



SPECIAL PLANNING COMMISSION MEETING AGENDA

February 10, 2025 – 5:30 PM

Stanwood Fire Station (8117 267th Pl NW)

1. Call to Order
2. Roll Call
3. Public Requests and Comments
4. Approval of Minutes
 - Approval of the January 13, 2025, Planning Commission Minutes
5. New Business
 - Public Meeting: Viking Village Site Development Permit 24-0121
6. Adjourn for Break

SPECIAL JOINT PLANNING COMMISSION AND CITY COUNCIL MEETING AGENDA

February 10, 2025 – 6:30 PM

Stanwood Fire Station (8117 267th Pl NW)

7. Call to Order from Break
8. Old Business
 - Unified Development Code: Housing, Subdivisions, and Flexibility Discussion
9. Recent Council Action on Commission Items
 - Public Hearing and First Reading on Procedures Code
10. Upcoming Items
 - Continued discussion on Critical Areas Code
11. Adjourn

Zoom Meeting Information

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82891360016>

Passcode: 502157

Telephone: 253-215-8782

Webinar ID: 830 9911 3579

January 13, 2025

Planning Commission Meeting Minutes



Planning Commission Meeting Minutes Monday, January 13, 2025 – 6:30 pm

Call to Order: 6:30 p.m.

Roll Call

Commissioners Present:

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

Staff Present:

Patricia Love, Community Development Director
Tansy Schroeder, City Planner

Absent: Melissa Toner, Commissioner

Also known to be present: Russell Joe, MBAKS and Morgan Krueger, WDFW

Public Requests and Comments: None

Approval of Minutes:

The minutes from the November 18, 2024, Planning Commission meeting were unanimously approved with one correction requested.

New Business:

Election of New Chair and Vice Chair

At the first meeting of the year, the Planning Commission elects a new Chair and Vice Chair. According to the bylaws, election of officers should be the first item of new business and the new officers assume their duties at the close of elections.

Commissioner Questions & Comments

- Patrick Hosterman volunteered to remain the Planning Commission Chair and Cody Davis seconded that motion. The Commissioners unanimously approved Patrick Hosterman as the Chair.
- Jeff Wheatley nominated Cody Davis as Vice Chair. Cody Davis nominated Jeff Wheatley as Vice Chair. Four Commissioners voted for Cody Davis as Vice Chair. The Commissioners unanimously approved Cody Davis as Vice Chair.

Public Hearing: Critical Areas Code Amendment

The Growth Management Act (GMA) requires all cities and counties to adopt development regulations that protect critical areas. These regulations help to preserve the natural environment, maintain fish and wildlife habitat, and protect drinking water. Protecting critical areas also helps reduce exposure to risks, such as landslides or flooding, and maintains the natural elements of our landscape. Patricia Love presented the Commissioners with public comments received on the Critical Areas Code Amendment.

Commissioner Questions & Comments

- Is the 1500 SF a maximum size building that can be placed on the property? Yes, it is the maximum building footprint.



Planning Commission Meeting Minutes Monday, January 13, 2025 – 6:30 pm

- For improvements done to buildings in the floodplain, staff is proposing to change the percentage of improvements from every 24 months to every 12 months, which is the federal standard.
- Staff is also proposing that any new HVAC systems will need to be raised out of the flood plain.
- Patricia Love suggested adding a new section – SMC 18.802.060 (3): “Wetland buffers may be reduced per the Department of Ecology Publication #22-06-014, Option 1, if the wetland connects to a protected habitat corridor as defined in the wetland guidance document for western Washington.”
- Are there any properties that have an overlap of wetland and stream habitat? If so, what would take priority? An overlap of habitats often occurs. When it does, whichever scenario that requires the largest buffer would take priority.
- Patrick Hosterman made a motion to continue the Public Hearing on the Draft Critical Areas code amendment to March 10, 2025. Jeff Wheatley seconded the motion. The Commissioners unanimously approved continuing the Public Hearing to the March 10, 2025, meeting.

Public Comments:

- Morgan Krueger, Regional Land Use Lead from WDFW: Ms. Krueger commented in support of the proposed amendments to the Critical Area Code Amendments. Morgan provided additional information such as, that jurisdictions are required to include best available science (BAS) when updating their Critical Area requirements.
- Russell Joe, Government Affairs Manager from Master Builders Association of King and Snohomish Counties: Mr. Joe thanked the Commissioners for their hard work on the Comprehensive Plan. He advised the Commissioners, when looking at wetlands and stream buffers, consider how the current regulations are doing, what improvements may come from the new regulations, how they will improve the wetlands and stream buffers, and how new regulations may increase costs in housing by increasing timelines and added regulations. Snohomish County rejected the Site Potential Tree Height (SPTH). Mr. Joe asked the Commissioners to think about the ‘why’ behind rejecting SPTH and see if there are alternative ways to use BAS or if keeping current regulations may be more appropriate.

Old Business:

Unified Development Code: Housing and Flexibility Discussion

During the 2023 and 2024 Legislative Sessions, Washington State legislators passed several new laws governing housing. These laws were enacted in response to the Washington State housing crisis declared by Governor and are intended to promote housing production and affordability. At a previous meeting, the Planning Commission began the discussion on updating the Permitting Use Matrix of the new Unified Development Code. This introductory meeting summarized key issues that need to be addressed, prohibited uses, and lot development flexibility. This month’s discussion focused on the 2023 / 2024 state laws regarding housing and subdivision flexibility.



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Commissioner Questions & Comments

- On the ADU Infill Housing Option, how will the readjusted lots comply with setbacks in the code? This is something that will have to be looked into. It might be a situation where the master lot meets zoning standards and the ADU's will be "condominium-ized".
- Will new ADU's be subject to impact fees such as traffic and parks? State law says impact fees for new ADUs can't be any more than 50% of the residential impact fees. This law is already implemented in Stanwood's fee resolution. There will need to be a proportion to the impact.
- Will ADU's be separately metered from the master lot? Staff is currently working on this subject in SMC Title 12 Utility. The current thought is an attached ADU would run off the master meter. A detached ADU will likely need a separate meter.
- Can an ADU be built and rented as a VRBO or Airbnb? There can be restrictions added to what type of use will be allowed.
- The lot ratio suggestion would seem to break up monotony in a subdivision.
- If a property owner wanted to "condominium-ize", the lot ratio might not work. Ratios will work better in the Single-Family zones.
- Staff will continue to work on different scenarios on the lot ratio option.
- Commissioners like all the ideas presented for the Housing & Flexibility Discussion.

Public Comments

- Russell Joe commented that ADUs can be a way to increase infill housing. The ability to have flexibility in housing is an important tool.

Miscellaneous Business:

Year in Review

Staff presented a year in review summary of the work accomplished by the Community Development Department in 2024.

Commissioner Questions & Comments

- Commissioners appreciated the reminder of all the work done in 2024.

Recent Council Action on Commission Items:

- Procedures Code

Upcoming Items:

- Continued Discussion on Housing and Subdivision Code.
- Critical Areas Code Amendment.

Adjourn: 9:05 p.m.

Public Meeting:
24-0121 Viking Village
Mixed-Use Site Development



CITY OF STANWOOD
PLANNING COMMISSION

AGENDA STAFF REPORT

MEETING DATE: February 10, 2025

SUBJECT: Viking Village Site Development Permit Public Meeting

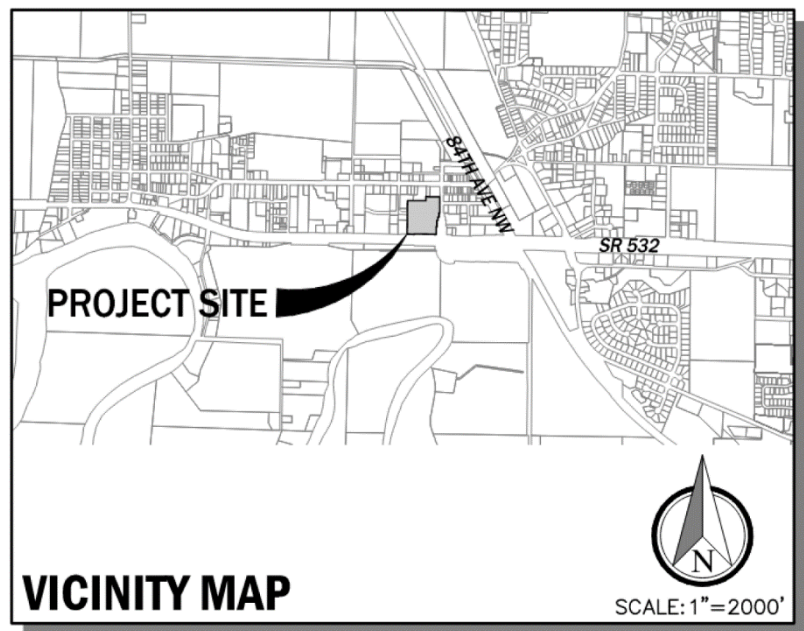
CONTACT PERSON: Tansy Schroeder, Senior Planner

Public Meeting: 24-0121 Viking Village Mixed-Use Site Development

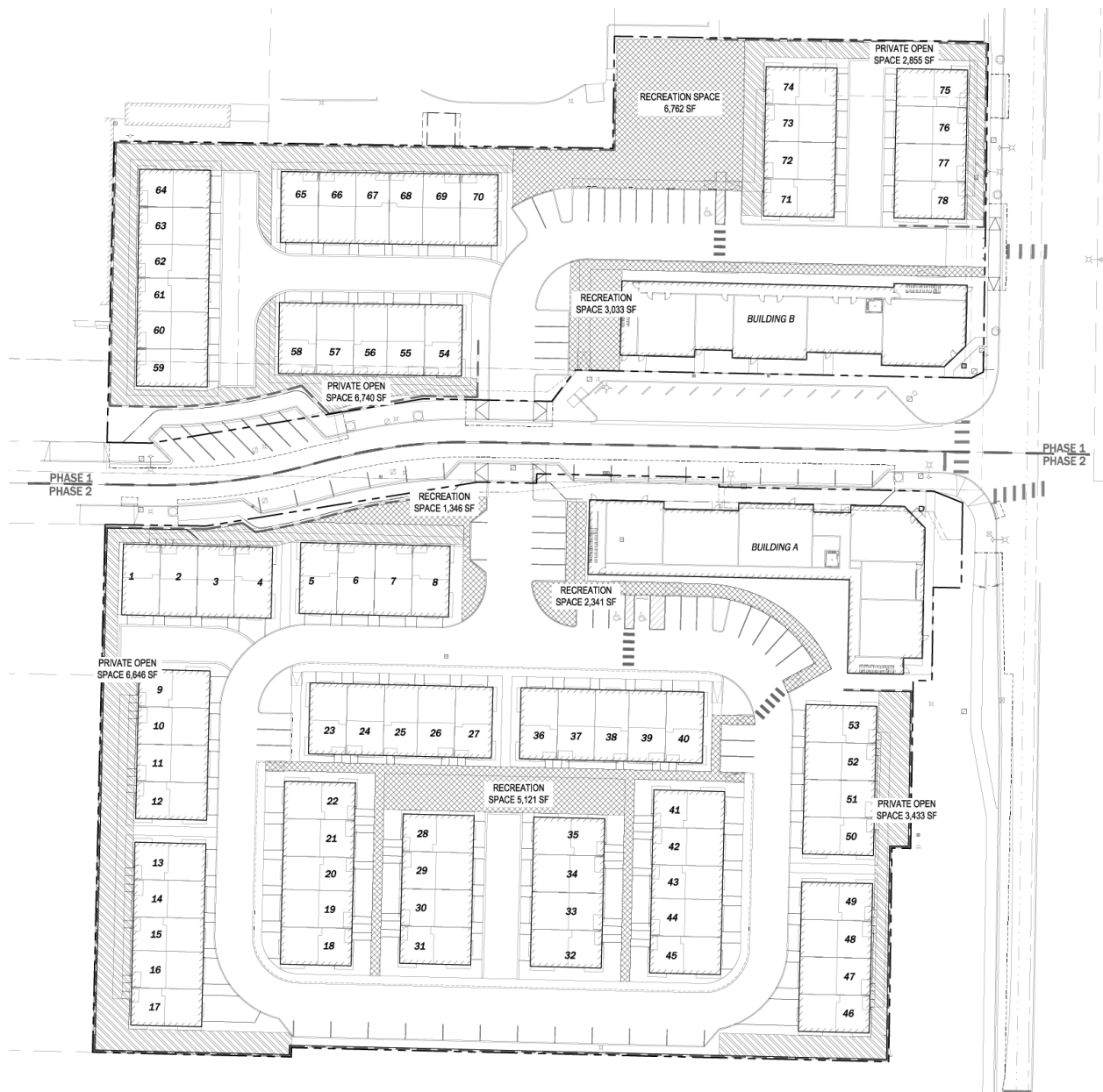
Pursuant to Stanwood Municipal Code (SMC) 17.80.310, Type II permits for mixed-use projects greater than 20 units are required to hold a public meeting with the City of Stanwood Planning Commission. The purpose of a public meeting is to provide the public with the opportunity to learn about a project and to ask questions in order to gain a better understanding of a project. Meetings are not as formal as a hearing, do not require public testimony, and are not required to be recorded.

WV Holdings I, LLC, the applicant, is proposing to construct a mixed-use development consisting of 78 townhome units, 24 multi-family flats, and 16,075 square feet of ground-level commercial space. The project is located northwest of the intersection of 88th Avenue NW and SR 532 with Viking Way traveling east-west through the site. The project is located on two parcels zoned as Mainstreet Business II (MB-II) which total 6.46 acres, of which 4.72 acres (approx. 205,603 square feet) are proposed for development. The development proposes to include 18,603

square feet of common open space areas and 19,674 square feet of "private open space" to serve as individual yards for the townhome units. The project will also include utility, storm water management, and street and landscaping improvements. This will be a two-phased project with the first phase consisting of the site area and public roadway frontage improvements on the north side of Viking Way. The second phase will complete the site area and roadway improvements on the south side of Viking Way.



Proposed Site Plan:



Summary of Public Comments:

Type II projects are subject to public notice requirements. A Notice of Application for this project was issued and published on October 22, 2024. The formal public comment period was open from October 22, 2024 through 4:30 pm on November 6, 2024. A Notice of Public Meeting for this project was issued and published on January 21, 2025. The formal public comment period was open from January 21, 2025 through 4:30 pm on January 31, 2025. The City considers public comments received at any point throughout the permit review process, and not just public comments received during formal comment periods. As of January 31, 2025, the City has received a total of 22 public comments for this project.

Please find below a summarized list of concerns raised by public comments:

- Proposed building height in relation to surrounding development
- School district capacity
- Cost of housing and lack of affordability
- Impacts on traffic
- Compatibility with city character
- Impacts of being in the floodplain
- Overcrowding
- Ability to complete the project
- Parking
- Improvements to 88th Avenue NW

Public Meeting:
24-0121 Viking Village
Public Comments

Schroeder, Tansy

From: Tim Poetzl <tim@stanwoodfoursquare.com>
Sent: Thursday, October 24, 2024 5:38 PM
To: Schroeder, Tansy
Subject: Comment of Vicking Village development.



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

Looking through the documents the bundling heigh of 45' would completely block the signage for our church. This seems unfair and will be difficult for us to function as a church as we have invested in property and signage that will be blocked by the proposed town homes.

Thanks

Tim Poetzl
Lead Pastor Stanwood Foursquare Church
tim@stanwoodfoursquare.com

Home Address
28448 71st Dr NW
Stanwood WA 98292

Work Address
Stanwood Foursquare
PO BOX 183
Stanwood, WA 98292

Schroeder, Tansy

From: Amanda Cardwell <accardwell21@gmail.com>
Sent: Monday, October 28, 2024 5:29 PM
To: Schroeder, Tansy
Subject: Viking Village Mixed-Use Site Development Feedback



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

Good Evening Tansy,

I hope this email finds you well. I am formally writing to request that this development request NOT be permitted. There is already a huge development going up next to the high school and I hate to see another large complex be built in Stanwood. We already have a school crisis and the city cannot sustain more housing. I urge the city to address the concerns happening in the schools before they allow additional developments. No one here can afford the housing that is available - let alone large complex pricing that will continue to grow and increase.

If Stanwood continues to see such growth I guarantee it will begin to push out some of the people who love the small town feel and it will lose what makes it so special.

Thank you for considering,

Sincerely
Amanda Cardwell
26910 92nd Ave NW C5 PMB 466
Stanwood WA 98292

Schroeder, Tansy

From: Nick Deline <delinenick@gmail.com>
Sent: Monday, October 28, 2024 6:58 PM
To: Schroeder, Tansy
Subject: Viking village apartments



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

Dear Tansy,

I'm a life resident of stanwood and wanted to share my voice on this project plan. I think this is a rushed and under thought process. Not only is this going to kill the charm of stanwood that people enjoy living in and coming to this poses a few more problems. Where are the kids going to go? The school districts are getting overloaded already up on Cedarhome and the school staffing is hurting. The space is too small for that many apartments and that close together. Also the traffic will be cumbersome and cost millions of dollars to make it workable for that many people moving into the area while living there. Please revoke this and keep stanwood great, or at least put apartments where it's not a flood plane and actually well thought out. THIS IS NOT!

Respectfully,
Nick Deline

Sent from my iPhone

Schroeder, Tansy

From: Heather Evans-Keliher <hkelch7878@gmail.com>
Sent: Tuesday, October 29, 2024 3:58 PM
To: Schroeder, Tansy
Subject: Viking Village Build site application



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

Hello,

My name is Heather Evans-Keliher. My mailing address is 6818 278th St NW, Stanwood Washington 98292, United States. I strongly oppose

24-0121 Viking Village Mixed-Use Site Development Notice of Application.

I believe the influx to the roads, schools, crime, and overall commercial development will ruin the small town feel that Stanwood currently offers. There has already been significant development both housing and commercial in the 8 years that I've lived here. Most of the community does not want this. It's capitalism that is pushing this. I would like to go on records with my concerns and opposition to this application.

Thanks

Heather Evans-Keliher

Schroeder, Tansy

From: luke erickson <ericluke64@gmail.com>
Sent: Tuesday, October 29, 2024 10:45 AM
To: Schroeder, Tansy
Subject: Viking village mixed use site development public comment concern



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

Hello I would like to make my stance noted on this matter, but I like to think I'm speaking not only for myself but also many others that live in this area when I say that we do not need any more apartments built in this town until action is taken to fix and aid traffic flow through the town. I live on Camano island and driving through stanwood is my only route to get home, being that i think that I am well qualified to speak on this subject. I'd like to add that we need to have a bit of foresight over things of this magnitude as to how it can affect us in the future as we all know the town as it stands today is populated enough that a single crash of any severity on highway 532 can result in extreme delays for those of us trying to get home I would also add that many of us work down south and already have a lengthy commute as it is so let us not make it worse thanks.

Luke Erickson
771 Cheryl Ann dr, camano island, WA 98282

Schroeder, Tansy

From: Micah Erickson <micah971@icloud.com>
Sent: Tuesday, October 29, 2024 11:04 AM
To: Schroeder, Tansy
Subject: Destroying historic building in stanwood



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I just wanted to say my family homesteaded out here in the late 1800s and I have a lot of family in & around camano island & stanwood that have noticed how a lot of the projects you city officials have been pushing through are just destroying any remaining staples of stanwood. My grandpa if he was still alive wouldn't even recognize this town & it's sad to see all these new people moving into the area and ruining my familys history & many other of the reminders of where the town came from. I hope you guys come to your senses and stop ruining everything everyone loves about this small town before people stop moving here

Schroeder, Tansy

From: alexandria@malamabuild.com
Sent: Tuesday, October 29, 2024 3:18 PM
To: Schroeder, Tansy
Cc: michael.radutskiy@gmail.com; 'Jacob Simmer'
Subject: Viking Village Mixed-Use – 78 Townhomes & 24 Multi-Family Flats



Caution. Suspicious Link: Sender email and link don't match up. This may be a phishing attempt.

Hello Tansy,

I hope this message finds you well. I am writing to express our interest in the upcoming multifamily project, Viking Village Mixed-Use – 78 Townhomes & 24 Multi-Family Flats in Stanwood and to inquire about the opportunity to submit a bid.

At Malama Design & Build, we pride ourselves on our unique position as both general contractors and wholesale dealers for a variety of interior finish manufacturers, including cabinetry, tile, flooring, and carpet. This dual expertise not only enhances our construction capabilities but also allows us to offer competitive pricing and a streamlined procurement process, ensuring quality and efficiency in our projects.

With our extensive knowledge and experience in construction, we believe we can contribute significantly to the success of this multifamily development. We would appreciate any details you could provide regarding the project specifications, timelines, and requirements for the bidding process.

Additionally, as one of the owners, I am proud to highlight that our company is partially minority woman-owned. This diversity enriches our perspective and commitment to inclusive practices and breaking barriers as leaders in the construction industry.

Thank you for considering our inquiry. We look forward to the opportunity to collaborate on this project and contribute to the growth and development of our community.
I have also listed our website below for more information about us.

<https://malamabuild.com/>

Cheers,
Alexandria
Co-Owner/ Estimator/Designer



Mālama Design & Build
808-870-9109

Schroeder, Tansy

From: Raquel <relentlessbeautyb@gmail.com>
Sent: Tuesday, October 29, 2024 9:50 AM
To: Schroeder, Tansy
Subject: Viking village comments



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Good morning Tansy,

I'd like to submit my opposition to a Viking Village housing development. Our city is already suffering from tons of traffic congestion and so much more. Building more housing is going to hurt our beautiful city.

We need commerce we need community resource centers, maybe a bigger library and safe place for families.

Please note my opposition and my husband's, Daniel Herrera

We reside at 17925 Marine Dr Stanwood Washington 98292

Thank you

Raquel Mendoza (Herrera)
425-374-9110

Schroeder, Tansy

From: Tia Hafner <hafnertk@gmail.com>
Sent: Tuesday, October 29, 2024 12:16 PM
To: Schroeder, Tansy
Subject: Application for Viking village



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I think this is a horrible proposal!!!!!! I truly hope this gets denied.
There is already a huge townhouse/commercial space next to the high school being built which is already ridiculous enough and the amount of open commercial space just sitting empty in all these older units is growing. We are just overcrowding the school system once again on top of all the other issues. Rent is already outrageous and housing prices are still beyond high and these multi unit locations do not help at all!

This proposal is all around a huge NO!!!!!!
Sent from my iPhone

Schroeder, Tansy

From: Sid Roberts
Sent: Friday, November 1, 2024 6:20 AM
To: Love, Patricia; Schroeder, Tansy
Subject: Fw: Viking Village

Follow Up Flag: Follow up
Flag Status: Flagged



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Good morning Patricia.

Would you mind responding Stuart? I think someone with community development expertise and understanding of GMA should be the one to respond to him. It could be next week sometime. Not sure if he was looking for a response as much as he wanted to share his climate change understanding.

Sid Roberts | Mayor | City of Stanwood

10220 270th St NW, Stanwood, WA 98292

Main 360-629-2181 | Cell 360-320-7815

www.stanwoodwa.org www.discoverstanwoodcamano.com

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

From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Thursday, October 31, 2024 4:35:06 PM
To: Sid Roberts <Sid.Roberts@stanwoodwa.org>
Subject: Viking Village



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

Honorable Mayor Sid Roberts:

The proposal to build townhomes on the Viking Village site.

How can a whole town full of sober minded, responsible and intelligent people get to this point?

November 11 to 22 we will hear a lot of news from the worldwide discussion about climate change, the COP29 global climate change summit. The engine that pulls the train on this global issue is the rise in yearly average temperature over what it was prior to 1900. Holding the rise to only 1.5 degrees seems to have turned into a hope to keep the rise below 2.0 and a fear that it may rise to 3.0 or higher. Warming means more land based ice in Antarctica and Greenland melting and adding to ocean levels rising.

Ignoring climate change prospects for developing town homes for just under 100 families at sea level ignores the probability of putting all of these people at risk between 2050 and 2100. The entire downtown could be at risk and yet no public discussion has been focused on how to think about that.

People will buy into mortgages by 2028 or so, give or take a year or two. A thirty year mortgage will see people in place, looking to live in a place with mortgage paid off or to sell to a successor homeowner. If projections turn into reality, those homeowners will be trying at some point to sell inundated property.

Between 2050 and 2100 current projections by the IPCC are that the worldwide sea level for the world's oceans could rise by 3 to 5 feet. Given the way scientific analysis reads, there is no certainty, only a range of probabilities. The frustrating aspect of scientific discussion is that it is couched in extremely careful terms. It is not in common sense definite expectations, although everyone looks for that.

By 2030, another IPCC report is scheduled to be released which will bring forward the results of many research projects around the world currently under way.

Given the likely continued temperature rise and the difficulty of real policy changes that will begin to bring temperature rise down any time in the near future, it would seem that 3-5 feet of sea level rise could be exceeded by an unknown number of feet in the 2030 report.

Given the world condition, it would seem wise to maintain a watch on the developing science and to look to preventing impacts that might be anticipated.

There are not many towns facing this issue.

-Stuart Heady
Camano Island

Schroeder, Tansy

From: Lethal Wit <lethalwit@hotmail.com>
Sent: Thursday, October 31, 2024 10:57 AM
To: Schroeder, Tansy
Subject: Citizen Comments upon Viking Village Mixed-Use Site Development proposal, file number 24-0121



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

Full document available at:

<https://docs.google.com/document/d/1fKxcUZRkgQDC6oQINwX1sYHePcVwabTNXiJnadwUe0/edit?usp=sharing>

This document has been shared with you. Let me know if you can not access. Full document here:

Citizen comments concerning:

Viking Village Mixed-Use Site Development

File number: 24-0121

Tim Schmitt

lethalwit@hotmail.com

Please add me as a party of record to this project.

(1)

Via SMC 17.150.027 (2) "Prior to approval of development in an area of known or probable cultural resources, the city shall require a site assessment by a qualified professional archaeologist or historic preservation professional and ensure review by qualified parties." For the same reasons the city found cause to order a cultural assessment upon the Sabrinki property (less than two blocks away), these same reasons should be applied to the open space upon the Viking Village site. These properties are in the exact same geographic vicinity.

(2)

Incompleteness of Floodplain Informational Development Sheet. According to the instructions upon the sheet, "FOR STRUCTURES: Attach building plans showing foundation design, flood elevation, floor elevations, HVAC and other mechanical equipment elevations, size, and locations of vents, floodproofing design and other relevant information that address those standards."

There are no attached building plans attached. There is zero documentation adhering to this direction; therefore, the Floodplain certificate can not be issued.

Per submitted plan document: https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/18_floodplain_development_certificate.pdf?CT=1730310158163&OR=ItemsView

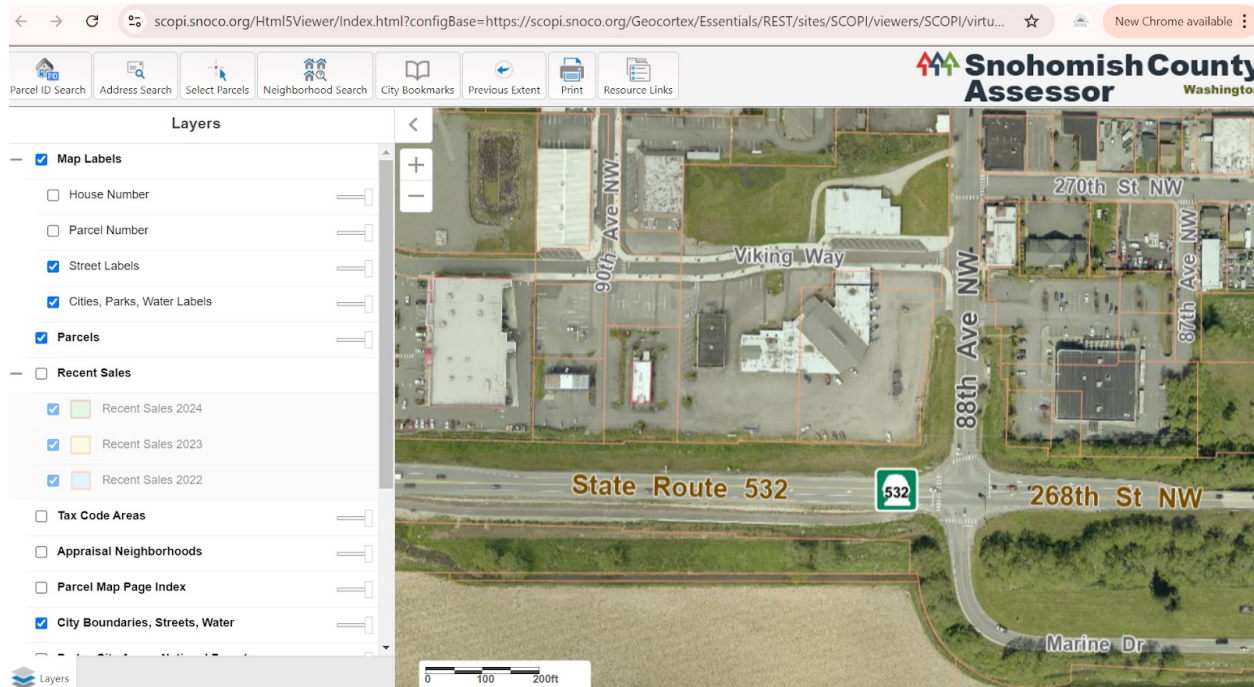
(3)

False statements within Traffic Impact Analysis

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/09_tia_viking_village.pdf?CT=1730310687166&OR=ItemsView

- a. "The two parcels are currently listed as occupied with a 4,241 SF church, 24,689 SF of retail space, and a 4,068 SF high-turnover sit-down restaurant per Snohomish County Online Property Information (SCOPI). "

SCOPI makes no such designation:



b. Incorrect classification of on-site restaurants. The current restaurants (The Duck In, Stanwood Thai) are classified as “high-turnover sit-down restaurant”. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, a “**high turnover**” restaurant is a type of sit-down restaurant characterized by:

- **Quick service:** Customers typically spend less time at the restaurant compared to traditional sit-down restaurants.
- **High volume of customers:** These restaurants often have a large number of customers coming in and out throughout the day.
- **Limited table service:** While there is table service, it is often less formal and quicker than traditional restaurants.

These characteristics do not apply to Viking Village’s restaurants. Instead, Viking Village restaurants should be classified as “Traditional Sit Down Restaurants”, most closely matching the characteristics of the restaurants there, which according to the ITE is, “These restaurants offer full-service dining, including table service and often a more extensive menu. They typically have a slower turnover rate and generate fewer trips per unit area compared to fast-food or high-turnover restaurants.”

(c) Irrelevant national statistics applied. According to section 3 within:

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/09_tia_viking_village.pdf?CT=1730310687166&OR=ItemsView

This statement

“Trip generation calculations for the Development are based on national statistics contained in the ITE Trip Generation Manual, 11th Edition (2021)” By their calculations, the current retail portion of Viking Village generates 1,344 car trips per day:

Table 2: Net New Trip Generation Summary

Land Use	Size	ADTs	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Single-Family Attached Housing ITE LUC 215	78 Units	562	9	28	37	26	18	44
Multifamily (Low-Rise) ITE LUC 220	36 Units	243	3	11	14	11	7	18
Strip Retail (<40k) ITE LUC 822	15,680 SF	854	22	15	37	52	51	103
Church (Removed) ITE LUC 560	-4,241 SF	-32	-1	0	-1	-1	-1	-2
Strip Retail (<40k) (Removed) ITE LUC 822	-24,689 SF	-1,344	-35	-23	-58	-82	-81	-163
High-Turnover Site-Down Restaurant (Removed) ITE LUC 932	-4,068 SF	-249	-12	-10	-22	-13	-8	-21
TOTAL		34	-14	21	7	-7	-14	-21

This certainly does not match the current usage of Viking Village, which is seemingly less. First, the largest tenant by square footage is an athletic training facility, not a retail establishment. Second, several of the Viking Village stores have been vacant for years. Therefore, instead of a generic, one-size-fits-all national number, instead a traffic number that accurately reflects Viking Village's actual usage should be determined and employed.

(4)

Per project narrative document:

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/02_design_standards_narrative_viking_village.pdf?CT=1730313202813&OR=ItemsView

Which contains this statement upon page three:

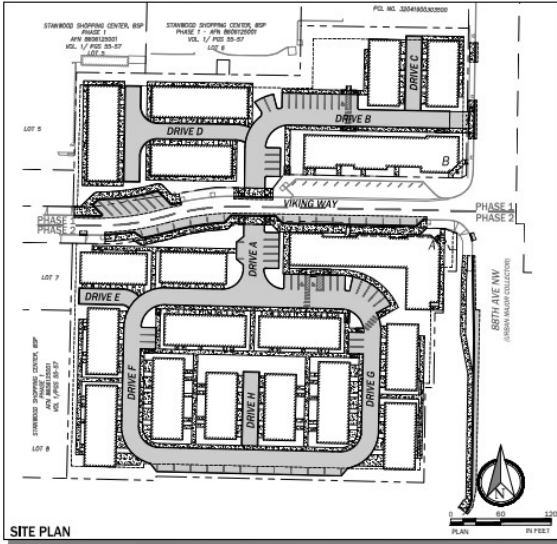
"17.112.030 6 – Mechanical or HVAC equipment is proposed to be located either on the rooftop of the proposed buildings or in screened enclosures located away from the public streets."

This placement would apparently allow ground-level mechanical or HVAC equipment, then apparently exposed to potential floods.

(5)

Per SMC 17.105.110 (2) C, “In the MB-II zone, parallel or diagonal on-street parking stalls are required along a minimum of 50 percent of the street frontage.”

The current layout does not apparently meet this requirement:



(6)

Per Project Narrative document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/01_project_narrative_viking_village.pdf?CT=1730313987279&OR=ItemsView

Page five states:

“This includes 156 private garage spaces for the 78 townhome unit”

Please clarify how private garage spaces are counted towards parking requirements. It’s fairly common that garage spaces fill up with home goods, leading to overflow parking upon the street. Crediting every garage space as a parking space ignores the domestic reality of how people actually live and make use of that space (wood shops, hobby rooms, Ebay businesses, jet skis, bicycles, sewing rooms, etc.) Therefore, ignoring the reality of how residents actually live within these units then threatens unintended overflow parking elsewhere.

(7)

Per SEPA checklist document:

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Of page 8, section 5:

“No animals were observed or known to exist on the site. It is likely that hawks, herons, eagles, songbirds, deer, and other small mammals may exist in the areas near the site. ”

This is incorrect. Upon the northeast corner of the property, there is shrubbery and small trees home to nesting songbirds, and most likely supporting other small mammals.



(8)

Per SEPA checklist document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Page 9 states,

“There are no proposed energy conservation features or measures to reduce or control energy impacts.”

This seemingly conflicts with SMC 17.112.090 which states, “All exterior lighting shall balance the need for energy conservation with those of safety, security and decoration.”

(9)

Usage incompatible with zoning district. Per SEPA checklist document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Page 11 states, "... while the southerly approximately 1.7-acre portion of the site located south of SR532 is currently zoned General Industrial (GI)"

This 1.7 acre parcel is proposed for housing development. By SMC 17.10.020 (13)

GI (General Industrial) Zone. The purpose of this zoning district is to provide opportunities for major employment areas within the city and to allow heavy industrial uses including manufacturing, warehousing, storage, distribution, food processing, trucking and related uses in locations that are environmentally suitable for these activities. This zone also provides a location for major utilities including the sewage treatment plant. Additionally, this designation provides a location for the adult entertainment overlay. This zone implements the general industrial and the existing public facilities land use designations and the adult entertainment overlay designation in the Comprehensive Plan.

Therefore, placing housing within the GI zone is incompatible with the GI zone's defined purpose.

(10)

Insufficient protection of historic uses of Viking Village businesses. Per SEPA document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Page 12 states

"No proposed measures to avoid or reduce displacement impacts are proposed or expected to be required."

Per Stanwood's 2024 Comprehensive Plan,

<https://stanwoodwa.org/DocumentCenter/View/8174/2024-2044-Comprehensive-Plan-Final->

policy LUP 10.3 states, "Encourage property owners to engage in restoration of historic properties, **uses**, and buildings. Ensure compatibility of new developments with historic structures through building design standards." (bolding mine).

Viking Village's historical **usage** contains businesses essential to Stanwood's cultural identity and community needs. For example, Stanwood's only laundromat, an essential resource to some community members, will be displaced. The Uff Da shop, which carries on Stanwood's nordic heritage, will be displaced.

Therefore, the lack of displacement measures upon the historical usages of Viking Village is inconsistent with the Comprehensive Plan policy LUP 10.3.

(11)

Per SEPA document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Page 13 states:

"Light and glare from the project is not expected to cause hazards or interfere with views."

There is no background, reasons, or calculations provided backing this statement up. Rather, this sentence appears to be an opinion, rather than a fact. Viewing this statement in light of SMC 17.112.090 which states, "Exterior lighting shall not be designed to permit any adverse effect on neighboring properties" it certainly seems possible there could be light pollution inadvertently emitted from this project.

(12)

Per the SEPA document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/10_sepa_checklist_viking_village.pdf?CT=1730388561763&OR=ItemsView

Page 13 states

"There are no informal recreational opportunities in the immediate vicinity of the project site." and "The proposed project will not displace and existing recreational uses."

This is incorrect. The grassy pad upon the northeast portion of the lot is used for informal recreation activities. This pad is used during the Twin City Idlers Show, various street fair when the downtown main street is close for festivities, and fourth of July activities. It's not uncommon to witness impromptu playing of children and scouting activities upon that pad. That same pad is used to display booths by local political parties, becoming a critical asset in fostering political

speech. Therefore, this pad is a well-used community resource, which would indeed be displaced.

Furthermore, to the northwest of the property, the grassy spot is used by Four Square parishioners for youth activities, such as regular volleyball games and horse shoe contests. That lot also hosts special events, such as children's Easter Egg hunts.

Lastly, the Viking Village parking lot hosts numerous community events. The 2024 Touch-a-Truck was hosted here. A few car shows per year are hosted in the parking lot as well.

Therefore, the current configuration of Viking Village provides numerous recreation opportunities to the Stanwood community.

(13)

Per the Stormwater Plan document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/08_stormwater_site_plan.pdf?CT=1730393231076&OR=ItemsView

Page five states

"The project site is designed in accordance with the 2005 Department of Ecology Stormwater Management Manual for Western Washington (SMMWW)"

The "2005 Department of Ecology Stormwater Management Manual for Western Washington" is superseded by the 2014 Department of Ecology Stormwater Management Manual for Western Washington, publication number 14-10-055, updated in 2022. Therefore, usage of the out-of-date 2005 manual is incorrect, and calculations based upon it abandoned.

(14)

Missing wetlands identified

Per Wetland Reconnaissance document

https://snoco-my.sharepoint.com/personal/tansy_schroeder_ci_stanwood_wa_us/Documents/00%20Public%20Notices%20and%20Related%20Documents%20for%20Public/24-0121%20Viking%20Village%20Mixed%20Use%20Site%20Development/11_wetland_recon_viking_village.pdf?CT=1730394946502&OR=ItemsView

The project only mentions one nearby ditch, "A roadside ditch that runs east to west is present south of SR 532."

However, to the southeast of the property is a wetlands / ditch that is prominent with active wildlife. It's common to spot waterfowl along the strip. At night, the cacophony of frogs croaking can be deafening. I've once witnessed an otter swimming in its waters. The presence of cattails and wetland grasses confirm the marshy nature of this strip and its role in providing wildlife habitat.



XXX

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CITY OF STANWOOD



Licensed in:
Missouri: 1984 - 2019
Illinois: 1985 - 2018
Washington: 2014 - Present

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November 6, 2024

City of Stanwood
Stanwood Community Development
Senior Planner, Tansy Schroeder
10220 270th St. NW
Stanwood, WA 98292

VIA HAND DELIVERY and EMAIL TO: tansy.schroeder@stanwoodwa.org

**RE: Comments on behalf of International Church Foursquare ("the Church")
about Viking Village Mixed-Use Site Development Proposal – File Number: 24-0121 ("the Project")**

To: Senior Planner Schroeder

The Church retained this Firm to provide the City of Stanwood ("the City") with concerns about WV Holdings, LLC's proposed project at Viking Village. The comment period has been open for the standard 14 days. Due to the unique location, i.e. *at the City's Gateway*, and due to the extraordinary nature of this *floodplain in-fill* project, the Church requests that the City obtain its own independent investigations, e.g. floodplain, wetlands and traffic reports to review the project and provide further guidance and comment.

In addition, this Firm, on behalf of the Church, **requests Future Notices of the Decision and/or Appeal Procedures to be mailed via USPS to the Church and to the Law Firm's address: 10101 270th Street, NW, Suite 211. Stanwood, WA 98292.**

COMMENTS

1. APPLICANT: Identification and Proof of Financial Ability and Insurance to Complete the Project

Due to the unique location of this project, i.e. at the Gateway to Stanwood, it is in the City's best interest to be assured of the identification of the Applicant, their floodplain in-fill development prowess, and their financial ability to completed the proposed project at the important location.

Extraordinary projects taking extraordinary diligence to complete. The City should require, obtain and review all available information about the Applicant – and its apparent affiliates - to ensure to our public the identify of the actual developer, i.e. general contractor/owner, of the Project.

- A. Identification of Applicant: In the Notice of Application and its attached documents, WV Holdings I, LLC ("the LLC") was identified as the Applicant. No Secretary of State ("SOS") filings were provided. This Firm obtained the Applicant's further identification filed with the SOS, i.e. the LLC's Certificate of Formation and Annual Reports were obtained.

The LLC is a **2-year old company that is run by a sole member**, Kerek R. Edwards of Kirkland, WA. **Importantly, the LLC has no real estate holdings to provide for a potential lender's security.** An apparent counterpart company, WV Holdings II, LLC is less than 1-year old company. **It too has no real estate holdings in Washington.**

The lack of longevity and the lack of real estate holdings causes concern as to the Applicant's experience and financial ability to complete the Project.

The business address for WV Holdings I, LLC and WV Holdings II, LLC is 1010 Market St. in Kirkland, WA. That business address is also shared with several apparently affiliated businesses. The first of such "business" appears to be **Westcott Homes**. We say "business" – in quotes – because Westcott Homes is *not* a registered entity. There is no company or LLC denotation associated with the name of Westcott Homes. In such circumstances, Westcott Homes could be a name used by a sole proprietor. Or, Westcott Homes could be, pursuant to Washington Law, a registered fictitious name for a properly formed entity. Given that homes are intended for this Project, it is assumed that "Westcott Homes" will be involved. Its website depicts acceptable builds of residential units. Yet, the identity of "Westcott Homes" is obscure. The lack of identity is, of course, a problem when things go wrong.

A cursory review of the SOS website as well as the Westcott Homes website did not reveal any entity with the registered fictitious name of "Westcott Homes." Rather, the Westcott Homes website addresses "Westcott Homes" as having a "parent company" of **Westcott Homes LLC**. This reference to a "parent company" causes concern as it would likely be inaccurate, i.e. Westcott Homes does not have a "company" designation; therefore, could not have a "parent company."

Additional research with the SOS revealed additional entities of **Westcott Holdings, Inc.** and **Westcott Holdings and Investments, Inc.** with the *same* business address as the Applicant. Both of these holding companies have the *same sole member*. And, neither have registered the fictitious name of **Westcott Homes**. **Most importantly, none of these "holding companies" have any real estate holdings in Washington.**

- B. Financial Ability: The City should do its best to ensure the financial stability and ability of the Applicant/Developer to complete the Project. Further, infill projects are fraught with damage issues to neighboring properties. Therefore, the City has a duty to protect the Project from causing damage to the adjacent properties. Proof of sufficient and adequate Insurance should be required.
- C. Floodplain Development Prowess: No mention of WV's prowess here. First time projects are learners. The City should be cautious here and do its best to guide the developer in all aspects of the Project. Again, this prominent location is essential to the community. And, although it can be said that Viking Village has long needed a face-lift, a disastrous incomplete development that has displaced essential services to our community is far worse.

2. FLOODPLAIN IN-FILL PROJECT – TWO PHASES

The City, located in the AE Flood Zone with 13-foot base flood elevation, should do its best to promote public safety and prevention of flood losses. It is understood that the City is progressing on a rebuild of the town's protective Levee, which is believed to be approximately 14 feet high. That height provides additional "breathing room" for now, but the flooding risk remains, i.e. Stanwood could flood.

The existing entities at risk from flood: City Hall, the Library, restaurants, the Food Bank, schools, churches, small businesses and a few residences – all of which were constructed mid-20th Century. Josephine Caring Community would also be inundated if the levee broke. This is already a significant rescue effort that taxes our First Responders.

The Project features over 100 additional future residences. That could easily be another 400 people to rescue. Yet, this added burden to the already taxed resources was not mentioned – other than the assumption of new "owners," rather than existing Stanwood residents, moving into the units. That assumption is speculative.

Whether there are resources or not, developing residences in a flood plain should not be done without great due diligence and thought. Such a development is inapposite to the City's goals of safety. Therefore, it is not advisable to continue to build residences in the floodplain without a fully completed levee, additional resources being provided by the developer for such required additional rescues, and notices to the potential residents of their risk of living in a Floodplain *and a seismic hazard zone*, as mentioned below.

The development itself is a risky investment too. High expenses are incurred to attempt to avoid potential damages from liquefaction under the real threat of developing in a "high" seismic hazard zone. Despite the high expenses to address the liquefaction risks et.al, the risks are not prevented; the risks are only reduced - purportedly. The percentage of risk should also be delineated to the public.

Couple the flooding and liquefaction risks with an "in-fill" project. Such projects, with existing adjacent businesses and establishments to consider, always add complexity to the building process. Yet, there is little to no mention in the Applicant's documentation of any adjacent businesses that need to be considered – other than wetting the mud during construction to "reduce" dust.

In this in-fill case, existing establishments that have not been elevated out of the 100-year floodplain are at risk during and after the development. Despite these environs, no mention is made of how the proposed development is to protect these properties from the pressures that the proposed new development may cause to them.

CURRENT EXAMPLE of DAMAGE from an IN-FILL PROJECT in STANWOOD: The Church has *recently* experienced property damage due to the in-fill project to its west. Since the in-fill project started, the Church's building, i.e. previously the hardware store, has experienced severe sinking. Cracks in the floors and walls are prevalent. Windows and doors no longer operate properly. Other damages mount. It appears that some expert's opinion either did not consider the potential for damage in the in-fill project or an error of judgment occurred. Civil litigation is not always the answer. Here, if the City and Developer will perform its due diligence on behalf of all those affected by the in-fill project, damages and litigation can be avoided.

NOTE: This real-life example, experienced presently by the Church, is forewarned in the CPH Consultants' Stormwater Site Plan Drainage Report.

3. PRESSURE FROM COMPACTING THE SOIL and DE-WATERING:

The Applicant's submission did not address the potential damages to the adjacent properties at all. Specifically, damages may be caused from the extraordinary filling of a floodplain via compacting the soil and de-watering. The City should obtain its own expert opinion here. Under its existing circumstances of being damaged by the latest in-fill project, the Church may also need time to obtain additional expert opinions and submit further comments.

4. ENVIRONMENTAL CONCERNS – SEPA CHECKLIST

The SEPA Checklist has the following concerns:

- a. Applicant: The Applicant is Westcott Home, which is not an entity or registered fictitious name (See, Concerns listed in Item #1, above.)
- b. Hwy 532: The checklist *does* note that the Project Site is below grade of State Highway 532 by noting that the site has a 55% slope at its southern perimeter. But, it does not note whether, after the fill and compaction, the site will remain below grade. It is assumed so, however. Interestingly, there is no notation of any future, needed expansion of State Highway 532. WSDOT should be solicited for comments and encouraged to expand Hwy 532. A reservation of right of way may be possible on site so as to prevent any need to disrupt the residences in the future.
- c. In-Fill Project Not Noted: The checklist does *not* note that the Project is an in-fill project. Without referencing the existing drainage patterns of the previously existing establishments, the checklist may be replete. Its statement that the improved project will maintain the current drainage discharge patterns is suspect. Given the change in elevation of the Project site, such maintenance "of the current drainage" is also suspect. Also See, Stormwater Concerns, below.
- d. Liquefaction: Unstable soils are not revealed despite the Geotech Report discussing the risks of liquefaction.
- e. On-site erosion: On-site erosion is anticipated in the Report (paragraph B.1.f.). With an in-fill project, more precautions must be used to keep the existing establishments safe from property damage and to keep access to those establishments unobstructed. Further, upon completion, the required maintenance and costs of the erosion controls et. al, should be provided to the Homeowners Association, if any.
- f. 70% of the site is expected to be impervious. 70% impervious is unreasonably high for development in a floodplain area where mostly residences are located. Further, it is suspected that the 70% figure includes the 1.7 acres on the south of State Highway 532. It should be made clear what the percentage of impervious cover is on the *north side* of Hwy 532. And, either way, the northside needs more pervious areas for many reasons, as discussed herein.

- g. Dust Reduction: Watering the soil to control the dust is not fool proof. For an in-fill project, the City should require the contractor to keep the neighboring properties free of dust and all damages and require adequate insurance to cover any such damage.
- h. Wetlands: The report claims no wetlands are on site. However, the Wetland Study, performed for the Applicant, acknowledges that there are historic land habitats and that the soils of the remaining greenspace on site are soils closely matching fill materials.
- i. Emergency Services: The report claims no special emergency services are expected; yet, this in-fill project is in the floodplain where a flood is projected. With over 400 persons living there, it seems that First Responders' resources should be analyzed to be sufficient to permit such evacuation and rescue efforts. It is mentioned that the taxes generated will add to the responder's coffers, but that remains to be seen and should not be relied upon without strict proof.
- j. Existing Establishments to be Displaced: The Report does not address the existence of all commercial establishments presently occupying the Viking Village Shopping Center. Indeed, the Report literally states that "No people will be displaced by this completed project"; and "there are no proposed measures to reduce displacement impacts." Read together, the Applicant's statements reveal a non-disclosure of the existing establishments that will need to be relocated, either within or outside of the Project Site.

The community may appreciate the face-lift provided by a new development at Viking Village. But, the community also greatly appreciates each of the existing establishments in Viking Village. The City would be loathe to have those services lost to this new development. The City should be certain that these establishments are relocated within the Project and/or the Stanwood area.
- k. Historic Views: The historic views of downtown Stanwood will be altered by the Project. Even the Church's tall sign next to its administration building will not be visible from Highway 532 due to the height of the proposed buildings. These views, where applicable, should be considered and protected.
- l. Historic Viking Village: The historic nature of Viking Village is for the record. The history should be preserved where possible.
- m. Displaced Recreational Activities: The Report states that it will not displace recreational activities, but it fails to mention that the Church maintained and utilized the .7 acres of greenspace adjacent to its building – for recreational activities. To its credit, though, it does mention – without details of location– that the Project will be providing 30,395 square feet of active recreation space.
- n. Middle-Income Housing: The characterization of the residential units is "Middle-Income", which bespeaks more cars and higher rents. Stanwood will still need affordable housing in a safe location.

- o. Traffic: The Report states that it will only generate 34 new ADT. This is difficult to fathom with 100+ new residential units. The Report does admit that the Project would have to pay Traffic Impact Fees; unfortunately, the TIA negates that such fees are assessable. The City should obtain its own traffic expert here.

5. CARS & TRAFFIC

Planning for an additional 400+ persons to frequent this area of Stanwood during multi-times on a daily basis will, without a doubt, cause an impact on traffic in the area. The questions are: how much impact and how does Stanwood handle any additional traffic in an already over-crowded right-of-way.

The Traffic Impact Analysis prepared by Kimley Horn for the Applicant has the following concerns:

- a. Applicant's Expert: The Report was prepared for the Applicant and opines that Traffic Impact Fees are not necessary. Unless the City fully adopts the Applicant's opinion, the City should have its own expert analyze the veracity of this report and its conclusions that state.
- b. Different Criteria: The Report uses different criteria than the criteria presented by Applicant's Development Consultants, e.g. the TIA has 36 multi-family units an only 15,680 square feet of commercial space.
- c. Existing Establishments – without specific traffic counts: The Report does recognize the existing establishments, but is not specific in the traffic generated by those establishments. The Church alone has a 2:1 ratio for people and cars. 450 is the Church's structural capacity, but additional space can be utilized. These traffic figures are not mentioned, but should be considered.
- d. LOS: The Level of Service points are only at 88th street and the site access at Viking Way. The access at State Highway 532 should also have been analyzed. The City of Stanwood already acknowledges that the 532 access has "long delays" – prior to adding 400+ residents to the mix. The anticipated conclusion, i.e. that the existing infrastructure is not sufficient to accommodate the new traffic, was not made. But, with existing long delays already in place, does Stanwood really need more modeling by any expert?
- e. Conclusion: The Report's main conclusion was that, with over 400 new residents, there will only be 34 new ADTS with 7 new AM peak-hour trips. The Report also concluded that there will be 21 fewer PM peak-hour trips. Although this conclusion does apply a "pass-by reduction", only a traffic expert could understand that application. As it reads to a layperson, it is incomprehensible. In our conclusion on the TIA, we all know that the traffic is already bumper-to-bumper almost throughout the day. The State's infrastructure is not ready for this increase in traffic throughout the day.

6. PARKING/LOADING SPACES/TRASH REMOVAL

Parking: 242 parking spaces is insufficient.

Resident Parking

78 Townhomes in 17 Townhome Buildings

Each townhome is expected to contain 3 bedrooms and 4.5 persons per SMC 17.147.020. Yet, for 4.5 persons, there are only 2 parking spaces/unit, i.e. in a private garage that is often used for storage as well.

The units do not appear to have a driveway for parking. This invites street parking, which may not be physically possible.

24 Multi-Family Flats above Commercial Buildings

Each Flat has either 1 bedroom with assumed 2 persons or 2 bedrooms with 3.5 persons. In accordance with CPH's page 6 of 8, that equates to 60 people. Yet, only 40 parking spaces are provided for these units. This invites wrongful parking in commercial spaces, which must be discouraged.

Guest Parking

The 5 spaces called out for Guest Parking are woefully inadequate. There should be sufficient spaces, i.e. no less than 20 spaces throughout the complex; otherwise, guests are tempted to wrongfully use other dedicated parking. This wrongful use necessitates police calls and towing, neither of which promotes good relations. The City should ensure that the police are not needed for this type of activity by preventing the activity with adequate spaces for guest parking.

Further, the location of the Guest Parking should be practical, i.e. in close proximity to each residence. Street parking does not appear to be practical. Therefore Guest Parking will be essential. No less than 20 designated spaces for guests seems reasonable but, under certain circumstances, could also be insufficient. Cross parking arrangements may be necessary.

Commercial Parking

The number of spaces required for the commercial units is contingent on the use. Without pre-sale of the commercial units, it is unclear what number of parking spaces will be needed there. 40 spaces may be woefully inadequate.

Shared Parking

Within the Project, it appears that 5 shared parking spaces may be provided.

Outside of the Project limits: The Church needs every parking spot it has. Importantly, it does not want to have to police its parking lot for unpermitted parkers due to the underestimation of required parking for the Project.

Loading: The Project calls for no loading spaces. Yet, the Project calls for Commercial Establishments that need deliveries and trash hauling. The Project also calls for 100+ residences that are assumed “leased premises”, which means move-ins and move-outs will be continual.

Trash Removal: The Project did not appear to address these essential needs. The Church would request the containment of any trash removal units.

7. SET BACKS – MAKE THEM REASONABLE

10-feet from Sidewalk but 5-feet from Commercial Building: Setbacks provide space to breathe and to recreate on a private basis. The Project appears to have more setback from a sidewalk than from a commercial building. Usually, if commercial buildings are built next to residences, a large setback is required. The Church requests that same consideration for a large setback be made when a residence is planned next to a commercial establishment. Otherwise, the double standard reflects a disrespect for the anticipated residents who would be entitled to a larger setback if they had just been the first-in.

Construction Activities: The Project’s proposed construction appears to be too close to the Church’s building. If narrow setbacks are maintained, then accommodation must be made to prevent damage to the Church’s property.

8. GREENSPACE:

Although the smaller of the two-phased build, the Phase I - Northside development is set to remove the largest amount of green space in the area. Developments need common ground or greenspace for recreation of nearby occupants and for animal care. The Church has utilized that greenspace for years under a month-to-month lease and is willing to engage in a mutually cooperative relationship with the new owner and/or Homeowners Association (“HOA”) regarding this space if left essentially “in tact.” These efforts may reduce the HOA’s maintenance costs and save its funds for the cost of the high-end maintenance that will be required to live in the floodplain, as discussed below.

Greenspace helps with the aesthetics of the area and activities of the nearby occupants. Greenspace also adds to the very important pervious needs of any floodplain development. It should be noted that, prior to the Church’s maintenance of this greenspace, the area was thought to contain a wetland. (See, Wetland Report.)

9. RESIDENTIAL USE OF PROPERTY ZONED “MAIN STREET BUSINESS”

The Church welcomes progress, growth and new residents moving into our community. In doing so, the Church must also protect its existing functions that serve our community so well.

- A. **Noise Level of Church’s Existing Activities:** The Church conducts events continually, e.g. early mornings and late evenings. The noise level of the congregation is palpable. The Church wants to be a good neighbor, of course. But, it does not want to change its celebrations.

With the proposed residences in close proximity to the Church, the Church’s existing activities will likely cause disturbance of a residence. Yet, a respectful co-existence is possible. To achieve that end, the Church suggests that a residential 50-foot setback from the Church’s building. This setback will recognize the busy and raucous events that the Church presently conducts. It will help keep peace in the new neighborhood.

10. ELEVATIONS

Applicant's documentation seems to avoid stating the obvious: this Project involves Property that sits well below grade of State Highway 532. The Project involves filling the site. Yet, the properties adjacent to the Project remain at their present "below-grade" station to State Highway 532. The result will be an unusual aesthetic of undulating grounds.

11. STORMWATER SITE PLAN DRAINAGE REPORT

Drainage concerns surround the velocity and volume of the runoff as well as the capacity of the existing conduits.

It is acknowledged that the Drainage Report appears comprehensive. But, it is based on the *20-year old* Department of Ecology's Stormwater Management Manual. And it is not clear that such manual or sections relied upon addressed in-fill developments with active floodplains. Further, the models were based on a *2012* Hydrology Model. Given the change in the expected sea level rise since 2005 and 2012, these manuals and models should be augmented with more current modeling and methods. The minimum requirements of that Manual may have been considered. But, when those standards begin with "greater than 5000 square-feet of new impervious surface" and the Project calls for much more than that minimum, it is a concern that the standards will fall short, especially when developing inside of a floodplain.

Given that the Church has experienced substantial damages due to the latest floodplain in-fill project reveals the urgent need for proper analysis so that no additional damages are caused.

In addition the drainage analysis was conducted in June on a dry and sunny day. No wet weather analysis has been performed.

12. HOMEOWNERS ASSOCIATION

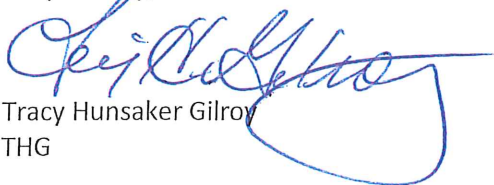
It is unclear whether the proposed units will be owned or leased. Either way, there are many examples of builders who leave Homeowner Associations or Property Managers without proper tools – *or funds* - to maintain the Association's common ground or utilities. The City should require clearly drafted ByLaws and CC&Rs so that any Association will know what extraordinary maintenance that they have bought into, especially when developing in a Floodplain.

13. ACCESS – DURING CONSTRUCTION and POST-CONSTRUCTION

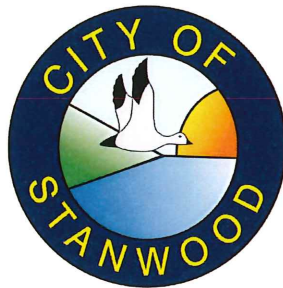
During any project, access into the surrounding properties is affected. It is unclear what the City will require of the contractor during construction. The City must protect the existing businesses and non-profit organizations from suffering a loss of access during the construction and after the project is completed.

Thank you for the opportunity to comment on this important and unique Floodplain In-Fill Project.

Respectfully,



Tracy Hunsaker Gilroy
THG



Public Comment

Submitted By: Gilroy Law Firm - Tracy Hunsaker Gilroy

Received November 6, 2024

Regarding Viking Village Development Proposal

File Number - 24-0121



Schroeder, Tansy

From: Micah Erickson <micah971@icloud.com>
Sent: Wednesday, November 6, 2024 6:03 PM
To: Schroeder, Tansy
Subject: Re: Destroying historic building in stanwood



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Thank you but no I would not be interested. Theres nothing that I can do about your people pushing for what they want and your bureaucratic system that's alot harder to deal with because the silent majority won't speak up or doesn't even know that's going on. You people are just money hungry and don't mind ruining small towns for financial benefit which shows because growth is a completely optional thing, we would not magically have a homeless population appear if we did not build more housing although with building lower income apartments everywhere you are opening the door for homeless people through the mass influxes of resident & who potentially aren't even prepared to live in Washington with the state of economics. I can only hope for the best I don't have time to get invested in local politics just to stop the city from ruining itself, more than likely il have to wait till it turns into a smokey point & then start planning on moving away and leaving my family's history to be forgotten about. Which is a really sad thing because when my family homesteaded on rocky point & near current English boom, three of the family's had met up to attempting to educate their kids & created what's now the lady's aid hall and it acted as the first school until a proper school house was built which many women throughout my family were a massive part in as well, I had a distant aunt was a congresswoman & the bob Larson stadium was built in for like my great great uncle bob. My grand father had worked on the old saloon down town doing side work from time to time and had been a farmer for years and all I have to say is every single one of them would be disgustingly disappointed with what our town is turning into. Also referencing not selling off farmland to be developed what happened to the sunburg farm? Haha not sure there but it's awfully sad to see. I hope you guys come to your senses but it's been development after development for the past 10 years just pushing and cluttering that city into shit, I mean even the movie theater is about to go under because of how badly uptown stanwood got ruined with the sky scrapers up there and I bet I can guess what's going to go in to replace it.. anyways thank you for your time and I hope I can safely raise children here & I don't have to leave my hometown one day due to actions of money hungry bureaucratic city workers and maybe there's a slight chance your sympathetic but I doubt you are so best of luck with the developments and I hope the paycheck is worth it. If not and you have a conscious I'm sorry for the slight negative undertone to the email but I'm fed up with watching my city & state get ruined.

On Nov 6, 2024, at 11:36 AM, Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us> wrote:

Good morning Micah,

Thank you for your comment on this proposal. I have added it to the permit record. Would you like to be added as a Party of Record for this proposal?

Stanwood's community has experienced tremendous growth in recent years. Its population has nearly doubled over the last 20 years. As a community within the greater Seattle metropolitan area, Stanwood has become one of the fastest growing bedroom communities in the region. Stanwood is also shifting from an older agricultural community to a younger family community.

In Washington State, planning for future growth is regulated by the Growth Management Act (GMA). The GMA was originally adopted in 1990 and was intended to reduce urban sprawl. Urban sprawl is defined as “the uncontrolled expansion of urban areas”. To reduce sprawl, the GMA designated Urban Growth Areas (UGA’s) which are required to accommodate urban growth to protect the rural lands outside of urban areas. A UGA includes a city and its potential annexation areas. The City of Stanwood is an urban area intended and designed for urban growth. By locating urban growth within city limits, the rural areas surrounding Stanwood are preserved. Land within cities is almost always intended for urban growth, regardless of historical uses.

The GMA also requires counties and cities to plan for and accommodate future population growth including twenty-year population, housing, and job growth targets. Changes related to growth can be difficult for a community to adjust to. Growth is inevitable and unavoidable. But through intentional development standards, the City can ensure that growth is occurring in a way that is aligned with the vision and desires of the community.

Any proposed development which meets all applicable standards of the Stanwood Municipal Code cannot be denied. In Washington State, property owners have a right to develop their property. A by-right approval (also known as an as-of-right approval) is granted when a development proposal strictly conforms to zoning and building codes and, thus, qualifies for construction without requiring discretionary approval. This concept is also referred to as the "land use entitlement" process. Just as a Stanwood resident has the right to develop their property, larger companies also have a right to develop property.

Thank you,

Tansy Schroeder (*They/Them/Theirs*)
Senior Planner | City of Stanwood
10220 270th St NW
Stanwood, WA 98292
Direct: 360-454-5211 | City Hall: 360-629-2181
Email: tansy.schroeder@stanwoodwa.org
<image001.png>
<image002.png>
[City of Stanwood](#) | [Discover Stanwood Camano](#)

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

From: Micah Erickson <micah971@icloud.com>
Sent: Tuesday, October 29, 2024 11:04 AM
To: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>
Subject: Destroying historic building in stanwood

<image003.png>

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I just wanted to say my family homesteaded out here in the late 1800s and I have a lot of family in & around camano island & stanwood that have noticed how a lot of the projects you city officials have been pushing through are just destroying any remaining staples of stanwood. My grandpa if he was still alive wouldn't even recognize this town & it's sad to see all these new people moving into the area and ruining my familys history & many other of

the reminders of where the town came from. I hope you guys come to your senses and stop ruining everything everyone loves about this small town before people stop moving here

Schroeder, Tansy

From: Stevie Chandler <steviechandler@yahoo.com>
Sent: Wednesday, November 6, 2024 4:32 PM
To: Schroeder, Tansy
Subject: Viking Village Proposal



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Hello,

As a life long Stanwood community member, I would like to oppose the plans for Viking Village. I understand that Stanwood has an obligation to fulfill housing requirements, but I don't agree that this is the best place to accomplish that.

I believe it would be a missed opportunity to make Viking Village a town center, a way to bring together both sides of town and to celebrate Stanwood's heritage. Getting rid of the Viking ship design is erasing the town's history. It's taking away character that makes our town unique. Viking Village is iconic, it's just a bit tired. By giving it a much needed facelift, but keeping the overall feel, it could be a great place to bring in more shops and more visitors.

It would be great to have a covered outdoor area for the Farmer's Market and other types of markets or community events. It could be a reason for people to come here and spend an afternoon shopping and dining much like in La Conner.

Again, I feel that moving forward with the proposed plan will further erase the unique look and feel of our town and add to making it generic and nondescript. It feels like a waste to not make it into something special that benefits all of the community. Thank you for time and consideration.

Stevie Chandler
27505 Pioneer Hwy
Stanwood

Sent from my iPhone

Schroeder, Tansy

From: Steve Shepro
Sent: Wednesday, November 6, 2024 2:21 PM
To: Schroeder, Tansy
Subject: 24-0121 Viking Village Mixed-Use Site Development Notice of Application



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Hi Tansy,

I am requesting the following be considered in regard to this application:

1. Street trees be planted along the entire 88th Avenue NW in accordance with the Stanwood Municipal Code. (I could not see where they are included in the plans.)
2. Consideration be given for requiring a delivery truck loading area within the development.
3. Landscaping, such as tree and shrub plantings, be required along the Highway 532 frontage area, similar to the plantings along 532 where Jack in the Box and QFC are located. (See below.)



Thanks,

tansy.schroeder@stanwoodwa.org

From:
Zane Wagoner
7104 265th St NW
#309
Stanwood, WA 98692

To: City of Stanwood, Community Development Department

From: Village Commons Homeowner's Association Board
7104 265th St. Stanwood, Wa

RECEIVED

NOV 6 2024

Re: City Development Planning

CITY OF STANWOOD

Greetings:

As owners of homes in the city of Stanwood, we have watched the building of four apartment buildings in an area very close to our home in the past few years. Now we are watching the building of a very large complex across the road from us and from the high school. We are concerned about additional traffic from the large development across the street and its impact on traffic from the high school feeding onto State Route 532.

Now the Planning Commission is planning another large development in Viking Village. Much is said about green spaces, ripping up sidewalks, etcetera. However, we are not aware of how traffic from this complex will be handled in the city itself.

In short, we are very concerned that buildings are being approved without a plan to handle the traffic from the buildings. We therefore object to the commission going ahead with this until traffic issues have been considered and planned for.

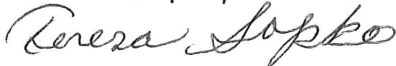
Thank you for your consideration of our request.

Village Commons HOA Board

Zane Wagoner, President



Teresa Sopko, Vice President



Schroeder, Tansy

From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Thursday, November 7, 2024 1:39 PM
To: Schroeder, Tansy
Subject: Re: Viking Village



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Tandy:

Yes, please add me in. I think the city needs to really be more open minded on the climate change issue. The overall impact won't be contingent on local timelines or deadlines. If an action is taken now, some large consequence of global conditions will occur, at some point in coming decades, regardless. Best to take the opportunity to monitor global dialogue in the COP conference about to start, as well as dialogue regarding temperature rise, increase in storms and the way the insurance industry is reacting to various conditions.

-Stuart

On Nov 7, 2024, at 1:25 PM, Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us> wrote:

Good afternoon Stuart,

Thank you for your comment on this proposal. I have added it to the permit record. Would you like to be added as a Party of Record for this proposal?

The City of Stanwood will be required to address climate change and adopt a Climate Change Element of the Comprehensive Plan in 2029. The City is currently working on its two-year budget and is proposing to allocate funding in 2026 in order to conduct Best Available Science (BAS) studies in relation to Stanwood and climate change.

The Viking Village proposal will be required to meet all FEMA floodplain requirements.

Thank you,

Tansy Schroeder *(They/Them/Theirs)*
Senior Planner | City of Stanwood
10220 270th St NW
Stanwood, WA 98292
Direct: 360-454-5211 | City Hall: 360-629-2181
Email: tansy.schroeder@stanwoodwa.org
<image001.png>
<image002.png>
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From: Stuart Heady <stuart.HEADY@gmail.com>
Sent: Thursday, October 31, 2024 4:35:06 PM
To: Sid Roberts <Sid.Roberts@stanwoodwa.org>
Subject: Viking Village



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Honorable Mayor Sid Roberts:

The proposal to build townhomes on the Viking Village site.

How can a whole town full of sober minded, responsible and intelligent people get to this point?

November 11 to 22 we will hear a lot of news from the worldwide discussion about climate change, the COP29 global climate change summit. The engine that pulls the train on this global issue is the rise in yearly average temperature over what it was prior to 1900. Holding the rise to only 1.5 degrees seems to have turned into a hope to keep the rise below 2.0 and a fear that it may rise to 3.0 or higher. Warming means more land based ice in Antarctica and Greenland melting and adding to ocean levels rising.

Ignoring climate change prospects for developing town homes for just under 100 families at sea level ignores the probability of putting all of these people at risk between 2050 and 2100. The entire downtown could be at risk and yet no public discussion has been focused on how to think about that.

People will buy into mortgages by 2028 or so, give or take a year or two. A thirty year mortgage will see people in place, looking to live in a place with mortgage paid off or to sell to a successor homeowner. If projections turn into reality, those homeowners will be trying at some point to sell inundated property.

Between 2050 and 2100 current projections by the IPCC are that the worldwide sea level for the world's oceans could rise by 3 to 5 feet. Given the way scientific analysis reads, there is no certainty, only a range of probabilities. The frustrating aspect of scientific discussion is that it is couched in extremely careful terms. It is not in common sense definite expectations, although everyone looks for that.

By 2030, another IPCC report is scheduled to be released which will bring forward the results of many research projects around the world currently under way.

Given the likely continued temperature rise and the difficulty of real policy changes that will begin to bring temperature rise down any time in the near future, it would seem that 3-5 feet of sea level rise could be exceeded by an unknown number of feet in the 2030 report.

Given the world condition, it would seem wise to maintain a watch on the developing science and to look to preventing impacts that might be anticipated.

There are not many towns facing this issue.

-Stuart Heady
Camano Island

Schroeder, Tansy

From: Steve Shepro
Sent: Thursday, November 7, 2024 3:31 PM
To: Schroeder, Tansy
Subject: Re: 24-0121 Viking Village Mixed-Use Site Development Notice of Application



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Thanks Tansy. Yes, I would like to be added as a party of record.

There's one other comment I should have added to yesterday's email. Although it probably isn't critical to include it as part of this development. I meant to suggest that 88th Avenue southbound at Hwy 532 be widened to include a right turn lane onto 532. Traffic can really back up there.

This is what it currently looks like:



Steve Shepro
Stanwood City Council

From: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>
Sent: Thursday, November 7, 2024 2:28 PM
To: Steve Shepro <Steve.Shepro@stanwoodwa.org>
Subject: RE: 24-0121 Viking Village Mixed-Use Site Development Notice of Application

Good afternoon Steve,

Thank you for your comment on this proposal. I have added it to the permit record. Would you like to be added as a Party of Record for this proposal?

Staff is still in the process of the initial review for consistency with code standards.

Thank you,

Tansy Schroeder *(They/Them/Theirs)*

Senior Planner | City of Stanwood

10220 270th St NW

Stanwood, WA 98292

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

Email: tansy.schroeder@stanwoodwa.org



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From: Steve Shepro <Steve.Shepro@stanwoodwa.org>

Sent: Wednesday, November 6, 2024 2:21 PM

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

Subject: 24-0121 Viking Village Mixed-Use Site Development Notice of Application



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Hi Tansy,

I am requesting the following be considered in regard to this application:

1. Street trees be planted along the entire 88th Avenue NW in accordance with the Stanwood Municipal Code. (I could not see where they are included in the plans.)
2. Consideration be given for requiring a delivery truck loading area within the development.

3. Landscaping, such as tree and shrub plantings, be required along the Highway 532 frontage area, similar to the plantings along 532 where Jack in the Box and QFC are located. (See below.)



Thanks,

Steve Shepro
Stanwood City Council

Schroeder, Tansy

From: C Wilfong <sunshineandseaview@gmail.com>
Sent: Tuesday, December 10, 2024 6:01 PM
To: Schroeder, Tansy
Subject: Right Turn to Highway 532 on 88th from Viking Village



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To City Planners, Developers, and WSDOT,

Please consider adding a right turn lane on 88th Ave to Highway 532 (between Rite Aid and Viking Village) to improve access to the highway if the proposed development in Viking Village moves forward.

For the years that Lady Fit gym was located in Viking Village, it was common to wait at a green light during late afternoon traffic (after work) to make a right turn onto Highway 532 from 88th. There is no left turn lane or right turn lane at this intersection, so vehicles turning left must yield to oncoming traffic, backing up those traveling across the highway or turning right. Occasionally, it took two green lights to make a right turn. If Viking Village is developed, it's reasonable to expect that the back up at this intersection will grow even more congested.

Please keep this suggestion in mind as you continue to review plans.

Respectfully,
Cindy Wilfong

PS: I accidentally sent this same email from my work address rather than my home email.

Public Comment for #24-0121 Viking
Village Site Development:

Email from Kerry Lyste, THPO/GIS
Database Administrator, with the
Stillaguamish Tribe of Indians dated
October 22, 2024

Schroeder, Tansy

From: Kerry Lyste <klyste@stillaguamish.com>
Sent: Tuesday, October 22, 2024 5:38 PM
To: Schroeder, Tansy
Cc: THPO Stillaguamish
Subject: RE: City of Stanwood Notice of Application - 24-0090 Viking Way Binding Site Plan



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Hi Tansy,

We would amend our comments to align with the Geotech report that was performed. We would recommend that any excavation below 9.6 feet have an archaeological monitor present.

Best, Kerry

Kerry Lyste | THPO/GIS Database Administrator
Direct Line: 360-572-3072
Cultural Resources Department
3322 236th Street NE, Arlington, WA 98223

haʔt sgʷədgʷádad ʔə ti stuləgʷabš: kʷədiid ti ʔəčʷusadad ʔə ti ɣəlabčəʔ
The good words of the Stillaguamish: To honor and care for cultural teachings.



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From: Kerry Lyste <klyste@stillaguamish.com>
Sent: Wednesday, September 18, 2024 5:42 PM
To: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>
Cc: THPO Stillaguamish <THPO@stillaguamish.com>
Subject: RE: City of Stanwood Notice of Application - 24-0090 Viking Way Binding Site Plan

Hi Tansy,

The arch report delineates fill to about 80-100 cm below current surface. The pre-historic landform was the edge of a fresh-water wetland with a stream entering from the N/NW (we also have extensive ethnography on this area). I seem to recall this project has some cut, with a lot of fill. I would assume the cut areas are for foundations; on-site water retention; and utilities. The question is, do any of these go below (let's do an average) 90 cm? If so, we would request an archaeological monitoring plan for these areas.

Best, KL

Kerry Lyste | THPO/GIS Database Administrator
Direct Line: 360-572-3072
Cultural Resources Department
3322 236th Street NE, Arlington, WA 98223

haʔ sgʷədgʷádad ʔə ti stulagʷabš: kʷədiid ti ʔəčusadad ʔə ti yəlabčəʔ
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From: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>
Sent: Wednesday, September 18, 2024 8:53 AM
To: Kerry Lyste <klyste@stillaguamish.com>
Cc: THPO Stillaguamish <THPO@stillaguamish.com>
Subject: RE: City of Stanwood Notice of Application - 24-0090 Viking Way Binding Site Plan

Good morning Kerry,

I apologize for the delay in getting back to you. City staff have been working hard on the final push for the 2024 Comprehensive Plan adoption.

This is a pre-loaded site that was previously approved for fill. I uploaded the geotechnical documents into a Onedrive folder for your convenience. This folder can be accessed here  [24-0090 Viking Way Binding Site Plan \[snoco-my.sharepoint.com\]](#). I also attached an older archaeological survey from 2008 that the applicant included with their submittal.

Please let me know if there is anything else you need.

Thank you,

Tansy Schroeder (They/Them/Theirs)
Senior Planner | City of Stanwood
10220 270th St NW

Stanwood, WA 98292

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

Email: tansy.schroeder@stanwoodwa.org



[City of Stanwood \[stanwoodwa.org\]](http://CityofStanwood.org) | [Discover Stanwood Camano \[discoverstanwoodcamano.com\]](http://DiscoverStanwoodCamano.com)

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From: Kerry Lyste <klyste@stillaguamish.com>
Sent: Monday, August 5, 2024 2:39 PM
To: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>
Cc: THPO Stillaguamish <THPO@stillaguamish.com>
Subject: FW: City of Stanwood Notice of Application - 24-0090 Viking Way Binding Site Plan



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Hi Tansy,

Can you tell us the depth of ground disturbance and if a Geotech study has been performed so we know how far down native soil is located? Also, do you know the extent of cut and fill?

Best, KL

Kerry Lyste | THPO/GIS Database Administrator
Direct Line: 360-572-3072
Cultural Resources Department
3322 236th Street NE, Arlington, WA 98223

haʔt sgʷədgʷədad ʔə ti stuləgʷabš: kʷədiid ti ʔəʕusadad ʔə ti ʔəlabčəʔ
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From: Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>

Sent: Tuesday, July 16, 2024 8:20 AM

To: Tansy Schroeder <tansy.schroeder@gmail.com>; Alex Funderburg Jr - BNSF <Alex.FunderburgJr@BNSF.com>; Amy Trainer - Swinomish Tribe <atrain@swinomish.nsn.us>; White, Brenda <bjwhite@snopud.com>; Brett Shattuck <bshattuck@tulaliptribes-nsn.gov>; Bridget Moran - Skagit River System Cooperative <bmoran@skagitcoop.org>; Cascade Natural Gas <service@cngc.com>; Casey Stevens <cstevens@stillaguamish.com>; Charlotte Scofield <cscofield@Stillaguamish.com>; Commerce Review <Reviewteam@commerce.wa.gov>; Community Transit <construction.supervisor@commtrans.org>; DAHP SEPA <sepa@dahp.wa.gov>; Daniel Katz - Army Corp <daniel.m.katz@usace.army.mil>; Darin Klein - Dept. of Corrections <darin.klein@doc.wa.gov>; Dept of Fish and Wildlife <R4Cplanning@dfw.wa.gov>; Dept of Health <sepa.reviewteam@doh.wa.gov>; Dept of Natural Resources <sepacenter@dnr.wa.gov>; Dept of Natural Resources - NW Region <northwest.region@dnr.wa.gov>; Doug Gresham - DOE <doug.gresham@ecy.wa.gov>; Energy Facility Site Evaluation Council <efsec@utc.wa.gov>; Erika Harris - PSRC <eharris@psrc.org>; Henry Lippek <lippek@aol.com>; Hoffman - SCSD <shoffman@stanwood.wednet.edu>; Island County Parks <janv@islandcountywa.gov>; Island County Planning <PlanningDept@islandcountywa.gov>; Jason Griffith <jgriffith@Stillaguamish.com>; Jeff Storrar - WSDOT <Storraj@wsdot.wa.gov>; John Cermak <jcermak@northcountyfireems.com>; Josephine Jefferson - Swinomish Tribe <jjefferson@swinomish.nsn.us>; Kate Tourtellot - Community Transit <Kate.Tourtellot@commtrans.org>; Kelly McLain - Dept. of Agr <kmclain@agr.wa.gov>; Kerry Lyste <klyste@stillaguamish.com>; Kurt Nelson - Tulalip Tribe <knelson@tulaliptribes-nsn.gov>; Larry Covey - DSHS <Larry.Covey@dsHS.wa.gov>; Palma-De Guzman Acuario, Maria <Maria.Palma-DeGuzman@snoco.org>; Mary Wicklund - PUD <mlwicklund@snopud.com>; Maureen Barnes - PUD <mlbarnes@snopud.com>; Michelle Walker - Army Corp <michelle.walker@usace.army.mil>; McCrary, Michael <Michael.McCrary@co.snohomish.wa.us>; Nora Krammer - Skagit River System Cooperative <nkammer@skagitcoop.org>; Puget Sound Clean Air Agency <sepa@pscCleanair.org>; Puget Sound Partnership <info@psp.wa.gov>; Dotson, Rachel <Rachel.Dotson@co.snohomish.wa.us>; Ramin Pazooki - WSDOT <ramin.pazooki@wsdot.wa.gov>; Roland Storme - WSDOT <stormer@wsdot.wa.gov>; Sam Barr <sbarr@stillaguamish.com>; Shawn Nakano - Community Transit <Shawn.Nakano@commtrans.org>; SPW-

Contact.pwCMS <Contact.pwCMS@snoco.org>; Abbott, Stacey <stacey.abbott@co.snohomish.wa.us>; Stanwood Post Master <98292stanwoodwa@usps.gov>; Stephanie Barney - DOE <BARS461@ECY.WA.GOV>; Stephanie Jolivet - DAHP <stephanie.jolivet@dahp.wa.gov>; Steve Goforth <sgoforth@northcountyfireems.com>; SEPA <sepa@stillaguamish.com>; Swinomish Tribe THPO <THPO@swinomish.nsn.us>; Todd Gray - Tulalip Tribe <toddgray@tulaliptribes-nsn.gov>; Tracey Boser <traceyboser@stillaguamish.com>; Troy Fair <fair@islandtransit.org>; Unknown - DOE <geba461@ecy.wa.gov>; WA State Parks <sepa@parks.wa.gov>; Waste Management <eniguidula@wm.com>

Cc: Audrey Rotrock <Audrey.Rotrock@ci.stanwood.wa.us>

Subject: City of Stanwood Notice of Application - 24-0090 Viking Way Binding Site Plan

Good morning all –

Please see the attached Notice of Application for 4-0090 Viking Way Binding Site Plan. If you would like any additional application information, please do not hesitate to reach out and I am more than happy to supply it. This notice and project materials are also posted on the City's website available here <https://stanwoodwa.org/CivicAlerts.aspx?AID=401> [stanwoodwa.org]. If you have comments or concerns, please submit them by July 31, 2024.

The applicant is proposing a binding site plan to construct a mixed-use development consisting of 4,784 SF of commercial area, including an optional drive through, and 22 townhome units. The project is located north of Viking Way and south of 271st Street NW. The site consists of two parcels for a total of 2.25 acres (98,010 square feet) zoned Main Street Business II (MB-II). Resident vehicular access to the site will be from Viking Way and 271st Street NW. Commercial vehicular access will be from Viking Way. The proposed community will include three open space picnic areas with barbecues and two roof structures and shade trees. There will also be a Native growth protection area.

Thank you,

Tansy Schroeder (*They/Them/Theirs*)

Senior Planner | City of Stanwood

10220 270th St NW

Stanwood, WA 98292

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

Email: tansy.schroeder@stanwoodwa.org



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Public Comment for #24-0121 Viking
Village Site Development:

Comment letter from Roland Storme,
Development Services, with the
Washington State Department of
Transportation dated November 5, 2024



City of Stanwood
10220-270TH Street NW
Stanwood, WA 98292

REQUEST FOR REVIEW

Viking Village Mixed-Use Site Development Permit Application Notice of Application

FILE NO.: 24-0121

PROJECT NAME: Viking Village Mixed-Use Site Development

PROJECT DESCRIPTION: The applicant is requesting a Site Development permit in order to construct a mixed-use development consisting of 78 townhome units, 24 multi-family flats, and 16,075 square feet of ground-level commercial space. The project is located northwest of the intersection of 88th Avenue NW and SR 532 with Viking Way traveling east-west through the site. The project is located on two parcels zoned as Mainstreet Business II (MB-II) which total 6.46 acres, of which 4.72 acres (approx. 205,603 square feet) are proposed for development. The development proposes to include 18,603 square feet of common open space areas and 19,674 square feet of "private open space" to serve as individual yards for the townhome units. The project will also include utility, storm water management, and street and landscaping improvements. This will be a two-phased project with the first phase consisting of the site area and public roadway frontage improvements on the north side of Viking Way. The second phase will complete the site area and roadway improvements on the south side of Viking Way.

This permit application was determined to be complete on September 27, 2024 and is vested under the provisions of the Stanwood Municipal Code for the Mainstreet Business II zoning designation.

PROJECT DOCUMENTS ON CITY WEBSITE: <https://stanwoodwa.org/CivicAlerts.aspx?AID=423>

	Application	X	Site or Preliminary Plat Site Map (Reduced)
X	Narrative	X	Landscape Plan (Reduced)
x	Drainage Report	X	Traffic Control Plan (if applicable)
X	Geotechnical Report	X	SEPA Checklist or Decision (if applicable)
X	Vicinity Map	X	Critical Area Report
	Civil Plans (Reduced)		Other:

Please review this project as it relates to your area of concern and return your comments with this cover sheet by November 56, 2024 to Tansy Schroeder, City Planner, tansy.schroeder@stanwoodwa.org.

RESPONSE SECTION:

Review Agency: WSDOT/Mount Baker Area

Date: 11/05/2024



Comments Attached

 No Comments

See redlined comments on attached TIA from Roland Storme consisting of one minor informational correction (section 3, Trip Generation, page 4).

3. TRIP GENERATION

The Development is proposed to consist of 78 single-family attached townhouse units, 36 multifamily units, and 15,680 total SF of commercial space split between four structures. The existing 4,241 SF church, 24,689 SF of retail space, and a 4,068 SF high-turnover sit-down restaurant will be removed during construction and have been credited towards the overall trip generation calculations. Trip generation calculations for the Development are based on national statistics contained in the ITE *Trip Generation Manual, 11th Edition (2021)*. The average trip generation rates for ITE Land Use Code (LUC) 215, Single-Family Attached Housing, ITE LUC 220, Multifamily (Low-Rise), ITE LUC 822, Strip Retail Plaza (<40k), ITE LUC 560, Church, and ITE LUC 934, Fast-Food Restaurant with Drive-Through, were used for the trip generation. Additionally, the pass-by rate for ITE LUC 934 was applied to the trip generation calculations. The pass-by rate accounts for existing vehicles on the roadway that will use the site. ITE publishes a PM peak-hour pass-by rate of 43%, The PM peak-hour pass-by rate of 43% has also been applied to the AM peak-hour and average daily trips (ADTs). The net new trip generation calculations for the Development are summarized in **Table 2**.

Should be 932 High-Turnover Sit-Down Restaurant (consistent elsewhere in document)

Table 2: Net New Trip Generation Summary

Land Use	Size	ADTs	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Single-Family Attached Housing ITE LUC 215	78 Units	562	9	28	37	26	18	44
Multifamily (Low-Rise) ITE LUC 220	36 Units	243	3	11	14	11	7	18
Strip Retail (<40k) ITE LUC 822	15,680 SF	854	22	15	37	52	51	103
Church (Removed) ITE LUC 560	-4,241 SF	-32	-1	0	-1	-1	-1	-2
Strip Retail (<40k) (Removed) ITE LUC 822	-24,689 SF	-1,344	-35	-23	-58	-82	-81	-163
High-Turnover Site-Down Restaurant (Removed) ITE LUC 932	-4,068 SF	-249	-12	-10	-22	-13	-8	-21
TOTAL		34	-14	21	7	-7	-14	-21

The Development is anticipated to generate approximately 34 new ADTs with approximately 7 new AM peak-hour trips and approximately 21 fewer PM peak-hour trips after pass-by reductions have been applied. The trip generation calculations are provided in **Appendix B**.

Public Comment for #24-0121 Viking
Village Site Development:

Comment letter from Mary Wicklund,
Transmission & Distribution
Engineering, with Snohomish County
Public Utility District dated November
5, 2024

November 5, 2024

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

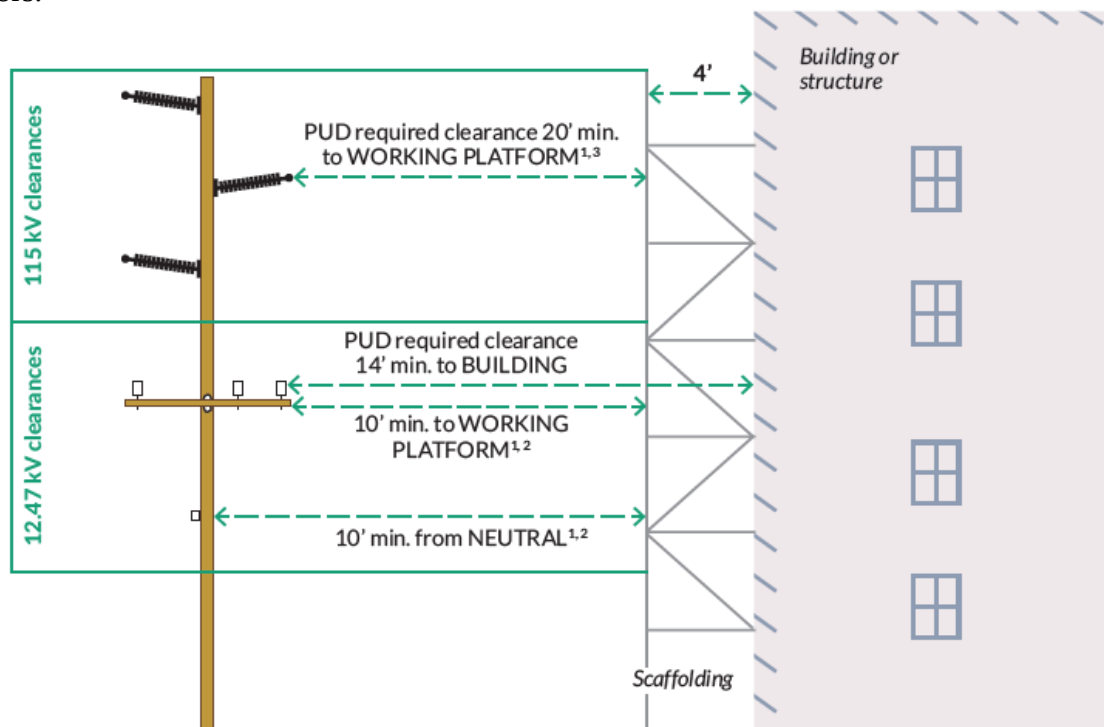
Dear Ms. Schroeder:

Reference No.: 24 0121 Viking Village Mixed Use

District DR Number: 24-10-141

The District presently has enough electric system capacity to serve the proposed development. However, the existing District facilities in the local area may require upgrading. Cost of any work, new or upgrade, to existing facilities that is required to connect this proposed development to the District electric system shall be in accordance with the applicable District policy. Please include any required utility work in the scope of all applicable land use/development/stormwater permits.

The developer will be required to supply the District with suitable locations/easements upon its property for any electrical facilities that must be installed to serve the proposed development. It is unlikely that easements will be granted on District-owned property, or consents granted within District transmission line corridors.



1. NESC 234A2 – Horizontal clearances (with wind displacement) – 6 lb/ft² toward structure, final sag at 60° F
2. WAC 296-24-960 (3)(a)(ii) – Minimum clearance for lines rated 50kV or below
3. WAC 296-155-53408 (1)(a)(ii) – Crane clearances up to 350kV

Please be advised that per WAC 296-24-960 the minimum worker safety clearance from any District distribution conductor is 10 feet. **Therefore, the District requires a minimum 14-foot clearance from any structure to accommodate workers, scaffolding, and ladders. Minimum worker safety clearance from 115kV transmission wires is 20 feet.**

There are no transmission conflicts. There are existing three-phase overhead primary lines and poles various locations on the property that will need to be removed. There is also an existing overhead three-phase feeder on the south property frontage. The developer is responsible for maintaining safe working clearances from power facilities per WAC. Any relocation, removal or undergrounding of District facilities to accommodate this project and the worker safety clearances shall be at the expense of the project developer and must be coordinated with the PUD in advance of final design.

Please be aware that if your project is being reviewed by Snohomish County and there are critical areas or buffers within your project as defined by Snohomish County in SCC 30.62A.300, you may be required to do a critical-area study. Any utility work that will increase the utility footprint such as installation, extension, or construction, is subject to these standards and requirements. New utility construction and installation is only allowed within critical areas or buffers when no alternative location exists and when you mitigate any impacts to the area.

Snohomish County may provide critical-area services on a case-by-case basis and has listed its fee structure under SCC 30.86.525. Snohomish PUD requires that, prior to applying for electrical service from the PUD, you address any critical-area considerations and obtain the appropriate approvals to proceed with your project.

Please contact the District prior to design of the proposed project. For information about specific electric service requirements, please call the District's Stanwood office at 360-629-5704 to contact an Engineering Tech.

Sincerely,

Mary Wicklund for

Mark Flury, Senior Manager
Transmission & Distribution System
Operations & Engineering

Cc: Matt Hough – matt@cphconsultants.com

Joint City Council & Planning Commission Meeting



CITY OF STANWOOD
JOINT CITY COUNCIL / PLANNING COMMISSION

AGENDA STAFF REPORT

MEETING DATES: February 10, 2025

SUBJECT: Housing Options and Policy Guidance

CONTACT PERSON: Patricia Love, Community Development Director

Purpose of Joint City Council / Planning Commission Meeting:

The Growth Management Act mandates that cities plan for and accommodate housing for all income levels. The City recently adopted its 2024-2044 Comprehensive Plan, which provides policy guidance on meeting this requirement.

The joint City Council and Planning Commission meeting aims to facilitate an open discussion on how these housing policies translate into regulations within the Municipal Code. The meeting will also provide an opportunity for the Council to give direction to staff and the Planning Commission on drafting code changes that align with state law.

Policy Guidance:

The City has several policy plans that guide future housing decisions, including the Comprehensive Plan, Housing Action Plan, and Strategic Plan. The Comprehensive Plan and Housing Action Plan are long-term planning documents that shape city growth and development over a 20-year horizon, while the Strategic Plan serves as a short-term implementation strategy that helps the Council set annual budget priorities. Together, these plans support diversifying the city's housing stock to provide a range of housing options.

2024-2044 Comprehensive Plan

Goal	Policy
Housing Goal 2 – Housing Variety Update the Stanwood Municipal Code to allow for the development of a range of housing types to ensure a diverse variety of living accommodations for	HP 2.1: Recognize and plan for the variable housing needs of the entire community when determine development regulations as informed by the Stanwood Housing Action Plan. HP 2.2: Encourage the development of a full range of housing types sizes, and densities to meet the different needs of Stanwood homeowners and renters at all income levels. HP 2.3: Allow for vertical and horizontal mixed-use housing units in addition to live-work housing units where appropriate.

Goal	Policy
those desiring to live in Stanwood.	HP 2.4: Encourage moderate-density development such as <i>townhouses, duplexes, triplexes, fourplexes, permanent supportive housing, apartments, condominiums, or other housing types</i> to bridge the gap between higher-density residential areas to single family residential areas to promote affordable housing ownership and rental opportunities. HP 2.5: <i>Consider the development of affordable housing incentives</i>, as recommended in the Stanwood Housing Action Plan, for new or redeveloped housing located close to transportation facilities, public services and employment centers. HP 2.6: Encourage and support the development of a variety of housing types that effectively uses the City's remaining land supply to meet housing needs, including accessory dwelling units, cottages, manufactured homes and similar <i>infill housing types</i>.
Housing Goal 5: Encourage the <i>preservation of open space and minimize environment impacts</i> of new housing developments.	HP 5.5: Allow for <i>density transfer methods, such as clustering and smaller lot sizes</i> when it would result in increased open space and protection of sensitive critical areas.

Housing Action Plan

Goal	Implementing Initiative
Goal B: Promote a wider <i>variety of housing opportunities</i> for homeowners and renters.	Strategy 1: Allow for <i>higher density</i> residential development in proximity to services and transit. Strategy 2: <i>Promote infill</i> development. Strategy 3: Allow for more <i>flexible development</i> of single-family residential housing units.

2025-2030 Strategic Plan

Goal	Implementing Initiative
Goal 5, Set clear targets for growth, and implement measures to ensure that growth occurs in a sustainable and controlled manner.	Adopt zoning regulations that allow a variety of housing types in residential zones. Apply growth management strategies to meet population and employment targets.

State Mandates:

During the 2023 and 2024 Legislative Sessions, Washington State legislators passed several new laws governing housing. These laws were enacted in response to the Washington State housing crisis declared by Governor and are intended to promote housing production and affordability. These laws include:

Law	Topic
HB 1042 (RCW 35A.21)	Allow additional housing units in existing buildings.
HB 1337 (RCW 36.70A.680 / 681 - GMA)	Allow two Accessory Dwelling units per lot.
RCW 36.70A. 130 (GMA)	Directs local governments to plan for and accommodate housing affordable to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
HB 1220 (RCW 35A.21.430)	Provide emergency shelters, transitional housing, emergency housing, and permanent supportive housing.
HB 1998 (RCW 36.70A.535 – GMA)	Allow co-living housing units in zones that allow 6 or more units per acre.
HB 5258 (RCW 58.17.060)	Allow unit lot subdivisions to facilitate the sale of missing middle housing or accessory dwelling units on fee simple lots.

Council Policy Direction:

Addressing housing zoning laws involves several key policy issues that the City must navigate to balance housing needs, community interests, and legal requirements.

These include:

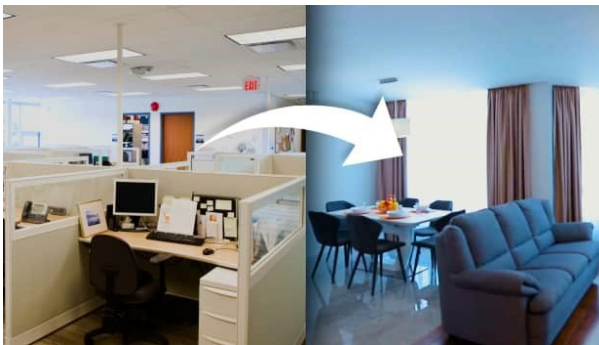
- Allowing missing middle housing (duplex, triplex, or fourplex units) in SF 9.6, 7.0 and 5.0 zones;
- Updating Accessory Dwelling Unit Code to allow 2-units per lot;
- Lot and subdivision design flexibility; and
- Compliance with other State mandated housing types.

Housing Units in Existing Buildings:

HB 1042 is intended to promote the conversion of existing commercial and mixed-use buildings to multi-family housing. GMA-planning cities must amend their development regulations to remove barriers and promote the conversion no later than six months after their next periodic update. For Stanwood, the deadline is June 30, 2025. If cities do not amend their development regulations, state law will preempt local regulations and the new provisions will apply.

Housing Units in Existing Buildings

Commercial Conversion Projects



- 50% density increase above underlying zoning if constructed entirely within the envelope of an existing building;
- No new parking stalls required— maintain existing parking;
- Same permitting process as existing use;
- Same design standards as required for residential uses;
- Cannot require any unchanged portions of the building to be upgraded to current energy code standards; and
- Cannot deny project based on nonconforming status.



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Where could this mandate apply in Stanwood?

- Haggen Commercial Shopping Area
- Commercial Business Center by YMCA
- Downtown

Accessory Dwelling Units:

Since HB 1337 became effective in July 2023, state law (RCW 36.70A.680 and 36.70A.681) requires all local governments planning under the Growth Management Act (GMA), regardless of population and including counties (unincorporated urban growth areas) as well as cities, to revise their regulations as needed to conform, within six months after their periodic update due date, with the following requirements:

Accessory Dwelling Units

Infill Housing Option

- 2 Units / Lot
- Not Less Than 1,000 sf
- Cannot Require Street Improvements
- Can be Sold as Condominiums
- No Additional Design Review
- Reduced Parking Requirements
- No More than 50% of Impact Fees Can Be Charged
- New CCR's Cannot Restrict ADU's



Examples of Accessory Dwelling Units (ADUs)

ADUs in blue; main residence in white

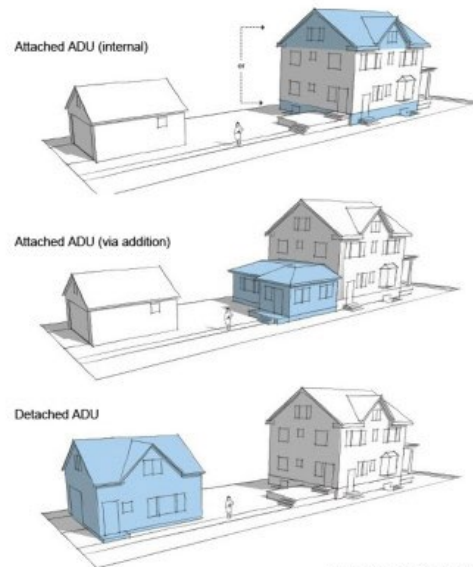


Image credit: City of Saint Paul, MN
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With the exception of ADUs accessing from alleys, all setbacks required for the principal lot may be applied. No setback is required for ADUs along alley access.

Missing Middle Housing:

In 2023 the State Legislature passed HB 1110 which requires cities and counties to allow middle housing in their residential zoning districts. While Stanwood is not required to meet the density / requirements of that house bill, the city is required to provide missing middle housing options per the Growth Management Act and the Comprehensive Plan. The difference is we have more flexibility, or local control, on how and where missing middle housing is allowed.

"Middle housing" is defined as "buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing."

Middle housing is not a new concept to Stanwood. There are several projects in town that include missing middle housing; the Traditional Neighborhood zone actually requires three different housing types.

Missing Middle Housing

Housing Types by Zone



Land Use – Proposed Amendments	Residential Zones						Commercial Zones				Industrial	
	SR 12.4	SR 9.6	SR 7.0	SR 5.0	MR	TN	TN- MU	DMU	NB	GC	PI	GI
Single Family Residential - Detach	P	P	P	P	P	P						
Duplex – 2 Units		P	P	P	P	P	P	P		P		
Townhome - 3-6 Units		P	P	P	P	P	P	P		P	P	
Cottage - SF Detached	P	P	P	P	P	P	P	P		P		
Multi-Family					P	P	P	P		P	P	



Consider How Missing Middle Housing Could Fit Into Traditional Single-Family Zones: Lot Size, Location?

Black = Existing Municipal Code Red = Required Code Changes

Emergency Shelters, Transitional Housing, Emergency Housing & Permanent Supportive Housing:

State law now requires cities and counties to provide various supportive housing options. The following must be allowed in the City of Stanwood.

Emergency Housing



Abbreviated Definitions

Emergency Shelters:

Temporary shelter for individuals or families who are currently homeless; Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.”

Transitional Housing:

Independent and permanent housing and supportive services to homeless individuals or families for up to two years

Emergency Housing:

Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless, for up to 60 days, that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families.

Permanent Supportive Housing:

Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy.



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Emergency Housing



Cities Must Allow Emergency Housing In All Zones that Allow Residential Dwelling Units or Hotels

Land Use – Proposed Amendments	Residential Zones						Commercial Zones				Industrial	
	SR 12.4	SR 9.6	SR 7.0	SR 5.0	MR	TN	TN- MU	DMU	NB	GC	PI	GI
Emergency Shelters	P	P	P	P	P	P	P	P		P	P	
Transitional Housing	P	P	P	P	P	P	P	P		P	P	
Emergency Housing	P	P	P	P	P	P	P	€ P		€ P	P	
Permanent Supportive Housing	P	P	P	P	P	P	P	P		P	P	
Hotels							P	P/C		P	P	



Black = Existing Municipal Code Red = Required Code Changes³⁵

Co-Living Housing:

Co-housing is another housing type that the state legislature included in their 2024 housing bills. RCW 36.70a.535 mandates that cities planning under the Growth Management Act allow co-housing units as a permitted use on any lots that allows six multifamily residential units or more and in mixed-used zones. For Stanwood, co-housing must be allowed in our Downtown Mixed Use (DMU), Multifamily (MR) and Traditional Neighborhood – Mixed-Use (TN – MU) zones.

Co-Living Housing

2023 / 2024 Legislative Session Bills

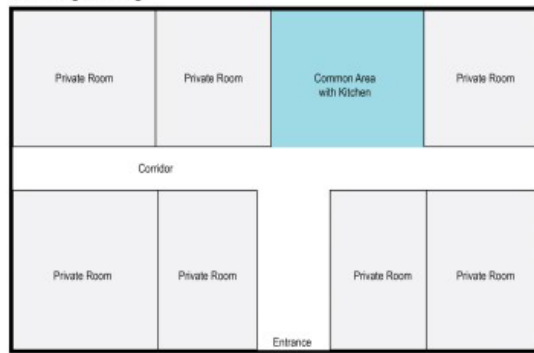
Co-living housing:

- Residential Development
- Independent Living And Sleeping Units
- Rented And Lockable
- Shared Kitchen And Common Area Facilities

Commonly Referred to As:

Congregate Living Facilities, Single Room Occupancy, Rooming House, Boarding House, Lodging House, And Residential Suites

Co-Living Housing



State law mandates that cities planning under the Growth Management Act allow co-housing units as a permitted use on any **lots that allows six multifamily residential units or more and in mixed-used zones.**



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Co-Living Housing

2023 / 2024 Legislative Session Bills

Example: Interior Private Space



Example: Shared Common Space



Department Of Commerce Draft Guidance Document

Uptown Commercial Infill:

As part of the 2024–2044 Comprehensive Plan, the idea of introducing small-scale commercial uses in the uptown area was explored as a way to integrate businesses into residential neighborhoods. The goal is to provide essential goods and services within walking distance of homes, reducing the need for car trips. This concept reflects a return to early 1900's neighborhood design, before commercial and residential uses were fully separated, requiring residents to drive for everyday necessities.

Early 1900s neighborhood design was centered around walkability, mixed-use development, and a strong sense of community. Small-scale commercial buildings were strategically placed within residential areas, often at key intersections or along main streets. These businesses—such as corner stores, bakeries, cafés, and barbershops—served daily needs, allowing residents to access goods and services without relying on automobiles.

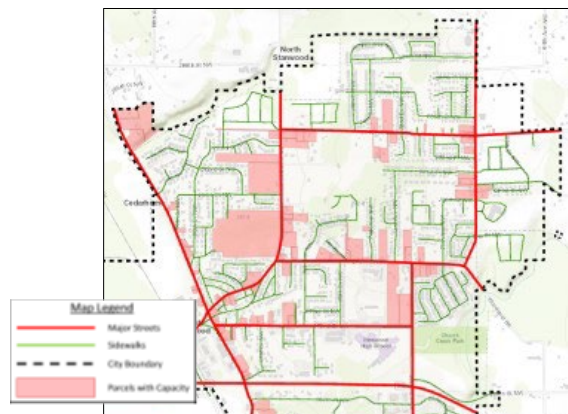
While small-scale commercial uses were previously permitted in the Traditional Neighborhood zone, they were never utilized by housing developers. Expanding these allowances to major roadways and larger lots would enable organic development where it is economically viable for entrepreneurs.

This code amendment would define allowable uses, establish development standards, and regulate the bulk and scale of buildings to ensure compatibility with surrounding neighborhoods.

Uptown Commercial Infill

Proposal: Allow Small Scale Commercial in Uptown Area

- Option to allow small -scale commercial uses and live -work units in the Uptown Area
- Along Major Streets
- Serve limited convenience shopping and personal service needs of the immediate surrounding neighborhood
- Allows commercial daycares or small family businesses that do not qualify as home occupations



Red = Parcels along major roads in the Uptown area that have development capacity



Uptown Commercial Infill

Return of Neighborhood Corner Stores

Accessory Commercial Use

A small commercial space shares a lot with a primary residential unit



Whidbey Island, WA



Standalone Storefront

A small commercial building or converted residential building



Cedarhome Market, Stanwood
Photo Source: Windermere Stanwood Camano

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Uptown Commercial Infill

Return of Neighborhood Corner Stores

Potential Uses:

Food & Beverage	Office & Retail	Services
Coffee Shops Small Restaurant / Bakeries	Boutique Retail Shop Small Grocery Store Art Gallery Financial / Insurance Offices	Daycare / Preschool Centers Hair Salons Vet / Dental / Doctor Clinics

Potential Development Standards:

Space Size	Location	Development Standards
Limit Floor Area: 1,500 – 3,000 sf for Coffee Shop / Café / Boutique Shop 3,000 - 5,000 sf Office 6,000 sf Daycare Center	Major Road Corner Lot or Minimum ½ Acre Infill Lot	On-Site or On-Street Parking Meet Setbacks Landscaping



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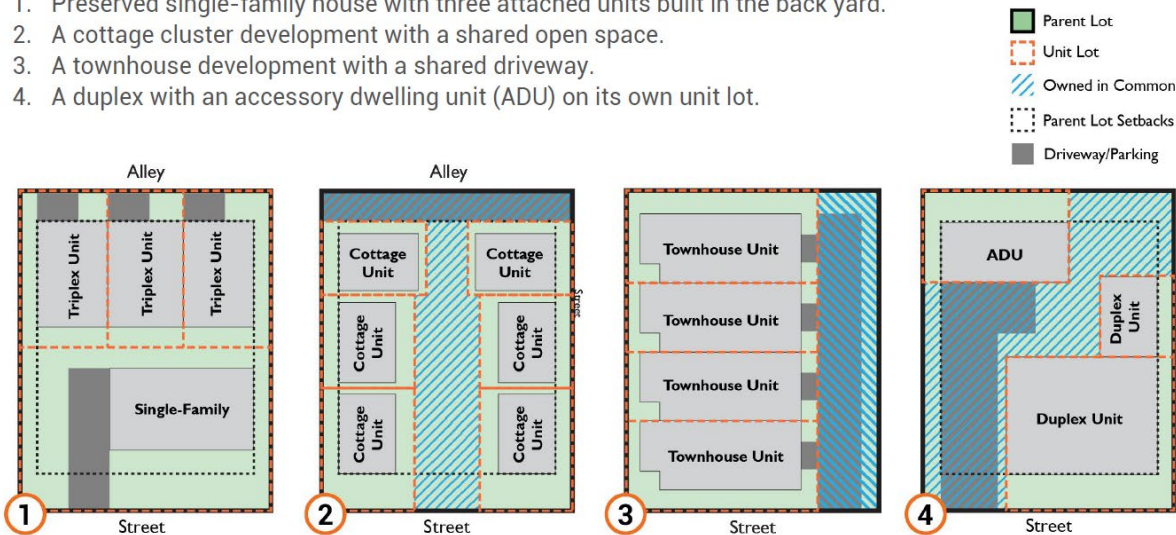
Unit Lot Subdivisions:

In 2023, the legislature adopted Engrossed Second Substitute Senate Bill (ESSSB) 5258 requiring cities include unit lot subdivisions in their short plat regulations. A unit lot subdivision is a type of land division that allows for the creation of individual lots within a larger development, such as townhouses, condominiums, or other multi-unit residential projects.

The unit lot subdivision bill includes an intent statement to “[increase] the supply and affordability of condominium units and townhouses as an option for homeownership.” Unit lot subdivisions are one method for dividing multiple housing units on a parcel into individual unit lots for sale to individual owners, providing fee simple homeownership opportunities.

Unit Lot Subdivision Concepts

1. Preserved single-family house with three attached units built in the back yard.
2. A cottage cluster development with a shared open space.
3. A townhouse development with a shared driveway.
4. A duplex with an accessory dwelling unit (ADU) on its own unit lot.



Split Lot Subdivisions:

There are currently two bills being considered by the Legislature requiring cities to adopt split-lot subdivision regulations. Split lot subdivisions are similar to short plats in that they divide land into two or more residential lots. The difference between the two is that with split lot subdivisions, many of the infrastructure improvements can be deferred until lot development.

- Small – Infill – Subdivisions with Existing Infrastructure
- Typically, 1 or 2 lots with no new roads or frontage improvements required.
- Driveways or utilities installed with building.
- Jurisdiction has authority to limit the number and / or to delay infrastructure improvements such as utility connections with building permits.



Key differences between subdivision types:

	Split Lot Subdivision	Short Subdivision	Unit Lot Subdivision
Type of Division	Divides Into New Individual Lots	Divides Into New Individual Lots	Divides Units Withing An Existing Lot
Ownership	Fee Simple Independent Lots	Fee Simple Independent Lots	Shared Common Spaces, Utilities And/Or Access
Infrastructure Improvements	Delay If No Roads Or New Utility Lines Or Extensions Are Needed	Full Improvements Required Prior To Final Plat Approval	No Street Improvements May Be Required (ADU's); Utilities Installed With Unit

Lot Flexibility:

Flexibility in lot size and dimensions during the platting process provides numerous benefits for developers, municipalities, and future property owners. Both the Comprehensive Plan and Housing Action Plan support the use of adaptable regulations to support diverse housing needs and sustainable development, all while maintaining the planned density. Lot and dimension flexibility can:

- Preserve Site Characteristics: Unique features such as wetlands, mature trees, and challenging topographies can be more easily integrated into designs.
- Avoid Monotony: Flexible lot layouts encourage varied housing styles and configurations, mitigating the repetitive appearance often associated with suburban subdivisions.
- Support Housing Diversity: A mix of lot sizes accommodates a broader range of housing types, making neighborhoods more inclusive and vibrant.

Aligning lot flexibility with existing density goals fosters efficient land use, protects natural resources, and creates communities that reflect both local character and planning vision. The following design approaches can be used to achieve design flexibility while maintaining overall density:

Lot Size Averaging

Lot Design Flexibility

Allows for a mix of smaller and larger lots within a subdivision.

Average lot size meets the underlying density requirements.



Lot Averaging Examples and Uses



No scale

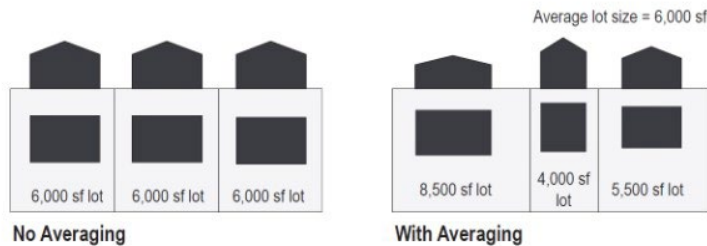
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Lot Size Averaging

Lot Design Flexibility



What is Lot Averaging?



Lot averaging allows land division resulting in lots that are smaller than the minimum size requirements, but the average remains equal to or above the minimum.

Benefits to Lot Size Averaging:

- Accommodate Road Design
- Limit Irregular Lot Shapes
- Address Topography Constraints
- Reduce The Monotony Of Rows Of Houses



No scale

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Cluster Housing and On-Site Density Transfers:

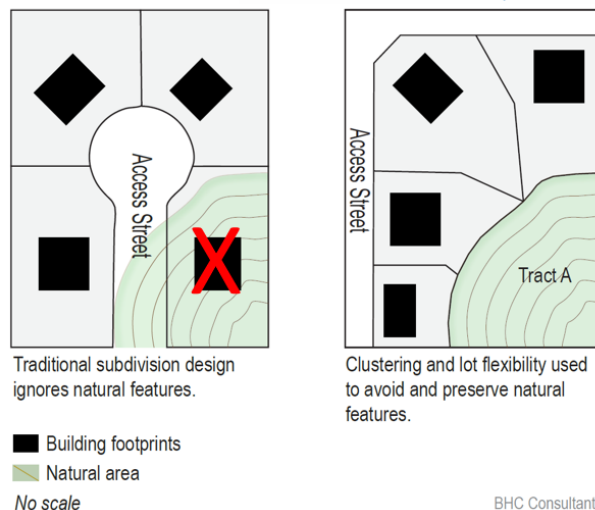
Transfers density rights within the same development to concentrate housing in specific areas while preserving open spaces or critical areas while maintaining existing density levels.

Cluster or On-Site Density Transfer

Lot Design Flexibility

Groups homes on smaller lots to create larger shared open spaces or preserve natural features.

Shift density from critical areas to upland areas, creating clustered housing or other development forms.



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Model Home Development Option:

Developers in Stanwood have requested that the City adopt a model home ordinance which allows the construction of homes in a new subdivision or development before the completion of all infrastructure or final plat approval. It has been requested that the City adopt an ordinance that would allow 4 to 6 homes be built prior to final plat approval. A model home ordinance would allow the developer to build a few houses at the same time as roads and utilities are being installed, giving the developer the opportunity to open a model home, or sell a house as soon as final plat approval is granted.

These homes serve as marketing tools, giving potential buyers an opportunity to preview the houses being built, and it also allows the developer to begin constructing houses sooner and thereby reduce some of the carrying costs on the home. Model home ordinances can be tailored to:

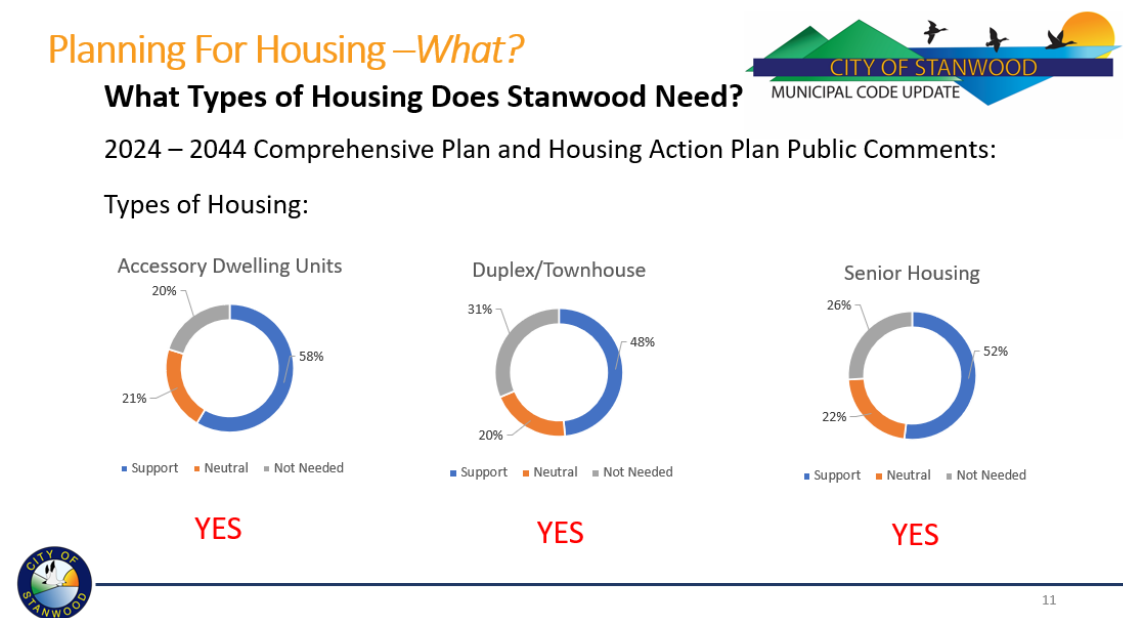
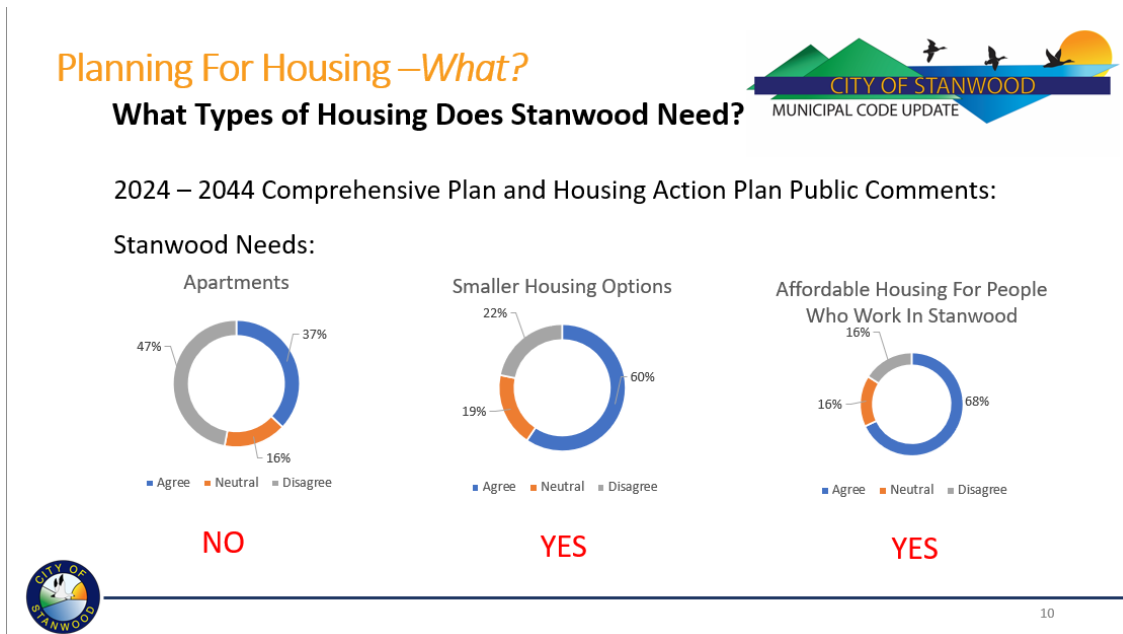
- Single-family subdivisions.
- Townhome or condominium projects.
- Mixed-use developments, integrating commercial and residential spaces.

In Stanwood, developers may build a model home on existing legal lots: if one lot is being subdivided, they may build one house. In considering if the City should adopt a model home ordinance, the following issues should be considered:

- The number of model homes allowed per plat or development;
- When the model home must be converted to standard house;
- Installation of roads, utilities, and safety measures before allowing the public access into the home;
- Model homes must follow the standard permitting process;
- Ensure model homes align with zoning, building codes, and design standards; and
- Adequate bonding is in place in case the development falls through.

Committee and Public Response to Amendments:

Housing played a significant role during the comprehensive plan adoption process. To understand community preferences, a public survey was conducted to gather feedback on the types of housing Stanwood should offer. The following slides show the communities housing preferences:



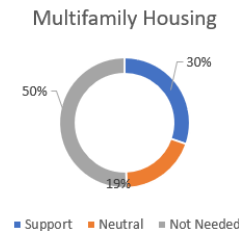
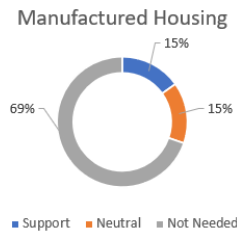
Planning For Housing –What?

What Types of Housing Does Stanwood Need?



2024 – 2044 Comprehensive Plan and Housing Action Plan Public Comments:

Types of Housing:



NO

NO



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As we begin the process of drafting specific code language addressing housing and development flexibility, these concepts have received generally positive responses from the public, the Council Community Development Committee, and the Planning Commission.

Community Development Committee Comments – January 2, 2025:

Commercial Conversions: Council members would like more information on types of commercial buildings that could be converted to residential such as schools, churches, and storage containers. They would also like to see a clearer definition of the term “accessory”.

Accessory Dwelling Units (ADU's): Consider adding a maximum limit on the sizes of ADU's. There are concerns that parking would become an issue. With a maximum height of 25 feet, ADU's could potentially block sunlight from neighbors. Consider restricting types of structures that will be allowed to be used as an ADU. Also consider restricting ADU's for short-term rentals.

Council members are supportive missing middle housing types such as cottages, townhomes and duplexes, unit lot subdivisions, lot size averaging, and cluster/onsite density transfers. Members would like to see more examples of lot size averaging and cluster/onsite density transfers.

Split Lot Subdivisions: The CDC is supportive of this only in areas that won't require new roads or road improvements. Limit how this would be allowed, such as for infill only.

Model Home Ordinance: Council members are supportive of allowing a Model Home Ordinance of up to 4 model homes.

Development Code Amendments: The CDC is supportive of using the PRD standards as the new base standard. Council members are supportive of a width to depth ratio as a standard but would first like to learn more about it.

Planning Commission Comments – January 132, 2025:

- On the ADU Infill Housing Option, how will the readjusted lots comply with setbacks in the code? This is something that will have to be looked into. It might be a situation where the master lot meets zoning standards and the ADU's will be "condominium-ized".
- Will new ADU's be subject to impact fees such as traffic and parks? State law says impact fees for new ADUs can't be any more than 50% of the residential impact fees. This law is already implemented in Stanwood's fee resolution. There will need to be a proportion to the impact.
- Will ADU's be separately metered from the master lot? Staff is currently working on this subject in SMC Title 12 Utility. The current thought is an attached ADU would run off the master meter. A detached ADU will likely need a separate meter.
- Can an ADU be built and rented as a VRBO or Airbnb? There can be restrictions added to what type of use will be allowed.
- The lot ratio suggestion would seem to break up monotony in a subdivision.
- If a property owner wanted to "condominium-ize", the lot ratio might not work. Ratios will work better in the Single-Family zones.

Public Comments

- Russell Joe commented that ADUs can be a way to increase infill housing. The ability to have flexibility in housing is an important tool.

Public Open House – Virtual and In Person – January 29, 2025:

Everyone attending the virtual and in-person open house were generally favorable and supportive of allowing ADU's and middle housing in Stanwood. There was also support (and some excitement) of the small-scale commercial infill within the uptown area.

While there was support more affordable housing, there were some reservations and / or some questions that need to be addressed:

- How do lot sizes relate to housing types?
- Why is recycling not required for multi-family developments?
- Why is cottage housing limited by size?
- Concerns about the feasibility of ADU's and middle housing due to lack of bank support for financing
- Concerns about school district overcrowding
- Concerns about if additional police officers are needed with housing growth
- Concerns about city "flip-flopping", explained that the City listens to constituents and makes changes base on feedback
 - This comment was specifically regarding TN zoning
- Should the City consider allowing mobile home parks?

2025 Bills Currently Being Considered in the State Legislature:

The following housing bills are being considered by the Washington State Legislature.

Lot Splitting Bill: HB 1096 and SB 5559	Mandate lot splitting for up to 1 additional lot, require administrative review and concurrent review with residential permit.
Childcare Bill: HB 1212	Cities must allow commercial day care centers in all zones except industrial.
Housing Accountability Act: SB 5148 and HB 1235	Requires Commerce to approval housing elements of Comprehensive Plans and all housing regulations.
Neighborhood Café': HB 1175	Must allow stores and cafés in residential zones; must provide food if alcoholic drinks are offered; and cities may regulate parking, hours of operation and square footage if over 500 sf.
Parking Regulations: SB 5184	Restrict local government's ability to require parking for certain types of housing and uses.
Design Review: HB1160	Makes design review an administrative process and limits the number of reviews.
Home on Wheels: HB 1443 and SB 5332	Must allow use of RV's and other vehicles on wheels as homes / residences; one per lot is allowed; must allow connection to power and utilities.
Building Code: HB 1183	Defines how building setbacks are measured and limits the ability to require additional parking on building conversions.
Automatic Permit Approval: HB 1438	A local government that misses the deadline for issuing a final decision on a project permit application must approve the project and issue building permits the next business day after the expiration of the deadline under certain conditions.
STEP Housing Approval: SB 5497	Requires a city or county to use an administrative process for reviewing and approving a project permit application for indoor emergency shelters, transitional housing, indoor emergency housing, or permanent supportive housing (STEP housing).

Mixed-Use and Mass Timber: SB 5555	Requires planning cities to allow the addition of housing units in ground floor commercial or retail in a station area that is not designated as a major pedestrian corridor. Stipulates that planning cities may not designate more than 10 percent of its area zoned as mixed-use or commercial as a major pedestrian corridor. Requires planning cities to allow an expedited ability for a development to deviate from any street level use standards based on a showing that the requirement would result in the creation of fewer housing units in the development. Requires cities to adopt zoning regulations that allow for greater building height and increased density in all commercial and mixed-use zones for developments built with all mass timber products.
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