



**Agenda**  
**Economic Development Board Regular Meeting**  
**October 17, 2025 | 7:30 AM**

City Hall, Conference Room  
10220 270th Street NW  
Stanwood, WA 98292

Meeting information is posted on line at:  
<https://www.stanwoodwa.org>.

- 1. Call to Order**
- 2. Approval of Minutes**
  - a. Economic Development Board Meeting Minutes 2025.07.18
- 3. Unfinished Business**
- 4. New Business**
  - a. Depot Park Design Amendments
  - b. Brick Road Design Amendments
  - c. Cedarhome Triangle Design Amendments
  - d. Business and Community Relations Coordinator Introduction
  - e. Board Meeting Schedule Update
  - f. Downtown Initiative Update
- 5. Board Member Comments**
- 6. Adjourn**



Economic Development Board Minutes  
Meeting Minutes  
Friday, July 18, 2025 | 7:30 am

**Economic Development Board Members Present:** Les Anderson, Kristine Birkenkopf, David Pelletier, Teresa LaFleur

**Staff Present:** Niki Strachila, Audrey Rotrock

**Others Present:** Leonard & Marylin Guthrie, Jeff Spesock

Kristine Birkenkopf called the meeting to order at 7:30 a.m.

**1. Receive the Minutes of the May 16, 2025, Meeting**

The Board approved the May 16, 2025 minutes unanimously.

**2. Storefront Improvement Program**

**a. Stanwood Hotel Saloon**

**b. Curated**

The Board unanimously approved the Stanwood Hotel Saloon and Curated's Storefront Improvement Program applications.

**3. Tourism Promotion Grants**

The Board unanimously approved the MAC Fest and Rotary Parade Tourism Promotion Grants.

**4. Business License Analytics**

In May & June the City received 8 new City business licenses, 14 new Home Occupation business licenses, 1 new Non-Profit business license, and 54 Non-City business licenses.

**5. EDB Next Meeting, tentatively scheduled for October 17, 2025**

**Adjourn: 8:50**





## City of Stanwood Economic Development Board Staff Report

**Item Number:** 4.a.  
**Date:** October 17, 2025  
**Subject:** Depot Park Design Amendments  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:**  
1. A. Stanwood East Park Renderings- Structure Only  
2. B. Stanwood East Park Renderings- Photomatch views

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### **ISSUE**

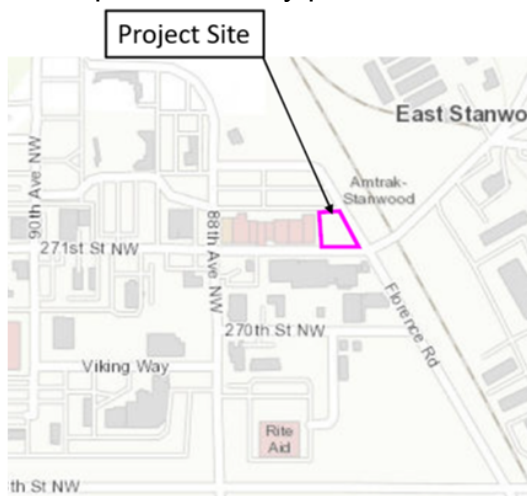
The purpose of this item is for the Community Development Committee to review, discuss and provide feedback to staff on the Depot Park design.

### **RECOMMENDATION:**

Staff is seeking guidance on whether this new design more accurately reflects the Council's intended aesthetic vision.

### **BACKGROUND:**

The City of Stanwood purchased a 0.11-acre parcel on the eastern edge of Stanwood's main street business district and near the Amtrak train station for an urban business district park and entry point for visitors arriving by train.



The City purchased the downtown park site as part of the Twin City Mile downtown

revitalization project with the vision of building an urban, hard surface downtown park, that can be used by shoppers and tourists as a place to stop, rest and enjoy the day. Final design is currently underway with an anticipated construction in the Spring of 2026.

**DISCUSSION:**

As part of the final design phase of the project, Council Committees reviewed the on-site amenities in July of 2025. These amenities included:

- A bandstand or performance structure serving as a focal point for public events and programming.
- Movable tables and chairs to promote flexible use of the space for events, casual gatherings, or individual enjoyment.
- A sunshade area to provide comfort during warmer months.
- Park lighting for ambiance, safety, and extended evening use.
- A small children's play area to encourage family-friendly use.
- A dual-purpose water station combining a water bottle refill spout and dog drinking bowl.

Two distinct design concepts for the bandstand have been developed to complement both the site and the surrounding architectural context:

**Train Station-Inspired Bandstand (Metal Structure)**



**Norwegian-Inspired Bandstand (Wood Structure)**



After reviewing these two options, the Council Committees asked for additional design options that better reflected the City's Norwegian heritage.

**ANALYSIS:**

After reviewing previous shelter designs, staff and the consultant met to explore potential Norwegian architectural concepts that could inspire the Depot Park shelter. The discussion centered on design features that would bring both cultural character and natural warmth to the project. Inspiration was drawn from traditional wood construction, emphasizing the use of natural materials to complement the park's setting. Pitched rooflines were highlighted as a key element, providing both functionality and a classic aesthetic tied to Scandinavian design. In addition, decorative rosemaling patterns were considered as an artistic detail that could enrich the shelter's character and celebrate cultural craftsmanship. The following proposal incorporates these key design elements.







**FISCAL ANALYSIS:**

None

**PROPOSED MOTION:**

None

















## City of Stanwood Economic Development Board Staff Report

**Item Number:** 4.b.  
**Date:** October 17, 2025  
**Subject:** Brick Road Design Amendments  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:**  
1. A. BrickRd\_RevisedExhibit\_2025-08-12  
2. B. TCMWestEnd\_PlanningOOC\_2025-09-19

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### **ISSUE**

The purpose of this item is for the Community Development Committee to review, discuss and provide feedback to staff on the Brick Road design.

### **RECOMMENDATION:**

Staff is seeking guidance on whether this updated design more accurately reflects the Council's vision for the roadway in order to move forward with the final design.

### **BACKGROUND:**

Throughout 2024 and 2025, City staff, working in close collaboration with consultants from Perteet, have been leading an extensive effort to redesign the Brick Road located on the west end of downtown Stanwood. This initiative is a central piece of the City's vision for revitalizing this part of the City to ensure that downtown remains a vibrant, welcoming, and connected destination for both residents and visitors.

The redesign project is guided by several key objectives. Foremost is the creation of a safer, more pedestrian-oriented corridor that encourages walking, gathering, and community activity. By rebalancing the space to better serve people rather than vehicles, the City aims to enhance the character of the west end, improve accessibility, and create an environment that supports the continued success of local businesses.

This effort is not a stand-alone project but an integral component of the City's broader 2024–2025 work plan. It directly supports the implementation of the Twin City Mile project, a long-term initiative designed to strengthen connections across downtown Stanwood, promote walkability, and create a cohesive sense of place. Together, these

projects advance the City's overarching goals of fostering economic vitality, improving quality of life, and ensuring that Stanwood's downtown remains a lively and thriving hub for years to come.

## **DISCUSSION:**

In November 2024, the City introduced the preliminary Brick Road design to the community through social media outreach and a public open house at City Hall. This early concept emphasized wider sidewalks with added brick accents. While the project received general support, many community members expressed concern that the design diminished the West End's unique character by paving over much of the historic brick along 270th Street. In response, City staff initiated a redesign process aimed at preserving as much of the historic brick roadway base as possible while still achieving the project's goals of enhancing pedestrian access and enlivening the West End District.

On March 27, 2025, the City hosted a public meeting with adjacent property owners to present and discuss the updated design. In this revised concept, the southern sidewalk was widened while the existing brick road was retained. Business owners generally supported the preservation of the historic roadway but emphasized the need to also widen the northern sidewalk. Many indicated they would support removing the parking lane in favor of wider sidewalks. A summary of their feedback is outlined below.

- **Drainage & Sidewalk Improvements**

Drainage issues on the north side (especially near the Beauty Bar to the vacant lot) are a major concern. Sidewalks should be widened for walkability, with utility poles relocated to improve navigation. Addressing drainage and sidewalk upgrades is the top priority.

- **Materials & Cohesion**

Preference for pavers (over stamped concrete) for infill and patching, with an emphasis on salvaging existing brick where possible. Streetscape design should ensure a cohesive look across downtown, including consistent brick treatments, holiday decorations, planters, and decorative elements.

- **Traffic & Safety**

Support for a traffic circle to slow vehicles, though crosswalk visibility and safety remain concerns. Suggestions include inground lighting at all crosswalks and a right-turn-only movement from 270th onto 102nd.

- **Lighting & Visibility**

The Brick Road needs better overall lighting, as it is currently dark at night, creating safety and visibility challenges.

- **Arts Center Integration**

Plans should account for parking access from Camano Street, potential temporary relocation of mailboxes during construction, and exploring the vacation

of Augusta Alley to activate the space. The Christmas tree will be located near the Arts Center, while the traffic circle may feature an art installation.

## **ANALYSIS:**

The updated Brick Road concept reflects the feedback gathered from local businesses and the community during recent outreach efforts. The design seeks to balance historic preservation with modern improvements, while prioritizing safety, accessibility, and downtown vitality. Key features of the revised plan include:

- **Maximized Pedestrian Space**

The northern sidewalk is significantly widened, creating a more walkable and accessible corridor. This adjustment directly responds to requests from business owners and enhances the overall pedestrian experience.

- **Reconfigured Travel Lanes**

The roadway is reduced to two 11-foot travel lanes, with on-street parking removed. This narrower street profile slows traffic and improves pedestrian safety, while maintaining efficient vehicle movement through the district.

- **Improved Drainage Infrastructure**

Shifting the northern curb line allows for the installation of a new stormwater system. This upgrade will resolve long-standing drainage issues on the north side, particularly in front of businesses where flooding and pooling have been problematic.

- **Enhanced Lighting and Accessibility**

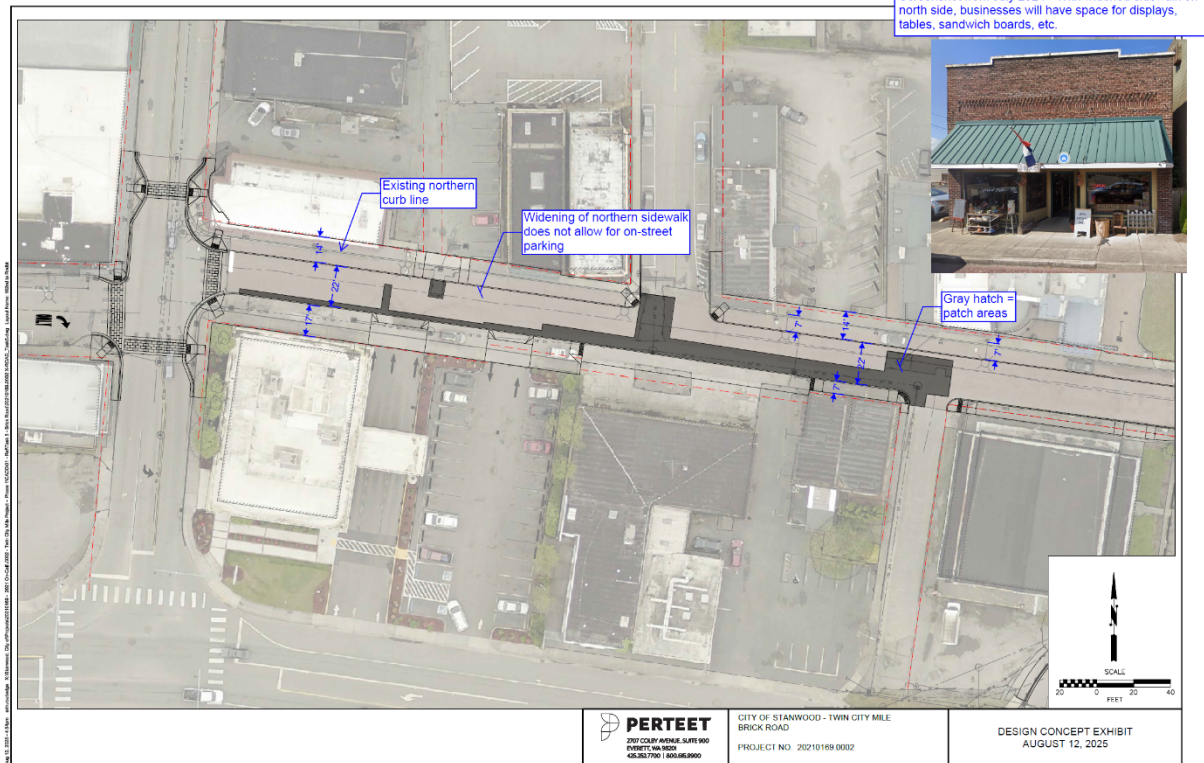
The expanded sidewalk provides opportunities for new pedestrian-scale lighting and better circulation around existing utility poles, making the corridor safer, brighter, and easier to navigate.

- **Space for Business Activity**

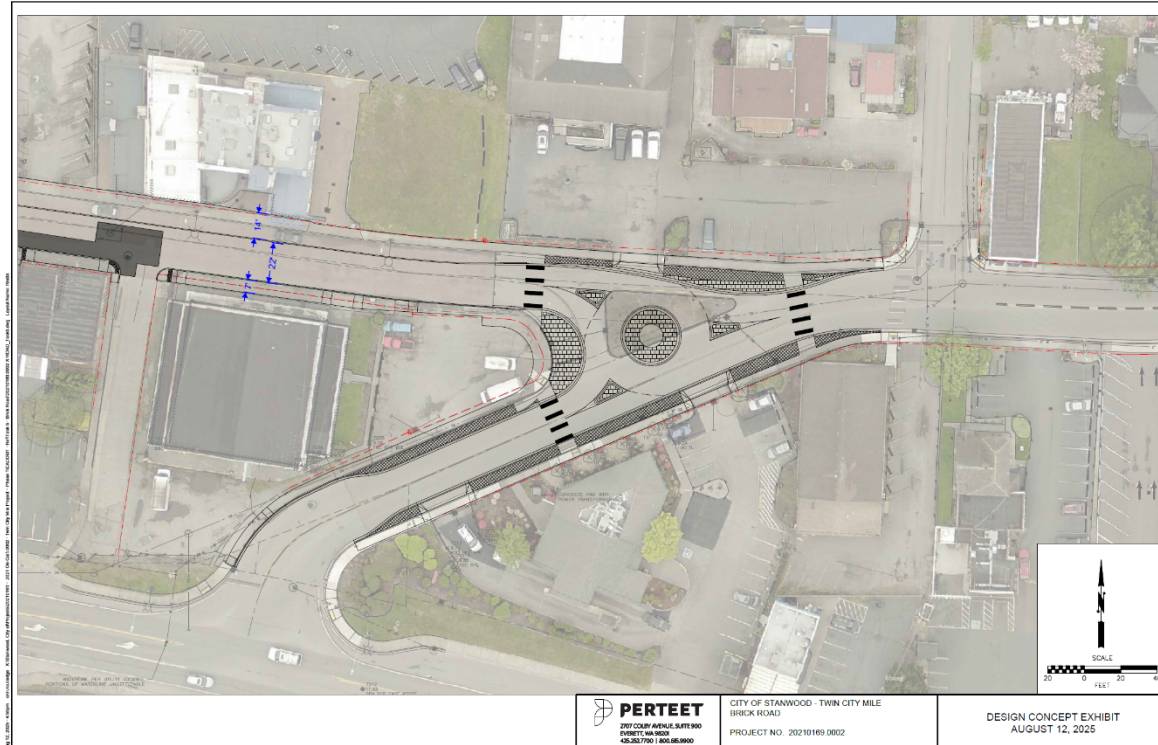
The wider northern sidewalk also creates more room for street-level business amenities such as café tables, planters, sandwich boards, and other features that encourage street life while still leaving ample space for pedestrians.

Together, these design changes honor the community's feedback, preserve the unique character of the West End, and support the long-term goal of creating a safe, vibrant, and welcoming downtown corridor.

## 102nd Avenue and 270th Street Segment:



## Camano Street and 270th Street Segment:



**FISCAL ANALYSIS:**

The initial cost estimate for a complete rebuild of Brick Road was approximately \$12.7 million. This figure accounted for a full roadway reconstruction, utility replacement, and enhanced pedestrian access to transform the corridor into a festival street.

When the City began exploring grant funding opportunities, it became clear that securing enough funding to cover the full project would be very challenging. As a result, the design team shifted focus to a more modest approach—repaving the roadway over the existing brick pavers and applying brick accents in line with the Twin City Mile concepts. This approach avoided tearing up the entire roadway, thereby reducing costs. However, as noted in this staff report, this alternative was not supported by the public or local businesses.

The current proposal is estimated at approximately \$7 million. Unlike the original plan, this design can be constructed in phases, offering the City greater flexibility in both implementation and funding. The preliminary cost estimate for the project is broken into three general phases, moving from west to east: 102nd Avenue / 270th Street Intersection, 270th Street "Brick Road" and Camano Street / 270th Street. These figures provide an early projection of anticipated expenses and will serve as the basis for inclusion in the 2026 Capital Improvement Plan (CIP) and future grant applications.

Project Phase	Cost Estimate
102nd Avenue / 270th Street Intersection	\$879,000
270th Street "Brick Road"	\$3,233,000
Camano Street Roundabout	\$3,004,000
Total Project Cost Estimate:	\$7,116,000

**PROPOSED MOTION:**

None

Screenshot from July 2024 - With widened sidewalk on north side, businesses will have space for displays, tables, sandwich boards, etc.

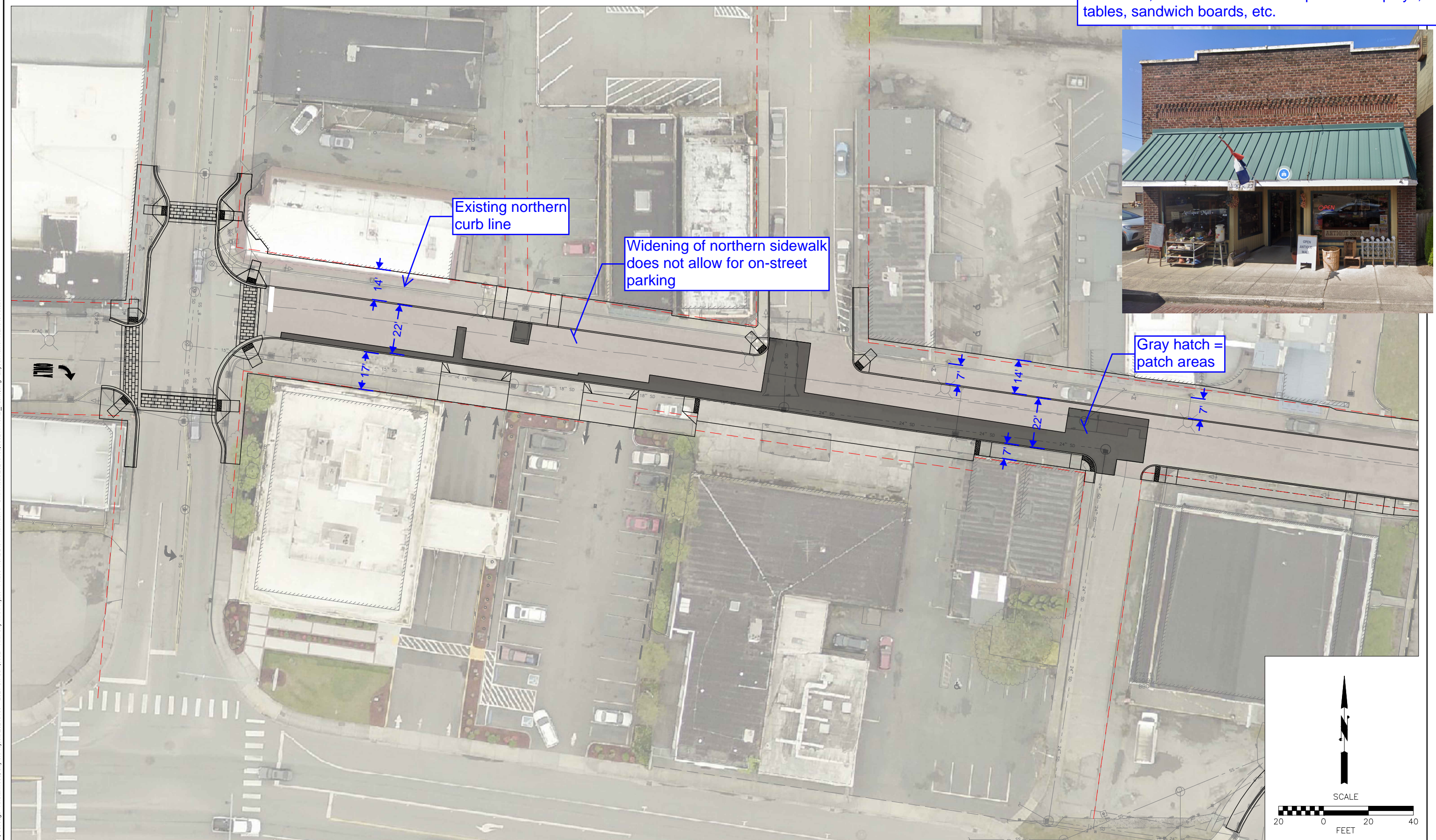


Existing northern curb line

Widening of northern sidewalk does not allow for on-street parking

Gray hatch = patch areas

Aug 12, 2025 - 4:54pm ern.routledge X:\Stanwood\_City of Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\01 - Ref\Task 5 - Brick Road\20210169\_0002 X-ROAD\_Task5.dwg Layout Name: 102nd to Rrabit

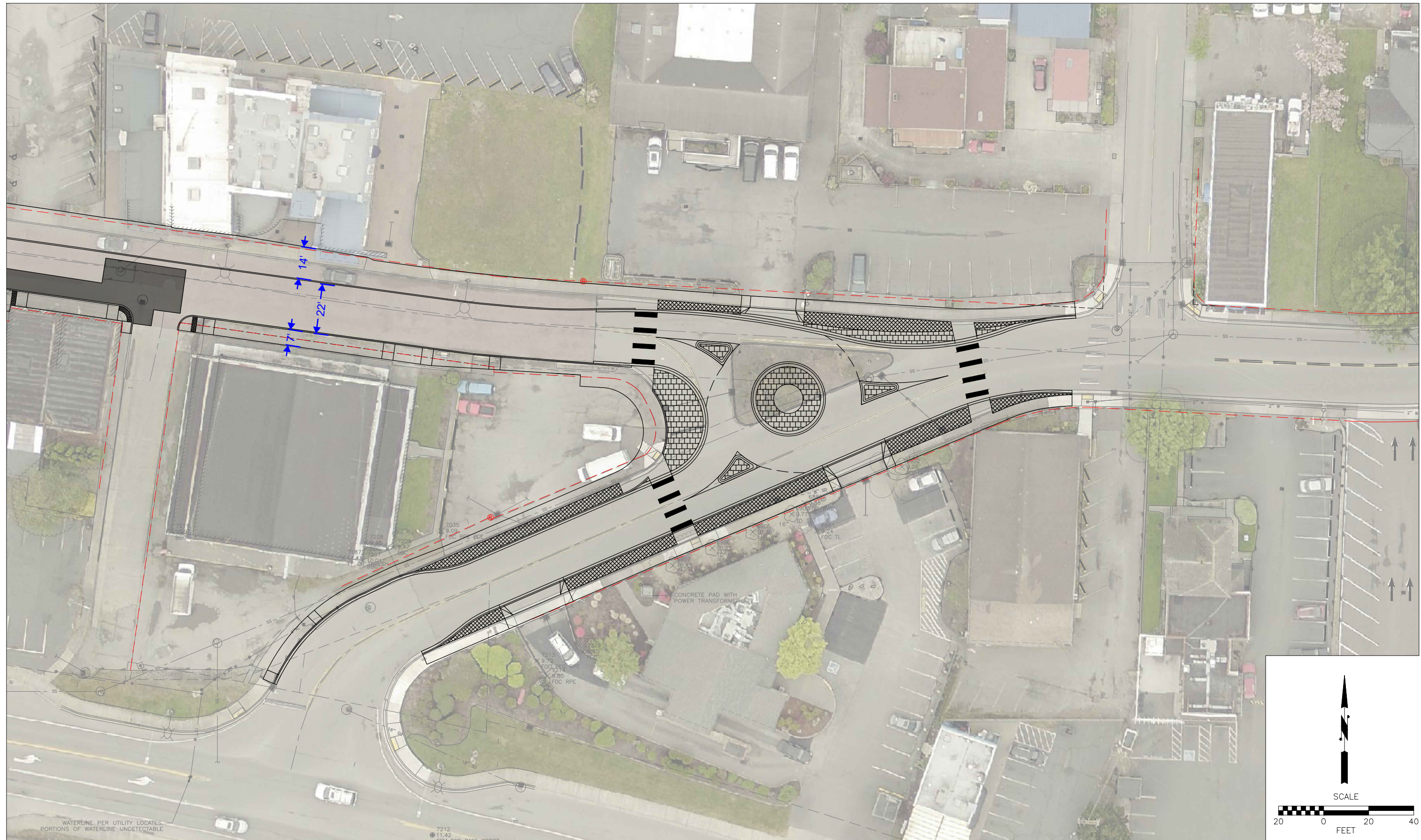


**PERTEET**  
2707 COLBY AVENUE, SUITE 900  
EVERETT, WA 98201  
425.252.7700 | 800.615.9900

CITY OF STANWOOD - TWIN CITY MILE  
BRICK ROAD  
PROJECT NO. 20210169.0002

DESIGN CONCEPT EXHIBIT  
AUGUST 12, 2025

Aug 12, 2025 - 4:55pm em\_routledge X:\Stanwood\_City of Projects\20210169 - Twin City Mile Project - Phase 1\CADD\01 - Ref\Task 5 - Brick Road\20210169\_0002 X-ROAD\_Task5.dwg Layout Name: Rrbbt



WATERLINE PER UTILITY LOCATES.  
PORTIONS OF WATERLINE UNDETECTABLE

7212  
11.42  
SD4 TOP CASE WSDOT

**PERTEET**  
 2707 COLBY AVENUE, SUITE 900  
 EVERETT, WA 98201  
 425.252.7700 | 800.615.9900

CITY OF STANWOOD - TWIN CITY MILE  
 BRICK ROAD  
 PROJECT NO. 20210169.0002

DESIGN CONCEPT EXHIBIT  
 AUGUST 12, 2025

**Concept Level Opinion of Cost  
City of Stanwood  
Twin City Mile - West End Projects  
September 19, 2025**



ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>Schedule A - 270th St NW (Brick Rd) - Widen North and South Sidewalks</b>				
Construction Surveying	LS	1	\$ 58,000	\$ 58,000
Mobilization	LS	1	\$ 192,000	\$ 192,000
Temporary and Pedestrian Traffic Control	LS	1	\$ 287,000	\$ 287,000
Removal of Structures and Obstructions	LS	1	\$ 10,000	\$ 10,000
Remove Cement Conc. Curb and Gutter	LF	1,025	\$ 25	\$ 25,625
Remove Cement Conc. Sidewalk	SY	665	\$ 35	\$ 23,275
Roadway Excavation Incl. Haul	CY	1,590	\$ 65	\$ 103,350
Crushed Surfacing Top Course	TON	2,235	\$ 75	\$ 167,625
Schedule A Storm Sewer Pipe 12 In. Diam.	LF	120	\$ 120	\$ 14,400
Catch Basin Type 1	EA	4	\$ 4,000	\$ 16,000
Catch Basin Type 2	EA	4	\$ 7,500	\$ 30,000
Modular Wetland	EA	1	\$ 50,000	\$ 50,000
Adjust Structure to Existing Grade	EA	7	\$ 1,000	\$ 7,000
Inlet Protection	EA	14	\$ 150	\$ 2,100
Temporary Water Pollution and Erosion Control	LS	1	\$ 39,000	\$ 39,000
Tree Grate and Frame	EA	18	\$ 3,500	\$ 63,000
Street Tree	EA	18	\$ 2,000	\$ 36,000
Cement Conc. Curb and Gutter	LF	1,190	\$ 80	\$ 95,200
Cement Conc. Sidewalk	SY	1,365	\$ 120	\$ 163,800
Cement Conc. Curb Ramps	SY	45	\$ 350	\$ 15,750
Concrete Unit Paver - Roadway Patch & Crosswalk	SF	5,500	\$ 80	\$ 440,000
Concrete Unit Paver - Decorative	SF	3,295	\$ 60	\$ 197,700
Illumination System	LS	1	\$ 335,000	\$ 335,000
Overhead String Lights and Plain Bronze Poles	LS	1	\$ 50,000	\$ 50,000
Pavement Markings and Signing	LS	1	\$ 5,000	\$ 5,000
Urban Design Elements (Wayfinding, Benches, Trash Receptacles, Bike Racks)	LS	1	\$ 60,000	\$ 60,000
Schedule A Construction Subtotal				\$ 2,486,825
Contingency (30%)				\$ 746,050
Schedule A Construction Total				\$ 3,233,000

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>Schedule B - Intersection of 270th St NW &amp; 102nd Ave NW</b>				
Construction Surveying	LS	1	\$ 16,000	\$ 16,000
Mobilization	LS	1	\$ 52,000	\$ 52,000
Temporary and Pedestrian Traffic Control	LS	1	\$ 78,000	\$ 78,000
Removal of Structures and Obstructions	LS	1	\$ 5,000	\$ 5,000
Remove Cement Conc. Curb and Gutter	LF	250	\$ 25	\$ 6,250
Remove Cement Conc. Sidewalk	SY	200	\$ 35	\$ 7,000
Roadway Excavation Incl. Haul	CY	170	\$ 65	\$ 11,050
Crushed Surfacing Top Course	TON	215	\$ 75	\$ 16,125
Planing Bituminous Pavement	SY	465	\$ 20	\$ 9,300
HMA CL. 1/2" PG 58H-22	TON	150	\$ 200	\$ 30,000
Schedule A Storm Sewer Pipe 12 In. Diam.	LF	50	\$ 120	\$ 6,000
Catch Basin Type 1	EA	2	\$ 4,000	\$ 8,000
Modular Wetland	EA	1	\$ 50,000	\$ 50,000
Inlet Protection	EA	19	\$ 150	\$ 2,850
Temporary Water Pollution and Erosion Control	LS	1	\$ 11,000	\$ 11,000
Cement Conc. Curb and Gutter	LF	270	\$ 80	\$ 21,600
Cement Conc. Sidewalk	SY	120	\$ 120	\$ 14,400
Cement Conc. Curb Ramps	SY	65	\$ 350	\$ 22,750
Cement Conc. Banding	LF	230	\$ 100	\$ 23,000
Concrete Unit Paver - Roadway Patch & Crosswalk	SF	865	\$ 80	\$ 69,200
Concrete Unit Paver - Decorative	SF	640	\$ 60	\$ 38,400
Pavement Markings and Signing	LS	1	\$ 8,000	\$ 8,000
Urban Design Elements (Wayfinding, Benches, Trash Receptacles, Bike Racks)	LS	1	\$ 20,000	\$ 20,000
RRFB & In-Road Warning Lights System	LS	1	\$ 150,000	\$ 150,000

**Concept Level Opinion of Cost  
City of Stanwood  
Twin City Mile - West End Projects  
September 19, 2025**



ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Schedule B Construction Subtotal				\$ 675,925
Contingency (30%)				\$ 202,780
Schedule B Construction Total				\$ <b>879,000</b>

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>Schedule C - Camano Street Triangle (Roundabout)</b>				
Construction Surveying	LS	1	\$ 54,000	\$ 54,000
Temporary and Pedestrian Traffic Control	LS	1	\$ 267,000	\$ 267,000
Mobilization	LS	1	\$ 178,000	\$ 178,000
Removals of Structures and Obstructions	LS	1	\$ 10,000	\$ 10,000
Remove Cement Conc. Curb and Gutter	LF	755	\$ 25	\$ 18,875
Remove Cement Conc. Sidewalk	SY	450	\$ 35	\$ 15,750
Roadway Excavation Incl. Haul	CY	700	\$ 65	\$ 45,500
Crushed Surfacing Top Course	TON	1,000	\$ 75	\$ 75,000
Planing Bituminous Pavement	SY	1,270	\$ 20	\$ 25,400
HMA CL. 1/2" PG 58H-22	TON	600	\$ 200	\$ 120,000
Colored Stamped Cement Conc. Pavement Incl. Dowel Bars - 8 In. Depth	SY	200	\$ 500	\$ 100,000
Schedule A Storm Sewer Pipe 12 In. Diam.	LF	860	\$ 120	\$ 103,200
Catch Basin Type 1	EA	16	\$ 4,000	\$ 64,000
Modular Wetland	LS	1	\$ 50,000	\$ 50,000
Adjust Drainage Structure to Finished Grade	EA	2	\$ 1,000	\$ 2,000
Temporary Water Pollution and Erosion Control	LS	1	\$ 36,000	\$ 36,000
Inlet Protection	EA	23	\$ 150	\$ 3,450
Tree Grate and Frame	EA	3	\$ 3,200	\$ 9,600
Street Tree	EA	3	\$ 2,000	\$ 6,000
Holiday Tree Base	LS	1	\$ 3,150	\$ 3,150
Cement Conc. Curb and Gutter	LF	1,080	\$ 80	\$ 86,400
Cement Conc. Sidewalk	SY	580	\$ 120	\$ 69,600
Cement Conc. Curb Ramps	SY	20	\$ 350	\$ 7,000
Concrete Unit Paver - Decorative	SF	2,160	\$ 60	\$ 129,600
Illumination System	LS	1	\$ 555,000	\$ 555,000
Pavement Markings and Signing	LS	1	\$ 11,000	\$ 11,000
Urban Design Elements (Wayfinding, Benches, Trash Receptacles, Bike Racks)	LS	1	\$ 40,000	\$ 40,000
RRFB & In-Road Warning Lights System	LS	1	\$ 225,000	\$ 225,000
Schedule C Construction Subtotal				\$ 2,310,525
Contingency (30%)				\$ 693,160
Schedule C Construction Total				\$ <b>3,004,000</b>

	Const. Year	Const. Year Cost	Est. Year 2025 Cost
<b>Schedule A: 270th St NW (Brick Road) - Concept Level Opinion of Cost</b>	<b>2028</b>	<b>\$ 3,743,000</b>	<b>\$ 3,233,000</b>
<b>Schedule B - Intersection of 270th St NW &amp; 102nd St SW - Concept Level Opinion of Cost</b>	<b>2027</b>	<b>\$ 970,000</b>	<b>\$ 879,000</b>
<b>Schedule C1 - Camano Street Triangle (Roundabout) - Concept Level Opinion of Cost</b>	<b>2027</b>	<b>\$ 3,312,000</b>	<b>\$ 3,004,000</b>

The above opinion of cost is a concept level estimate only. It is based on best available information and scope at the time, not on the results of a detailed engineering study, and is supplied as a budgeting guide only. Perteet Inc. does not guarantee or warrant the accuracy of this concept level estimate.



**City of Stanwood  
Economic Development Board  
Staff Report**

**Item Number:** 4.c.  
**Date:** October 17, 2025  
**Subject:** Cedarhome Triangle Design Amendments  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:**  
1. A. CedarhomeTriangle\_Exhibit\_2025-09-19  
2. B. CedarhomeTriangle\_PlanningOOC\_2025-09-19

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**ISSUE**

The purpose of this item is for the Community Development Committee to review, discuss and provide feedback to staff on the Cedarhome Triangle roadway design.

**RECOMMENDATION:**

Staff is seeking guidance on whether this updated design more accurately reflects the Council's vision for the roadway in order to move forward with the final design.

**BACKGROUND:**

Throughout 2024 and 2025, City staff, in collaboration with consultants from Pertee, have been actively engaged in the redesign of the Cedarhome Drive roadway. The primary goals of this effort are to improve overall circulation, enhance safety by reducing vehicle speeds, and introduce a variety of traffic-calming measures to create a more pedestrian-friendly corridor. This initiative is a key component of the City's broader 2024/2025 work plan and directly supports the implementation of the Twin City Mile project, which seeks to strengthen community connections and promote walkability in the downtown.

**DISCUSSION:**

Several businesses in the industrial area on the south side of Cedarhome Drive operate large trucks and were concerned about their ability to navigate a traffic circle. One business in particular has trucks with only a one-foot clearance above the roadway surface, which imposes significant design constraints. With such limited clearance, some trucks would be unable to drive over a mountable traffic circle. To address safety concerns and improve traffic flow on Cedarhome Drive, the project was been redesigned from a traffic circle to a four-way stop.

On March 19, 2025, the City held a public meeting with adjacent property owners to share and discuss the updated project design. During the review, property owners

voiced their support for replacing the proposed roundabout with a 4-way stop, emphasizing that this change would allow trucks to navigate the intersection more effectively while still achieving the intended traffic-calming benefits. This community input played a key role in refining the design, helping to ensure that the project balances technical and safety objectives with the practical needs and priorities of local businesses. Specific comments included:

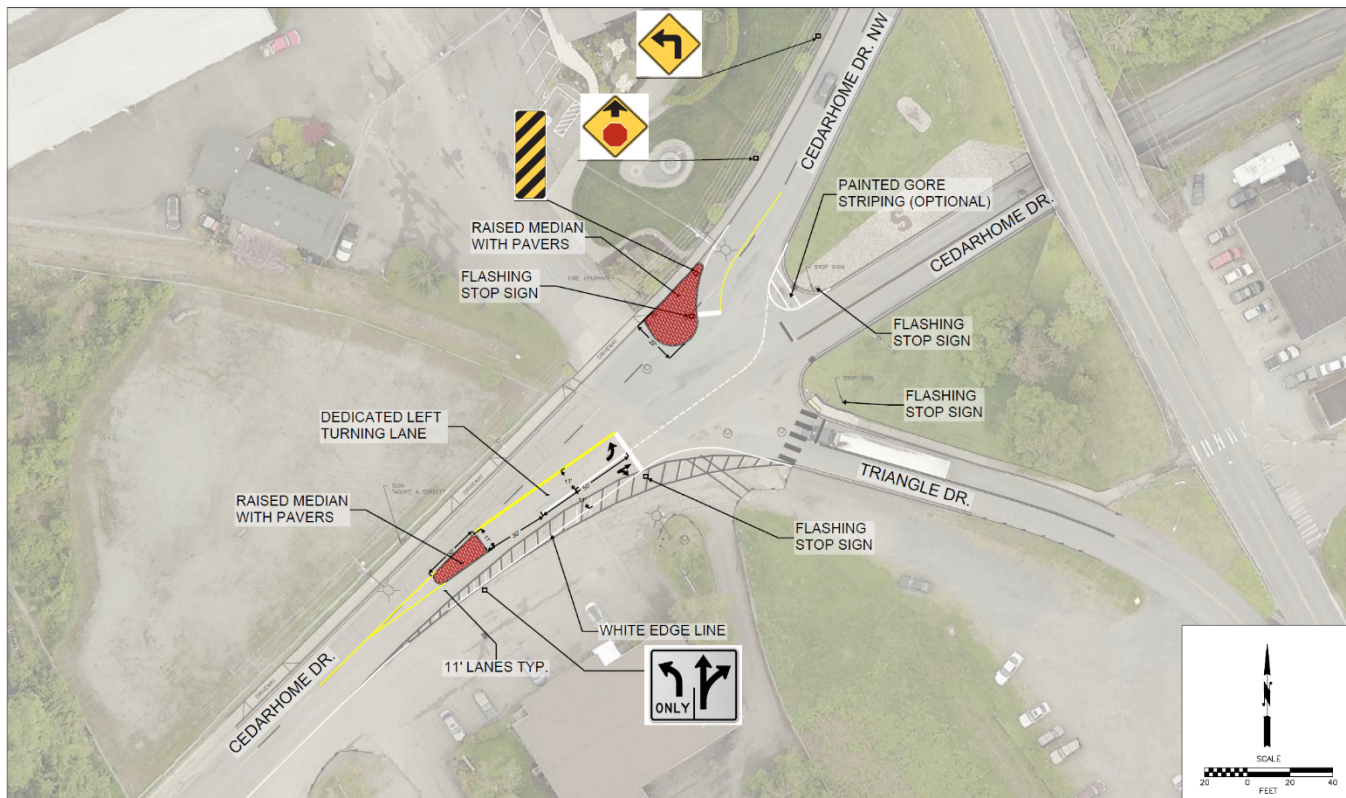
- Consider adding a lefthand turn lane at the 84<sup>th</sup> Avenue Intersection.
- Like the four-way stop better than the traffic circle
- Make cross hatching (near the vet clinic) bigger, bolder, brighter. Red would be more impactful and grab peoples' attention.
- Make sure that 77' long truck (24' truck), (53' trailer), can make the turns.
- The four-way stop is not a problem.
- 77' semi trucks do often turn left onto 84<sup>th</sup> coming from Cedarhome and the Vet Clinic, toward downtown. Need enough clearance.
- Triangle road needs to remain a two-way road, Olander has 41 trucks running in and out of there every day.

#### **ANALYSIS:**

The Cedarhome Drive Traffic Calming and Road Improvement Project is designed to enhance safety, improve traffic flow, and create a smoother transition into downtown. The project includes the following key improvements:

- Installation of a four-way stop at the intersection of Cedarhome Drive, Triangle Road, and Cedarhome Road. This measure will improve traffic control, reduce potential collision points, and provide safer pedestrian crossings at a busy intersection.
- Construction of a dedicated left-turn lane on Cedarhome Drive to better guide vehicles traveling uphill. This improvement will provide a safer, more predictable movement for drivers turning left.
- Addition of a raised median on Cedarhome Drive, located west of the new four-way stop. The median will channel westbound traffic into defined lanes while also functioning as a traffic-calming device.

By narrowing the roadway and creating a visual cue, the median will encourage slower speeds as vehicles approach and enter the downtown area. Together, these improvements are intended to enhance safety for all roadway users, support orderly traffic movement, and preserve the character of downtown by reducing speeding and improving accessibility.

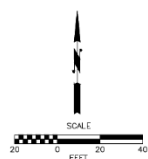


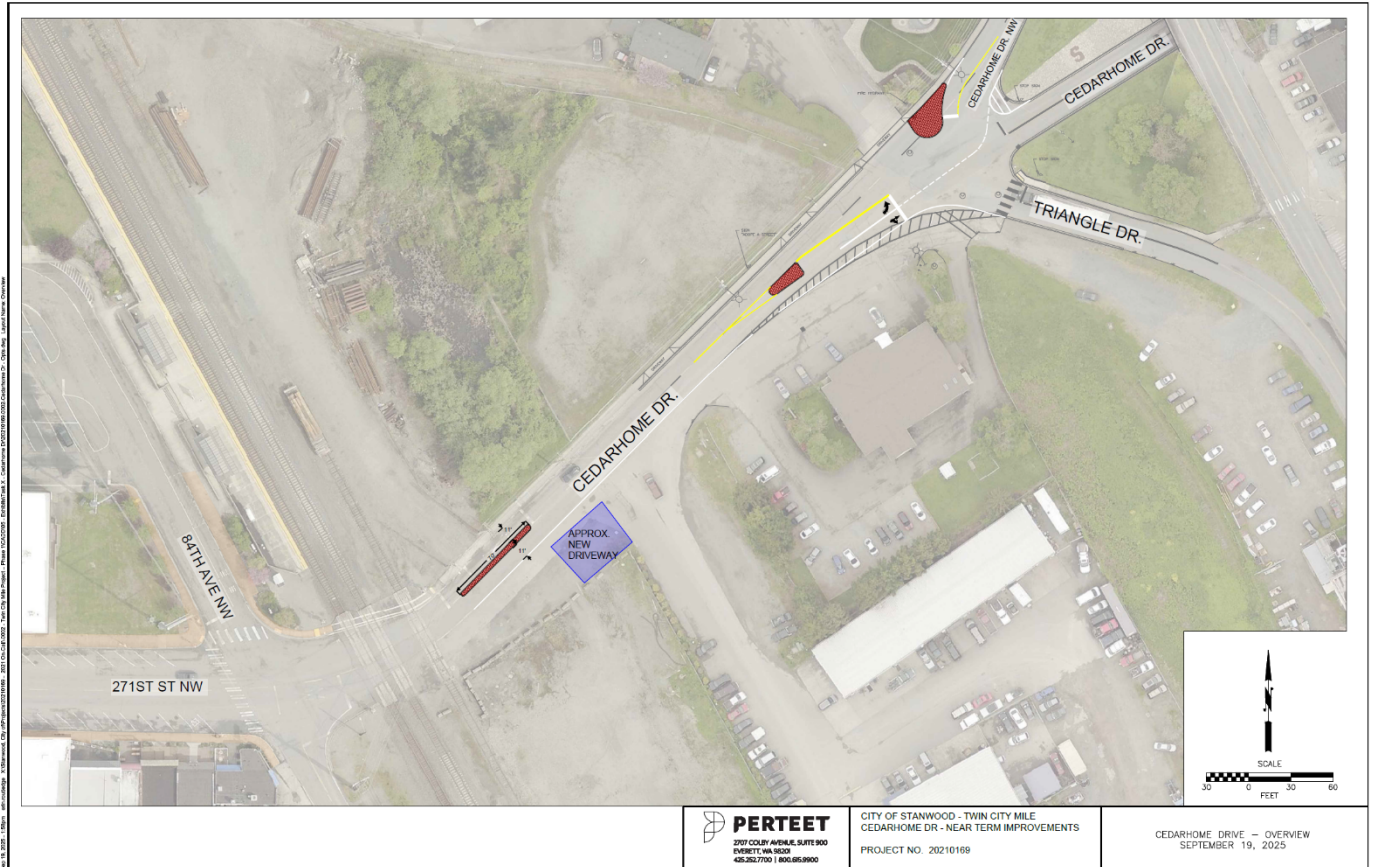
**ROUGH DRAFT**

**PERTEET**  
 2577 COLBY AVENUE, SUITE 900  
 EVERETT, WA 98203  
 425.252.7100 | 800.955.9900

CITY OF STANWOOD - TWIN CITY MILE  
 CEDARHOME DR. - NEAR TERM IMPROVEMENTS  
 PROJECT NO. 20210169

CEDARHOME DRIVE  
 FOUR-WAY STOP/INTERSECTION RECONFIGURATION  
 SEPTEMBER 19, 2025





**FISCAL ANALYSIS:**

The preliminary cost estimate for the project is just under \$260,000. This figure provides an early projection of anticipated expenses and will serve as the basis for inclusion in the 2026 Capital Improvement Plan (CIP). At this stage, staff will recommend that funding for the project be allocated in the 2027 budget cycle.

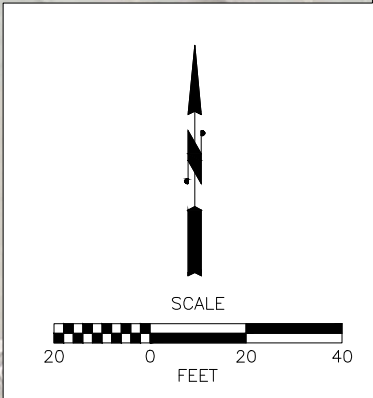
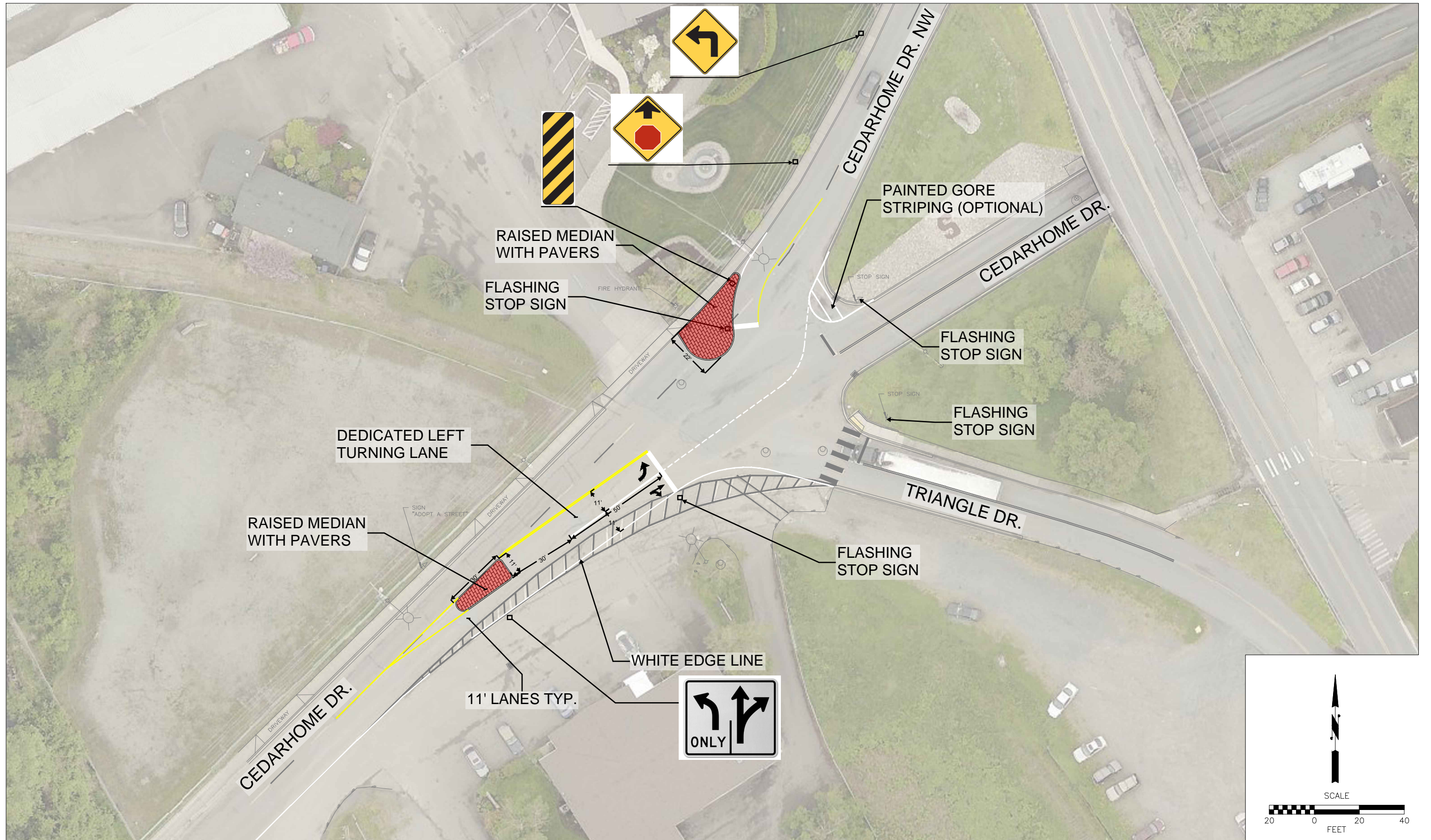
ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Construction Surveying	LS	1	\$ 5,000	\$ 5,000
Mobilization	LS	1	\$ 16,000	\$ 16,000
Project Temporary Traffic Control	LS	1	\$ 23,000	\$ 23,000
Roadway Excavation Incl. Haul	CY	80	\$ 75	\$ 6,000
Crushed Surfacing Top Course	TON	95	\$ 80	\$ 7,600
Stormwater Retrofit	LS	1	\$ 8,000	\$ 8,000
Cement Conc. Traffic Curb	LF	320	\$ 70	\$ 22,400
Concrete Unit Paver	SF	940	\$ 80	\$ 75,200
Pots/Planters & Plantings	EA	4	\$ 1,500	\$ 6,000
Flashing Stop Sign	EA	4	\$ 4,000	\$ 16,000
Removing Paint Line	LF	570	\$ 5	\$ 2,850
Plastic Yellow Line	LF	270	\$ 6	\$ 1,620
Plastic White Line	LF	750	\$ 6	\$ 4,500
Plastic Stop Line	LF	35	\$ 15	\$ 525
Plastic Traffic Arrow	EA	2	\$ 250	\$ 500
Permanent Signing	LS	1	\$ 2,000	\$ 2,000
<b>Subtotal</b>				<b>\$ 197,195</b>
<b>Contingency (30%)</b>				<b>\$ 59,159</b>
<b>Total</b>				<b>\$ 257,000</b>

The above opinion of cost is a planning level estimate only. It is based on best available information and scope at the time, not on the results of a detailed engineering study, and is supplied as a budgeting guide only. Pertect Inc. does not guarantee or warrant the accuracy of this planning level estimate.

**PROPOSED MOTION:**

None

Sep 19, 2025 - 1:58pm emi.rouledge X:\Starwood\_City of Projects\20210169 - 2021 On-Call\0002 - Twin City Mile Project - Phase 1\CADD\05 - Exhibit\Task X - Cedarhome Dr - Cedarhome Dr - On-Call.dwg Layout Name: 12-Stop Sign Combo



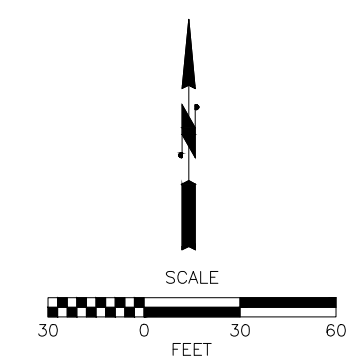
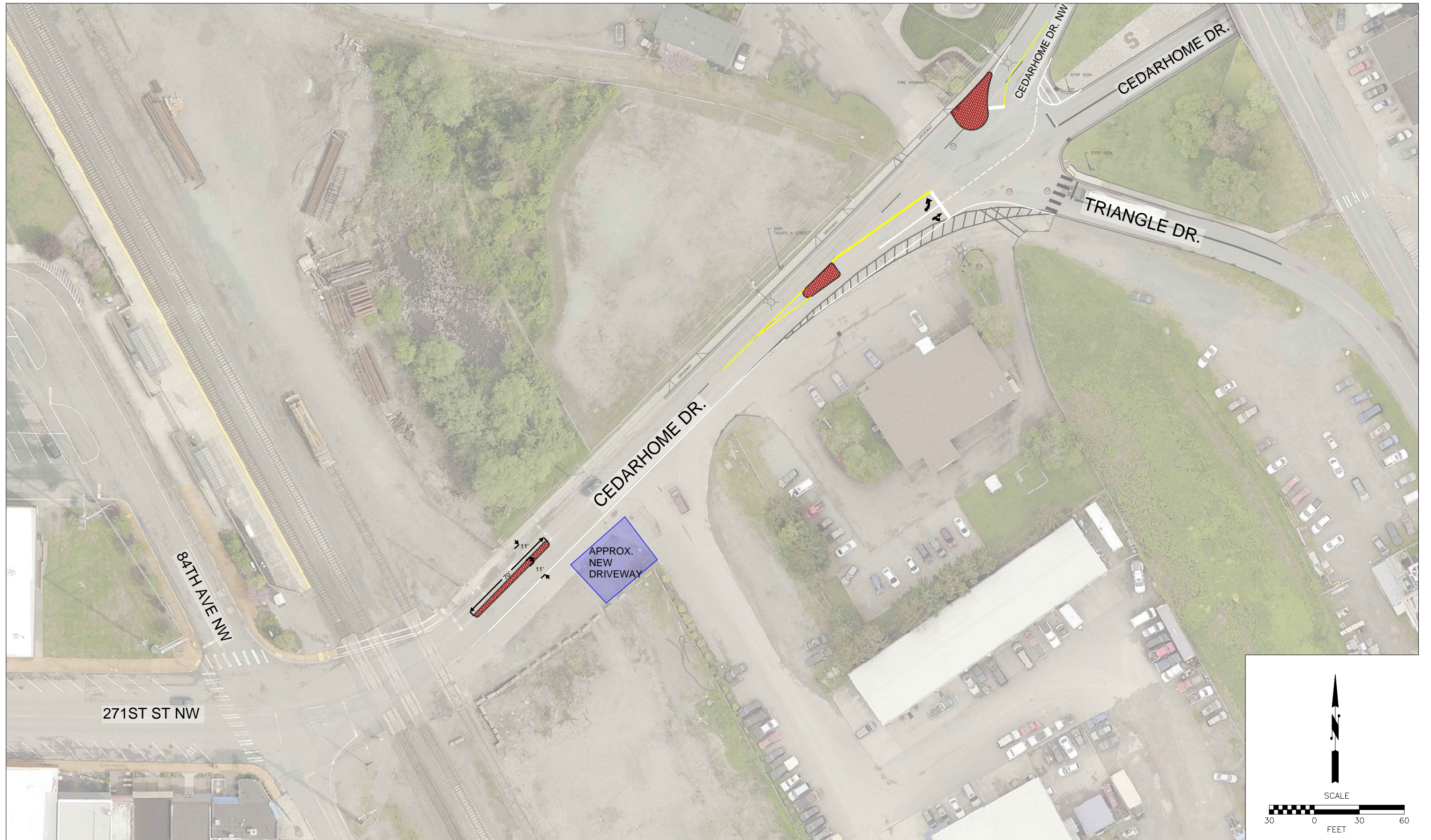
**ROUGH DRAFT**

**PERTEET**  
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 EVERETT, WA 98201  
 425.252.7700 | 800.615.9900

CITY OF STANWOOD - TWIN CITY MILE  
 CEDARHOME DR - NEAR TERM IMPROVEMENTS  
 PROJECT NO. 20210169

CEDARHOME DRIVE  
 FOUR-WAY STOP/INTERSECTION RECONFIGURATION  
 SEPTEMBER 19, 2025

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CITY OF STANWOOD - TWIN CITY MILE  
CEDARHOME DR - NEAR TERM IMPROVEMENTS  
PROJECT NO. 20210169

CEDARHOME DRIVE - OVERVIEW  
SEPTEMBER 19, 2025

## Cedarhome Triangle - Four-Way Stop Concept

### Planning Level Opinion of Cost

City of Stanwood

September 19, 2025



ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Construction Surveying	LS	1	\$ 5,000	\$ 5,000
Mobilization	LS	1	\$ 16,000	\$ 16,000
Project Temporary Traffic Control	LS	1	\$ 23,000	\$ 23,000
Roadway Excavation Incl. Haul	CY	80	\$ 75	\$ 6,000
Crushed Surfacing Top Course	TON	95	\$ 80	\$ 7,600
Stormwater Retrofit	LS	1	\$ 8,000	\$ 8,000
Cement Conc. Traffic Curb	LF	320	\$ 70	\$ 22,400
Concrete Unit Paver	SF	940	\$ 80	\$ 75,200
Pots/Planters & Plantings	EA	4	\$ 1,500	\$ 6,000
Flashing Stop Sign	EA	4	\$ 4,000	\$ 16,000
Removing Paint Line	LF	570	\$ 5	\$ 2,850
Plastic Yellow Line	LF	270	\$ 6	\$ 1,620
Plastic White Line	LF	750	\$ 6	\$ 4,500
Plastic Stop Line	LF	35	\$ 15	\$ 525
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**City of Stanwood  
Economic Development Board  
Staff Report**

**Item Number:** 4.d.  
**Date:** October 17, 2025  
**Subject:** Business and Community Relations Coordinator Introduction  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:** None

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**ISSUE**

Staff Recommendation

Enter text here.

**BACKGROUND**

We are pleased to announce that **Aaron Weinberg** will be joining the City of Stanwood as our new **Business and Community Relations Coordinator**, effective **October 20, 2025**.

Aaron brings over 13 years of experience in economic development, communications, and community outreach. Most recently, he served as Economic Development Manager for the Economic Development Alliance of Skagit County, where he worked directly with local businesses, regional partners, and community stakeholders to support economic growth and engagement. Aaron holds a degree in Journalism from Western Washington University and a certificate in Workforce Development Fundamentals from the Association of Chamber of Commerce Executives and the International Economic Development Council.

**ROLE AND FOCUS:**

In this position, Aaron will focus on strengthening the City's relationship with the business community and supporting economic development initiatives. His key responsibilities relevant to the Economic Development Board include:

- Acting as a primary liaison between the City, local businesses, and regional economic development partners.

- Supporting business recruitment, retention, and technical assistance efforts.
- Assisting businesses with City permitting and navigating municipal processes.
- Providing staff support to the Economic Development Board, including preparing agendas, reports, and meeting follow-ups.
- Coordinating with boards, commissions, and community organizations to advance economic development projects and public engagement initiatives.
- 

This new structure allows Stanwood to have dedicated full-time staff focused on both communications and economic development, ensuring that the business community receives the attention and support it needs.

## **DISCUSSION**

Aaron will begin on **October 20, 2025**, and the board can expect him to be a key point of contact for economic development initiatives, business outreach, and board-related projects.



## City of Stanwood Economic Development Board Staff Report

**Item Number:** 4.e.  
**Date:** October 17, 2025  
**Subject:** Board Meeting Schedule Update  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:** None

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### **ISSUE**

### **DISCUSSION**

Economic Development Board meetings are currently being held quarterly, with the next meeting scheduled for January 2026. With the onboarding of our new Business and Community Relations Coordinator, Aaron Weinberg, we anticipate reviewing the board's meeting frequency. An updated meeting schedule will be shared in the New Year once Aaron is fully onboarded, and we have a clearer picture of priorities and workflow.



**City of Stanwood  
Economic Development Board  
Staff Report**

**Item Number:** 4.f.  
**Date:** October 17, 2025  
**Subject:** Downtown Initiative Update  
**Contact Person:** Patricia Love, Community Development Director  
**Attachments:** None

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**ISSUE**

Staff Recommendation

Enter text here.

**BACKGROUND**

The City of Stanwood adopted its 2024–2044 Comprehensive Plan in September 2024. The plan includes goals and policies to promote Downtown Stanwood as the commercial and cultural heart of the greater Stanwood/Camano region. The City’s vision emphasizes preserving its heritage while building upon a thriving arts community to establish a vibrant cultural hub in historic downtown.

Earlier this year, the City assembled the Downtown District Committee to assess the potential for both a creative arts district and a historic preservation program. During the first two meetings, committee members expressed strong support for pursuing both initiatives.

To further assess feasibility and guide implementation, the City engaged Maul Foster & Alongi, to conduct research, perform case studies, and facilitate committee meetings. Their work includes evaluating both a Creative District and Main Street program, identifying potential benefits and challenges, and gathering community input. **Note, city staff are going to pursue the creation of a historic preservation program, as a separate, complimentary initiative.**

**UPDATE**

## **Current Activities and Timeline**

Maul Foster held a third downtown committee meeting on October 8. Staff presented committee members with a summary of both programs, key findings and proposed evaluation criteria to help determine if one or both programs are beneficial to Stanwood. A fourth committee meeting will be held in November. Maul Foster is also going to work with City staff on launching a community survey in November. A final memo with recommendations will be prepared and presented to Council at the end of this year.