness of bathroom facilities.
- A majority of youth respondents feel that parks are not well maintained.
 - Over a third of youth respondents said that local parks don't have the activities they want to do and a quarter said parks are too far away from their homes.

Are Stanwood's existing park facilities, amenities, and services meeting the needs of the community?

- Approximately 20% say the park facilities are not meeting needs.
- Approximately 40% say the park facilities are somewhat meeting needs.
- Approximately 40% say the park facilities are meeting needs.

How can the city improve its parks and recreation system, facilities, and programs in different ways than what has already been mentioned?

- Tree coverage has both positives and negatives. It provides shade and nature viewing as positive features. Too much tree coverage can result in undesirable activity in parks and stinging insects.
- Strong community support for additional parks throughout the City and a parks and recreation department.
- Consider a parks volunteer program.
- Provide amenities and park facilities for a variety of ages and needs (toddlers, children, teenagers, adults, and caregivers).
- Consider partnerships with local organizations, local sport groups, and regional agencies for recreational and educational park opportunities.
- Communication of park facilities and events is essential.
- More swings and larger slides in playgrounds are desired.
- Current soccer fields are in poor condition with uneven ground and overgrown lawn.
- Make sure there's upkeep trash cans in all parks.
- Add more art to local parks.
- Accessibility should always be included in park design.
- The need for fields significantly outweighs the supply and many local sport groups are being forced to leave town for games/tournaments.
 - Also consider construction of rentable concession stands.

Appendix E: Capital Improvement Project List

Capital Facilities List: 6 – year Plan

The capital improvement plan is a six-year plan of capital projects with estimated costs and proposed methods of financing that are updated annually with the city's budget cycle. An update to the City's Six-Year CIP does not require an amendment to the City's Comprehensive Plan as set forth in Stanwood Municipal Code. Copies of the City's most recent adopted CIP may be found on the budget page of the City's website at www.stanwoodwa.org.

Parks:

CITY OF STANWOOD 2024-2029 Capital Improvement Plan								
Department	Project Title	Preliminary FY2024	Preliminary FY2025	Preliminary FY2026	Preliminary FY2027	Preliminary FY2028	Preliminary FY2029	Total
Parks Capital	Johnson Farm Park	\$200,000		\$250,000				\$450,000
	Church Creek Park Forest Mitigation Plan	\$15,000		\$150,000	\$200,000	\$200,000		\$565,000
	Church Creek Tree Management	\$75,000	\$35,000					\$110,000
	Church Creek Loop Trail	\$90,000	\$300,000					\$390,000
	Church Creek Dugout Improvements	\$40,000						\$40,000
	Downtown Park	\$100,000	\$500,000					\$600,000
	Heritage Park Master Plan Update	\$8,000						\$8,000
	Heritage Park Parking & Ballfield Design	\$200,000	\$2,000,000	\$225,000	\$75,000	\$325,000	\$75,000	\$2,900,000
	Heritage Park Dugouts	\$175,000						\$175,000
	Heritage Park Loop Trail		\$385,000					\$385,000
	Heritage Park Dog Park	\$115,000						\$115,000
	Heritage Park Bathroom Upgrade	\$105,000						\$105,000
	Port Susan Trail Phase 2 (wwtp)	\$1,638,000						\$1,638,000
	Port Susan Trail Phase 3 (Church Creek/TCF)		\$1,200,000					\$1,200,000
	Port Susan Trail Phase 4 (Florence Rd.)		\$100,000	\$200,000				\$300,000
	Cedarhome Area Park	\$70,000						\$70,000
	Raplee Property (271st/270th Triangle)	\$140,000	\$550,000					\$690,000
	Ovenell Park			\$70,000				\$70,000
Total Parks Capital		\$2,971,000	\$5,070,000	\$895,000	\$275,000	\$525,000	\$75,000	\$9,811,000
Building Improvement	City Hall/Police Station Remodel	\$800,000		\$5,000,000				\$5,800,000
Total Bld. Improvement		\$800,000	\$0	\$5,000,000	\$0	\$0	\$0	\$5,800,000

Streets:

Street Construction	City Beautification Projects	\$35,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$185,000
	Westside Overlays		\$160,000	\$130,000	\$85,000	\$85,000		\$460,000
	103rd Road Rebuild	\$320,000						\$320,000
	Sidewalk Repair and Maintenance	\$150,000	\$230,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,380,000
	80th & 284th Sidewalk Connection (south west corner)	\$150,000						\$150,000
	SR532 Hamilton Entrance Intersection			\$3,500,000				\$3,500,000
	Sidewalk: Cedarhome Drive NW			\$714,612				\$714,612
	Sidewalk: 272nd St NW		\$270,000					\$270,000
	Sidewalk: 276th St NW	\$100,000						\$100,000
	Sidewalk: 72nd AVE NW	\$100,000						\$100,000
	Sidewalk: 284th St NW- South Version 2		\$185,880					\$185,880
	Sidewalk: 98th Dr. NW Copy Ver 2		\$123,240					\$123,240
	Overlay and ADA Improvements	\$410,000	\$510,000	\$428,000	\$450,000	\$450,000	\$450,000	\$2,698,000
	284th Street NW Improvements		\$5,700,000					\$5,700,000
	64th and SR532 Intersection	\$500,000	\$100,000	\$3,600,000				\$4,200,000
	Viking Way- 90th Ave Phase 2	\$2,000,000						\$2,000,000
	Twin City Mile Downtown Renovation Project	\$739,000	\$1,600,000	\$371,000	\$371,000	\$1,000,000	\$1,000,000	\$5,081,000
Total Street Construction		\$4,504,000	\$8,909,120	\$9,273,612	\$1,436,000	\$9,705,000	\$1,980,000	\$35,807,732

Water:

CITY OF STANWOOD 2024-2029 Capital Improvement Plan								
Department	Project Title	Preliminary FY2024	Preliminary FY2025	Preliminary FY2026	Preliminary FY2027	Preliminary FY2028	Preliminary FY2029	Total
Water Capital	Water System Plan	\$50,000						\$50,000
	Water System Telemetry Upgrade	\$450,000						\$450,000
	Water Rate Study	\$20,000				\$70,000		\$90,000
	Annual Water Main Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Inventory Enhancement	\$195,000						\$195,000
	Water Treatment Plant/Cedarhome Well Upgrades Phase 1	\$95,000						\$95,000
	Water Treatment Plant/Cedarhome Well Upgrades Phase 2		\$150,000					\$150,000
	Meter Replacement	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$480,000
	103rd Water Line Upgrade	\$400,000						\$400,000
	76th Drive Main/Service Relocation		\$96,000	\$547,000				\$643,000
	Knittle Booster Station Improvements		\$236,000	\$709,000				\$945,000
	Cedarhome Well Generator	\$250,000						\$250,000
	Leque Road Main Replacement		\$640,000					\$640,000
	Cedarhome Drive Main and Park Drive Replacement			\$425,600				\$425,600
	Cedarhome Drive & 276th Main Replacement				\$176,000			\$176,000
	271st Camano Street to 94th Main Repl. (TCM Project)	\$169,000	\$761,000	\$761,000				\$1,691,000
	272nd ST from 78th ST to 72nd ST Main Replacement		\$370,000					\$370,000
	Northern UGA Main Improvements (288th to Pioneer HWY)				\$282,560			\$282,560
	Northern UGA Main Improvements (Skrinde RD)					\$96,000		\$96,000
	Northern UGA Main Improvements (89th)						\$145,600	\$145,600
	101st AVE from 272nd PL to 274th Main Replacement				\$155,000	\$311,000		\$466,000
	72nd AVE from 272nd ST to 27408 72nd Main (loop system)	\$150,000						\$150,000
	Service Line Inventory Replacement Project	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
	Decommission Sill Well		\$15,000					\$15,000
	Viking Way Water Element	\$24,000						\$24,000
	GIS equipment and set up (water)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total Water Capital		\$2,108,000	\$2,573,000	\$2,747,600	\$918,560	\$782,000	\$450,600	\$9,579,760
Total Departments		\$18,346,000	\$34,799,120	\$22,364,212	\$3,269,560	\$12,734,000	\$3,834,600	\$95,347,492

Sewer:

CITY OF STANWOOD 2024-2029 Capital Improvement Plan								
Department	Project Title	Preliminary FY2024	Preliminary FY2025	Preliminary FY2026	Preliminary FY2027	Preliminary FY2028	Preliminary FY2029	Total
Sewer Capital	Sewer System Plan	\$180,000						\$180,000
	Sewer Rate Study	\$20,000				\$50,000		\$70,000
	Sewer Basin 1 Pipe replacement program	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
	Inflow and Infiltration Study					\$125,000		\$125,000
	Grit Removal		\$150,000	\$250,000				\$400,000
	Fine Screen Rebuild/Second Screen		\$250,000	\$250,000				\$500,000
	Biosolids Removal and Utilization	\$1,600,000	\$4,000,000					\$5,600,000
	Pioneer Hills Lift Station Upgrade	\$100,000	\$350,000					\$450,000
	Viking Way - Sewer Element	\$24,000						\$24,000
	Decommission Church Creek Lift Station		\$40,000					\$40,000
	274th Sewer Main Replacement		\$700,000					\$700,000
	Cedarhome Dr. Sewer Main Replacement		\$1,285,000					\$1,285,000
	SR532 and Pioneer Hwy Sewer Crossing	\$400,000						\$400,000
	Pioneer Hwy and SR532 Sewer Main		\$600,000					\$600,000
	72nd Ave Sewer Main Replacement		\$1,925,000					\$1,925,000
	GIS equipment and set up (sewer)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Cedarhome Collection System	\$175,000						\$175,000
	68th Sewer Main Replacement		\$1,000,000					\$1,000,000
	99th/272nd PI Main Replacement					\$47,000	\$189,000	\$236,000
	WWTP Lighting/Retrofit					\$250,000	\$250,000	\$500,000
	Nutrient Removal Permit Upgrades/WWTP Upgrades	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Collection System/Manhole Repair	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
	TCM Project 271st Camano Street to 94th Main Replacement	\$169,000	\$761,000	\$761,000				\$1,691,000
	UV System Energy Efficiency and Recycle Pumps Upgrade					\$150,000	\$250,000	\$400,000
	272nd ST / 76th DR Main Replacement		\$96,000	\$547,000				\$643,000
Total Sewer Capital		\$3,208,000	\$11,697,000	\$2,348,000	\$540,000	\$1,162,000	\$1,229,000	\$20,184,000

Stormwater:

CITY OF STANWOOD 2024-2029 Capital Improvement Plan								
Department	Project Title	Preliminary FY2024	Preliminary FY2025	Preliminary FY2026	Preliminary FY2027	Preliminary FY2028	Preliminary FY2029	Total
Stormwater Capital	Drainage Rate Updates	\$25,000				\$60,000		\$85,000
	Skagit Bay Dike Repair		\$6,000,000					\$6,000,000
	Floodwall- Florence Rd.	\$614,000						\$614,000
	Stormwater Comprehensive Plan Update	\$200,000						\$200,000
	Irvine Slough Pump Station Building	\$100,000	\$250,000					\$350,000
	Drainage System Receiving Station					\$400,000		\$400,000
	272nd Project Drainage Element	\$200,000						\$200,000
	GIS equipment and set up (Drainage)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Viking Way Drainage Element	\$216,000						\$216,000
	Irvine Slough Drainage	\$3,300,000	\$200,000	\$2,000,000				\$5,500,000
Total Stormwater Capital		\$4,755,000	\$6,550,000	\$2,100,000	\$100,000	\$560,000	\$100,000	\$14,165,000

Capital Facilities List: 20 – year Plan**TRANSPORTATION IMPROVEMENTS**

Project Source	Project Type	Project ID	Project Name	Project Location	Description
2015 TIP	Intersection / Operations	I-2	SR 532 / 64th Ave N Intersection	East UGA	Install a roundabout or signal in coordination with WSDOT
2015 TIP		I-3	272nd Street NW / 72nd Ave N Intersection	Uptown Stanwood	Intersection improvement to accommodate bus turning movements and operations. Upgrade to All-Way Stop Control
2015 TIP		I-4	SR 532 / 270th Street NW Intersection	Downtown Stanwood	Install a roundabout as western gateway to downtown area and improve access management in area, widen highway and add turn lane
2015 TIP		I-5	SR 532 / 98th Drive NW Intersection	Downtown Stanwood	project need reiterated in 2022 Survey; Install a roundabout as eastern gateway to downtown area and improve access management in area
2022 Survey			SR 532 / 92nd Ave Intersection	Downtown Stanwood	Consider roundabouts near the 92nd intersection and 102nd intersection to mitigate traffic congestion
2022 Survey			SR 532 / 102nd Ave Intersection	Downtown Stanwood	Consider roundabouts near the 92nd intersection and 102nd intersection to mitigate traffic congestion
2022 Survey			80th Ave / 280th St Intersection	Uptown Stanwood	Poor sight distance at intersection of 80th Ave and 280th Street NW
2022 Survey			80th Ave / 284th St Intersection	Uptown Stanwood	The size and slope of the roundabout doesn't seem right and causes banking to the outside. The roundabout is poorly lit, disorienting, and not at all aesthetically pleasing to see no distinction in that center area of the roundabout.
2022 Survey			Cedarhome Road / Cedarhome Drive Intersection	Downtown Stanwood	Consider roundabout at the triangle intersection
2023 TIP List			72nd Ave / High School Access Intersection	Uptown Stanwood	Intersection control to be upgraded to a signal with new planned development. Specific traffic controls to be determined.
Staff Comments			102nd Avenue NW / 273rd Place NW Intersection	Downtown Stanwood	four way stop or other traffic calming measure needed for stanwood elementary traffic
2015 TIP	Widening / Reconstruction	R-1	72nd Avenue NW Improvements	268th Street NW to 276th Street NW	project need reiterated in 2022 Survey; Reconstruct and widen 72nd Avenue NW, including sidewalks on both sides at missing locations. Three-lane cross-section south of 272nd St NW, two-lane cross-section north.
2015 TIP		R-2	80th Avenue NW Improvements	276th Street NW to 288th Street NW	Reconstruct and widen 80th Avenue NW, including sidewalks on both sides
2015 TIP		R-3	68th Avenue Reconstruction	280th Street to 288th Street	Reconstruct 68th Avenue NW, including a sidewalk on one side
2015 TIP		R-4	272nd Street NW Reconstruction	72nd Avenue NW to Pioneer Highway	Reconstruct and widen 272nd Street NW, including sidewalks on both sides
2015 TIP		R-5	101st Avenue NW Reconstruction	270th Street NW to 274th Place NW	Reconstruct 101st Avenue NW, including sidewalks on both sides
2015 TIP		R-7	284th Street NW Improvements	68th Avenue NW to 80th Avenue NW	Reconstruct and widen 284th Avenue NW, including sidewalks on both sides
2015 TIP		R-9	98th Drive NW Reconstruction	268th Street NW to 271st Street NW	Reconstruct and widen 98th Avenue NW, including sidewalks on both sides

TRANSPORTATION IMPROVEMENTS CONTINUED

2015 TIP	Widening / Reconstruction	R-13	288th Street NW Reconstruction	80th Avenue NW to Pioneer Highway	Reconstruct and widen 288th Street NW, including sidewalks on both sides
2015 TIP		R-14	64th Avenue NW / Woodland Road	SR 532 to 68th Ave NW	Reconstruct and widen 64th Avenue NW, including sidewalks on both sides
2015 TIP		R-15	64th Avenue	SR 532 to Pioneer Hwy	Reconstruct and widen 64th Avenue NW, including sidewalks on both sides
2022 Survey			103rd Drive NW Improvements	269th Pl to 273rd Pl	103rd Drive NW has no curbs or sidewalks
2022 Survey			West End Roads Improvements	100th Ave through 104th Dr	The roads between 103rd Drive NW to 100th Avenue NW are in poor condition with low lighting and no sidewalks
2022 Survey			Pioneer Highway Improvements		Pioneer Highways should be improved to route traffic off of 102nd Avenue NW and Old Pacific Highway.
2022 Survey			SR 532 Improvements		SR 532 should be divided with a barrier, difficult and high risk to get onto SR 532 from a side street, needs more lanes, synchronizing the traffic lights would alleviate traffic congestion and create a smoother flow of traffic
2022 Survey			Cedarhome Drive Improvements	Uptown Stanwood	Uneven brick road needs improving
2023 TIP List			268th Street Widening	72nd Ave to 64th Ave	
2023 TIP List			Twin City Mile Phase 1	103rd Dr NW to 102nd Ave NW	Construct improvements as part of Twin City Mile. Includes 270th St NW/102nd Ave NW intersection.
2023 TIP List			Twin City Mile Phase 2	102nd Ave NW to 99th Ave	Construct improvements as part of Twin City Mile
2023 TIP List			Twin City Mile Phase 3	99th Ave to 96th Ave	Construct improvements as part of Twin City Mile
2023 TIP List			Twin City Mile Phase 4	96th Ave to 90th Ave	Construct improvements as part of Twin City Mile
2023 TIP List			Twin City Mile Phase 5	90th Ave to 84th Ave	Construct improvements as part of Twin City Mile
2015 TIP	New Roadway	N-3	Downtown to East Residential Connectors		Feasibility study for a new roadway between downtown and east residential areas
2023 TIP List			SR 532/Old Pacific Highway Bypass Route		
2015 TIP	Pedestrian Network	P-2	276th Street NW	76th Drive NW to 68th Avenue NW	project need reiterated in 2022 Survey
2015 TIP		P-4	Cedarhome South	276th Street NW to Florence Road	project need reiterated in 2022 Survey
2015 TIP		P-5	Lovers Lane	92nd Avenue NW to 102nd Avenue NW	Construct sidewalk on both sides of the street
2022 Survey			Sidewalks: 92nd Ave	92nd Ave north of 272nd St	Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go
2022 Survey			Sidewalks: SR 532	SR 532 overpass bridges	Existing sidewalks in SR 532 overpasses are narrow and immediately next to vehicle lanes - no buffer space

TRANSPORTATION IMPROVEMENTS CONTINUED

2022 Survey	Pedestrian Network		Sidewalks: SR 532	Stanwood-Camano Bridge	Pedestrian paths are needed along to highway to Camano Island
2022 Survey			Sidewalks: Pioneer Highway	288th Street NW to 72nd Avenue NW/Lindstrom Road	Pioneer Highway northbound has no sidewalks and no safe way to transition down the hill into downtown
2022 Survey			Sidewalks: Pioneer Highway	72nd Avenue NW/Lindstrom Road to Fairgrounds	Pedestrian access (either biking or walking) is needed from the fairgrounds to Pioneer Highway.
2022 Survey			Sidewalks: 80th Ave	284th St to 276th St	Sidewalks are on different sides of the roads without a safe pedestrian crossing and they end abruptly at random points
2022 Survey			Sidewalks: 284th St	80th to 68th	Sidewalk connectivity needed along 284th Street NW
Staff Comments			Sidewalks: 272nd Street NW	Pioneer Hwy to 72nd Ave	sidewalks are too narrow and sinking
2022 Survey			Sidewalks/Crossing: 72nd Ave	Church Creek Park	Church Creek Park needs sidewalks and/or a pedestrian crossing across 72nd
2022 Survey			Pedestrian Crossing: 272nd St	Pioneer Hwy to 72nd Ave	Pedestrian crossings across 272nd Street NW
Staff Comments			Pedestrian Crossing: 102nd Avenue NW	102nd Ave / 272nd Pl intersection	pedestrian crossing across 102nd ave at 272nd intersection
2022 Survey			Pedestrian Crossing: Pioneer Hwy	Triangle Road / 272nd St	Pedestrian staircase at the triangle is in poor condition with steps uneven and needing repair making it difficult for pedestrians.
2022 Survey			Pedestrian Crossing: SR 532 / 72nd Avenue NW	sr 532 / 72nd Ave	Consider adding pedestrian crossing at 72nd and SR 532 intersection
2022 Survey			Pedestrian Crossing: SR 532 / Florence Road	sr 532 / florence rd	Consider adding pedestrian-only bridges along SR 532
Staff Comments			Pedestrian Crossing: SR 532 / Pioneer Highway	sr 532 / pioneer hwy	Safer pedestrian crossing needed
2015 TIP	Bicycle Network		Pioneer Highway	288th Street NW to 72nd Avenue NW/Lindstrom Road	project need reiterated in 2022 Survey
2015 TIP			Cedarhome Drive	88th Avenue NW to 276th Street NW	
2015 TIP			271st St NW	SR 532/270th Street NW to 88th Avenue NW	
2015 TIP			276th Street NW / Lover's Lane	92nd Avenue NW to 102nd Avenue NW	
2015 TIP			Rails to Trails Railroad line	Saratoga Dr to Lovers Lane Rd	
2022 Survey			Bike Lanes: Pioneer Highway	72nd Avenue NW/Lindstrom Road to Fairgrounds	Pedestrian access (either biking or walking) is needed from the fairgrounds to Pioneer Highway.
2022 Survey			Bike Lanes: SR 532	SR 532 overpass bridges	There are no bike lanes or shoulders along the SR 532 bridges with vehicle speed limits at 50 mph putting bicyclists at risk
2022 Survey			Bike Lanes: Old Pacific Highway		Old Pacific Highway does not have bike lanes or shoulders making bike-travel dangerous.

STORMWATER IMPROVEMENTS

Project Source	Project Type	Project Name	Project Location	Notes
2015 CIP	Flooding	85th & Pioneer Hwy Drainage Improvements - 85th Street runoff conveyance		
2015 CIP		water across 86th drive down pioneer		
2015 CIP		lowers lane flooding		
2015 CIP		102nd drive flooding		
2015 CIP		risk of wwtp flooding		
2015 CIP		leque road dike flooding		
2022 Survey		272nd Street Flooding	272nd Street	lack of street drains cause annual flooding
2022 Survey		76th Drive Flooding	76th Drive along high school field	high school field floods in winter and goes down the hill flooding the yards along the fence-line
2015 CIP	Standing Water	72nd ave flooding		
2015 CIP		103rd drive standing water		public works needs to investigate
2022 Survey		267th Place Standing Water	267th Place	standing water on sidewalks, freezes in winter
2015 CIP	Failed Infrastructure	Irvine slough electrical and controls rehab		
2015 CIP		aging stormwater pipe		
2015 CIP		adverse pipe slope 92nd ave (IS4 Phase 2/5)		
2015 CIP		pioneer hills south pond control structure repair		
RH2 - ???	IS4 IS4 IS4	Pump Station at 92nd and 532 w/ 1,600 ft of new 24" forcemain to a new outfall structure adjacent to the existing wastewater pond outlet.		
RH2 - ???		Phase 4 - Scope unknown by RH2		
RH2 - ???		Fix the pipe that floated near Irvine Slough PS so IS4 works as intended?		

RH2 2015 CIP	Flood	Desing/Construction of the flood gate under the 532 overpass (Fort Freberg)		
RH2 - ???	Flood	Rehab outfall to Douglas Creek SW of Old Twin City Foods Bldg		
RH2 - ???	Misc	Item placeholder for City take of private stormwater ponds/facilities (e.g. in Cedarhome area)		Not sure if the City wants to plan for and list this or not???

SEWER IMPROVEMENTS

Project Source	Project Type	Project ID	Project Name	Project Location	Notes
2015 CIP	Pipeline Improvements	EX1	Sewer Drainage Basin 1 Pipe Replacement Program		
2015 CIP		EX2	Collector/Interceptor System Flow Monitoring and Video		
2015 CIP		EX4	272nd St NW & 76th Dr Gravity Main Replacement		
2015 CIP		EX5B	Cedarhome Collection System Construction		
2015 CIP		EX13	99th Ave NW & 272nd St NW Gravity Main Existing Deficiencies		
2015 CIP		EX14	94th Dr NW & 271st NW Gravity Main Existing Deficiencies		
2015 CIP		EX15	Sewer Drainage Basin 1 Primary Interceptor Existing Deficiencies		
2015 CIP		EX20	265th St NW Gravity Main Existing Deficiencies		
Staff Comments			Cedarhome Drive Line Deficiencies	Cedarhome Drive southwest of Pioneer Hwy	line deficiencies by storage units
Staff Comments			272nd Street Pipeline Repair	272nd Street near Heritage Park and condos	heavy root intrusion by condos on 272nd Place

SEWER IMPROVEMENTS CONTINUED

2015 CIP	Facility Improvements	EX6	misc improvements		
2015 CIP		EX8B	long-term biosolids utilization modifications		
2015 CIP		EX8C	biosolids removal and utilization		
2015 CIP		EX9	grit removal unit installation		
Staff Comments			Pump Station Screening		possible screenings at lift stations or main pump station
Staff Comments			Telemetry Upgrades		GIS for wastewater
Staff Comments			New Plant Lighting/Retrofit	WWTP	
Staff Comments			New/Upgrade Decant Station	WWTP	
Staff Comments	Facility Improvements		Fill/Dump Station for Vector Trucks	on the hill	
Staff Comments	Facility Improvements		Nutrient Removal Upgrades		
Staff Comments	Facility Improvements		Sewer CCTV Cues		
Staff Comments	Collection System Improvements		68th Ave Manhole Repair	68th Ave north of 278th St & south of 279th St	Manhole has medium sized infiltration leak and needs a new mudjob
Staff Comments	Collection System Improvements		79th Drive Manhole Repair	Manhole on 79th Drive	No channel, needs correction
Staff Comments	Collection System Improvements		Cedarhome Drive Manhole Repair	Cedarhome Drive southwest of Pioneer Hwy	new manhole ring needed
Staff Comments	Collection System Improvements		Manhole/collections Restoration Project		
2015 CIP	Developer Funded Improvements Pre-2021		68th Ave Gravity Main Replacement		
2015 CIP	Developer Funded Improvements Pre-2021		Lift Station 8 Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Lift Station 9 Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Lift Station 10 Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Taylor's Landing (Lift Station 5) Pipe Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Lift Station 11 Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Lift Station 12 Construction		
2015 CIP	Developer Funded Improvements Pre-2021		Lindstrom (Lift Station 7) Pipe Construction		
2015 CIP	Developer Funded Improvements Pre-2035		271st St NW Monitoring & Potential Pipe Replacement		
2015 CIP	Developer Funded Improvements Pre-2035		274th St NW Gravity Main Replacement		
2015 CIP	Developer Funded Improvements Pre-2035		Lift Station 13 Construction		
RH2	Pipeline Improvements		Sewer Main under 532 at Pioneer Hwy	SR 532 and Pioneer Hwy	Developer Funded? Pipe not replaced with EX17, remains undersized?
RH2	Pipeline Improvements		Cedarhome Dr Gravity Main Existing Deficiencies	Cedarhome Drive - 80th to 83rd	Developer Funded?
RH2	Facility Improvements		WWTP Flow/Load Eval. And Improvements	WWTP	To eventually resolve No Meat Factory wastewater?
RH2	Facility Improvements		WWTP Headworks Screen	WWTP	Screen is original install, will need replacement
RH2	Facility Improvements		WWTP Equipment Replacement	WWTP	WWTP is 20 years old, equipment replacement will be necessary
RH2	Facility Improvements	EX11	CIP EX11: Sheet Pile Installation???	WWTP	With climate change, should this be higher priority for the City

WATER IMPROVEMENTS

Project Source	Project Type	Project Name	Project Location	Notes
2015 CIP	Water Main Improvements	Water Main South of SR 532 from 92nd to 84th	WM4	low priority
2015 CIP		Water Main from Hatt Slough Springs to SR 532	WM6	low priority
Staff Comments		288th Street Water Main Upgrade	288th St east of 68th Ave along 64th Ave and 294th St	upsized 2" main to 8" with hydrants (low priority)
Staff Comments		76th Drive Water Main Upgrade	76th Drive	upgrade AC main on 76th and tie over houses on the east to the new main (high priority)
Staff Comments		272nd Street Water Main Upgrade	272nd St from 78th Ave to 72nd Ave	upgrade water main on 272nd from 78th to 72nd (medium priority)
Staff Comments		272nd Street Water Main Extension	272nd St to 27408 72nd Ave	main extension from 272nd to 27408 72nd (low priority)
Staff Comments		Northern UGA Water Main Improvements	northern UGA	improvements north of city limits - galvanized
Staff Comments		76th Drive Line Relocation	76th Drive	delete and move service to west side of homes
Staff Comments		72nd Ave Water Main Connection	72nd Drive north of SR 532	connect water main to apartments on 72nd Ave north of SR 532

WATER IMPROVEMENTS CONTINUED

Staff Comments	Water Main Improvements	Park Drive Main Replacement	Cedarhome Drive and Park Drive near Lions Park	Cedarhome Drive and park drive main replacement (medium priority)
Staff Comments		Camano Street Main Upgrade	Camano St to 94th	upgrade to 12" PVC w/ TCM project
Staff Comments		Leque Rd Main Upgrade	Leque Rd	2" galvanized to 8" PVC, replacing service line in house 2023
Staff Comments		103rd Drive Main Connection	103rd Drive	103rd main replacement 8" connect to 102nd Dr (high priority)
Staff Comments		101st Avenue Main Replacement	101st ave from 272nd pl north to end of road and east along 273rd pl to 100th ave	replace 6" and 2" water main (low priority)
Staff Comments		Hamilton Park Main Upgrade	hamilton park	cap 6" line crossing slough and delete from 16"
2015 CIP	Pressure Zone Improvements	Conversion of Middle Pressure Zones to 245 Zone		
2015 CIP	Pressure Improvements	252 Zone PRV Replacement		
2015 CIP	Pressure Reducing Station Improvements	Additional 297/125 Zone PRV on Miller Rd		low priority
2015 CIP	Facility Improvements	Cedarhome Reservoir Recoating		pressure wash and re-coating
2015 CIP		Cedarhome Well Study		
2015 CIP		Telemetry Improvements Extend Life of Existing Telemetry System		
2015 CIP		Telemetry Improvements Radio System Equipment		
2015 CIP		Cedarhome Booster Pump Station Generator		staff comments say "no"
2015 CIP		Knittle Booster Pump Station Improvements		high priority, lean to over pipe rack
2015 CIP		Decommission Sill Well		
Staff Comments		Cedarhome Generator	well at east end of 278th St	generator at cedarhome well (high priority)
Staff Comments		Media Replacement		10 years
Staff Comments		Telemetry Upgrades		GIS water system
Staff Comments		PFSA Testing		
Staff Comments		Service Line Inventory Replacement Project		lead/copper rule
2015 CIP	Miscellaneous Improvements	Update water system standards		
2015 CIP		cross connection control program		
2015 CIP		wellhead protection program		
Staff Comments	Miscellaneous Improvements	284th Street Hydrant	284th Street east of 64th Court	add hydrant to new 12" (valve is already there)
RH2 - 2024 WSP		Long-Term Water Supply Study		
2015 CIP	Developer Funded Improvements	central 365 zone water main		
2015 CIP		southeast 297 zone water main (UGA addition 2)		
2015 CIP		northwest 365 zone water main		
New Regulatory Requirement	Miscellaneous Improvements	Risk and Resilience Assessment and Emergency Response Plan Update/Recertification		Due June 2026
2024 WSP		Long-Term Water Supply Study		
2024 WSP	Facility Improvements	Bailey Reservoirs Condition Assessment		
2024 WSP		Purchase portable EG		cost share with sewer utility?

PARK IMPROVEMENTS

Project Source	Project Type	Project Name	Project Location	Description
Parks Master Plan	Improvements	Cover Dugouts/Foul Netting	Heritage Park	Add netting to the baseball fields to prevent injury or damage from Foul Balls. Covering Dugouts to protect athletes from weather
Parks Master Plan	Expansions	Skate Park Expansion	Heritage Park	Adding more features to skate park to expand capacity and options
Parks Master Plan	Improvements	Improve Soccer Fields	Heritage Park	Adding soccer-specific amenities to the currently unimproved field
Parks Master Plan	Expansions	Large Dog Park	Heritage Park	Construction of the designed larger off-leash area.
Parks Master Plan	Infrastructure	Restroom Plumbing Upgrade	Heritage Park	Renovating restroom plumbing to bring to the standard level.
Parks Master Plan		Field #3 Irrigation	Heritage Park	Adding automatic irrigation to the existing baseball field to reduce long-term maintenance costs.
Parks Master Plan		Drainage Pumps	Heritage Park	Installing automatic pumps to address drainage issues in the baseball fields
Parks Master Plan	Expansions	Loop Trail	Heritage Park	Fully developing the planned trail
Parks Master Plan	Improvements	Gateway/Wayfinding Signage	Heritage Park	Adding signage to trails to improve placemaking, signs to direct traffic to park at Stanwood Middle School when overcrowded

PARK IMPROVEMENT CONTINUED

Parks Master Plan	Infrastructure	Park Entry Drive	Heritage Park	Adding vehicle circulation to facilitate drop-offs. Circular landscaping will be added to improve the site aesthetically
Parks Master Plan	Expansions	Pump Track Upgrade	Heritage Park	Improving the Pump Track with asphalt pavement
Parks Master Plan		Pickleball Courts	Heritage Park	Adding the 3rd and 4th planned pickleball courts
Parks Master Plan	Infrastructure	Restroom Renovation	Heritage Park	Renovating the Silo Restroom to improve user experience
Parks Master Plan	Expansions	New Baseball Field	Heritage Park	Fully developing the fourth Baseball field, including bleachers, backstop, fence, drainage, and irrigation.
Parks Master Plan	Improvements	Concession Stands	Heritage Park	Adding concession stands and restrooms for community use at sports events
Parks Master Plan	Expansions	Josephine Property	Heritage Park	Designing the site directly to the southwest of the park.
Parks Master Plan	Improvements	Covered Storage	Heritage Park	Adding a permanent covered storage facility for the city.
Parks Master Plan	Expansions	Additional Soccer Field (3)	Heritage Park	
Parks Master Plan		Additional Parking Lot	Heritage Park	
Parks Master Plan		Pickleball Courts	Heritage Park	
Parks Master Plan		Picnic Shelter/Restroom #3	Heritage Park	
Parks Master Plan	Infrastructure	Windbreak Landscaping	Heritage Park	
Parks Master Plan	Improvements	Site Furniture (benches, trash cans)	Heritage Park	more benches
Parks Master Plan	Infrastructure	Baseball Lighting/Scoreboard	Heritage Park	
Parks Master Plan	Expansions	Viewing Mound/Labyrinth	Heritage Park	
Parks Master Plan		Gathering Meadow	Heritage Park	
Parks Master Plan		Open Meadow/Landscaping	Heritage Park	
Parks Master Plan		Basketball Courts	Heritage Park	
Parks Master Plan	Improvements	Picnic Shelter/Group Area	Heritage Park	
Parks Master Plan	Infrastructure	Skatepark Lighting	Heritage Park	
Parks Master Plan		Soccer Field Lighting	Heritage Park	
Parks Master Plan	Expansions	Additional Playground	Heritage Park	
Parks Master Plan	Improvements	Existing Playground Improvements	Heritage Park	swing set, different park equipment for different ages
Parks Master Plan		Trail System Connections	Heritage Park	
Parks Master Plan		Reforestation/Wetland buffer	Heritage Park	
Parks Master Plan		Wetland Viewpoints	Heritage Park	
Parks Master Plan	Expansions	Viewing Mound #1	Heritage Park	
Parks Master Plan		Viewing Mound #2	Heritage Park	

Parks Master Plan	Expansions	RV Parking	Heritage Park	
Parks Master Plan	Infrastructure	Pickleball/Basketball Lighting	Heritage Park	
Parks Master Plan	Expansions	Zipline	Heritage Park	
Parks Master Plan		Bull Pen	Heritage Park	
Parks Master Plan		Batting Cage	Heritage Park	
Parks Master Plan	Infrastructure	Add Crosswalk to High School	Church Creek Park	Improve pedestrian connectivity by creating crosswalk from high school to Church Creek
Parks Master Plan	Improvements	Gateway/Wayfinding Signage	Church Creek Park	Adding signage to trails to improve placemaking
Parks Master Plan	Expansions	Loop Trail(s) with Viewpoint	Church Creek Park	Extending loop trail through the park along with improving viewpoint access
Parks Master Plan	Improvements	Critical Areas Study	Church Creek Park	Understanding the critical areas within the park
Parks Master Plan		Picnic Shelter Roof	Church Creek Park	Replacing the picnic shelter roof to improve park user experience
Parks Master Plan	Expansions	Loop trail around NE wetland	Church Creek Park	
Parks Master Plan		Complete disc golf course	Church Creek Park	
Parks Master Plan	Improvements	Improve trails/paths in NW park	Church Creek Park	
Parks Master Plan	Expansions	New picnic shelter/plaza space	Church Creek Park	
Parks Master Plan	Improvements	Improve park host area	Church Creek Park	
Parks Master Plan	Infrastructure	New NW park entrance (including signage)	Church Creek Park	
Parks Master Plan	Expansions	Creek view points	Church Creek Park	
Parks Master Plan	Improvements	Park edge plantings	Church Creek Park	
Parks Master Plan	Expansions	Create forest glade recreation area	Church Creek Park	
Parks Master Plan		Forest picnic area	Church Creek Park	
Parks Master Plan	Improvements	Renovate baseball field	Church Creek Park	
Parks Master Plan	Expansions	Outdoor classroom and environmental education area	Church Creek Park	
Parks Master Plan	Improvements	Frog pond restoration	Church Creek Park	
Parks Master Plan		Wetland enhancements and mitigation plantings	Church Creek Park	
Parks Master Plan		Safety Measures Clean-up	Ovenell Park	Making the site safe for the public per WCIA insurance assessment
Parks Master Plan	Infrastructure	Entry, parking, Temporary Restroom, Lighting	Ovenell Park	Developing common park elements, including the necessary utilities, to accommodate public use.
Parks Master Plan	Improvements	Gateway Signage	Ovenell Park	Developing an inviting entryway for the park.
Parks Master Plan	Expansions	Park Construction	Hamilton Park	Developing this city owned and currently undeveloped park into a more usable space for the community

PARK IMPROVEMENT CONTINUED

Parks Master Plan	Expansions	Trail Design	Port Susan Trail	Creating a phased design for the trail to circumnavigate the older half of the city
Parks Master Plan		Trail Construction	Port Susan Trail	Construction of further phases of the designed trail- proposed increase. Current total budget is 1,333,000
2022 Survey	Infrastructure	Heritage Park Trail Connections	92nd Ave north of 272nd St	Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go
2023 PROS Survey		Electric Vehicle Charging Stations		
2023 PROS Survey	Improvements	Art Installations in parks		
2023 PROS Survey	Expansions	Covered Sport Courts		
2023 PROS Survey		Amphitheater/permanent stage area		
2023 PROS Survey		Splash Pad / Playable Water Feature		
2023 PROS Survey		Community garden		
2023 PROS Survey		Turf fields		
2023 PROS Survey	Infrastructure	ADA Accessibility		
2023 PROS Survey		Parking Lot Lighting		
2023 PROS Survey	Improvements	Interpretative Signs		
2023 PROS Survey	Expansions			

FACILITY IMPROVEMENT

Project Type	Project Name	Project Location	Description
Building	Police Station	26855 Pioneer HWY	Construction of new police station
Building	Council Chambers	TBD	Construction of council chambers and archive storage
Building	City Hall	TBD	Renovation of current city hall or construction of a new city hall
Building	Public Works Decant Facility	26729 98th Avenue NW	Design and construction of a decant facility
Building	Public Works Garage	26729 98th Avenue NW	Design and construction of a garage facility for city vehicles and trucks
Building	Public Works Carport	26729 98th Avenue NW	Design and construction of a carport type structure to cover outdoor storage of materials: sand, gravel, etc.
Building	Public Restroom	Downtown - West End	Construction of public restroom facility in the west end of downtown to support future festivals and events
Facility	Sewer Plant Expansion	26729 98th Avenue NW	Insert description for sewer plan description
Facility	Water Pond Reconstruction	26729 98th Avenue NW	Check with Public Works on description
Building	Library	9701 271st Street NW	Upgrades or maintenance needed?
Building	Police Annex Building	8725 271st Street NW	Upgrades or maintenance needed?
Facility	Pump/ Lift Station House Buildings	Varies	Roof repairs / painting / other; include in facilities or sewer tab?
Facility	East End Parking Lot	88th Avenue/272nd Street	Parking Lot Repair & Restripe
Facility	West End Parking Lot	271st / 101st Avenue	Overlay, Landscaping and Restripe

MAINTENANCE IMPROVEMENT

Department	Project Type	Project Name	Project Location	Description
Transportation	Maintenance	Sidewalks: 271st Street NW	271st St NW near Florence Rd	Sidewalks on 271st Street (corner) has moss growth
	Maintenance	Sidewalks: 101st Avenue NW	101st Ave near Stanwood Café	moss growth
	Maintenance	271st Street NW / 99th Avenue NW Intersection		pedestrian crosswalks need fresh coat of paint
	Maintenance	101st Avenue NW Improvements	end of 101st ave	grass growing in cracks of street going north
	Maintenance	102nd Drive NW Improvements		grass growing in cracks of street
	Maintenance	273rd Place NW NW Improvements	273rd pl near stanwood elementary	crosswalks by stanwood elementary need fresh coat of paint
	Maintenance	272nd Place NW NW Improvements		grass growing in cracks of street and road is uneven
	Maintenance	103rd Drive NW Improvements		road is uneven, dips, and utility poles are leaning
	Maintenance	Sidewalks: 73rd Drive NW	276th to 281st	Tree roots are causing sidewalks to uplift along 73rd Drive NW
	Maintenance	Sidewalks: 76th Drive NW		grass and weeds growing up through sidewalks, dead weeds after spraying
	Maintenance	Sidewalks: 273rd Place NW		grass and weeds growing in sidewalks
	Maintenance	Sidewalks: 78th Avenue NW		grass and weeds growing in sidewalks
	Maintenance	Sidewalks: 274th Street NW		grass and weeds growing in sidewalks
	Maintenance	Sidewalks: 275th Street NW		grass and weeds growing in sidewalks
	Maintenance	281st Place NW / 68th Avenue NW Intersection		pedestrian crosswalks need fresh coat of paint
Stormwater	Maintenance	101st Avenue Catch Basins	101st Avenue	catch basins not maintained resulting in flooding and standing water
	Maintenance	kylie park I detention pond not providing flow control		Fixed if we own it
	Maintenance	pioneer hills pond not providing flow control		
Parks	Maintenance	Continued Tree Management	Church Creek Park	Maintaining tree canopy for ecological and social benefits
	Maintenance	Bathroom Cleanliness		

Appendix F: Land Use Capacity Analysis Methodology

Land Use	Total City Acres	Developed Acres	Partially-Developed	Redevelopable Acres	Vacant Acres	Pipeline Housing	Pipeline Jobs	Net Dwelling Units per Acre	Jobs per Acre	Population Capacity	Job Capacity
Single Family Residential (12,400 SF)	57.78	56.78	0.73	0.27	0.00	0	0	2.7	N/A	3	0
Single Family Residential (9,600 SF)	465.96	360.57	60.49	30.99	3.02	117	0	3.43	N/A	324	0
Single Family Residential (7,000 SF)	117.56	77.88	11.10	0.00	4.94	126	0	4.35	N/A	70	0
Single Family Residential (5,000 SF)	51.74	39.31	7.67	2.60	2.18	0	0	9.84	N/A	122	0
Multi-Family Residential	105.72	51.52	16.21	21.86	16.12	78	0	14.81	N/A	803	0
Traditional Neighborhood	162.43	46.93	16.68	40.27	0.00	825	67	10.84	28.59	617	0
Mixed Use	62.28	25.38	15.96	19.00	0.64	112	30	20	20.34	712	724
Neighborhood Business	2.42	1.1	0.00	1.30	0.00	0	0	N/A	28.59	0	37
General Commercial	86.58	21.66	26.43	31.62	3.82	81	34	6.56	20.65	406	1278
General Industrial	96.15	95.56	0.00	0.00	0.59	0	0	N/A	8.25	0	5
Planned Industrial	119.72	25.79	48.52	13.41	25.73	0	76	N/A	17.1	0	1499
Public Facilities	165.65	151.26	0.00	14.39	0.00	N/A	N/A	N/A	N/A	N/A	N/A
Parks and Open Space	104.16	88.06	0.00	0.00	16.09	N/A	N/A	N/A	N/A	N/A	N/A
Total:	1598.15	1041.82	203.78	175.70	73.14	1339	207			3057	3543

Appendix G: Housing Capacity Analysis Methodology

NOTES: ALL DATA IS PULLED FROM THE 2019 BUILDABLE LANDS REPORT. PIPELINE PROJECT EMPLOYMENT ESTIMATES ARE FROM LDC PIPELINE CAPACITY ANALYSIS

Zone	Gross Developable Land (acres)	Infrastructure / Land Availability Deduction Factor	Net Developable Land (Acres)	Planned Density (units/acre)	Gross Residential Capacity (Units)	Existing Housing Units in Vacant, Partial, or Under Utilization	Net Residential Capacity (Units)
Single Family Residential (12,400 SF) (Low Density)	Vacant 0	15%	0.00	0.75	5 dwelling units / acre	4	3
	Partially Utilized 0.733526506	25%	0.55				
	Under-Utilized / Redeveloped 0.270474164	25%	0.20				
Single Family Residential (9,600 SF) (Low Density)	Vacant 3.021063889	15%	2.57	71.18	6 dwelling units / acre	427	289
	Partially Utilized 60.48109753	25%	45.37			138	
	Under-Utilized / Redeveloped 30.99	25%	23.24				
Single Family Residential (7,000 SF) (Medium Density)	Vacant 4.939213041	15%	4.20	12.52	8 dwelling units / acre	100	85
	Partially Utilized 11.09651481	25%	8.32			15	
	Under-Utilized / Redeveloped 0	25%	0.00				
Single Family Residential (5,000 SF) (Medium Density)	Vacant 2.18	15%	1.85	9.55	10 dwelling units / acre	96	68
	Partially Utilized 7.67	25%	5.75			28	
	Under-Utilized / Redeveloped 2.60	25%	1.95				
Traditional Neighborhood (Medium Density)	Vacant 0.00	15%	0.00	42.71	20 dwelling units / acre	854	845
	Partially Utilized 16.68	25%	12.51			9	
	Under-Utilized / Redeveloped 40.27	25%	30.20				
Multi-Family Residential (High Density)	Vacant 16.12	15%	13.71	42.26	20 dwelling units / acre	423	310
	Partially Utilized 18.21	25%	12.16			113	
	Under-Utilized / Redeveloped 21.86	25%	16.40				
	Vacant 0.64	15%	0.54				
Mixed Use (High Density)	Partially Utilized 15.96	25%	11.97	26.77	20 dwelling units / acre permitted * 50% residential = 10 dwelling units / acre	268	200
	Under-Utilized / Redeveloped 19.00	25%	14.25			68	
General Commercial (High Density)	Vacant 3.82	15%	3.25	46.79	20 dwelling units / acre permitted * 50% residential = 10 dwelling units / acre	468	461
	Partially Utilized 26.43	25%	19.82			7	
	Under-Utilized / Redeveloped 31.62	25%	23.72				

Land Use Zone	Net Residential Capacity (Units)	Assigned Zone Category	Housing Type Serving Need	Capacity in Zone Category
Single Family Residential (12,400 SF)	3	Low Density	detached single family	292
Single Family Residential (9,600 SF)	289			
Single Family Residential (7,000 SF)	84	Moderate Density	townhomes, duplex, triplex, quadplex	997
Single Family Residential (5,000 SF)	68			
Traditional Neighborhood	845	Low Rise Multi Family	walk-up apartments, condominiums	971
Multi-Family Residential	310			
Mixed Use	200			
General Commercial	461			

Income Level (% AMI)	Additional Units Needed by 2044	categories serving these	Housing Type Serving Need	Aggregate Housing Needs	Pipeline	Total Capacity	Difference
0-30% Non-PSH	68	Low Rise Multi Family	walk-up apartments, condominiums	620	515	971	866
0-30% PSH	150						
>30-50%	319						
>50-80%	83						
>80-100%	14	Moderate Density	townhomes, duplex, triplex, quadplex	237	202	997	962
>100-120%	223						
>120%	773	Low Density	detached single family	773	482	292	1
Total	1,630			1630	1199	2260	630

Appendix H: Housing Data Summary

City of Stanwood Racially Disparate Impact Analysis

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Baseline Population & Price Figures

Stanwood Population Growth, 1890-Present

Stanwood's population increased very gradually during the Post-War era, with the trend of slow growth continuing through the population increase between 1960 and 1970 (likely due to an annexation). This changes in the late 1980s, when Stanwood's population growth notably increases year on year. In considering the City's history of population growth, also consider local, county, state, national, and international affairs at the time. World War II does not show up as a major impactor of Stanwood's population, as it does in other Snohomish County cities, but the Boeing Bust of the 1970s may. Had that event not occurred, it is possible that Stanwood's relatively rapid population growth would have begun earlier, or had different impacts. This of course is a pure hypothetical, but worth being mindful of in reading this report on Racially Disparate Impacts in Stanwood, that the City's current status is informed by, and reflective of, events as far back as the 1940s and 1970s. While a long time ago for an individual, this is three, maybe four, generations ago – a short time in the context of generations, where echoes of those events may yet manifest in today's patterns. Recognize, too, that Stanwood is entering a new era of its history, as viewed through its population, in 2019, when population takes yet another sharp uptick relative to past trends. As much as we consider Stanwood in the historical context, also recognize Stanwood is likely experiencing another inflection point in its history that will help to inform what the City is, and looks like, for generations to come.

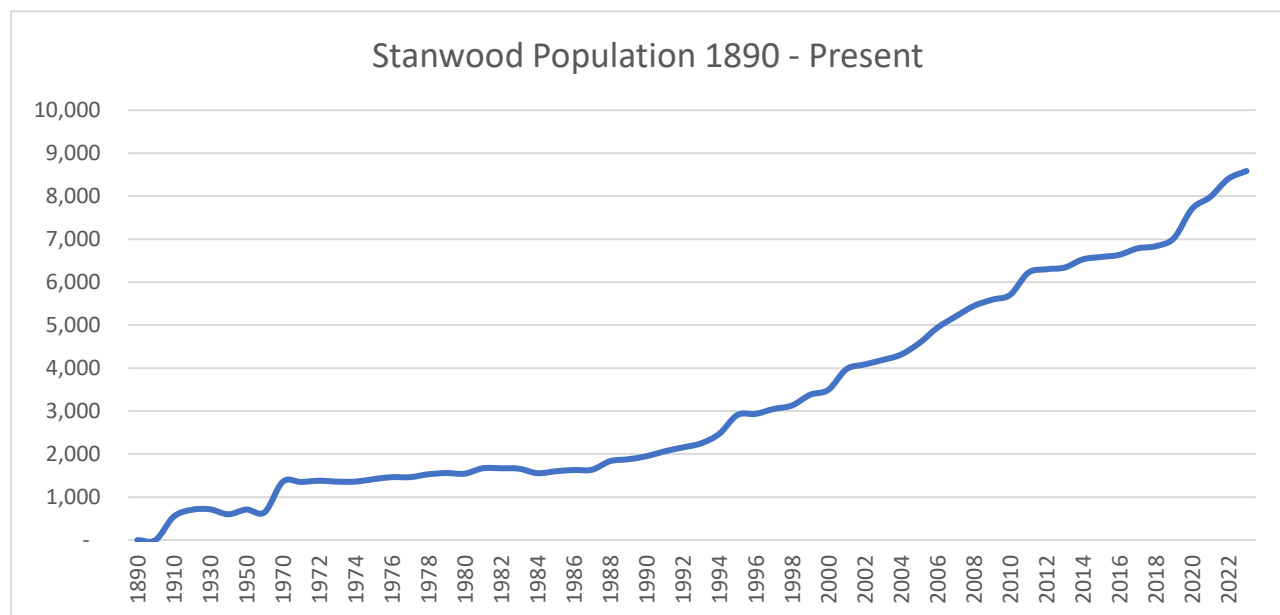


Figure 1 - Stanwood Population, 1890 to Present, WA Office of Financial Management Estimates

Stanwood Housing Price & Rent Baseline 2000-2023

Stanwood Home Sale Price & County, 2000-2023

Figure 2 shows the sale price of an ownership housing unit in the City from 2000 to November 1, 2023. The run up to the 2008 Recession can be observed in 2004 to 2005, followed by the housing crash during the Recession-proper. Notably, prices effectively averaged out to approximately 0% net change when accounting for inflation during this time. While there were better, and certainly worse, times to purchase in Stanwood, the City at the time should not have considered itself to be responsible for

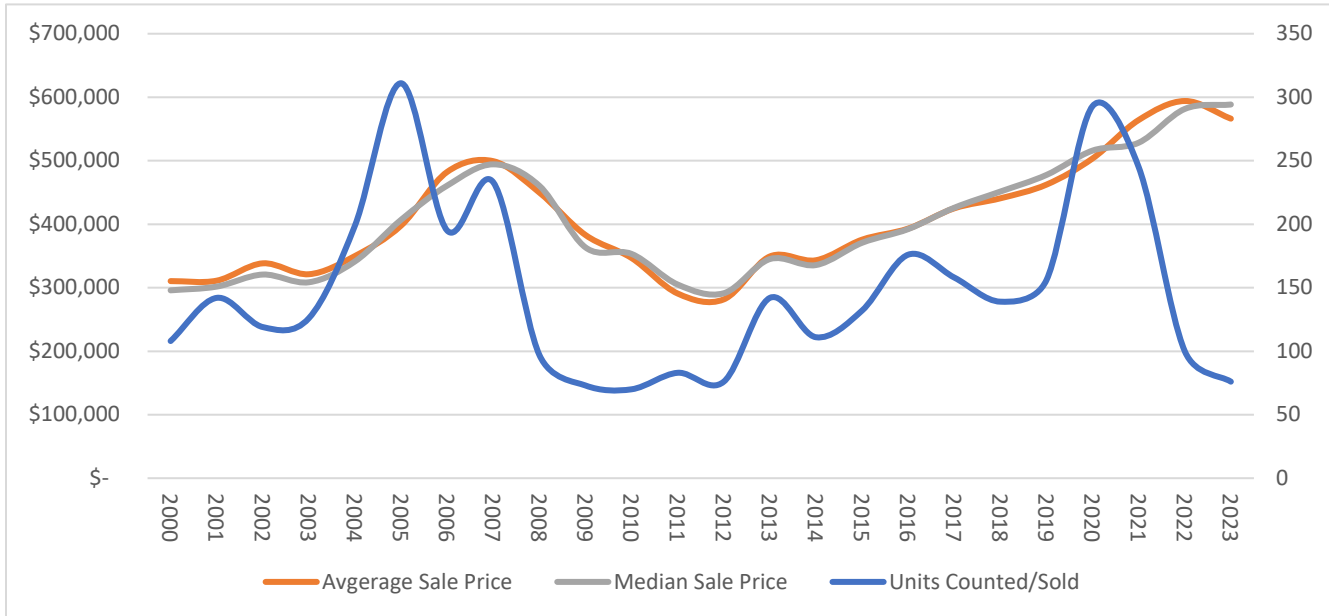


Figure 2 - Stanwood home sale price, units sold, by year, 2000-November 2023. Data from Snohomish County Assessor, Processing by AHA Staff. "Sales" covers single family homes, townhomes, and condominiums. Only "Qualifying" (IE: regular) sales are analyzed.

(causing or addressing) the impacts of home prices between 2003 and 2012.

The Post-Recession era, however, tells a different story. As seen in Figure 3, below, available housing stock (both for purchase and rent) is dramatically different than the pre-/post-Recession years, while prices rise yet again, at a slower but more sustainable¹ way. While housing was relatively abundant in during the Recession, in the present day this story is less true. Evidence from other sources, including the Northwest Multiple Listing Service², supports data shown in Figure 3, that housing stock for sale is low, and backs up the conclusion from Figure 2, that Stanwood home sale prices are rising due to an economically sound reason: scarcity.

¹ In that it is long lasting, not that it is a socially acceptable or beneficial.

² Find current NWMLS county and sub-area market snapshots at <https://www.nwmls.com/real-estate-news/monthly-market-snapshot/#market-snapshot-graphic>. General rule of thumb is that there is housing stock to maintain price equilibrium at 4-6 months of housing supply (how many months it would take for all listed homes to sell at the current rate if no new listings were posted).

Required Income For a Home Purchase in Stanwood, 2000-2023

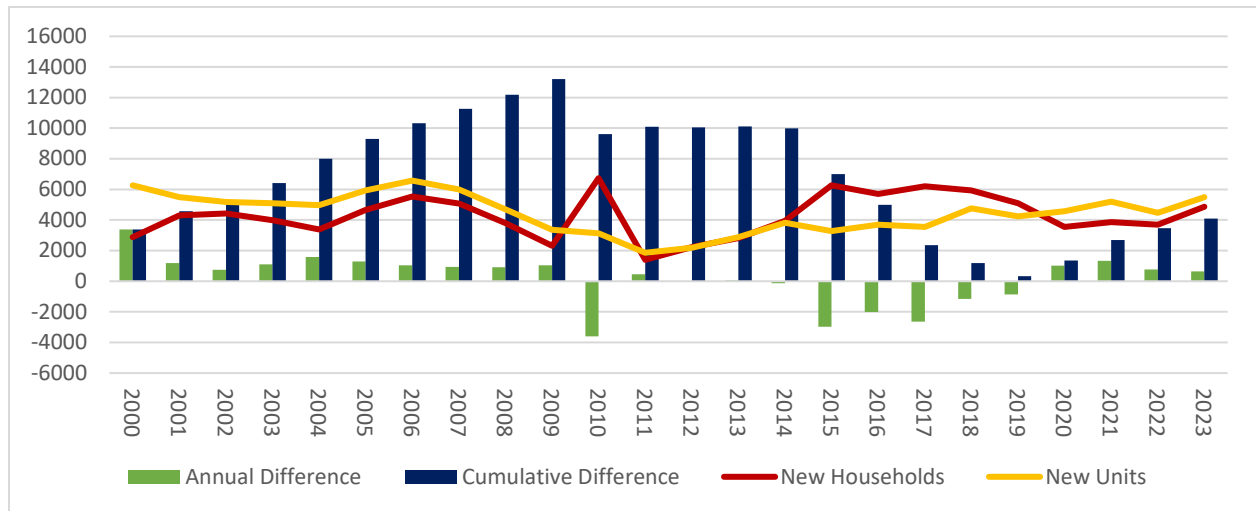


Figure 3 - Snohomish County (incl. Stanwood), Housing Stock - Annual and Cumulative, 2000-2023. Source: WA Office of Financial Management April 1 Population & Housing Estimates

This explains the dramatic rise then long-term fall in home sales in Stanwood after 2019. Two factors are likely at play in this post-2019 data: First, that the sharp increase in sales reflects a building boom as the City became an attractive area for the region's workforce, priced out of locales further south, closer to major job centers (aka: "Drive Until You Qualify" reached Stanwood, and the newly built homes were sold). Available land, and re-developable housing units, were developed into new housing. (This event likely contributed to, or enabled, the sharp population increase seen in 2019 in Figure 1.) Second, is that after that building boom concludes in 2021/2022, Stanwood returned to the pattern seen emerging in 2016/2017, of declining home sales. From 2016 to 2021 the explanations for this decline (excepting the building boom), is likely simple price competition. In 2022 and 2023, this continuing decline gets another explanation, shown in Figure 4: interest rates and required income.³

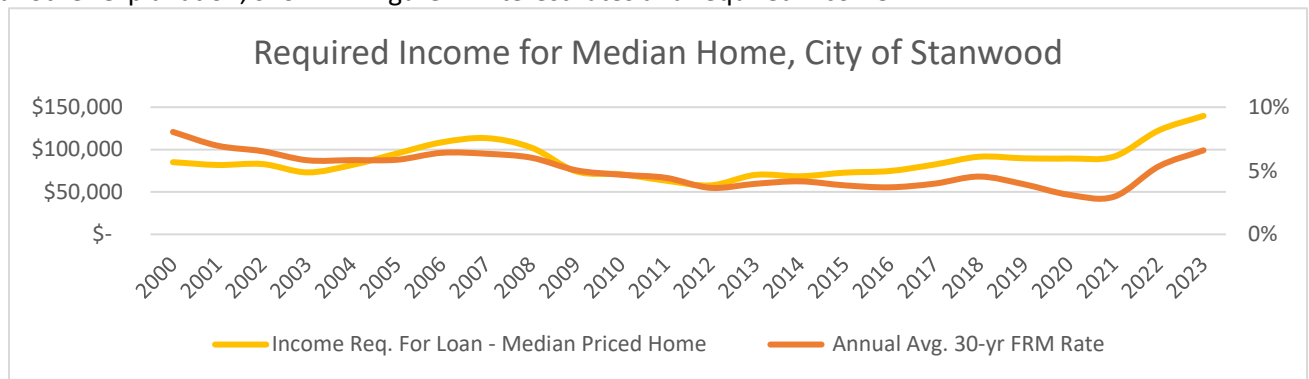


Figure 4 - Stanwood Income Requirement for Purchase of Median Home (see Fig. 2), Annualized 30-year Fixed Rate Mortgage Rate reported by Freddie Mac.

³ Required income is calculated using Excel PMT function, which uses the inflation-adjusted median sale price of the subject housing product (single family, townhome, condo, in this case), a 30-year fixed rate mortgage whose rate is the annualized amount reported by Freddie Mac, here: <https://www.freddiemac.com/pmms>; and a 10% down payment. Next, interest and property taxes are calculated at a \$1:\$1000 Assessed Value assumption (insurance), and using real Stanwood average property tax rates for the year (reported annually by the Snohomish County Assessor's Office) applied to the median assessed value of sold homes, again reported by the Assessor's

While prices were rising steadily in Stanwood, the actual ability of a household to purchase a home remained relatively unchanged, when viewed through the lens of required income, due to a decline in the 30-year fixed rate mortgage (FRM) rate. Still, the number of sales was declining and competition for actual homes was undoubtedly fierce, and households with more financial flexibility were more likely to succeed. This changes, dramatically, in 2022 when as a response to the COVID-19 pandemic and federal intervention to support the economy, leading to a real risk of dramatic inflation, the Federal Reserve sharply increased interest rates.

Unintended or not, an immediate result of this action by the Fed was that the required income to purchase a home in Stanwood rose far more than the runup to the Recession, to new highs in the City's history. While prices appear to be moderating (and interest rates declining slightly) at time of writing in 2023, it is unknown to what degree these trends will continue. It seems unlikely that either value will appreciably decline to return Stanwood, or the region, to prices and required incomes of years past. A secondary impact of this recent circumstance is that the trend of existing homeowners resisting pressures (aging, home maintenance, options to live closer to their workplace, etc.), or opportunities to sell their homes, and so home sales in Stanwood continuing to decline, is likely solidifying. This explains the continued decline of home sales, seen in Figure 2.

The pre-Recession era, so far, could largely be described by the previous paragraph (the exception being the rise in sales was owners 'cashing out' their non-liquid asset, the home, to upgrade their own housing circumstances in abundant regional housing). The true difference between then and now is through the lens of Snohomish County rental rates, shown in Figure 6. Reviewing this figure, against the backdrop of both Figures 2 and 3, shows rental prices (again, adjusted for inflation), not being impacted by the Recession. The conclusion is that, due to abundant housing in Snohomish County, natural market forces did not allow apartment landlords to raise rents beyond the rate of inflation (and explains why the rise in home prices at that time was not a rational one, leading to the financial crash). The reverse, that scarcity is acute in both ownership *and* rental housing, leaving households with nowhere to go, results in the rising rents seen in Figure 5 and Figure 6 (showing advertised Stanwood rents for 2023, with older data for Stanwood not available).

Office. Finally, an assumption of no household debt, and a 33% debt-to-income ratio is used to make the final calculation to "required income to obtain bank financing."

Snohomish County Rental Rates⁴

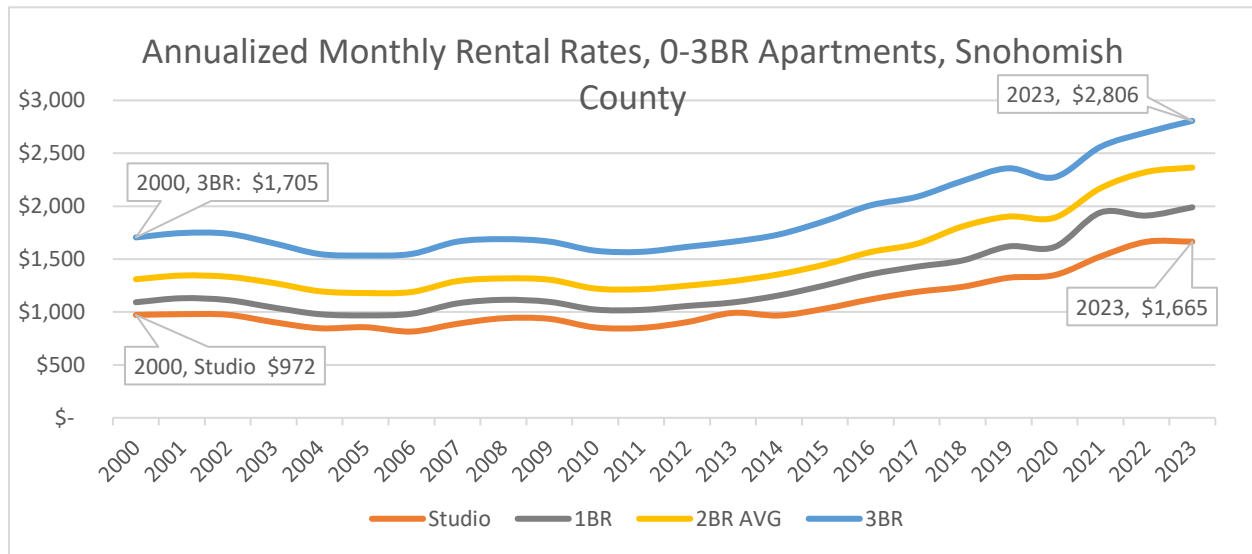


Figure 5 - Snohomish County Avg. Rental Rate, Inflation Adjusted, 2000-Nov. 30, 2023. Sources: Dupre & Scott Apartment Advisors (2000-2017), Commercial Analytics (2018-2021), AHA Aggregation & Analysis of Apartments.Com listings (2022-Present).

Stanwood Advertised Rents, Jan. 15, 2023 – Nov. 30, 2023

Advertised Rental rate			Advertised Square Footage			Average Advertising Units		
All	\$	1,910	All	805		All	20	
Studio	\$	1,453	Studio	497		Studio	2	
1BR	\$	1,745	1BR	676		1BR	5	
2BR	\$	2,005	2BR	896		2BR	12	
3BR	\$	2,799	3BR	1172		3BR	1	
			\$ / SF					
All	\$	2.37	All	\$	2.37			
Studio	\$	2.92	Studio	\$	2.92			
1BR	\$	2.58	1BR	\$	2.58			
2BR	\$	2.24	2BR	\$	2.24			
3BR	\$	2.39	3BR	\$	2.39			

Figure 6 - Stanwood Advertised Rent, Jan. 15, 2023 to Nov. 28, 2023, Reported by Apartments.com, Aggregation and Analysis by AHA Staff

This combination of factors: scarce housing stock (Figure 3); high sale prices (Figure 2); increasing interest rates/required incomes (Figure 4); and resulting high rental rates (Figure 5, Figure 6), is troubling on its own, and one that affects all but the highest earning households in the County and region. It becomes considerably more troubling when considering more nuanced facets of a household's (individual, family, unrelated individuals) circumstances. Most prominently is financial power. Other

⁴ Rental data comes from AHA staff analysis of Apartments.com apartment listings (not single family, town home or condo home listings) x3 monthly. Data represents per-unit, not per-property data. Data range is January 15, 2023, through November 28, 2023. Spark lines (2nd column) show this data graphed, from which averages are derived.

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factors include educational attainment, English proficiency, family history/support in homebuying, and more.

When considering these factors, and America's not unique but not ignorable history of racial discrimination and unequal treatment of people of different races leading to unequal standing in these and other areas, continues to manifest in today's society. While practices such as redlining and racially discriminatory covenants, for example, are now illegal and unenforceable, respectively, the legacy of such practices live on through generational wealth inequity. As Stanwood, Snohomish County, Washington and the Nation grapple with housing shortages, the impacts of these former practices, and racial wealth inequalities, find new significance in the unequal ability of people of different races to access housing. Earlier, it was noted earlier that the pre-Recession increase in housing prices was not one the City should have felt the need to directly ameliorate or address. This is not true today, as housing scarcity, an output of City (and regional, cultural) land use decision making, is one of the root causes of continued inequity in American society in the context of race.

Both as a matter of good planning, and by requirement of RCW 30.70A.070(2)(d), it is incumbent on the City of Stanwood to understand the more fully the ways in which this housing scarcity, and declining attainability, affects current residents of different races through displacement pressures, and potential future residents through exclusion through price.

Stanwood Home Sales Detail, 2000 vs. 2023

All Home Sales	2000	2023	Single Family Sales	2000	2023	TownHome/Condo Sales	2000	2023
Med SP	\$ 295,869	\$ 588,500	Med SP	\$ 306,263	\$ 600,000	Med SP	\$ 278,328	\$ 474,000
PITI	\$ 2,342	\$ 3,843	PITI	\$ 2,450	\$ 3,920	PITI	\$ 2,171	\$ 3,137
Req Inc	\$ 85,147	\$ 139,751	Req Inc	\$ 89,082	\$ 142,561	Req Inc	\$ 78,950	\$ 114,077
# Sold	108	100	# Sold	83	90	# Sold	25	10
Yrs Old	2	19	Yrs Old	6	20	Yrs Old	0	17
	# Change	% Change		# Change	% Change		# Change	% Change
Med SP	\$ 292,631	99%	Med SP	\$ 293,737	96%	Med SP	\$ 195,672	70%
PITI	\$ 1,502	64%	PITI	\$ 1,471	60%	PITI	\$ 966	44%
Req Inc	\$ 54,604	64%	Req Inc	\$ 53,479	60%	Req Inc	\$ 35,128	44%
# Sold	-8	-7%	# Sold	7	8%	# Sold	-15	-60%
Yrs Old		17	Yrs Old		14	Yrs Old		17

Figure 7 - Stanwood Home Sales Change Over Time Detail, 2000 - Nov. 2023, All Figures Adjusted for Inflation (2023 dollars), and Qualifying Sales only, Snohomish County Assessor, Analysis by AHA Staff

Snohomish Racially Disparate Impacts Analysis: American Communities Survey Data (2017-2021)

Note on Data & Interpretation

Data from this section is, unless otherwise stated, entirely drawn from the 2017 to 2021 American Communities Survey, conducted by the United States Census Bureau (“Census”). All dollar values are, unless otherwise stated, given in 2021 inflation-adjusted terms. Read more on ACS methodology at <https://www.census.gov/programs-surveys/acs/methodology/design-and-methodology.html>.

The most important takeaway is that data presented below represents truth, within the margin of error calculated by the Census, for the years of 2017 to 2021. It does not represent a specific year of data, or truth, but that for these 5 years together. Due to many communities being too small to even reliably survey (let alone perform a census on) annually, the Census Bureau distributes the American Communities Survey and aggregates results over 5 years to meet the competing interests of the desire to understand our communities, and the challenge of scarce resources.

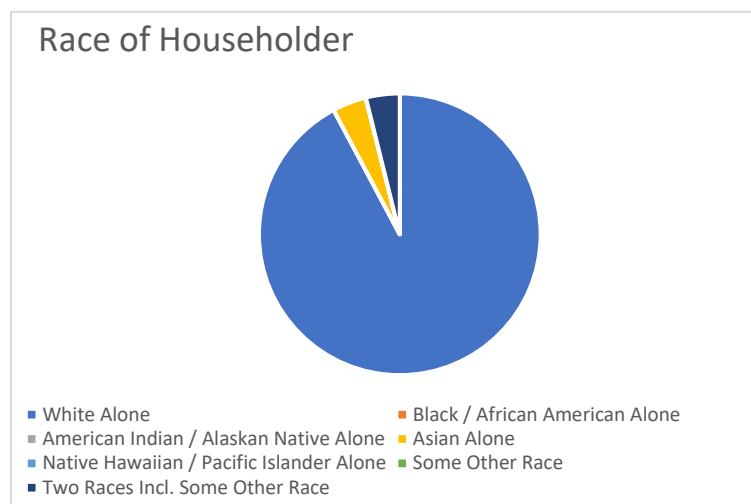
Therefore, it would be inappropriate to state, or conclude, from this data that, for example, “The median household in Stanwood made (\$XX,XXX) in 2020.” Instead, it would be correct to say, and conclude, “Between 2017 and 2021, the median Stanwood household made (\$XX,XXX).” It would be cumbersome to repeatedly state this fact for every chart and table produced in this report, and so is being mentioned here for the reader to keep in mind when receiving this information.

Finally, these data do come with a margin for error that is sometimes, particularly with small samples, equal to the sample result itself. In these cases, this will be identified when practicable, but caution is advised in using this kind of data by itself to set City policy or personal opinions. It is advised that in these cases the City use this data as a starting point for future investigation of the matter with the community.

Please keep this in mind when interpreting this report’s data, and conclusions.

Stanwood Population & Households by Race

Race Of Householder (B25006) Stanwood’s households are a majority White, with approximately 100



Asian, and 100 Two or More Race households. This will make analyzing disparate impacts and displacement pressures more limited in scope, given the small number of households of different races such pressure could be applied to.

It should be noted that this is only the race of householders, or “head of household” in most forms. This, therefore, can be taken as a summary of the City’s race, with more detailed analysis done in following sections.

Figure 8 - Stanwood Race of Householder, B25006

Snohomish Household Race, Age, and Gender – Change Over Time

While Figure 8 shows little racial diversity in the City of Stanwood householders, Figures 9 and 10 examine the total population, not just householders, and show how the population of Stanwood has changed in the last 10 years, between two ACS surveys.

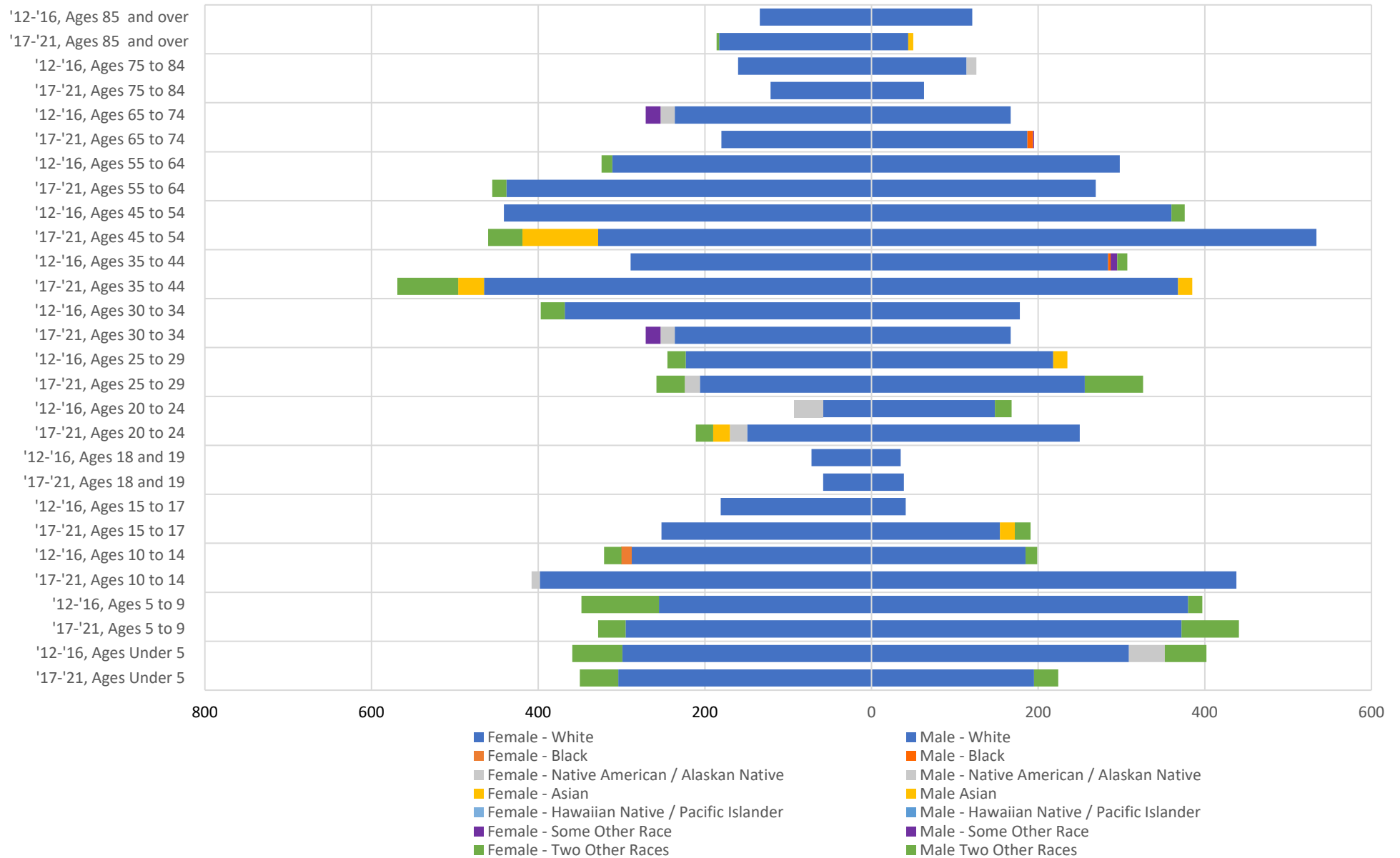
Figure 9 considers all races, including White, in the City, which by nature of their vast majority, tend to overshadow and decrease the readability of other categories. Therefore, Figure 10 reviews the same data without displaying White individuals, to increase readability.

Both show the City of Stanwood's population of young adults (ages 18 to 30), has at least in the last 10 years. In terms of racial diversity, the City finds most of its population diversity in the age ranges of <10 years old and between 25 and 54 years of age. Separation between these two age groups emerges through the lens of gender. While equal in the below 10 age group, most of the City's adult diversity comes from women, not men.

Summing the number of non-White individuals now living in Stanwood in 2017-2021, it is seen that there were 236 non-white men, 489 non-white women (2017-21), compared to 212 non-white men and 320 non-white women (2012-2016). With a significant portion of that coming from the 35- to 55-year-old, Asian or Two or More Other Races groups.

Similarly, in Hispanic/Latino identifying individuals (Figure 10, which may overlap with Race, and so is analyzed separately), Stanwood sees its young (below 30), male, Hispanic/Latino population almost entirely disappear in 2017-2021. Hispanic/Latino women of most age groups (25 to 29, 18 to 19, and <5), have also declined or disappeared. 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 would be well advised to seek to understand why in future community outreach efforts.

Stanwood Population by Age by Race by Gender, 2012-2016, 2017-2021



Stanwood Population by Age by Race by Gender, 2012-2016, 2017-2021, Except White

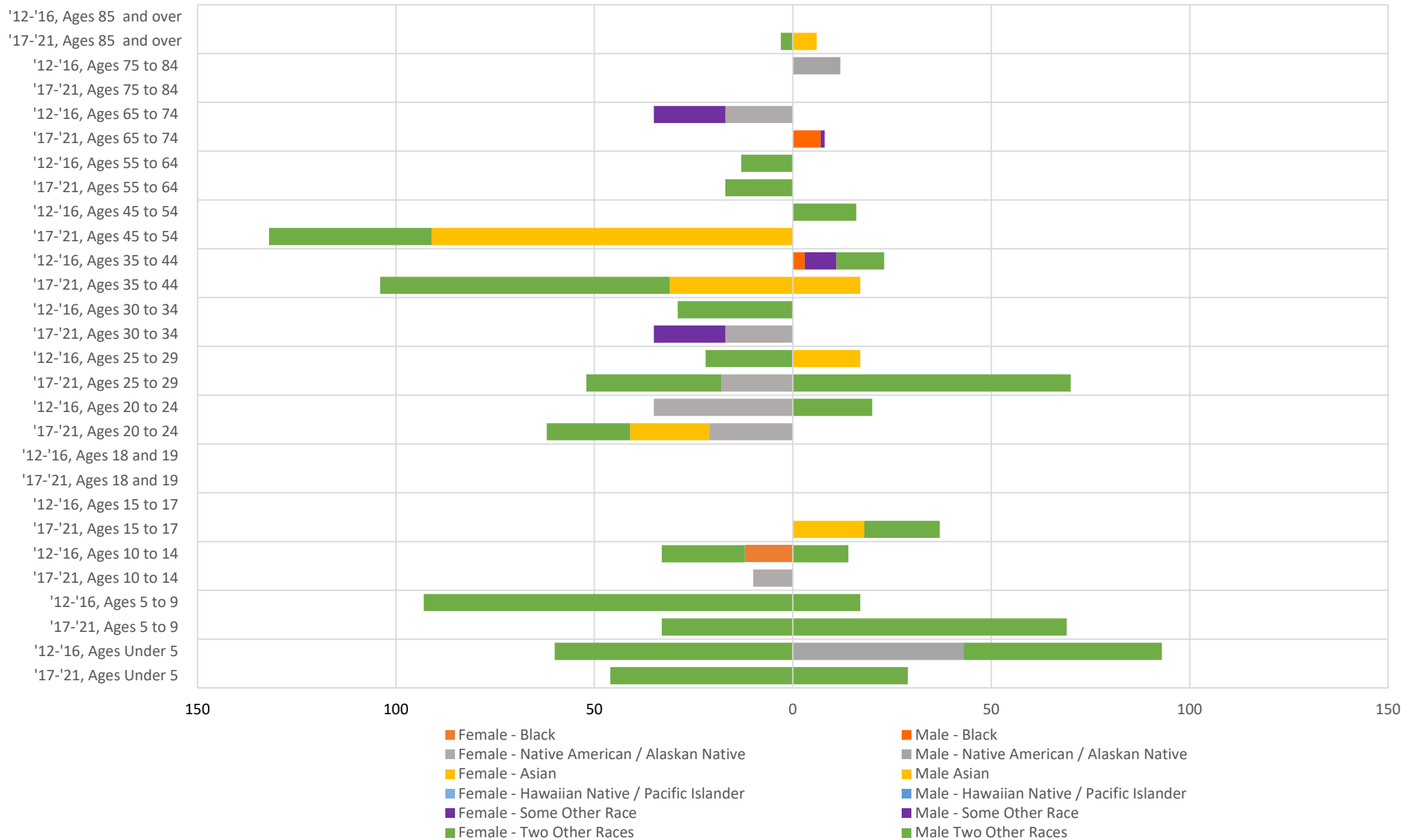


Figure 10 - Stanwood Population by Race by Age by Sex, Except White, 2012-2016, 2017-2021, B01001A-G

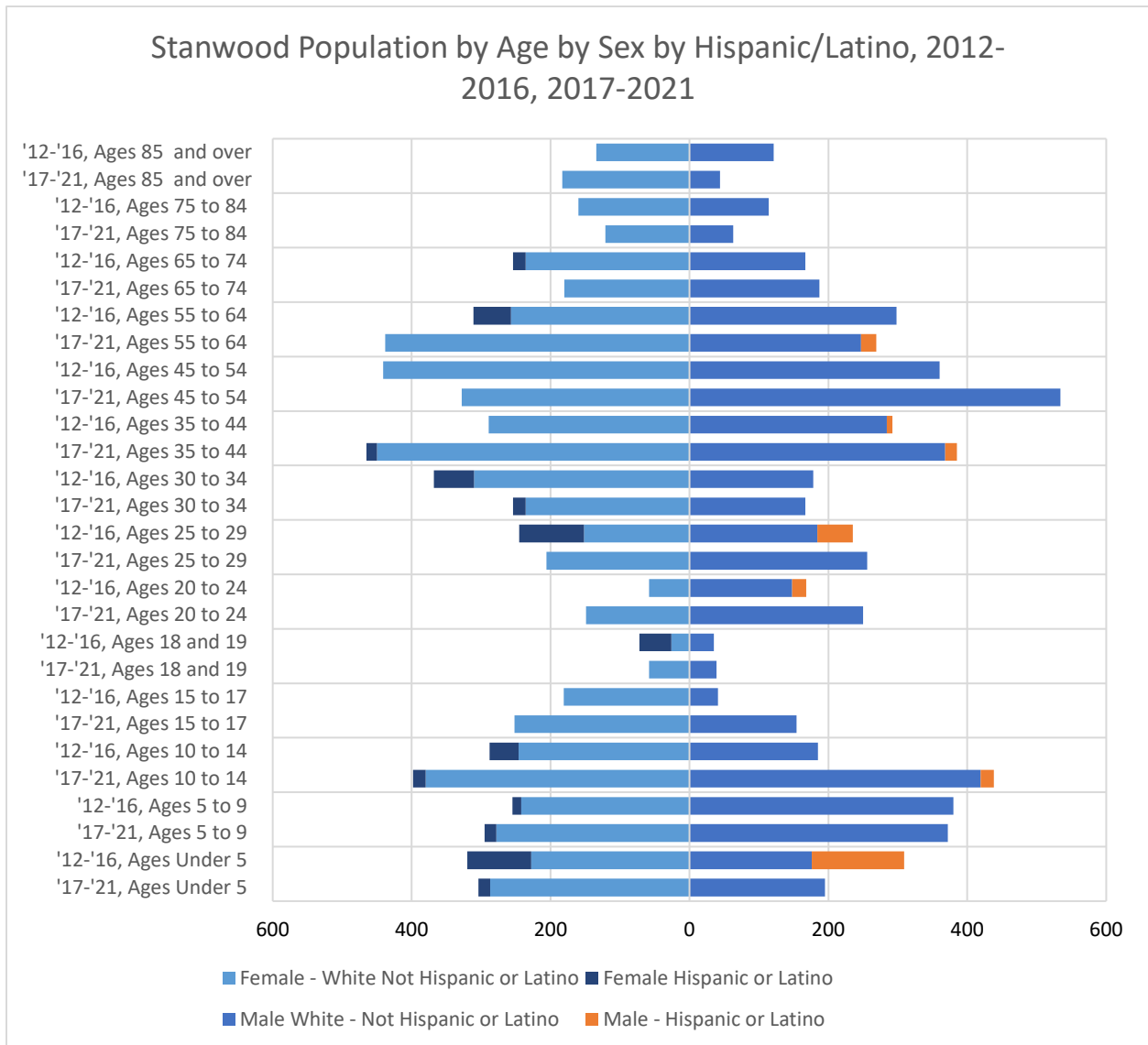


Figure 11 - Stanwood Population by Hispanic/Latino by Age by Sex, 2012-2016, 2017-2021, B01001A-G

Place of Birth for Foreign-Born Population – (B05006)⁵

Table 1 - Stanwood Foreign Born Population by Place Born - Top 10 Locations, B05006

Philippines	54	Australia	15
Pakistan	38	England	8
Vietnam	22	Other Eastern Europe	7
Japan	19	Denmark	0
Germany	16	Ireland	0

Household Type by Race/Ethnicity (B11001A-I)

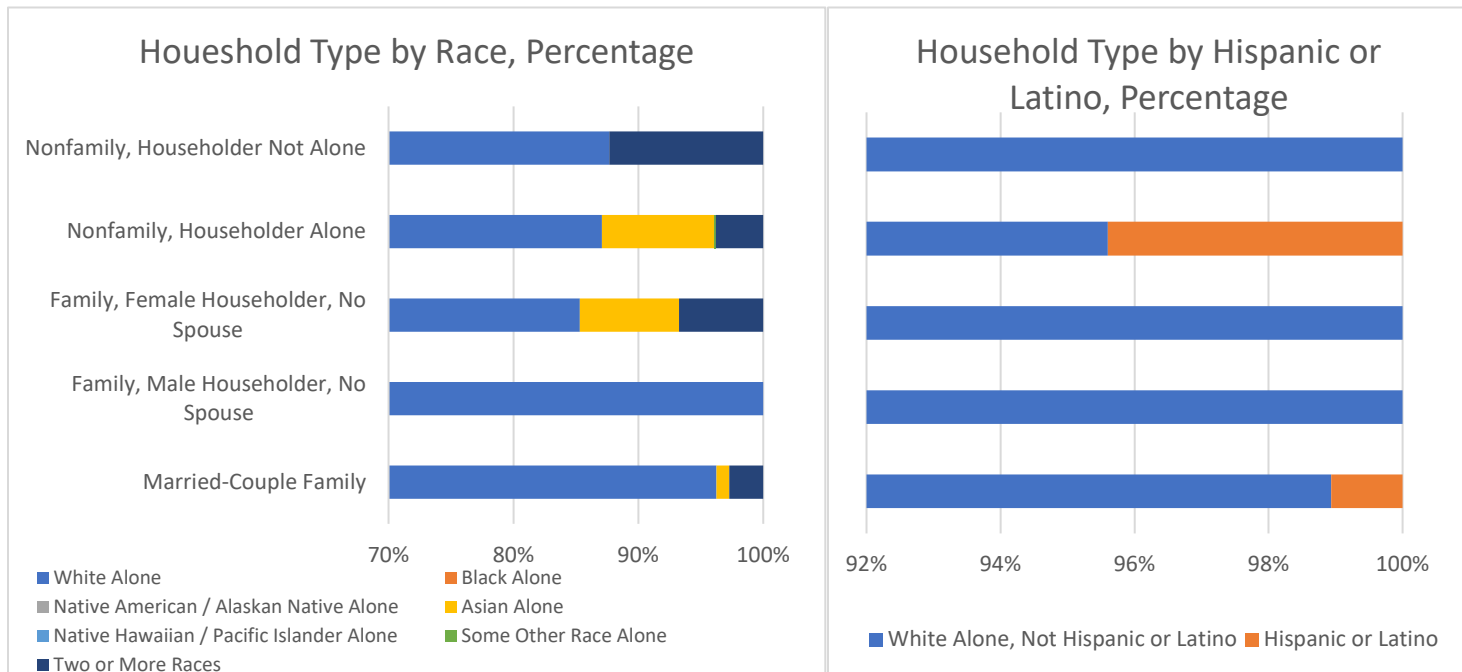


Figure 12 – Stanwood Households Type by Race, Hispanic/Latino, B11001A-I NOTE: Both Charts' x-axis is not 0-100% for readability.

Figure 12 analyzes the household type of Stanwood households by race, and shows Asian and Two or More Race households make up slightly larger percentages of households that are “Female Householder with Family, No Spouse” and “Nonfamily, Householder Alone” (aka single). These household types, describing single adult households, are likely those of greatest concern to the City through the lens of displacement, as they more than likely have less earning power to keep up with living costs in the City. This is also true of Hispanic/Latino households, 67% of whom live alone, the remainder of whom are married couples.

⁵ Read the US Census Bureau's discussion of Race, including nation of origin, here: <https://www.census.gov/topics/population/race/about.html> and Ethnicity here: <https://www.census.gov/quickfacts/fact/note/US/RHI725222>

Median Age by Sex (B01002A-I)

Table 2 - Stanwood Median Age by Sex, B01002A-I

	Total	White	Black	NA/AN	Asian	HN /PI	Some Other	Two+ Other		White, Not H/L	Hispanic /Latino
Total	31.5	31.9	N/A	22.7	45.1	0	0	25.4		32.1	13.9
Male	28.9	32.1	N/A	0	42.1	0	0	6.8		32.1	42.6
Female	32	31.9	N/A	22.7	45.4	0	0	31.5		33.1	11.4

A notable observation from Table 2, median age by sex, shows that Stanwood's male Two Other Race and female Hispanic/Latino population is not yet adult, with a median age of 6.8 11.4 years old, respectively, while the opposite gender's median age is much older, at 31.5 and 42.6 years old. How this manifested in 2017-2021 is unclear (and to speculate runs the risk of being not only wrong but unintentionally offensive). Reproducing this table for 2012-2016 would undoubtedly give a different result, when reviewing Figures 9 and 10. Exploring the current status of this age dynamic in Two Other Race and Hispanic/Latino households and may be of interest to the City to better calibrate outreach and community support efforts.

On the opposite side of the spectrum, the City's oldest age group, by median age, is Asian, in the early to mid-40s. Again, this information is important to understand the needs and means of successfully accessing this part of the City's population.

Population by Place Born/Nativity

Population by Citizenship Status by Sex (B05003, B05003A-I) / Population by Race by Place of Birth (B06004 A through I)

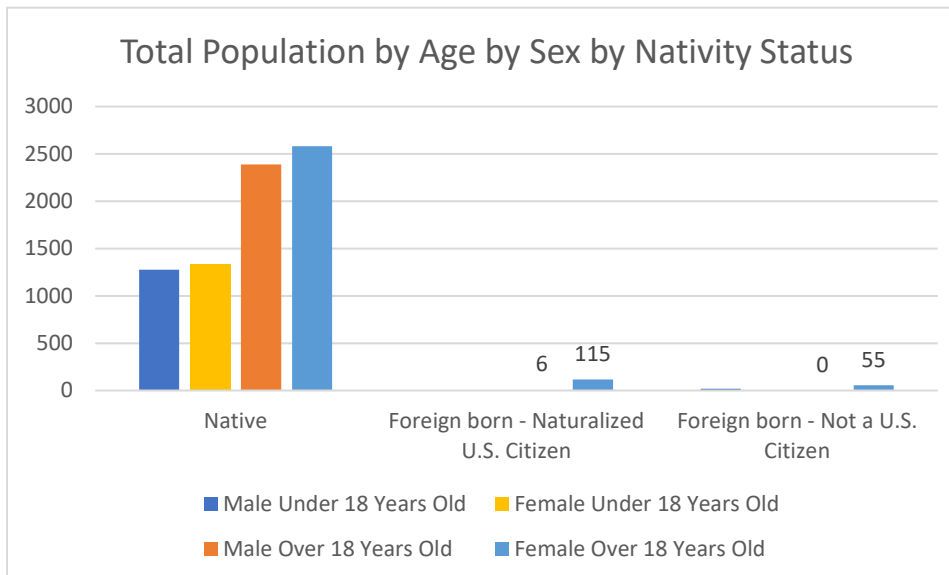


Figure 13 - Stanwood, Total Population by Sex by Age by Place of Birth, B05003

A vast majority of the City's population were citizens at birth, regardless of age. Women over 18 years of age are the largest group of foreign born, naturalized or not, residents in Stanwood.

This is explored in more detail in Figures 14, which show that the only significantly non-American born population in

Stanwood is of Asian ancestry, and most of that population has since become U.S. citizens, except for <18-Year-old Asian men.

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While this may seem significant, given that these figures are examining percentages, there is a near-equal portion of White non-American residents in Stanwood. This is mentioned to forestall any inference or accusation related to national immigration policy and its effect in the City of Stanwood.

Total Population by Race/Ethnicity by Age by Place of Birth (B05003A-I)

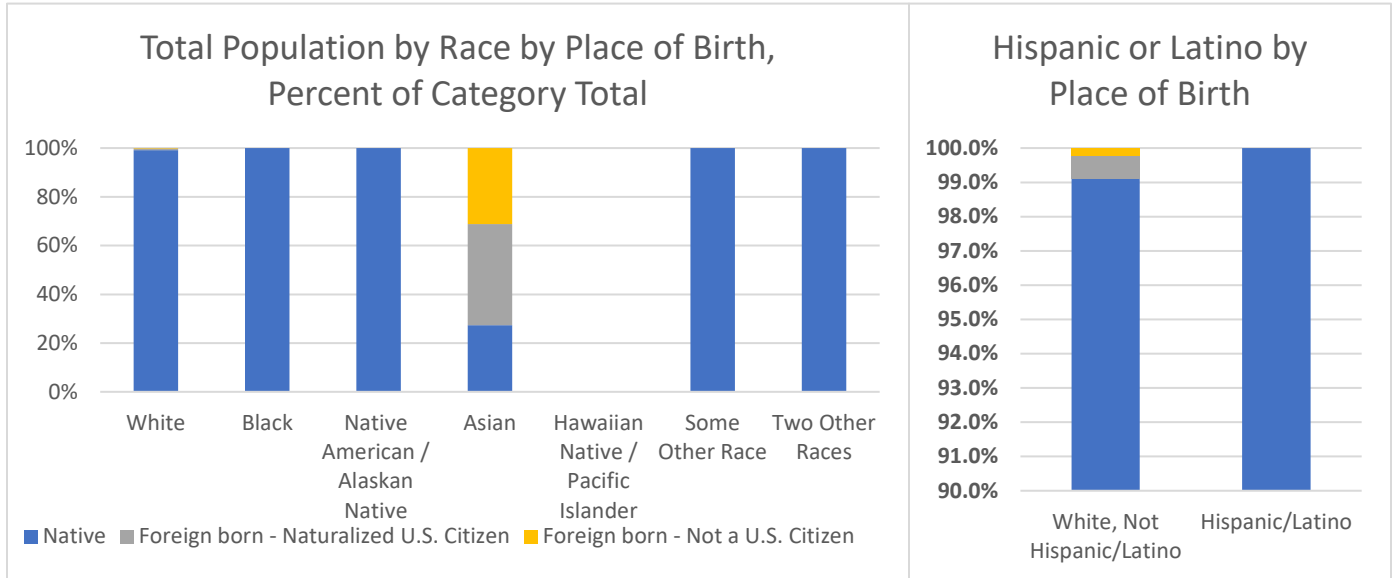
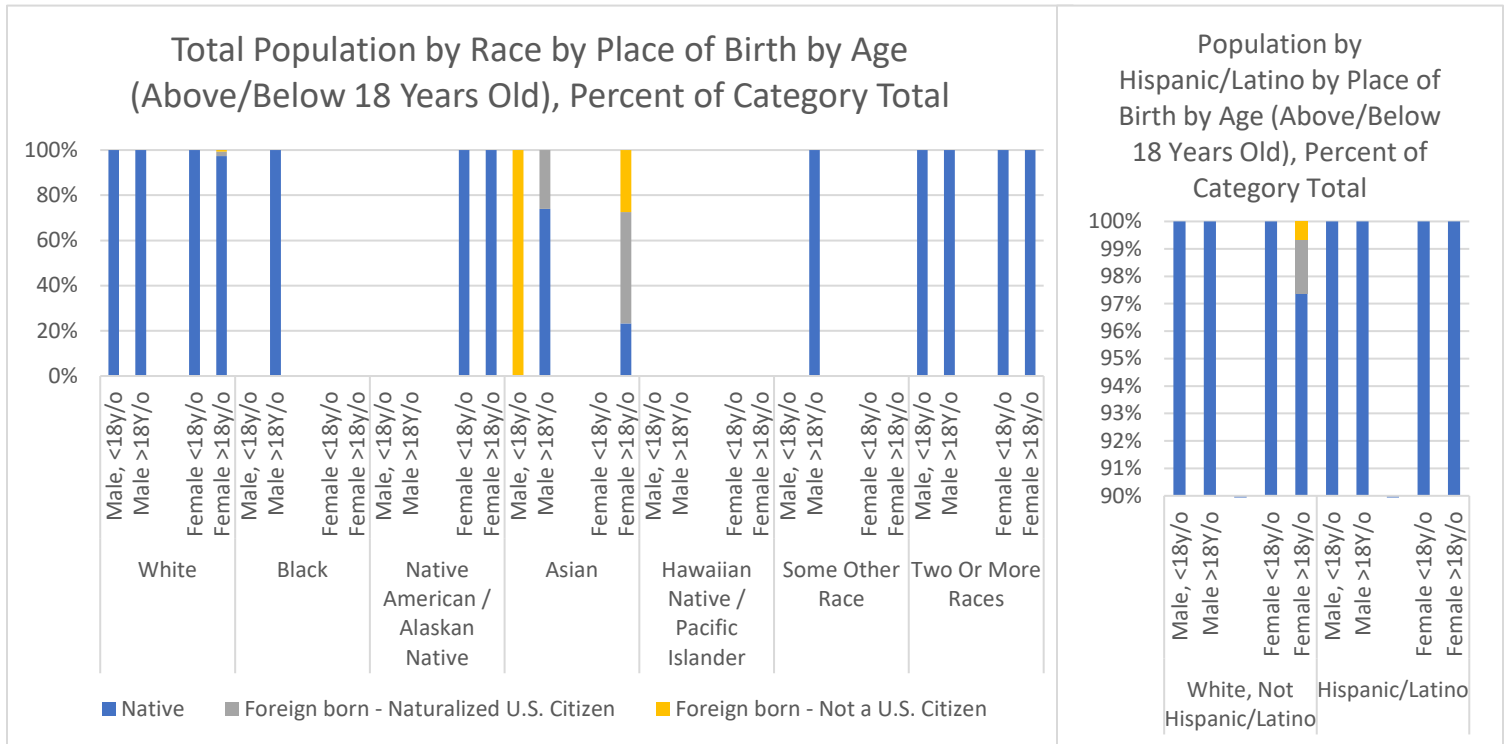


Figure 14 - Total Population by Race, or Hispanic/Latino, by Place of Birth, B05003A-I. (Top); Total Population by Race or Hispanic/Latino by Age (above/below 18), (Below); NOTE: Hispanic/Latino's Y-Axis's range is 98.6% to 100%, not 0-100%.



Race by Place Lived 1 Year Ago (B07004 A through I)

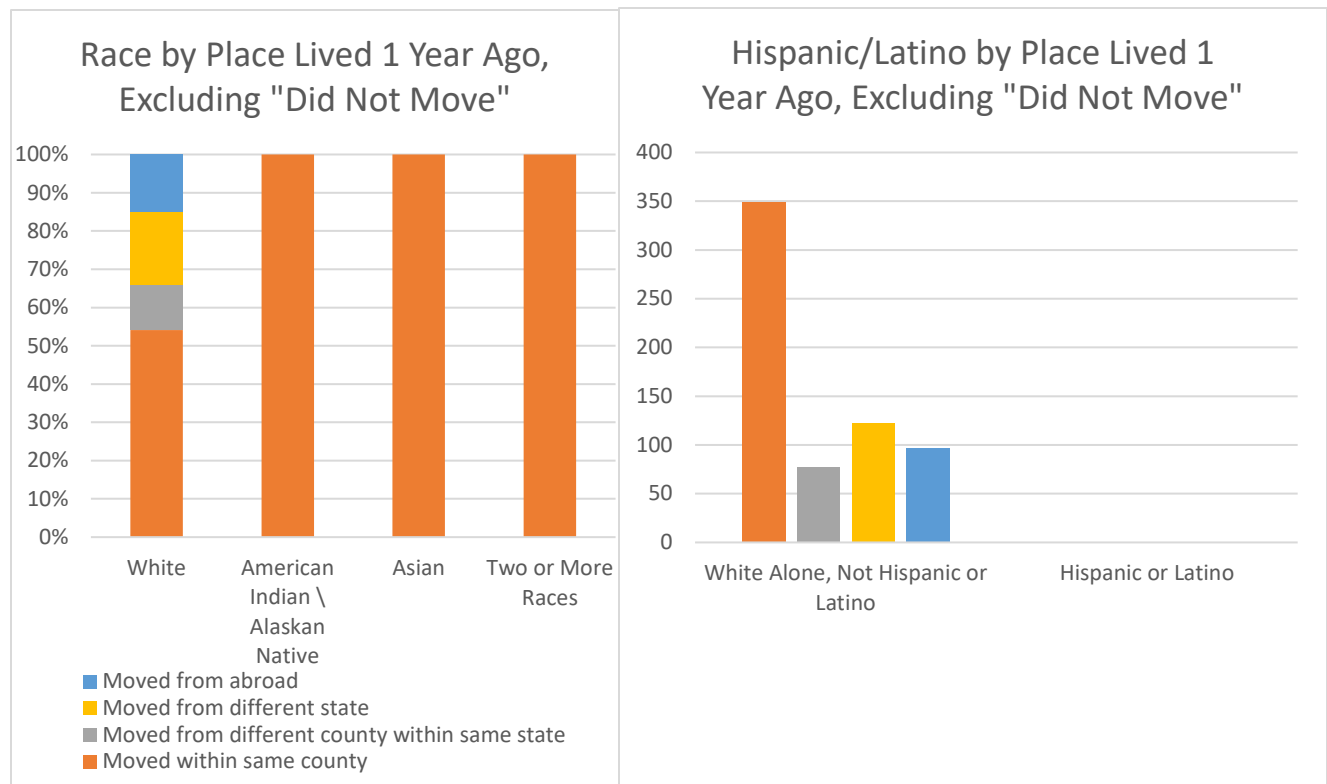


Figure 15 – Stanwood Place Lived 1 Year Ago by Race/Ethnicity, Excluding "Did Not Move", B07004A-I

Following on to Figure 14, Figure 15 allows us to examine how many of Stanwood's Asian residents moved to the City in the last year (and from where). The answer is that they either moved from inside Snohomish County, (21 people), or were already living in the City of Stanwood. On the other side, the Hispanic/Latino population all were Stanwood residents for at least one year prior to the 2017-2021 ACS.

Given the population increase noted in Figure 1, it may be the case that most of Stanwood's population increase observed in that figure, were the people being displaced from other Snohomish or Central Puget Sound locations. Put another way, Stanwood may be one of the places that displaced people were moving to between 2017 and 2021.

Place of Birth Marital Status (B06008)

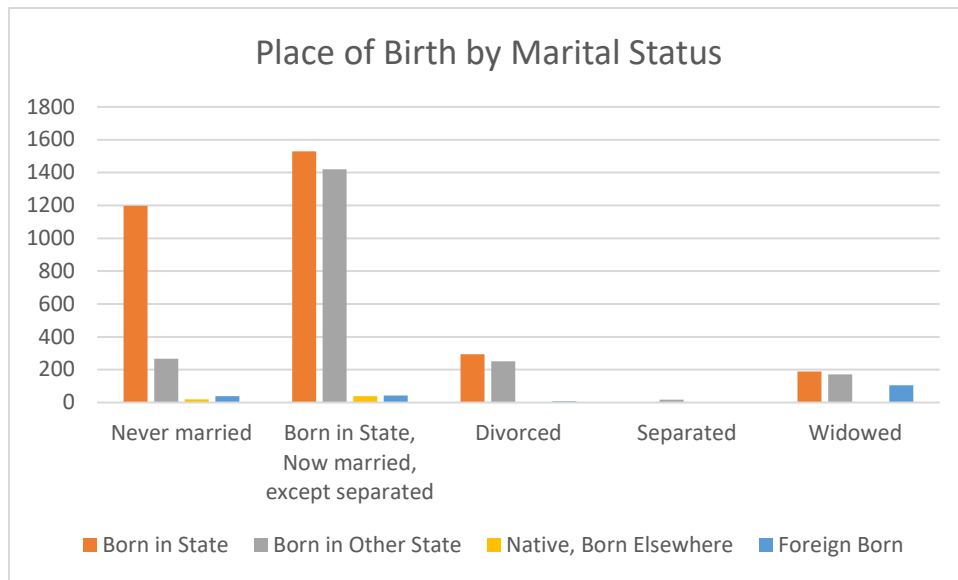


Figure 16 - Stanwood Place of Birth by Marital Status, B06008

Most Stanwood residents of all marital status types were born in Washington State, with a vast majority of “Never Married” individuals being Washington-born. One could assume that these are mostly Stanwood’s <18 year old children. Married people from other states are a nearly equal group, as are divorced and widowed. It may be a

point of interest to the City that what seems like an unusually high number, over half, of foreign-born individuals in the City are also widowed. When considering displacement (generally or of different races), consider the potential for weaker roots, and financial strength with which to whether the headwinds of higher housing costs for a foreign-born individual that is also widowed. This is of course not a true statement for *all* foreign-born individuals, but is one mechanism by which a segment of Stanwood’s population is at risk for involuntary displacement.

Educational Attainment by Place Born (B06009)⁶

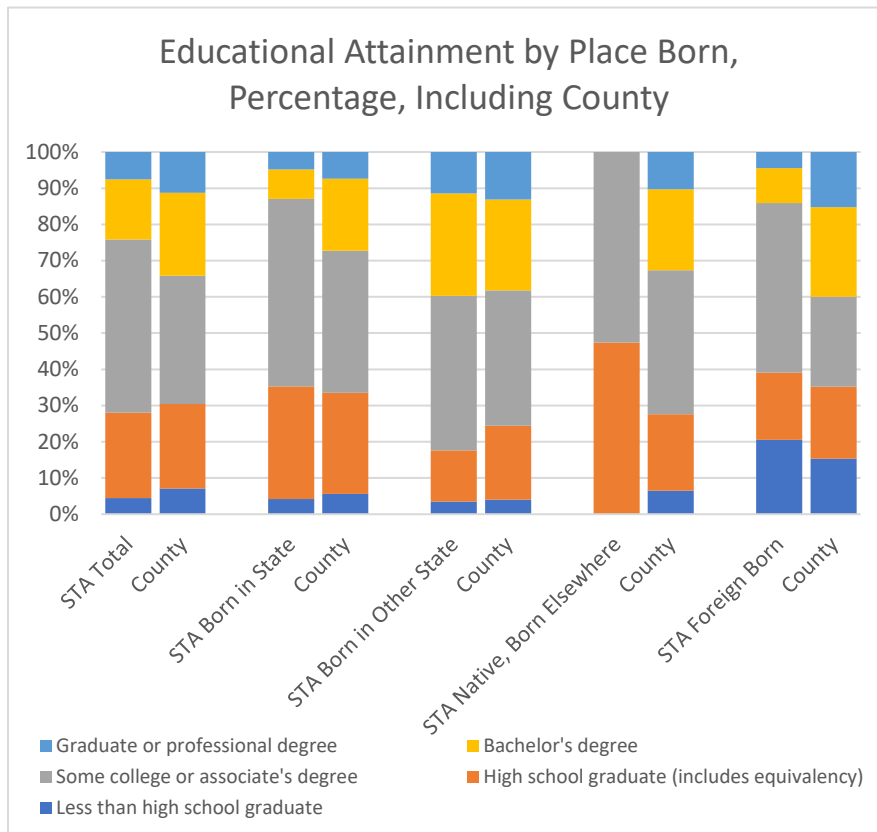


Figure 17 - Stanwood (left) Snohomish County (right), Educational Attainment by Place Born, B06009

****NOTE FOR TANSY:**

This approach for comparing percentages of Stanwood and the County can be continued but will be another 1-2 day project. I could see the value of this approach if you/the City want the RDI to show how the City compares to the County. At this time these charts aren't set up on my end to do this easily, so I am doing this here as a demo. END NOTE**

Stanwood's population, like the County, is mostly comprised of individuals with some college or an associate's degree. On either end of that major group, are Bachelor's recipients and individuals with a high school degree (or equivalent).

Stanwood's general educational attainment for individuals born outside of

Washington State shows a higher rates of AA degrees or partial college, while considerably lesser rates of Bachelor's and Graduate degrees. Native, Born Elsewhere (IE: U.S. territories or born to American parents and granted citizenship), is a fairly small group in Stanwood (38 people), but only shows high school or AA/Some college educational attainment.

Individual Income by Place of Birth (B06010)

****NOTE TO TANSY:** Another way to look at City/County comparisons is separate charts. Easier? Better? I could combine them into one if desired. (again, do you even want to compare against the County in things like this?)END NOTE**

Stanwood shows a higher rate of Washington-born residents relative to the County in every income band except \$15,000-\$24,999, where the City is roughly equal with the County. Given the rising costs of living, and wages relative to the rest of the country (that this survey must also accurately measure), Stanwood's

⁶ Educational Attainment by Place Born, Figure 18, only counts people aged 25 or older.

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population is, like the County, shown to be skewed heavily towards individuals earning more than \$75,000/year. Not surprising given cost of living, even during the 2017-2021 survey period. Even so, Figure 19 shows the cumulative significance of the many individuals making below \$75,000, where the median individual income for Stanwood (both born in state and out of state), is approximately



\$50,000/year.

It is an interesting note that Stanwood's portion of Born in Other State residents making \$15,000-\$24,999/year is somewhat higher than the County. It may be explained by Stanwood being one of the few places that out-of-state migrants can afford to take up residence in. While speculative, someone

moving to Washington State for work is likely to find both housing costs and rents considerably more expensive than their county of origin, unless coming from coastal California or New York. In this case, with all lower-cost “seats” (using a musical chairs analogy) taken, the only place left for these households is somewhere like Stanwood. To dig into this matter more would be beyond the scope of the Racially Disparate Impacts analysis, and may not even prove very germane to the City’s planning efforts. However, this could be accomplished by an analysis of the City through LEHD OnTheMap’s “home” lens, and seeing how and where city residents go for work, and how that has changed over time (particularly during this 5-year period).

Median Income by Place of Birth (B06011)

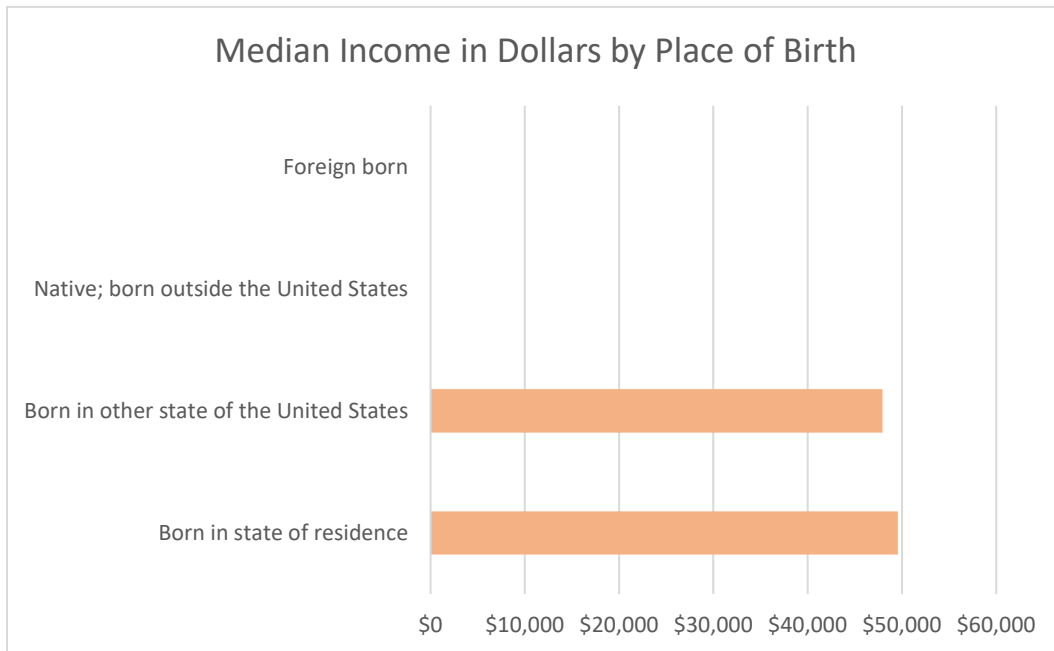


Figure 19 – Stanwood Median Income by Place of Birth, B06011

Finance & Race Analysis

Per Capita Income by Race & Ethnicity (B19301A-I)

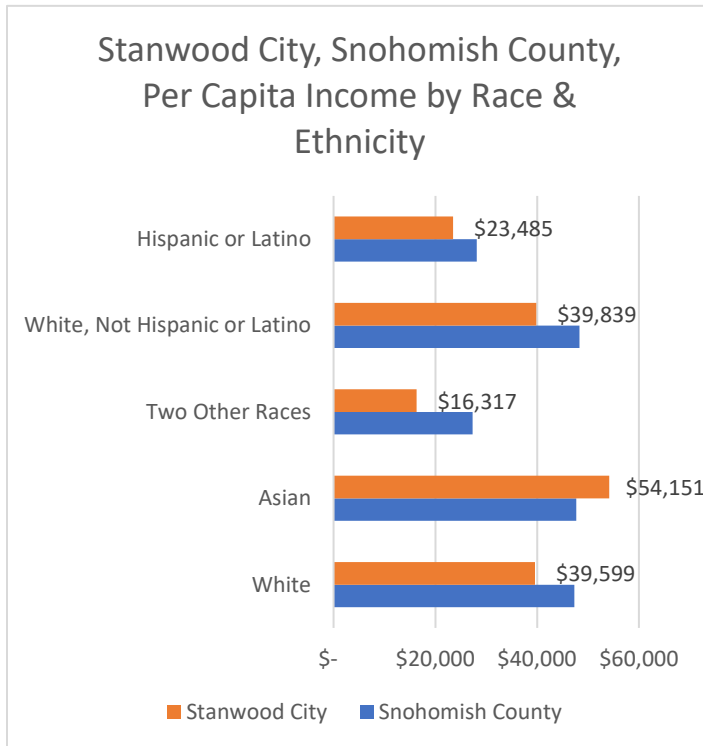


Figure 20 - Stanwood and Snohomish County Per Capita Income by Race/Ethnicity. Race categories with no data in Stanwood (Black, Native American / Alaskan Native, Hawaiian Native / Pacific Islander, Some Other Race) are omitted. B19301A-I

Not surprisingly, Stanwood's per capita income, regardless of racial group, is lower than the County.

However, Two Other Race individuals making less than half of White households should be an issue of note for the City, followed closely by Hispanic or Latino individuals⁷ making just over half what a White Stanwood resident does. By itself, this information shows immediately how, in a market where housing stock is constrained, financial strength is a key factor in determining housing access, and who in Stanwood has the least financial strength.

While Two Other Race and Hispanic or Latino Households shown in Figure 20 were already living in Stanwood, they will be first people to feel financial displacement pressure in the City, absent some mitigating circumstance (living in income restricted housing, of which there is not enough to

cover all described people/households), family inheritance or support of some kind, or a co-living arrangement).

Marital Status by Race (B12002A-I)

This data shows that most non-White households in Stanwood have either never married or are current married. A small segment of the Two Other Race cohort (female only) is divorced. Asian households represent the majority (by percentage of any racial category) of individuals that are widowed. While the highest per-capita earners, per Figure 20, a widowed household with a single income of \$54,000/year will likely struggle and face displacement pressure (again, unless supplemented by, in this case, life insurance or other non-wage forms of income).

The issue of combined income (married or on the way to being married) households is frequently brought up as a rejection of analyzing displacement pressure based on a single income. However, even when combining incomes for Two Other Race and Hispanic or Latino households, they will (overall) have less financial strength, and ability to resist displacement pressure, than the average dual income household. Still, this data shows that there are a not insignificant number of never-married (so no supplementary

⁷ Note, again, that Hispanic / Latino may overlap with individuals also identifying as "Two or More Other Races" see <https://www.census.gov/quickfacts/fact/note/US/RH1725222> for more detail.

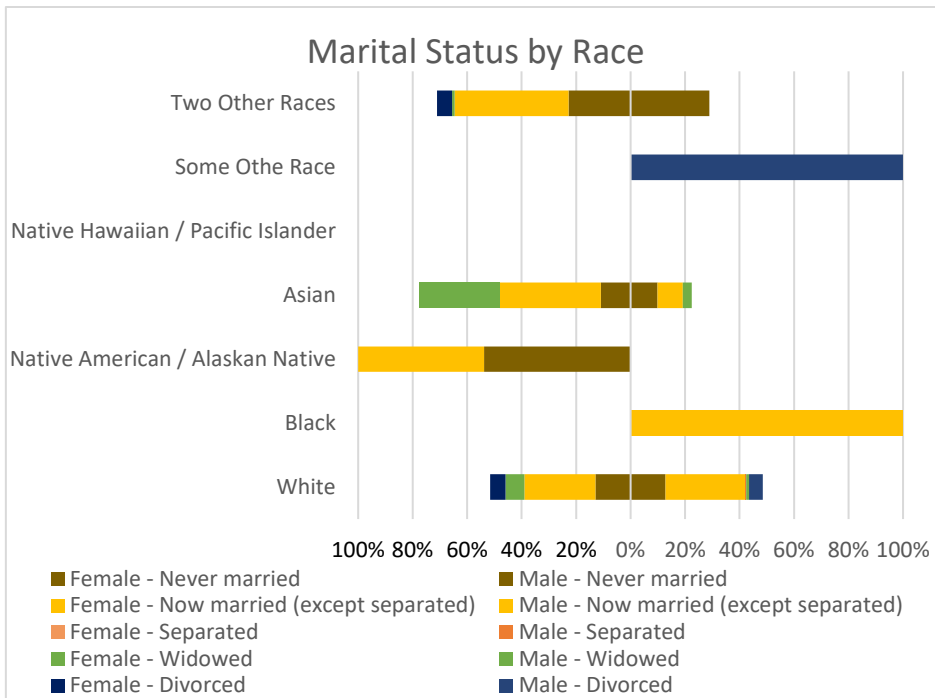
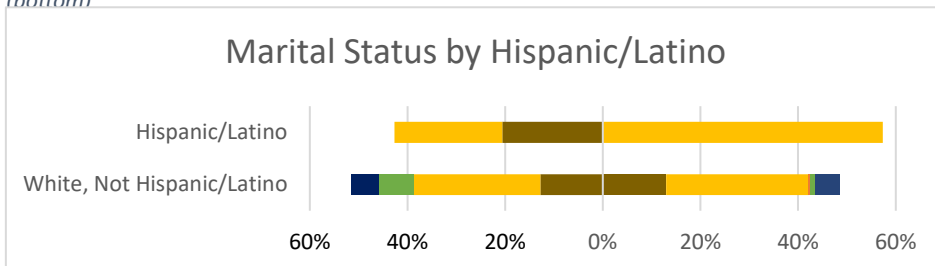


Figure 21 - Stanwood Marital Status by Race, B12002A-G (top), by Hispanic/Latino, B12002H, I (bottom)



income except parental/family support), households of Two Other Races that are Hispanic/Latino. The City should be cognizant of these people and the displacement pressure they surely experience with a single income that, per person, was around \$16,000 to \$23,000 per year between 2017-2021.

Native American / Alaskan Native women present an interesting question for Stanwood. Some of these women are married, but an estimated 21 are not, but do not appear in Figure 8, race by head of household. It is possible that these (again estimated) 21 individuals are rental tenants and not the primary signatory on the

lease. While there are an estimated 10 female Two Other Race children in Stanwood (per Figure 10), presumably 10 of the 21 never married Two Other Race individuals. It is an open question what and where their living arrangements are, and how vulnerable they are to displacement pressure.

ATTACHMENT B

. Poverty Status by Place Lived 1 Year Ago (B07012)

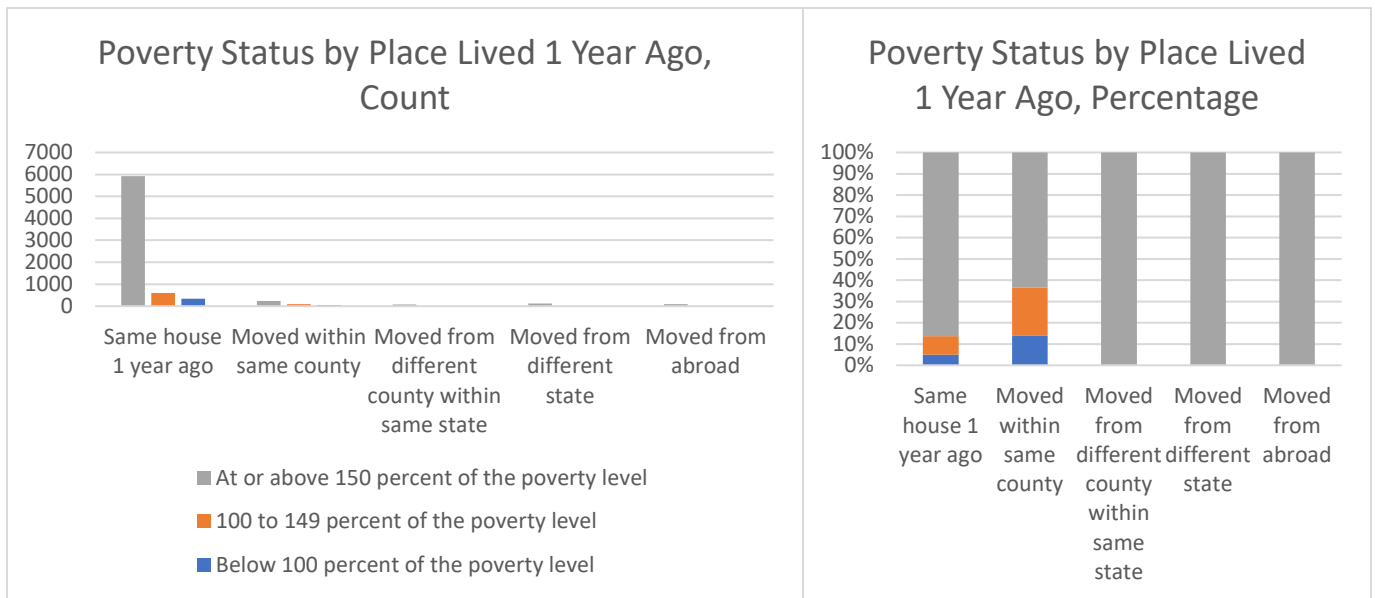


Figure 22 – Stanwood Poverty Status by Place Lived 1 Year Ago Count (left), Percentage (right), B07012

To the extent Stanwood has a population below the Federal Poverty Line (FPL), none of that population originates from outside Snohomish County (at least in the last year). Most of Stanwood's population that is below the FPL has lived in the same location they did the year before (602 people, or 3-4%). However, 11-12% of people that recently moved to Stanwood from elsewhere in Snohomish County are below the FPL. This seems to indicate that Stanwood is a place that is a relatively affordable place for individuals below the FPL to move to if/when displaced from other locations in the County. A counterfactual to this is that below FPL King County residents would presumably find Stanwood an attractive place to locate as well, and show up in this data – though it is possible Stanwood is too far away from existing family, service, and support networks for King County residents to consider.

Regardless, this data directs the City to better understand the circumstances of its estimated 391 residents, (51 of whom moved in the last year), and their exposure to displacement pressure. Figures 47 and 48, in later sections, provide additional context to this information, showing an estimated 17 non-White individuals are below the FPL.

Housing Tenure by Place Lived 1 year Ago (B07013)

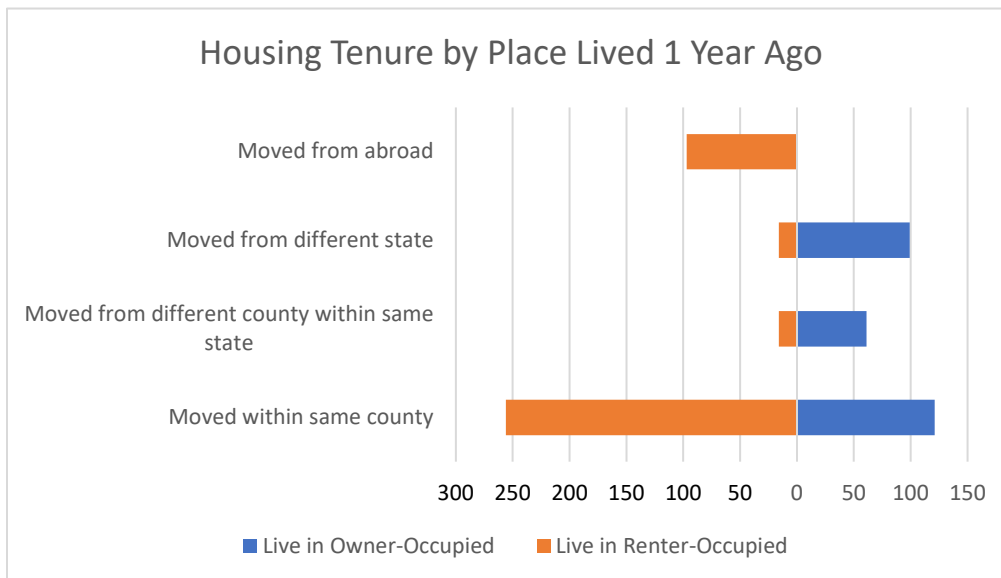


Figure 23 - Stanwood Housing Tenure by Place Lived 1 Year Ago, B07013

Following on from the previous section, discussing poverty status by place lived one year ago, most new arrivals in Stanwood are living in rental housing. When broken down by place of origin, however, an interesting dynamic is observed. Intra-

county moves, that is, people moving from elsewhere in Snohomish County, predominantly rent when moving to Stanwood. (256 renters to 121 owners). Inter-state or inter-county moves by a considerable majority buy homes in Stanwood (16 inter-count renters to 61 inter-county owners).

This dynamic supports the idea that Stanwood is a destination for people, predominantly renters, displaced within Snohomish County. When people arrive in Stanwood, whether by displacement or by choice (for example an out-of-state migrant moving to the region for work), their relative buying power exceeds that of renters displaced from another location in the County, and they can buy.

This is germane to the discussion of racially disparate impacts because while this dynamic *currently* exists, it will not always. It is possible this dynamic has already changed in a significant way, or that intra-county, renting, migrants have been displaced by housing costs already. Given the time limitations of this data, it is again important for the City to be cognizant of its place in the larger regional framework, and if deemed appropriate, weave questions that explore this issue into community outreach efforts.

Displacement In the Last Year

Individual Income in the Last Year by Place Left For (former residents) B07410

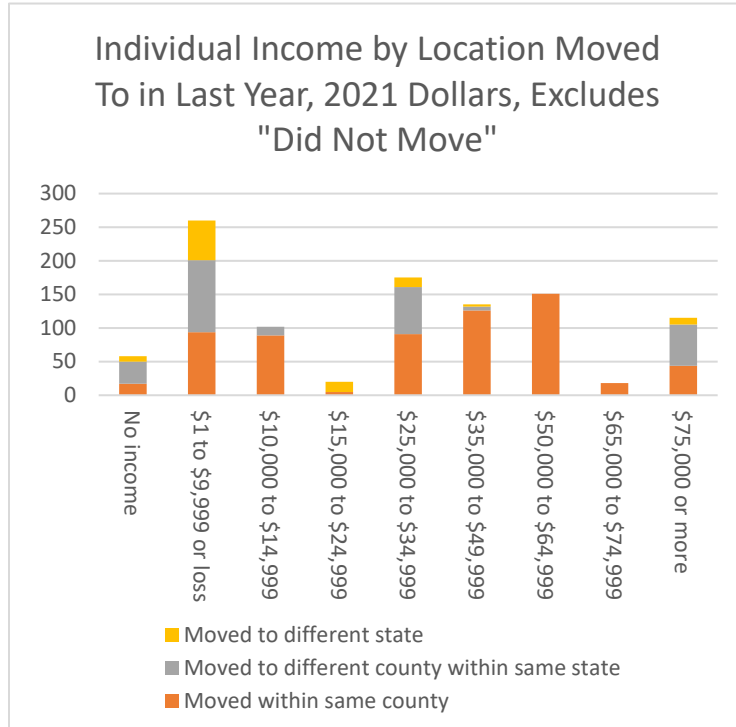
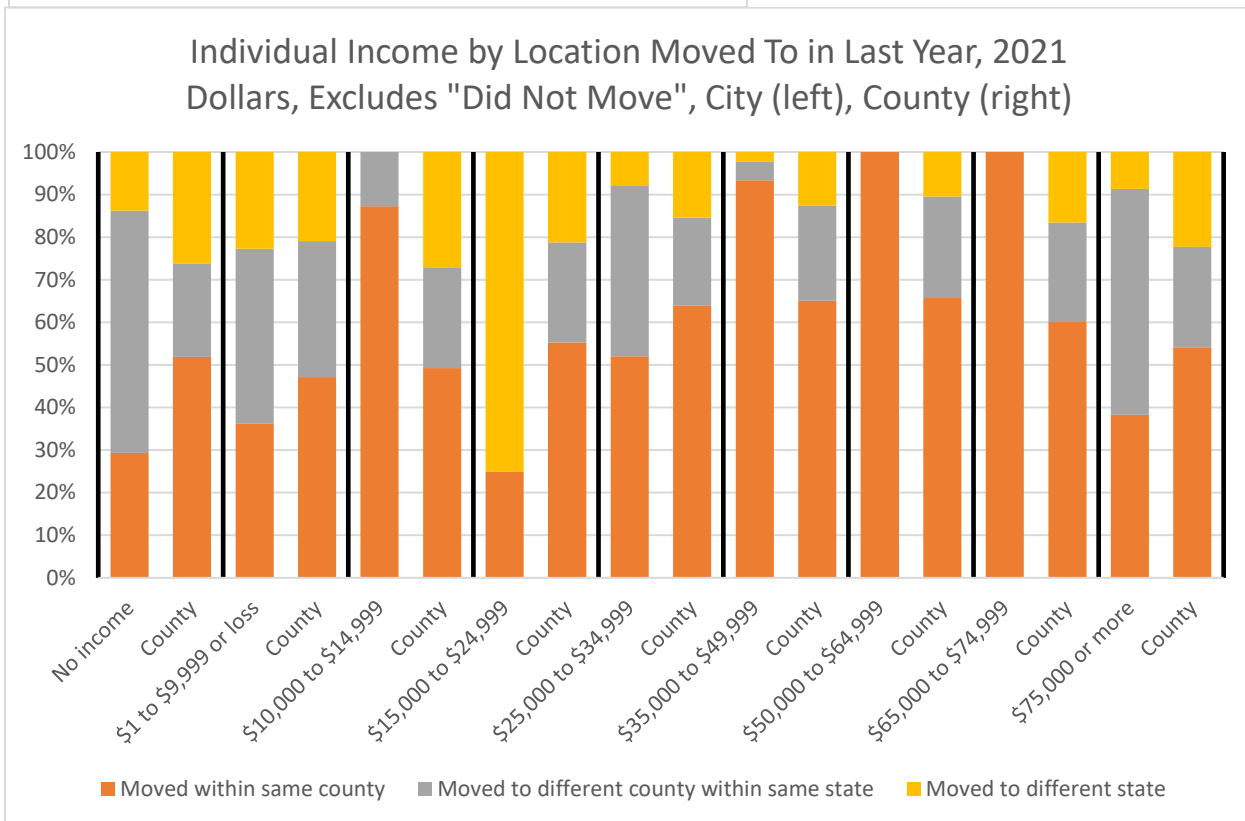


Figure 24 shows a trend that, in lower income bands, people that leave Stanwood are likely to move further away from the City that they used to live in. Given the proximity to Skagit County to the north, it is possible that many of these moves to "Different County, Same State" are to Skagit. Currently this is not something that can be pinpointed to Stanwood, only Snohomish County in aggregate. Still, this data supports the inference that Stanwood is one of the last in-County places available for lower income households to land, and once moving from Stanwood, a higher than the

Figure 24 - Individual Income by Location Moved to in Last Year, 2021 Dollars, Excluding "Did Not Move", Count (left), Percentage (below), with City (left), and County (right), B07410



county-average number of them will leave the County altogether. The ratio of individuals leaving the

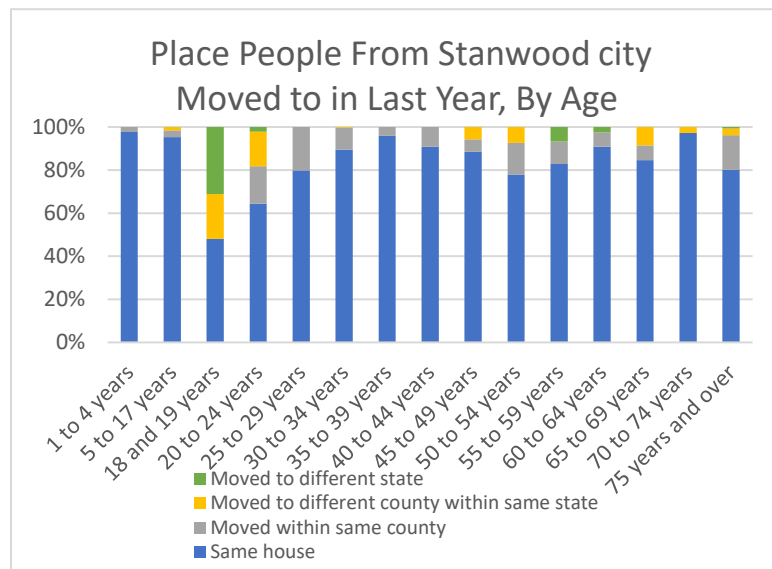
State is roughly equal, except for the \$15,000 to \$24,999 group, which due to its small size (20 Stanwood residents total, 15 of which are estimated to have left the State), can be discounted as an outlier.

This and other data discussing displacement, and how far, geographically, a household is displaced, invites the City to consider whether that aspect of displacement is significant. Is a household displaced to relatively nearby, but outside the City limits equal to one displaced and that chooses to leave the State? That is a subjective values judgment for the City's consideration.

Place Left For By Age (B07401)



Figure 25 - Stanwood, Place Former Residents Moved to in Last Year, B07401



move for work in this age group is to the north (Skagit, Whatcom, and Island counties), South (King,

The values judgment of how significant the City finds geographic distance of displacement is given another perspective in Figure 25, showing that those leaving Stanwood are, first and foremost, teenagers (perhaps departing for college), or young adults in their 20s.

Building on the previous section and Figure 24, no- and 0-\$9,999/year income individuals who left the State total to 67 individuals. Figure 25's 18-19 year old cohort estimates 63 Stanwood residents of this age group left the state. We can tentatively conclude, then, that most of Stanwood's low income individuals are recent high school graduates leaving the state, perhaps to further their education.

20- to 24-year-olds, however, move but stay in-state, are likely moving to pursue the beginning of what will become their career path, a nearly equal amount to residents who stay in-County. This invites Stanwood and Snohomish County's economic development elements to consider how many introductory career opportunities are created inside the jurisdiction. An enticing question that unfortunately does not have an answer is if the (again, assumed)

Pierce), or to Eastern Washington counties. Again, however, is the City values judgment about if the distance a former Stanwood resident moves for work is worth incorporating into City thinking.

The author would contend that it is at least a point for study and consideration by the City Planning Commission and Council, as strong elements exist in many communities of “being able to live where you grew up”, and that this data shows nearly 20% of Stanwood’s 20- to 24-year-old cohort left the County or State between 2017 and 2021.

The other notable cohort of individuals leaving Stanwood are those who are in the 55 to 64 year old age group, almost half of whom (who do move at all), leave the State, while the other half move in-County. One facet of this behavior is examined in the next section, Marital Status by Place Left For

Marital Status by Place Left For (former resident) (B07408)

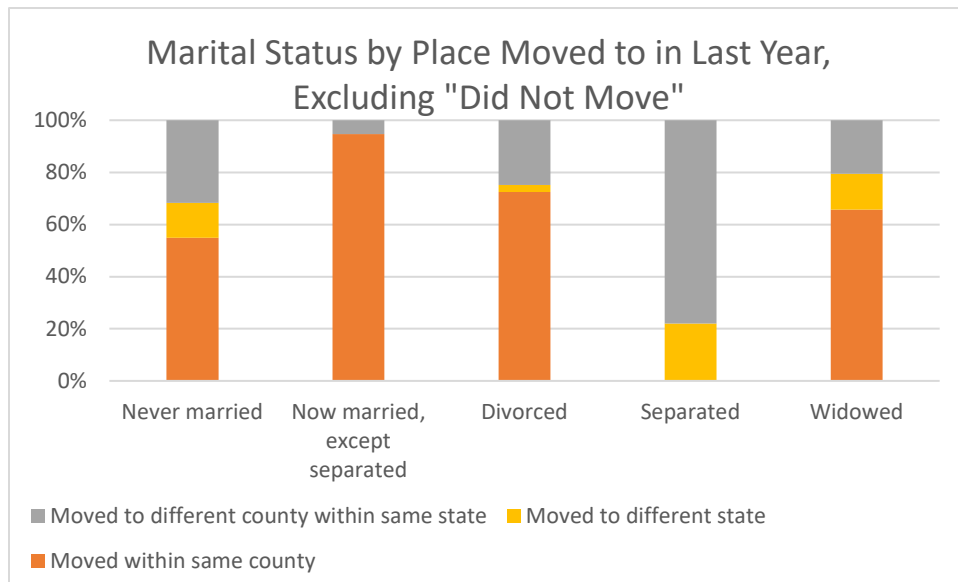
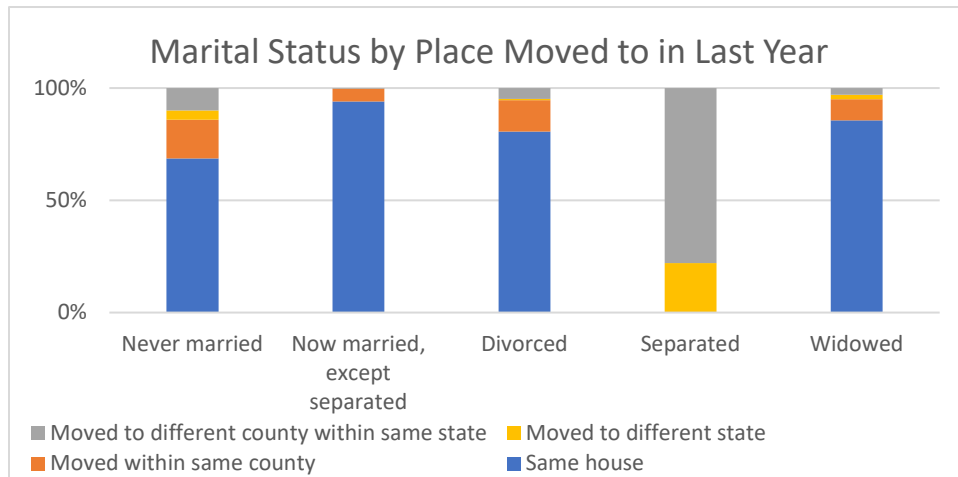


Figure 26- Stanwood, Marital Status by Place Moved to in Last Year, Excluding "Did Not Move" (top), including "Did Not Move" (bottom), B07408



Assuming that most widowed, separated and divorced individuals are above the age of 25, Figure 26 shows that most all 50 separated former Stanwood residents left Snohomish County entirely. This may be less a factor of displacement and one explained by other means, but still plays into the larger picture painted by Divorced and Widowed individuals, who, at a higher rate than Married, leave the County or State entirely.

This information alludes to the difficulty for recently disrupted households (regardless of the reason) to stay in their community and existing support

network. Of households that did move from Stanwood, well over 95% of them stayed in Snohomish County, with a small portion leaving the County but staying in Washington. While there are reasons a

married household would leave the State, whatever those reasons may be seem to not apply to Stanwood married couple households, but do apply to over 20% of Divorced, Separated, and Widowed households. One explanation, through the lens of housing, is that when a “precipitating event” occurs – something that forces a household to move (such as a change in marital status might), the availability of other housing in the area will play a significant role in deciding the result of this precipitating event. This concept was coined by UW Professor Dr. Gregg Colburn in *Homelessness is a Housing Problem*, 2022. While few if any of these households will become homeless, as discussed in Dr. Colburn’s book, the concept of precipitating events can be applied to displacement, too, and seeing that married couple households that move stay in-State, and majority in-County, suggests departures of divorced/separated/widowed individuals may be for reasons that fall under the definition of displacement (likely financial).

Educational Attainment by Place Left For (B07409)

The main note from educational attainment by place left for is that almost 30% of Stanwood’s Less than

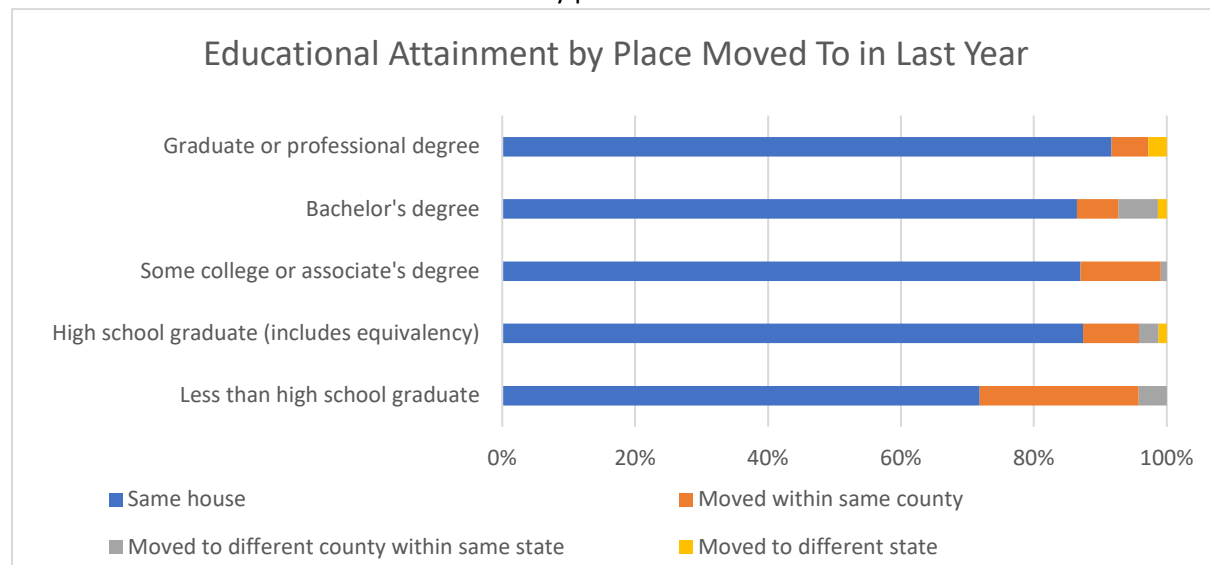


Figure 27 - Stanwood Educational Attainment by Place Left For, B07409

High School Graduate population left the City. Note, as has been before, that this cohort is for ages 25 and over, so does not include children moving with parents. This stands in contrast to other cities from Gold Bar to Everett and Marysville where over 85% of this cohort remains in the same house as the previous year. Stanwood’s population exhibits unique behavior spot-checked Snohomish County cities when it comes to departing the City. To the extent there is limited access to, and achievement in, education for various races of people in Stanwood, this may be an indication of displacement. It is possible that these individuals are leaving by choice, but it is notable in Stanwood that the higher levels of educational attainment tend to live in the same house as the year previous.

Transportation:

Means of Transportation to Work by Race B08103 & B08105 A-I;

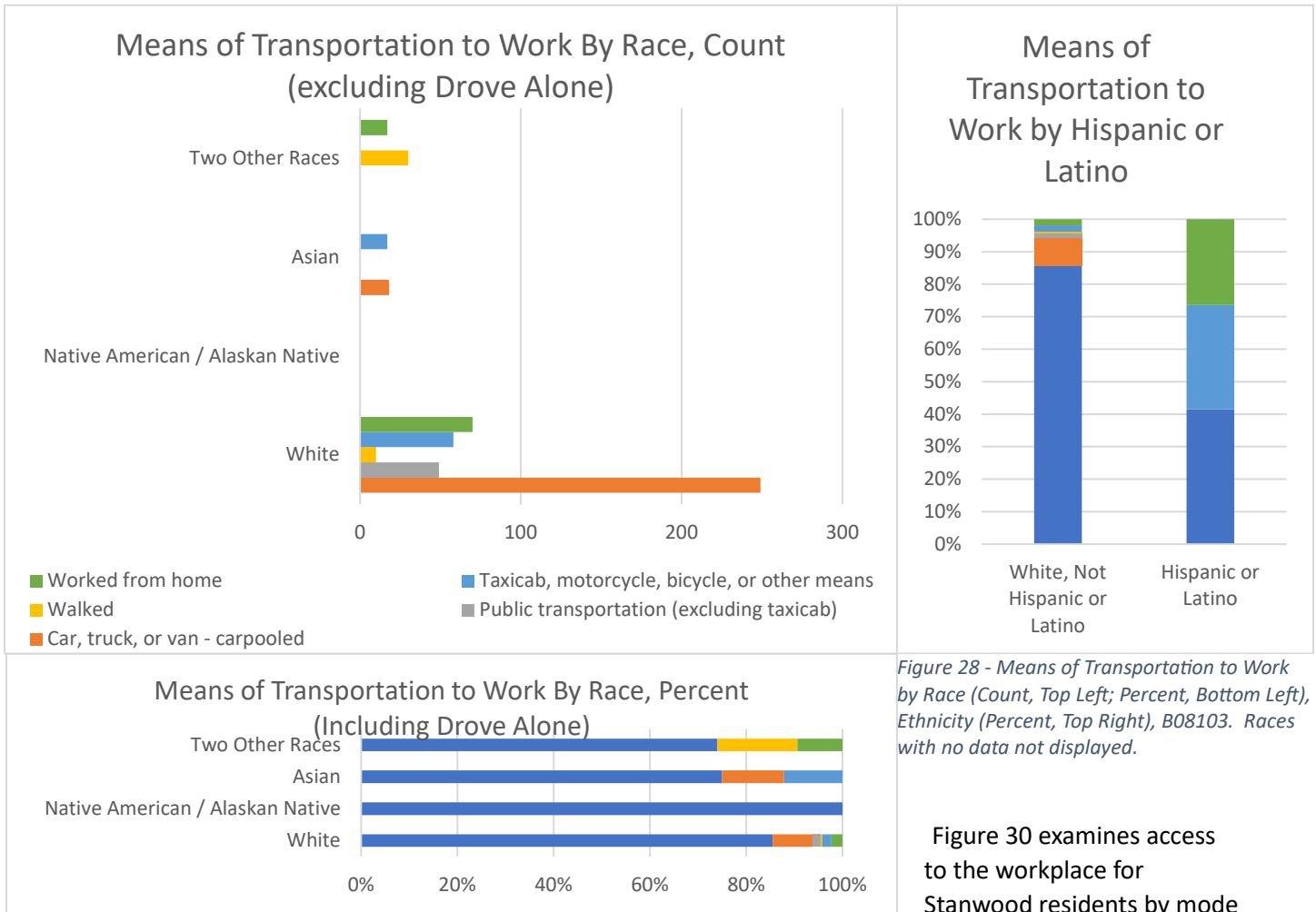


Figure 30 examines access to the workplace for Stanwood residents by mode

of transportation and race. First, for readability, “Drove Alone” (or using a Single Occupancy Vehicle or SoV), is excluded when displaying a raw count. When viewing this data as a percent of each category total, SoV usage is added back in. It likely comes as no surprise that a vast majority of all workers, of all races and ethnicities, use a SoV to get to commute to work. Stanwood follows the County-wide trend of non-White individuals using more multimodal options in their commute. It is a question for further investigation, in other reports by other specialists, how much of this decision making is driven by personal choice, finances, or other reasons. Still, it is notable that Two Other Race individuals, if not using a SoV, either walk to work or telework.

Figure 40, later in this report, shows a bifurcation of Two Other Race households into relatively lower and higher income brackets, the latter of which is more likely to allow the option of teleworking (particularly during the COVID-19 pandemic, that this data partially represents). These two data sets

lead this report to propose there is either a financial motivation for walking to work, or that these individuals live close enough to their workplace to walk (and choose to do so as, all else being equal, that saves money on gas and car maintenance costs). These two options represent the two extremes of goals in racial equity – the former, where workers walk out of necessity, the worst of inequity in a community that exposes workers to likely hazardous road and weather conditions, while the latter presents the most idealistic goal, that workers are able to walk to work, thus reducing traffic congesting, improving health

and (likely) as a result of living close to the workplace.

Unfortunately, the walking-to-work cohort is so small in Stanwood that it does not show up in other data sets (see Figure 29, for example). It is therefore up to the City to determine the current status of its walking-to-work cohort, and whether it is by choice or necessity.

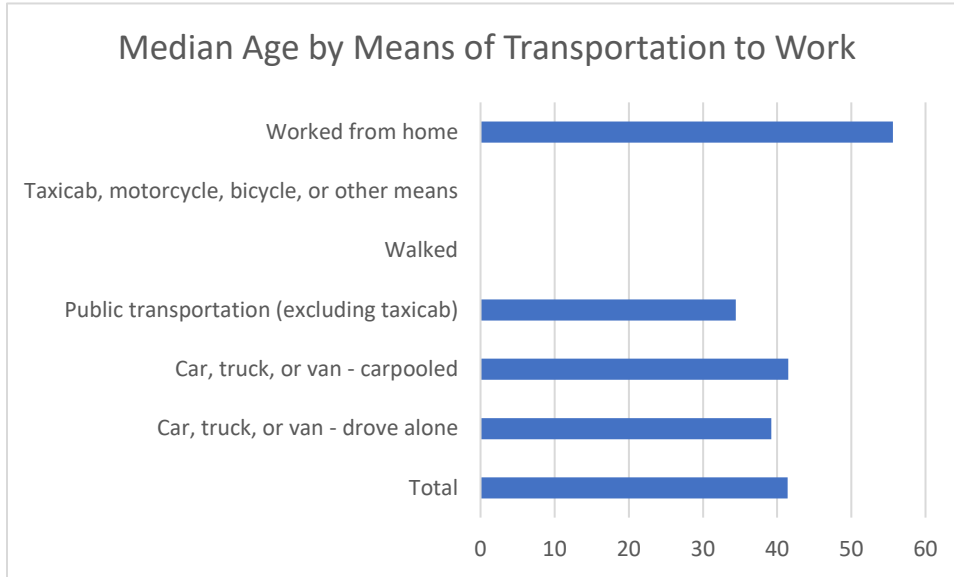


Figure 29 - Median Age by Means of Transportation to Work

Housing/Housing Tenure and Race

Units in Structure by Race (B25032 A-I)

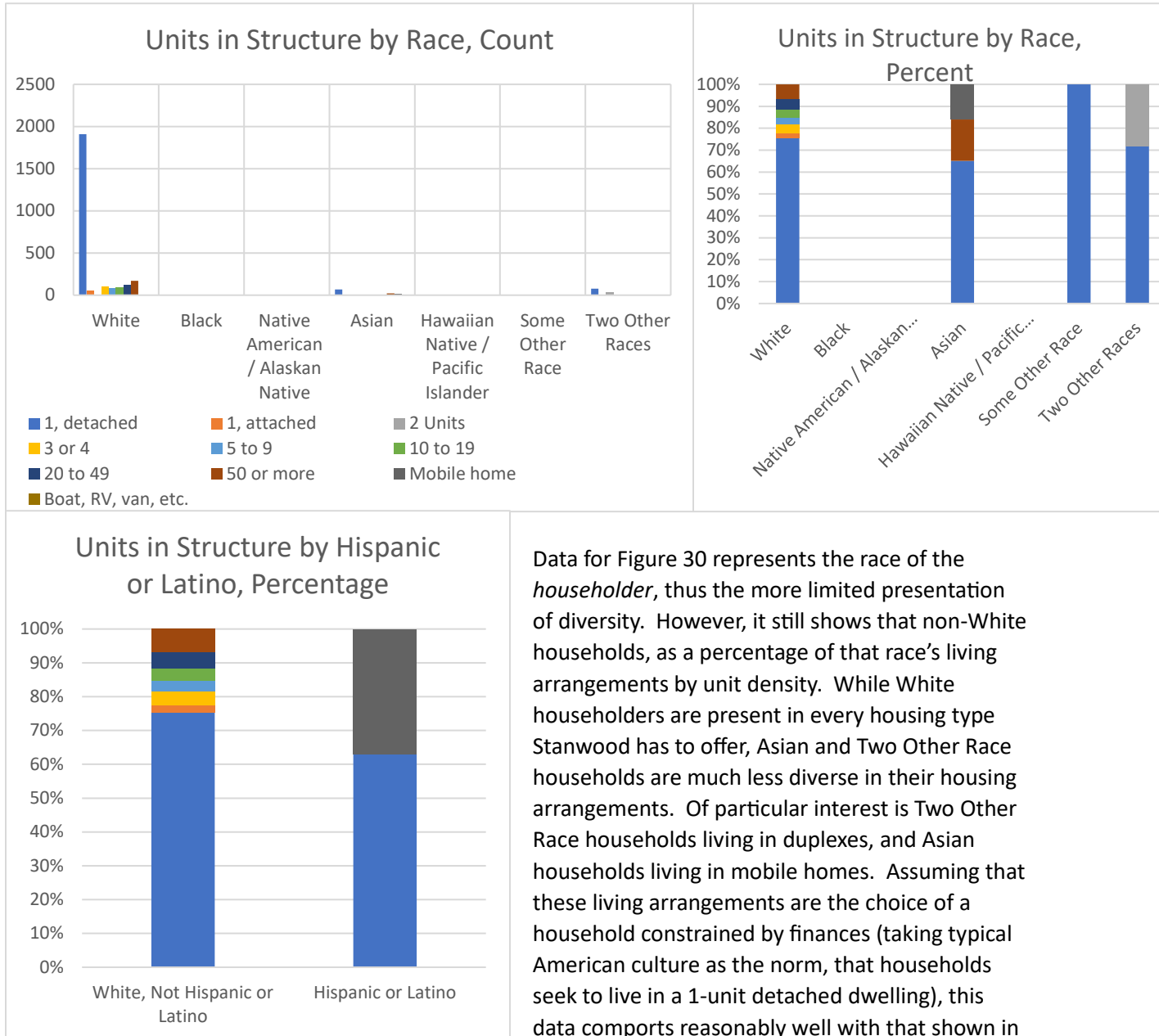


Figure 30 - Units in Structure by Race (Count, top left, Percent, top right), and Hispanic/Latino (Percent, bottom), B25032A-I

Data for Figure 30 represents the race of the *householder*, thus the more limited presentation of diversity. However, it still shows that non-White households, as a percentage of that race's living arrangements by unit density. While White householders are present in every housing type Stanwood has to offer, Asian and Two Other Race households are much less diverse in their housing arrangements. Of particular interest is Two Other Race households living in duplexes, and Asian households living in mobile homes. Assuming that these living arrangements are the choice of a household constrained by finances (taking typical American culture as the norm, that households seek to live in a 1-unit detached dwelling), this data comports reasonably well with that shown in Figure 37 and Figure 40, below, of a distinct separation between lower and higher income individuals by race.

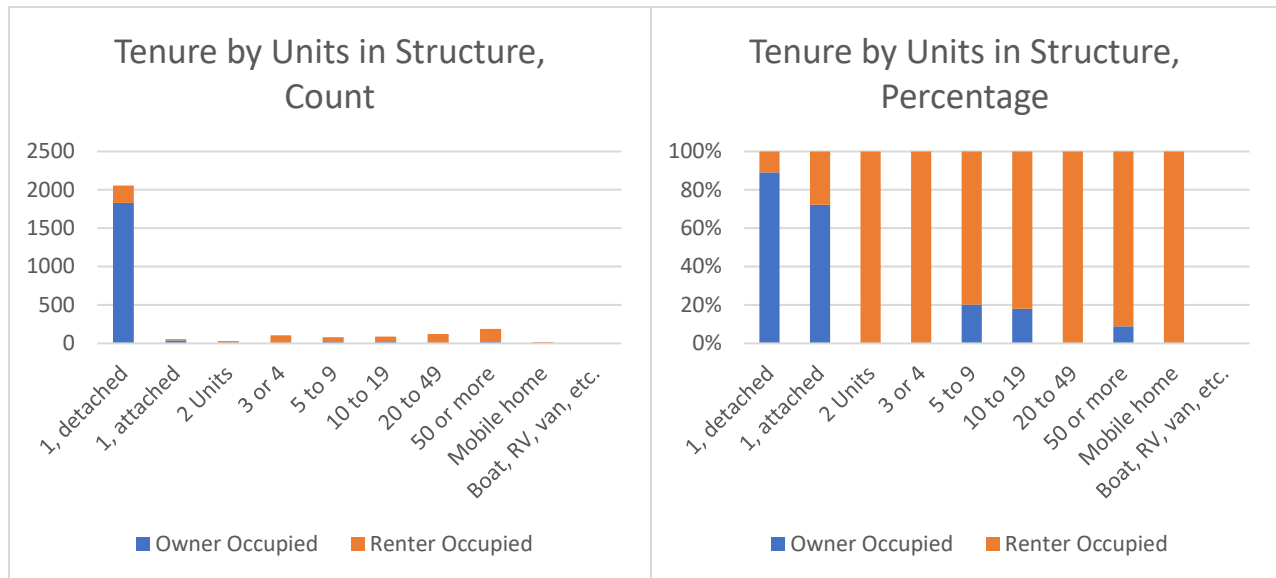


Figure 31 - Stanwood, Tenure by Units in Structure, Count (left), Percentage (right), B25032

Tenure by Race B25003A-I

Figure 31, like before, is examining only householders by race, not the total population, but still reveals

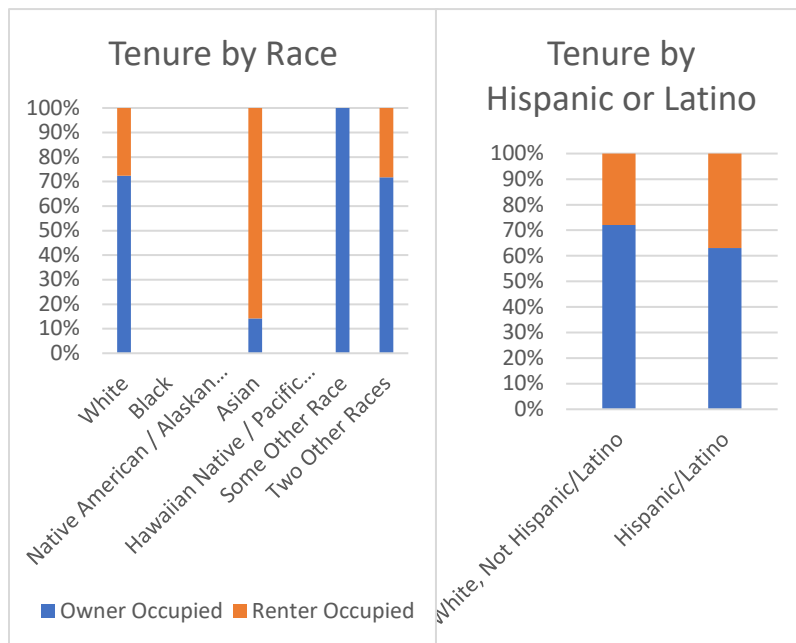


Figure 32 - Stanwood Tenure by Race, B25003A-I

an interesting finding that most Asian households, in spite of their relatively higher financial power relative to other households, rent instead of own. Combining information from Figure 30, it appears that many Asian households in the City rent 1-unit detached homes.

In the case of Two Other Race households, the data shows that 30 of these households rent, and that 30 of these households, in Figure 30, reside in duplexes. It stands to reason that all Two Other Race households in Stanwood, therefore, rent their duplex unit. This presents the opportunity to ask questions and

investigate further that may lead to clear examples of a racially disparate outcome of land use decision making (in this survey – recognizing the situation is ever-evolving). First, why are Two Other Race households the exclusive residents of the estimated 30 duplexes in Stanwood? Second, what is the general condition of these units? Third, as renters, are these households experiencing, or at risk of, displacement pressure through rising rents?

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No answers to these questions exist in available data but open the door for the City to work to identify these households and identify racially disparate impacts and displacement risks, and work to mitigate them as appropriate.

Table 3 – Stanwood Tenure by Race, B25003A-I

	White	Black	Native American / Alaskan Native	Asian	Hawaiian Native / Pacific Islander	Some Other Race	Two Other Races		White, Not Hispanic /Latino	Hispanic /Latino
Owner Occupied	1828	0	0	15	0	1	76		1799	29
Renter Occupied	697	0	0	91	0	0	30		697	17
Of Total	66.76%	0.00%	0.00%	0.55%	0.00%	0.04%	2.78%		70.77%	1.14%
	25.46%	0.00%	0.00%	3.32%	0.00%	0.00%	1.10%		27.42%	0.67%
Of Category	72.4%	0.0%	0.0%	14.2%	0.0%	100.0%	71.7%		72.1%	63.0%
	27.6%	0.0%	0.0%	85.8%	0.0%	0.0%	28.3%		27.9%	37.0%

Household Income by Race

Household Income by Race (B19001A-I)

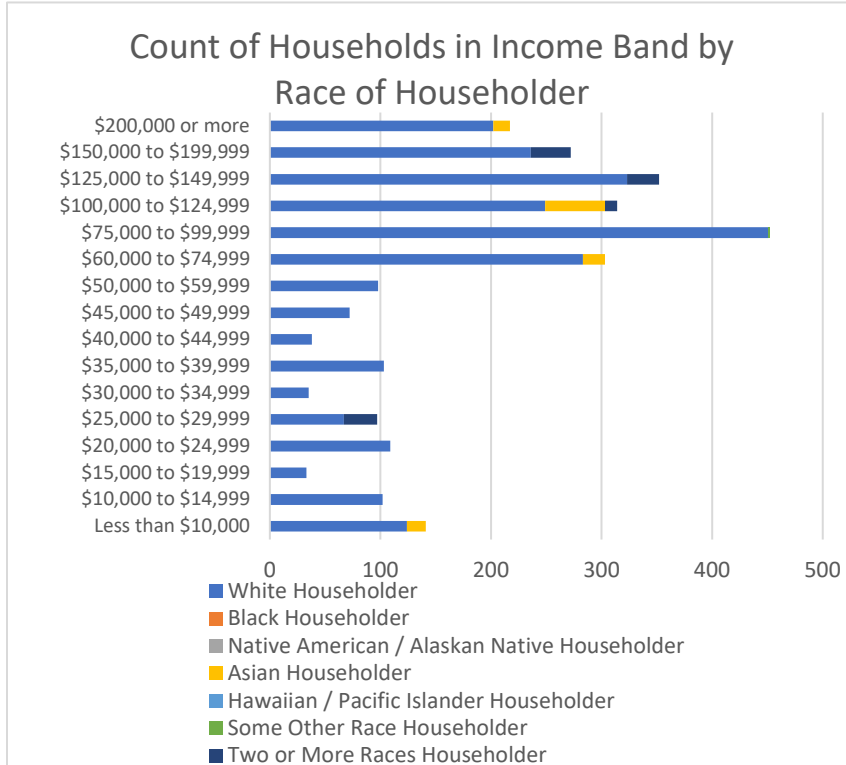


Figure 33 and Table 4 review householder income by race, the former showing a count, the latter displaying what percent of all households in each category make below a certain income level. This latter approach is used to inform other work that may provide real housing costs in the City of Stanwood, so an accurate statement can be made about the percent of households of various races that will be able to afford those expenses. Again, in a housing constrained market where explicit forms of discrimination are illegal, the main driver of continuing discrimination is likely to be financial power of the household.

Figure 33 - Stanwood Households by Income Band by Race of Householder, B19001A-G

ATTACHMENT B

In this case, 100% of Stanwood's Two or More Race households make below \$200,000/year, while 92% of White households do. By virtue of a broader income distribution in White households, this figure reverses quite dramatically, on a percentage basis, due to a sharp bifurcation of Two Other Race households in relatively high (\$100,000-\$199,999/year households), and very low (\$25,000-\$29,999/year), income clusters. This latter group again matches the 30 estimated rental duplex units in the City.

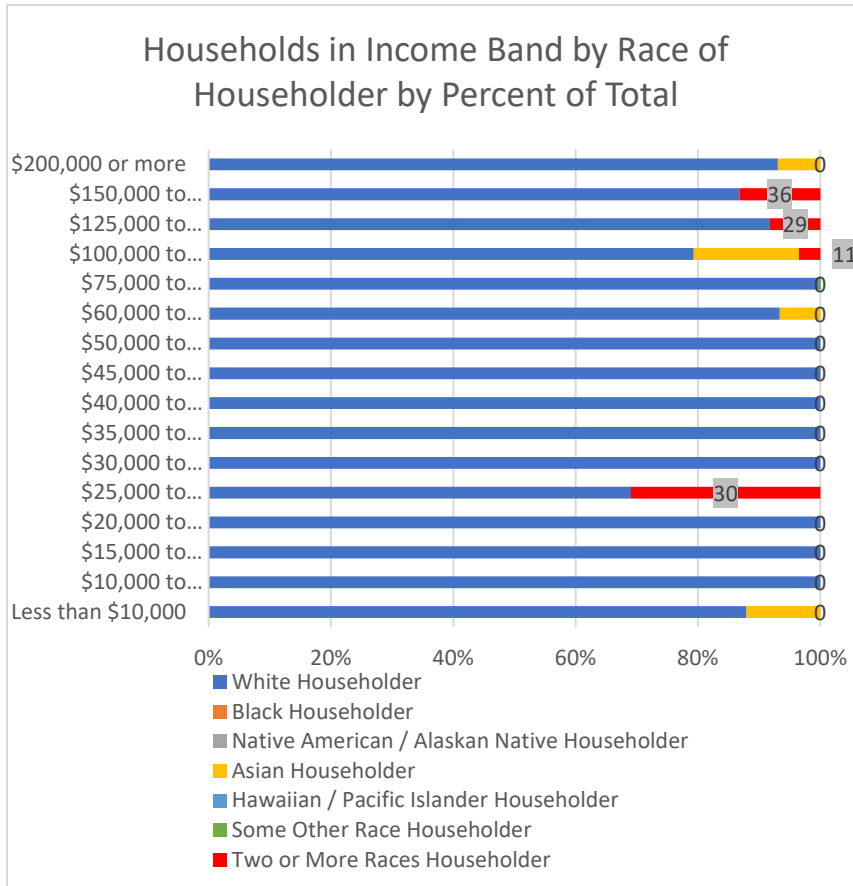


Figure 34 - Households in Income Band by Race of Householder, Percentage, B19001A-G

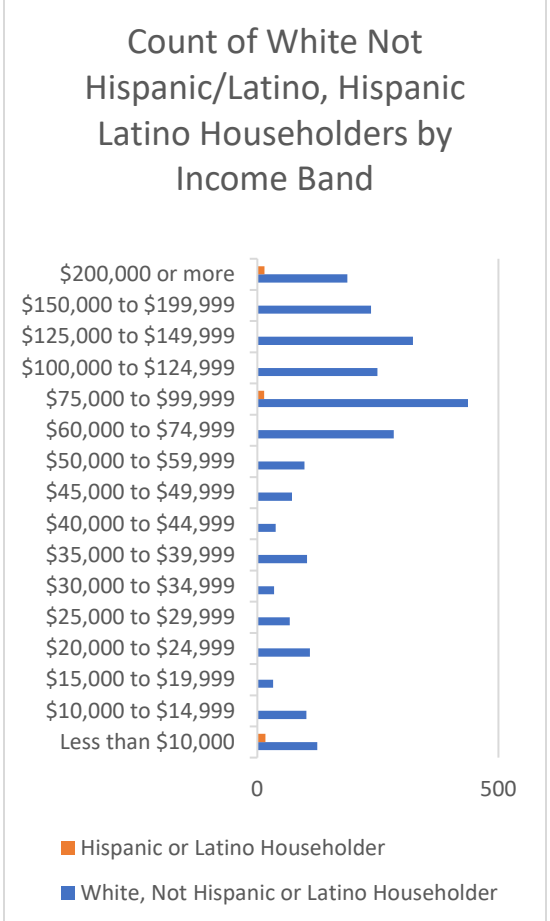


Figure 35 - Stanwood, Households by Income by Hispanic/Latino by Income (B19001H, I)

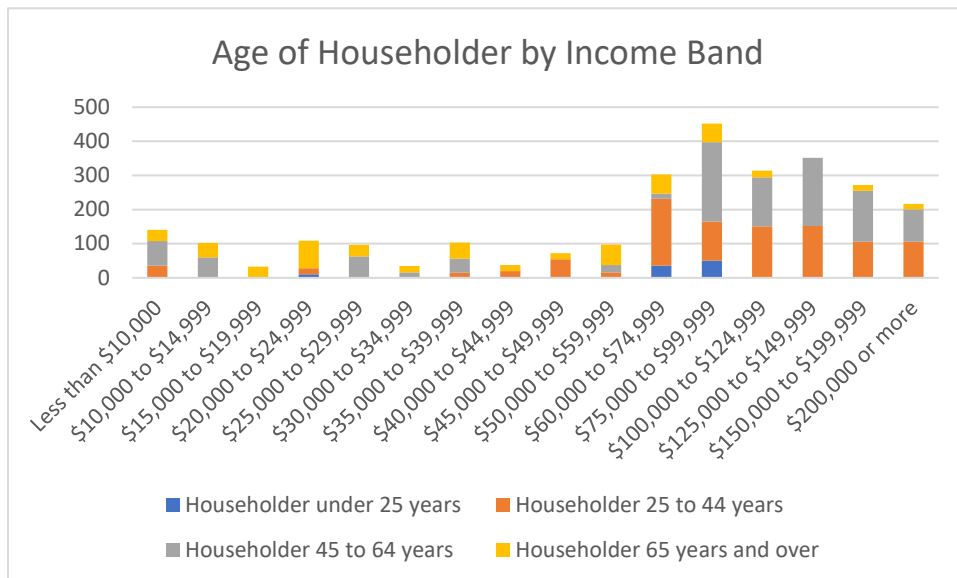
Table 4 - Household Income by Race, B19001A-I

	White	Black	Native American / Alaskan Native	Asian	Hawaiian / Pacific Islander	Some Other Race	Two or More Races	White, Not Hispanic or Latino	Hispanic or Latino
% Below \$200k	92%	N/A	N/A	86%	N/A	100%	100%	93%	67%
% Below \$60k	42%	N/A	N/A	35%	N/A	0%	28%	43%	37%
% Below \$50k	31%	N/A	N/A	16%	N/A	0%	28%	31%	37%

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% Below \$40k	27%	N/A	N/A	16%	N/A	0%	28%		27%	37%
% Below \$30k	23%	N/A	N/A	16%	N/A	0%	28%		23%	37%

Age of Householder by Income by Race (B19037, 19037A-I)



The data from the section above can be further broken down by age. This is a valuable lens to apply to displacement risk in the City of Stanwood through likely mechanisms of displacement based on age of the householder, as well as appropriate methods of outreach to households of different age groups and cultural backgrounds. This data is discussed, when and where available, in Figures 36 through 42, below.⁸

Figure 36 - Stanwood, Age of Householder by Age by Income Band, B19037

In aggregate, shown in Figure 36, Stanwood's households cluster around the \$75,000 to \$99,999 range, with 25 to 65 year old householders making up the bulk of this and higher income categories. It is interesting that there are functionally no 45 to 64 year old householders making between \$60,000 and \$74,999/year, the 3rd largest income category in the City, while in lower income bands, such as \$25,000 to \$29,999, this age group appears again, along with 65 and Over households, both as sometimes significant portion of the category.

The takeaway at this point is that Stanwood's middle aged (25 to 44 years old) households by and large may struggle with housing less than its seniors. Senior households may no longer have income, but still forms of earnings that supplement an otherwise low income. This information can be explored in other Census data tables.

⁸ Note, the age in this data is referring only to the householder. Other household members do not contribute to this aspect of the data. However, household income is cumulative across all earners in the household.

Households by Age by Income Bracket (White), B19037A

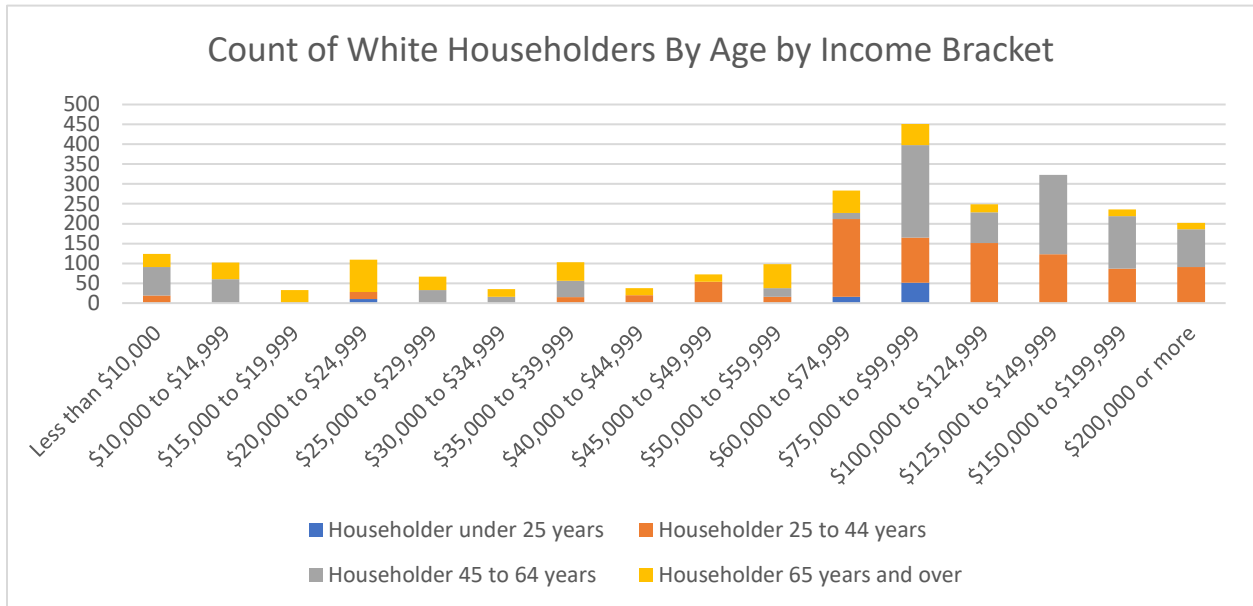


Figure 37 - Stanwood, Count of Householders by Age by Income Bracket, B1037A

Information in Figure 37 is largely the same as discussed in the previous section, due to Stanwood's predominantly White population.

Households by Age by Income Bracket (Black), B19037B

Not available. No data.

Households by Age by Income Bracket (Native American / Alaskan Native), B19037C

Not available. No data.

Households by Age by Income Bracket (Asian), B19037C

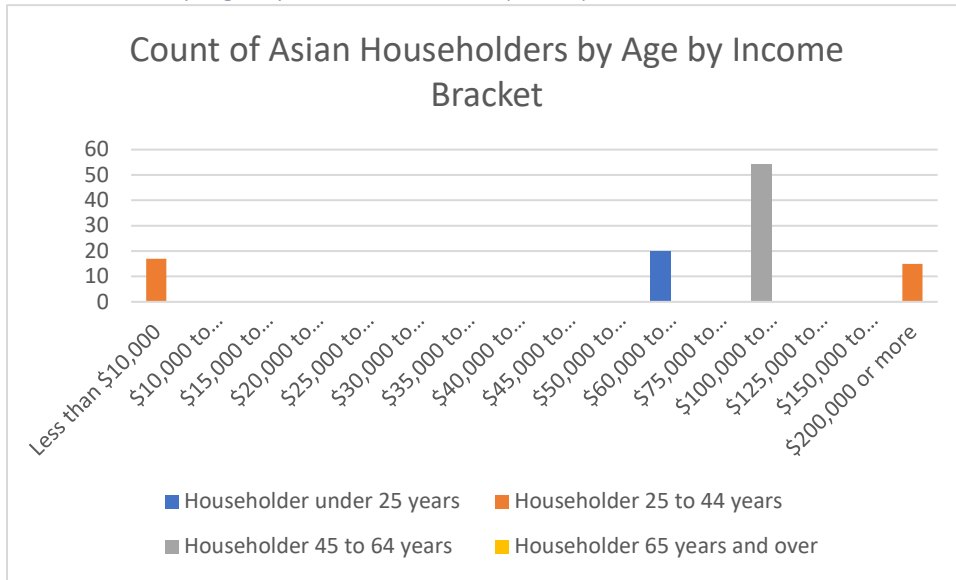


Figure 38 - Stanwood Count of Householders by Age by Income Bracket, Asian, B19037D

Asian households show no overlapping of income by age. That the households between 25 and 44 years old are either at the highest income, or lowest, is an interesting split. As with any household making less than \$10,000/year, it bears investigation on how this household experiences displacement pressure. If they perhaps live at an income restricted property in Stanwood, or receive other forms of housing assistance already, they may not be at risk.

Households by Age by Income Bracket (Hawaiian Native / Pacific Islander), B19037E

Not available. No data.

Households by Age by Income Bracket (Some Other Race), B19037F

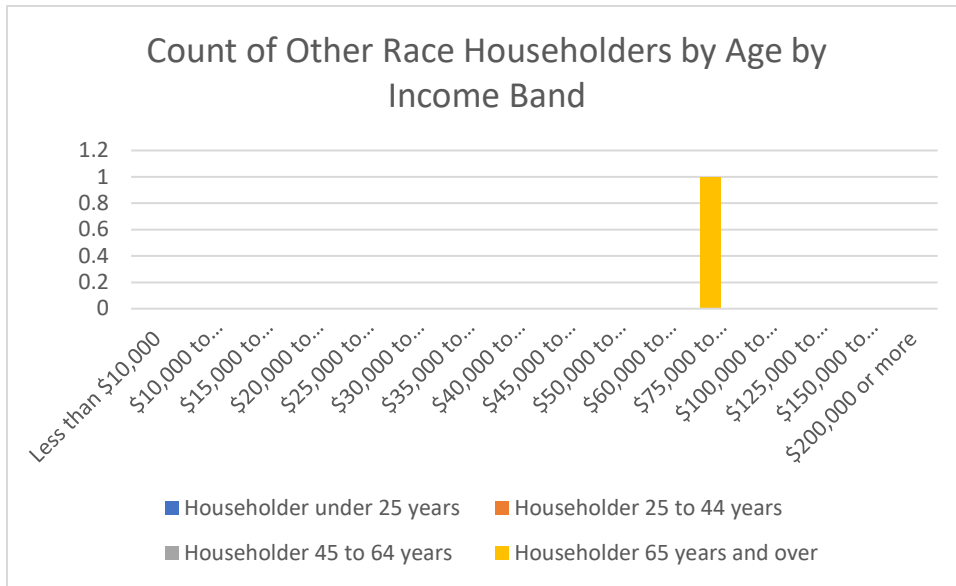


Figure 39 - Stanwood, Count of Other Race Householders by Age by Income Band, B19037F

The Census Bureau only reports 1 householder as Some Other Race , so this data is not something the City should rely on without confirmation by other means. If true, however, this household is likely not at significant risk of displacement from the City, especially as, per Figure 32, this household is estimated to own their home.

Households by Age by Income Bracket (Two or More Races), B19037G

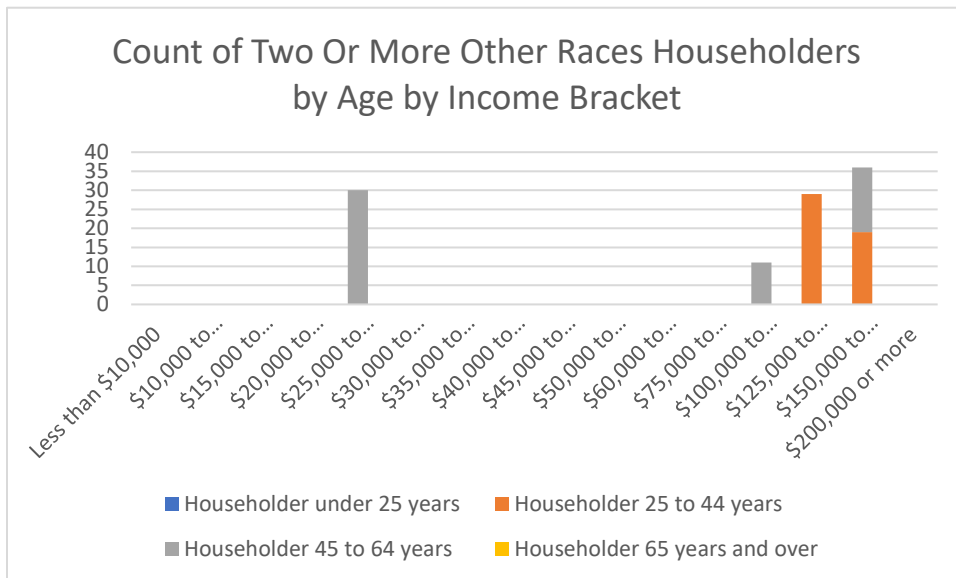
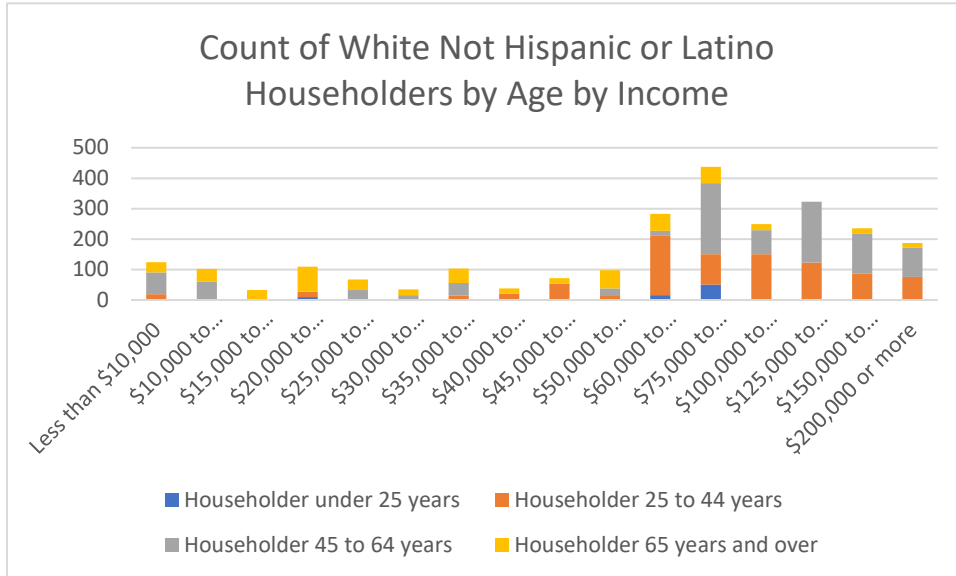


Figure 40 – Stanwood Count of Two or More Other Race Householders by Age by Income Bracket, B19037G

Two or More Other Race households largely cluster around \$100,000/year or higher income, and are unlikely to experience significant displacement pressure, especially as owners (Figure 32). However, the estimated 30 of these households that make between \$25,000 and \$29,999/year, are (again per Figure 32) apparently renters of duplex units, they are likely to experience displacement pressure. Again, as these are estimates, it is important for the City to seek to verify these data on the ground.

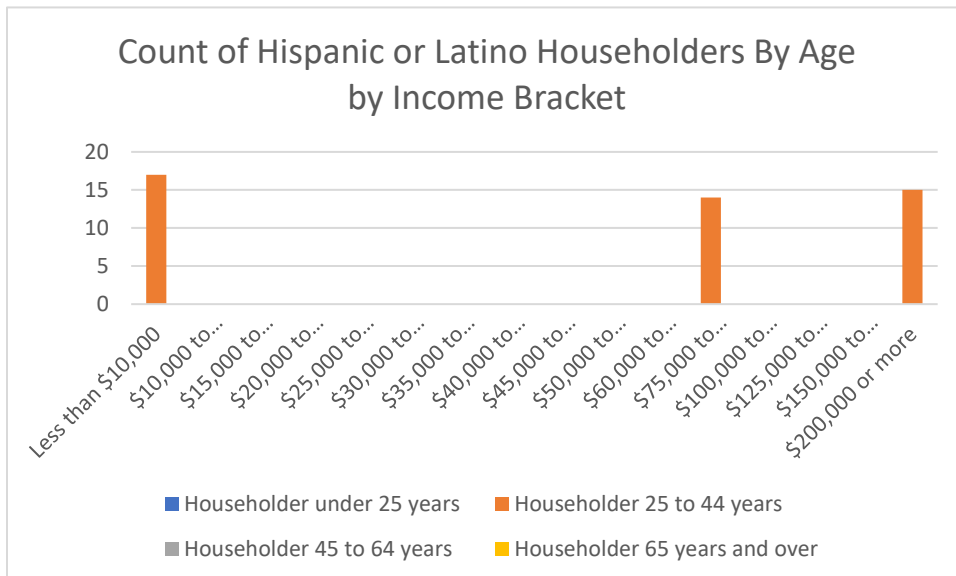
Householders by Age by Income Bracket (White, Not Hispanic/Latino), B19037H



This information is functionally identical to that discussed in Figure 37, earlier.

Figure 41 - Stanwood, Count of Householders by White, Not Hispanic/Latino, by Age by Income Bracket, B19037H

Householders by Age by Income Bracket (Hispanic/Latino) B19037I



Hispanic/Latino households in Stanwood show a wide variety of household incomes. With most at or above \$75,000/year, a majority of Hispanic/Latino households are unlikely to experience significant displacement pressure through financial means. It is important to recognize however

Figure 42 - Stanwood, Count of Householders by Hispanic/Latino by Age by Income Bracket, B19037I

that displacement can also occur when cultural anchors leave a community, and this data does not completely eliminate the possibility of Hispanic/Latino displacement from Stanwood. Additionally, the 17 households who make below \$10,000/year household income are undoubtedly at acute risk of displacement by financial pressures.

Median Nonfamily Household Income by Race (B19202A-I)

Table 5 - Stanwood Median Nonfamily Household Income by Race, B19202A-I

	Stanwood city	Snohomish County
Total	\$36,716	\$57,377
White	\$36,054	\$56,532
Black	N/A	\$59,849
Native American / Alaskan Native	N/A	\$56,250
Asian	N/A	\$60,504
Hawaiian Native / Pacific Islander	N/A	\$84,145
Some Other Race	N/A	\$65,606
Two Other Races	N/A	\$56,804
White, Not Hispanic or Latino	\$35,711	\$56,791
Hispanic or Latino	N/A	\$56,120

For households comprised of unrelated persons (roommates or similar situations), Table 5 unfortunately only shows information for White (and White Not Hispanic/Latino) households. Even so, this information, and a comparison against this data for Snohomish County, shows that most non-family households will face displacement pressure, earning a cumulative amount below \$60,000/year, and below \$37,000/year in Stanwood.

Aggregate Income By Race (B19313A-I)

Table 6 - Stanwood Aggregate Income by Race, B19313A-I

Total	\$298,964,800
White	\$279,211,200
Black	N/A
Native American / Alaskan Native	N/A
Asian	\$9,909,700
Hawaiian Native / Pacific Islander	N/A
Some Other race	N/A
Two Other Races	\$7,913,700
White, Not Hispanic or Latino	\$276,042,600
Hispanic or Latino	\$3,264,400

Table 6 aggregates all income from all households by race, shown in previous figures in this section.

Household Type
Household Type by Race (B11001A-I)*

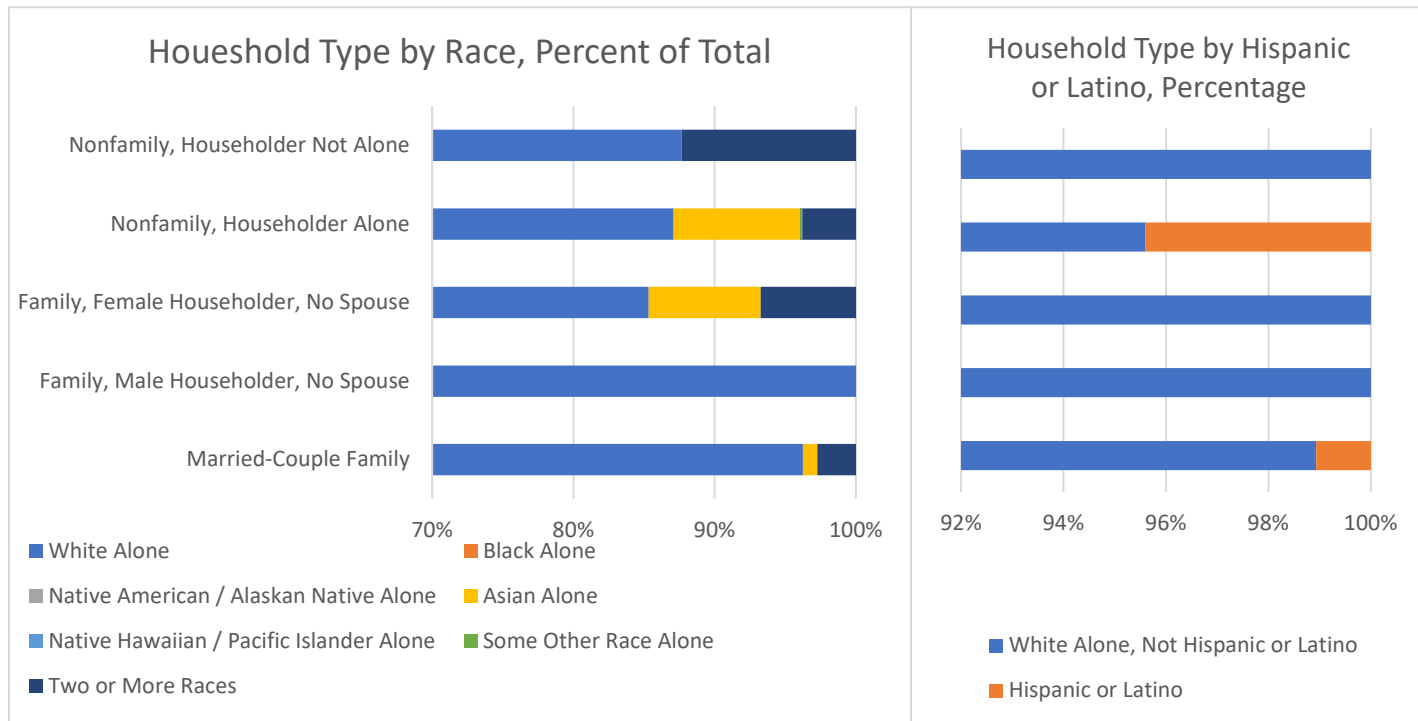


Figure 43 - Stanwood Household Type by Race (left), Hispanic/Latino (right), Percentage, B1101A-I (NOTE: X-axis range is NOT 0-100% in either chart)

As shown earlier in Table 5, non-family households in Stanwood earn considerably less than family households (even if data for specific races is not available, the Total value is the important figure). Figure 43 indicates that most Two Other Race and Asian households in Stanwood are either single income (still a family, however), or non-family alone, non-family not alone. In the case of non-family alone, that would indicate an individual living truly by themselves, and likely be the first focus area of the City. Not to discount, however, the income of non-family not-alone households is not likely to be high enough to avoid displacement pressures either.

With such small sample sizes and multi-year surveys, the City should take this information with caution and seek to determine its validity through community outreach. Regardless, however, the trend in this data shows that a majority of non-White householders in Stanwood live in circumstances that currently, or may in the future, expose them to displacement risk. The City is quite different compared to more southern cities, as a place of relative affordability in the County, as has been discussed, but this situation is not guaranteed to last, and when it does, current data shows that non-White households in the City are likely to disproportionately bear the brunt of rising displacement pressures.

Poverty/Welfare Status:

Receipt of Food Stamps/SNAP in Last Year by Race (B22005A-I) *

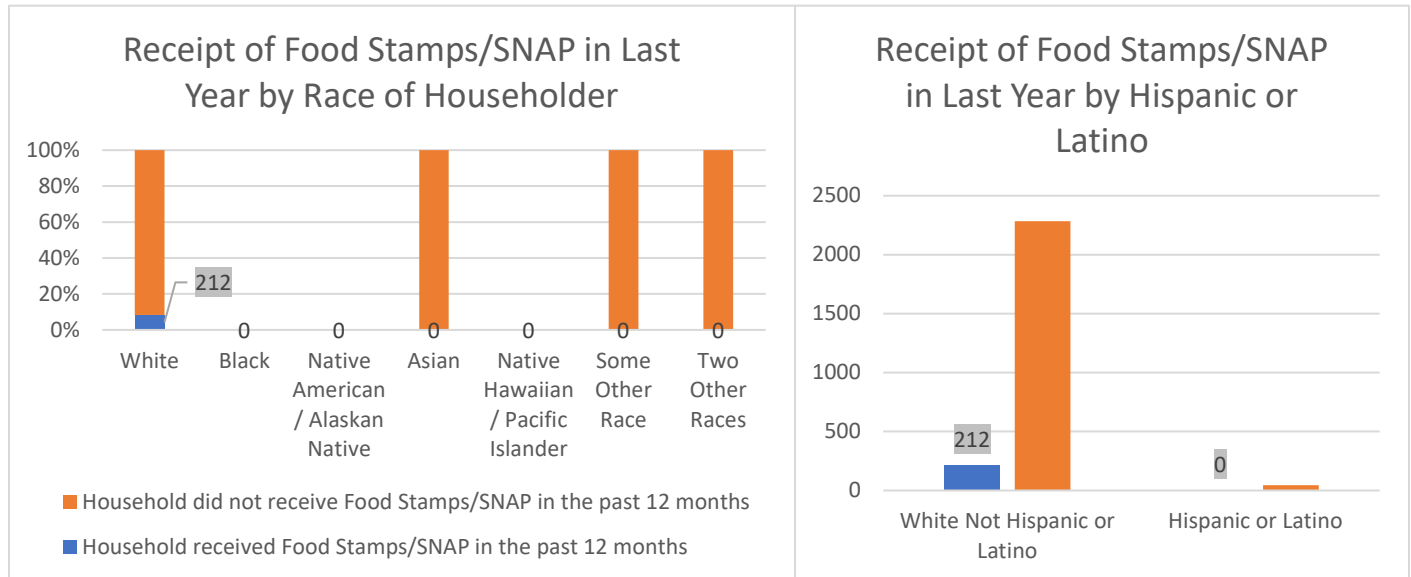


Figure 44 - Stanwood, Households by Receipt of Food Stamps/SNAP in Last Year by Race, Hispanic/Latino, B22005A-I

While Stanwood does not report any non-White household utilization of Food Stamps or SNAP benefits, previous data clearly shows many households at an income level that would qualify them for these benefits. The question, therefore, is why have these households not successfully accessed these services? Is it due to the nature of the survey missing these households? Or are there barriers (knowledge, language, trust) to accessing such services with the non-White population in Stanwood? Displacement for financial reasons is a multifactor process, and money saved on food via Food Stamps/SNAP is money that can be used on other household needs.

Welfare/Poverty Status by Sex by Age by Race (B17001A-I)* (NA for SnoHo due to small sample size)

Figure (B17001A-I) unfortunately has such a small sample size for the City of Stanwood that only White individuals represent a large enough group to report data on. However, in Figure (B17001 All Races), this data includes poverty information by age for all races in Snohomish. Subtracting out White households from the data that makes this chart does allow to see non-White households' age by poverty status, if not the specific race of those households, as shown in Figure (poverty by race by age less White)

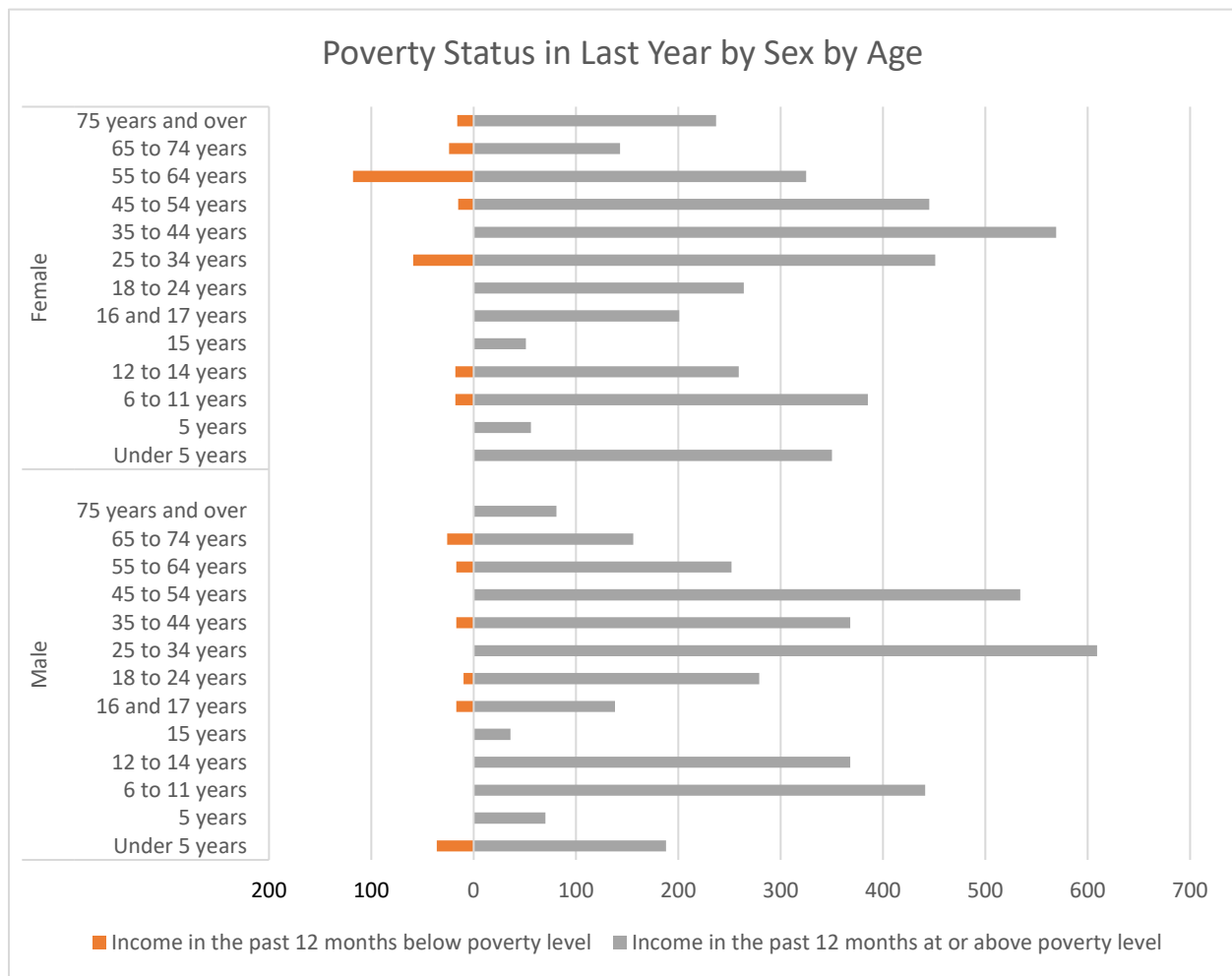


Figure 45 – Stanwood Population, Poverty Status in Last Year by Sex by Age, B17001

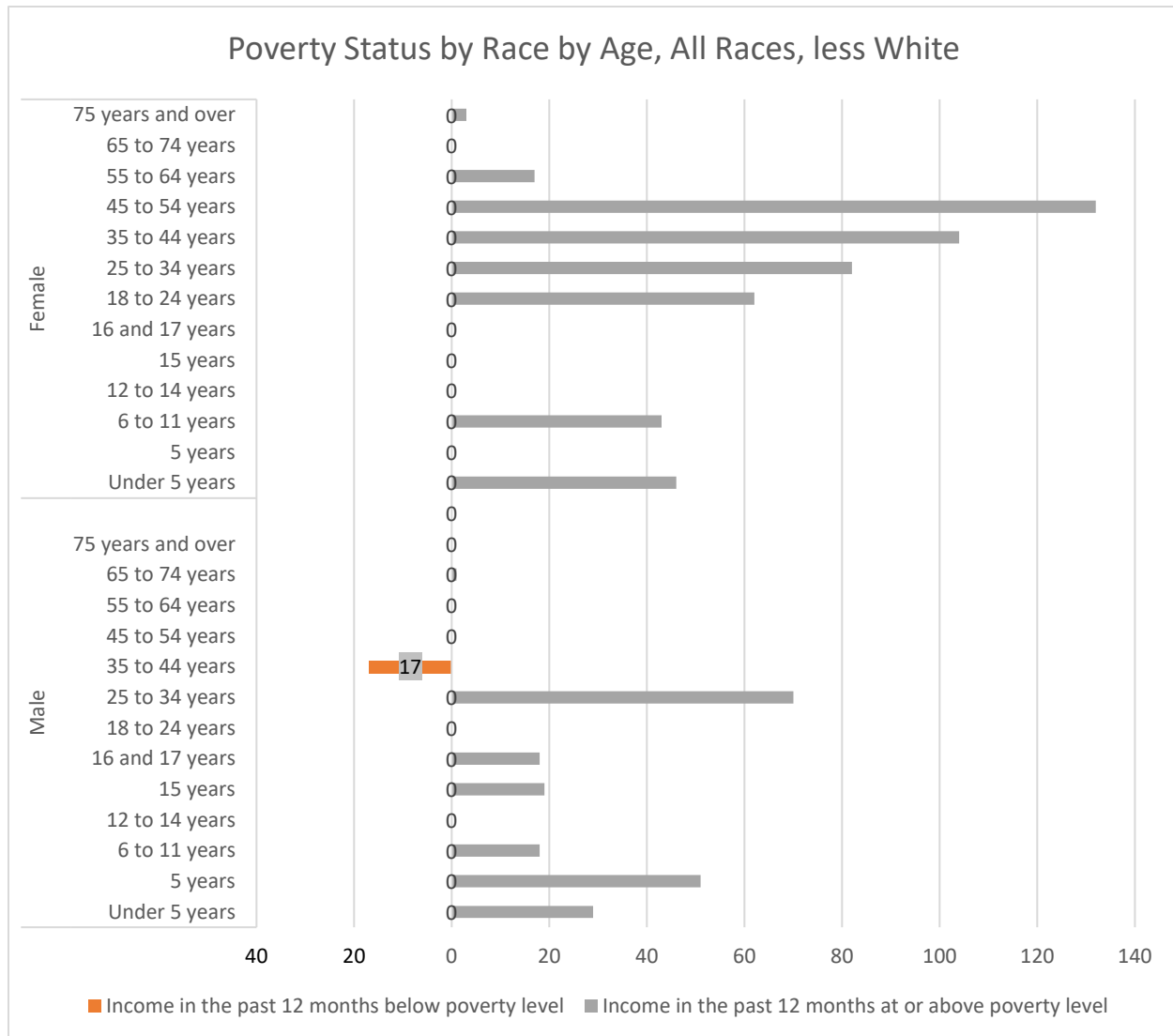


Figure 46 - Stanwood, Population by Poverty Status in Last Year by Sex by Age, Less White, B17001

In Figure 46, we see that by removing White households from the chart, there are only an estimated 17 people, all male, in Stanwood who are below the Federal Poverty Line and not White. Poverty, of course, is not the definition used by the Legislature in guiding the Racially Disparate Impacts analysis but is still a useful guide for the City in focusing efforts to understand the needs of the community more fully. These individuals (both White and non), bear particular attention by the City as they surely are the most acutely affected by housing cost pressures that could lead to displacement.

While this report, as dictated by the Legislature, focuses on *Racially* Disparate Impacts, it is noteworthy that Stanwood, per Figure 45, has a high proportion of women aged 55 to 64 that are below the Federal Poverty Line. While these are all White individuals, their age (likely at the end of their careers or retired), should also draw the City's attention when it comes to housing affordability and preventing displacement in the community.

CHAS Data Tables (2016-2020):

The Department of Housing and Urban Development (HUD) creates a special synthesis of ACS data called Comprehensive Housing Affordability Strategy (CHAS). These data are specific to the concepts of housing affordability, substandard housing through the lens of incomplete plumbing or kitchen facilities, cost burden or overcrowding, race, and general affordability.

These data, as a special analysis, take more time to prepare (as the ACS has to be completed and released first), and so have an extra one-year lag, while also being a 5-year average like the ACS. The information below, unless otherwise stated, is for the period of 2016 to 2020. All dollar values are given in 2020-dollar values (for an inflation adjuster, see the Bureau of Labor Statistics' website, [here](#)).

Additionally, much of this information relies on Housing Area Median Family Income (HAMFI). This uses HUD's regional HAMFI figure. For purposes of brevity, this is usually shortened to AMI in the figures below. As HUD publishes AMI figures annually, not for 5-year periods, it is currently unclear what exactly the 2016-2020 HAMFI value is, for the purpose of contextualizing the percentages displayed below. Regardless, this figure does include Snohomish *and* King Counties, and is for a family of 4, while the real average household size of Snohomish County is approximately 2.5 (2.7 for owners and 2.5 for renters in 2022). While the HAMFI figure is a valuable tool, please be cognizant of its assumptions and limitations as a result.

Housing Problems by Race by AMI by Tenure, HUD-CHAS Table 1

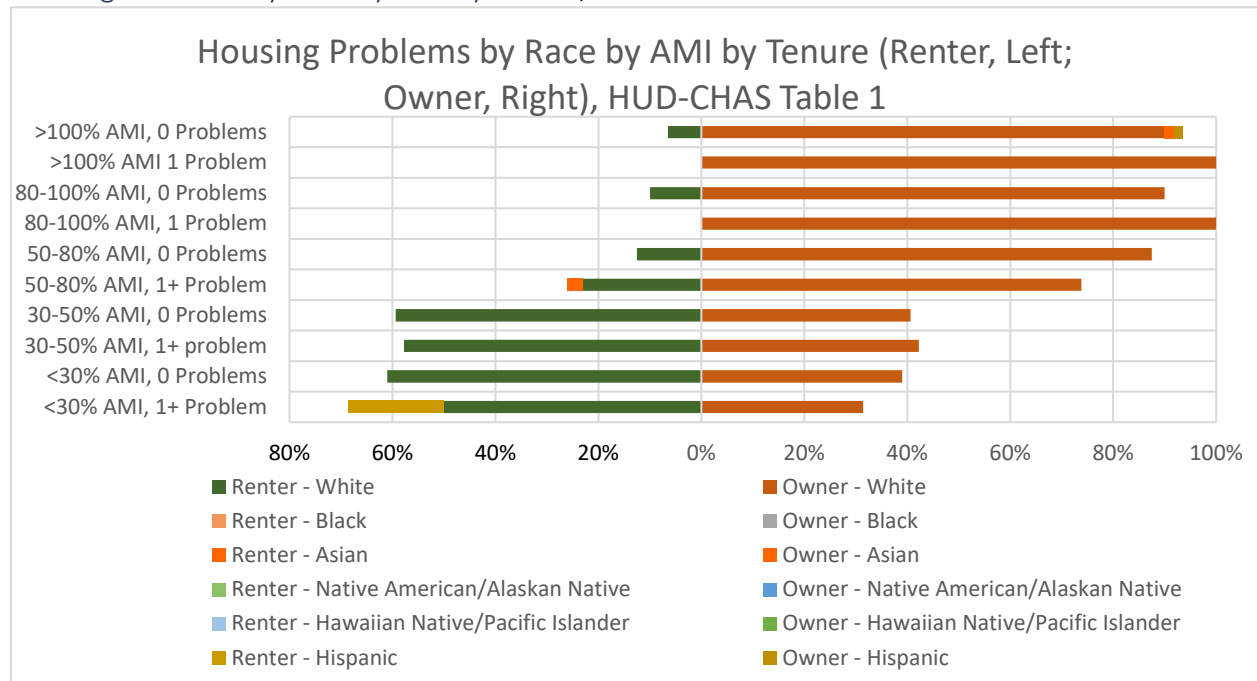


Figure 47 - Stanwood Housing Problems by AMI by Race by Renters (left), Owners (right), HUD-CHAS Table 1

HUD-CHAS Table 1 shows that a significant portion of Stanwood's population below 50% of AMI is renter. The <30% AMI population with a housing problem does show a notable portion of Hispanic households, which tracks with data discussed earlier in the report, showing a portion of extremely low-income Hispanic households in the City. Similarly, there is a small amount of Asian renter households who are in

the 50-80% AMI category also experiencing a housing problem, which also tracks with earlier data. This information, again should help the City understand the living dynamics of its population, including its racial diversity.

Rental affordability

HUD CHAS Table 8 shows rental and ownership units by the AMI and cost burden of the tenant/owner, respectively, by completeness of kitchen and plumbing facilities. (Has Complete or Lacks Complete, respectively, on the Y-Axis.)

Households by Tenure by AMI by Cost Burden by Complete Plumbing/Kitchen Facilities, HUD-CHAS Table 8

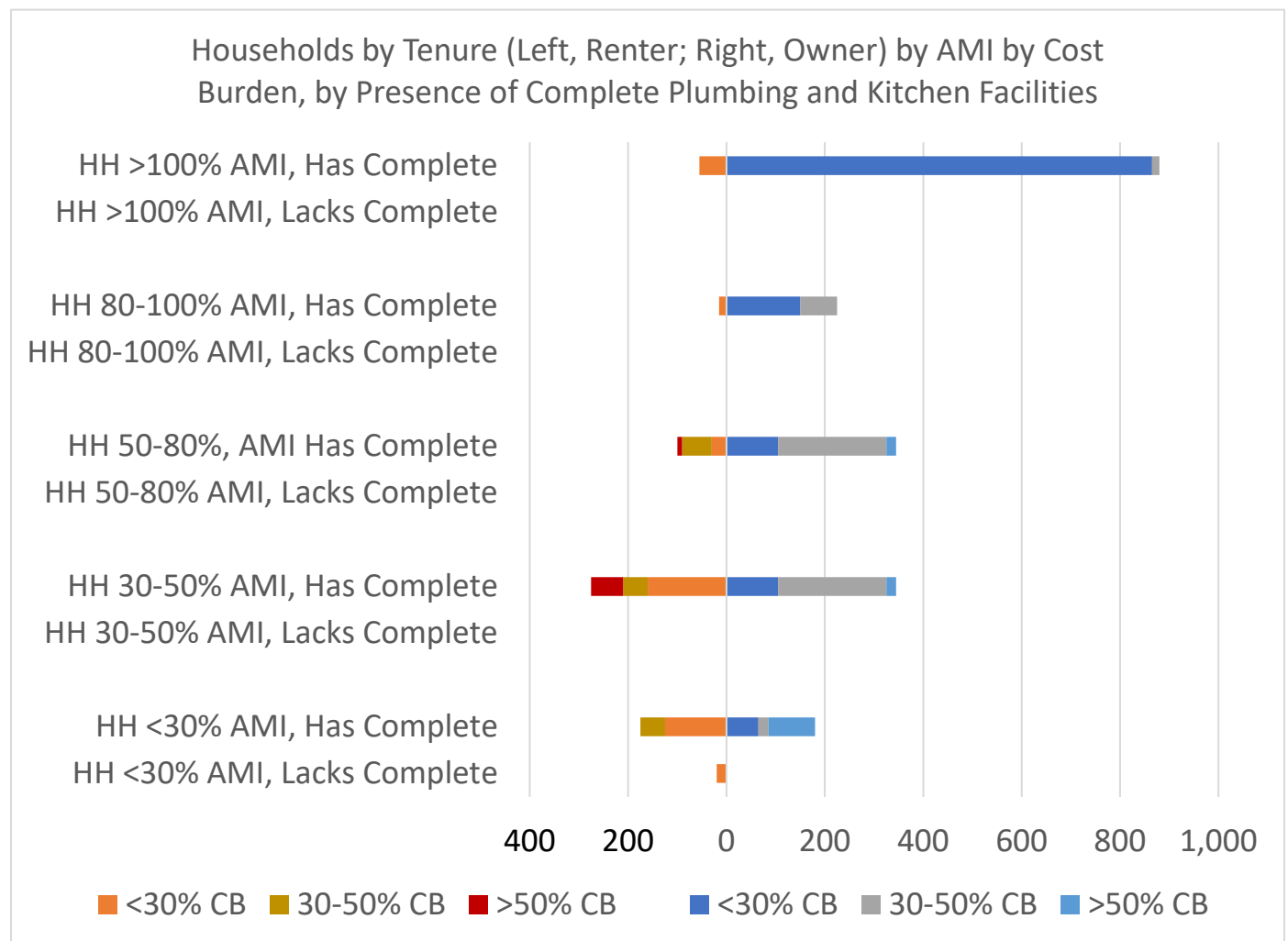


Figure 48 - Stanwood Households by Tenure (Renter, Left; Owner, Right), by AMI by Cost Burden (CB), by Complete/Incomplete Plumbing/Kitchen Facilities, HUD-CHAS Table 8

Figure 48 data shows that only an estimated 20 housing units in the City have incomplete plumbing or kitchen facilities, and all of them are serving households at <30% AMI, but who are also somehow below 30% cost burden. It is possible that these survey responses are describing Accessory Dwelling Units, and perhaps even those that are unpermitted (thus not needing full kitchen or plumbing facilities). More

information about these dwelling units is unclear currently. Suffice to say that Stanwood does not have a significant problem with incomplete housing units, owner, or renter.

Vacant-For-Rent Units by Bedrooms by RHUD by Plumbing/Kitchen Facility Completeness, HUD-CHAS Table 14B

No Data Available.

Ownership Units by VHUD by Rooms by AMI by Mortgage Status (No Mortgage, Left; Mortgage, Right), HUD-CHAS Tables 15A & 15B

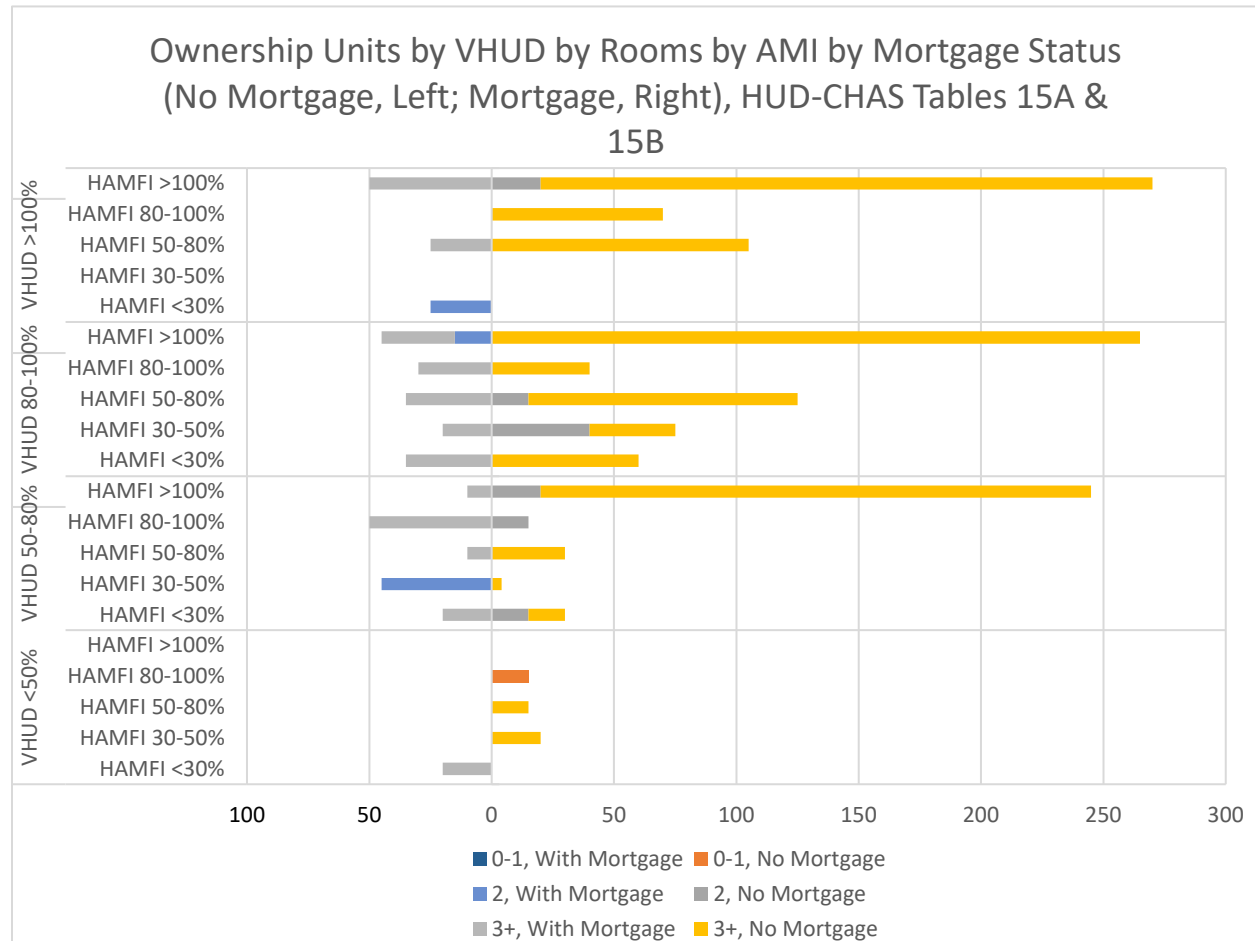


Figure 49 - Stanwood Ownership Units by VHUD by Rooms by AMI by Mortgage Status (No Mortgage, Left; Mortgage, Right), HUD-CHAS Tables 15A & 15B

HUD CHAS Tables 15A and 15B show the VHUD, or value of the home to own, as a percentage and against the owner's AMI, and through the lens of housing units with and without a mortgage. This data is aggregated in Figure 49, and shows that most homes in Stanwood do not have a mortgage, and also are 3+ bedrooms. Furthermore, a significant majority of homes are affordable only to households at or above 80% AMI, with affordability below that level provided by smaller homes (2 or less bedrooms).

Setting VHUD aside, which is based on the Census asking owners their estimation of the home's worth, the number of 50% or below AMI households who own mortgaged homes is notable for including largely 0-2 bedroom homes. Understanding where these homes are in Stanwood may be an interesting

research project to see where and how these structures came to be, and how the City can support more of them being built to increase affordability options. (It is entirely possible that these homes are of significant age and would not be built today, either due to changing permitting or market conditions.)

Rental Units by RHUD by Rooms by AMI, HUD-CHAS Table 15C

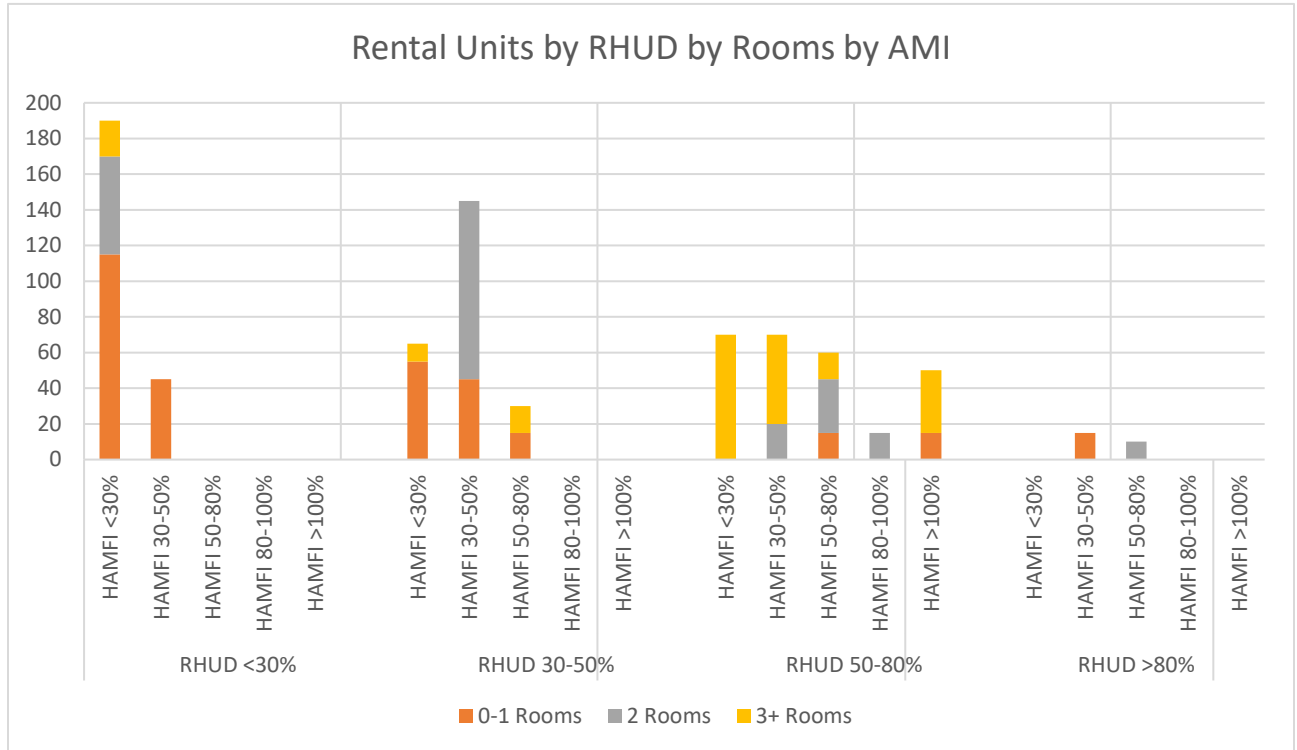


Figure 50 - Stanwood Rental Units by RHUD by Rooms by AMI, HUD-CHAS Table 15C

Table 15C shows “RHUD.” RHUD is not clearly defined – either in values it draws from or other calculations applied, or the area it applies to. Nevertheless, it is an estimate of a given unit’s room (not bedroom) and price, that unit’s price in the average (again, unsure of the geographic area this is calculated on), to which the current tenant’s AMI is applied. Nevertheless, Figure 51 seeks to answer the question “Where do renter households live – are they in housing priced appropriately for them?” In the case of Stanwood, this data shows that most <30% AMI households are in <30% RHUD (<30% of the rental market) priced units, and that they are 0-1 room units. It is also unclear if this subtracts out or accounts for households living in income restricted housing, which could significantly skew the data. Not surprisingly, more expensive units are 3+ rooms, (RHUD >50%), and owned by higher AMI households.

This table shows approximately what one would expect from lower income households seeking the most affordable housing available to them, in an environment where even a 30% RHUD valued unit is likely to leave them cost burdened unless it is income restricted. What is likely more telling is the households in RHUD 30-50% units, where most 30-50% AMI households reside, and likely experience much higher cost burden (unless there is the presence of a Housing Choice Voucher to offset the rent).

Stanwood Workforce Analysis- LEHD OTM

Where Stanwood Workers Lived, 2002-2021

Stanwood's workforce has become somewhat more diverse since racial data was tracked starting in 2009, and overall increased from 2002 to 2021, the full range of data availability. Diversity is easiest to express in the percent of the workforce that is non-White, which has declined by approximately 4% from 2009 to 2021. In raw numbers, the White workforce has also declined slightly, from 1,774 in 2009 to 1,716 in 2021, while most other races working in Stanwood have increased slightly. For example Black workers in the City have increased from 27 to 35 – but in the intervening years reached as high as 48, so likely not indicative of a major trend or change in the City. This data is summarized in Figure 53, below.

In Stanwood's case, what is likely more significant is examining the trends of where workers live, and how long they commute to and from work, examined below, starting with Figure 52. This data shows the common trend so far discovered among Snohomish County cities that the workforce residing in the City has declined from 2002 to 2021, in Stanwood's case from 13% to 9%. Also commonly, is a major source of workers that remains unchanged – in Stanwood's case, the Camano Island Census Designated Place. Rising from 14% to 14.6%, with a considerable jump (in percentage of the City's workforce, not necessarily count of workers), in 2006, leveling off by 2015.

Setting these two places aside, the City's next highest source of workers is Mount Vernon, WA. For much of Snohomish County jurisdictions this might be a surprising figure, but given Stanwood's proximity to Mount Vernon, 13.2 miles by Pioneer Highway and Interstate 5, or 20 miles by Interstate 5 and Highway 532, this seems a reasonable commute.

What does emerge as a surprise, then, is that the Lake Ketchikan Census Designated Place, just to the north of Stanwood, falls out of being in the top-10 places workers come from to work by 2010. Workers still come from this location, of course, but the Lake Ketchikan area is no longer one of the primary sources for the City's workers. Conversely, Seattle of all places emerges as a steady source of City workers.

Lake Stevens, Sedro-Woolley, on the other hand, are emerging sources of workers and yet further away, by 28 to 32 road miles in Lake Stevens' case, which again as new and emerging places that workers live, is the first examples of the City's workforce living further away from where they work. This concept is explored more in Figure 55.

Stanwood Workers by Race & Ethnicity, 2009-2021

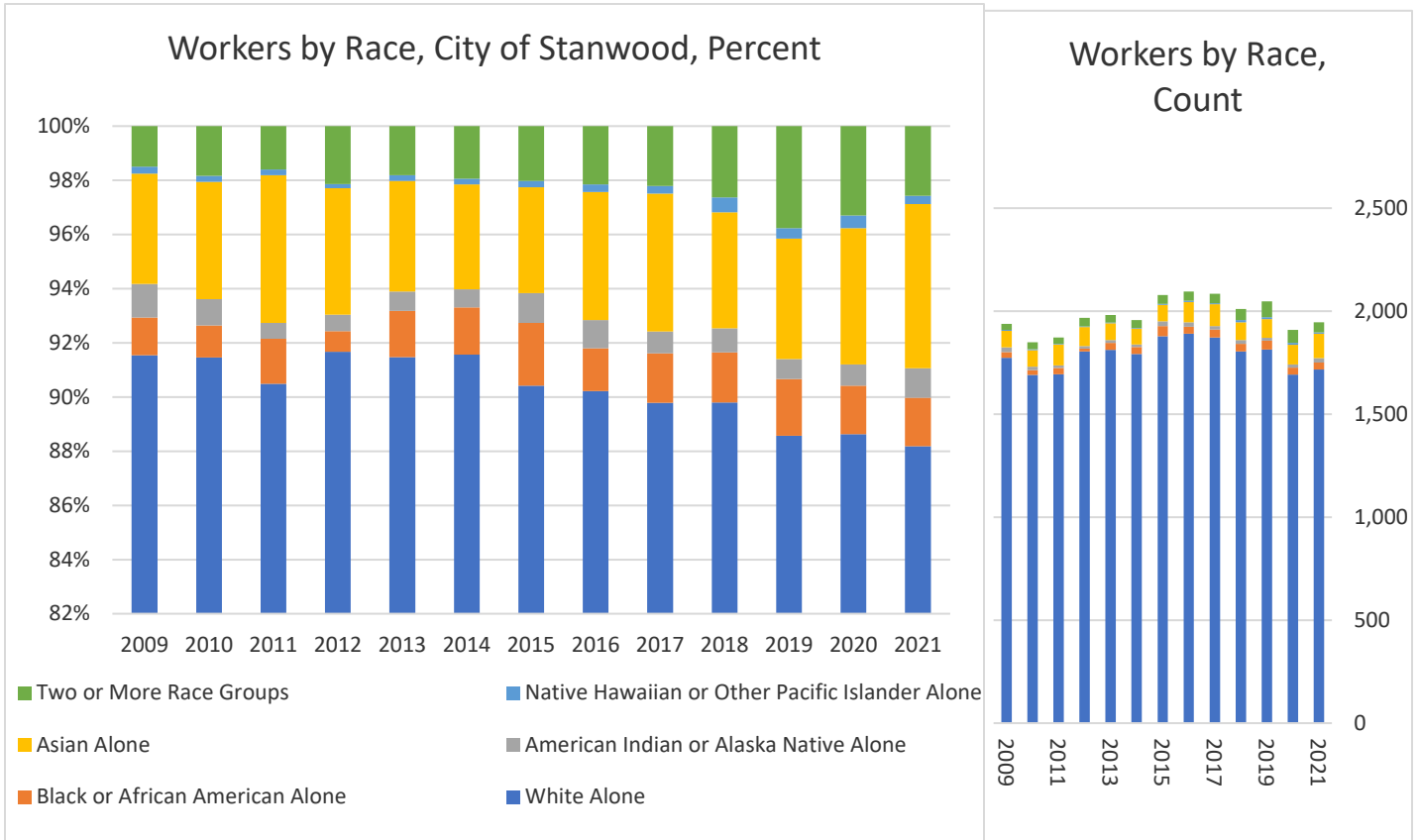
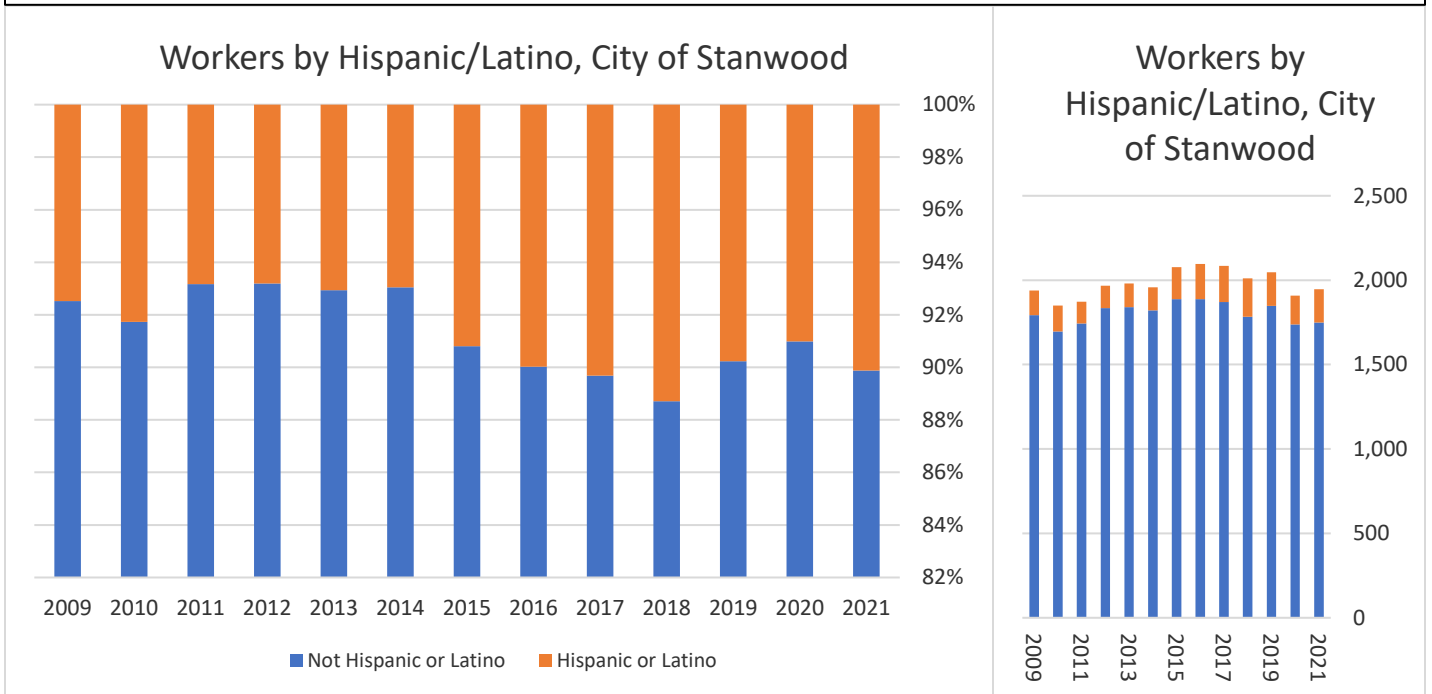
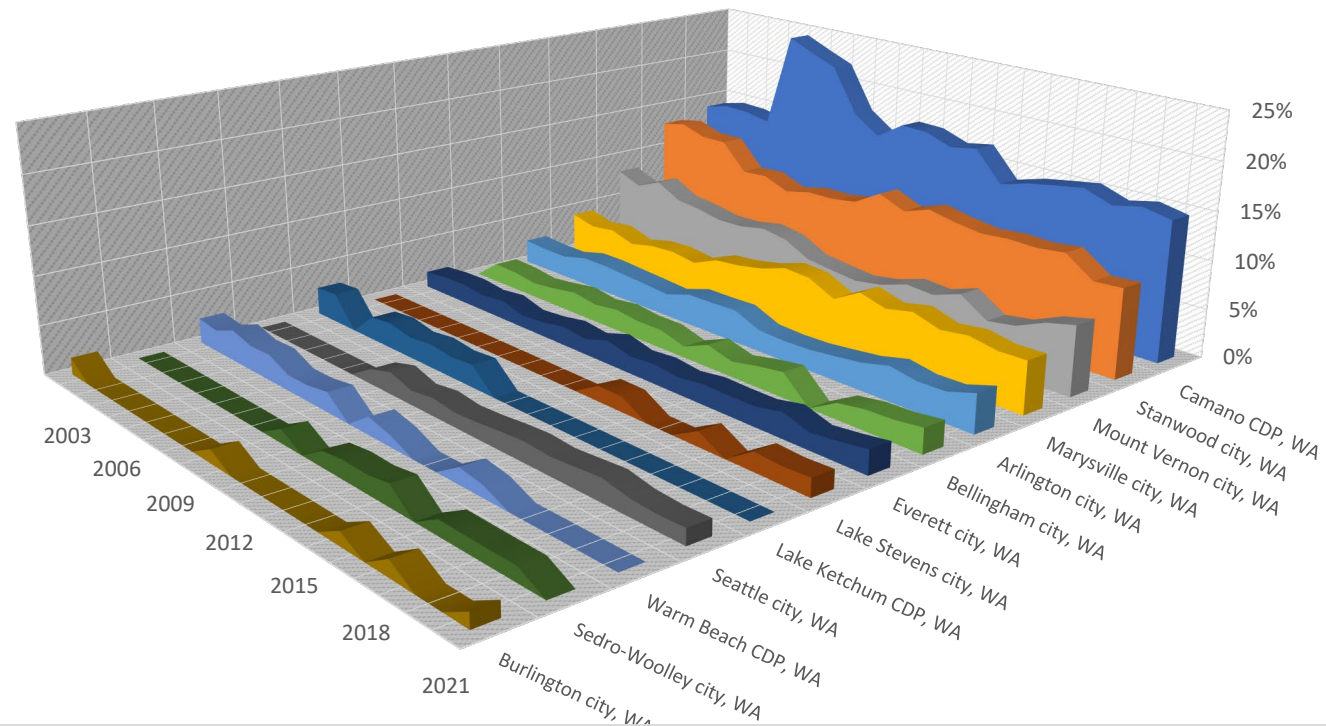


Figure 51 - Stanwood Workforce by Race (Percent, top left, Count, top right), Hispanic/Latino (Percent, bottom left, Count, bottom right), 2009-2021, LEHD OnTheMap (US Census Bureau)



Where Stanwood Workers Lived - Top 10 Places by Year, 2002-2021



	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Burlington city, WA	1.7%								1.4%						1.4%		1.6%			1.5%
Sedro-Woolley city, WA									1.4%		1.6%	1.9%	1.8%	2.2%		1.5%	1.5%	1.5%	1.5%	
Warm Beach CDP, WA	2.6%	2.2%	3.2%	2.6%	2.7%	1.6%	1.7%	2.1%		1.8%	1.2%			1.7%	1.2%					
Seattle city, WA							1.6%	2.3%	1.5%	1.8%	1.5%	1.6%	1.9%	2.1%	1.9%	2.1%	2.3%	1.7%	1.5%	1.6%
Lake Ketchum CDP, WA	2.8%	3.0%		2.4%	2.6%	2.1%	2.4%	2.1%	2.3%											
Lake Stevens city, WA												1.6%	1.5%			1.5%		1.9%	1.7%	1.8%
Everett city, WA	1.7%	1.9%	2.0%	1.7%	2.0%	1.3%	1.5%	2.0%	1.6%	2.5%	1.8%	2.0%	1.7%	2.1%	2.0%	2.0%	2.6%	1.7%	2.0%	2.5%
Bellingham city, WA		2.0%	1.9%	1.5%	1.8%	2.3%	1.9%	2.2%	1.9%	1.9%	1.2%	2.3%	1.6%	2.2%	2.6%		1.6%	2.1%	2.2%	2.6%
Arlington city, WA	2.5%	2.3%	2.3%	2.9%	3.0%	2.8%	2.6%	2.4%	3.2%	3.3%	3.4%	2.2%	2.1%	2.2%	2.5%	2.8%	3.5%	3.0%	3.1%	4.0%
Marysville city, WA	4.3%	3.7%	4.0%	3.2%	3.8%	3.9%	3.6%	4.7%	5.0%	5.5%	6.4%	6.2%	4.9%	6.5%	5.7%	6.3%	5.5%	5.9%	5.3%	5.4%
Mount Vernon city, WA	8.3%	7.3%	8.4%	7.1%	6.7%	6.3%	6.3%	6.9%	6.4%	5.1%	4.7%	4.4%	4.9%	5.8%	5.6%	6.6%	4.8%	5.2%	6.5%	7.2%
Stanwood city, WA	13.0%	13.5%	12.6%	12.7%	9.9%	10.1%	9.1%	9.7%	9.7%	10.1%	11.8%	10.7%	11.6%	11.0%	10.6%	10.9%	10.8%	11.1%	9.1%	9.3%
Camano CDP, WA	14.0%	14.6%	14.5%	14.1%	24.4%	23.2%	22.1%	17.5%	15.6%	17.5%	17.4%	16.4%	16.9%	13.8%	14.6%	15.2%	15.6%	14.6%	15.2%	14.6%

Figure 52 - Stanwood Workforce Top-10 Home Locations by Year, Percentage of Workforce, 2002-2021, LEHD OnTheMap (US Census Bureau)

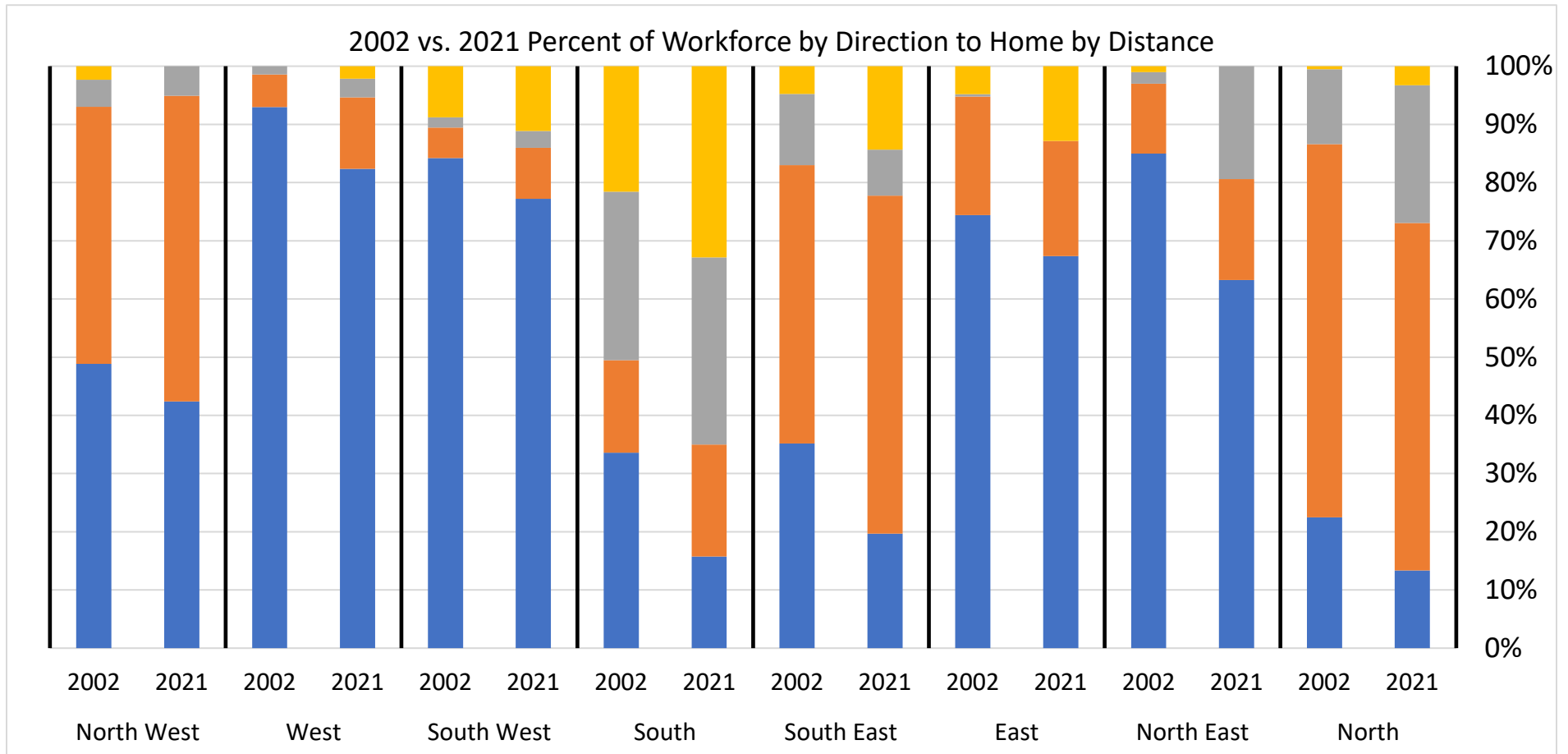


Figure 53 -- Stanwood Workforce Distance/Direction from Work Census Block to Home Census Block, Percentage, 2002, 2021, LEHD OnTheMap (US Census Bureau)

Stanwood Worker Distance/Direction To Work, 2002-2021

Table 7 - Stanwood Workforce Distance/Direction from Work Census Block to Home Census Block, Count, 2002, 2021, LEHD OnTheMap (US Census Bureau)

	North West		West		South West		South		South East		East		North East		North	
	2021	2002	2021	2002	2021	2002	2021	2002	2021	2002	2021	2002	2021	2002	2021	2002
Less than 10 miles	25	21	154	132	132	96	67	95	77	89	126	186	62	85	57	84
10 to 24 miles	31	19	23	8	15	6	82	45	227	121	37	51	17	12	255	240
25 to 50 miles	3	2	6	2	5	2	137	82	31	31	0	1	19	2	101	48
Greater than 50 miles	0	1	4	0	19	10	140	61	56	12	24	12	0	1	14	2
Total	59	43	187	142	171	114	426	283	391	253	187	250	98	100	427	374

Workforce Change by Distance/Direction, 2002 to 2021

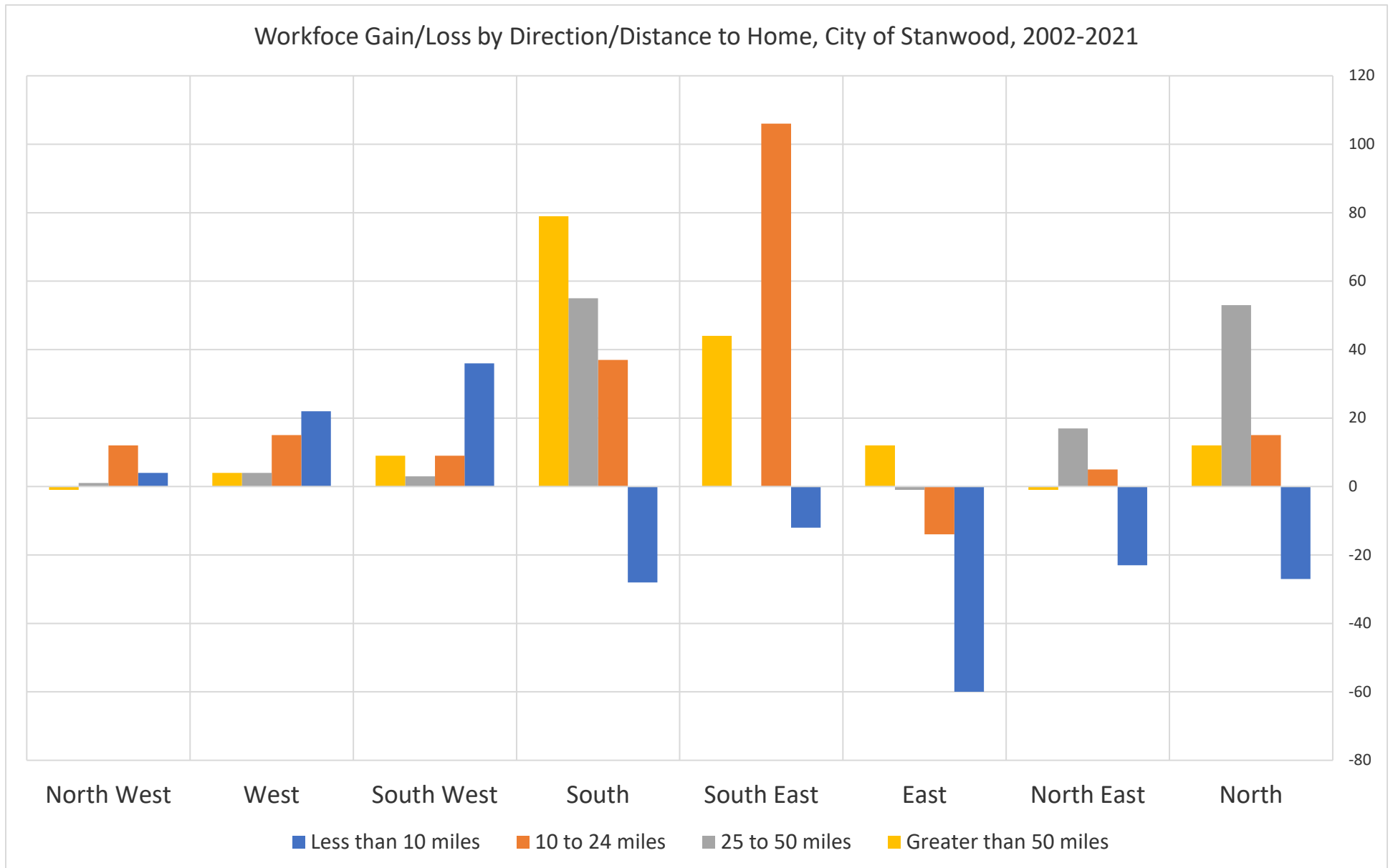


Figure 54 - Stanwood Workforce by Increase/Decrease by Distance/Direction to Home Census Block from Work Census Block, 2002, 2021, LEHD OnTheMap (US Census Bureau)

Figures 55, 56, and Table 7 provide detail about the commuting changes of Stanwood's workforce between 2002 and 2021 through the lenses of direction (with Stanwood being at the center of the compass), and the distance travelled.

First, in Figure 55, it is seen that as a *percentage*, all of the City's workforce, regardless of the direction they are coming from, those coming from less than 10 miles has gone down in the last 19 years. Even in the case of Eastern-origin workers, who have declined as a total, most of that decline has come from the <10 mile commuting contingent, shown in both Figure 56 and Table 7.

The workforce that comes from the South bears particular attention, showing dramatically increased numbers of workers coming from >50 miles, 25-50 miles, and 10-24 miles, in that order. Except for the South East workers coming from 10-24 miles away (perhaps the increase in workers coming from Everett, 18 miles away as the crow flies), workers from the South that travel more than 50 miles to work in Stanwood is the contingent that shows the greatest growth of any between 2002 and 2021.

This obviously has significance for transportation planning, as well as environmental considerations from greenhouse gas emissions. But it also raises the question of if these workers, traveling over 50 miles each way to and from work, are disproportionately minority workers. It is entirely possible that these workers of southern origination are higher paid workers, which have, as of 2021, become the largest worker cohort in the City (Figure 55). This would stand to reason given the higher cost of living in Seattle requiring these workers to only accept jobs that can support those housing costs. On the other side, the growth of workers coming from the North of Stanwood may be workers who have been displaced to the North, or jobs that, as they turn over, are filled by workers coming from the North because they pay relatively attractive, living wages, to that population. An analysis of median wages in the City of Stanwood compared to cities to the North may be appropriate to determine the City's relative competitiveness for this workforce, and if this supposition is true.

Through the lens of racially disparate impacts, Stanwood seems to be at a neutral position, where lower paying jobs are decreasing, workforce diversity is (again, moderately), increasing, possible even more so when comparing against Figure 10. On the other hand, high paying jobs have increased significantly from 2009 when the workforce's race began being recorded, from 477 jobs to 804.

Regardless of whether this specific supposition is true or not, it is a fact that the City's workforce is coming increasingly from further away, and largely using the already congested I-5 corridor to do so.

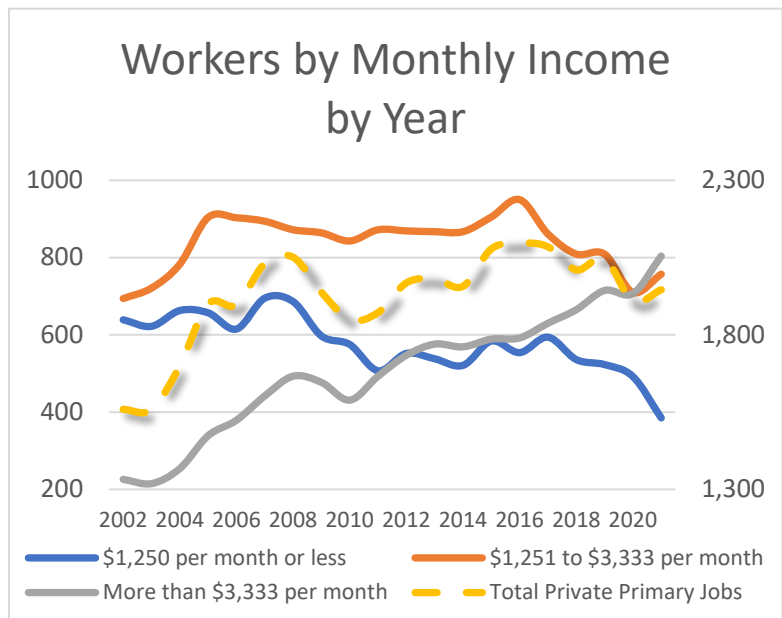


Figure 55 - Stanwood Workers by Monthly Income by Year, LEHD OnTheMap (US Census Bureau)

Stanwood Workforce by Age 2002-2021

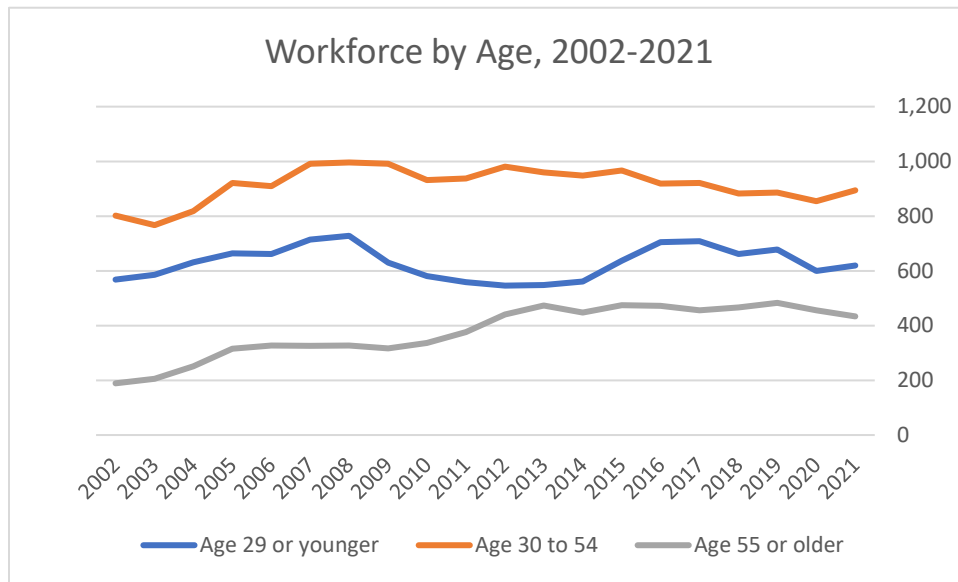


Figure 56 - Stanwood Workforce by Age, 2002-2021, LEHD OnTheMap (US Census Bureau)

Stanwood's workforce has increased in age over time, with the most growth in the middle and older workers, above 30. The COVID-19 pandemic had the most pronounced impact on below 29 year old workers in the City, while overall depressing job figures for all age groups. In 2021, below 29 and 30 to 54 year old workers bounce back to varying degrees,

while the older workforce remained in decline. It will be a point of interest to see how this worker cohort, which over a longer time has grown the most in the City, responds to society's adjustment to the new paradigm in the wake of the pandemic. Table 2 - Stanwood Median Age by Sex, shows that while the median age of Stanwood's workforce is all in the 30-54 age range (barring non-working age children), the racial groups most likely to be impacted through the data shown in Figure 57 are Asian workers (both male and female in their mid-40s), and Hispanic or Latino men (median age 42).

Major Employment Sector Change Over Time, 2002-2021

Stanwood's workforce by sector shows notable growth in Healthcare and Social Services and Food Service over the survey period, with both showing the impact of the pandemic in 2020. The catchall "Other Services", while small, has also grown in recent years.

Conversely, Retail Trade has shrunk overall (again, accelerated by the pandemic), as has manufacturing since 2005. From 2002 to 2021 the City's manufacturing workforce has grown, slightly, but the one-two punch of 2008 Recession and 2020 pandemic have kept the industry in a roughly static position, but likely not one of strength.

There is no data on race by workforce, given the small size of Stanwood's workforce overall, so it is left to the City to decide if this information is worth attempting to gather through existing or new community engagement efforts.

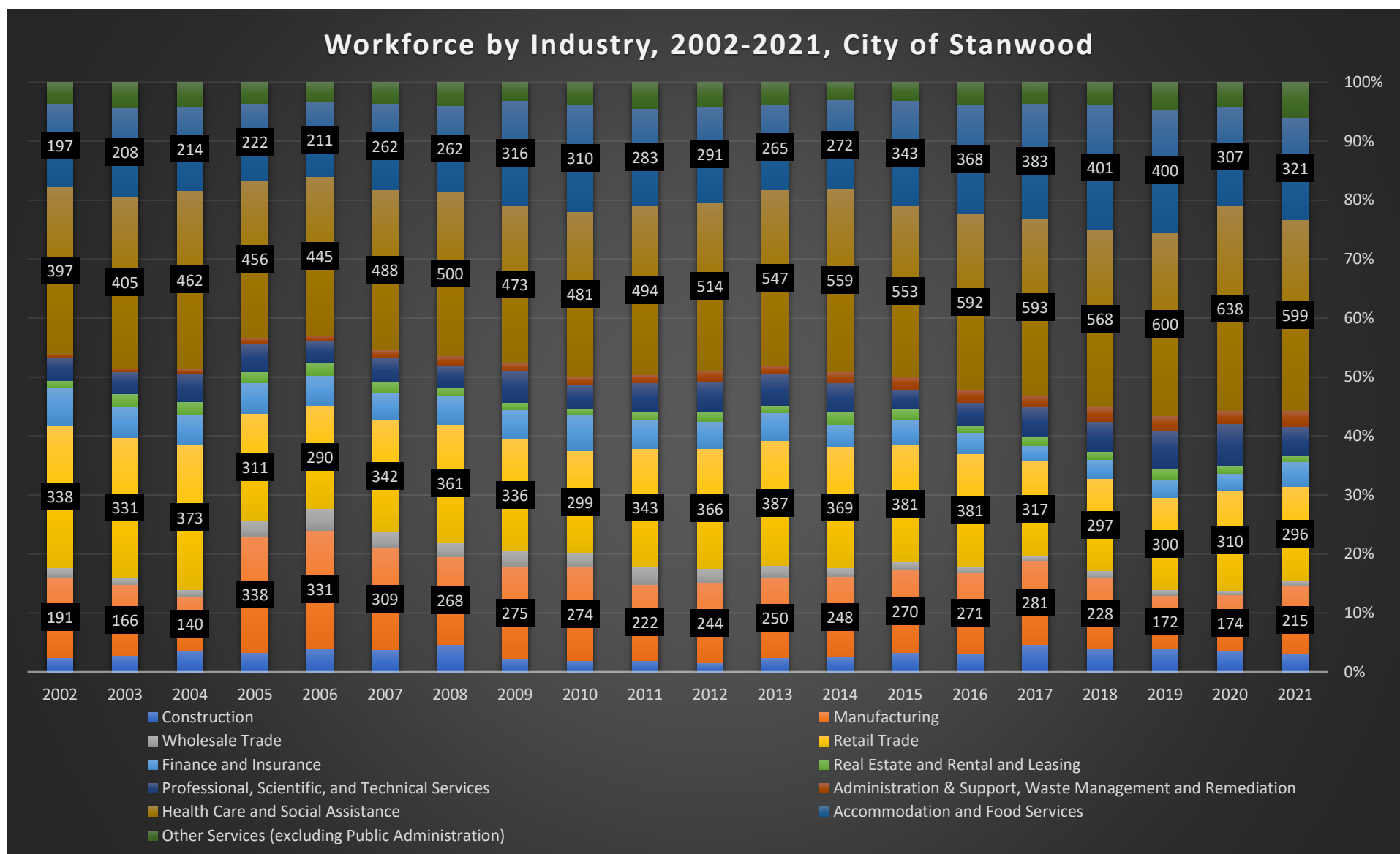


Figure 57 - Stanwood Workforce by Major Employment Sector, 2002-2021, LEHD OnTheMap (US Census Bureau)

Snohomish Exclusion Through Price by Race – Snohomish County Cities, Washington State Counties, and Top 20 National Counties Where Movers to Snohomish County Originated From

Disparate impacts do not only apply to current residents and workers. They also affect hopeful residents that might wish (or wished, if we look backwards) to live in the City but found prices too high for their income. Again, this is exclusion through price, something that may not be an explicitly intended consequence of current land use and zoning policy, but one that is happening as a result, nonetheless.

This analysis of exclusion is first done on Snohomish County cities (with the potential to be expanded to Census Tracts/Block Groups, and/or CDPs), then the top 20 counties where people who moved to Snohomish County originated from. Many of these are Washington State counties, but some are from other states. The US Census Bureau maintains a tool called the Census Flow Mapper – another way of saying migration patterns between counties. Who left for where, who came from where, in a 5-year range. This data, like HUD CHAS data, is for 2016 to 2020 at present. Therefore, in this study of exclusion, the examination is for Stanwood during the same time period. As a result, Stanwood is portrayed as less exclusive than it is today, as since 2016, adjusted for inflation, the sale price of a home in Stanwood has risen by 55%.

Notes on Data:

This data is an analysis of the total population of the subject city or county, a vast majority of whom were not seeking to move – not to Snohomish, Snohomish County, Washington State, or anywhere else. However, these are places from which *some* of the County's population has come from, in the case of counties. It is entirely possible that, for example, no households from Santa Clara County, CA, sought to live in Snohomish between 2016 to 2020. This analysis is therefore purely a hypothetical "what if" analysis – what *if* the average household of a given race from the subject Place sought to live in Snohomish. What were their odds of being able to afford the cost of living? This also assumes that no household would accept being cost burdened at or above 30% of household income – an unknowable matter of personal and financial choice of every household.

To conduct this analysis, homeownership is the most accessible data point, as real sales records for the Census survey period (2016-2020) exist for Stanwood. The average median required income for a home purchase (Single Family, Townhome, or Condo) was \$81,688 (2020 dollars).⁹ For single family home sales only, this figure changes slightly to \$82,715. The following analysis only examines the affordability of all homes, however.

The best source of rental data from this year range comes from the ACS survey, which estimated a median contract rent of \$1,170. The data this figure is based on, however, includes 128 units with a contract rent at or below \$250/mo (26 of which are 'no rent'). This likely represents income restricted units and other well below-market rental rates, and so underestimates the rent a typical apartment

⁹ Assumes a 10% down payment, 30-year fixed rate loan, 33% debt to income ratio, no other household debts (student loans, car payments, etc.), real annual interest rates reported by Freddie Mac, \$1:\$1000 of real assessed value for home insurance, and real property tax rate for the year on the assessed value of reported home sales. Sale records do not include estate sales or parcel assemblages that included a sale, to remove noise from the data. Data reports only "Qualifying" sales, or the typical sale of a property.

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shopper would have encountered. Even so, assuming 3 times the rent is required in household income, the general rule of thumb for rental affordability, that leads to a required \$46,800/year required household income to rent in Stanwood.

Therefore, using the same data table that was used to generate Figures 36 through 42 (ACS table B19037), the number of households by race that can afford Stanwood's housing costs can be determined. The cutoffs for these figures are rounded to the nearest income band (below \$50,000/year for rent and below \$75,000/year for ownership).

This is the approach used to produce Figure 59 and Figure 60.

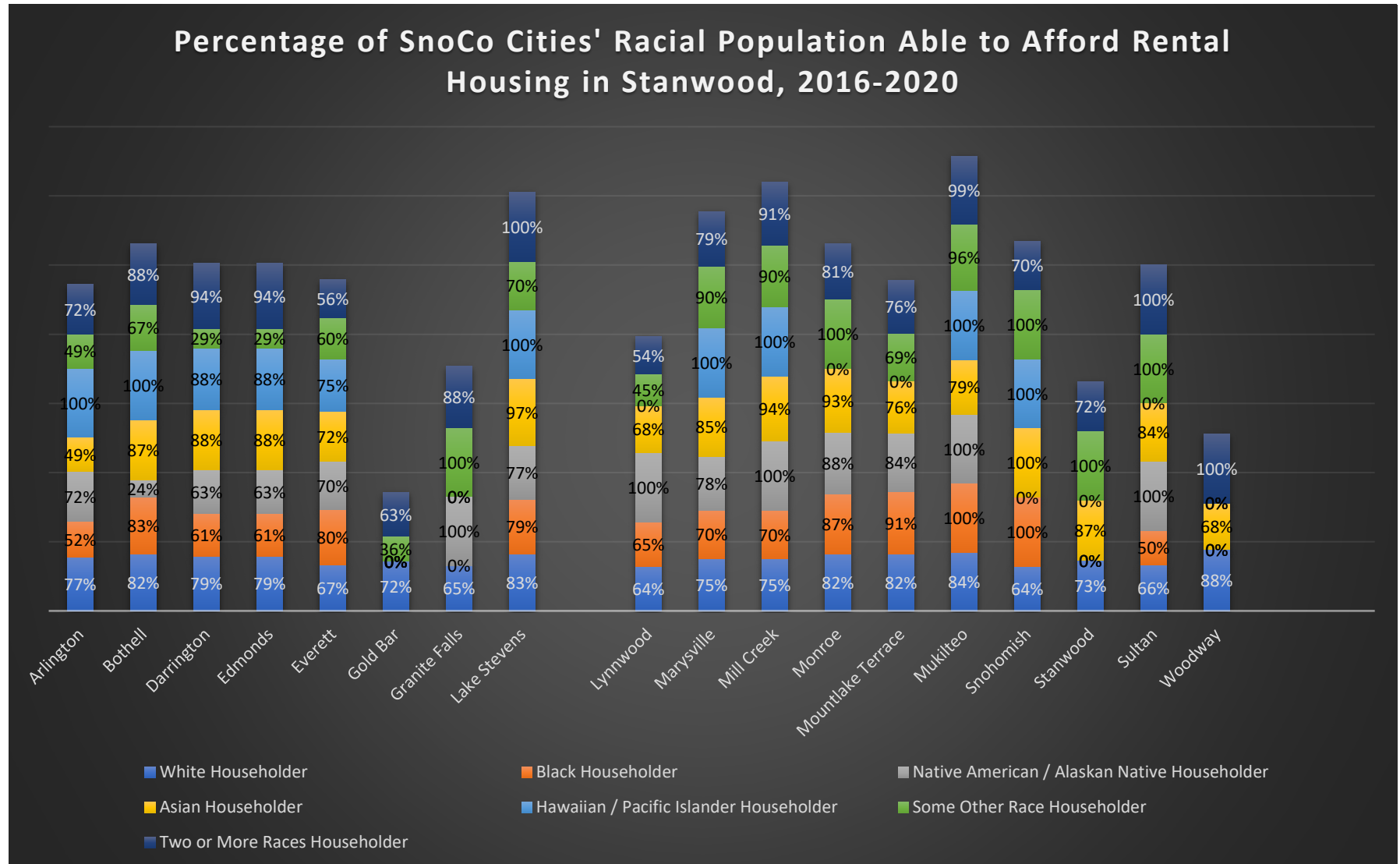


Figure 58 - Stanwood Rental Affordability to Snohomish County City Populations by Race, 2016-2020, using 2020 Dollar Values, ACS B19001A-G, B25064

Percentage of SnoCo Cities' Racial Population Able to Afford Ownership Housing in Stanwood

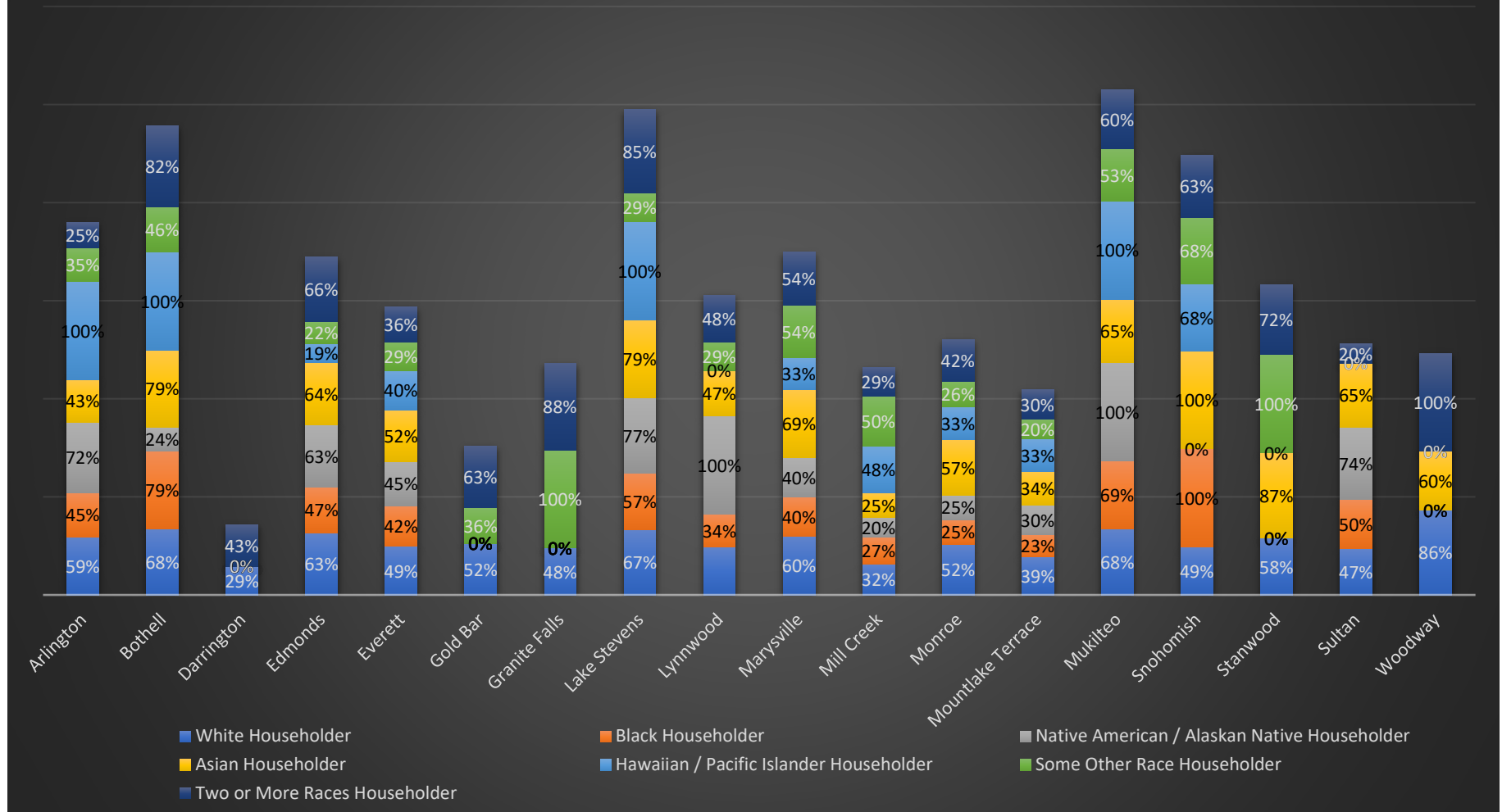


Figure 59 - Stanwood Ownership Affordability to Snohomish County City Populations by Race, 2016-2020, using 2020 Dollar Values, ACS B19001A-G, AHA Analysis of Snohomish County Assessor Sales Data

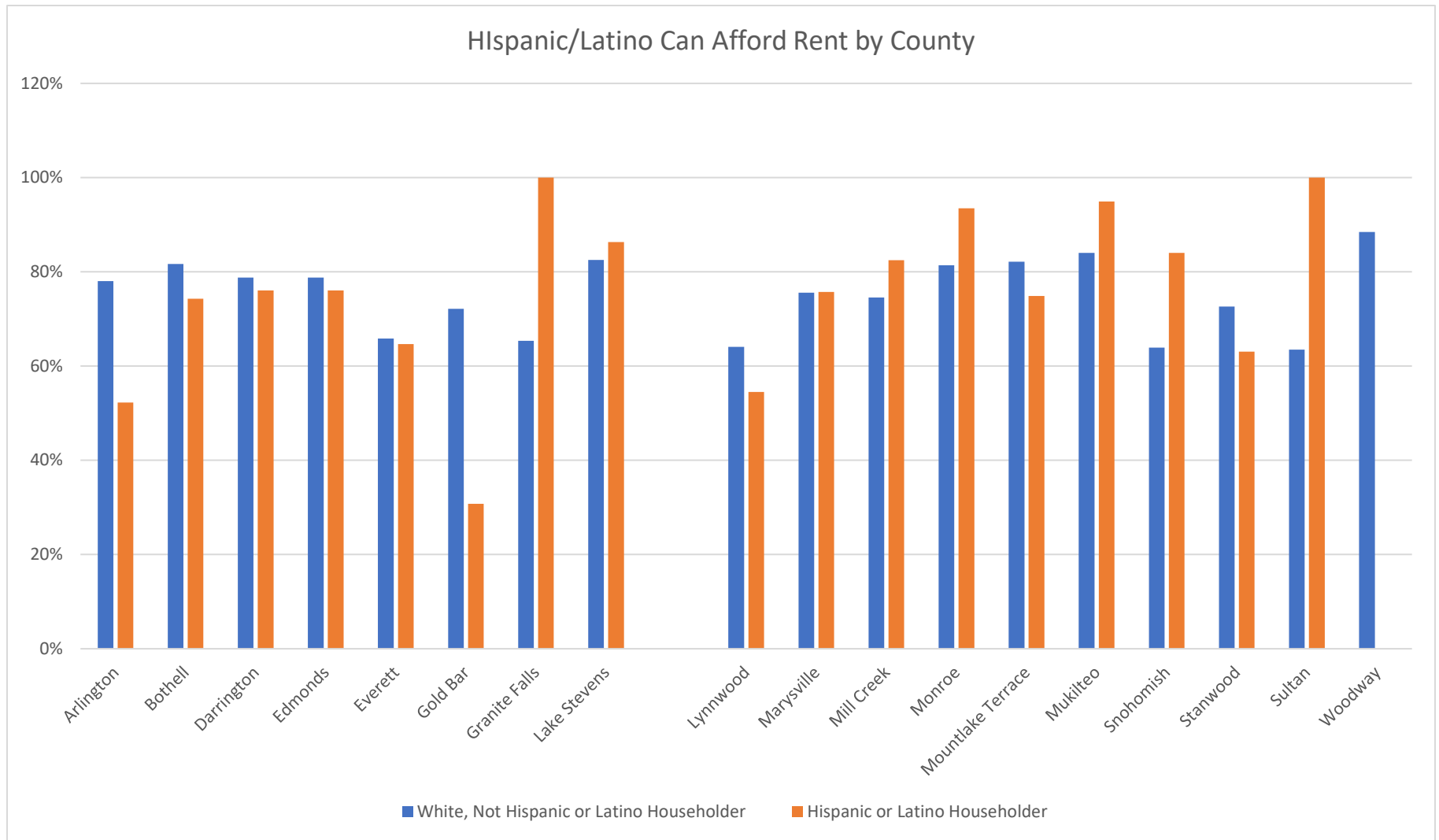


Figure 60 - Stanwood Rental Affordability to Snohomish County City Hispanic/Latino Populations, 2016-2020, Using 2020 Dollar Values, ACS B19001H, I, B25064

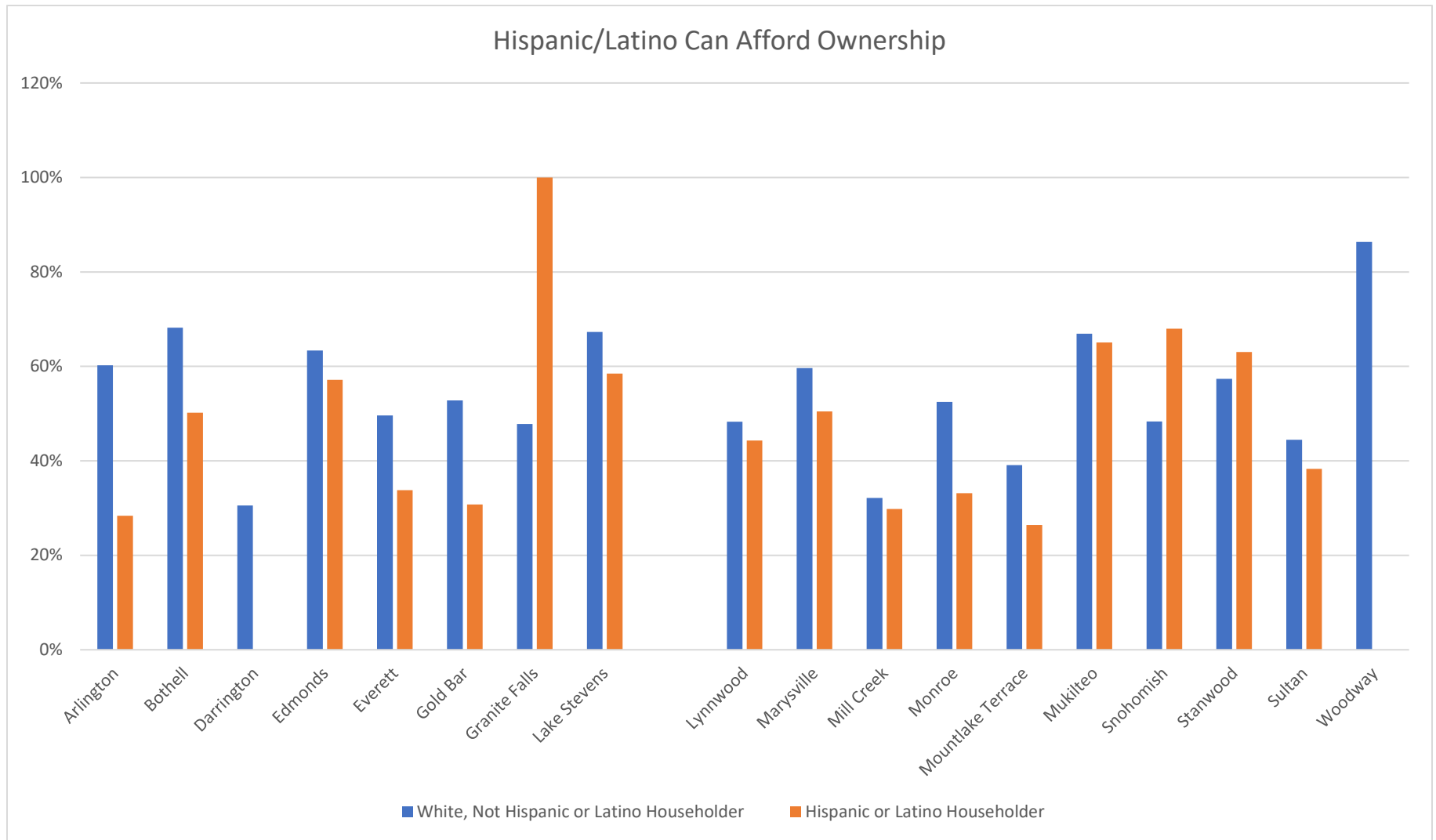


Figure 61 - Stanwood Ownership Affordability to Snohomish County City Hispanic/Latino Populations, 2016-2020, Using 2020 Dollar Values, ACS B19001H, I, AHA Analysis of Snohomish County Assessor Property Sale Data

Snohomish County Cities

Relative to Stanwood during this time, most cities' residents had higher household incomes, and so would be able to afford the City's housing expenses. As seen in Stanwood's data, with such small sample sizes of households of different races, there is not a smooth gradient of households by income, or anything close to resembling it. For example the dramatic income difference between Asian households in the City, compared to White households being represented at all income levels. As a result, Stanwood may seem more affordable to a higher portion of minority households from Snohomish County cities than to White households. (For example, an estimated 100% of Mukilteo, and Snohomish Black or African American households would be able to rent in Stanwood, while only 84% and 64% , respectively, of White households could).

In cities with more diverse populations, such as Everett and Lynnwood, this becomes less true. In these cities, while Black households are no more excluded than White households (roughly speaking), the lopsided income strata of Black / African American households is shown in ownership, where 7% and 16% more White households from these respective cities would be able to buy in Stanwood.

The conclusion, therefore, is that during 2016-2020, Stanwood was one of the less, if not the least, exclusive municipality to Snohomish County residents. It is likely that, through the lens of price, Stanwood will remain in this position due to its distance from major job centers, and more southerly cities bearing the brunt of demand-driven price increases. Over time, if possible, tracking Stanwood's exclusivity by race, relative to its neighbors, will be the important data point for the purposes of future racially disparate impact analyses.

Top 20 U.S. Counties

In this analysis of the top 20 U.S. counties from which new Snohomish County residents came from in 2016-2020, two findings stand out. First is that non-Washington State counties' populations are generally more able to afford housing in Stanwood than Washington State counties' populations of the same race. In some cases, this extends to greater financial power relative to White households from Washington State families. For example, 50% of Orange County Two Other Race households were able to buy or rent, while no more than 38% of White households from Clark and Pierce counties were able to buy or rent. Only Tarrant County, TX, and Salt Lake County, UT, are slightly less able to buy in Stanwood than Clark, Island, King, Kitsap, Pierce County residents. Otherwise, out-of-state residents would be by and large more able to afford housing prices in the City of Snohomish. It is worth noting that a vast majority of new Snohomish County residents originate from King County, for understandable reasons.

What is true across both in- and out-of-state counties, however, is that White households almost universally have greater buying power than *any* other racial group. The only occasional exception is Asian households, who in some counties have more ability to buy than any other, White included. Conclusion: Generally speaking, White households were (and surely still are), excluded from renting or owning in the City of Snohomish in 2016-2020, but other races were *more* excluded. This is particularly apparent in Black households, where in Pierce County, for example, an estimated 54% of White households would be able to afford homeownership in Stanwood, while only 37% of Black households would be able to. This pattern is repeated in Some Other Race households, and to a lesser degree Two Other Race households. Finally, these trends are largely repeated for Hispanic and Latino households in out-of-state counties and in-state counties in roughly similar ways to the previous analysis.

Percentage of County's Population by Race Able to Afford Rental Housing in Snohomish City, 2016-2020

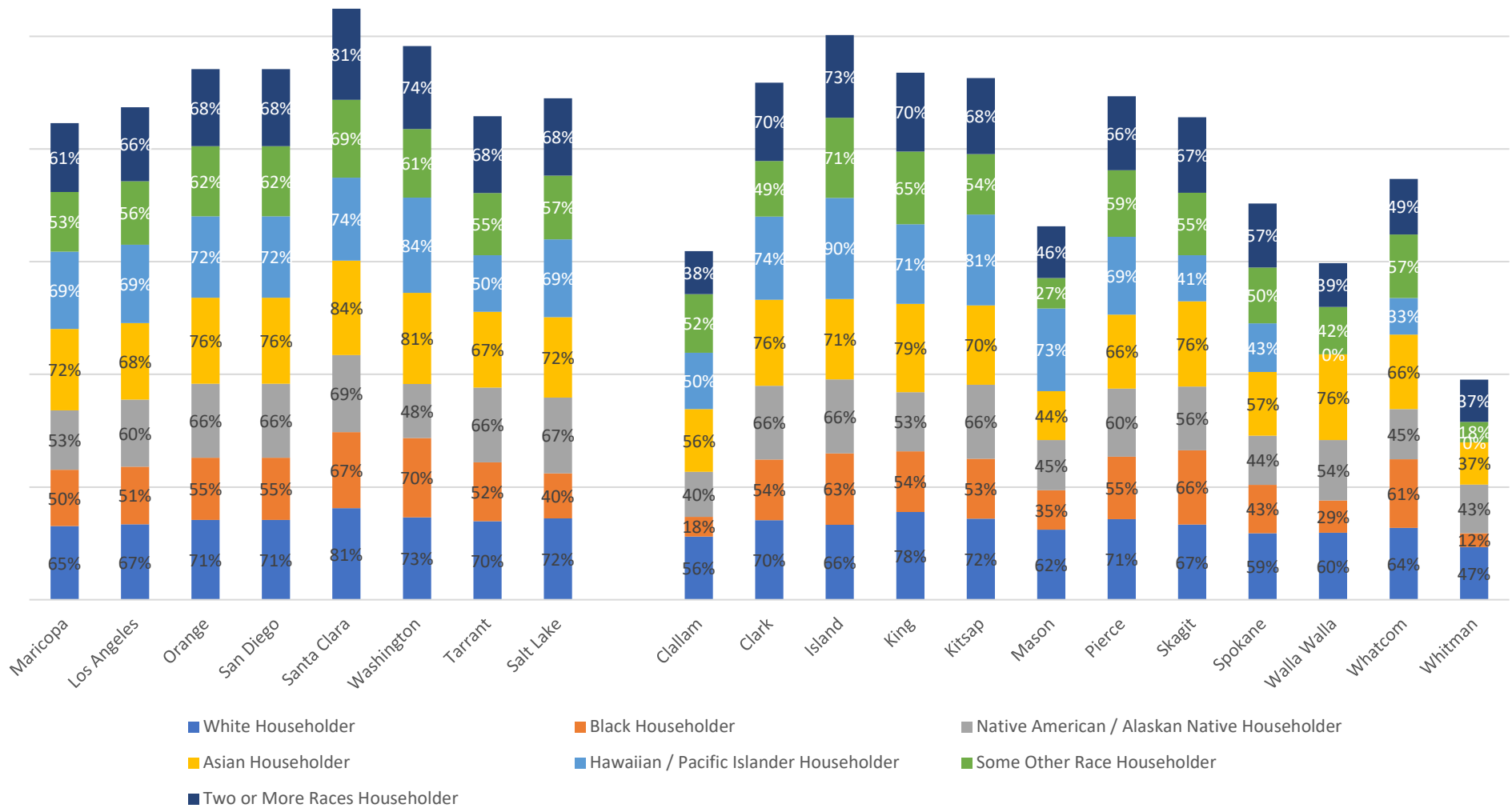


Figure 62 - Stanwood Rental Affordability to Top-20 Counties for Snohomish County Migrants, 2016-202, by Race, Using 2020 Dollars, ACS B19037A-G, B25064

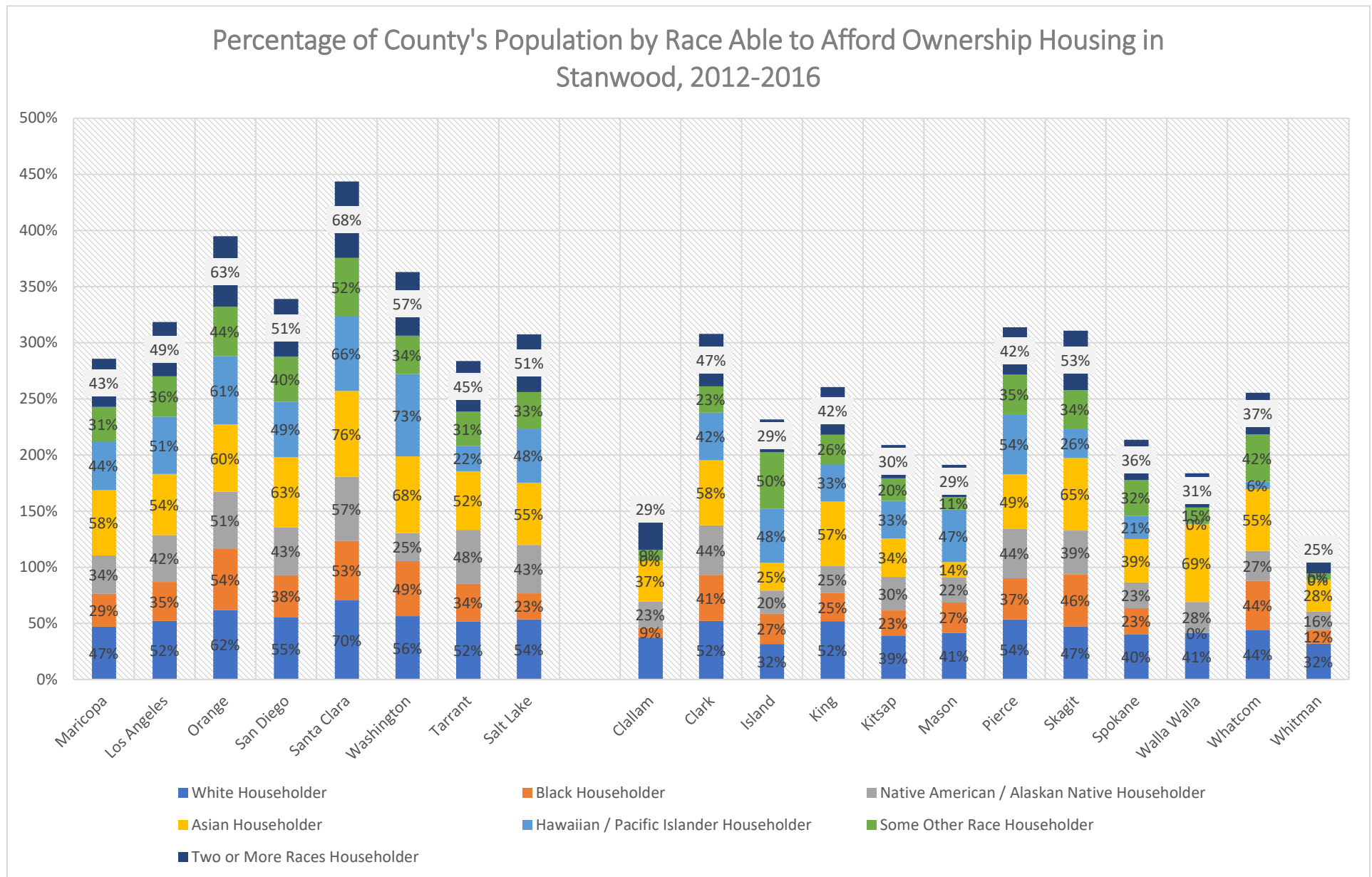


Figure 63 - Stanwood Ownership Affordability to Top-20 Counties for Snohomish County Migrants, 2016-202, by Race, Using 2020 Dollars, ACS B19037A-I, Using AHA Staff Analysis of Snohomish County Assessor Home Sales Data

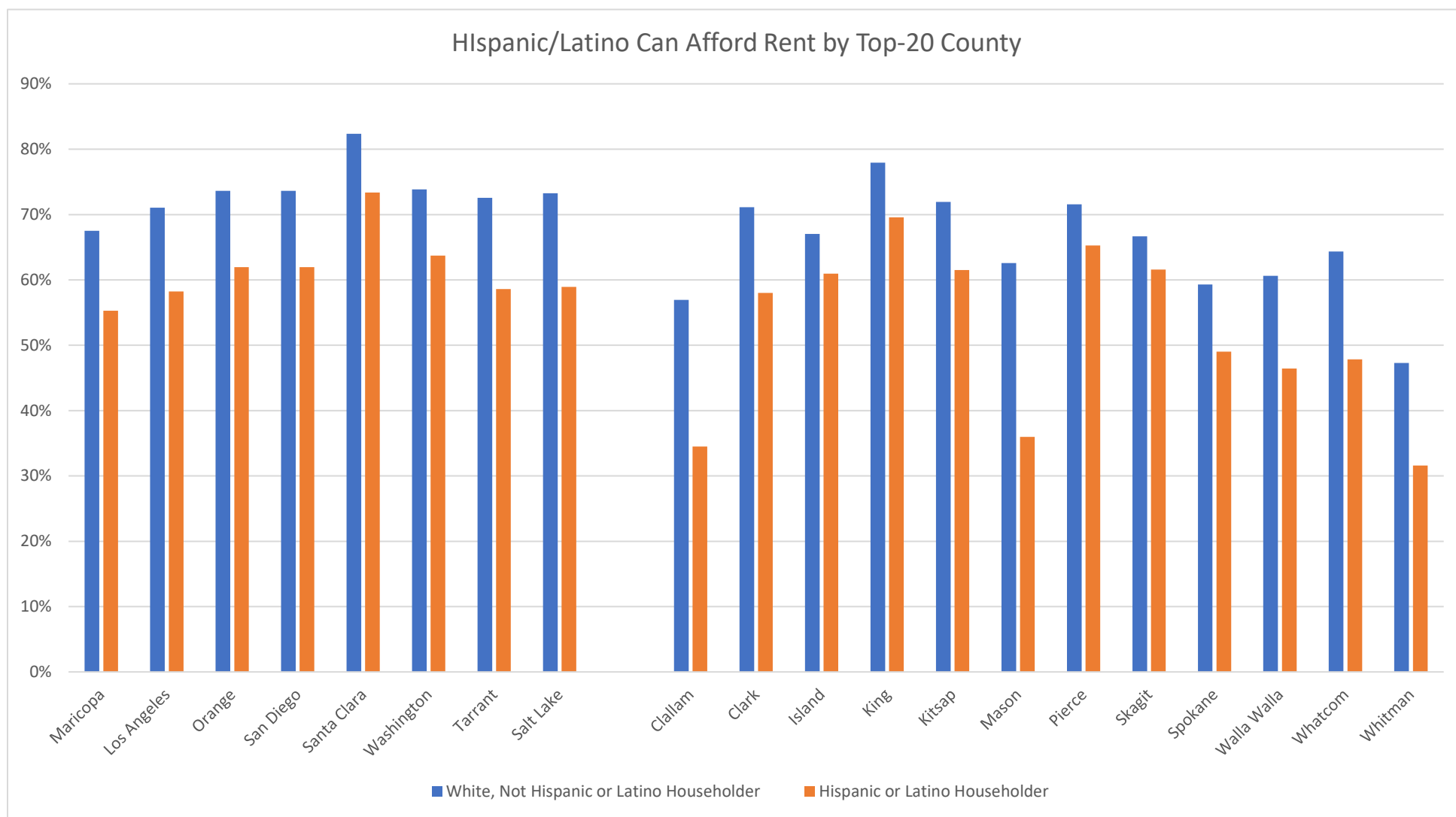


Figure 64 - Stanwood Rental Affordability to Top-20 Counties for Snohomish County Migrants, Hispanic/Latino, 2016-202, by Race, Using 2020 Dollars, ACS B19001H, I, B19037, B25064

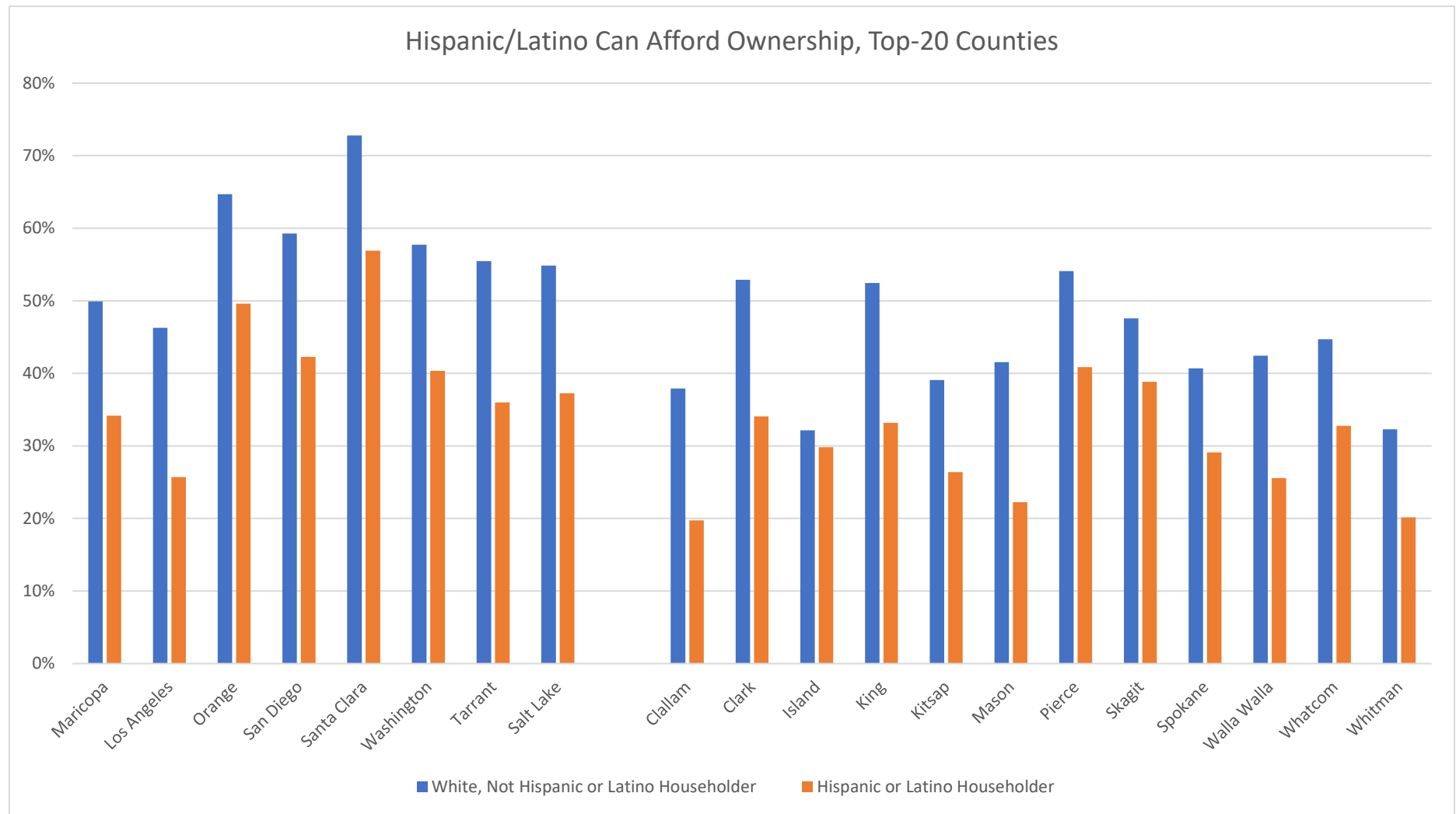


Figure 65 - Stanwood Rental Affordability to Top-20 Counties for Snohomish County Migrants, Hispanic/Latino, 2016-202, by Race, Using 2020 Dollars, ACS B19001H, II, Using AHA Staff Analysis of Snohomish County Assessor Home Sales Data

Stanwood Resident Tenure & Housing Stock Analysis

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City of Stanwood Resident Tenure & Housing Stock AnalysisExecutive Summary

The City of Stanwood presents the following notable points for consideration in crafting Comprehensive Plan goals and policies:

1. As in many jurisdictions throughout Snohomish County, data suggests that Stanwood's renting senior households are either struggling, or at risk of such, which would elevate their risk for financial displacement from their community. Figure 5, Figure 6, Figure 10, Figure 14, Figure 21, and Figure 27 present data that makes this core argument.
2. Stanwood female householders with their own children (below 18 years old) present, with no spouse present, are unusual compared to the County average in that they largely own their homes, instead of rent. Figure 14 and Figure 16 show a majority of these household types own instead of renting. This is not a problem to solve, rather one to investigate further to discover if any circumstances can lead to no-spouse-present households (women in this case) with children to be able to achieve home ownership and household wealth building.
3. The City's rental cohort is small enough that the presence of housing assistance can be seen with some clarity in the data, as shown in Figure 29 and Figure 30. This data shows that Stanwood \$30,000/year to \$49,999/year renters are 100% cost burdened, while income bands below this have renters at more varied levels of cost burden. Further data discussed in that section shows where housing assistance falls off, but naturally occurring affordable housing does not reach.
4. Figure 3 and Figure 4 show that Stanwood's rental housing stock is equally split between multi-unit structures and 1-unit detached structures. Furthermore, that there is no clear age class of rental housing in Stanwood, that housing of all types and densities for rent and ownership have been produced at roughly equal times. With that said, Stanwood has still produced predominantly ownership housing across most decades.

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Baseline Information:

Population (B01003) – 7,776

Housing Units (B25001) – 2,968

Tenure (B25003) – 1,920 Ownership Units (70.1%), 818 Rental Units (29.9%)

Tenure by Race (B25003 A through I) –

	# Owners	# Renters	Owners % of Total Pop	Renters % of Total Pop.	Owners % of Category	Renters % of Category
White	1828	697	67%	25.46%	72%	28%
Black/African American	0	0	0.00%	0.00%	0%	0%
Native American / Alaskan Native	0	0	0.00%	0.00%	0%	0.00%
Asian	15	91	0.55%	3.32%	14%	86%
Hawaiian Native / Pacific Islander	0	0	0.00%	0.00%	0%	0%
Some Other Race	1	0	0.04%	0.00%	100%	0%
Two or More Races	76	30	2.78%	1.10%	72%	28%
White, Not Hispanic / Latino	1799	697	70.77%	27.42%	72%	28%
Hispanic/Latino	29	17	1.14%	0.67%	63%	37%

Tenure by Unit Density (B25032)

	1, detached	1, attached	2 Units	3 or 4	5 to 9	10 to 19	20 to 49	50 or more	Mobile home	Boat, RV, van, etc.
Owner Occupied	1832	39	0	0	16	16	0	17	0	0
Renter Occupied	223	15	30	104	63	73	120	173	17	0

(B25032)

Household Size (B25010)

- Owner: 2.94
- Renter: 2.45
- Average: 2.79

Units in Structure (B25024)

1, detached	2238
1, attached	54
2 Units	30
3 or 4	104
5 to 9	79
10 to 19	89
20 to 49	120
50 or more	237
Mobile home	17
Boat, RV, van, etc.	0

Age of Housing Stock, Units by Tenure, Unit Density

This section will focus on the details of Stanwood's housing stock – when, in what form, for what purpose, etc., was it built? Subsequent sections will describe the people that are living there, and seek to lay out opportunities to find where the City is over- and under-supplied in housing to meet its current and future population's needs.

Units Built by Age (B25034/035)

Stanwood development history, including being an older city, is shown in the age of still operational structures in the City (Figure 1). There is a notable number of structures built pre-1939, exceeding much from the following decades, until 1980 and onward when Stanwood grows sharply, particularly 1990 to 2009.

The sharp decline in structures built from 2010 to 2019 is in part a reflection of the Great Recession. On the other hand, 2015 and on were relative boom years for demand, if not unit growth, and how that demand was not realized in the City may bear investigation, or at least consideration, as the City considers its desired future growth patterns.

This data, summarized, leads Stanwood's buildings to have a median age of 1999. While Stanwood certainly feels like a city from times past, its buildings nevertheless are of the modern era as are its people (Figure 17).

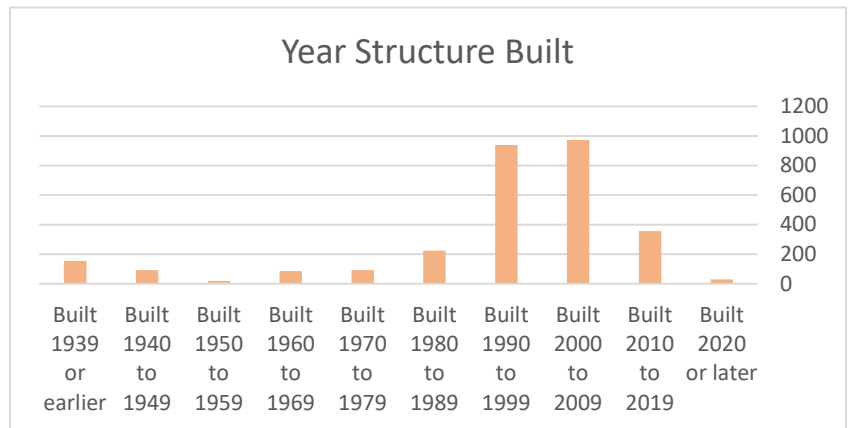


Figure 66-Stanwood City, Count of Structures Built by Year, ACS B25034

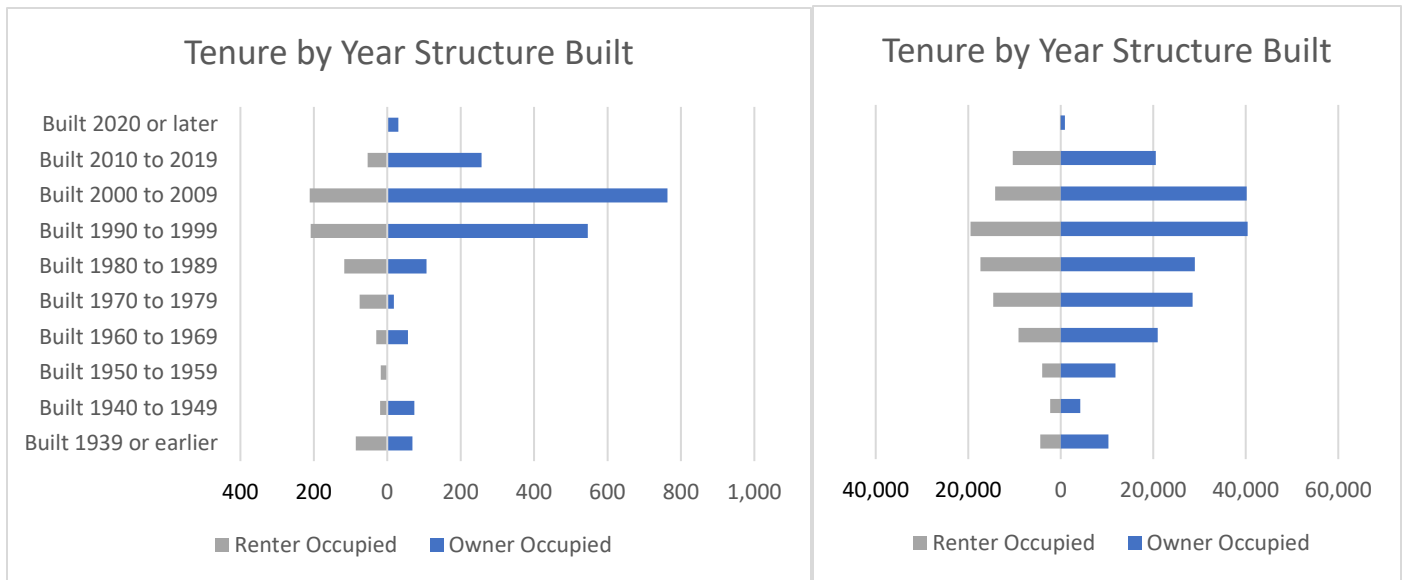
Units Built by Tenure (B25036/037)

Figure 67- Stanwood (left) & Snohomish County (right) tenure by year structure built, US Census Bureau ACS 5-Year B25036

Stanwood's residential structures, following on from Figure 1, were mostly constructed at the beginning of the current century. It is somewhat notable that current rental structures built pre-1939, and between 1970-1979 far exceed ownership structures from that age. (1940-1949 provides a counterpoint, as mostly ownership stock remains from that decade.) As the City considers living conditions of its ownership and rental housing stock, these older rental properties may bear investigation – whether for acquisition and rehabilitation, redevelopment, infrastructure improvements, or other actions. As a reminder, these are only the structures *still in operation*. Surely many more homes were built in past decades than remain operational today. Do they remain because they are of sturdy construction? Their location? Or uncharitably, particularly in the case of rental buildings, because they are run down and in poor condition?

The answers to such questions are not immediately present in this data, but as the City considers its current state and its desired future, it may wish to seek those answers.

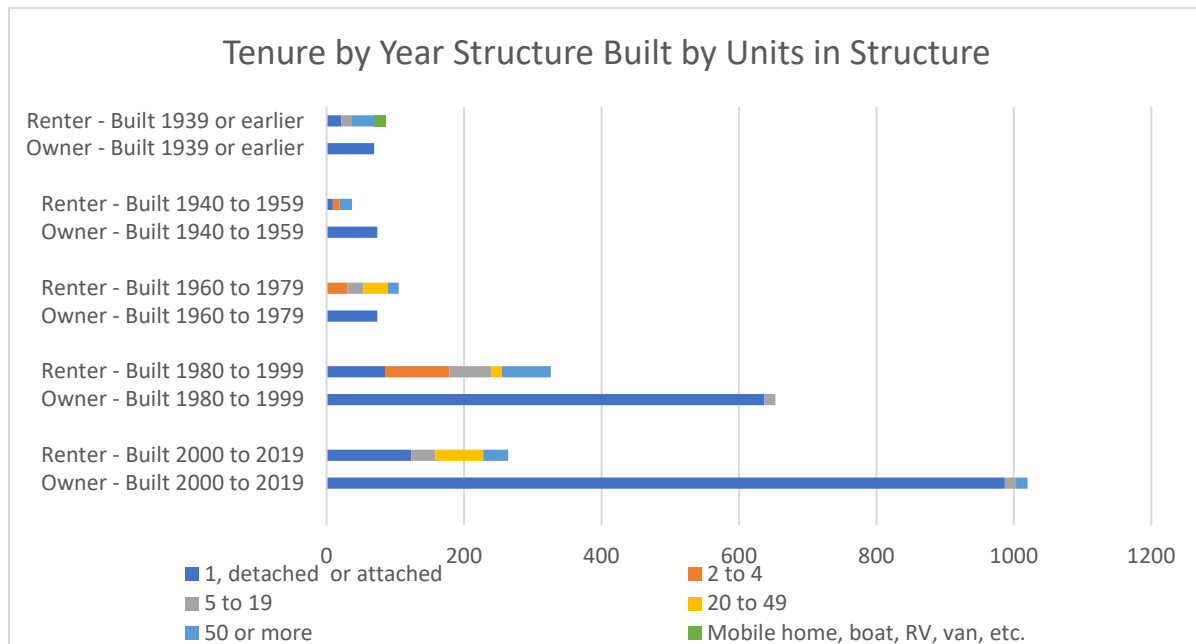
Tenure by Year Structure Built by Units in Structure (B25127)

Figure 68 - Stanwood Tenure by Year Structure Built by Units in Structure, US Census Bureau ACS 5-Year B25127

The density of Stanwood's housing stock by the 20-year period in which it was created shows three interesting points.

First is the diversity of housing densities created pre-1939. As Stanwood considers housing diversity, but also grapples with preservation of its historic architectural style, there are current examples, still in use today, to refer back to (either as inspiration or cases to avoid). It is a curiosity that mobile homes, boat, RV, van, etc. shows up in this pre-1939 data. It seems unlikely that any of these structures or vehicles from that era exist, but are reported nevertheless. Examining future and past years' data may reveal this to be normal sampling error.

Second, between 1960-1979, all of Stanwood's rental housing is of 2+ unit densities, up to 20 to 49 units. The question of these structure's upkeep remains, but it is noteworthy that Stanwood's rental housing stock only later incorporated 1-unit detached (or attached) rentals. Relatedly, that diversity seen in 1960-1979 continues, and in greater volume, in the next 20 years.

Third and finally, Stanwood's rental housing stock declines, and is increasingly 1-unit detached/attached in the previous two decades. 2-4-unit densities disappear as well. It may be prudent for the City's housing policies and goals to consider the reason, or reasons, behind this disappearance of middle density housing. As the City seeks gradual transitions between density types, the reason why this first transitional step has stopped appearing in the City will bear investigation.

Population in Occupied Units by Tenure by *Units in Structure* (B25033)

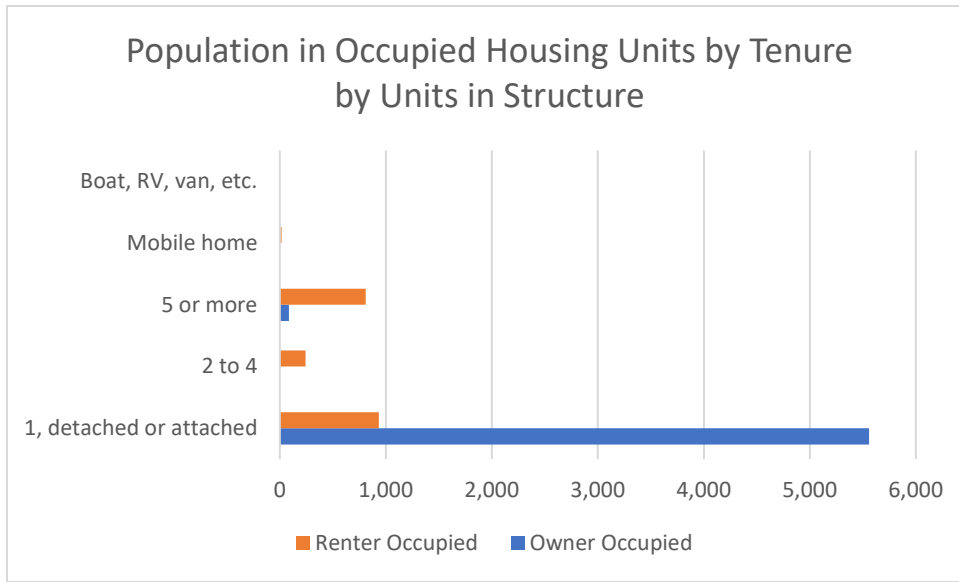


Figure 69 - Stanwood Population by Tenure by Housing Units in Structure, ACS B25033

2-to-4-unit range of housing, as shown in Figure 4.

It is expected, given the previous sections, that Stanwood's renter population is largely split between 1-unit detached/attached housing and 5+ unit structures. As previously discussed, if Stanwood wishes to pursue a policy of gentle (architectural) density and form transitions between areas, there is a clear need for that in the

Household Details

The focus of this section is on the living circumstances of various family types. An examination of households, irrespective of their living circumstances, will be available in future work.

Household Tenure by Age (B25007)

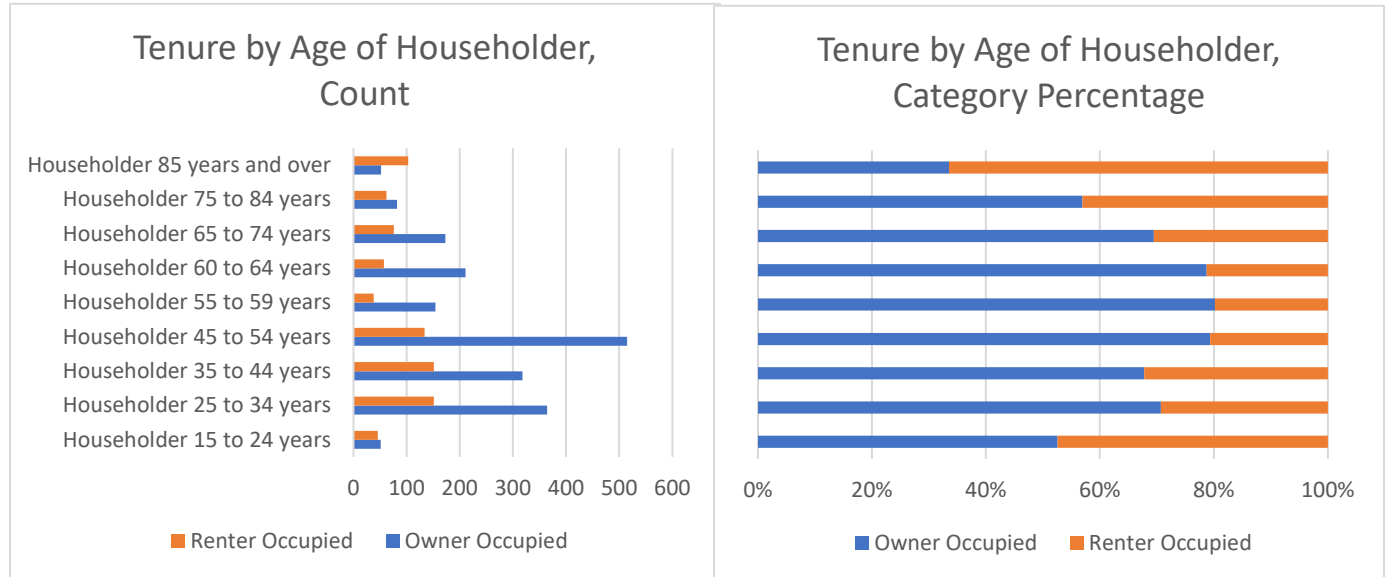
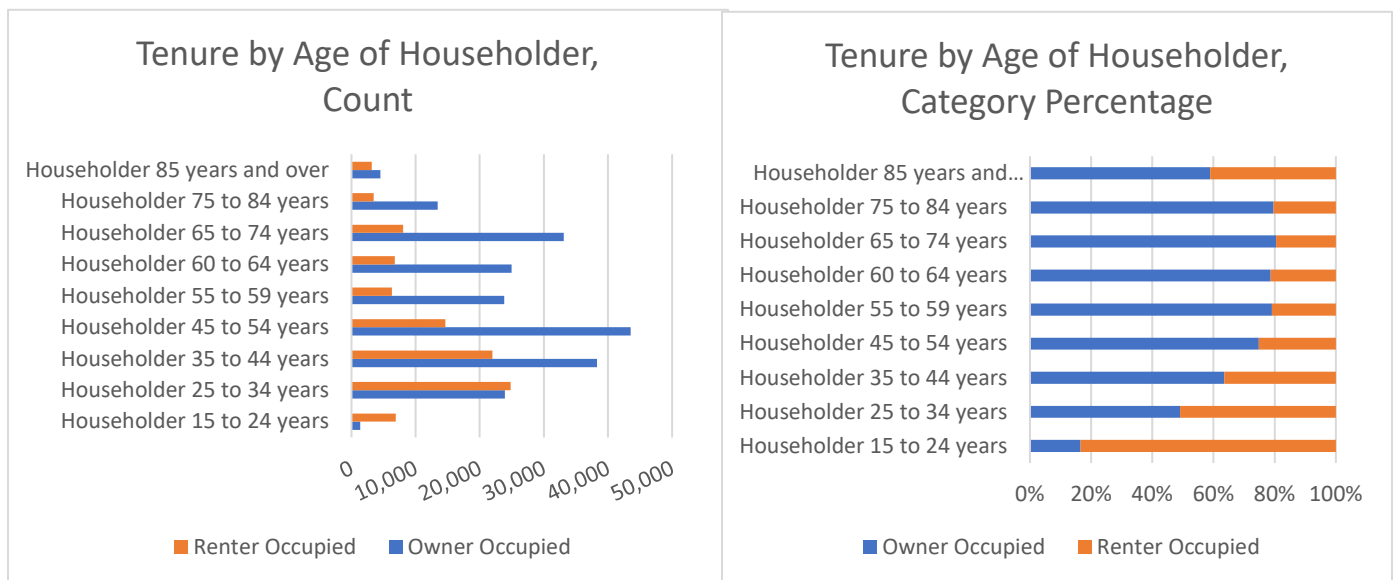


Figure 70 - Stanwood Tenure by Age of Householder, Count (Top Left), Percent of Category (Top Right), Snohomish County Count (Bottom Left), Percent of Category (Bottom Right), US Census Bureau ACS 5-Year B25007



Stanwood contrasts with Snohomish County in many respects when viewed through the lens of age of householder by tenure. First, Stanwood is majority owner across all ages, *except* for 85+ year old householders, 66% of whom (103 of 155) are renters. Not only is the County mostly ownership above the 35 year old mark, all senior age groups are as well, even though the 85+ age group does show a similar trend as Stanwood in having a larger portion as renters than the 75 to 84 year old group, which in Stanwood's case also shows a higher ratio of renters compared to the County. Investigating this, as

Stanwood's rents likely rise in the future, will be a valuable element to anti-displacement work. On the other hand, the much higher rate of young people owning homes in Stanwood is worth investigating, as these households will accumulate equity and be more likely to be stably housed. How this comes about at such a higher rate in Stanwood also bears investigation.

Tenure by Vehicles Available by Age of Householder (B25045)

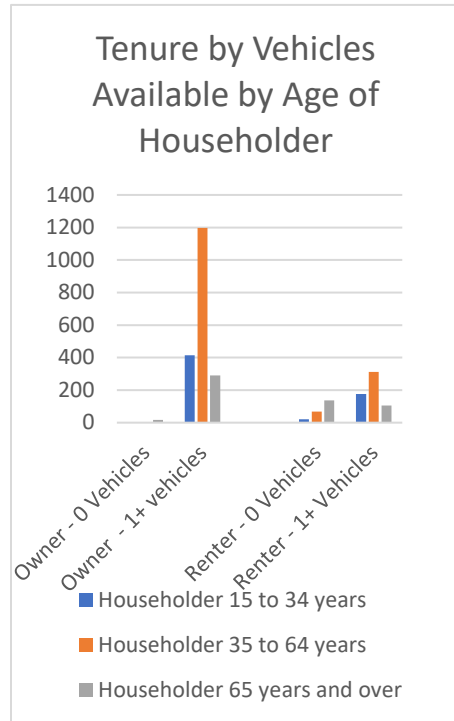


Figure 71 - Stanwood Tenure by Vehicles Available by Age of Householder, US Census Bureau ACS 5-Year B25045

Not surprisingly, since most Stanwood housing was built after 1990, most of Stanwood's population moved in during or after that decade as well. This data is not particularly remarkable beyond that, though the fact that nearly all the renter population of the City moved in between 2015 and 2018, and that year cohort, both renter and owner, exceeds the entire decade of 2000 to 2009. This is not indicative of a problem, necessarily, but a worthy note about how Stanwood's population has changed, and when it has changed, as the community discusses who the City should plan for, and what an "original" Stanwood resident is.

Stanwood's 136 65+ year old households who rent and also do not own a car should be a matter of investigation for the City. It may be that these households rely on family members to fulfill their daily basic needs, but confirming this (or other solutions), and the stability of that solution, is another important matter to investigate.

It is notable that, compared to owners, senior no-car renters are the largest no-car age group. And also that there are more of them than senior households that do have a car. Additionally, there are no reported ownership households, of any age, that do not have a car. It is speculative that households in Stanwood do not own cars not out of choice (as one would expect some ownership households to not have a car), but out of financial necessity. The question in that case (if proven true) is how well these households can meet their basic needs, and the potential, if any, of them losing any ad hoc transportation access that could have significant repercussions leading to either displacement, homelessness, or other serious issues.

Tenure by Age of Householder by Year Moved In (B25128)

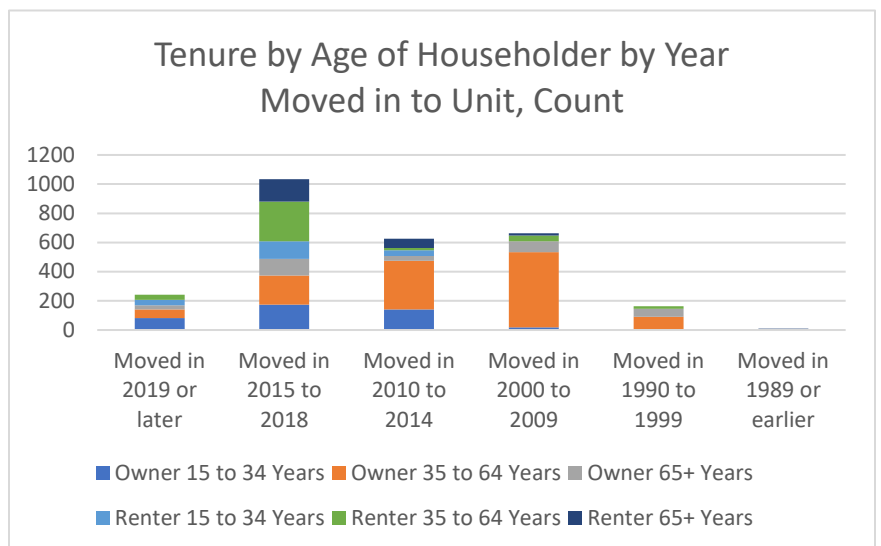


Figure 72 Stanwood Tenure by Age of Householder by Year Moved in to Unit, US Census Bureau

This data, particularly in ownership, is given more context by the data shown in Figure 7. First, the number of homes selling in Stanwood has decreased significantly after 2020. It is expected, therefore, that future updates show a persistently smaller contingent of Stanwood owners purchasing post-2019.

Second, this data and other analyses allow the estimation of monthly mortgage payments of Stanwood's home owners, and can be applied to concepts of ownership displacement.

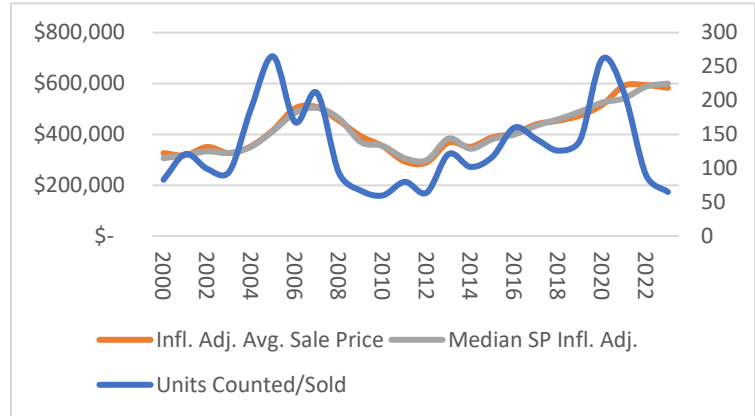


Figure 73 – Stanwood Inflation Adjusted Median Sale Price and Annual Sale Count of Single-Family Detached Homes, AHA Analysis of County Assessor Data

Tenure by Household Size (B25009)

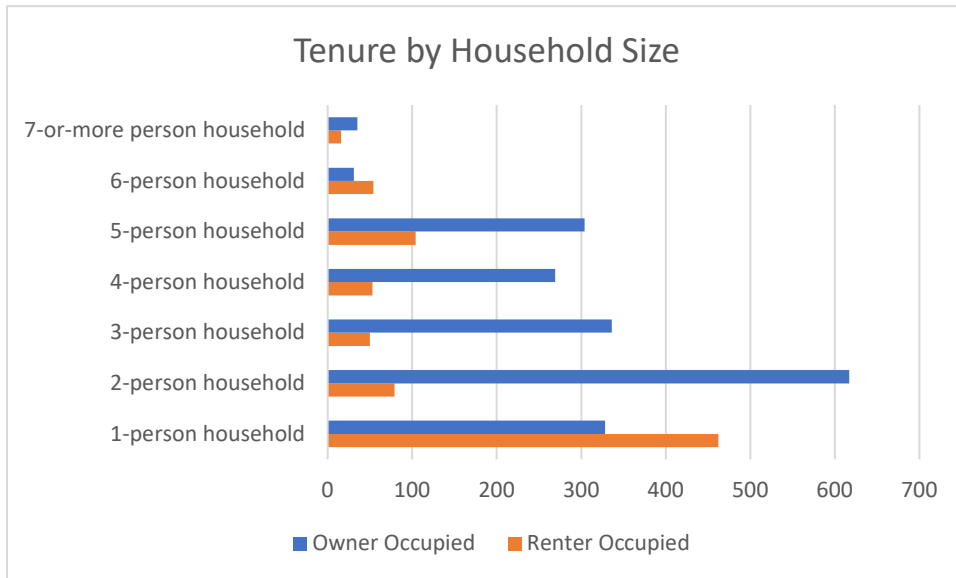


Figure 74 Stanwood Tenure by Household Size, US Census Bureau ACS 5-Year B25009

Of 1-person households, over 100 more rent than own in the City of Stanwood. This is not particularly surprising, but may factor into the discussion of senior renter households from Figure 5 and Figure 6. Figure 10, below, shows further detail for this data.

Tenure by Household Size by Age (B25116)

There are 65 more 1-person 75+ year old households in Stanwood who rent than who own. This adds to earlier discussion around senior renter households' exposure to displacement pressure – whether it be from financial pressures, service access, or other. It is notable that all 2+ person household age groups are vastly majority owner, while 1-person households are an equal split, or majority renter, in Stanwood.

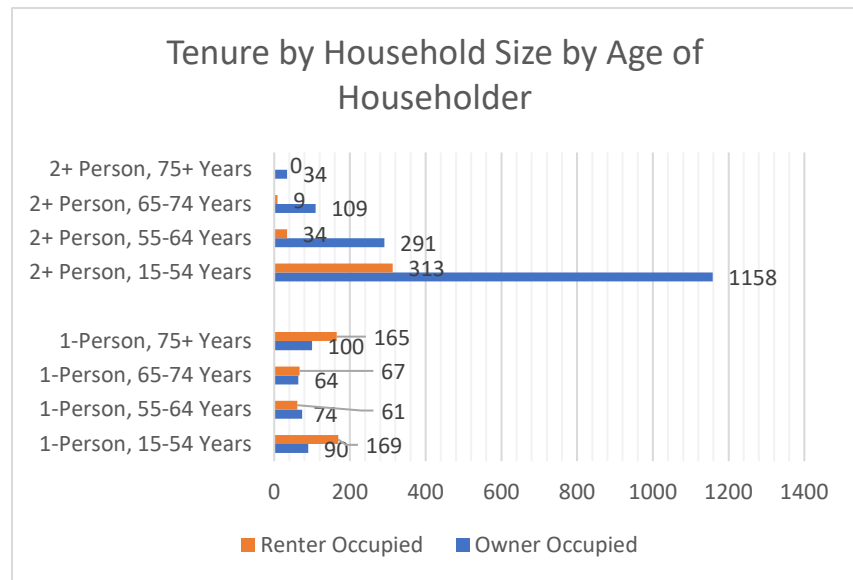


Figure 75 - Stanwood Tenure by Household Size by Age, US Census Bureau B25116

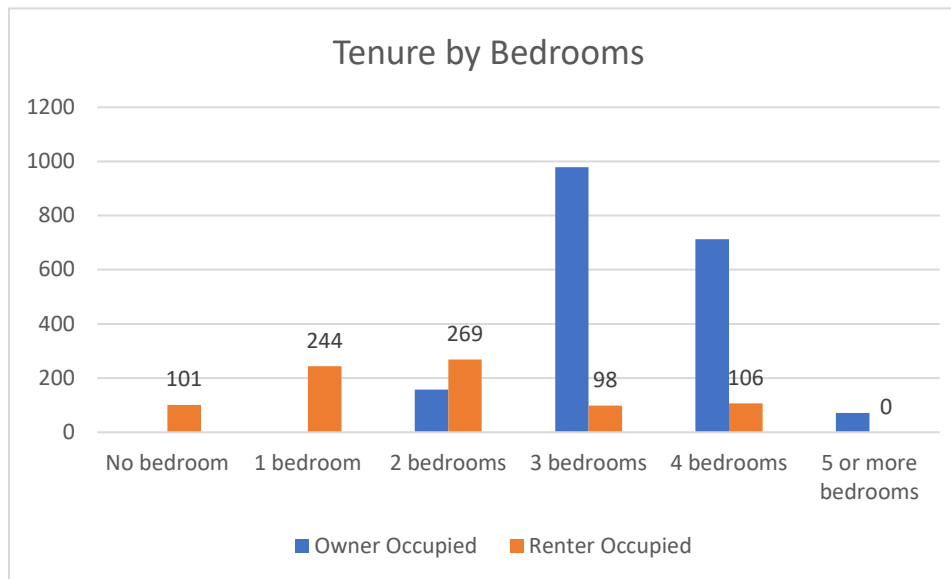
Bedrooms & Rooms by Tenure (B25042, B25020)

Figure 76 - Stanwood Tenure by Bedrooms, US Census Bureau B25042

Considering the previous discussion of 1 and 2-person households, analyzing Stanwood's housing stock by *bedroom* count reveals the City's household size/bedroom count imbalance.

That is, the City has 462 estimated 1-person renter households of all ages, but only 345 0- or 1-bedroom units.

Additionally, the City

has 356 2+-person renter households, but only 269 2-bedroom rentals, with an additional 204 3- and 4-bedroom rentals, for a total of 473. It is entirely acceptable, of course, for a 1-person household to choose for personal reasons to rent a 2-bedroom (or more) residence. However, the data shows that for 117 1-person households, this will be the only option. A common thread in housing is that of *choice*. A household may *choose* to rent a 2-bedroom residence, but if it is their only option to stay in their community, it may expose the household to untenable levels of cost burden, certainly as prices continue to rise. For these households, there will be no other choice, and if rent rises beyond a payable level for

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them, displacement may be the only option left. It is not known the unit density of Stanwood's senior renters, and if these renters are over-housed by necessity. This is something the City may wish to investigate.

In ownership housing it is more difficult to diagnose potential problems, as the potential for households to own their home without a mortgage is a confounding variable (and the potential for a widowed spouse living alone, and over-housed). Still, Figure 11 shows an opportunity for smaller (by bedroom count) ownership opportunities in Stanwood that may create more start homes for the City's young population, and homes to downsize into for the older population, where 2 bedrooms are all that are needed.

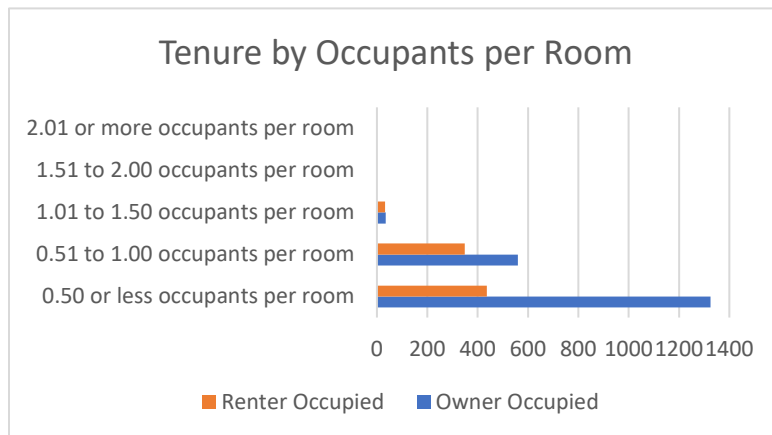


Figure 77 - Stanwood Tenure by Occupants Per Room, US Census Bureau ACS 5-Year B25014

Occupants per Room (B25014)

Stanwood does not have problems with overcrowding. With low, and approximately equal rates of mild overcrowding in both renter and owner populations.

Occupants per Room by Race (B25014 A through I)

Additionally, there is not a racial component to what overcrowding does exist within the City. Still, monitoring this data in an ongoing

way will be important to identify and address issues with overcrowding before they become unmanageable (or are not found in this survey due to sampling error).

Table 8- Stanwood Occupants per Room by Race, US Census Bureau ACS B25014 A-I

	White	Black / African American	Native American / Alaskan Native	Asian	Hawaiian Native / Pacific Islander	Some Other Race	Two Other Races
1.00 or less occupants per room	2458	0	0	106	0	1	106
1.01 or more occupants per room	67	0	0	0	0	0	0

Occupants per Room by Age of Householder (B25015)

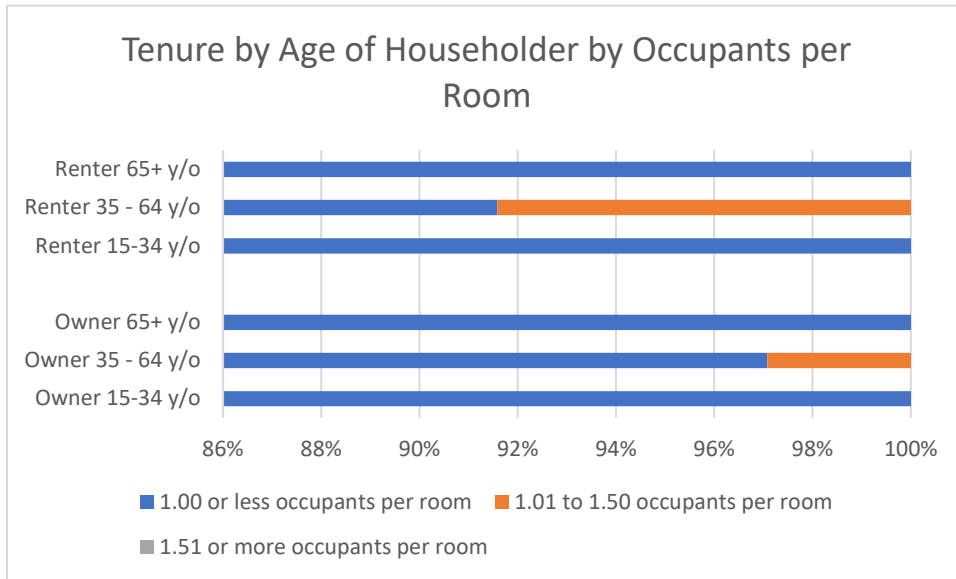


Figure 78 - Stanwood Tenure by Age of Householder by Occupants Per Room, US Census Bureau B25015

Stanwood's younger and older households do not have any estimated housing problems. To the extend overcrowding exists, it is very marginal (9%, or 32, 32- to 64-year-old renters 3%, or 35, of 35 to 64 year old owners have 1.01 to 1.50 occupants per room). While it is not desirable for these households to be overcrowded if, again,

it is out of necessity, it is likely too small an issue for the City to identify and address at this time, beyond monitoring for any changes in the situation.

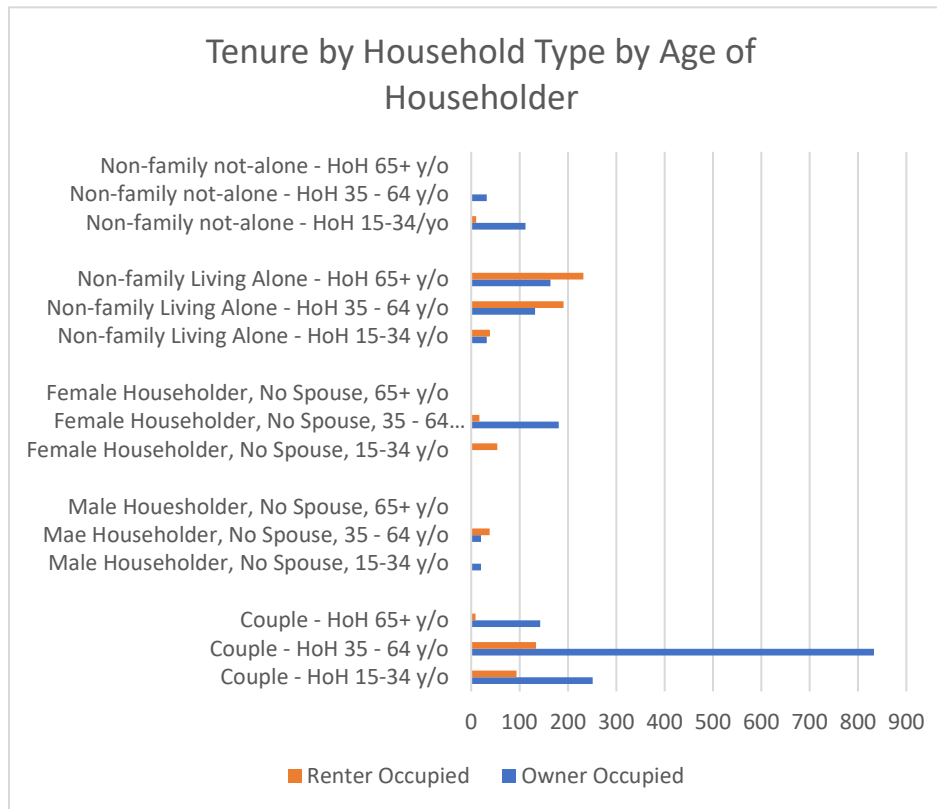
Tenure by Household Type by Age (B25011)

Figure 79 - Stanwood Tenure by Household Type by Age of Householder, US Census Bureau B250155

largest cohort of single adult, living with family (but not spouse), households in the City, regardless of age. It does invite the question of what has led to this situation. While these households may not be at risk of displacement (certainly less so than a renter), it may be something to be watching for in community outreach efforts, knowing this cohort of 35- to 64-year-old women head of households are in the City, and so should be represented in that community outreach.

Based on the [Census definition of a Nonfamily Household](#), this point bears further analysis. The definition of non-family could include unmarried couples (of either sex), or those living with non-relatives.

This data is not significantly different from what was shown in Figure 12. It does show, however, that there are very few non-family, co-habiting households in Stanwood (for example roommates).

It also shows that there is a curiously large number of female householders with no spouse present, who own the home, and are living with related family members. This is not only much higher than male householders, it is by a wide margin the

Housing Tenure by Family Type / Presence of Children (B25012)

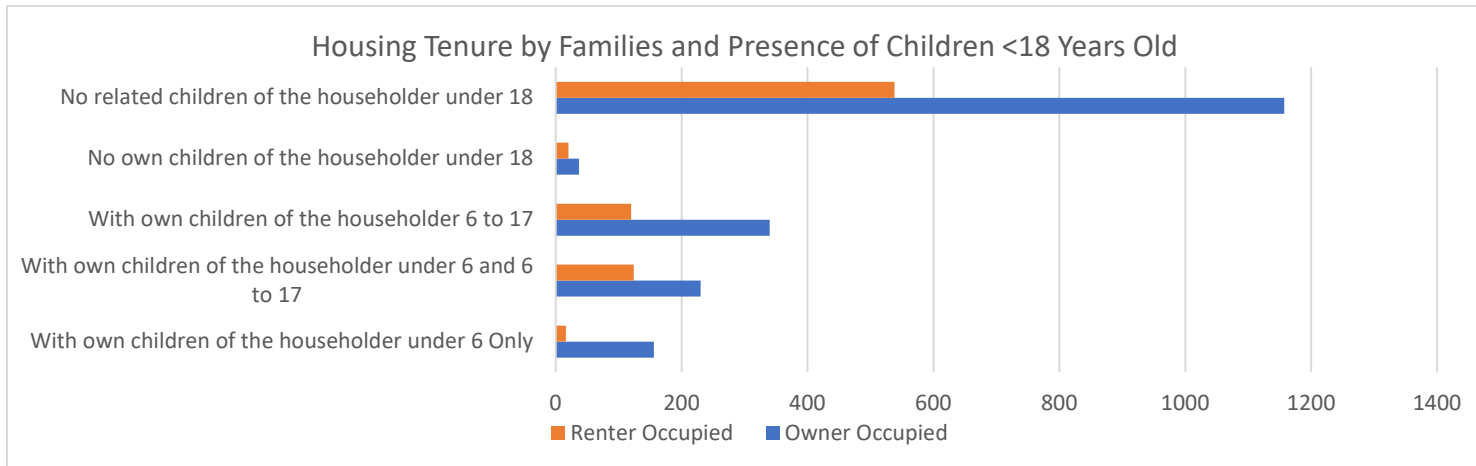


Figure 80 - Stanwood Housing Tenure by Families and Presence of Own Children Under 18 Years Old, US Census Bureau, ACS B25012

No notable data in this table.

Tenure by Household Type by Presence and Age of Own Children (B25115)

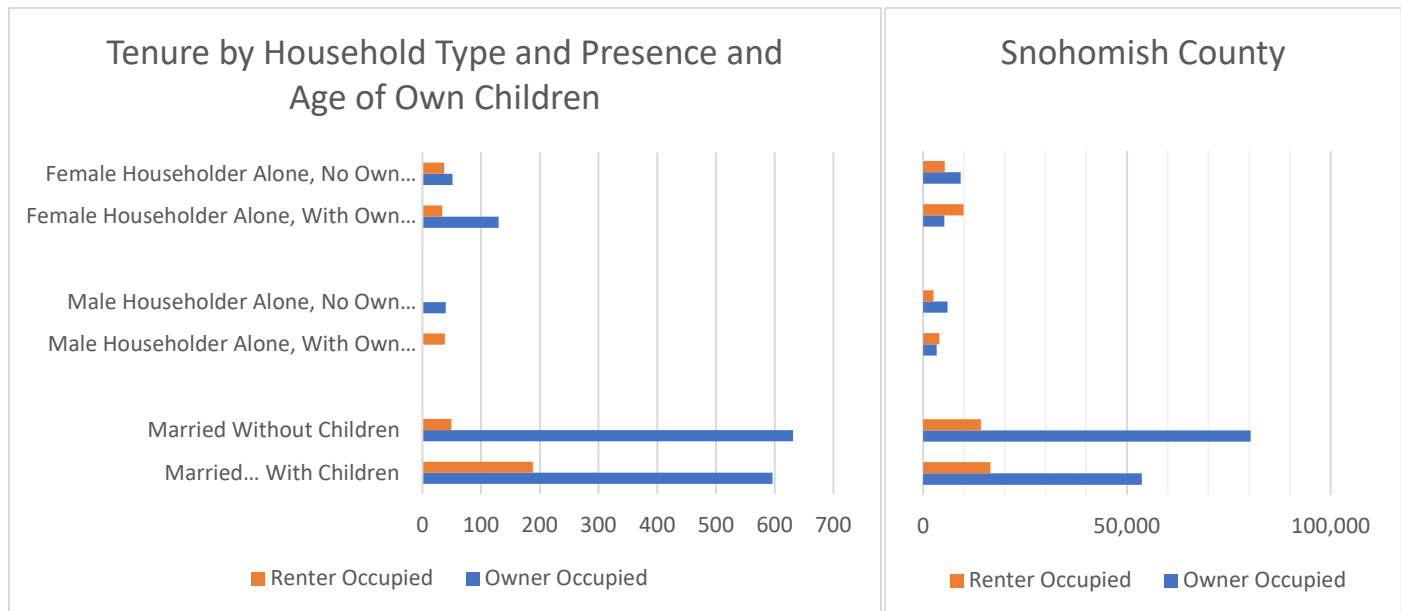


Figure 81 - Stanwood (Left) Snohomish County (Right), Tenure by Household Type and Presence/Age of Own Children, US Census Bureau ACS 5-Year B25115

As expected, given previous data, most Stanwood female householders with no spouse present by and large own their homes. An interesting contrast is that male householders, alone, with their own children present all rent. These are very small numbers and so many be subject to change, but it presents an interesting dynamic in Stanwood that contrasts with Snohomish County's data, where female householders with children are more renter than owner.

As always, a single income renter household, regardless of gender, is exposed to extra financial displacement risk. The addition of children to the equation is expected to make that situation yet more

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difficult. To the extent Stanwood can identify these small number of alone male householders with children who rent, the City may find circumstances that can prevent displacement and improve household stability.

Tenure by Household Size by Units in Structure (B25124)

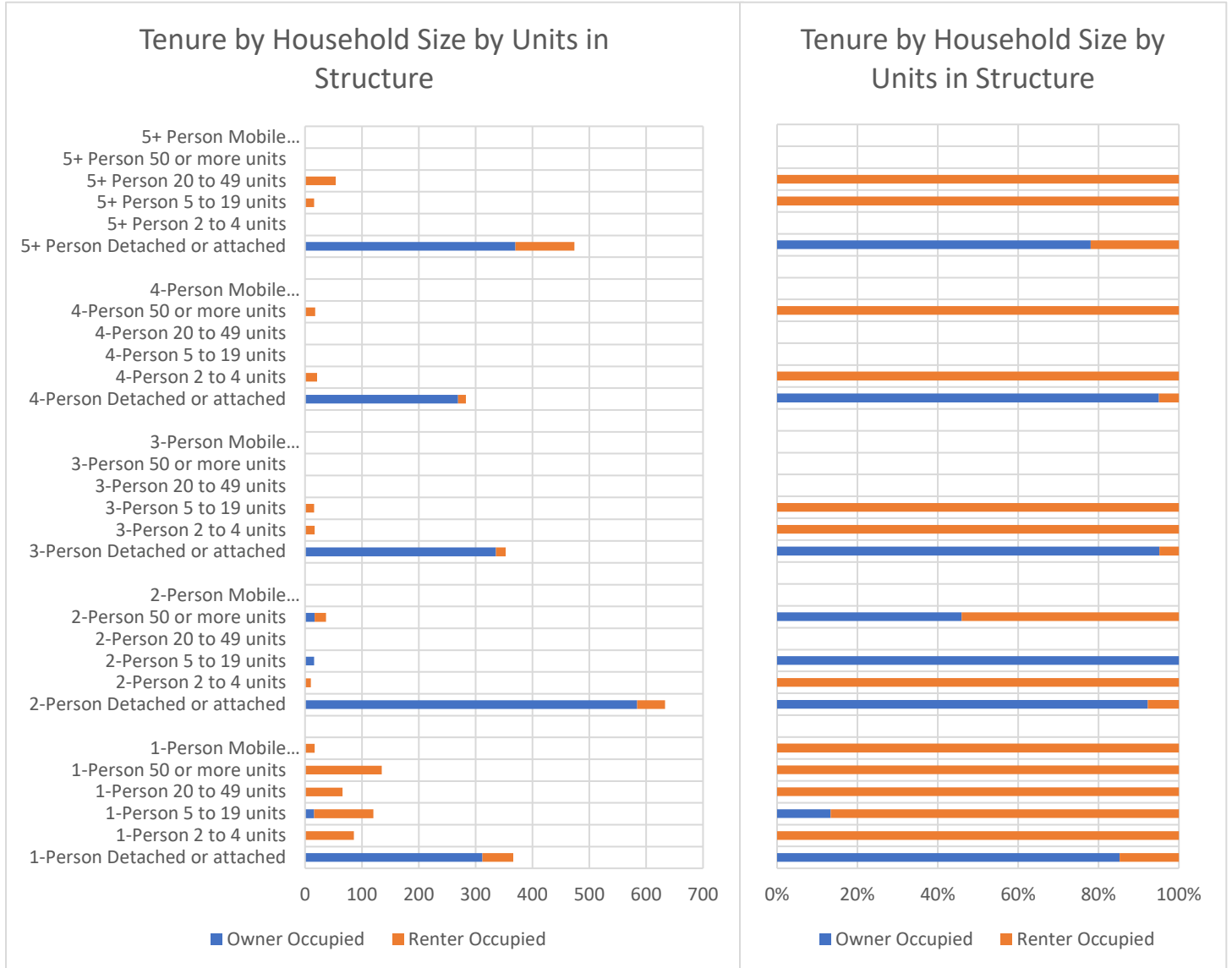


Figure 82 - Stanwood, Tenure by Household Size by Units in Structure Count (left) Percentage (right), US Census Bureau ACS 5-Year B25124

Figure 18 affirms earlier data that discussed Stanwood's limited, more densely configured, ownership stock. It also shows that what denser housing stock is in Stanwood is entirely occupied by 1- or 2-person households. As the City considers zoning code updates to improve ownership opportunities in denser housing configurations, revisions that would lead to ownership housing for a 3+ -person household may be a focus area.

Year Moved In

Analysis of the following sections, focused on when and where people came to Stanwood, will not by itself reveal problems that the City should plan for or respond to. However, knowing the when's and where's of the people currently in the City will be valuable to keep in mind for other planning efforts, other information in this report, and the creation of historical data. Furthermore, this section will be shorter than others, as move in data, where appropriate, is used to support analyses and conclusions drawn in other sections.

Population in Housing by Tenure by Year Moved in (B25026/039)

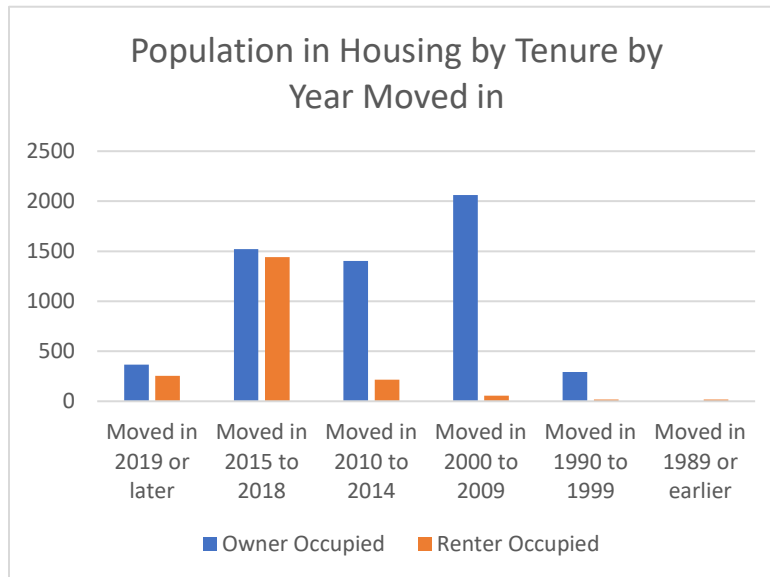


Figure 83 - Stanwood Population in Housing by Tenure by Year Moved In, US Census Bureau ACS 5-Year B25026

As shown earlier in Figure 7, a majority of Stanwood's renter households moved in between 2015 and 2018. Several potential questions emerge from this point – if Stanwood because a destination for regionally displaced renters, due to its relative affordability, or if new rental units came online during this time, or if this is a normally observed trend in other cities.

In terms of ownership, nearly all the City's population has moved in more recently than in the year 2000. While the "2019 or later" category is still being added to, that it is only 1 year fewer than "2015 to 2018", but

represents less than a quarter of new homeowners, speaks to headwinds that buyers face in Stanwood and Snohomish County's housing market (as well as the State and County, as well). Watching the change in this evolving data point will provide important context to the impacts of home sale price change in Stanwood.

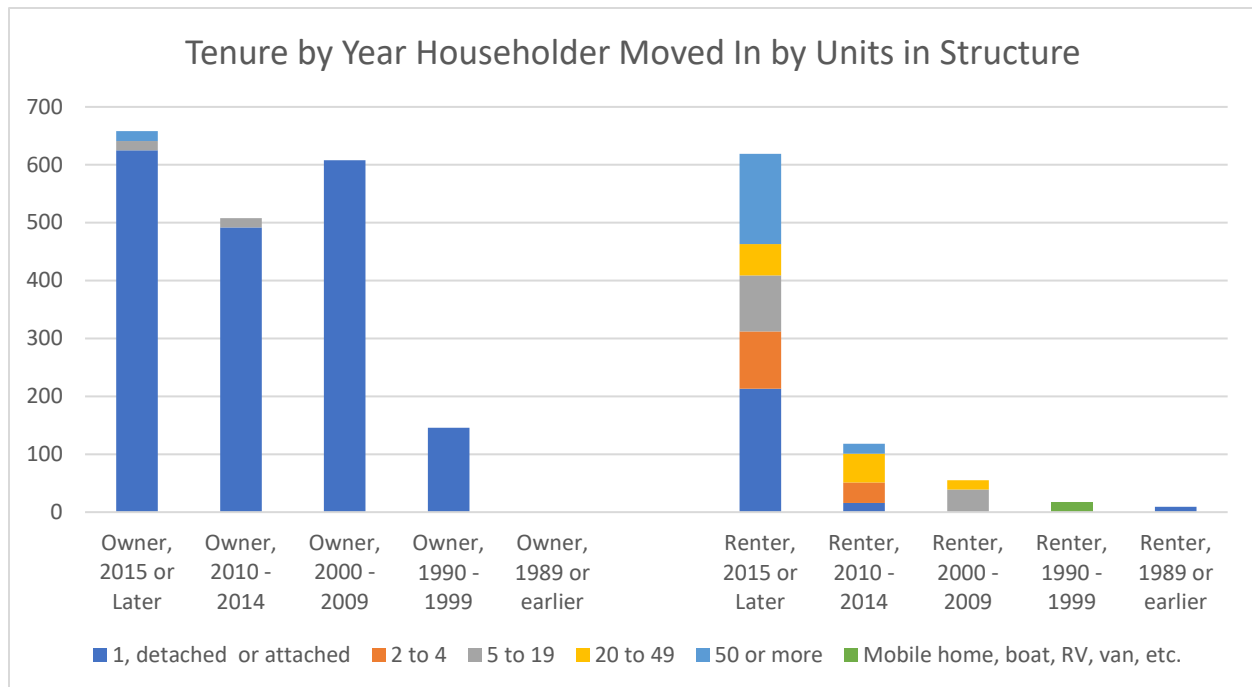
Tenure by Year Householder Moved in by Units in Structure (B25129)

Figure 84 - Stanwood Tenure by Year Householder Moved In by Units in Structure, US Census Bureau ACS 5-Year B25126

Given that so many of Stanwood's renters moved in between 2015 and 2018, and ownership housing varieties are limited, as shown above, Figure 20 does not show necessarily surprising data. One notable point in the renter cohort is that the lease up of households still in the rental unit they leased in 2010 to 2014 and in a 20-to-49-unit structure, is roughly equal to those who leased in 2015 or later. Could this imply that the 20-to-49-unit structures are more affordable, and allow for longer tenures? Or given the City's relatively small size, is it more reflective of one property being appealing or preferring and supporting long-term rentals through other means? Not an issue, but perhaps a question for study by the City as it considers anti-displacement measures.

Tenure by Age by Year Structure Built (B25126)

This data asks, “Regardless of when people came, when was the structure they currently live in built?”

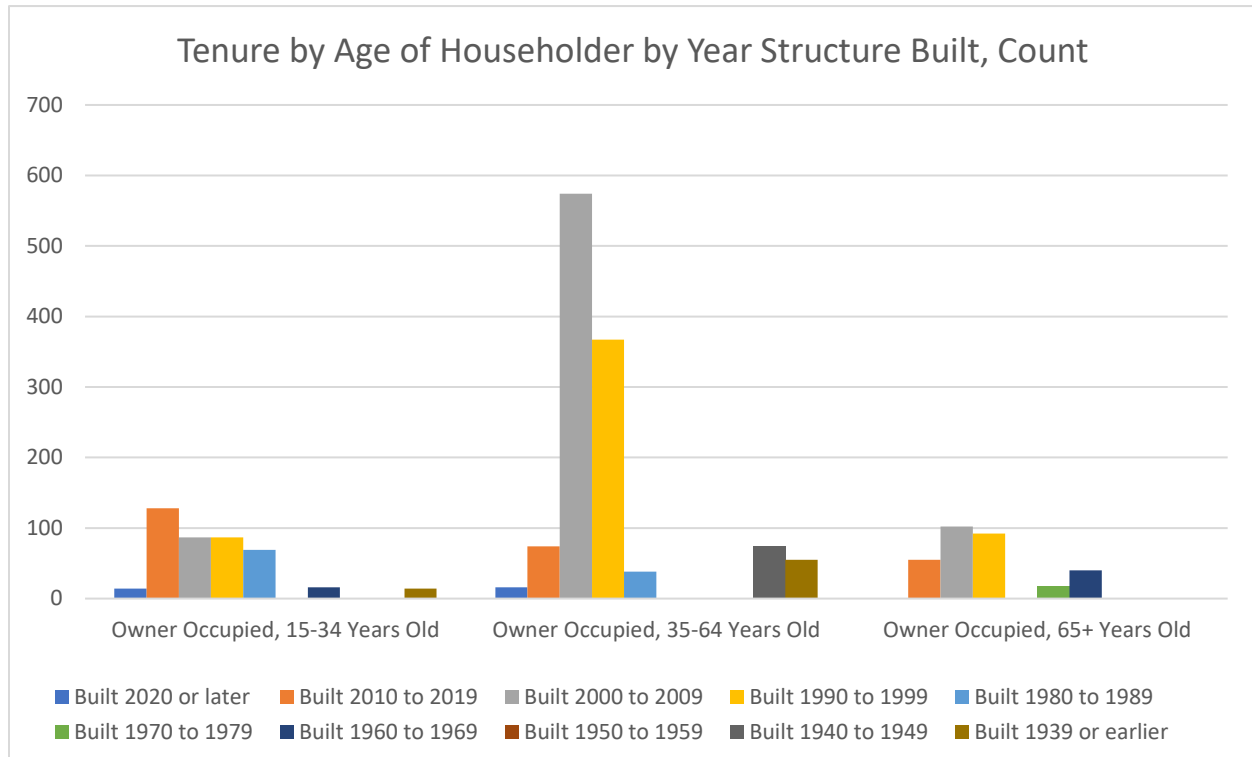


Figure 85 - Stanwood **Owners** by Age of Householder by Year Structure Built, US Census Bureau ACS 5-Year B25126

Again, as much of Stanwood’s housing stock was built between 1990 and 2010, options are limited. The 35- to 64-year-old age group, Stanwood’s largest ownership cohort by far, seems to have bought the newly built housing stock of the 1990s and early 2000s and not moved since then. At that time, (20 years younger than today), they would have been in the 15–34-year-old age group, which today exhibits similar behavior.

This data does raise an interesting question about purchasing preferences by age cohort. One would assume that the 35- to 64-year-old age cohort would have more buying power to purchase available homes than the younger cohort would. So why, then, do they purchase homes built in 2010 or later at a lower or equal rate to the younger age cohort? Could it be that more recent construction is less suited to their needs, whether in outdoor open space, bedroom count, or other amenities? Or is the assumption that middle-aged households have stronger financial power (not only measured in income, but also by debt load and other obligations) incorrect? This question is not clearly answered in this or other data but is an interesting observation the City may find meaningful in other ways.

Stanwood renters in the 35- to 64-year-old age group show similar trends as in ownership.

The younger and older age cohorts do show interesting contrasts to ownership. From 15 to 34 years old largely rent 2000 to 2009 vintage structures. All other structure ages are approximately equal.

On the other hand, the 65+ year old age group preferentially rents 1990 to 1999-vintage structures or much older, 1939 or older housing units. Figure 3 shows that these rentals are not only 1-unit detached/attached structures and have more variety. Why, then, do 65+ year old renters preferentially rent these structures, second only to the 1990 to 1999 vintage structures? Preference is one thing; necessity would be another. Examining the why of this could contribute to Stanwood's understanding of senior renters who may be at risk of displacement or living in unsatisfactory conditions.

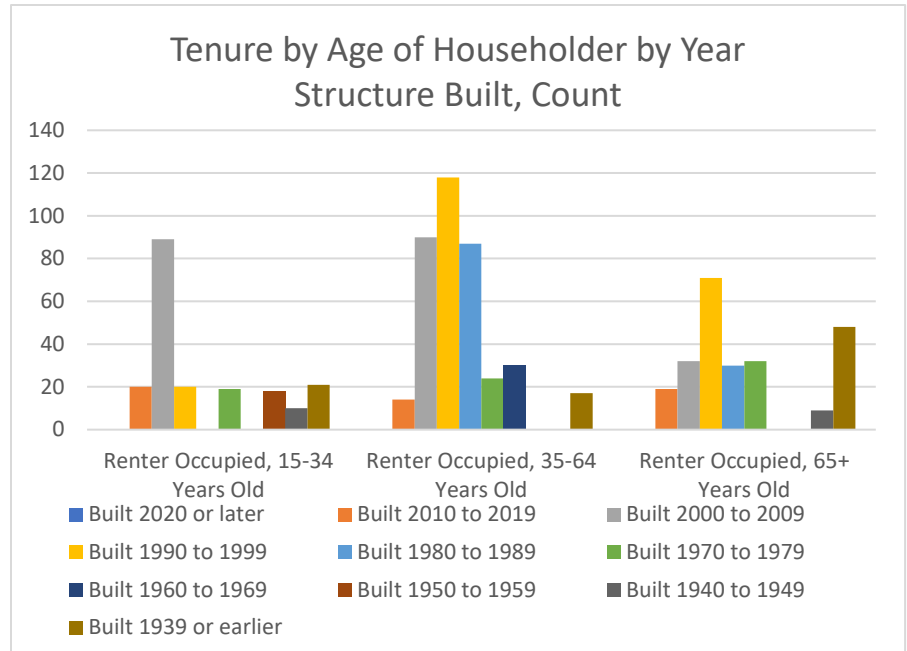


Figure 86 - Stanwood **Renters** by Age of Householder by Year Structure Built, US Census Bureau ACS 5-Year B25126

Owner Income & Expenses

Mortgage Status by Age of Householder (B25027):

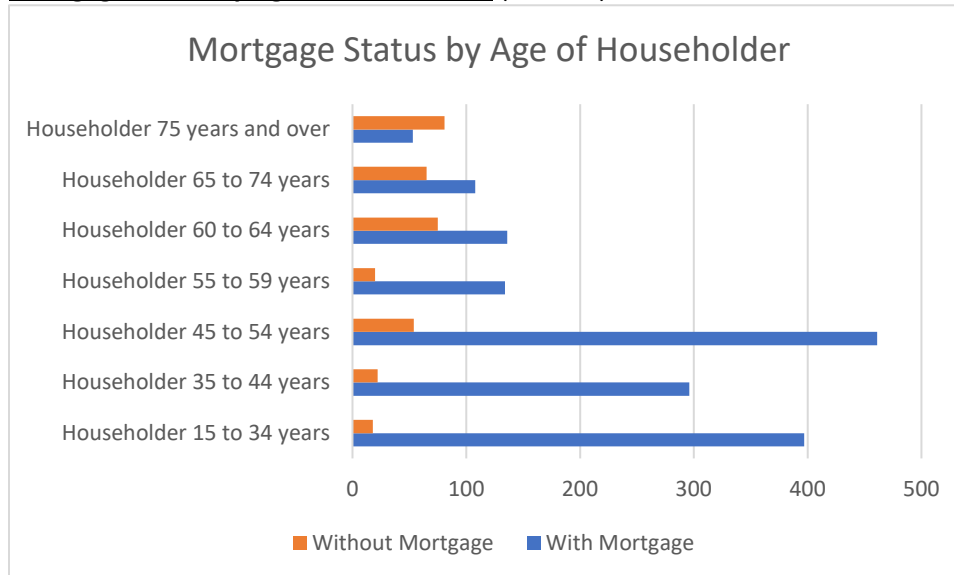


Figure 87 - Stanwood Mortgage Status by Age of Householder, US Census Bureau ACS 5-Year B25027

Through the lens of mortgage status (house is/is not mortgaged), Stanwood is fairly similar to Snohomish County, in that only the oldest age cohort in the City is majority living in a house without a mortgage.

Bedrooms by Gross Rent, Renter-Occupied Units (B25068):

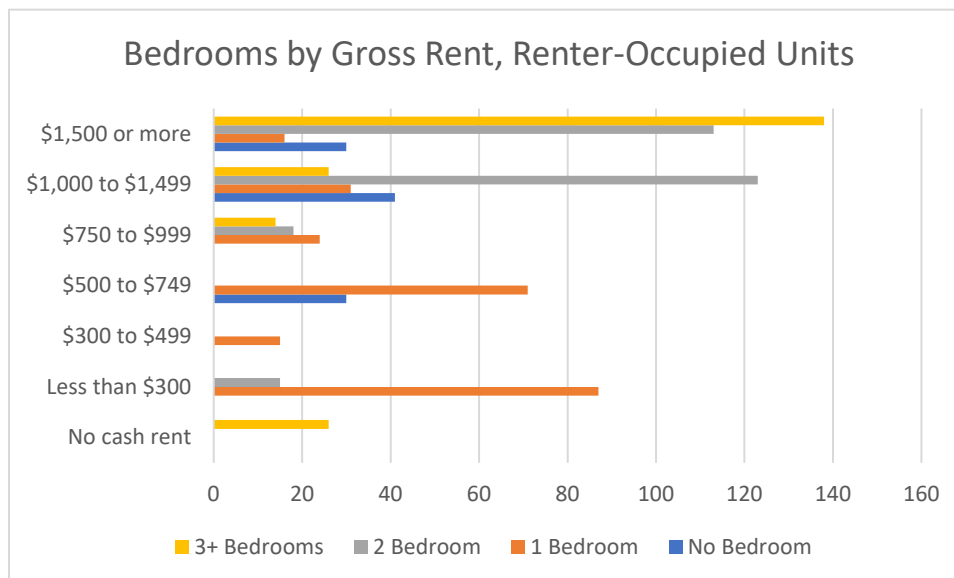


Figure 88 - Stanwood Bedrooms by Gross Rent, Renter-Occupied Units, US Census Bureau ACS 5-Year B25068

Stanwood's rental stock is examined by its bedroom count (0 to 3+) and gross rent in Figure 25. The first observation is that Stanwood has a more scattered selection of bedroom counts are below \$750/month (in 2021 dollars) price points. Only above \$750-999/month are 1-3+ bedroom units available, and above \$1000/month are all unit types available.

Below, Figure 24 and Table 2 show the number of households (also by age) and their income band. Assuming that a household needs to make 30% of the advertised gross rent for an apartment to qualify for a lease, the usual market rule of thumb, every month, the reader can analyze the number of units available, their bedroom count, and how many households could be expected to afford them.

For example, a unit costing \$300 to \$499 a month would require a household to make \$12,000 to \$19,960 a year. In this case, there are 117 units (102 1BR and 15 2BR) available in this price range, and data from Figure 30, below, shows 160 renter households who make less than \$20,000/year and would likely find these units affordable.

Households by Tenure by Income (B25118):

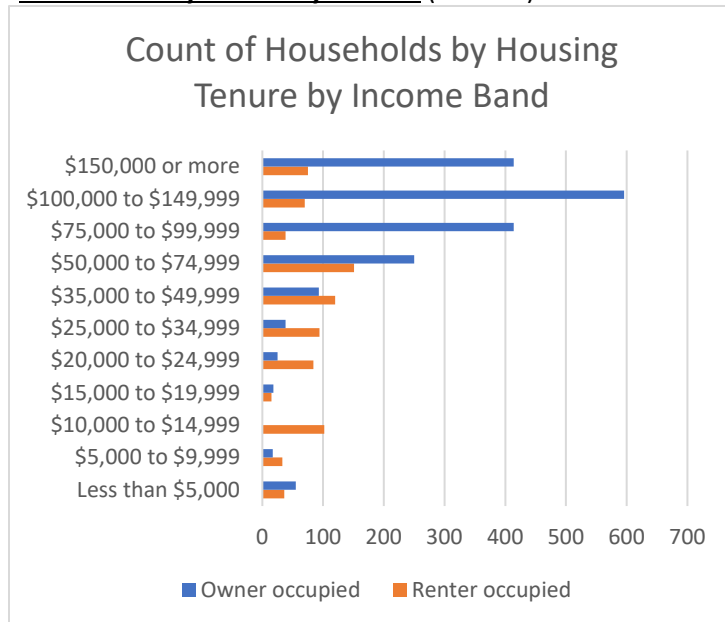


Figure 89 - Stanwood Households by Tenure by Income Band, US Census Bureau ACS 5-Year B25118

Data in Figure 24 shows a more detailed breakdown of household income by tenure, and that below \$50,000/year of household income, most households are renters. The exception at <\$5,000/year households who have slightly more owners than renters is an oddity that does not have a clear explanation from the data.

While a 1:1 comparison with data from Figure 23 is difficult at this point due to the rent ranges and income ranges used between these two figures do not match one another, it does allow a rough estimation of how many households are likely seeking units at a given rent range.

For example, the 56 units renting for \$750 to \$999/month (\$30,000 to \$39,960) can expect a large portion of the 214 current renter households making between \$25,000 and \$49,999/year to find them in their affordable range. The mismatch is clear, and will lead to households either becoming cost burdened to afford units in the next level of rental price, or seek a unit of considerably lower price, and in so doing, out competing a household with less financial power, and raising the question of what happens to *that* household.

Given the A closer comparison is available through the lens of all households' income, in Figure 24 and Table 2. When reviewing, keep in mind that a portion of these households are owners.

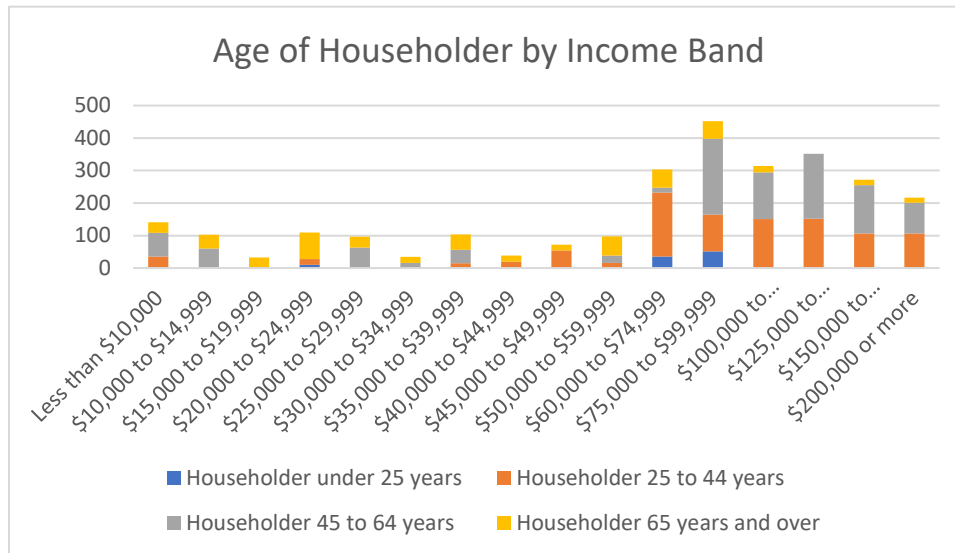


Figure 90 - Stanwood Households by Age of Householder by Income Band, ACS B19037

Table 9 - Stanwood Households by Age of Householder by Income Band, ACS B19037

	Householder under 25 years	Householder 25 to 44 years	Householder 45 to 64 years	Householder 65 years and over
Less than \$10,000	0	36	72	33
\$10,000 to \$14,999	0	0	60	42
\$15,000 to \$19,999	0	0	0	33
\$20,000 to \$24,999	10	18	0	81
\$25,000 to \$29,999	0	0	63	34
\$30,000 to \$34,999	0	0	16	19
\$35,000 to \$39,999	0	15	41	47
\$40,000 to \$44,999	0	20	0	18
\$45,000 to \$49,999	0	54	0	18
\$50,000 to \$59,999	0	16	22	60
\$60,000 to \$74,999	36	196	15	56
\$75,000 to \$99,999	51	114	233	54
\$100,000 to \$124,999	0	151	143	20
\$125,000 to \$149,999	0	152	200	0
\$150,000 to \$199,999	0	106	149	17
\$200,000 or more	0	106	95	16

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Contract Rent (B25056/031):

Contract rent for Stanwood rental units (including 1-unit detached structures), is shown in Figure 25. This data is the aggregate of 2017-2021 for the City. More current data for acting rental listings is available, to provide a more current picture of what an *apartment* shopper in Stanwood would find in 2023.

In the intervening years from the 2017-2021 survey, as rents are renegotiated, one can expect the values displayed in Figure 25 to adjust towards the market rate in Stanwood. It is possible this is not true at income restricted properties (which can still increase rents to cover operations and maintenance), or at properties where the landlord chooses to keep rents lower for personal reasons. This should not be assumed as the rule, however, and between this data and what is provided in Table 3, the opportunity, or pressure, to raise rents in Stanwood as lease contracts are renegotiated is high.

Table 10 - Snohomish Median Rent by Bedrooms, US Census Bureau B25031, AHA Independent Analysis¹⁰

	Census Est. Rent	2023 Advertised	
		Price	Avg. Surveyed
No bedroom	\$1,125	\$1,453	Avg. 2
1 bedroom	\$614	\$1,745	Avg. 5
2 bedrooms	\$1,399	\$2,005	Avg. 12
3 bedrooms	\$1,400	\$2,799	Avg. 1
4 bedrooms	\$2,491	N/A	N/A

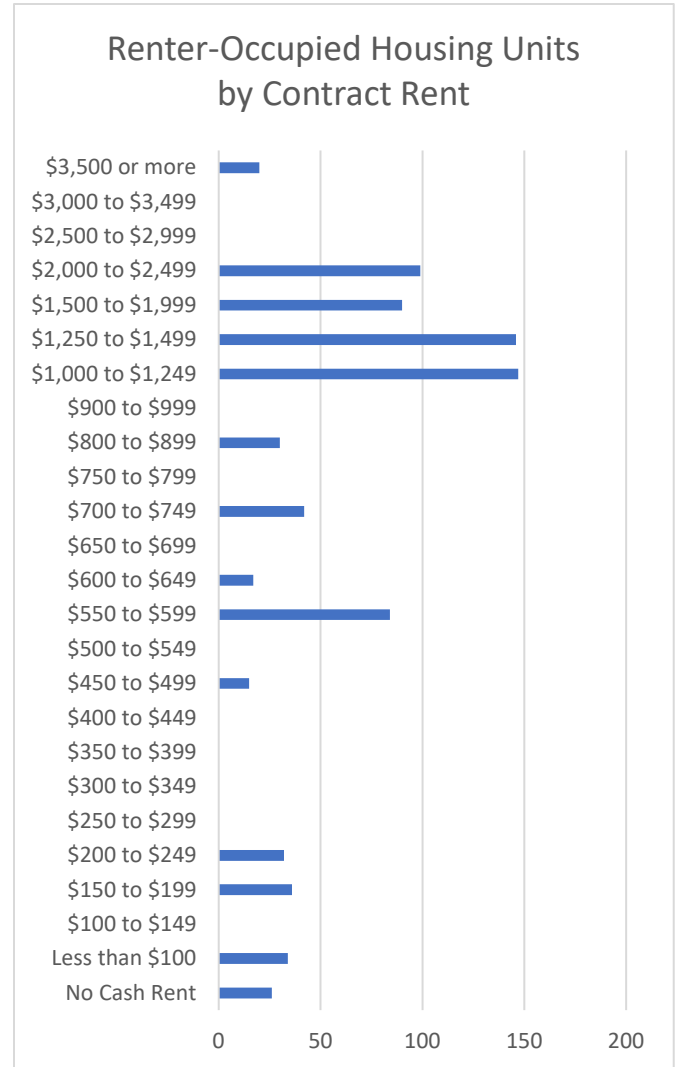


Figure 91 - Stanwood Renter-Occupied Housing Units by Contract Rent, US Census Bureau ACS 5-Year B25056

¹⁰ Advertised rent data for 2023 is gathered from a three-times-a-month survey by AHA staff of Apartments.com listings by listing address.

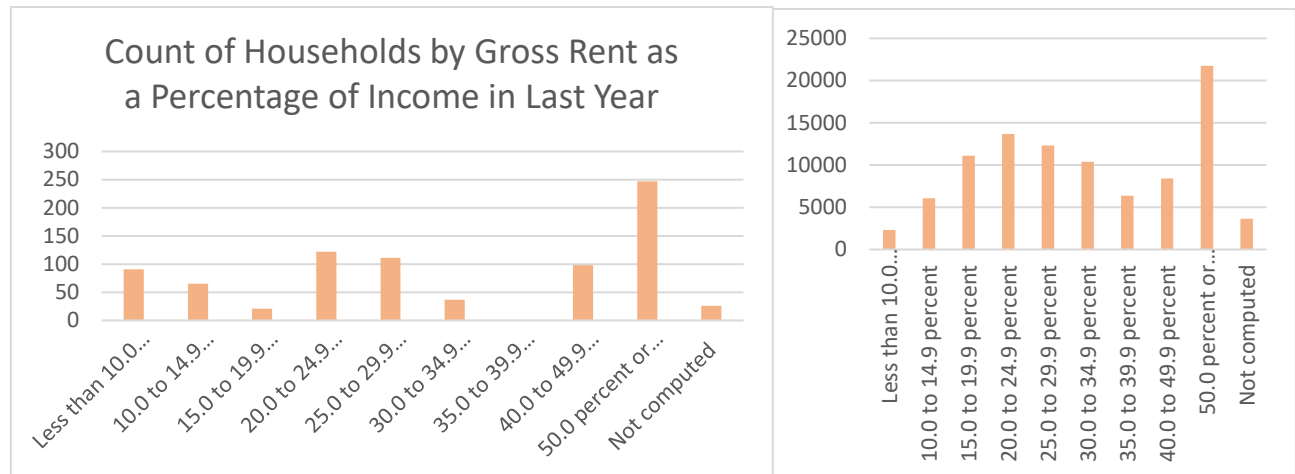
Gross Rent as a Percentage of Income (GRAPI) B25070:

Figure 92 - Stanwood (Left) Snohomish County (Right), Count of Households by Gross Rent as a Percent of Income in Last Year, US Census Bureau ACS 5-Year B25070

Stanwood renters, like in most of Snohomish County, are predominantly severely cost burdened, or paying more than 50%+ of their income to rent every month. The major difference between Stanwood and Snohomish County is that Stanwood has less of a bell curve (with the 50% cost burden outlier), and instead as relatively equal numbers of non-cost burdened renters across the scale. Above 30%, at which point a household is cost burdened, Stanwood has almost no represented households. This paints a picture of renters in Stanwood facing a ‘feast or famine’ housing landscape, where they will either not be cost burdened, or severely cost burdened, with little in between options.

Still, the total number of Stanwood renters who are cost burdened is slightly less than those who are not, at 382 out of 818, or 47%. While the rates of being cost burdened or not will surely have variance of higher or lower rates based on various factors (age, race, income, date moved in, etc.), it is still an illustrative rule of thumb for the City to consider that almost every 1 out of 2 renter households in the City is cost burdened, and 3 out of every 10 are severely so.

Gross Rent as a Percentage of Income (GRAPI) by Age (B25072):

Figure 27 is brought into clearer focus in Figure 28, where Stanwood’s renters cost burden by age is examined. In this case, an almost equal number of renters between the ages of 35 and 64, and over 65 years old, are cost burdened. However, when viewing this data as a percentage of each age group, it is seen that the 65+ year old age group has a considerably higher ratio of cost burdened households than the 35- to 64-year-old age group.

While the younger age groups are discussed below, the rate of cost burdened senior households at such a high rate should be a point of attention for the City. Generally, these older households will have higher medical expenses, and not be expected to grow their income or earnings to keep up with rent in a way similar to young or mid-career households might. As rents rise and these households’ financial strength does not keep up, these renting senior households can be expected to experience growing levels of cost burden and displacement pressure.

Again, while younger households may have increased earning potential to look forward to as their career progresses, the fact that 100% of these Stanwood renter households are cost burdened is notable. Furthermore, most of them are cost burdened above a rate of 35%. While these households *may* have less demands on their income than older households (who may have higher medical expenses) or middle-aged households (childcare), this is not a guarantee. Many exceptions to this generalization exist.

Another aspect to consider with younger renters who are cost burdened is their ability to save – in the context of this paper, for housing, but saving generally will be a challenge. Again, generalizing, these households are not seeing their household income rise as fast as regional rents. Saving for a down payment will be increasingly difficult. Simultaneously, regional, and Stanwood, housing prices are rising, as is required income, which would require an even greater down payment amount, even if the down payment percentage remained fixed. In essence, a financial gap is emerging, and widening, between these young households and their ability to own a home of any description – in Stanwood or elsewhere.

While this age cohort is small, less than 50 households, it is indicative of a growing problem, county- and region-wide, that faces young households.

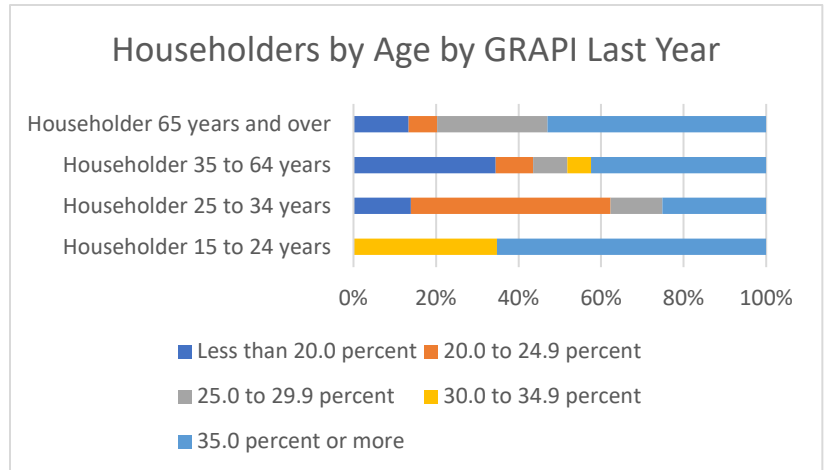


Figure 94 - Stanwood Householders by Age by GRAPI Last Year, Category Percentages, US Census Bureau ACS 5-Year B25072

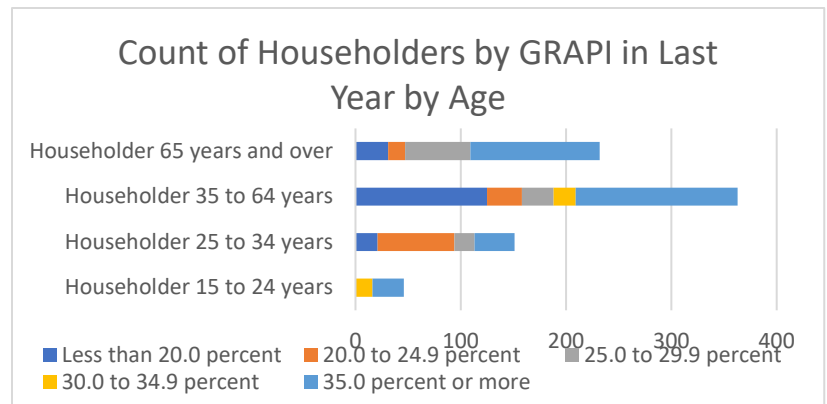


Figure 94 - Stanwood Householders by Age by GRAPI Last Year, Count, US Census Bureau ACS 5-Year B25072

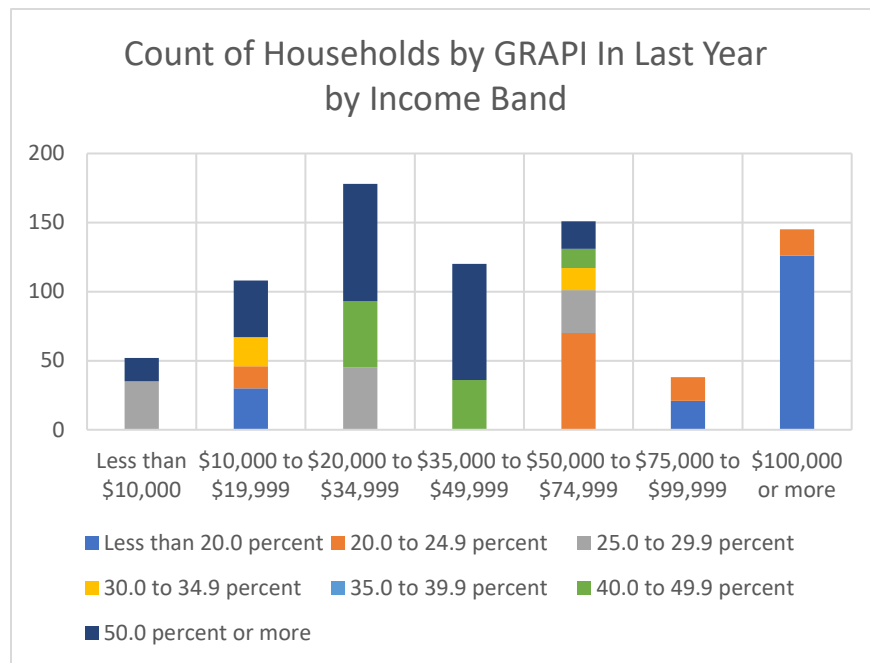
Households by GRAP I by Income in Last Year, (B25074):

Figure 95 - Stanwood Households by GRAP I in Last Year by Income Band, US Census Bureau ACS 5-Year B25074

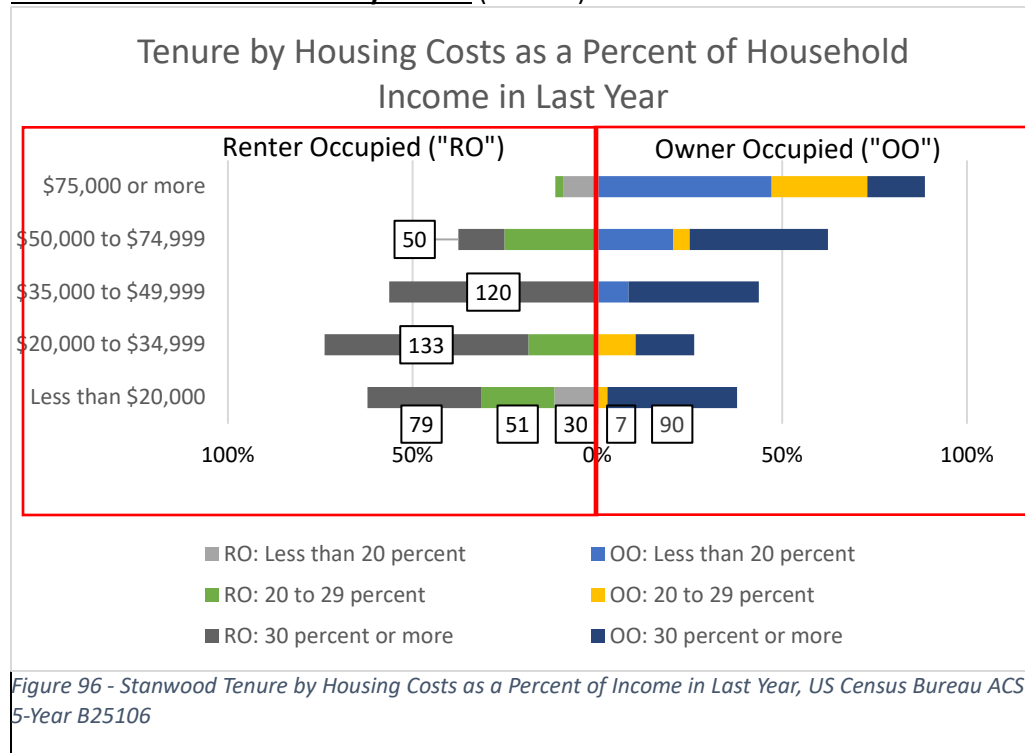
By income, Stanwood's renter households show an expected breakdown. Lower income households are increasingly represented in greater cost burden categories (particularly below the \$50,000/year threshold). Above that amount, the rate of cost burden declines significantly, and cost burden is not reported at all for households making above \$75,000/year in the City. For households making above \$100,000/year who also rent, they pay less than 20% of their income to rent every month.

It is interesting, but not surprising, that most of Stanwood's severely cost burdened households are in the \$20,000 to \$49,999/year range. At this income, the household is still able to resist displacement pressure from rising rents by paying that much of their income to rent. Below this figure, except in rare circumstances (and where a household receives some form of housing assistance, official or unofficial), a household cannot resist the displacement pressure or move to Stanwood in the first place.

Regarding housing assistance, a portion of the households who pay below 40%¹¹ of their rent to income per month in the \$10,000-\$19,999/year and below <\$10,000/year categories may be those who receive Housing Choice Vouchers (HCVs), through either HASCO or the Everett Housing Authority. At time of writing, HASCO alone administers 70 vouchers in the City of Stanwood. While data in Figure 28 is from 2017-2021, and this HASCO voucher figure is from January 19, 2024, it is nevertheless illustrative. During the 2017-2021 survey period, there were 102 renter households in these income bands, below the 40% cost burden mark. Assuming HASCO's HCV figure remains constant (which it does not), and the 185 reported income restricted units in Stanwood in 2022 (30 of which are owned by HASCO), that covers the 102 households below \$20,000, and leaves some availability for those at the next higher income band. That all households in the *next* highest income band (\$35,000 to \$49,999/year) are cost burdened at a rate of 40% or higher, indicates housing assistance is likely not available for them.

¹¹ Many forms of housing assistance, most prominently the Housing Choice Voucher (commonly known as Section 8) program, allows households to enter the program paying 30% to 40% of their Adjusted Gross Income (AGI).

Cost as a Percent of Income by Tenure (B25106):



Viewed side by side, Stanwood's renter and owner households show how, generally, lower income households are a larger portion renter than owner, and at lower incomes, regardless of owning or renting, cost burden is prevalent.

Not surprisingly, cost burden becomes less prevalent as household income rises for both owners and renters. Again, the \$35,000 to \$49,999/year income households are all cost burdened, showing where housing assistance likely ends in Stanwood, but the market does not provide naturally occurring affordable housing for that income range.

Median Income by Tenure (B25119): (All values in 2021 dollars)

Median Income: \$89,231

Median Owner Occupied Income: \$104,133

Median Renter Occupied Income: \$39,833

Vehicles

Tenure by Vehicles Available (B25044):

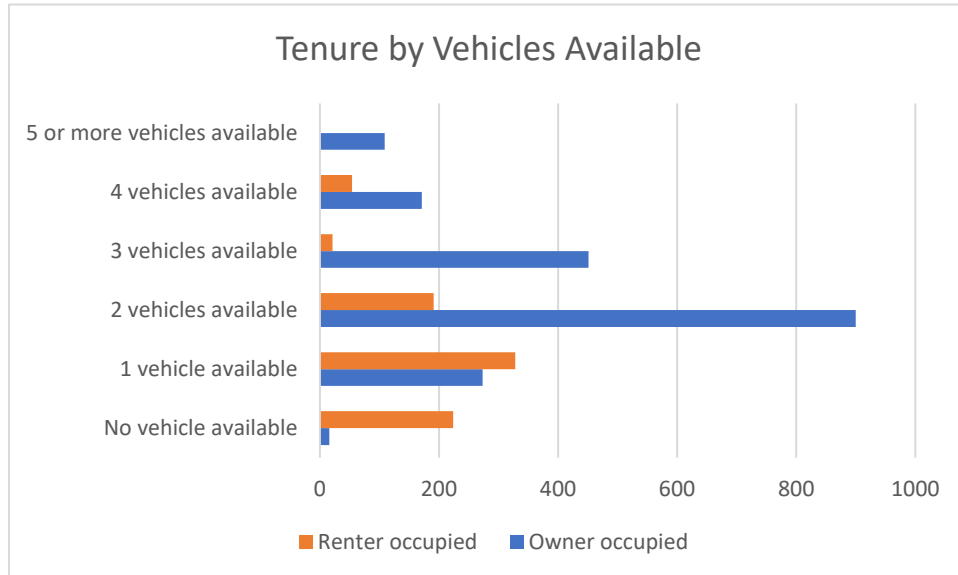


Figure 97 - Stanwood Tenure by Vehicles Available, US Census Bureau ACS 5-Year B25044

Stanwood's vehicle allocation by tenure type is similar to other jurisdictions and Snohomish County. When a reader wonders about a 4-char renter household, recall that there are over 900 renter households in a 1-unit detached structure, which would accommodate that many vehicles as well as an owner-occupied 1-unit

detached structure. That said, the City may wish to pay particular attention to the number of renter households that have no vehicle available (224) given Stanwood's transit infrastructure. It is entirely possible that these households function without issue without having a vehicle (if they are retired and rarely leave the local area, use rideshare options, or other options). However, it is also possible that some of these 0-vehicle households are struggling and may support transit goals and policies in the City's Transportation Element.

Aggregate Vehicles by Tenure (B25046):

Owner occupied	4716
Renter occupied	989

Utilities

The City of Stanwood's housing units do not have any significant issues with utilities (plumbing, kitchen, telephone), and the margin of error for these items equals or exceeds the estimated number of units lacking complete utilities. The only exception is heating fuel, which by itself is not an indication of any issues, but does provide potentially useful context for the reader, and so is included as a chart.

For information on Stanwood utilities, see data.census.gov, and review tables B25043, B25047, B25048, B25049, B25050, B25051, B25052, B25053, B25054, and B25069. Plumbing facilities are [defined by the Census here](#), and kitchen facilities are covered [here](#).

Heating Fuel (B25117):

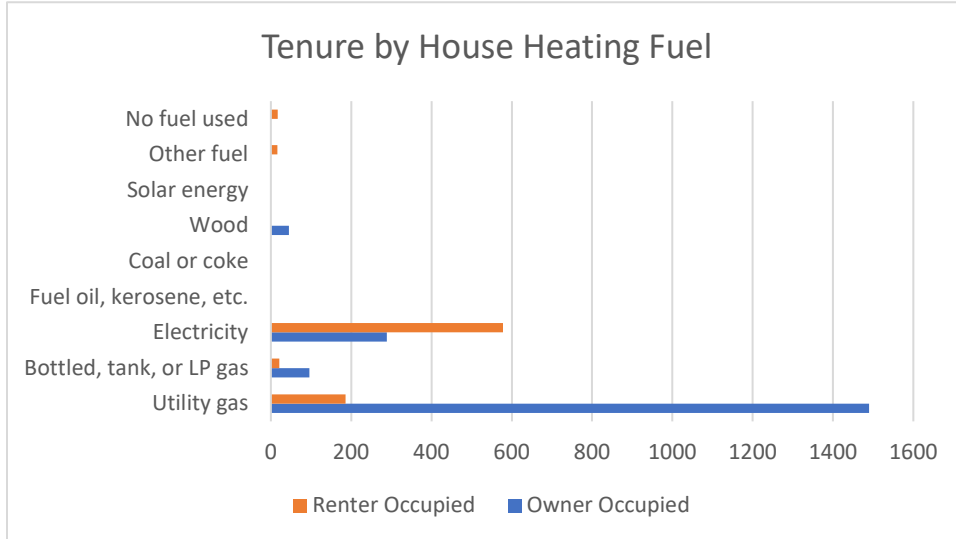


Figure 98 - Stanwood Tenure by House Heating Fuel, US Census Bureau ACS 5-Year B25117

[Figure 1-Snohomish City, Count of Structures Built by Year](#)

122

[Figure 2 - Snohomish City Tenure by Year Structure Built by Units in Structure, US Census Bureau, B25127](#)
NOTE: Built 2020 or Later omitted from table, as no data present for Snohomish City.....**Error! Bookmark not defined.**

[Figure 3- Snohomish City, and Snohomish County, age of structure by tenure. US Census Bureau ACS B25036](#) **Error! Bookmark not defined.**

[Figure 4 - Snohomish City, Tenure by Age of Householder, Count and Category Percentage, US Census Bureau ACS B25007](#)..... **Error! Bookmark not defined.**

[Figure 5 - Snohomish City Tenure by Vehicles Available by Age of Householder, US Census Bureau B25045](#) **Error! Bookmark not defined.**

[Figure 6- Snohomish City Tenure by Age of Householder by Year Moved into Current Unit, US Census Bureau ACS B25128](#)..... **Error! Bookmark not defined.**

[Figure 7 - Snohomish City Inflation Adjusted Median Sale Price and Annual Sale Count of Single-Family Detached Homes](#)..... 128

[Figure 8 - Snohomish City Tenure by Household Size US Census Bureau ACS B25009](#). **Error! Bookmark not defined.**

[Figure 9 - Snohomish City, Tenure by Occupants per Room, US Census Bureau, ACS B25014](#)..... **Error! Bookmark not defined.**

[Figure 10 - Snohomish County / City of Snohomish Overcrowding by Age by Tenure, US Census Bureau ACS, B25015](#)..... **Error! Bookmark not defined.**

[Figure 11 - Snohomish City Tenure by Household Type by Age of Householder, US Census Bureau B25011](#) **Error! Bookmark not defined.**

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Figure 12 - Housing Tenure by Families and Presence of Own Children Under 18 Years Old, US Census Bureau, ACS B25012	Error! Bookmark not defined.
Figure 13 Snohomish City (left) and Snohomish County (right) Count of Households by Type, by Tenure, by Presence and Age of Own Children, US Census Bureau ACS B25115	Error! Bookmark not defined.
Figure 14 - Snohomish City Tenure by Household Size by Units in Structure, Count and Percent of Category Total, US Census Bureau ACS B25124	Error! Bookmark not defined.
Figure 15- Snohomish City Population in Housing by Tenure by Year Moved in, US Census Bureau ACS, B25026	Error! Bookmark not defined.
Figure 16 -Tenure by year Householder Moved in by Units in Structure, US Census Bureau ACS B25129	Error! Bookmark not defined.
Figure 17 - Snohomish City Mortgage Status by Age of Householder, US Census Bureau ACS 5-year B25027	Error! Bookmark not defined.
Figure 18 - Snohomish City, Snohomish County (insert) Gross Rent as a Percentage of Income in Last Year - US Census Bureau, B25070	Error! Bookmark not defined.
Figure 19 – Snohomish City Householders by Age by GRPI in Last Year, US Census Bureau ACS B25072	Error! Bookmark not defined.
Figure 20 - Snohomish City GRPI in Last Year by Age, Count, US Census Bureau B25072	Error! Bookmark not defined.
Figure 21 - Households by GRPI in Last Year by Income Band, US Census Bureau ACS B25074	Error! Bookmark not defined.
Figure 22- Snohomish City Housing Cost as Percent of Household by Income in Last Year by Income by Tenure, US Census Bureau ACS B25106	Error! Bookmark not defined.
Figure 23- Snohomish City Count of Households by Housing Tenure by Income Band, US Census Bureau B25118	Error! Bookmark not defined.
Figure 24 - Snohomish City tenure by vehicles available, US Census Bureau ACS B25044	Error! Bookmark not defined.
Figure 25- Snohomish City Tenure by House Heating Fuel, US Census Bureau ACS B25117	Error! Bookmark not defined.

Table 1- Stanwood Occupants per Room by Race, US Census Bureau ACS B25014 A-I.....	130
Table 2 - Stanwood Households by Age of Householder by Income Band, ACS B19037	141
Table 3 - Snohomish Median Rent by Bedrooms, US Census Bureau B25031, AHA Independent Analysis	142

Appendix I: Referenced Local Plans

City of Stanwood, 1995, updated 1996, 1997, 1999, 2000, 2001, 2003, 2013, 2014, 2015, 2016, 2017, and 2020 City of Stanwood Comprehensive Plan.

City of Stanwood 2023 Housing Action Plan.

City of Stanwood and Alliance for Housing Affordability, 2023

City of Stanwood 2015 and Draft 2024 City of Stanwood Sewer Comprehensive Plan.

City of Stanwood 2015 and Draft 2024 City of Stanwood Stormwater Comprehensive Plan.

City of Stanwood 2016 Nonmotorized Transportation Plan.

City of Stanwood 2015 and Draft 2024 City of Stanwood Water Comprehensive Plan.

City of Stanwood Comprehensive Flood Hazard Management Plan.

City of Stanwood Downtown Master Plan.

City of Stanwood City Beautification Action Plan.

Design Stanwood, 2003. Design Assistance Team Report.

Appendix J: Referenced Regional Plans

Puget Sound Regional Council Vision 2050.

Puget Sound Regional Council Comprehensive Plan Checklist.

Snohomish County 2023 Countywide Planning Policies.

Snohomish County Planning and Development Services, 1986, 1988. Wetland Survey.

Snohomish County Tomorrow 2021 Growth Monitoring/Buildable Lands Report.

Appendix K: Other References

The following documents were used or prepared for the 2024-2044 Stanwood Comprehensive Plan.

American Planning Association Equity in Zoning Policy Guide.

Department of Commerce 2020 Critical Areas Checklist.

Federal Emergency Management Agency (FEMA) 2020 Flood Insurance Rate Maps.

National Recreation and Park Association. National Park Recreation and Open Space Standards.

Puget Sound National Estuary Program Sound Choices Implementation Checklist.

U.S. Census Bureau 2020 U.S. Census of Population and Housing.

U.S. Department of Agriculture, 1994 *U.S.D.A.* Soil Conservation Service Maps.

U.S. Department of Agriculture Slope Stability map.

U.S. Environmental Protection Agency Aquifer Sensitivity.

U.S. Fish and Wildlife Service 1997 National Wetlands Inventory with updated project specific critical area reports.

U.S. Geological Survey Geologic Units, Landslide Hazards, and Volcanic Hazards Data.

Washington State Department of Commerce Comprehensive Plan Checklist.

Washington State Department of Fisheries Washington State Salmon and Steelhead Stock Inventory.

Washington State Department of Natural Resources Earthquake Hazards Data.

Washington State Office of Financial Management 2023 and 2024 Population Trends.



CITY OF STANWOOD COUNCIL AGENDA STAFF REPORT

ITEM NUMBER: 11

DATE: September 26, 2024

SUBJECT: Authorize the Mayor to Sign a Contract with Gray and Osborne for GIS Services

CONTACT PERSON: Kevin Hushagen – Public Works Director

ATTACHMENTS: A – Scope and Fee

PURPOSE

The purpose of this agenda item is to authorize the Mayor to sign a contract with Gray and Osborne to develop a GIS program with the City.

BACKGROUND

The City of Stanwood is interested in implementing Geographic Information Systems (GIS), department-wide. The City would especially like assistance in utilizing existing information to incorporate into a GIS-based system which would help the Public Works Department, Community Development Department, and miscellaneous staff throughout the City. General topics include land use, zoning, critical areas, utility, parks, and transportation-related layers. Gray & Osborne will assist in compiling this relative data into GIS, creating a formal mapping system, providing recommendations on the necessary equipment needed to maintain the GIS data, and provide training on how to edit the data.

The City advertised a Request for Qualifications earlier this year and received 14 proposals. Of those staff interviewed four firms, G&O was determined to be the most qualified.

G&O has developed similar mapping for other municipalities in our area, I've included some examples of their online mapping below.

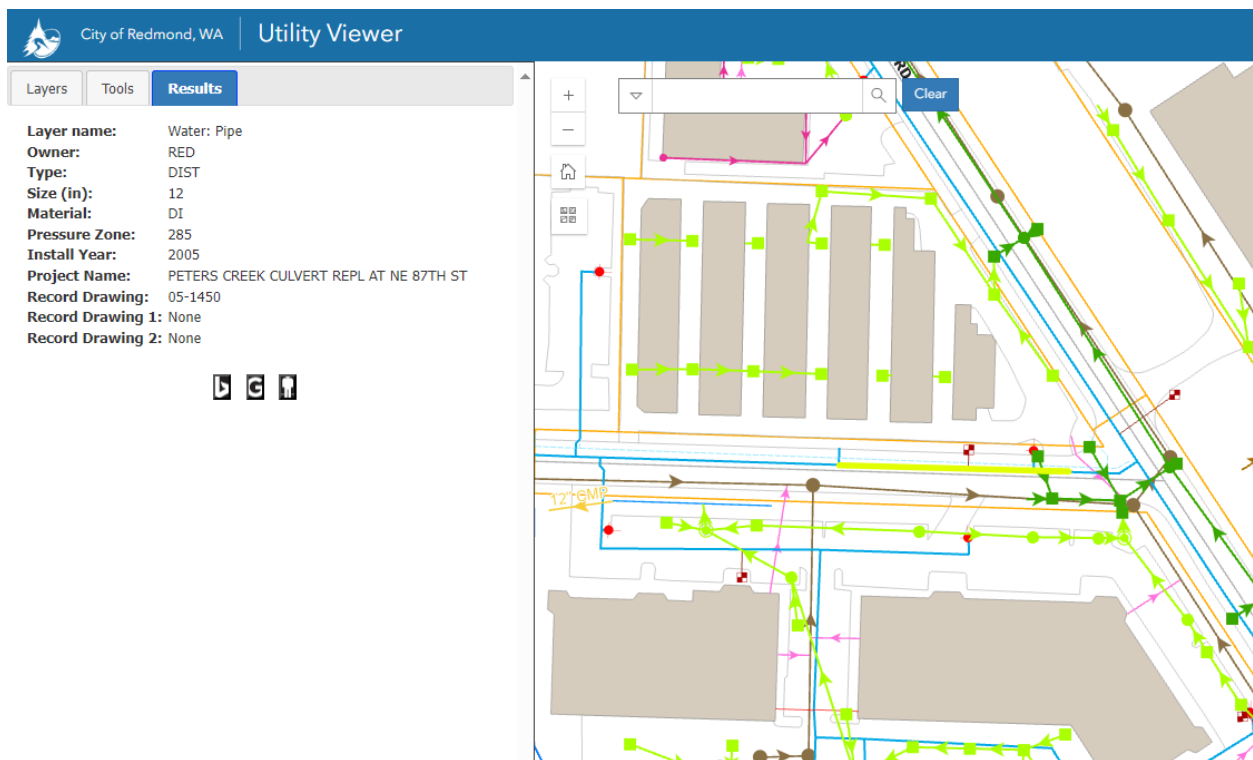


Figure 1 City of Redmond Utility Map

Figure 1 shows the City of Redmond's online publicly available utility map. This shows what utilities are in the street, the relevant pipe information including material, size, and date installed, and the location.

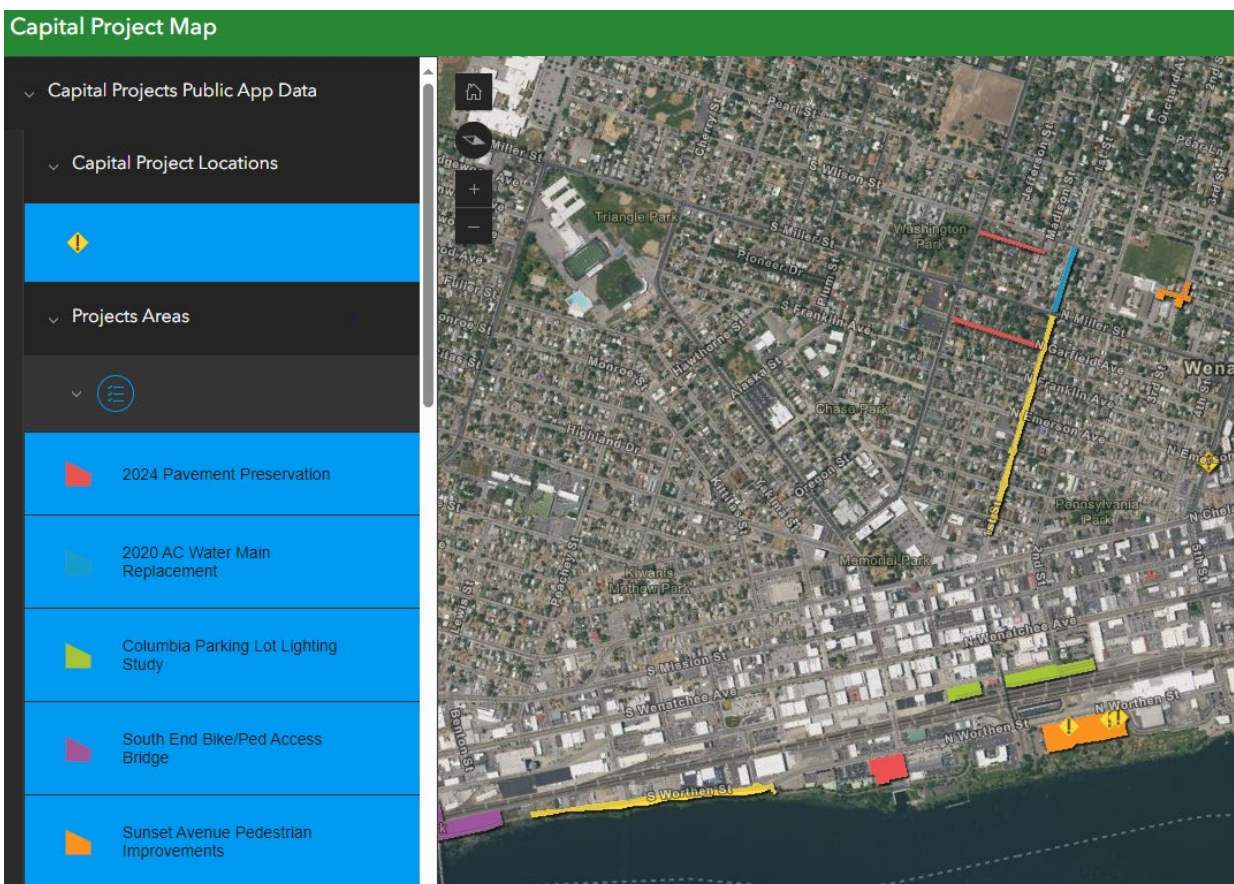


Figure 2 City of Wenatchee Capital Project Map

Figure 2 shows the City of Wenatchee’s online Capital Project Map, this is used to inform the public on job location, description, and timing.

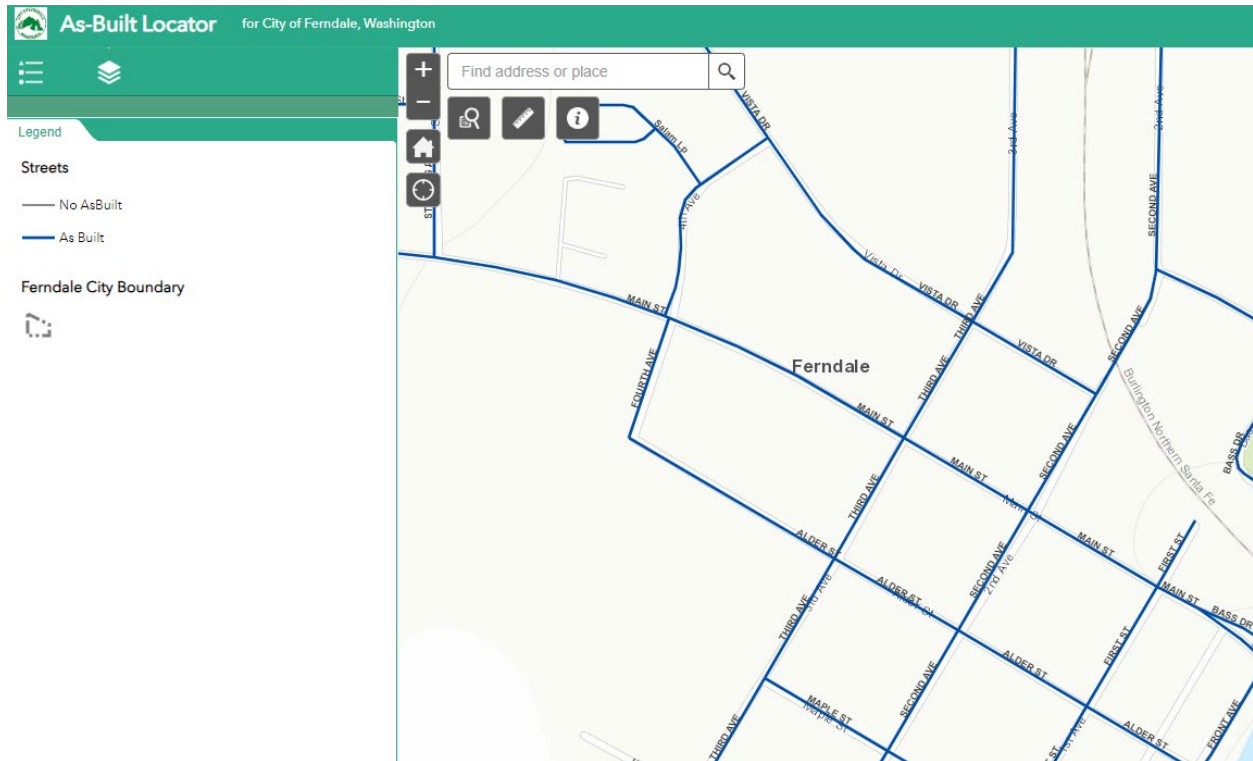


Figure 3 City of Ferndale As Built Locator

Figure 3 shows the City of Ferndale As-Built Map. This allows the public or developers to click on a street and see all as-builts associated with the area.

The City plans to utilize G&O to upload existing data to build the base of our maps and set up our frame work. The goal is to have City staff take over the day to day upkeep and updates to our GIS program.

ANALYSIS

Gray & Osborne’s fee for this project is \$270,350. The City has allocated funds between the Drainage, Water, and Wastewater capital expenditures.

Fiscal Impact			
Fund(s):	594 31 41 10 , 594 35 41 10, 594 34 41 10		
Amount:	\$300,000	Project Estimate:	\$270,350
Budget Authorized	☒ Yes ☐ No	Amendment Required	☐ Yes ☒ No ☐ Monitor

RECOMMENDATIONS

Staff Recommendation:

Staff recommends signing a design services contract with Gray and Osborne for the GIS Services scope of work.

Committee/Board Recommendation:

The Public Works Committee has not reviewed this proposal prior to the September 26th City Council Meeting.

CITY COUNCIL OPTIONS

1. Approve the Mayor to sign a contract with Gray and Osborne for the GIS Services scope of work.
2. Send back to Public Works Committee for additional discussion.
3. Reject all bids and delay the project.

PROPOSED MOTION

“I MOVE TO AUTHORIZE THE MAYOR TO SIGN A CONTRACT WITH GRAY AND OSBRONE FOR THE GIS SERVICES SCOPE OF WORK.”

EXHIBIT A
SCOPE OF WORK
CITY OF STANWOOD
GIS SERVICES

The City of Stanwood is interested in implementing Geographic Information Systems (GIS), department-wide. The City would especially like assistance in utilizing existing information to incorporate into a GIS-based system which would help the Public Works Department, Community Development Department, and miscellaneous staff throughout the City. General topics include land use, zoning, critical areas, utility, parks, and transportation-related layers. Gray & Osborne will assist in compiling this relative data into GIS, creating a formal mapping system, providing recommendations on the necessary equipment needed to maintain the GIS data, and provide training on how to edit the data.

More specifically, the work will include the following. Detailed costs for these services are provided in Exhibit B.

TASK 1 – PROJECT MANAGEMENT

Services shall include overall project management and oversight of the project work by the Project Manager. This shall include the following.

- A. Overall project management and oversight of the work.
- B. Coordination of the project with the City.
- C. Procurement of sufficient staff resources to dedicate to the project.
- D. Management and control of project budget and schedule.
- E. Management of monthly progress reports and invoice.
- F. Regular check-in meetings (this Scope assumes bi-weekly meetings).

TASK 2 – SETUP OVERALL GIS FRAMEWORK

Gray & Osborne will work with the City to understand what data currently exists and what data needs to be obtained in order to support a robust mapping system that will meet the City's various departmental needs. Geodatabases for the following areas will be created.

- A. Water
- B. Sewer
- C. Storm
- D. Planning

- E. Transportation
- F. Parks
- G. Reference (City limits, parcels, etc.)

Once the geodatabases are created, Gray & Osborne will work with City staff to determine which GIS layers will be formulated (i.e., within the Water Geodatabase, layers for water mains, water meters, valves, etc. will be created).

With the layers known, a data dictionary for each layer will be drafted. The data dictionary will describe the “attributes” or details, that each layer will consist of (i.e., water mains may include material, diameter, length, etc.). In this Task, the database structure will be defined, which may include all attributes, data types, connectivity, coordinate system, datum, unique object identifiers, and any other attributes necessary to define a comprehensive GIS mapping system. Input from City staff will help ensure that the resulting database will be compatible with future mapping, reporting, planning, and/or modeling efforts.

TASK 3 – INSERT EXISTING DATA

The City will provide Gray & Osborne with all applicable information, including the following.

- A. Existing GIS
- B. CAD files
- C. Scanned as-builts
- D. Other related pertinent information

To date, the City has provided Gray & Osborne 175 As-Built Plans, various CAD files representing basemaps, and a few GIS utility files that date back to 2015 through 2017. This data along with other existing mapping data, will then be inserted into the new geodatabases created in the previous Task. For where electronic information does not already exist, Gray & Osborne staff will digitize information from existing as-builts, georeference as needed, and will incorporate the physical location and attribute data into the GIS-based system.

For each new layer created, attributes matching the data dictionary formulated in Task 2 will be inserted.

Subtask 3.1 – Insert Water Data

Water data is anticipated to come from existing GIS data, CAD files, and scanned as-builts. This Task does not incorporate the City’s water billing data, to locate water meters as that work is included under a separate scope (i.e., lead service inventory assistance).

This Scope of Work assumes the following components and the associated available attribute data will be established within the GIS database.

- A. Water mains
- B. Hydrants
- C. Valves
- D. Meters
- E. Reservoirs
- F. Pressure zones
- G. Pressure reducing valves
- H. Backflow devices
- I. Blowoff
- J. Wells
- K. Pump station
- L. Air-vacs
- M. Water Capital Improvement Plans
- N. Future water mains
- O. Fire flow
- P. Pressure map
- Q. Sampling station
- R. Treatment facilities

In addition, Gray & Osborne will insert any relative data available from the North County Regional Fire District. This Scope assumes approximately 90 water as-builts and 3,200 Water Meter Install Sheets being incorporated into the new GIS system.

Subtask 3.2 – Insert Sewer Data

Sewer data is anticipated to come from existing GIS data, CAD files, and scanned as-builts.

This Scope of Work assumes the following components and the associated available attribute data will be established within the GIS database.

- A. Sewer gravity main
- B. Sewer force main
- C. Sewer lateral (attach pdf sheets)
- D. Sewer manholes
- E. Valves
- F. Lift station
- G. Wastewater treatment plant
- H. Flow modules (portable)
- I. Sewer basins
- J. Grease traps

This scope assumes approximately 90 sewer as-builts being incorporated into the new GIS system as well as approximately 2,800 sewer lateral pdf sheets that need to be attached to the sewer lateral layer. The Sewer Lateral pdf Sheets will be attached to a new point location within the parcel being served. This location is to be obtained by City staff, via sewer billing records. Gray & Osborne will then use this address to geocode the service location and attach the Sewer Lateral pdf Sheet.

Subtask 3.3 – Insert Storm Data

Storm data is anticipated to come from existing GIS data, CAD files, and scanned as-builts.

This scope of work assumes the following components and associated available attribute data will be established within the GIS database.

- A. Catch basins
- B. Cleanout
- C. Inlet
- D. Outlet
- E. Yard drain
- F. Storm pipes
- G. Open channel system

- H. Outfalls
- I. Flow control facilities
- J. Water quality facilities

This scope assumes approximately 90 storm as-builts being incorporated into the new GIS system.

Subtask 3.4 – Insert Planning Data

Planning data is anticipated to come from existing GIS data or other City planning documents.

This Scope of Work assumes the following components and associated available attribute data will be established within the GIS database.

- A. Zoning/Land use
- B. Open space corridors (from Comprehensive Plan)
- C. Shoreline area
- D. Floodplain areas
- E. Other critical areas (wetlands, streams, and buffers)
- F. Other pertinent maps from the City's current Comprehensive Plan

Subtask 3.5 – Insert Transportation Data

Transportation-related data is anticipated to come from existing GIS data, available planning data, and/or marked-up maps available from City staff.

This Scope of Work assumes the following components and the associated available attribute data will be established within the GIS database.

- A. Current 6-year transportation improvement projects
- B. Roads (from County)
- C. Street lights (Public Utility District and City)
- D. Street signs (including stop signs)
- E. Utility pole (non-street)
- F. ADA ramps
- G. Garbage Cans

- H. Traffic signals (location and type)
- I. Speed limits

This Scope assumes that City staff will provide locations for the street lights, signs, utility poles, ADA ramps, and garbage cans, or that staff will borrow Gray & Osborne's receiver to collect this information. If Gray & Osborne staff is to collect this information, this act will be considered outside of this Scope of Work and consequently, a supplement will be prepared to address the additional work and fees needed.

Subtask 3.6 – Insert Parks Data

This Scope of Work assumes the following components and the associated available attribute data will be established within the GIS database.

- A. City parks
- B. HOA parks
- C. Trails

This Scope assumes that the City will provide Gray & Osborne the location of these items and that no new data will be collected by Gray & Osborne.

Subtask 3.7 – Insert Reference Data

Reference data is anticipated to come from existing GIS data available through public sources.

This Scope of Work assumes the following will be established within the GIS database (as it is available via outside sources).

- A. City limits/UGA
- B. Other jurisdictional boundaries (County/School/Fire/Public Utility District)
- C. Parcels/lot lines
- D. Subdivisions
- E. Topography
- F. Schools
- G. Critical areas not included in the planning section (hydrology, steep slopes, and wellhead protection areas)
- H. Soils

- I. Impervious surface coverage
- J. Aerial photo from Snohomish County

TASK 3 – ASSUMPTIONS

The Subtasks listed under Task 3 presume the following assumptions.

- A. City staff will provide all existing and available electronic data.
- B. City staff will provide all available As-Built Plans and documentation.
- C. Gray & Osborne staff will digitize up to the limited amount of Plansets noted, assuming approximately 10 pages per Planset. Any digitizing beyond this amount would require a supplement to this Scope of Work.
- D. The City recognizes that the final base map product will represent a variety of accuracies from “cartooned” placement of digitized base maps, to digitizing of engineered drawings.
- E. City staff will provide sewer-related billing data which will include the parcel number and address associated with the side sewer.
- F. City staff will name the Side Sewer Lateral and Water Meter Install pdf Sheets by the same name of the ID that it will be joined to in GIS (i.e., parcel number, meter ID, etc.).

TASK 4 – QUALITY ASSURANCE/QUALITY CONTROL

Data entered from sources other than original GIS data, will be reviewed on occasion, to ensure accurate entry. Multiple staff members will be utilized to cross-check data entry. Any errors will be corrected before moving on to final completion of the data.

TASK 5 – DETERMINE EQUIPMENT NEEDS

Gray & Osborne will work with the City and Snohomish County to understand the security needs that the City currently practices. Gray & Osborne will then provide recommendations on the appropriate additional hardware and software needed for staff to maintain the mapping system in the future. The City and Gray & Osborne will determine how many staff will be involved in viewing the mapping system, as well as how many should have access to editing the data. The recommended number, type, and cost of ESRI licenses will then be provided. Gray & Osborne can also provide a discussion on GPS receiver needs, should the staff want to obtain accurate field data in the future.

TASK 6 – CREATE MAPPING TOOLS

Once data is inserted into GIS, Gray & Osborne will create mapping tools for the City's use. This Scope intends for the following mapping products to be created.

Subtask 6.1 – Create Base Maps

Two separate ESRI-based .aprx files will be created with ArcGIS Pro. These base maps will be used as the basis for online viewer maps.

- A. Community Development Planning layers
- B. Public Works layers

Subtask 6.2 – Create Online Viewer Maps

Two online maps housed in ESRI's ArcGIS Online (AGOL) program will be created.

- A. Viewer map for City staff use, which contains both planning and public works layers, including Water Meter Install Sheets and As-Built Plans.
- B. Viewer map for the public. This Scope assumes the creation of up to two dashboards, if requested.

Subtask 6.3 – Create Map in Field Maps App

One Field Maps app map will be constructed for use by Public Works crews. Staff will be able to submit a form to request a change to the map which will be received by the designated Editor, who can change the map in ArcGIS Pro. The Field Maps app will allow City staff to utilize their phones and/or tablets to enter data in the form intended for the Editor of the map.

TASK 7 – TRAINING

Gray & Osborne personnel will train those viewing the online maps on how to easily view Planning- and Public Works-based data. Gray & Osborne staff will also train the selected City Editors who will be responsible for editing the base maps in the future. Both in-person trainings and written directions will be provided. This Scope assumes up to four in-person trainings will be held.

SCHEDULE

The following estimated schedule will be used as a guideline to complete the work described herein.

Task 2 – Setup Overall GIS Framework.....	November 30, 2024
Task 3.1 – Insert Water Data	March 30, 2025
Task 3.2 – Insert Sewer Data	March 30, 2025
Task 3.3 – Insert Storm Data	March 30, 2025
Task 3.4 – Insert Planning Data.....	January 31, 2025
Task 3.5 – Insert Transportation Data.....	February 31, 2025
Task 3.6 – Insert Parks Data	January 31, 2025
Task 3.7 – Insert Reference Data.....	November 30, 2025
Task 4 – Quality Assurance/Quality Control.....	Ongoing
Task 5 – Determine Equipment Needs	April 30, 2025
Task 6.1 – Create Base Maps.....	September 30, 2025
Task 6.2 – Create Online Viewer Maps.....	September 30, 2025
Task 6.3 – Create Map in Field Maps App.....	September 30, 2025
Task 7 – Training.....	October-November 2025
Status Meetings.....	Bi-weekly

EXHIBIT B

ENGINEERING SERVICES SCOPE AND ESTIMATED COST

City of Stanwood - GIS Services

Tasks	Project Manager Hours	GIS Analyst Hours
1 Project Management	36	24
2 Setup Overall GIS Framework	8	16
3 Insert Existing Data		
3.1 Insert Water Data	16	258
3.2 Insert Sewer Data	12	328
3.3 Insert Storm Data	16	236
3.4 Insert Planning Data	4	80
3.5 Insert Transportation Data	4	60
3.6 Insert Parks Data	2	40
3.7 Insert Reference Data		16
4 Quality Assurance/Quality Control	48	96
5 Determine Equipment Needs	4	24
6 Create Mapping Tools		
6.1 Create Base Maps	2	32
6.2 Create Online Viewer Maps	8	48
6.3 Create Map in Field Maps App	2	16
7 Training	8	32
Hour Estimate:	170	1,306.00
Fully Burdened Billing Rate Range:*	\$148 to \$265	\$65 to \$180
Estimated Fully Burdened Billing Rate:*	\$240	\$175
Fully Burdened Labor Cost:	\$40,800	\$228,550

Total Fully Burdened Labor Cost: \$ 269,350

Direct Non-Salary Cost:

Mileage & Expenses (Mileage @ current IRS rate) \$ 1,000

TOTAL ESTIMATED COST: \$ 270,350

* Actual labor cost will be based on each employee's actual rate. Estimated rates are for determining total estimated cost only. Fully burdened billing rates include direct salary cost, overhead, and profit.