Agenda
Planning Commission Regular Meeting
June 8, 2026 | 6:30 PM

Stanwood Fire Station
8117 267th Place NW
Stanwood, WA 98292

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https://www.stanwoodwa.org.

1. **Call to Order**
2. **Roll Call**
3. **Public Requests and Comments**
4. **Approval of Minutes**
   a. May 11, 2026 Planning Commission Meeting Minutes
5. **Unfinished Business**
   a. Climate Change Assessment
6. **New Business**
   a. Multimodal Level of Service Ordinance and Comprehensive Plan Amendment
7. **Miscellaneous Business**
8. **Recent Council Action on Commission Items**
   a. Grading and Stormwater Code Amendment
   b. Permitted Use Matrix and Development Standards Code Amendment
9. **Upcoming Items**
   a. Development Design Standards
10. **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

CITY OF STANWOOD
PLANNING COMISSION

STAFF REPORT

MEETING DATE:	June 8, 2026
SUBJECT:	May 11, 2026, Planning Commission Meeting Minutes
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENT:	1. PC Meeting Minutes

May 11, 2026, Planning Commission Meeting Minutes

Planning Commission Meeting Minutes
Monday, May 11, 2026, 6:30 pm

Call to Order: 6:30 p.m.

Roll Call

Commissioners Present:
Eric Warnat, Commissioner
Richard Craig, Commissioner
Patrick Hosterman, Commission Chair
Cody Davis, Commission Vice-Chair
Gabrielle Braley, Commissioner
Jeff Wheatley, Commissioner

Staff Present:
Patricia Love, Community Development Director
Audrey Rotrock, Associate Planner

Absent: Melissa Toner

Also known to be present: Kat Klass & Nicholas Mirra with Maul Foster Algoni

Public Requests and Comments: None

Approval of Minutes:
The minutes of the April 13, 2026 Planning Commission meeting were unanimously approved.

Unfinished Business:
Climate Change Public Outreach Strategy
In 2023, House Bill 1181 amended Washington's Growth Management Act, requiring local governments to include a Climate Change and Resiliency Element in their comprehensive plans. This Climate Element must integrate goals and policies to reduce greenhouse gas (GHG) emissions, enhance resilience to climate impacts, and address localized climate risks and vulnerabilities. Resilience-focused goals and policies will help the City prepare for, respond to, and recover from climate-related impacts, while GHG emissions reduction goals and policies are intended to reduce emissions from transportation, energy use in buildings, and other sources. HB 1181's requirements place equal emphasis on climate planning as is required for traditional elements like transportation and land use.

The City received a grant from the Washington State Department of Commerce to draft a Climate Element in compliance with state law and has hired Maul Foster & Alongi and BHC to support this effort.

The Planning Commission will act as the advisory committee guiding Climate Element development. Responsibilities will include reviewing technical analyses, considering public input, and providing input and recommendations for goals and policies. Planning Commission involvement will primarily occur during regular Commission meetings, with the possible addition of one focused work session on the Climate Element in summer 2026.

Maul Foster Algoni presented an overview of the strategy.

Commissioner Questions & Comments

- Are there quantitative goals we're trying to reach besides 2 goals per category? A certain GHG target maybe? Or reducing traffic going to Camano Island?
    - How do we control traffic coming from elsewhere or on the highway?
    - Building codes could be something we look at, but we'd have to decide what level of remodel would trigger incurring new standards.
  - We should focus on what's realistic. There are hazards Stanwood can't do anything about, like sea level rise or wildfires.
  - Does the City's existing policies on floodplains already cover us for that hazard?
    - Patricia: Yes, likely.
  - How we measure all this will be important.
- Discussion portion comments
  - **What are the top 3 long-term priorities the Climate Element should focus on to help Stanwood remain safe and livable over time?**
    - Traffic on state highways; energy usage in buildings; lighting controls or building management;
  - **What climate-related challenges or opportunities could affect Stanwood's land use, infrastructure, or community services?**
    - Remediation for drought; what's our Plan B if our wells run dry?
    - We already work a lot on flooding resilience.
    - Encouraging heat pumps to combat heat and smoke, or requiring A/C in public buildings.
    - What if the water tower empties out?
      - Patricia: We have 3 wells and an untouched 4th well; we've had conversations about water rights with Ecology; we're very conscious of our water supply.
    - Interested in getting the survey results to direct answers to these questions.
    - Should we look at potential for wildfire fire here, and requirements re: trees around homes?

Permitted Use Matrix and Development Standards – Continued Public Hearing

The Planning Commission began its review of the permitted use codes in late 2025 with a general introduction into early 2026.

- November 2025: General approach and chapter structure
- January 2026: Permitted Uses Table and Comprehensive Plan Policy Discussion
- February: Reorganized Formatting and Categorization of Permitted Uses
- March: Permitted Uses and Definitions
- April: Opened Public Hearing

This meeting will continue the Planning Commission's permitted use discussion reviewing the entire code including definitions, matrix uses and associated use standards.

Commissioner Questions & Comments

- Staff moved overnight parking into the Parking Standards portion of the code.
- Council has suggested requiring certain sections of the Downtown Mixed-Use Zone to be restaurants and retail spaces and allowing uses such as salons and learning centers (for example) on the second floor or behind.
    - Commissioners say this could be prohibitive, and to consider allowing these in certain circumstances with administrative conditions.
    - There should be a balance of uses downtown.
- The Commissioners unanimously agreed to move the Permitted Use Matrix and Development Standards forward to City Council and closed the public hearing.

New Business:

Sign Code Update

In continuation of our Municipal Code Update project, work on the Sign Code is starting. On March 31, a virtual and in person open house was held to hear from the public on likes and dislikes regarding the signs in the City. The open house events were not well attended. As an additional effort to obtain public comments, an online public survey was issued where 321 responses were received.

Sign codes play an important role in aesthetics of a City. They regulate the size, placement, lighting, and design of signs to ensure that businesses can effectively communicate with the public without creating clutter or hazards. The overall goal of sign codes strike a balance between economic visibility and public interest.

Commissioner Questions & Comments

The Planning Commission reviewed the sign survey results and generally agreed with the feedback received. Key comments and recommendations are summarized below by sign type and topic area:

- **Feather Banners**
    - Recognized the benefit and visibility of feather banners for businesses.
    - Recommended limiting the number permitted per site or improving enforcement of existing standards.
    - Suggested restricting or prohibiting feather banners along the Twin City Mile corridor.
- **Temporary Signage**
    - Supported allowing temporary signage for businesses and events.
    - Expressed concern that temporary signs can create visual clutter.
    - Recommended stronger enforcement and consideration of standards that balance business needs with federal law requirements.
- **Home Occupation Signs**
    - Requested further review of home occupation signage regulations.
    - Recommended evaluating:
        - What types of signs should be allowed;
        - Appropriate locations for signs; and
        - Maximum sign size standards.

- **Commercial Window Signs**
  - Supported keeping window signage to a minimum.
  - Emphasized maintaining visibility and reducing visual clutter.
- **Off-Site Signs**
  - Discussed potentially allowing off-site signage.
  - Recommended careful consideration of:
    - Sign size limitations; and
    - Setback requirements.
- **Flags**
  - Recommended removing all references to flags from the sign code.
- **SR 532 Corridor Signage**
  - Discussed treating signs along SR 532 differently than signs on Main Street.
    - Suggested considering: Increased sign height allowances; and Greater setbacks in exchange for additional height.
- **271st Street Right-of-Way Signs**
  - Recommended providing an exception for signs located within the right-of-way along 271st Street.
  - Noted that the unusually deep right-of-way in these areas creates unique constraints for property owners.
- **General Enforcement**
  - Commissioners repeatedly emphasized the need for improved code enforcement across all sign types to ensure standards are effective and consistently applied.

Miscellaneous Business:

Recent Council Action on Commission Items:

Upcoming Items:

Adjourn: 8:05 p.m.

CITY OF STANWOOD
PLANNING COMMISSION
AGENDA STAFF REPORT

DATE: June 8, 2026

SUBJECT: Climate Assessment and Public Survey

CONTACT PERSON: Patricia Love, Community Development Director

ATTACHMENTS: Climate Assessment Technical Memo

PURPOSE

The purpose of this agenda item is to provide the Planning Commission with an overview of the Comprehensive Plan Climate Change Element climate hazards analysis maps and assessment.

BACKGROUND

Over the last two months, the Planning Commission has been introduced to the state mandate requiring local jurisdictions to update their Comprehensive Plans to include a new Climate Change and Resiliency Element. This new Climate Element must incorporate goals and policies intended to reduce greenhouse gas (GHG) emissions, improve community resilience to climate impacts, and address localized climate risks and vulnerabilities.

As part of this effort, one of the first steps toward developing climate policies specific to Stanwood is completing a climate hazards analysis. Attached is a technical memorandum prepared by the City's consultant, Maul Foster & Alongi, that summarizes the assessment methodology and associated maps.

From this work, policy direction can be developed to ensure that Stanwood's Comprehensive Plan responds proactively to climate-related risks while ensuring public safety.

ANALYSIS

To fully understand the potential impacts of climate change and the implications of future climate-related policies, it is important to identify both the physical areas that may be affected and the populations that may experience disproportionate impacts. In accordance with state guidance documents, the attached technical memorandum outlines the process used to identify Stanwood's vulnerable populations, community assets, and potential natural hazards.

This assessment utilizes mapping tools, climate hazard datasets, and future climate projections to better understand how climate-related events may affect the community over time. It provides baseline information regarding Stanwood's community characteristics, built environment, and natural systems. This information will assist the City in developing future climate-related goals and policies that are informed by local conditions consistent with state requirements.

Vulnerable Populations:	▪ Children aged 4 or younger ▪ Adults 65 and older ▪ People of Color (BIPOC Populations) ▪ Those with disability ▪ Non or limited English populations ▪ Those living below the poverty line
Community Assets:	▪ Facilities and infrastructure ▪ Parks and open space
Climate-Induced Hazards:	▪ Flooding ▪ Sea level rise ▪ Excessive heat ▪ Drought ▪ Wildfire smoke ▪

The assessment will be used to help inform where mitigation, adaptation, and resiliency strategies may be most appropriate and where additional study or investment may be warranted in the future.

A Climate Change Element public survey will be open from June 8 through June 21 and will be promoted through the City's communication channels and at the farmers market. Survey results will be shared at a future Planning Commission meeting and will help shape Climate Element goals and policies.

PROPOSED COMMITTEE ACTION

This is a discussion item to obtain feedback on the climate assessment and its supporting maps.

Technical Memorandum

To: Patricia Love, City of Stanwood
Date: May 7, 2026

From: Jed Roberts, Maul Foster & Alongi, Inc.
Project No.: M1030.10.002

Re: Climate Assessment in Support of Comprehensive Plan Sub-Element on Climate Resilience

Introduction

This memorandum provides the City of Stanwood (City), Washington, with an analysis of its climate resilience. As climate change creates new and intensifying challenges, it is essential to understand the City's capacity to withstand and adapt to these evolving conditions. This analysis will serve as a resource for planners, policymakers, and community leaders as they integrate climate resilience into Stanwood's comprehensive planning efforts, strengthening the City's preparedness for climate-induced challenges.

The report is organized into three sections.

- Vulnerable Populations: Identifying those most at risk from climate impacts, including the elderly, young children, and economically disadvantaged groups.
- Community Assets: Identifying infrastructure, services, and resources essential to maintaining the City's resilience.
- Climate-Induced Hazards: Mapping flooding, sea-level rise, excessive heat, and drought, outlining potential exposure and associated risks to vulnerable populations and community assets.

Maul Foster & Alongi, Inc. (MFA), prepared this analysis using the Washington Department of Commerce's *Climate Element Planning Guidance* (Commerce Guidance, Commerce 2026). The findings serve as a technical foundation for developing goals and policies that will shape the climate resilience sub-element of Stanwood's upcoming comprehensive plan update.

Vulnerable Populations

Climate change does not impact all community members equally. The Revised Code of Washington (RCW) 70A.02.010 defines vulnerable populations as groups more likely to experience poor health outcomes in response to environmental hazards. This heightened risk is due to socioeconomic factors such as low income, limited access to health care, and linguistic isolation, as well as sensitivity factors like low birth weight or higher hospitalization rates. These populations are more likely to live in areas disproportionately exposed to climate hazards and often have fewer resources to prepare for, respond to, or recover from climate impacts.

Vulnerable populations are also a key component of overburdened communities, a term commonly used in Washington's climate resilience and environmental justice frameworks. Under RCW 70A.02.010, overburdened communities are defined as geographic areas where vulnerable populations face combined multiple environmental harms and health impacts that may contribute to

adverse health outcomes. This analysis of the City's demographics focuses specifically on vulnerable populations.

To plan effectively for climate resilience, it is essential to identify and locate vulnerable populations in relation to climate-induced natural hazards. Knowing where sensitive groups such as the elderly, children, and economically disadvantaged people live helps the City prioritize resources and implement targeted adaptation strategies. This analysis uses detailed population data and existing development data to build a picture of where vulnerable populations are concentrated within the city. Because the analysis relies on available quantitative datasets, it may not fully capture all experiences or conditions that shape climate vulnerability. Pairing this analysis with additional qualitative methods, such as interviews, participatory mapping, or community surveys, would help reveal factors not reflected in the data and provide a more complete understanding of community vulnerability.

Demographic Profile of Stanwood

Tables 1 through 4 present demographic indicators that summarize the distribution of vulnerable populations in Stanwood, compared to statewide demographics for Washington.

Table 1. Citywide Population by Race and Ethnicity

Race/Ethnicity	City Population	Percent of City	State Population	Percent of State
White	6,913	82.8	4,975,929	64.3
Hispanic or Latino ethnicity	587	7.0	1,089,609	14.1
Two or more races	486	5.8	500,698	6.5
Asian	150	1.8	720,927	9.3
Black or African American	0	0.0	295,487	3.8
American Indian and Alaska Native	214	2.6	63,389	0.8
Other race	1	0.0	42,271	0.5
Native Hawaiian and Other Pacific Islander	0	0.0	52,674	0.7
Total Population	**8,351**	—	**7,740,984**	—

Source: 2023 5-Year Estimate, American Community Survey, Table DP05.

Notes
— = not applicable.
City = City of Stanwood.
State = State of Washington.

Table 2. Citywide Vulnerable Population Indicators

Group	City Population	Percent of City	State Population	Percent of State
Age 4 or younger[1]	430	5.1	437,433	5.7
65 years old and over[1]	1,366	16.4	1,259,313	16.3
With a disability[2]	1,274	15.3	1,010,563	13.1
Below poverty level[3]	613	7.5	753,455	9.9
Less than a high school diploma, 25 years and older[4]	216	4.0	421,541	7.5
Spanish speakers (age 5 and over) who speak English less than very well[5]	204	2.6	684,332	12.2
Asian and Pacific Island language speakers (age 5 and over) who speak English less than very well[5]	13	0.2	483,173	8.6
Indo-European language speakers (age 5 and over) who speak English less than very well[5]	0	0.0	315,708	5.6
Other language speakers (age 5 and over) who speak English less than very well[5]	0	0.0	105,152	1.9
Asthma prevalence[6]	1,307	12.2	679,657	11.1
Total Population[1]	**8,351**	—	**7,705,281**	—

Sources
[1]2023 5-Year Estimate, American Community Survey, Table DP05.
[2]2023 5-Year Estimate, American Community Survey, Table B18101.
[3]2023 5-Year Estimate, American Community Survey, Table S1701. Percent is based on population for which a poverty determination was made, which is 8,168 for the city and 7,606,327 for the state.
[4]2023 5-Year Estimate, American Community Survey, Table S1501. Percent is based on population 25 years and older, which is 5,346 for the city and 5,409,147 for the state.
[5]2023 5-Year Estimate, American Community Survey, Table S1601. Percent is based on population 5 years and older, which is 7,921 for the city and 5,631,460 for the state.
[6]U.S. Center for Disease Control PLACES database. The PLACES database reports on 2020 census population. The reporting area comprises the census tracts intersecting the City of Stanwood and has a population 18 years and older of 10,670.

Notes
— = not applicable.
City = City of Stanwood.
State = State of Washington.

Table 3. Citywide Vulnerable Household Indicators

Group	Estimated City Households	Percent of City	Estimated State Households	Percent of State
Renter households[1]	962	32.2	1,090,864	36.1
Household income < $10,000[2]	215	7.3	114,781	3.8
Household income $10,000 to $24,999[2]	239	8.0	229,562	7.6
Household income $25,000 to $49,999[2]	334	11.5	419,858	13.9
Total households	**2,991**	—	**3,020,558**	—

Sources
[1]2023 5-Year Estimate, American Community Survey, Table B25011.

[2]2023 5-Year Estimate, American Community Survey, Table S1901.

Notes
— = not applicable.
City = City of Stanwood.
State = State of Washington.

Vulnerable Population Maps

Attachment A includes a set of maps illustrating the distribution of vulnerable populations for populated areas within each city census block for specific indicators.

Geospatial data for the Decennial Census and American Community Survey are readily accessible through Esri's demographic variable database. American Community Survey estimates are provided at the census tract or block group level and were apportioned to individual blocks using Esri's enrichment methodology (Esri 2025). The following is a list of the demographic variables mapped and the corresponding maps, located in Attachment A.

- Population of Children Age 4 or Younger (Figure A-1)
- Population of Adults 65 or Older (Figure A-2)
- Population of Persons Identifying as Black, Indigenous, or of Color (Figure A-3)
- Households with One or More Disabled Resident (Figure A-4)
- Population Age 5 or Older Speaking English Not Well or Not at All (Figure A-5)
- Households Below the Poverty Level (Figure A-6)

MFA used these maps to develop a composite index of vulnerable populations for the city. Census blocks were ranked by the ratio of vulnerable persons or households to the total count in each block. Census blocks with no population were excluded. The overall index is the sum of ranks for each of the six indicators (Figure A-7). For additional demographic context, population density is shown in Figure A-8.

As shown in Figure A-7, the most vulnerable populations are spread throughout the city and urban growth area. Clusters of high vulnerability are found in five areas of the city: (1) the downtown business district, centered around the Josephine Caring Community and Stanwood Villas; (2) single-family residences along Nordic Way and Myrtle Road; (3) single-family and multifamily residential developments near the intersection of Pioneer Highway and Highway 532, anchored by the Bayview Gardens and Island View apartments; (4) single-family and multifamily residential developments in uptown and the nearby urban growth area, along 72nd Avenue and Pioneer Highway south of Highway 532, including Creekside Apartment Homes, Cambridge Place, Madison Place, Taylor Place, and Village Commons; (5) recently built single-family residences near the intersection of 68th Avenue and 278th Street.

Community Assets

To assess the potential impacts of climate-induced hazards on the community, MFA identified and mapped community assets. The assets identified followed the sectors outlined in the Commerce Guidance:

- Agriculture and food systems
- Buildings and energy
- Cultural resources and practices
- Economic development
- Health and well-being
- Ecosystems
- Transportation
- Water resources

- Emergency management
- Zoning and residential development

Source Data

Zoning

The zoning overlay was obtained from the City and reflects the most current data as of December 2025.

Point Locations and Linear Features

Point locations include civic and cultural centers providing community services, large senior and residential developments, schools, electrical substations, transit centers, parks, wells, and booster stations. Data came from the City's public facilities dataset.

Linear features were acquired from the City and include sidewalks and roads. MFA digitized the City's levee system from topographic lidar data provided by the Washington Department of Natural Resources (2025) flown in two separate aerial surveys in 2017 and 2019.

Natural Areas

Parks data were provided by the City. Waterbodies were acquired from the U.S. Geological Survey's National Hydrographic Dataset (USGS 2025). Rivers and streams, categorized by fish presence, were obtained from Snohomish County (2025).

Community Asset Maps

Attachment B includes a set of maps showing the location of community assets by sectors.

- Community Assets—Zoning (Figure B-1)
- Community Assets—Facilities and Infrastructure (Figure B-2)
- Community Assets—Natural Areas (Figure B-3)

Climate-Induced Hazards

The analysis of exposure and risk to Stanwood's community assets and vulnerable populations incorporated data for climate-induced hazards most likely to affect the area, namely flooding, sea-level rise, excessive heat, drought, and wildfire smoke. This assessment used hazard data from the University of Washington Climate Mapping for a Resilient Washington tool to project future climate scenarios (Raymond and Rogers 2022), National Oceanic and Atmospheric Administration sea-level rise viewer (NOAA 2025a), Federal Emergency Management Agency flood maps to identify flood-prone areas (FEMA 2020), U.S. Environmental Protection Agency AirNow database to provide air quality observations (EPA 2026), and National Oceanic and Atmospheric Administration land cover maps to identify the natural and altered landscapes susceptible to these climate hazards (NOAA 2025b). These data sources were used to highlight location-specific impacts and potential threats to vulnerable populations. When available, the projections of future climate are shown with both low- and high-greenhouse gas (GHG) emissions scenarios to provide a range of possible scenarios.

Priority Hazards and Data Sources

Flooding

The primary potential flooding sources for Stanwood are the Stillaguamish River, the Skagit River, and Puget Sound. Flooding impacts the city from multiple directions: the Stillaguamish River from the south, the Skagit River from the north, and Puget Sound generally from the west. The city's position near where the two major rivers empty into Puget Sound creates complex water dynamics, blending river and coastal influences. When these elements interact, they can intensify flooding effects. To

help prevent flooding, the lower elevation areas of the city are ringed by a levee system that follows the Stillaguamish River and stretches north along Puget Sound. A topographic map of the city (Figure C-1) shows the low elevations of downtown Stanwood, much of it below 10 feet.[1]

The Stillaguamish and Skagit Rivers both originate in the Cascade Range and discharge into Puget Sound. The Stillaguamish River's drainage basin covers 662 square miles upstream of stream gage #12170300, which is situated just south of the city at the Marine Drive bridge (USGS 2026). The Skagit River's drainage basin encompasses 3,093 square miles upstream of stream gage #12200500, located approximately 12 miles north of the city in Mount Vernon (USGS 2026).

Recent major flood events recorded at the Stillaguamish River gage (#12170300) include February 1, 2020 (19.0 feet),[2] December 6, 2023 (19.1 feet), and November 18, 2015 (19.2 feet). Major floods at the Skagit River gage (#12200500) were observed on October 21, 2003 (36.2 feet) and November 16, 2021 (37.0 feet). During the development of this analysis, a substantial flood event occurred on December 11, 2025, resulting in water levels of 18.0 feet at the Stillaguamish River gage and 37.7 feet at the Skagit River gage (USGS 2026).

Peak flows on both the Stillaguamish and Skagit rivers are expected to increase under both low and high GHG emission scenarios, according to the University of Washington (Raymond and Rogers 2022). For the lower Stillaguamish River, compared to peak flows observed between 1980 and 2009, low- and high-GHG emission scenarios result in 16 percent and 22 percent increases in peak flows, respectively, over the period from 2030 to 2059. For the lower Skagit River, compared to peak flows observed between 1980 and 2009, low- and high-GHG emission scenarios result in 13 percent and 11 percent increases in peak flows, respectively, over the period from 2030 to 2059.[3]

Extreme precipitation events can result in flooding within the interior of the city's levee system. In a high-GHG emission scenario, the highest daily rain total during a 25-year storm event is expected to increase by 3 percent over the period of 2030 to 2059 when compared to observed totals from 1980 to 2009. The predicted impact of a low-GHG emission scenario was not available (Raymond and Rogers 2022).

For the purposes of mapping flood hazards at a scale appropriate for assessing risk to vulnerable populations and community assets, MFA used the regulatory Federal Emergency Management Agency flood map for Stanwood from 2020 (Figures C-2 and C-3). The flood elevations represent a hypothetical 100-year event, which should be considered an extreme peak flow event in the context of recent observed peak flows, with an elevation of 19.1 feet at the location of Stillaguamish River gage #12170300.

Sea-Level Rise

Stanwood is situated close to the Puget Sound, making it vulnerable to rising sea levels. The city relies heavily on its levee system, which plays a key role in protecting Stanwood from both coastal and river flooding.

Sea level is expected to rise under both low- and high-GHG emission scenarios, according to the University of Washington (Raymond and Rogers 2022). Relative to the average sea level recorded from 1991 to 2009, projections indicate that by 2050, likely[4] sea-level rise will be 0.67 feet under

[1] Relative to the North American Vertical Datum of 1988.
[2] The stream gage elevations are relative to the North American Vertical Datum of 1988.
[3] While perhaps counterintuitive, modeling of near-term periods (e.g., 2030–2059) can indicate lower increases in peak flow in the high-GHG emission scenario due to methodology choices. Projecting further into the future (e.g., 2070–2099), high-GHG emission scenarios consistently indicate higher peak flow increases than for low-GHG emission scenarios.
[4] 50 percent likelihood of occurring for a future 30-year period compared to the average sea level in 1991–2009.

low-GHG emission scenarios and 0.75 feet under high-GHG scenarios. For higher[5] estimates, sea levels are expected to rise by 1.42 feet with low emissions and 1.5 feet with high emissions by 2050, again compared to the 1991 to 2009 average.

To assess sea-level rise risk to vulnerable populations and community assets, MFA mapped data layers from the National Oceanic and Atmospheric Administration's Sea-Level Rise Viewer (NOAA 2025a). Scenarios of a 0.5-foot rise, 1-foot rise, and 1.5-foot rise are depicted as a reference to the likely and high sea-level rise estimates noted above (Figures C-4 and C-5). It is notable that, without the protection of levees, much of the downtown area of Stanwood would be at risk of inundation at current high tide levels.

Excessive Heat

Summer maximum temperatures in Stanwood are expected to increase in low- and high-GHG emission scenarios, according to the University of Washington (Raymond and Rogers 2022). Compared to summer maximum temperatures observed from 1980 to 2009, low- and high-GHG emission scenarios result in 3.8°F and 4.9°F increases, respectively, over the period from 2030 to 2059. Similarly, cooling degree days[6] are expected to increase by 4.2 days and 7.7 days annually in low- and high-GHG emission scenarios, respectively, over the 2030 to 2059 period compared to 1980 to 2009. More cooling degree days mean higher potential cooling demand for buildings in summer.

The Tree Equity Score tool (American Forests 2026), provided through a partnership between the Washington Department of Natural Resources and American Forests, publishes various measures related to the urban heat island effect, which will be exacerbated under expected GHG emission scenarios. Stanwood has an average heat disparity index[7] of -0.6°F across the city's eight census block groups, an indication that the city, as a whole, does slightly better than the average U.S. urban area in mitigating extreme heat. Heat disparity varies locally, ranging from +2.3°F downtown to -2.6°F in parts of uptown.

High-resolution land cover data provided by NOAA (2025b) have been used here to depict the heat island effect in Stanwood through mapping of tree canopy areas and impervious surfaces (Figure C-6). Tree canopy covers 468 acres of the urban growth area (21.0 percent) and impervious surfaces cover 594 acres (26.7 percent).

Drought

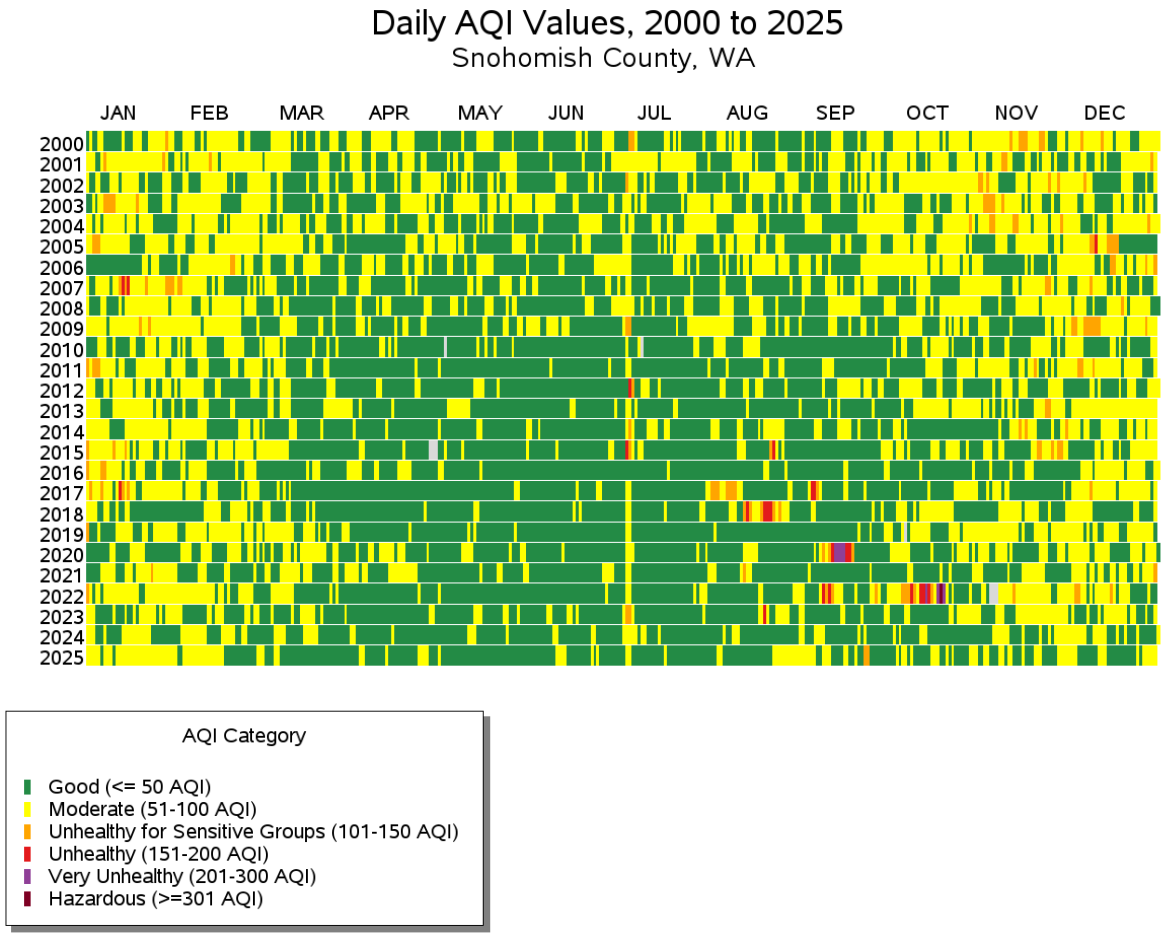
Persistent drought conditions in the region can pose significant challenges for agricultural production and local water resource management. Stanwood's public water source is fed by groundwater and accessed via City-owned wells. During drought conditions, groundwater-fed systems such as the City's may encounter water supply challenges due to reduced aquifer recharge rates. The likelihood of precipitation drought in Snohomish County is expected to increase in a high-GHG emission scenario, according to the University of Washington (Raymond and Rogers 2022). A high-GHG emission scenario is projected to result in a 26 percent annual chance for precipitation drought (total summer precipitation [June through August] below 75 percent of historical levels) over the period from 2030 to 2059.

[5] 1 percent likelihood of occurring for a future 30-year period compared to the average sea level in 1991–2009.
[6] Cooling degree days are the annual number of degree-days above a threshold of average daily temperature of 65°F. An increase in the number of cooling degree days is an indicator of greater potential for more cooling demand for buildings in the summer.
[7] The average heat disparity index compares all urban areas in the United States to their collective average maximum surface temperature and expresses the difference from that average in degrees.

Wildfire Smoke

Wildfire likelihood is extremely low in Stanwood and is expected to remain so in various GHG emission scenarios, according to the University of Washington (Raymond and Rogers 2022). However, northern Washington and Canada will face a significant rise in wildfire risk, leading to more widespread smoke. In the latter portion of the period between 2000 to 2025, the air quality index in Snohomish County saw its first instances of very unhealthy air quality during the fire season from June to October (Figure 1 below).

Figure 1. Daily Air Quality Values, 2000–2025, Snohomish County, Washington



Notes
Graph from the U.S. Environmental Protection Agency AirNow database.
Gray areas of the graph indicate data gaps.
AQI = air quality index.

Climate-Induced Hazard Maps

Attachment C includes a set of maps showing the distribution of climate-induced hazards and related overlays.

- Topographic Map (Figure C-1)
- River Flooding Hazard with Levee Protection (Figure C-2)
- River Flooding Hazard without Levee Protection (Figure C-3)

- Sea-Level Rise with Levee Protection (Figure C-4)
- Sea-Level Rise without Levee Protection (Figure C-5)
- Tree Canopy and Impervious Surface (Figure C-6)

Climate Impacts

This climate risk assessment analyzed the vulnerable population, community asset, and climate-induced hazard data to understand the potential climate impacts in Stanwood. This examination determined specific locations and populations at risk from flooding, sea-level rise, excessive heat, and drought. MFA conducted this assessment based on principles established in the Commerce Guidance.

Pairing Hazards with Vulnerable Populations and Community Assets

Table 4 summarizes the possible impacts to vulnerable populations and community assets resulting from the identified priority hazards.

Table 4. Climate-Induced Hazard Exposure and Impacts

Asset/Population-Hazard Pair	Sectors	Exposure of Population/Asset to Hazard	Impacts
Vulnerable populations and flood/sea-level rise	Health/well-being, residential development	Some of the city's most vulnerable populations reside in low-lying areas (i.e., downtown business district) exposed to the deepest and most destructive conditions in a levee breach. Areas include the residences in the vicinity of Saratoga Drive, in the vicinity of 271st Street and 94th Drive, Stanwood Villas Apartments, and Josephine Caring Community.	During a major riverine or coastal flood event, there is increased risk of injury or death due to mobility limitations. In any flooding event, there is increased pressure on emergency management resources.
Vulnerable populations and excessive heat	Health/well-being, residential development	Some vulnerable populations reside in areas more susceptible to urban heat island effects (i.e., with low tree canopy and more impervious surfaces). Examples include residents in the vicinity of 271st Street and 94th Drive, Stanwood Villas Apartments, and Josephine Caring Community.	There is increased pressure on emergency management resources to mitigate acute health impacts. Long-term chronic health impacts will emerge or be exacerbated.
Tree canopy and excessive heat	Ecosystems, health/well-being	There is 21 percent tree canopy within the urban growth area. Tree canopy is especially sparse in the downtown business district area west of the railway, where there is 4.9 percent tree canopy (23.8 acres of tree canopy in an area covering 482 acres).	Sparse tree canopy exacerbates urban heat island effects which affect community health. It also results in disconnected habitat and ecosystems.
Cooling-related energy use and excessive heat	Buildings/energy, utilities	Projected increase in maximum temperatures and cooling degree days across the city.	There are increases in energy demand and load on power infrastructure.
Vulnerable populations and wildfire smoke	Health/well-being, residential development	Approximately 12 percent of the city population suffers from asthma and widespread wildfire smoke events are expected to become more common, resulting in increasing risk factors for those affected by asthma.	There is increased pressure on emergency management resources to mitigate acute health impacts. Long-term chronic health impacts will emerge or be exacerbated.
Roads/stormwater infrastructure and flooding/extreme precipitation	Transportation, utilities	The city has low-elevation roads and utilities located in the downtown business district within the levee-protected area.	More extreme precipitation events will increase the occurrence of nuisance flooding.
Levee system and sea-level rise	Utilities, emergency management	As sea levels are expected to increase by at least 0.67 feet and potentially reach 1.5 feet by 2050, the Diking District 7 levee system will be subjected to growing strain.	There is a long-term potential for a levee breach or overtopping during extreme coastal storms or riverine peak flow events, which may affect the downtown business district of the city.

Additional Climate Impacts Resources

Snohomish County has produced several related climate impacts and vulnerability assessments that include Stanwood. These recent studies are valuable resources for the City as it moves to prioritize and achieve its climate resilience goals.

Snohomish County *Climate Change Vulnerability and Risk Assessment Report* (2023a)

The report helps cities in Snohomish County understand how climate change is expected to affect local infrastructure, communities, and natural systems by outlining specific risks such as flooding, extreme heat, and wildfire exposure. It provides a structured vulnerability assessment that cities can use to identify which populations, facilities, and services are most at risk and why. Its census block-level analysis helps identify areas at greatest risk, supporting informed decisions for comprehensive plan updates and hazard mitigation strategies.

Snohomish County Climate Vulnerability Tool (2023b)

This tool is an interactive web map companion to the *Climate Change Vulnerability and Risk Assessment Report.*

Attachments

Attachment A—Vulnerable Population Maps

Attachment B—Community Asset Maps

Attachment C—Climate-Induced Hazard Maps

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Limitations

The services undertaken in completing this technical memorandum were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This technical memorandum is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

Opinions and recommendations contained in this technical memorandum apply to conditions existing when services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this technical memorandum.

Attachment A

Vulnerable Population Maps

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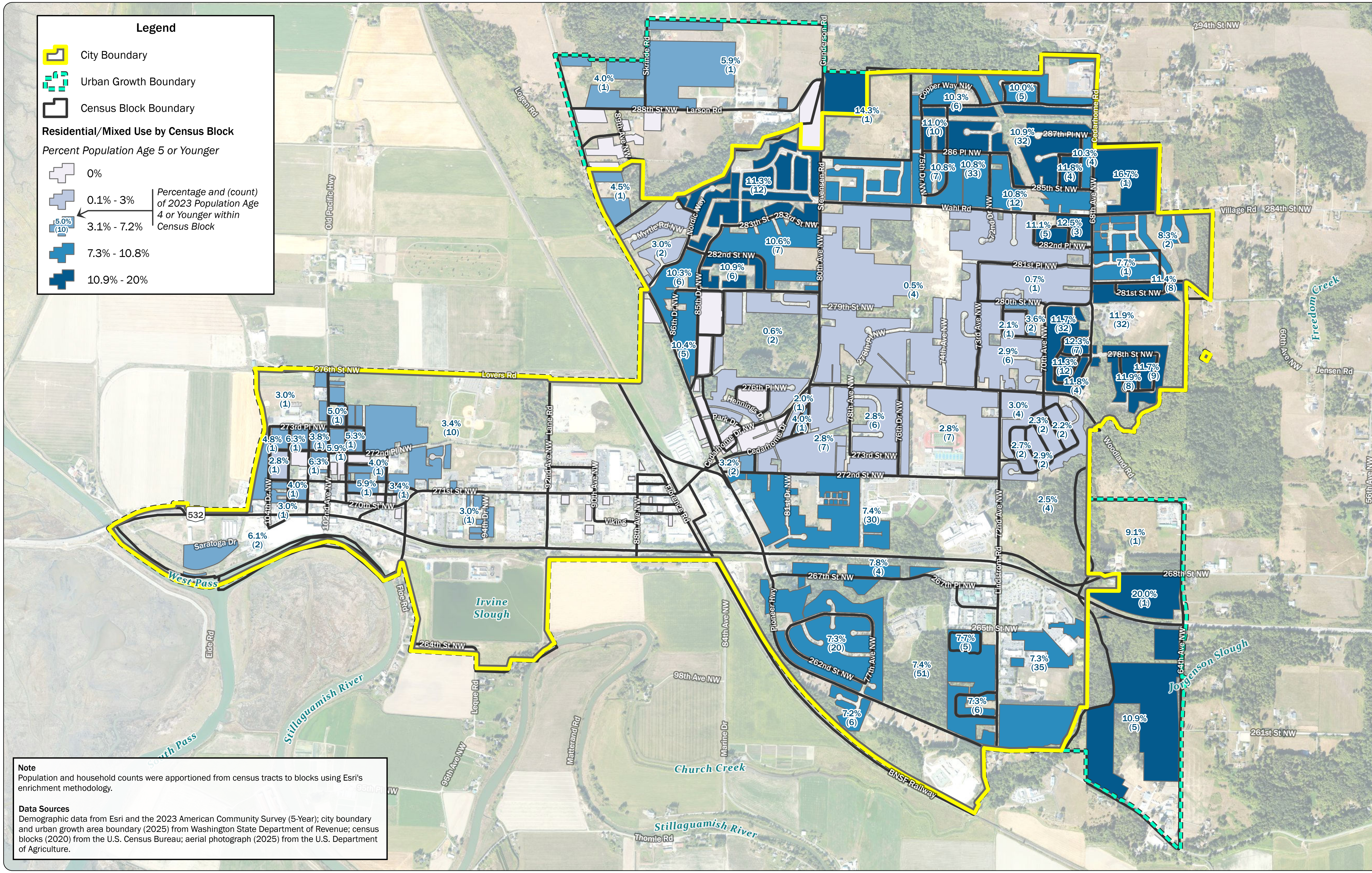
Legend
City Boundary
Urban Growth Boundary
Census Block Boundary
Residential/Mixed Use by Census Block
Percent Population Age 5 or Younger
0%
0.1% - 3%
3.1% - 7.2%
7.3% - 10.8%
10.9% - 20%
5.0% (10)
Percentage and (count) of 2023 Population Age 4 or Younger within Census Block
Note
Population and household counts were apportioned from census tracts to blocks using Esri's enrichment methodology.
Data Sources
Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.
294th St NW
288th St NW
Larson Rd
Skrinde Rd
Gunderson Rd
Copper Way NW
287th Pl NW
286 Pl NW
285th St NW
Wahl Rd
Village Rd
284th St NW
283rd St NW
282nd St NW
282nd Pl NW
281st Pl NW
281st St NW
280th St NW
279th St NW
278th St NW
276th St NW
276th Pl NW
Lovers Rd
273rd Pl NW
273rd St NW
272nd Pl NW
272nd St NW
271st St NW
270th St NW
268th St NW
267th St NW
267th Pl NW
265th St NW
264th St NW
262nd St NW
261st St NW
Jensen Rd
Woodland Rd
Cedarhome Rd
Cedarhome Dr
Stevenson Rd
Nordic Way
Myrtle Rd NW
Old Pacific Hwy
Logen Rd
Pioneer Hwy
Lindstrom Rd
Florence Rd
Viking
Saratoga Dr
Eide Rd
Fox Rd
Loque Rd
Matterand Rd
Marine Dr
98th Ave NW
84th Ave NW
64th Ave NW
56th Ave NW
60th Ave NW
BNSF Railway
Thomle Rd
532
West Pass
South Pass
Irvine Slough
Stillaguamish River
Church Creek
Freedom Creek
Jorgenson Slough
0
0.5
Miles

Figure A-1
Population of Children Age 4 or Younger
Climate Planning
City of Stanwood, WA

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Legend

- City Boundary
- Urban Growth Boundary
- Census Block Boundary

Residential/Mixed Use by Census Block

Percent 2023 Population Age 65 or Older

- 0%
- 0.1% - 15.9%
- 5.0% (10) 16% - 22.1%

Percentage and (count) of 2023 Population Age 65 or Older within Census Block

- 22.2% - 40%
- 40.1% - 60%

Note
Population and household counts were apportioned from census tracts to blocks using Esri's enrichment methodology.

Data Sources
Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.

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Figure A-2
Population of Adults Age 65 or Older

Climate Planning
City of Stanwood, WA

0 0.5
Miles

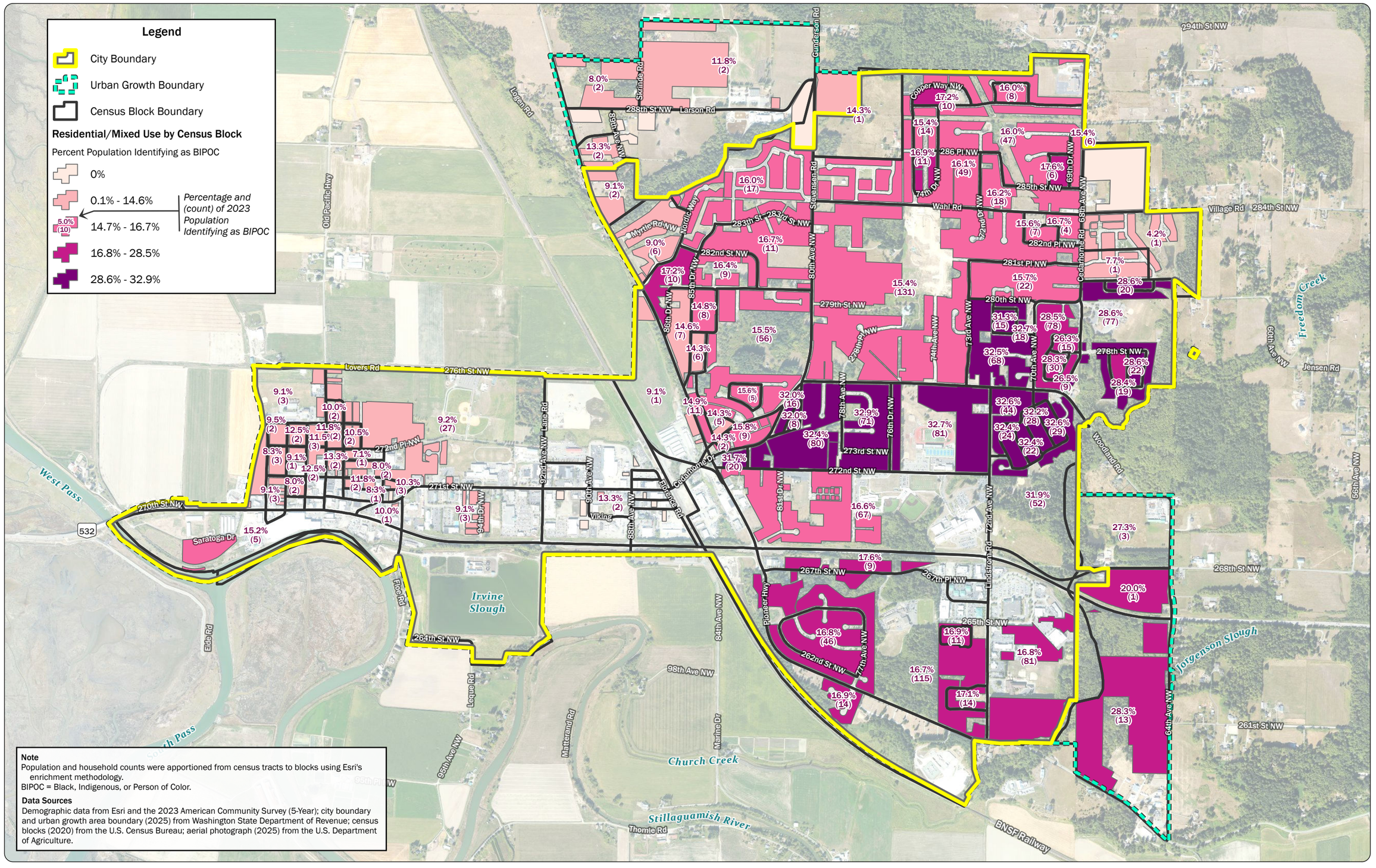

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Figure A-3
Population of Persons Identifying as Black, Indigenous, or of Color
Climate Planning
City of Stanwood, WA

0 0.5
Miles

Legend

- City Boundary
- Urban Growth Boundary
- Census Block Boundary

Residential/Mixed Use by Census Block

Percent Households with 1+ Disabled

- 0%
- 0.1% - 33.3%
- 5.0% (10) — 33.4% - 37.5%

Percentage and (count) of 2023 Households with 1+ Disabled Person

- 37.6% - 45.9%
- 46% - 50%

Note
Population and household counts were apportioned from census tracts to blocks using Esri's enrichment methodology.

Data Sources
Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.

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Figure A-4
Households with One or More Disabled Resident
Climate Planning
City of Stanwood, WA

0 0.5 Miles

Path: C:\Workspace\O_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures.aprx\Figure A-5 Population 5 or Older No English

Legend

- City Boundary
- Urban Growth Boundary
- Census Block Boundary

Residential/Mixed Use by Census Block

Percent Population Age 5 or Older Speaking English Not Well or Not At All

- 0%
- 0.1% - 1.5%
- 1.6% - 2%
- 2.1% - 2.2%
- 2.3% - 3.3%

Percentage and (count) of 2023 Population Age 5 or Older Speaking English Not Well or Not At All

Note
Population and household counts were apportioned from census tracts to blocks using Esri's enrichment methodology.

Data Sources
Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.

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Figure A-5
Population Age 5 or Older Speaking English Not Well or Not At All
Climate Planning
City of Stanwood, WA

0 0.5 Miles

Project: M1030.10.002 Produced By: jroberts Reviewed By: sparker Print Date: 4/28/2026

Path: C:\Workspace\0_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures.aprx\Figure A-6 Households Below Poverty

Legend

- City Boundary
- Urban Growth Boundary
- Census Block Boundary

Residential/Mixed Use by Census Block

Percent Households Below Poverty Level

- 0%
- 0.1% - 9.3%
- 9.4% - 16.7% (e.g. 5.0% (10))
- 16.8% - 25%
- 25.1% - 33.3%

Percentage and (count) of 2023 Households Below Poverty Level

Note
Population and household counts were apportioned from census tracts to blocks using Esri's enrichment methodology.

Data Sources
Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.

Project: M1030.10.002 Produced By: jroberts Reviewed By: sparker Print Date: 4/28/2026

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Figure A-6
Households Below the Poverty Level
Climate Planning
City of Stanwood, WA

0 0.5 Miles

Legend

- City Boundary
- Urban Growth Boundary
- Census Block Boundary

Residential/Mixed Use by Census Block

Vulnerable Population Index

- 222 - 373 (Lowest)
- 374 - 421 (Medium-Low)
- 422 - 445 (Medium)
- 446 - 515 (Medium-High)
- 516 - 608 (Highest)

Notes

The index ranks census blocks by the ratio of vulnerable persons or households to their total population or household count. The overall index is a summation of the rank of six indicators: population age 4 or younger; population age 65 or older; population identifying as black, indigenous, or person of color; population age 5 and older with limited English language proficiency; households with one or more disabled person; and households below the poverty line (2023).

There are 102 census blocks with a population of one or more. The index is categorized into five quantiles of 20-21 census blocks.

2023 population and household estimates were apportioned to census blocks using Esri's enrichment methodology.

Data Sources

Demographic data from Esri and the 2023 American Community Survey (5-Year); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; census blocks (2020) from the U.S. Census Bureau; aerial photograph (2025) from the U.S. Department of Agriculture.

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Figure A-7
Vulnerable Population Index
Climate Planning
City of Stanwood, WA

0 0.5
Miles

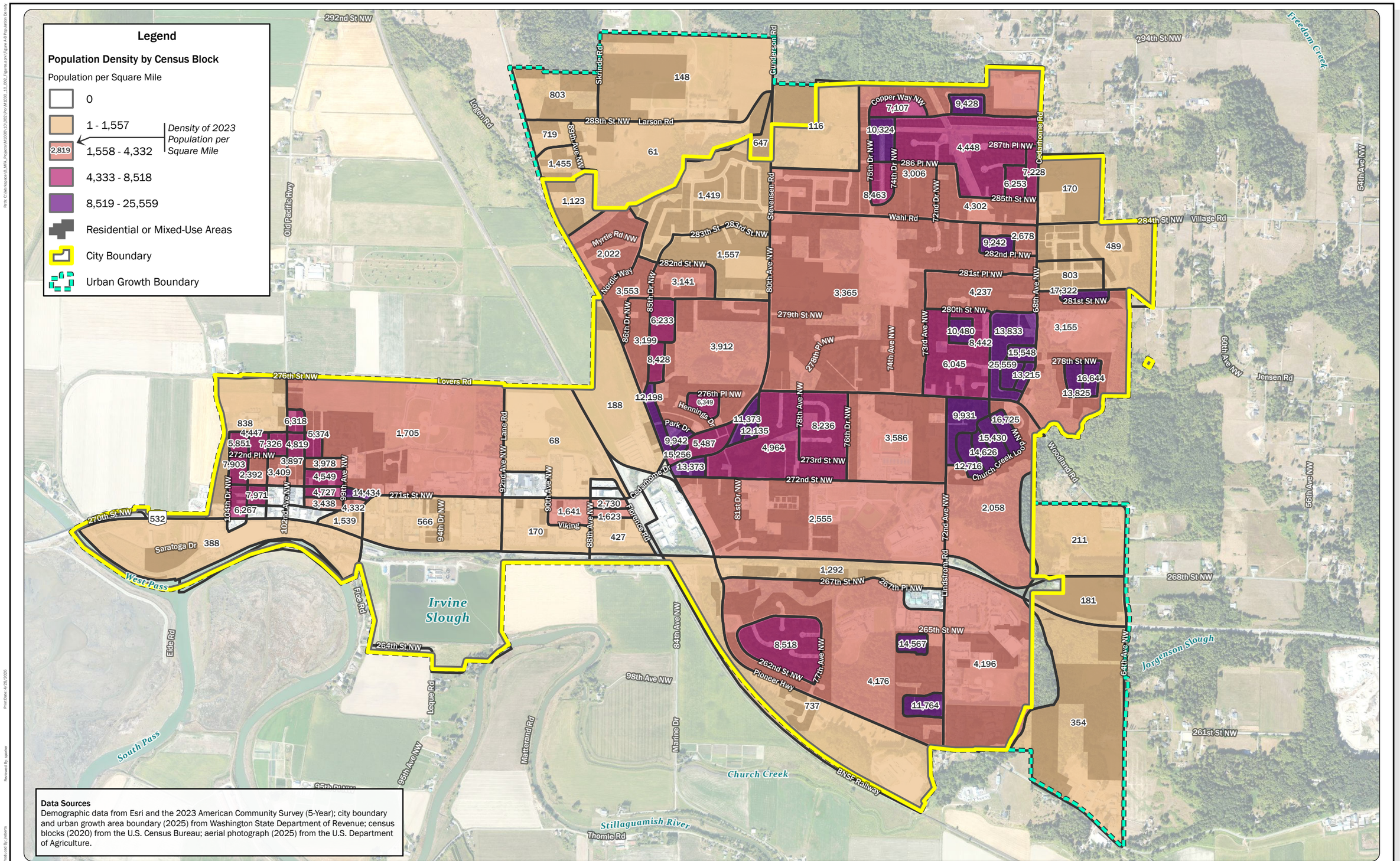

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Figure A-8
Population Density by Census Block
Climate Planning
City of Stanwood, WA

0 0.5
Miles

Attachment B

Community Asset Maps

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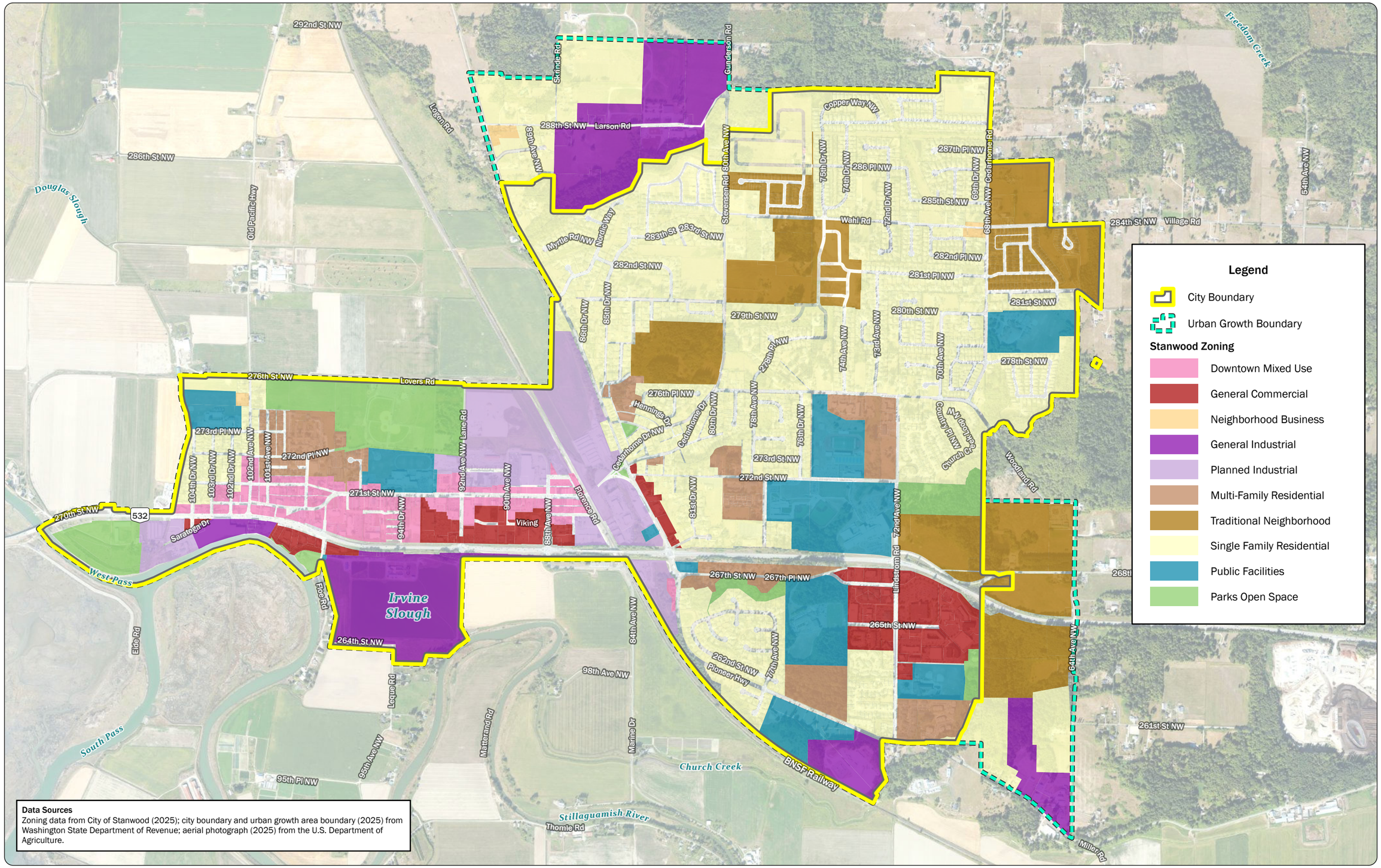

Legend

- City Boundary
- Urban Growth Boundary

Stanwood Zoning

- Downtown Mixed Use
- General Commercial
- Neighborhood Business
- General Industrial
- Planned Industrial
- Multi-Family Residential
- Traditional Neighborhood
- Single Family Residential
- Public Facilities
- Parks Open Space

Data Sources
Zoning data from City of Stanwood (2025); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; aerial photograph (2025) from the U.S. Department of Agriculture.

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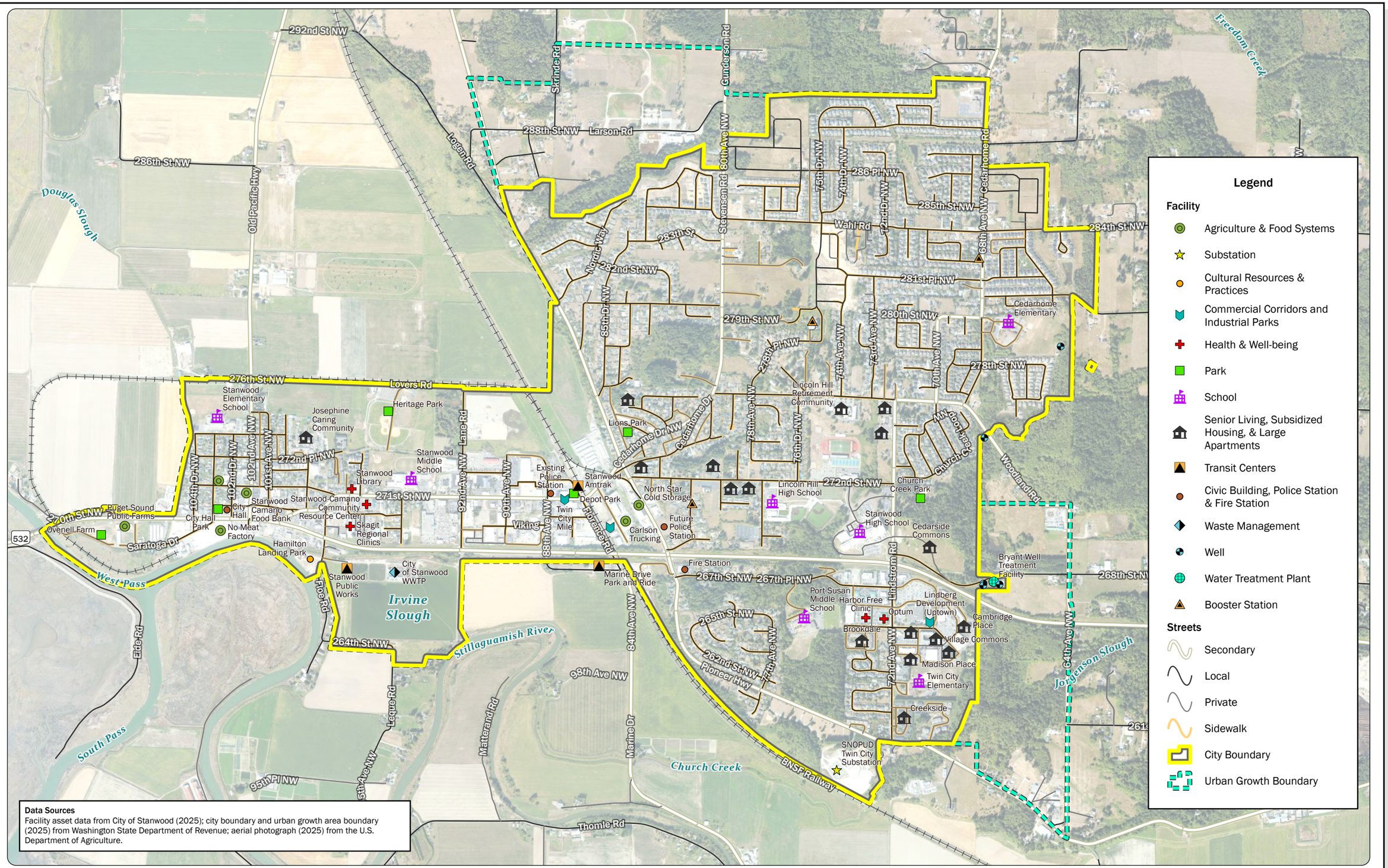
Figure B-1
Community Assets - Zoning
Climate Planning
City of Stanwood, WA

0 0.5
Miles



Data Sources
Facility asset data from City of Stanwood (2025); city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; aerial photograph (2025) from the U.S. Department of Agriculture.

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Figure B-2
Community Assets - Facilities and Infrastructure
Climate Planning
City of Stanwood, WA

0 0.5
Miles

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Print Date: 2/6/2026
Reviewed By: sparker
Produced By: jroberts
Project: M1030.10.002

292nd St NW
Sixfinder Rd
Gunderson Rd
Logen Rd
288th St NW
Larson Rd
89th Ave NW
286th St NW
Old Pacific Hwy
Stevenson Rd
75th Dr NW
74th Dr NW
286 Pl NW
287th Pl NW
69th Dr NW
Cedarhome Rd
285th St NW
72nd Dr NW
66th Ave NW
54th Ave NW
Wahl Rd
284th St NW
Village Rd
283th St
Myrtle Rd NW
Nordic Way
282nd St NW
80th Ave NW
282nd Pl NW
281st Pl NW
86th Dr NW
85th Dr NW
280th St NW
279th St NW
278th Pl NW
74th Ave NW
73rd Ave NW
70th Ave NW
278th St NW
276th St NW
Lovers Rd
276th Pl NW
Cedarhome Dr
Cedarhome Dr NW
78th Ave NW
76th Dr NW
72nd Ave NW
Country Pl NW
Loop NW
Church Creek
Woodland Rd
273rd Pl NW
272nd Pl NW
104th Dr NW
103rd Dr NW
102nd Dr NW
102nd Ave NW
101st Ave NW
271st St NW
272nd St NW
270th St NW
532
Saratoga Dr
94th Dr NW
92nd Ave NW
90th Ave NW
Viking
88th Ave NW
Florence Rd
267th St NW
267th Pl NW
Lindstrom Rd
Irvine Slough
Eide Rd
98th Ave NW
264th St NW
Leque Rd
84th Ave NW
265th St NW
262nd St NW
Pioneer Hwy
77th Ave NW
64th Ave NW
Eide Rd
95th Pl NW
95th Ave NW
Matterand Rd
Marine Dr
BNSF Railway
Thomle Rd

Legend

Rivers and Streams
- Fish-Bearing
- Non-Fish Perennial
- Non-Fish Seasonal
- Waterbody

Parks
- Public Park
- Private Park
- School
- City-Owned Open Space Parcel
- Platted Critical Area Tract
- Platted Recreational Open Space Tract

Streets
- Secondary
- Local
- Private
- City Boundary
- Urban Growth Boundary

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Data Sources
Parks, platted tracts and city-owned open space parcels from City of Stanwood; waterbodies from USGS; rivers and streams from Snohomish County; city boundary and urban growth area boundary (2025) from Washington State Department of Revenue; aerial photograph (2025) from the U.S. Department of Agriculture.

Figure B-3
Community Assets - Natural Areas
Climate Planning
City of Stanwood, WA

0 0.5
Miles

Attachment C

Climate-Induced Hazard Maps

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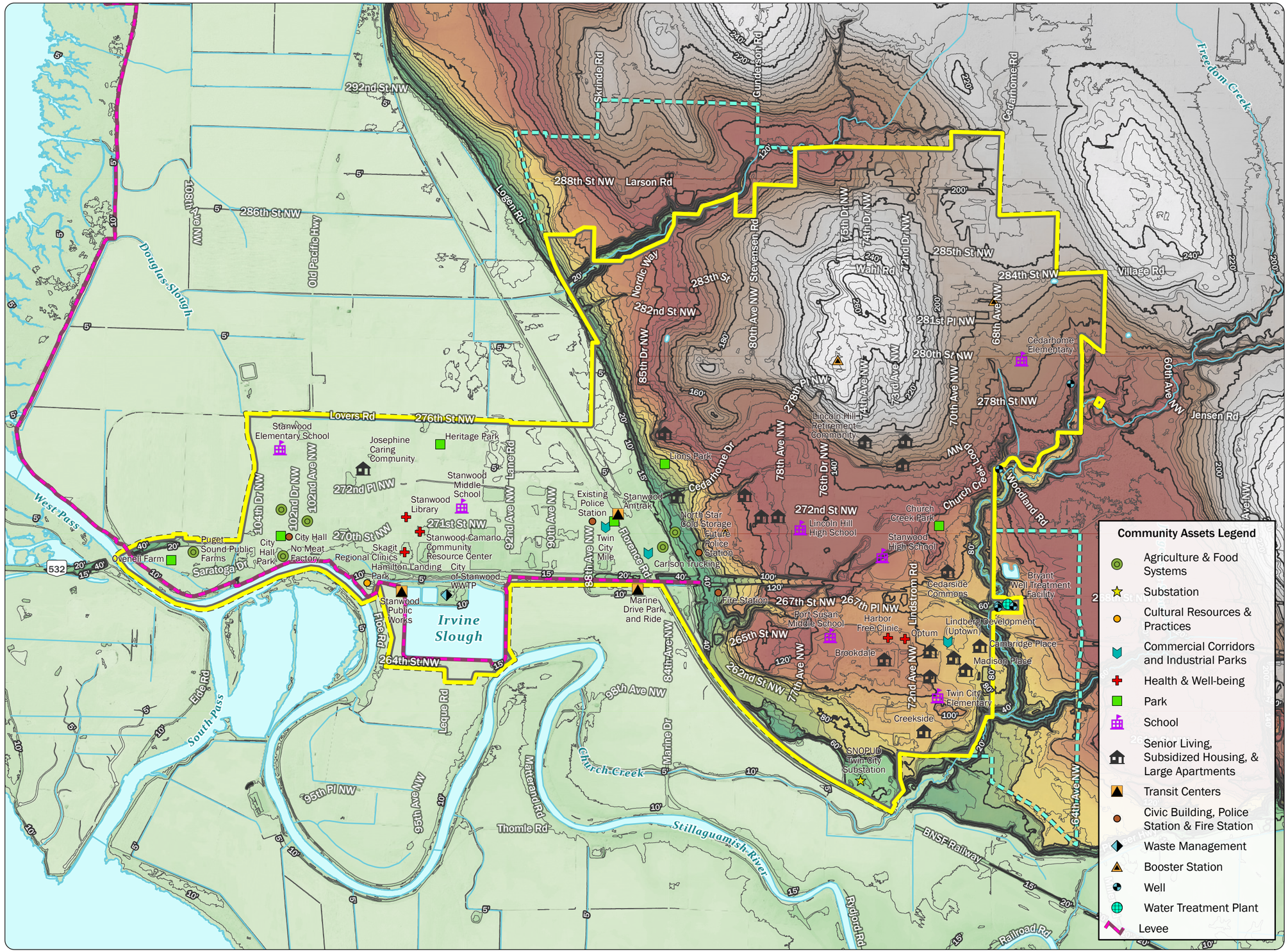
Figure C-1
Topographic Map

Climate Planning
Stanwood, WA



Legend

- City Boundary
- Urban Growth Boundary
- Waterbody
- Stream/Creek
- 5-foot Elevation Contour

Elevation (feet, NAVD88)

272

0

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant
- Levee

Note
NAVD88 = North American Vertical Datum of 1988.

0 1,000
Feet

Data Sources
Lidar elevation base map (2017-2019) from the Washington Department of Natural Resources; city boundary (2025) from the Washington Department of Revenue.

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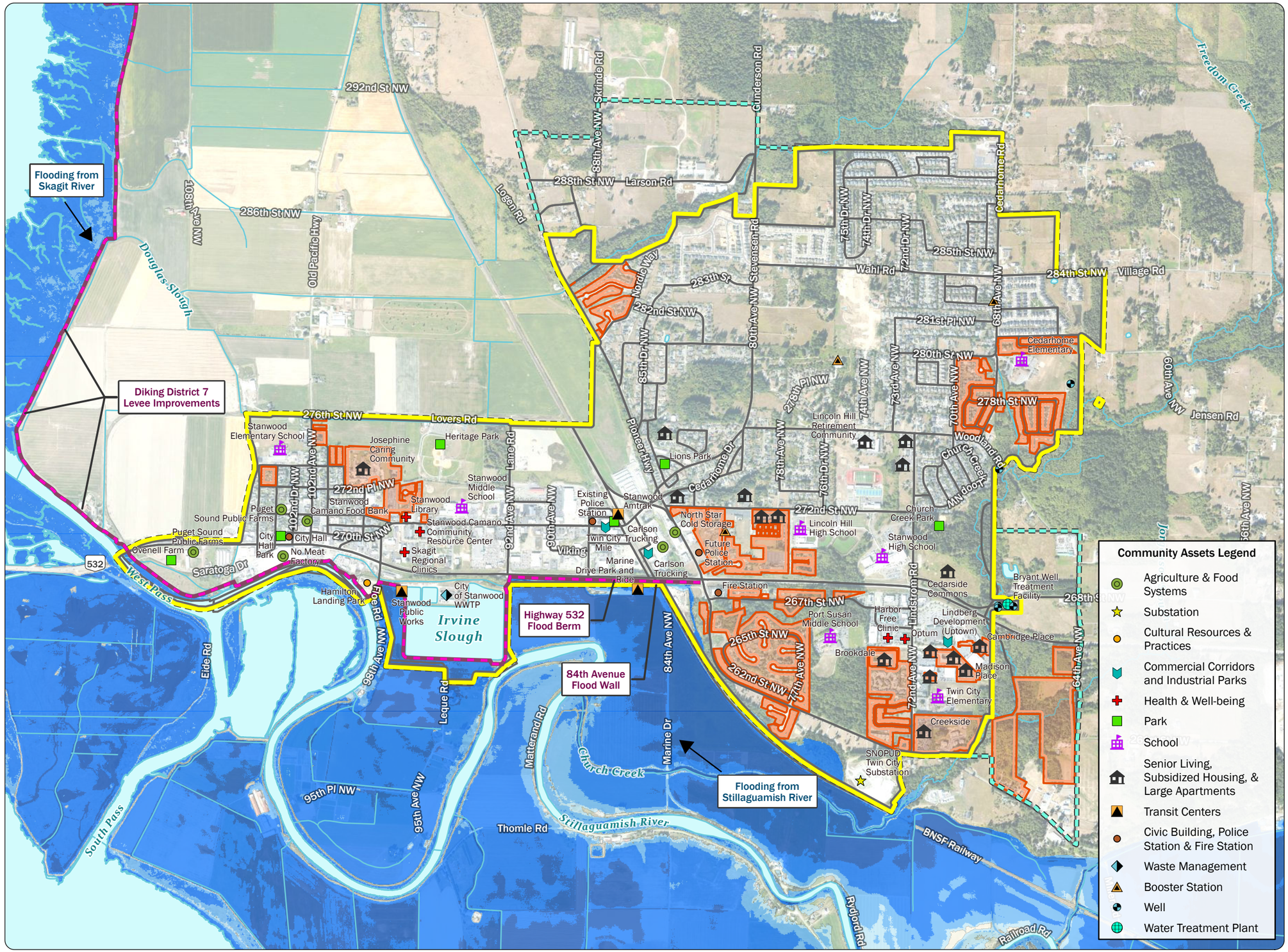
Path: C:\Workspace\0_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures_Hazards_Topo_Debug.aprx\Figure C-1 Elevation Assets
Project: M1030.10.002
Produced By: jroberts
Reviewed By:
Print Date: 5/6/2026

Figure C-2
River Flooding Hazard with Levee Protection

Climate Planning
Stanwood, WA



Legend

- Levee
- City Boundary
- Urban Growth Boundary
- Highest Vulnerability Population
- Census Block Boundary
- Stream/Creek
- Waterbody

Extent and Depth of 100-Year Flood Event with Levee Protection

Depth in Feet

- < 1
- 1 - 3
- 3 - 6
- > 6

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant

Flooding depicted here assumes levees function as intended, fully preventing flooding in protected areas. Only unprotected areas are shown as at risk.

Note
Flooding depths were mapped using modeled 100-year flood elevations published by FEMA in March 2022 and with a compilation of lidar topographic data from 2017 and 2019 from the Washington Department of Natural Resources.

0 1,000
Feet

Data Sources
Aerial photograph (2023) from the U.S. Department of Agriculture; census blocks (2020) from the U.S. Census Bureau; city boundary (2025) from the Washington Department of Revenue; parcel data (2025) from Snohomish County; vulnerable population data from the U.S. Census Bureau (2020) and the American Community Survey 5-Year estimates (2023).

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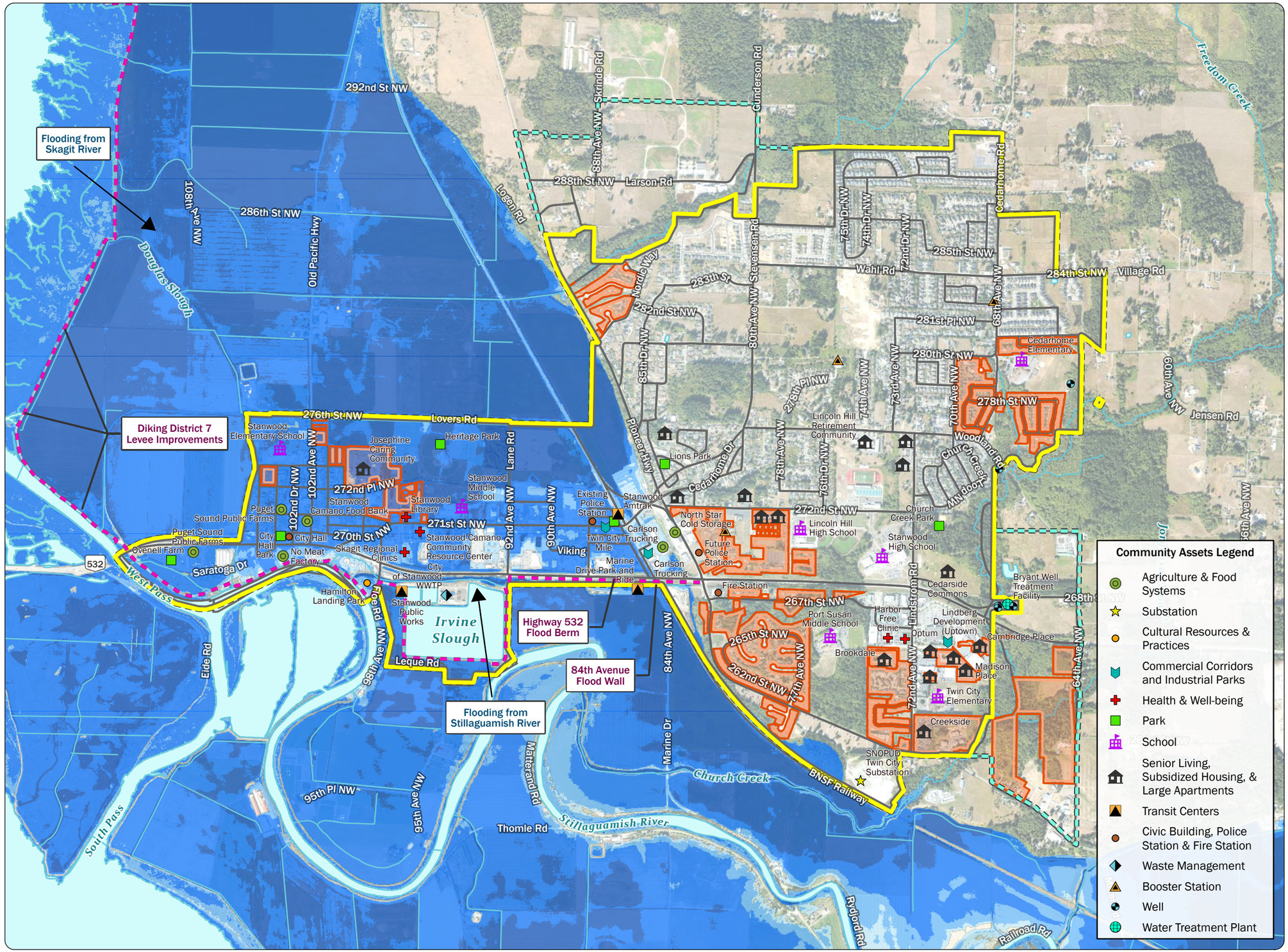
Path: C:\Workspace\0_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures_Hazards.aprx\Figure_C-2 River Flooding With Levee Assets
Print Date: 5/6/2026
Reviewed By:
Produced By: jroberts
Project: M1030.10.002

Figure C-3
River Flooding Hazard without Levee Protection

Climate Planning
Stanwood, WA



Legend

- Levee
- City Boundary
- Urban Growth Boundary
- Highest Vulnerability Population
- Census Block Boundary
- Stream/Creek
- Waterbody

Potential Extent and Depth of 100-Year Flood Event without Levee Protection

Depth in Feet

- < 1
- 1 - 3
- 3 - 6
- > 6

Flooding is depicted as if levees were absent, showing the theoretical extent of areas within the city that could be at risk. In reality, a levee failure would likely result in localized breaches rather than widespread flooding.

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant

Note
Flooding depths were mapped using modeled 100-year flood elevations published by FEMA in March 2022 and with a compilation of lidar topographic data from 2017 and 2019 from the Washington Department of Natural Resources.

0 1,000
Feet

Data Sources
Aerial photograph (2023) from the U.S. Department of Agriculture; census blocks (2020) from the U.S. Census Bureau; city boundary (2025) from the Washington Department of Revenue; parcel data (2025) from Snohomish County; vulnerable population data from the U.S. Census Bureau (2020) and the American Community Survey 5-Year estimates (2023).

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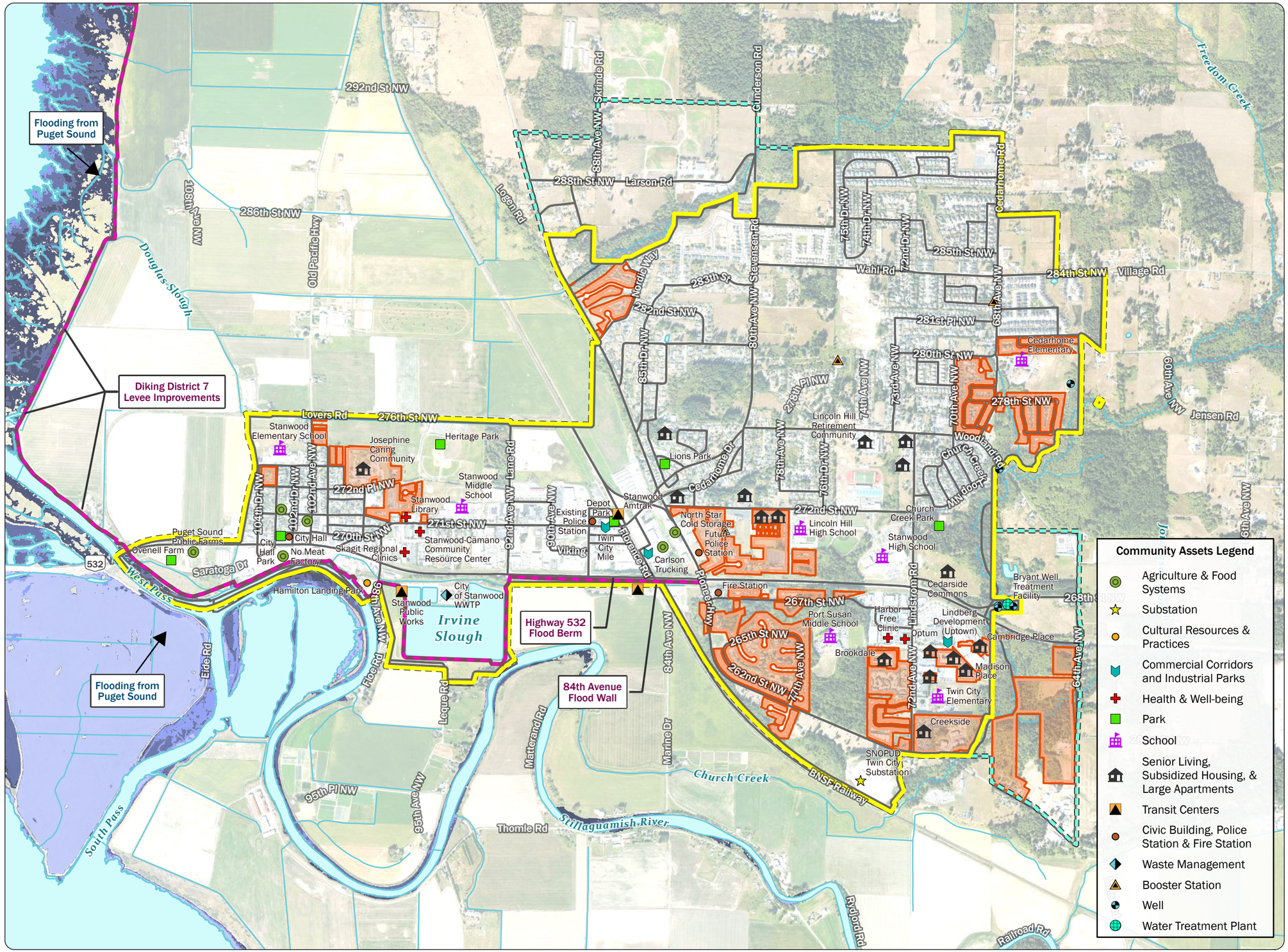
Print Date: 5/6/2026
Reviewed By:
Produced By: jroberts
Project: M1030.10.002

Figure C-4
Projected Sea-Level Rise with Levee Protection

Climate Planning
Stanwood, WA



Legend

- Levee
- City Boundary
- Urban Growth Boundary
- Highest Vulnerability Population
- Census Block Boundary
- Stream/Creek
- Waterbody

Extent of Projected Sea-Level Rise with Levee Protection

- High Tide (~9 feet NAVD88)
- 0.5-foot Rise
- 1-foot Rise
- 1.5-foot Rise

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant

Flooding depicted here assumes levees function as intended, fully preventing flooding in protected areas. Only unprotected areas are shown as at risk.

Note
NAVD88 = North American Vertical Datum of 1988.

0 1,000
Feet

Data Sources
Aerial photograph (2023) from the U.S. Department of Agriculture; census blocks (2020) from the U.S. Census Bureau; city boundary (2025) from the Washington Department of Revenue; parcel data (2025) from Snohomish County; vulnerable population data from the U.S. Census Bureau (2020) and the American Community Survey 5-Year estimates (2023); sea-level rise inundation from NOAA (2025).

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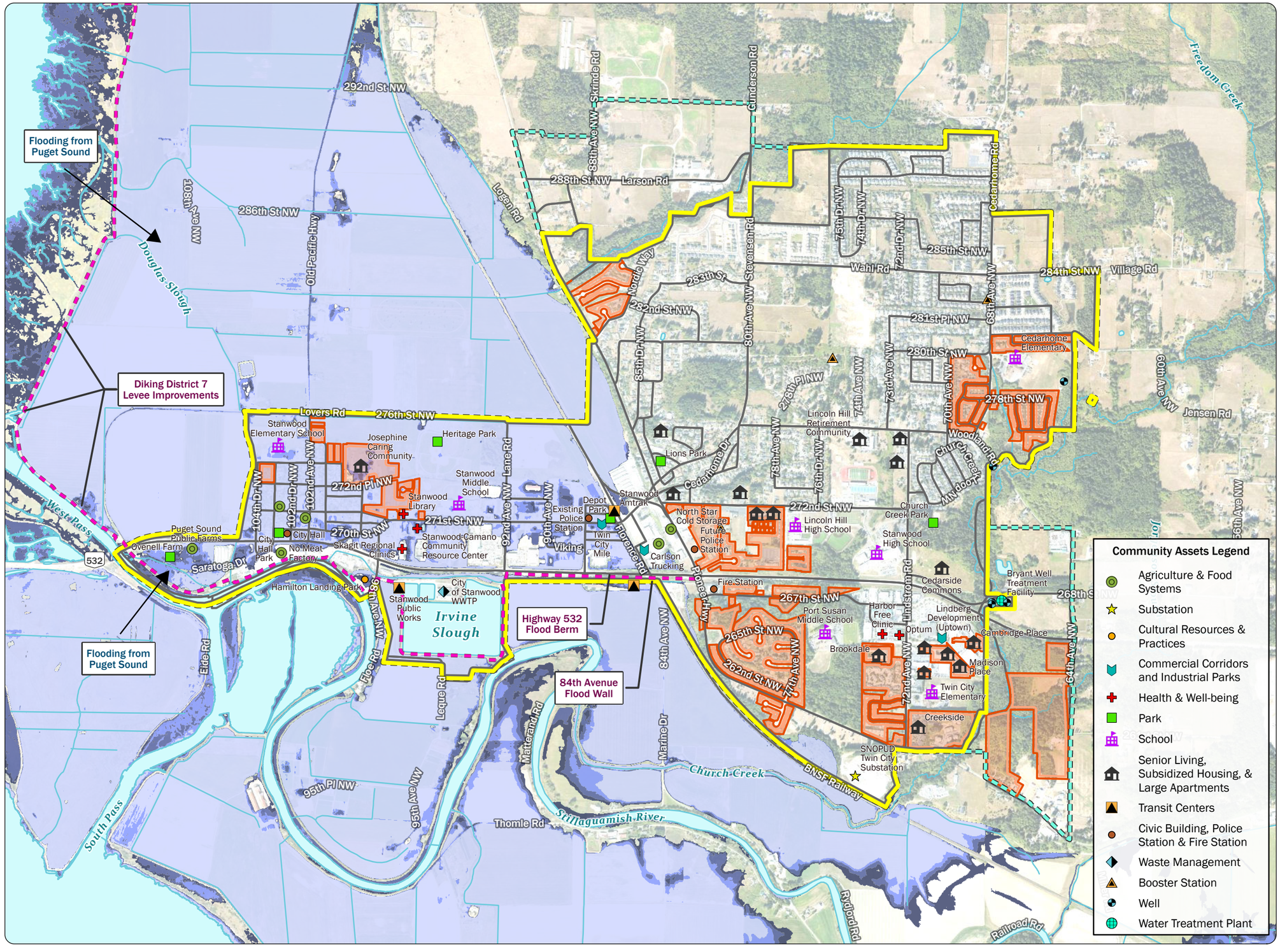
Path: C:\Workspace\0_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures_Hazards.aprx\Figure C-4 SeaLevel Rise With Levee Assets
Print Date: 5/6/2026
Reviewed By:
Produced By: joberts
Project: M1030.10.002

Figure C-5
Projected Sea-Level Rise without Levee Protection

Climate Planning
Stanwood, WA



Legend

- Levee
- City Boundary
- Urban Growth Boundary
- Highest Vulnerability Population
- Census Block Boundary
- Stream/Creek
- Waterbody

Potential Extent of Projected Sea-Level Rise without Levee Protection

- High Tide (~9 feet NAVD88)
- 0.5-foot Rise
- 1-foot Rise
- 1.5-foot Rise

Flooding is depicted as if levees were absent, showing the theoretical extent of areas within the city that could be at risk. In reality, a levee failure would likely result in localized breaches rather than widespread flooding.

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant

Note
NAVD88 = North American Vertical Datum of 1988.

0 1,000
Feet

Data Sources
Aerial photograph (2023) from the U.S. Department of Agriculture; census blocks (2020) from the U.S. Census Bureau; city boundary (2025) from the Washington Department of Revenue; parcel data (2025) from Snohomish County; vulnerable population data from the U.S. Census Bureau (2020) and the American Community Survey 5-Year estimates (2023); sea-level rise inundation from NOAA (2025).

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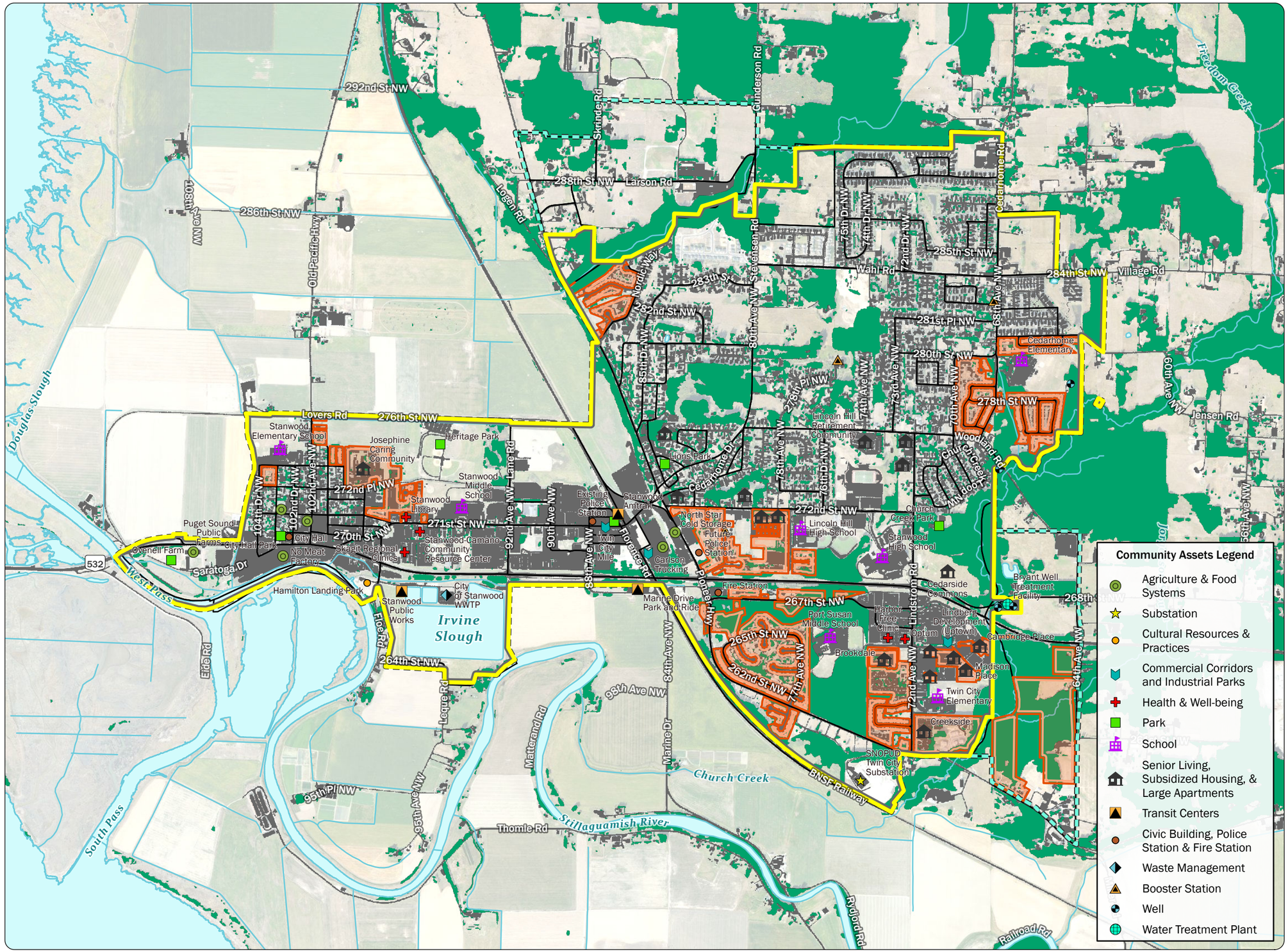
Path: C:\Workspace\O_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures_Hazards.aprx\Figure C-5 SeaLevel Rise Without Levee Assets
Print Date: 5/6/2026
Reviewed By:
Produced By: jroberts
Project: M1030.10.002

Figure C-6
Tree Canopy and Impervious Surface

Climate Planning
Stanwood, WA



Legend

- Tree Canopy
- Impervious Surface
- City Boundary
- Urban Growth Boundary
- Highest Vulnerability Population
- Census Block Boundary
- Stream/Creek
- Waterbody

Community Assets Legend

- Agriculture & Food Systems
- Substation
- Cultural Resources & Practices
- Commercial Corridors and Industrial Parks
- Health & Well-being
- Park
- School
- Senior Living, Subsidized Housing, & Large Apartments
- Transit Centers
- Civic Building, Police Station & Fire Station
- Waste Management
- Booster Station
- Well
- Water Treatment Plant

0 1,000
Feet

Data Sources
Aerial photograph (2023) from the U.S. Department of Agriculture; census blocks (2020) from the U.S. Census Bureau; city boundary (2025) from the Washington Department of Revenue; parcel data (2025) from Snohomish County; vulnerable population data from the U.S. Census Bureau (2020) and the American Community Survey 5-Year estimates (2023); tree canopy and impervious surfaces from NOAA (2023).

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Path: C:\Workspace\0_MFA_Projects\M1030\10\002\Pro\M1030_10_002_Figures_Hazards.aprx\Figure C-6 Tree Canopy Assets
Print Date: 4/28/2026
Reviewed By:
Produced By: jroberts
Project: M1030.10.002

CITY OF STANWOOD
PLANNING COMMISSION
STAFF REPORT

DATE: June 8, 2026

SUBJECT: Multimodal Level of Service Code and Comprehensive Plan Amendment

CONTACT PERSON: Patricia Love, Community Development Director

ATTACHMENT(S):
1 Comprehensive Plan Amendment Memo
2 Draft Concurrency Ordinance

PURPOSE

The purpose of this staff report is to introduce the draft Multimodal Level of Service Code and Comprehensive Plan Amendment to City Commissions and Committees.

BACKGROUND

As part of the City's 2025 Workplan, staff began working on the development of a Multimodal Level of Service (MMLOS) standard. This initiative responds to the State mandate and community goal to create a more inclusive and comprehensive approach to transportation planning. Rather than focusing solely on vehicular traffic, the MMLOS framework is designed to evaluate and plan for all modes of travel—including motor vehicles, pedestrians, bicyclists, and transit users. The ultimate goal is to ensure that the transportation network supports safe, efficient, and comfortable mobility for individuals of all ages and abilities.

A multimodal concurrency and LOS program(s) must meet the requirements of the Growth Management Act and Puget Sound Regional Council (PSRC) VISION 2050. Below are typical MMLOS units of measurements used by agencies in Washington.

Travel Mode	Unit of Measurement
Vehicles	Travel Speed, Congestion / Delay, Road Capacity
Public Transit	Accessibility, Frequency Of Service, Reliability, Capacity
Bicycling	Availability And Safety Of Bike Lanes, Connectivity, Ease Of Use
Walking	Sidewalk Availability, Pedestrian Safety, Crossings, Accessibility
Movement of Goods / Freight	Efficiency And Reliability Of Freight Corridors

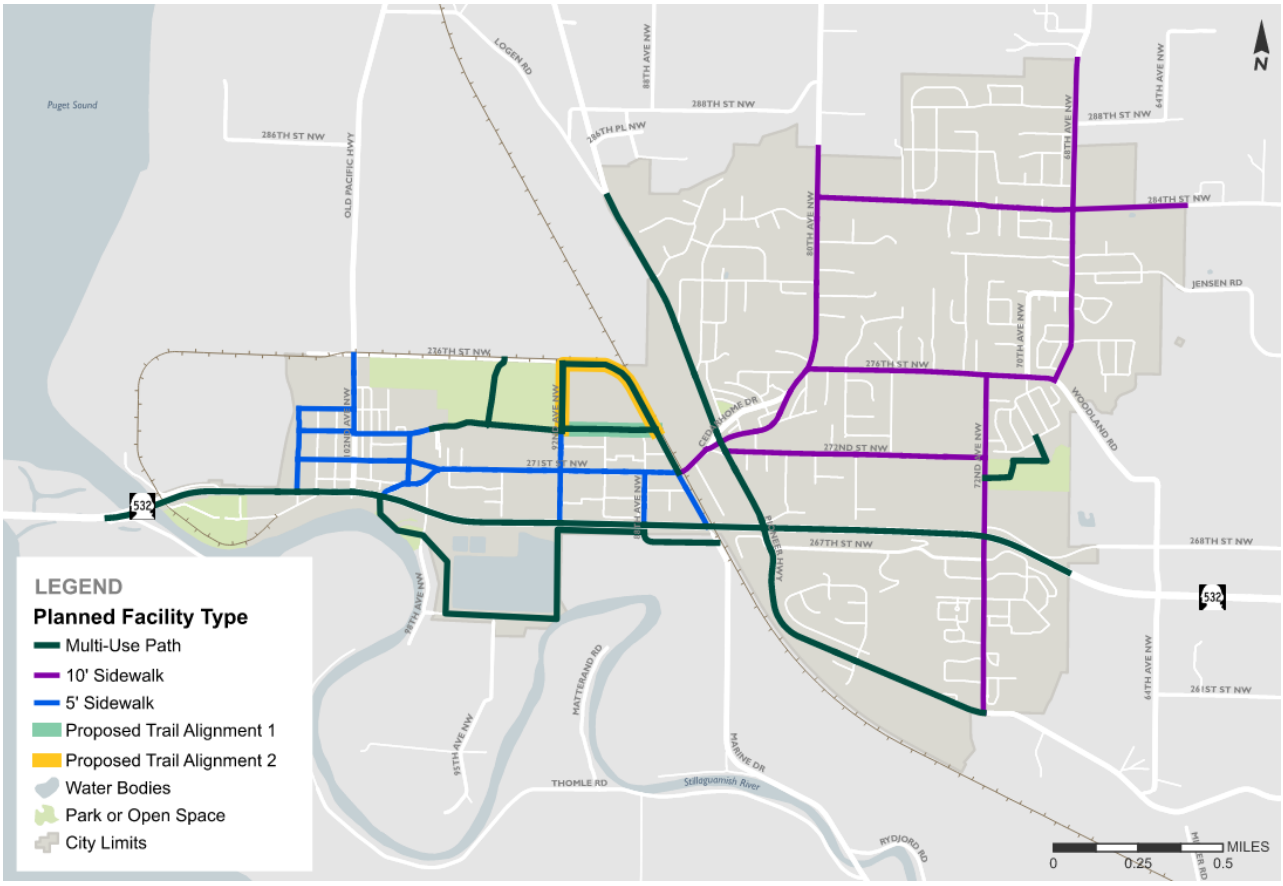
Currently, the City only has a transportation level of service standard which focuses on vehicle trips and level of congestion at intersections.

Intersections	**Adopted Level of Service**
Stanwood Locally Owned Intersections:	
Traffic signals, roundabouts and all-ways stop controlled intersections	D
Two-way stop-controlled intersections	E
WSDOT Controlled Intersections	
Urban Areas (Within City Limits and Urban Growth Area)	D
Rural Areas (Snohomish County or Island County)	C

Throughout 2025, the City worked with Transpogroup, the Council Community Development Committee, Public Works Committee and the Planning Commission on how best to meet level of service standards. The final recommendation and direction for adopting the MMLOS is to provide active mode facilities on all roadways, unless special circumstances make it prohibitive, as follows:

- Maintain the existing traffic level of service as currently adopted in the Comprehensive Plan;
- An interconnected system of sidewalks and shared roadways (vehicles and bicycles share the roadway travel lane) in the downtown area;
- A network of 10’ wide sidewalks in Uptown (which would be available for bicyclists to use);
- A network of off-street multiuse trails across the city; and
- Bicycle facilities should consist of shared roadways (sharrows) within the downtown area, and shared use on both the 10’ sidewalks and the off-street multiuse paths.

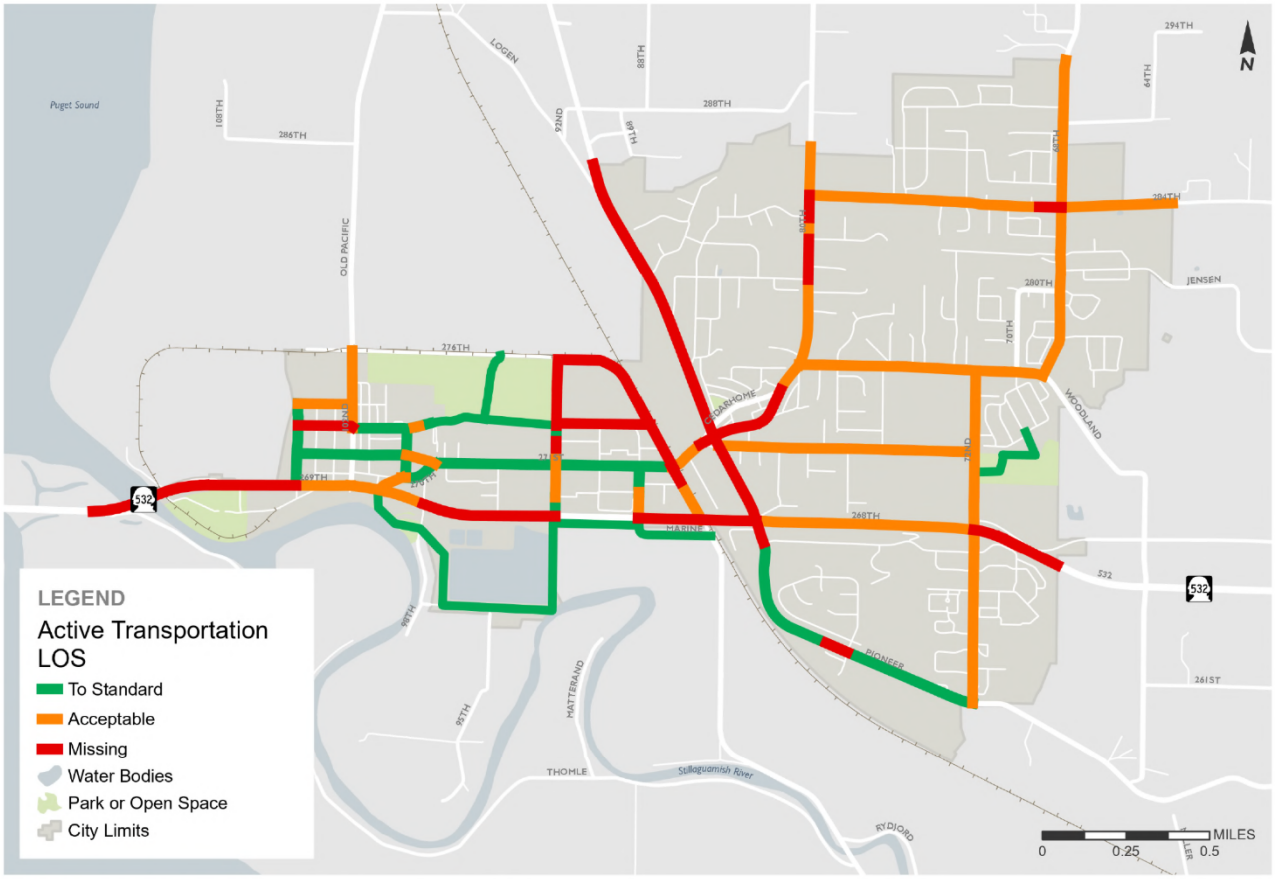
The figure below shows the planned active transportation network after applying the methodology listed above.



After applying this standard to Stanwood's existing street network, a gap analysis was performed. The arterial road network was assigned a value of good, acceptable and poor which correlates with the how closely the roadway meets the assigned level of service.

LOS	Rating	Standard	Example Facilities*
	Good	Roadway provides pedestrian/bicycle facilities in accordance with standards	• Sidewalks on both sides of the roadway • Multi-use path on one side of the roadway
	Acceptable	Roadway provides pedestrian/bicycle facilities, but does not fully meet standards	• Sidewalk along one side of the roadway, or sidewalks not built to standard
	Poor	No facilities exist	• No facilities exist

The gaps in the active transportation network identify where active transportation LOS is deficient. The active transportation LOS map is shown below:



Lastly the analysis looked at transit level of service. Within Stanwood, public transit service is provided by Island Transit, Community Transit, and Snow Goose Transit. Given that the City does not provide transit service and is therefore unable to control the frequency or routes available to residents, the City's approach to transit LOS is to measure the degree to which bus stops are accessible to transit users. This approach reinforces the City's commitment to providing pedestrian and bicycle facilities across the city's roadway network. For this approach, the active transportation LOS standard for the roadway immediately adjacent to the bus stop are used for the transit level of service.

Applying the same methodology of good, acceptable and poor to transit level of service in Stanwood, transit LOS is generally Good in the downtown area along 271st Street, with bus stops along 276th St NW and 72nd Avenue having Acceptable transit LOS.

LOS	Rating	Standard
	Good	Pedestrian and bicycle access to the bus stop is provided as outlined in the planned active transportation network
	Acceptable	Some level of pedestrian and bicycle access to the bus stop is provided, but not as outlined in the planned active transportation network
	Poor	No pedestrian and bicycle facilities exist for safe access to the bus stop

Bus Stop Map:

ANALYSIS

The proposed Multimodal Level of Service (MMLOS) update is intended to modernize the City's transportation planning framework to better align with current state planning guidance, evolving travel patterns, and the City's long-term growth objectives. The update is structured as a two-part process that addresses both policy direction within the Comprehensive Plan and implementation procedures through development review regulations.

1. Transportation Element Update – Multimodal Level of Service Standards
The first phase of the project consists of updating the Transportation Element of the Comprehensive Plan to incorporate multimodal level of service standards for pedestrians, bicycles, and transit, while retaining the City's existing vehicular traffic Level of Service (LOS) standards.

The proposed MMLOS Comprehensive Plan Amendments are intended to:

- Support safer and more connected transportation options;
- Encourage transportation choices that reduce reliance on single-occupancy vehicles;
- Align transportation planning with land use, housing, and climate goals;
- Improve consistency with regional and state transportation planning guidance; and
- Provide a more complete method for evaluating transportation system performance.

The addition of multimodal standards is not intended to replace automobile LOS metrics, but rather to supplement them with additional performance measures related to accessibility, connectivity, and user experience for non-motorized and transit modes.

Amendments to the Comprehensive Plan include:

- Adoption of multimodal level of service (MMLOS) standards, including new active transportation and transit LOS measures.
- Shift in terminology from "non-motorized" to "active transportation" to align with current WSDOT standards and grant practices.
- Expanded emphasis on pedestrian, bicycle, and transit accessibility throughout the transportation network.
- Integration of active transportation improvements into roadway design standards, including wider sidewalks and multimodal facilities.
- Addition of new Active Transportation LOS and Transit LOS maps, policies, and evaluation criteria.
- Establishment of a planned citywide active transportation network vision focused on connectivity and safety.
- Identification of active transportation gaps and prioritization opportunities tied to transit access.
- Updates to transportation capital project costs, funding projections, and long-term revenue shortfall estimates.
- Increased investment emphasis on pedestrian and bicycle network improvements within the Transportation Plan.

Attached is a memorandum from Transpogroup with the suggested Comprehensive Plan edits incorporating MMLOS strategies.

2. Concurrency Ordinance Update – Development Review Implementation
The second phase of the project consists of updating the City's concurrency ordinance to implement the new multimodal framework during project review.

Concurrency regulations are required under the Growth Management Act to ensure that transportation facilities and services are available concurrent with development impacts. The City's existing concurrency program primarily evaluates roadway capacity and vehicular

LOS. Updating the ordinance will allow the City to integrate multimodal considerations into the development review process while continuing to monitor vehicle impacts consistent with current standards.

The ordinance update is expected to:

- Incorporate multimodal transportation facilities and services into project evaluation criteria;
- Ensure consistency between the Comprehensive Plan and municipal code; and
- Ensure project improvements support all modes of travel.

The revised the Concurrency Management code draft is largely based on the current code, but is split into three parts.

1. Concurrency Management will be located in SMC 18.235, Division II Applications, an will address the concurrency evaluation and determination process.

2. Transportation Impact Analysis will be included in SMC 18.850, Division VIII Environmental, to go along with other sections dealing with SEPA and development impacts.

3. Concurrency related definitions will be relocated to SMC 18.102, Division I, Definitions.

An important nuance of the concurrency update is that the City Council Committees expressed a clear policy direction that the new pedestrian, bicycle, and transit Level of Service (LOS) standards should be used to ensure adequate pedestrian facilities are provided on development plans but should not independently cause a concurrency failure.

Under the proposed code update, a development application may only fail concurrency if the applicant cannot demonstrate that sufficient vehicular trip capacity remains available under the City's adopted traffic LOS standards. The City will therefore continue to use vehicle capacity as the determining factor for concurrency approval or denial.

At the same time, applicants will still be required to evaluate potential impacts to pedestrian, bicycle, and transit facilities as part of project review. This analysis may identify frontage improvements or other multimodal infrastructure enhancements necessary to support safe and connected access for all transportation modes. However, deficiencies related to pedestrian, bicycle, or transit LOS would not, by themselves, constitute grounds for denying a permit application.

This approach allows the City to incorporate multimodal planning principles into development review while maintaining consistency with the City Council Committees' direction to preserve vehicle-based concurrency as the enforceable LOS standard for concurrency determinations.

RECOMMENDATION:

This report is intended to serve as an introduction to the proposed Multimodal Level of Service (MMLOS) updates to the Comprehensive Plan Transportation Element and related municipal code amendments. Given the complexity of the proposed changes and their long-term implications for transportation planning and development review, staff recommends continued discussion and review by the Planning Commission prior to formal action.

Additional meetings will be scheduled to provide more detailed review of the proposed Comprehensive Plan amendments and concurrency procedures. Staff anticipates bringing the draft ordinance back to the Planning Commission for an additional reading in July. Depending on the Commission's level of comfort with the proposed amendments and any requested revisions, a public hearing could be scheduled as early as September or October.

MEMORANDUM

Date:	May 27, 2026	**TG:**	21010.00
To:	Patricia Love – City of Stanwood		
From:	Paul Sharman, Patrick Lynch – Transpo Group		
cc:			
Subject:	Stanwood Transportation Element Updates		

The purpose of this document is to summarize the edits to be made to the City's Transportation Element document. Once approved, these edits will be made to the InDesign version of the document.

Document wide change – replace "non-motorized" with "active transportation". This is an update to align with industry best practice terminology, especially as it's used by WSDOT and better aligns with WSDOT grant funding applications.

Page 119 –

- Add the following text at the bottom of the "nonmotorized systems box":
  - The city's new multimodal level of service standard will help the City make active mode improvements.
- Update the project financing cost from $110 million to $128.2 million

Page 128 –

- Delete "Non-Motorized" from the header, and change "non-motorized" to "active transportation"

Page 130 –

- AT the bottom of the text on the left hand column "…with no shoulder." Add: "The City of Stanwood recently updated their roadway design standards to include 10' sidewalks on all principal arterial and residential collector streets. These wide sidewalks can serve as both pedestrian and bicycle facilities."

Page 138 –

- Under TP.2: The City has adopted the following levels of service (LOS) standards:
  - Add 3.): The City's adopted active transportation network standards are:

LOS	Rating	Standard
	Good	Roadway provides pedestrian/bicycle facilities in accordance with standards
	Acceptable	Roadway provides pedestrian/bicycle facilities, but does not fully meet standards
	Poor	No facilities exist

- Add 4.) The City's Transit Level of Service Standards are:

LOS	Rating	Standard
	Good	Pedestrian and bicycle access to the bus stop is provided as outlined in the planned active transportation network
	Acceptable	Some level of pedestrian and bicycle access to the bus stop is provided, but not as outlined in the planned active transportation network
	Poor	No pedestrian and bicycle facilities exist for safe access to the bus stop

Page 139 –

- Change "Defining Level of Service Standards" to "Defining Vehicle Level of Service Standards"
- Change "Transportation Level of Service Standards" to "Vehicle Level of Service Standards"
- Update "LOS Standards: Local Scale" to "Vehicle LOS Standards: Local Scale"
- Change the first paragraph on the top right to: "For the purpose of this element, the City has adopted vehicle LOS standards for all transportation facilities under its jurisdiction. Stanwood's vehicle LOS standards are measured using methodologies identified in the latest edition of the Highway Capacity Manual (HCM):"
- Change " the lower LOS standard" to "the lower vehicle LOS standard"

Page 141 –

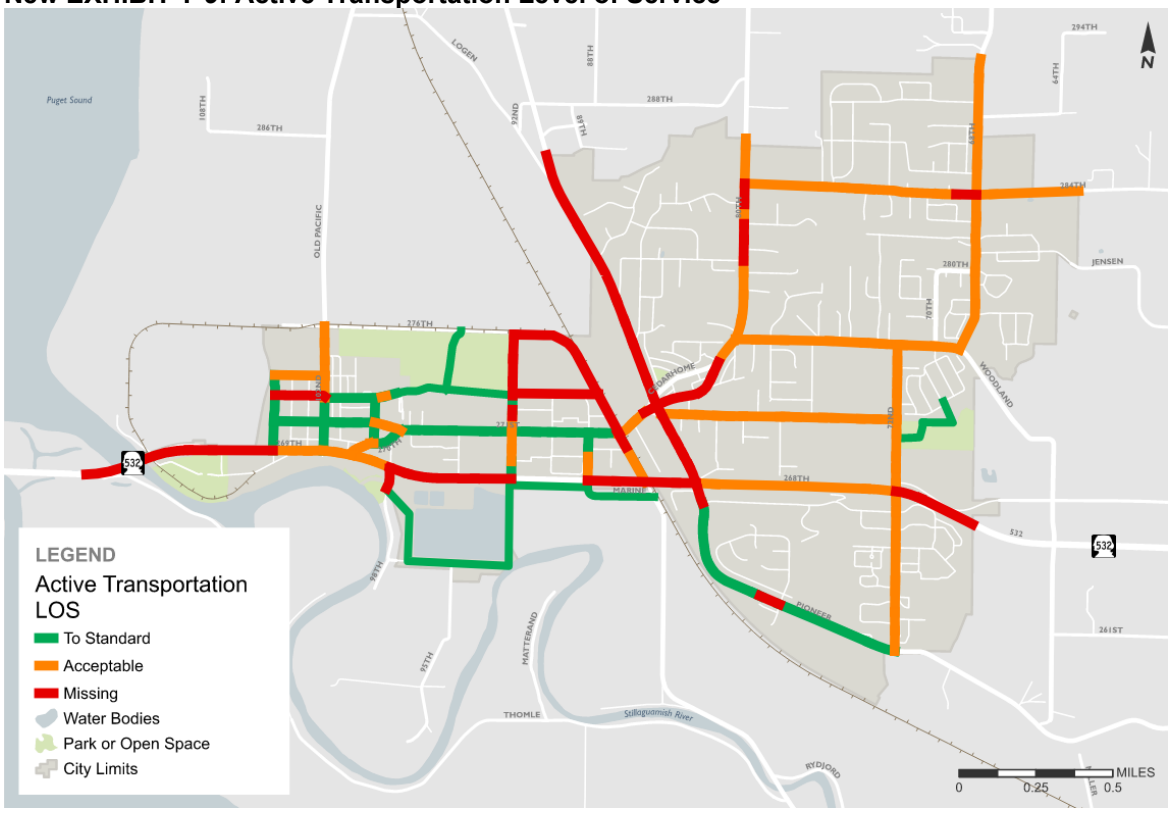
- Change " LOS Standards: Regional Scale" to "Vehicle LOS Standards: Regional Scale"
  - Change all reference to LOS standards on this page to "vehicle LOS standards"

ADD NEW PAGE 142 with the following:

Active Transportation LOS Standards

The city's active transportation LOS standard is to evaluate the consistency of each roadway's pedestrian and bicycle facilities with the roadway design standards corresponding to the functional classification of the roadway. Roadways built according to the city's roadway design standards are shown in green, while roadways that have some level of active mode accommodation are shown in orange, and those that have no active mode accommodation are shown in red.

New EXHIBIT T-9: Active Transportation Level of Service



Active transportation LOS generally shows Good, or Acceptable LOS in the downtown area, noting that some level of active mode accommodation generally exists. The uptown area of Stanwood generally has Acceptable LOS, meaning that sidewalk facilities generally exist but are not built to the city's design standards. Active transportation LOS failures generally occur on SR 532, Pioneer Highway and along Cedarhome Drive.

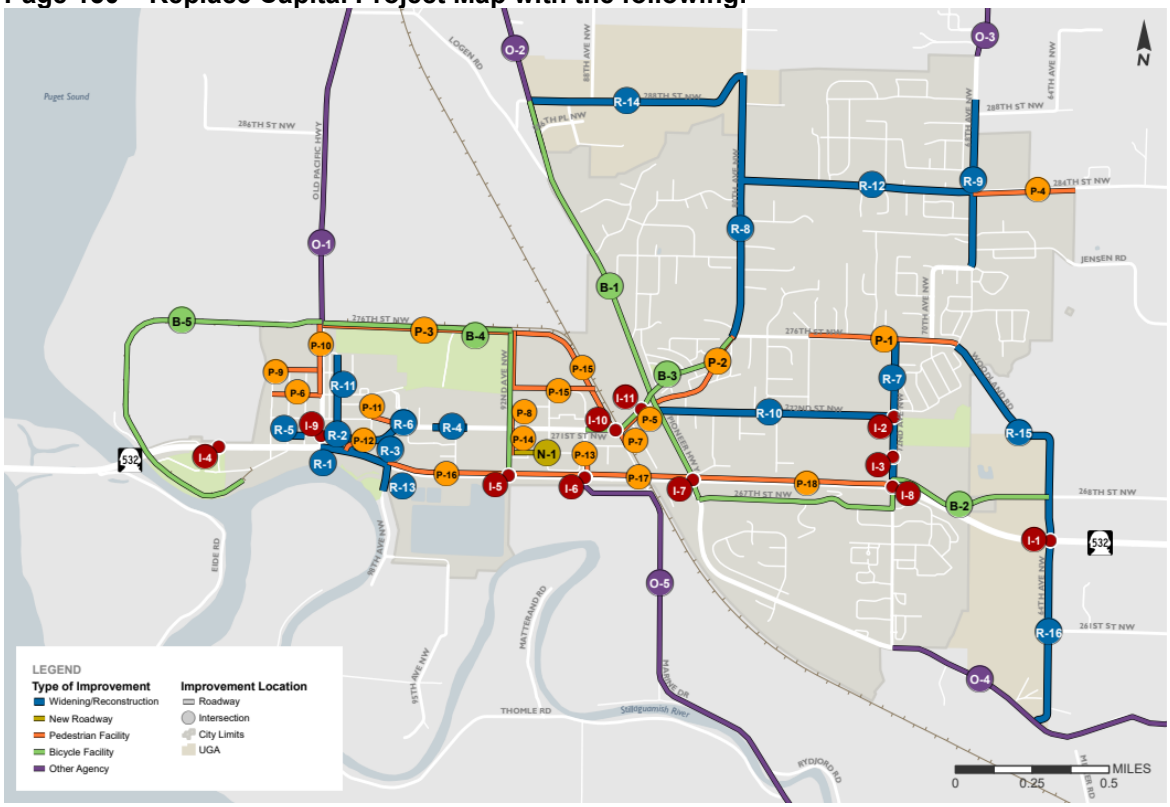
ADD NEW PAGE 143 with the following:

Within Stanwood, public transit service is provided by Island Transit, Community Transit, and Snow Goose Transit. Given that the City of Stanwood does not provide transit service and is therefore unable to control the frequency or routes available to residents, the City's approach to transit LOS is to measure the degree to which bus stops are accessible to transit users. This approach reinforces the City's commitment to providing pedestrian and bicycle facilities across the city's roadway network. For this approach, the active transportation LOS standard for the roadway immediately adjacent to the bus stop are used for the transit level of service.

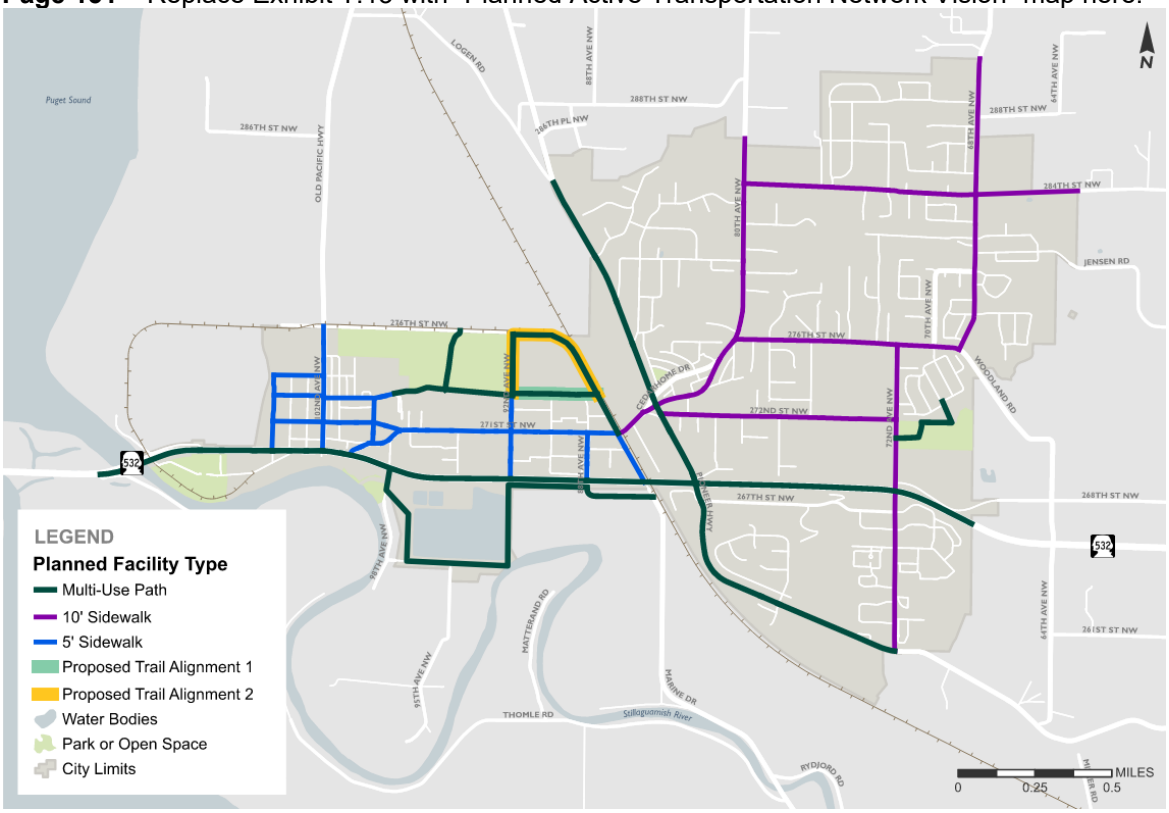
NEW EXHIBIT T:10 – Transit LOS

Within Stanwood, transit LOS is generally Good in the downtown area along 271st Street, with bus stops along 276th St NW and 72nd Avenue having Acceptable transit LOS. The transit LOS measure could be used by the city to help prioritize active transportation enhancements such that the city may choose to prioritize active transportation investments along a transit route ahead of investments on a nearby street that does not provide transit access.

Page 150 – Replace Capital Project Map with the following:



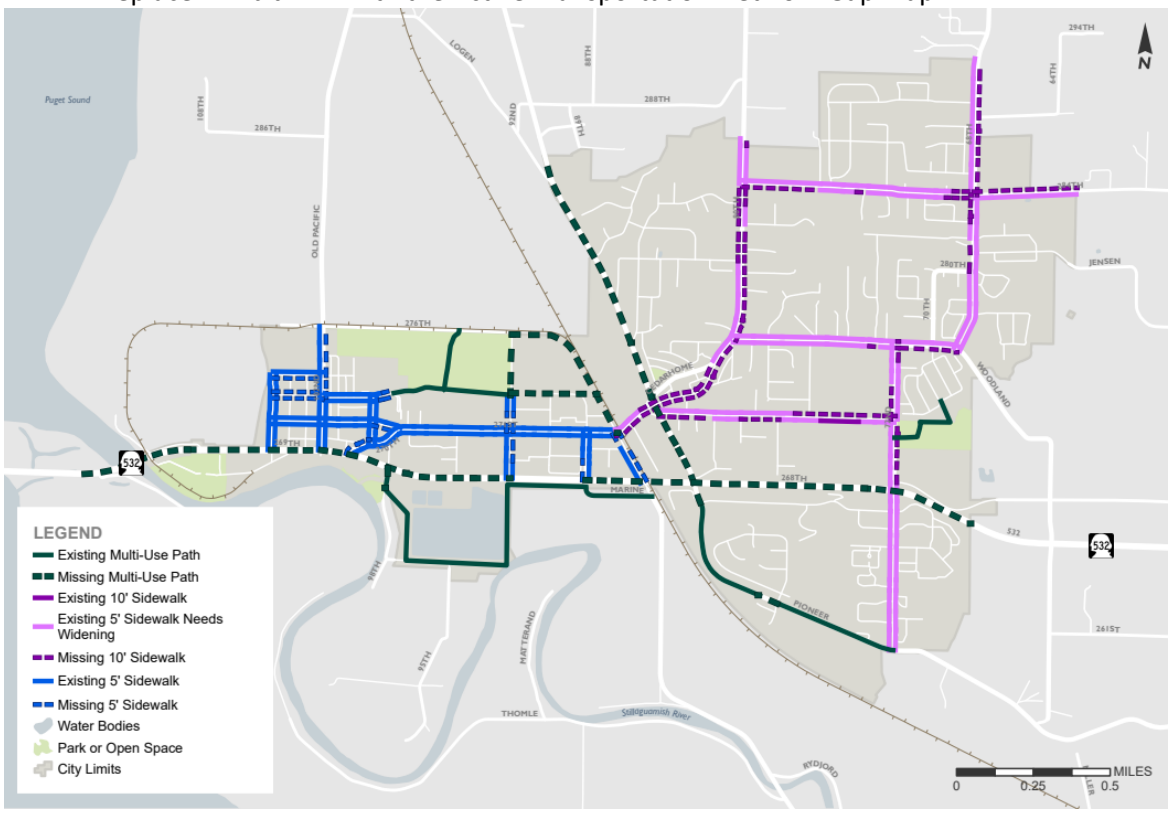
Page 151 – Replace Exhibit T.13 with “Planned Active Transportation Network Vision” map here:



Add the following text to page 151:
The Planned Active Transportation Network, shown here, identifies the future vision for a comprehensive network of active transportation facilities. The city envisions an interconnected system of sidewalks and shared roadways (vehicles and bicycles share the roadway travel lane) in the downtown area, a network of 10’ wide sidewalks in Uptown (which would be available for bicyclists to use), and a network of off-street multiuse trails across the city. Bicycle facilities within Stanwood are expected to consist of shared roadways (sharrows) within the downtown area, possible bike lanes outside the downtown area, and shared use on both the 10’ sidewalks and the off-street multiuse paths. The planned network shown does not specifically identify any bicycle facilities, as Stanwood expects that bicycles will primarily use the shared 10’ sidewalks and off-street paths and will share the road with vehicles in the downtown area as needed.

Page 152 -

- Replace Exhibit T.14 with the Active Transportation Network Gap map:



Page 156 – (update the "Program Highlights" text with the following)

- The estimated capital cost of the 6-year Transportation Plan is approximately $36 million (in 2024 dollars).
- Approximately one third of the capital costs are associated with reconstruction and widening of existing streets in the City. These costs cover upgrading roadways to accommodate higher volumes of traffic and construction of urban features such as underground drainage, sidewalks, and street lights.
- Less than 20 percent of the capital project costs focus on improving the safety and operations of intersections.
- The revenue projections were estimated based upon the City's 2024 budget, historical revenues, and the adopted impact fee program.
- Based on recent historical data, it is estimated that revenues would be more than $58 million during the 20-year period, of which approximately 85 percent would be dedicated for capital improvements and approximately 15 percent for maintenance and operations programs.
- The maintenance and operations program to preserve the existing street system is approximately 7 percent, or $12 million, of the total $140 million Transportation Plan cost.
- The cost projections are not specific to individual projects or locations.

- More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.
- The City has developed estimates of annual expenditures to repair, replace and construct sidewalks to improve connectivity and safety, beyond facilities that would be constructed as part of other

Update the "**Transportation Capital Projects**" charts and text with the following:

Intersection/Operations	$	25,140,000	19.6%
Widening/Reconstruction	$	41,464,000	32.3%
Pedestrian Network:	$	30,220,000	23.6%
Bicycle Network:	$	31,450,000	24.5%
Total Capital	**$**	**128,274,000**	

- No changes to the maintenance & operations costs

Page 159 –
- Change the shortfall from $65 million to $82 million

Page 160 –
- Under "Reassessment Strategy", change the total revenue shortfall from $65 million to $82 million
- Change 2014 dollars to 2024 dollars

Division II. Applications

18.235 Concurrency Management

18.235.010 General Provisions

ℹ Subsection 1(a) comes from existing code SMC 17.148.010, items 1(b) and 1(c) are adapted from Enumclaw Municipal Code.

(1) Purpose. The purpose of this chapter is to:

(a) Implement the level of service and concurrency provisions of the city's Comprehensive Plan, the Comprehensive Water System Plan, and the Wastewater Facilities Plan, in accordance with RCW 36.70A.070Prohibit development if concurrency does not exist; and

(b) Establish methods to maintain adopted levels of service through capacity monitoring.

(2) Applicability. This section sets forth the process for the following types of concurrency evaluations:

(a) Transportation (including vehicles, pedestrians, bikers, and transit);

(b) Water and Sewer Utilities; and

(c) Schools.

ℹ The following sub-section is based on SMC 17.148.060

(3) Level of Service Standards (LOS)

Each concurrency evaluation conducted pursuant to this chapter is based on the adopted level of service (LOS) standards in the Stanwood Comprehensive Plan.

18.235.030 When a Concurrency Evaluation is Required

ℹ This is a new section that combines requirements from existing SMC 17.148.040. 050 and new content.

(1) Transportation Concurrency.

(a) All new developments, redevelopments, changes in use, and additions in building square footage that generate 15 or more additional peak trips according to the ITE manual or a trip generation study must perform a transportation concurrency evaluation according to this chapter to evaluate availability of multimodal transportation facilities.

(i) A trip generation study performed by a licensed traffic engineer may be required at the director's discretion to confirm the number of peak hour trips generated by a proposed development.

(ii) A change in use must perform a concurrency evaluation, unless the change will result in an equal or lesser impact on affected transportation facilities than the previous use, or if the change of use is limited to the addition of units within an existing building meeting the requirements of SMC 18.608 - Building Alterations and Conversions.

(b) Exempt Developments. Provided they do not generate 15 or more peak hour trips, the following types of development do not need to perform a transportation concurrency evaluation:

No changes have been made to the types of exempt development. Only changes have been made to examples included in the following table and the examples of exempt development table was deleted as unnecessary.

(i) Construction of a single-family residence, up to two accessory dwelling units, or a duplex; (ii) A residential subdivision creating 15 or fewer lots; (iii) Any addition, accessory structure, or interior renovations to a residence with no change in use or increase in the number of dwelling units; (iv) Interior completion of a structure for use(s) with the same or less intensity as the existing use or a previously approved use; (v) Replacement structure with no change in use or increase in number of dwelling units; (vi) Temporary construction trailers;	(vii) Driveway resurfacing or parking lot paving; (viii) Demolitions or reroofing of structures; (ix) Clearing, filling and grading; (x) Water, sewer, and storm drainage hook-ups; (xi) Any portion of any project in connection with the following: (A) Public transportation facilities, not including school facilities; (B) Public parks and recreation facilities; (C) Public libraries; (D) Municipal administration or police, fire or public works facilities; and (E) Water, sewer, or storm drainage facilities; (xii) Other types of minor development as approved in writing by the Director.

(c) Exemption from the provisions of this chapter does not exempt the payment of transportation impact fees under Chapter 3.24 SMC. In the case where payment is required, but the threshold for the transportation study has not been triggered, nor a study produced, impact fee payment must be based on the city's adopted fee schedule in place at the time of complete application.

(d) Notwithstanding the exemptions listed above, the traffic resulting from any use or permit, whether or not exempt, must be included in computing background traffic for any nonexempt project.

(2) Water and Sewer Concurrency.

A water and sewer concurrency evaluation and certificates of availability are required for the following types of development:

(a) Building permits for new dwelling units or new commercial/industrial/institutional buildings;

(b) Site development permits;

(c) Land Divisions;

(3) School Concurrency.

There is currently no requirement for a school concurrency evaluation, but the City reserves this section in case there is a need in the future to manage school concurrency.

18.235.040 Concurrency Evaluation and Determination of Capacity - General

ℹ This section contains existing provisions from 17.148.070 (1)(a) - (d); 17.148.070(2)-(3), 17.148.080 - 100; and 17.148.130.

(1) Review Process.

(a) The director will review requests for concurrency evaluation and, when appropriate, make a determination of capacity prior to approval of the final development permit. If applicable, payment of fee and/or performance of any condition required by a service provider must be made a condition of development approval.

(b) Evaluation. The director will evaluate whether there is sufficient capacity in the existing or planned system for the proposed development based on the following criteria:

(i) A determination of anticipated total capacity at the time the proposed impacts of development occur;

(ii) Calculation of how much of that capacity will be used by existing developments and other planned developments with approved concurrency at the time the impacts of the proposed development occur;

(iii) Calculation of the available capacity for the proposed development;

(iv) Calculation of the impact on the capacity for the proposed development, minus the effects of any mitigation, including transportation demand strategies, proposed by the applicant; and

(v) Comparison of available capacity with proposed development impacts.

(c) Determination.

(i) If the existing or planned capacity of the affected facilities is equal to or greater than the capacity required to maintain the adopted LOS standard with the impact from the proposed development, the concurrency test is passed. A determination of approved capacity will be issued along with the permit decision.

(ii) If both the capacity and planned capacity of the affected facilities are less than the capacity required to maintain the adopted LOS standard with the impact from the development, the concurrency test is failed. The director will notify the applicant in writing of the denial. In response to a failed concurrency determination, the applicant may:

(A) Modify the project to reduce the impact on affected facilities;

(B) Phase the project to coincide with planned improvements that will ensure concurrency;

(C) Mitigate the impacts of the project to ensure concurrency;

(D) Arrange with the service provider to provide the additional capacity of facilities required;

(E) Propose transportation demand management strategies that will reduce the demand for capacity (must be approved by the public works director);

(F) Ask for formal reconsideration of the concurrency evaluation to the director in accordance with the provisions of SMC 18.235.040(5); or

(G) Reapply for an evaluation when concurrency can be ensured.

(2) Phasing.

(a) Phased Projects. A concurrency determination may be issued for a phase of a project if the underlying permit is only for a phase. In this case the determination must be conditioned to note that future phases must receive additional concurrency approval.

(b) Phased Improvements. If a concurrency determination is issued for a whole project that is to be completed in phases and that requires mitigation, the approval may allow mitigation to be phased, as long as the mitigation ensures capacity for each phase.

(3) Transfer of Capacity.

(a) A determination of capacity applies only to the specific land uses, densities, intensities and development projects described in the application and development permit.

(b) The determination may be transferred to new owners of the original land.

(c) The owner may, as part of a development permit application, designate capacity to portions of the property, such as lots, blocks, parcels, or tracts.

(d) Approved capacity may be reassigned or allocated within the boundaries of the original property by application to the director.

(4) Life Span of Approval.

(a) A determination of capacity expires if and when the accompanying development permit expires or is revoked.

(b) If the development permit is granted an extension, the determination of capacity remains valid for the same duration.

(c) If the accompanying development permit does not expire, the determination of capacity is valid for one year from the date of issuance with a possible extension of up to one year.

(5) Unused Capacity. Any capacity that is not used because the developer decides not to develop, or the accompanying development permit expires, will be returned to the available pool of capacity.

(6) Administrative Reconsideration.

(a) An applicant may request reconsideration of the results of the concurrency evaluation within 15 days of the notification of the evaluation results by filing with the director a formal request specifying the grounds for reconsideration.

(b) Each request is subject to applicable review fees as set forth in Chapter 3.24 SMC. The director will evaluate and issue a determination either upholding the original determination or amending it.

(7) Other Service Providers. The applicant is responsible for coordinating with other service providers of utilities and facilities not covered by this chapter, including but not limited to, libraries, transit providers, power, cable, etc., to ensure level of service standards are met for those facilities prior to beginning of construction.

18.235.050 Transportation Concurrency

ℹ Subsection 1 is adapted from existing SMC 17.148.120

(1) Transportation Concurrency Tracking Spreadsheet.

(a) The director must maintain a transportation concurrency tracking spreadsheet with a capacity accounting of affected facilities.

(b) When the director makes a determination of concurrency, they must evaluate the capacity associated with the development or permit from the available capacity account and deposit into a reserved

capacity account. Once a project is constructed, the director must withdraw the capacity from the reserved account and place it into the used account. The tracking spreadsheet must include:

(i) Available capacity account;

(ii) Reserved capacity account; and

(iii) Used capacity account.

(2) Review Process.

(a) Transportation concurrency evaluation requests will be processed along with the underlying development permit and the payment of transportation impact fees, according to SMC 3.24.140. The transportation concurrency evaluation is based on the director's review of the trips available within the Transportation Concurrency tracking spreadsheet.

(b) If trips are not available, concurrency is not met. The City and Developer can negotiate mitigation in the form of intersection improvements to mitigate vehicle LOS failure, or active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development according to WAC 365-196-840.

(i) An evaluation of pedestrian and bike infrastructure and facilities supporting public transit must also be included. Findings from this analysis cannot be grounds for denial of concurrency but can result in required frontage improvements as part of the project development to mitigate impacts. The Director may require a letter from the local transit agency stating whether any bus stop pads, shelters, or signage are required to serve the proposed project.

(c) An applicant may request a preliminary concurrency evaluation without an accompanying request for a development permit, according to SMC 18.230. Any available capacity cannot be reserved. A determination of capacity will only be issued in conjunction with a development permit approval as outlined in this section.

18.235.070 Water and Sewer Concurrency

(1) Review Process. Water and sewer concurrency is based on the issuance of water and sewer availability certificates from utility providers. Failure to include proof of water and sewer availability with an application is grounds for a denial of concurrency.

(2) Requirements for Water and Sewer Certificates [Placeholder]

18.235.100 Annual Monitoring.

ℹ Details required for the annual report have been added here.

(1) The director must prepare an annual report presenting current capacities and LOSs for affected facilities. The report will be used in the annual update of the city's capital improvement program and transportation improvement program.

(a) Vehicle LOS

(b) Active Transportation LOS

(c) Transit LOS

Division VIII. Environment

18.850 Transportation Impacts

18.850.000 Transportation Study Thresholds.

(1) When a project will generate greater than 15 daily trips, a transportation study is required to analyze impacts. The type of study (i.e. Level 1, Level 2, of Level 3) is based on the potential impact to the transportation system. Requirements for each transportation study level are provided below in Table SMC 18.850.000(1).

ℹ The following table is based on the TIA guidance document provided by Transpo.

Table SMC 18.850.000(1) Transportation Study Thresholds of Analysis and Requirements

	Trips Generated	Analysis Required
Level 1	Fewer than 15	No transportation study is required, but the director may require trip generation calculations.
Level 2	15 to 29	A trip generation and site access study is required and must include: (1) A narrative project description (i.e., type and size of proposed development, project location, vicinity map, and site plan) (2) Existing uses, if any (i.e., number of residential units and/or square footage of building) (3) Proposed access location(s) (4) Phasing and time of development (5) Horizon year (year of completion and projected full occupancy/build-out) (6) Detailed PM peak hour trip generation analysis. Other time periods may be required as determined by the director. (7) A figure showing the assignment of peak hour trips based on the City's traffic model distribution percentages. (8) Site analysis for driveways, including sight distances at access/egress locations, operational characteristics including site access LOS and delay and anticipated queueing, and if applicable, turn lane requirements, traffic signal warrants, and intersection spacing. (9) Project impact fees based on weekday PM peak hour trip generation.

		(10) If the project is proposed within an existing building or at a location where traffic impact fees have already been paid, documentation of any impact fee credits that are requested.
Level 3	30 or more, or as determined by the director	A traffic impact analysis scoping letter or memorandum is required confirming the project scope and analysis assumptions. The scoping letter or memorandum must include: (1) Items (1) - (5) required for Level 2 Analysis. (2) Detailed PM peak hour trip generation analysis. Other time periods may be required as determined by the director. (3) A figure showing the assignment of peak hour trips based on the City's traffic model distribution percentages. (4) Background growth rates (non-project specific) set at 1.5 percent per year. (5) Background or "pipeline" development projects. (6) Proposed study area roadways and intersections. (7) Proposed study time periods. (8) Assumed analysis methodologies. (9) If the project is proposed within an existing building or at a location where traffic impact fees have already been paid, documentation of any impact fee credits that are requested. (10) Level of service analysis (11) Evaluation of impacts on other travel modes, i.e. public transit, school bus, pedestrian, bicycle. (12) Analysis of parking impacts.

18.850.020 Transportation Impact Analysis.

(1) If the project requires a Traffic Impact Analysis (TIA), the applicant must submit the complete TIA to the director with the development application prior to approval of the site plan.

(2) The TIA report should be formatted per the outline in Attachment A of the City's TIA Guidelines and must be stamped by a professional engineer that prepared or directly supervised the TIA.

(3) TIA review. The director will review the TIA to ensure it includes all required elements and contains accurate project information. If the director finds the TIA contents insufficient, the director will identify in writing the specific requirements, needs, and additional information needed to complete the TIA.

(a) The City may retain the services of a professional traffic engineering consultant to conduct a third-party review of the submitted TIA. In such cases, the developer will be responsible for the cost of the third-party review, plus an overhead fee per the City's adopted Fee Resolution.

New provision below added to address conflicting professional conclusions.

(b) The City may retain additional peer review services to resolve disputes over the conclusions of a TIA at the applicant's expense.

(c) If the study is deemed acceptable, the City will use it and its findings to establish potential mitigation measures and conditions of approval for the development application, including the appropriate transportation impact fee.

The following section comes from 17.148.065 Use of transportation demand management (TDM). The text is mostly the same with some minor revisions for clarity and consistency.

18.850.020 Transportation Demand Management

(1) Transportation demand management strategies may be used to mitigate a portion of the traffic generated by known tenant of a new development. A proposal to use TDM strategies for mitigation must include a transportation engineer's evaluation of the strategies and receive approval by the director.

(2) Possible TDM strategies include:

(a) Provision of vans or cars for vanpools or carpools;

(b) Preferential parking for carpools and vanpools which is signed, monitored and enforced;

(c) Permitting the use of employer's vehicles for carpooling or vanpooling;

(d) Financial incentives, including but not limited to subsidized bus passes, vanpool subsidies, a transportation allowance for non-single occupant vehicle (SOV) commuting, or rebates for employees who do not use the parking facilities;

(e) Imposition of parking charges for SOV commuters.

(f) Establishment of a program of alternate work schedules that eliminates work trips for affected employees or facilitates employees' use of transit, carpools, or vanpools;

(g) Establishment of a telecommuting program that permits affected employees to work at home or at an alternative worksite closer to their home;

(h) Cooperation with transportation providers to provide additional regular or express service to the worksite;

(i) Provision of a guaranteed ride home or emergency taxi service program;

(j) Provision of commuter ride-matching services to facilitate employee ridesharing for commute trips;

(k) Installation of bicycle facilities, including bicycle storage and gender-separated shower/locker facilities; or

(l) Implementation of other measures designed to facilitate the use of high-occupancy vehicles, including but not limited to on-site day care facilities or concierge service.

Division I. General Provisions

18.102 Definitions and Rules of Interpretation

Unless noted below, all these definitions have been moved unchanged from 17.148.030.

18.102.020 "A" definitions.

“Affected facility” means the city roads and intersections selected by the public works director for which concurrency evaluations and monitoring are required; or any utility or facility provided by the city or another service provider that is required for the development.

The definition of "Applicant" has been moved from 17.20.202.

“Applicant” means a person or entity who has applied for a development permit and who has a valid, existing legal interest in the property proposed to be developed.

“Available capacity” means the capacity for a facility that is currently available for use.

18.102.040 "C" definitions

“Certificate of capacity” means a document issued by the city of Stanwood indicating the quantity of capacity for each concurrency facility that has been reserved for a specific development project on a specific property.

“Concurrency” means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvement or strategies within six years.

“Concurrency evaluation” means the comparison of an applicant’s impact on facilities to the capacity, including available and planned capacity of the facilities.

Concurrency Evaluation, Preliminary. “Preliminary concurrency evaluation” means an informal, nonbinding assessment of available capacity.

18.102.100 "I" definitions.

“ITE trip generation manual” means the manual prepared by the Institute of Transportation Engineers, latest edition, for the purpose of assigning numbers of vehicle trips associated with various land uses.

18.102.130 "L" definitions.

“Level of service (LOS) standard” means the minimum capacity of affected facilities that must be provided per unit of demand or other appropriate measure of need as defined in the Stanwood Comprehensive Plan.

18.102.170 "P" definitions.

“Planned capacity” means the capacity for a facility that is not yet available, but for which the necessary facility construction, expansion or modification project is contained in the current adopted city capital improvement program or the State Department of Transportation’s list of programmed projects and is scheduled to be completed within six years.

18.102.200 "S" definitions

“Service provider” means the department or agency responsible for providing the facility.

18.102.210 "T" definitions.

(17) “Transportation demand management (TDM)” means the use of strategies to reduce commute trips made by single occupant vehicles and vehicle miles traveled (VMT) per employee.

(18) “Trip generation study” means a study prepared by a licensed engineer documenting the number of vehicle trips associated with a proposed land use for the purpose of determining whether the proposal is exempt from a concurrency evaluation.