



CITY COUNCIL COMMITTEE MEETING AGENDA

Public Works Committee

This meeting will be conducted in person and online, connection information is listed below and will be posted on the City Website calendar – [City Website Calendar Link](#)

MONDAY, July 11, 2022, 5:30 PM

1. Transportation Benefit District Levy Renewal
2. Twin City Mile Project

[Join Zoom Meeting](#)

Webinar ID: 841 9653 6857

Passcode: 341209

Telephone: (253) 215 8782



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

ITEM NUMBER: 1

DATE: July 11, 2022

SUBJECT: Transportation Benefit District Sales Tax Levy Renewal

CONTACT PERSON: David A. Hammond, Finance Director

ATTACHMENTS: A – Resolution 2022-10, Transportation Benefit District Levy Renewal
B – Discussion of Use of Public Facilities in Election Campaigns (RCW 42.17A.555)
C – Map showing projects completed or in current budget funded with Transportation Sales Tax
D – Map showing Transportation Sales Tax funded projects in current Transportation Improvement Plan (2023 to 2028)

PURPOSE

Review and discuss Transportation Benefit District (TBD) taxing authority, which is set to expire in 2023 and whether to authorize placement of the TBD sales tax renewal on the November ballot. To do this, a resolution must be adopted by the City Council and submitted to the County Auditor, Elections Division no later than August 2, 2022.

STAFF RECOMMENDATION

Review and discuss draft Resolution 2022-10, authorizing placement of the TBD sales tax renewal on the November 8, 2022, General election ballot.

COMMITTEE REVIEW

The proposed levy renewal was discussed by the Finance Committee on June 13, 2022. The committee unanimously recommended placing the levy renewal on the General Election Ballot November 8th, 2022.

BACKGROUND

The City of Stanwood approved Ordinance No. 1328 on November 19, 2012, establishing Stanwood Transportation Benefit District (the "District") pursuant to Chapter 36.73 RCW. The District was originally organized as a legally separate municipal entity and taxing authority from the City. By Ordinance 1406, in January 2016, the City Council assumed the rights, powers, immunities, functions and obligations of the District, as allowed by RCW 36.74.020, and as a result, the District was absorbed into the City and is no longer considered a legally separate entity.

RCW 36.73.040(3) gives transportation benefit districts the authority to impose taxes, fees, charges, and tolls to carry out the purposes of the District. The City currently imposes a sales and use tax, in accordance with RCW 82.14.0455, as an authorized source of revenue to finance the transportation capital improvements identified in the City's Six-year Capital Improvements Plan or as hereafter amended, (the "TBD Projects").

This resolution would renew the sales and use tax placed on taxable retail sales within the city, in the amount of two-tenths of one percent (0.2%); the renewal would continue the tax for an additional ten years and maintain the city's current 9.3 percent tax rate. As shown in Table Five below, Stanwood's sales tax rates is one of the lower city rates in Snohomish County. It is the intent of the City to allocate funds from the voter-approved sales and use tax in a manner that generally balances the use of the funds equitably among the TBD Projects during the 10-year period of the levy. The deadline to place the measure on the General Election Ballot is Aug. 2nd, 2022.

It is important to note that sixty percent of residents responding to the city's February survey ranked "Building Safe Streets" as one of their top three priorities. The full text of the question was "Develop multi-modal, safe, and aesthetically pleasing city streets and support our WSDOT partnership to improve SR532 intersections." This indicates the levy renewal of this important funding source is in line with city resident priorities.

A description of RCW 42.17A.555, which prohibits the use of facilities of a public office to support or oppose a ballot measure is included as Attachment B, for council information.

ALTERNATIVE TRANSPORTATION BENEFIT DISTRICT REVENUE OPTIONS

As an alternative to the sales tax, TBDs may instead impose councilmanic vehicle license fees up to \$50 without voter approval, subject to the following conditions, or may impose fees up to \$100 with voter approval.

A TBD may impose a non-voted vehicle license fee up to \$20 at any time, but a TBD may only impose a non-voted vehicle license fee above \$20 as follows:

Up to \$40, but only if a \$20 fee has been in effect for at least 24 months.

Up to \$50, but only if a \$40 fee has been in effect for at least 24 months. Any non-voted fee higher than \$40 is subject to potential referendum, as provided in RCW 36.73.065(6).

Any license fees over these amounts, up to a maximum of \$100, must be approved by a simple majority of voters. However, most jurisdictions have opted for the councilmanic (non-voted) fees. The only TBD to successfully pass a voted vehicle license fee is the Seattle TBD, where voters approved a \$60 fee increase in 2014 after rejecting a similar increase in 2011. A handful of other jurisdictions have attempted voted TBD license fees without success, including Bremerton, Burien, and Edmonds (all in 2009) and King County (in 2014).

Based on comparison with a similar-size city, Stanwood would receive approximately \$175,000 if a \$20 tab fee were imposed. Tab fees are generally considered less equitable than a sales tax given that only city residents pay car tab fees, and the sales tax is paid by all shoppers in the city, i.e., the greater Stanwood-Camano community. This is more fair as this is the community that contributes to the need for more roads and ultimately the amount of capital investment in roads is required as well as the amount of maintenance and operation costs.

PROJECT LISTS—COMPLETED PROJECTS AND PROJECTS IN-PROCESS

Staff put together a set of tables and maps describing the work funded by the TBD Sales Tax:

- Table One, on the following page, identifies eighteen projects that were supported by TBD funding between 2015 and 2021.
- Table Two identifies eight projects funded by the 2022 budget and are currently under construction or in design phases.
- Table Three identifies ten projects in the Current Transportation Improvement Plan funded by the original Sales Tax levy.
- Table Four identifies ten projects included in the current Transportation Improvement Plan that would be funded in the 2024 to 2028 timeframe if the levy is renewed.

The projects listed in Tables One and Two have been highlighted on the map at Attachment C, and the projects listed in Tables Three and Four have highlighted on a map at Attachment D, illustrating the benefit to many areas and residents around the city.

FINANCIAL IMPLICATIONS

The TBD currently generates approximately \$550,000 per year in revenues for transportation system maintenance and improvement projects. Since the TBD's inception, the City has utilized over \$3.6 million in funding from the TBD to support Street Operations for qualifying capital projects including more than one dozen pavement preservation projects, six sidewalk and ADA improvement projects throughout the City, as well as LED street lighting upgrades. Without funding from the TBD, general tax dollars, Real Estate Excise Tax (REET) dollars and grant money would need to be diverted from other uses for these transportation improvement projects.

As shown in Table Six below, the City's ability to leverage TBD funding by using it as grant matching funds has been impressive. The city has applied TBD funds in the amount of \$2,101,111 as required matching funds toward more than \$5.9 million of state and federal grants, including state and federal Safe Routes to Schools sidewalk improvement projects, state Transportation Improvement Fund Overlay grants and the Rural Town Centers & Corridors grants administered by Puget Sound Regional Council. These projects to date have led to 5.47 miles of new or resurfaced roads and 0.58 miles of new sidewalks, and 153 ADA compliant ramp upgrades. Additionally, projects in process add another 1.58 miles of new sidewalk and 24 ADA ramps.

The project lists included in this report provide details of future projects through 2028, which is the period of the current Transportation Improvement Plan. Beyond 2028, Transportation Sales Tax will be allocated to projects based on priorities set by the city council through the annual Transportation Plan update, with a continued focus on leveraging the funds to obtain grants.

There will be a relatively small cost to place the proposition on the ballot. Since this will be in the general election, the associated costs are expected to be less expensive than if it was done during a special election. Election costs for this ballot proposition are anticipated to cost less than \$4,000.

PROJECT LISTS

TABLE ONE - 2015-2021 Completed Projects

270th Street - Florence Rd to 88th - Drainage, Curbs, Sidewalks	\$ 32,503
92nd Street Overlay- 271st to 276th	\$ 7,518
272nd Street Overlay - 72nd to 86th	\$ 30,213
270th St. - 94th to 96th Drainage, Curbs, Sidewalks and Overlay	\$ 440,000
Sidewalk Construction 68th Ave: 280th St. to 284th St.	\$ 93,082
88th Ave Overlay - SR532 to Florence Rd	\$ 51,853
271st Street Overlay - 94th to SR532	\$ 51,853
Pioneer Highway Overlay - city limits to city Limits	\$ 68,774
Cedarhome Drive Overlay: Viaduct to 276 St.	\$ 36,720
92nd Ave Overlay: 271st St. to Lover's Lane	\$ 36,875
92nd Ave Sidewalk: 271st St. to Heritage Park, Design	\$ 21,158
72nd Ave Sidewalk: 272nd St. to 276th St., Design	\$ 21,158
Viking Way -Construction, Sidewalks & LED Streetlights	\$ 1,388,048
102nd Ave Overlay: 271st St. to Lover's Lane	\$ 34,277
272nd Pl Overlay 99th Ave to 102nd	\$ 172,547
276th sidewalk: 70th Ave. to 72nd Ave., Design	\$ 64,539
276th St. Overlay - 80th to 73rd	\$ 30,439
276th St. Overlay - 73rd to City Limit	\$ 30,439
Total	\$ 2,611,996

TABLE TWO - Projects in Process (Included in 2022 Budget:)

72nd Ave Overlay - Church Creek Park to 276th	\$ 21,000
68th Ave Overlay - 276th to 280th	\$ 21,000
Main Street Beautification	\$ 100,000
Sidewalk 273rd (100th to 102nd)	\$ 184,500
Sidewalk 92nd (271st to Heritage Pk)	\$ 270,000
80th Ave. Reconstruction (Phase One)	\$ 157,500
Viking Way-90th Ave. Phase 2	\$ 60,600
Port Susan trail	\$ 200,000
Total	\$ 1,014,600

TABLE THREE - 2023 Projects In Six-Year Transportation Improvement Plan:

80th Ave. Reconstruction (Phase One) with Widening	\$ 100,000
Viking Way-90th Ave. Ph. 2	\$ 76,000
Main Street Beautification - Design	\$ 100,000
284th St. Improvements	\$ 72,000
Overlay/ADA ramps 68th-280th to city limits	\$ 29,300
Overlay/ADA ramps 72nd-SR532 to Pioneer Hwy	\$ 30,000
92nd Ave Sidewalk-W. side, No. of 271st and 272nd	\$ 100,000
Sidewalk S. side of 273rd Pl.-100th to 102nd	\$ 72,452
Sidewalk 72nd-N. side 72nd to 78th & curb and gutter	\$ 20,000
Westside Overlays: 104th, 103rd, 102nd, 271st, 272nd, 273rd	\$ 89,775
Total	\$ 689,527

Table Four**2024-2028 Transportation Improvement Plan Projects:**

Overlay and ADA Improvement: asphalt/ADA upgrades on 68th from 280th St nw to city limits, and 72nd ave NW from SR532 to Pioneer HWY, 80th from 280th to 284th, 284th from 68th to 80th	\$ 237,000
Sidewalk 272nd st NW: north side between 72nd Ave and West of 78th Ave add curbing,gutter,sidewalk and ADA requirements to north side of 272nd St NW	\$ 75,000
Sidewalk 98th Dr NW: widening roadway and add sidewalk on east side of 98th Dr. NW between SR532 and 270th St.	\$ 75,000
Sidewalk 284th st NW South: south side between 68th and east of 70th Ave	\$ 75,000
Westside Overlays: Ovelays on 104th DR NW, 103rd DR NW, 102nd DR NW,273rd PL NW, 272nd PL NW, and 271st St NW	\$ 297,563
Main Street Beautification: Camano Street, 92nd AVE, Brick Road/102nd Ave, 271st Street 84th-88th AVE, 270th Street: City Hall park to 102nd Ave, 271st Street: Central District includes beautification, lighting, gateway features, landscaping.	\$ 200,000
Sidewalk 72nd AVE NW: include Curb, gutter and construct missing sidewalk panels from 272nd st-276th st	\$ 75,000
Sidewalk Cedarhome Drive NW: South side between 271st st and 276th St. Add curbs, gutter, sidewalk and ADA requirements	\$ 75,000
80th Ave. Reconstruction (Phase Two) with Calming	\$ 400,000
Total	\$1,509,563

Table Five

City	Sales Tax Rate
Arlington	9.4%
Bothell	10.6%
Darrington	9.1%
Edmonds	10.6%
Everett	10.6%
Gold Bar	9.1%
Granite Falls	9.1%
Index	9.1%
Lake Stevens	9.4%
Lynnwood	10.6%
Marysville	9.4%
Mountlake Terrace	10.5%
Mukilteo	10.6%
North Lakewood	9.4%
Silvana	9.1%
Snohomish	10.5%
Stanwood	9.3%
Startup	9.1%
Sultan	9.1%

Table Six

Project	Grantor	Grant Total	TBD Match	Project Total
Viking Way/90th Ave Improvements Ph. 1	Rural Town Centers & Corridors (PSRC)	\$ 2,899,472	\$ 1,388,048	\$ 4,287,520
Sidewalk Construction 68th Ave - 280th St. to 284th St.	WSDOT/US Dept of Commerce	\$ 474,120	\$ 424,353	\$ 898,473
272nd Ave. Overlay 72nd to 86th	Transportation Improvement Board	\$ 271,501	\$ 30,213	\$ 301,714
Pioneer Highway Overlay	Transportation Improvement Board	\$ 728,233	\$ 68,774	\$ 797,007
88th Ave. Overlay	Transportation Improvement Board	\$ 200,352	\$ 23,508	\$ 223,860
271st St. Overlay - 94th to SR532	Transportation Improvement Board	\$ 200,352	\$ 23,508	\$ 223,860
Cedarhome Drive Overlay - Viaduct to 276 St.	Transportation Improvement Board	\$ 219,727	\$ 29,152	\$ 248,879
92nd Ave Overlay - 271st St. to Lover's Lane	Transportation Improvement Board	\$ 220,642	\$ 29,265	\$ 249,907
102nd Ave. Overlay	Transportation Improvement Board	\$ 205,659	\$ 23,412	\$ 229,071
276th St. Overlay - 80th to 73rd	Transportation Improvement Board	\$ 273,958	\$ 30,439	\$ 304,397
276th St. Overlay - 73rd to City Limit	Transportation Improvement Board	\$ 223,021	\$ 30,439	\$ 253,460
Totals		\$5,917,037	\$ 2,101,111	\$ 8,018,148

RESOLUTION 2022-10

A RESOLUTION OF THE CITY OF STANWOOD, WASHINGTON, PROVIDING FOR A BALLOT PROPOSITION TO BE SUBMITTED TO THE QUALIFIED ELECTORS OF THE CITY ON NOVEMBER 8, 2022, TO RENEW A SALES AND USE TAX WITHIN THE BOUNDARIES OF THE CITY UPON ALL TAXABLE RETAIL SALES AND USES IN THE AMOUNT OF TWO-TENTHS OF ONE PERCENT (0.2%) FOR THE PURPOSE OF FINANCING ALL OR A PORTION OF THE COSTS ASSOCIATED WITH TRANSPORTATION IMPROVEMENTS IN THE CITY IDENTIFIED HEREIN FOR A PERIOD OF TEN (10) YEARS.

WHEREAS, Chapter 36.73 RCW enables cities and counties to create transportation benefit districts to finance and carry out transportation improvements necessitated by economic development and to improve the performance of transportation systems; and,

WHEREAS, the City of Stanwood (the "City") approved Ordinance No. 1328 on November 19, 2012 establishing Stanwood Transportation Benefit District (the "District") pursuant to Chapter 36.73 RCW; and,

WHEREAS, the District was originally organized as a legally separate municipal entity and taxing authority from the City; and,

WHEREAS, pursuant to Ordinance 1406, in January 2016, the City Council assumed the rights, powers, immunities, functions and obligations of the District, as allowed by RCW 36.74.020, and as a result, the District was absorbed into the City and is no longer considered a legally separate entity; and,

WHEREAS, RCW 36.73.040(3) gives transportation benefit districts the authority to impose taxes, fees, charges, and tolls to carry out the purposes of the District; and,

WHEREAS, the City has identified a sales and use tax, in accordance with RCW 82.14.0455, as the authorized source of revenue to finance the transportation capital improvements identified in the City's Six-year Capital Improvements Plan or as hereafter amended, (the "TBD Projects"); and,

WHEREAS, the sales and use tax placed on taxable retail sales within the District, in the amount of two-tenths of one percent (0.2%) would be in effect for a period of ten years upon a favorable vote of the qualified electors within the District; and,

WHEREAS, it is the intent of the City to allocate funds from the voter approved sales and use tax in a manner that generally balances the use of the funds equitably among the TBD Projects during the 10-year period of the levy;

NOW, THEREFORE THE CITY OF STANWOOD CITY COUNCIL AS THE GOVERNING BOARD OF THE STANWOOD TRANSPORTATION BENEFIT DISTRICT, HEREBY RESOLVES AS FOLLOWS:

Section One. Findings – Description of the TBD Projects. The City hereby finds that the best interests of the inhabitants of the City require the City to renew a sales and use tax of two-tenths of one percent (0.2%) pursuant to RCW 36.73.040(3)(a), RCW 36.73.065 and RCW 82.14.0455 for the purpose of providing a portion of the funds necessary to finance the TBD Projects.

The TBD Projects consist of the transportation improvement projects described in the City's Six-year Capital Improvements Plan (or as hereafter amended).

The cost of all necessary design, engineering, financial, legal, and other consulting services, inspection and testing, administrative and relocation expenses, and other costs incurred in connection with the foregoing TBD Projects shall be deemed a part of the costs of the TBD Projects.

The City shall determine the application of moneys available for the TBD Projects so as to accomplish, as nearly as may be, all of the TBD Projects. In the event that the proceeds of sales and use taxes authorized herein, plus any other money of the City legally available therefore, are insufficient to accomplish all of the TBD Projects, the City shall use the available funds for paying the cost of those portions of the TBD Projects deemed by the City most necessary and in the best interest of the City.

The City shall determine the exact locations and specifications for the elements of the TBD Projects as well as the timing, order, and manner of implementing or completing the TBD Projects. The City may alter, make substitutions to, and amend the TBD Project descriptions as it determines is in the best interests of the City and in accordance with the material change policy adopted by the City and the notice, hearing, and other procedures described in Chapter 36.73 RCW, including RCW 36.73.050(2)(b), in each case as the same may be amended from time to time.

If the City shall determine that it has become impractical to acquire, construct, or implement all or any portion of the TBD Projects by reason of changed conditions incompatible development, costs substantially in excess of the amount of sales and use tax proceeds estimated to be available, or acquisition by a superior governmental authority, the City shall not be required to acquire, construct, or implement such portions.

Section Two. Ballot Measure. The Snohomish County Auditor (the "Director"), as ex officio supervisor of elections in Snohomish County, Washington, is hereby requested to call and conduct an election to be held within the District on November 8, 2022, for the purpose of submitting to the qualified electors of the City for their approval or rejection, a proposition in accordance with state law and in substantially the following form:

**CITY OF STANWOOD, WASHINGTON
(STANWOOD TRANSPORTATION BENEFIT DISTRICT)
PROPOSITION 1
SALES AND USE TAX FOR
TRANSPORTATION IMPROVEMENTS**

The Stanwood City Council adopted Resolution No. 1460 concerning a tax to fund transportation improvements. This proposition would renew a sales and use tax of two-tenths of one percent (0.2%) to be collected from all taxable retail sales in accordance with RCW 82.14.0455 for 10 years. Funds would be used to pay costs associated with transportation improvement projects identified in the City of Stanwood's Six-year Capital Improvements Plan.

Should this proposition be approved?

Yes? ☐

No? ☐

Section Three. Notice. For purposes of receiving notice of the exact language of the ballot proposition required by RCW 29A.36.080, the City Council hereby designates the City Attorney as the individual to whom such notice should be provided. The City Attorney is authorized to approve changes to the ballot title, if any, deemed necessary by the Director.

Section Four. Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's or clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Section Five. Authorization. The proper City Officials are authorized to perform such duties as are necessary or required by law to submit the question of whether the sales and use tax shall be renewed, as provided in this resolution, to the electors at the November 8, 2022 election.

Section Six. Voter's Pamphlet. The Council finds and declares it to be in the best interests of the City to have information regarding the aforesaid proposition included in local voters' pamphlets, and authorizes the appropriate costs thereof to be charged to and paid by the City, and further authorizes and directs that the City Attorney and City Clerk provide such information to the Director and to take such other actions as may be necessary or appropriate to that end.

Section Seven. Severability. If any section, sentence, clause or phrase of this resolution should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this resolution.

PASSED by the City Council of Stanwood, Washington, at a regular open public meeting thereof held this 14th day of July, 2022.

Sales and Use Tax
to Fund Specified Transportation Improvements
Page 3 of 4

CITY OF STANWOOD

Sid Roberts, Mayor

Attest:

Mayor

Lisa Sokolik, City Clerk

Approved as to form:

Nikki Thompson, City Attorney

Use of Public Facilities in Election Campaigns

This page provides an overview of the state law prohibiting the use of public facilities to support or oppose a ballot measure or an election campaign for public office by any local government official or employee in Washington State.

Overview

State law ([RCW 42.17A.555](#)) prohibits the use of facilities of a public office to support or oppose a ballot measure or an campaign for public office. This prohibition was part of Initiative 276 adopted by the voters in 1972.

It is important for local government officials to be aware of what may and may not be done in regard to supporting or opposing a ballot proposition. These rules apply to all units of local government and their officials and employees, including counties, cities, towns, transit districts, port districts and other special districts.

The general prohibition against use of public facilities is very broad and comprehensive. The term "public facilities" is defined to include use of stationery, postage, equipment, use of employees during working hours, vehicles, office space, publications of the office, or lists of persons served by the local government.

This prohibition means that elective or appointive personnel of local governments may not work to support or oppose a ballot proposition during work time or allow public facilities to be used for that purpose.

Allowable Activities

There are three specific exceptions to the broad prohibition on using public facilities to support or oppose a ballot proposition.

1. Legislative body motions/resolutions. A local governing body, such as a city council or a county or special purpose district board of commissioners, may vote on a motion or resolution to express support or opposition to a ballot proposition, provided that the legislative body follows the required procedural steps (see the examples section below for details).

2. Statements by elected officials. An elected official may make a statement in support or opposition to a ballot proposition at an open press conference or in response to a specific inquiry.

3. "Normal and regular conduct." The third exception is somewhat broader and allows activities which are part of the normal and regular conduct of the local government. Under this exception, a local government could prepare an objective and neutral presentation of facts concerning a ballot measure. For example, details could be provided to citizens concerning the financial impact of an initiative on the local government, such as how revenues would be affected by its passage. Care must be taken that this information be presented in a fair, objective manner.

Many local governments also allow use of their meeting room facilities on a nondiscriminatory, equal access basis to the public, usually for a rental fee. If this is the case, then it would be allowable to hold a public forum for citizens with pro and con representatives discussing an initiative in a public meeting hall.

Practice Tip: [RCW 42.17A.555](#) does not restrict the right of local government officials and employees to express their own personal views supporting or opposing a ballot proposition, so long as that expression does not involve using public facilities (see [WAC 390-05-271](#)).

This means that elected officials and staff may campaign on their own time, using their own supplies and equipment, for or against a ballot proposition by preparing brochures, mailings, doorbelling, and other such activities.

Local employees and officials may also write letters to the editor expressing their personal views, and they may even identify their position with the local government. However, there should be no implication in the letter that the writer is expressing an official position on behalf of the local government.

	State Route
	Major Road
	Street
	Dirt Road, Private Road, Driveway, etc.
	Railroad
	River, Stream, Shoreline
	City Boundary
	UGA
	Park
	Water Feature
	School
	Fire Station
	Police Station

2015-2022 Projects



April 2022

All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be construed as an official map or representation of the Washington County Code. Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data. The Data is provided "as is" without any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from any and all claims, damages, losses, or expenses arising out of any error, defect or omission contained within said Data. Washington State Law, Ch. 42.56 RCW, prohibits state and local agencies from providing access to lists or other information for use for commercial purposes. This disclaimer of commercial use may be made of this Data comprising lists of individuals contained herein.

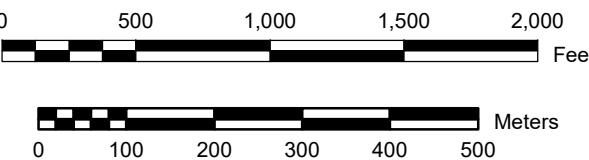
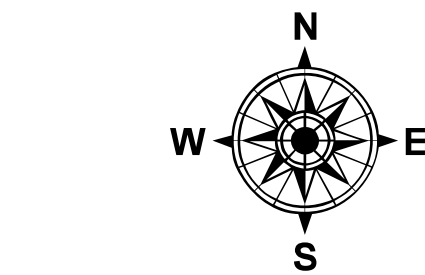
City of Stanwood

Snohomish County, WA

- State Route
- Major Road
- Street
- Dirt Road, Private Road, Driveway, etc.
- Railroad
- River, Stream, Shoreline
- City Boundary
- UGA
- Park
- Water Feature
- School
- Fire Station
- Police Station

2023 - 2028 Projects

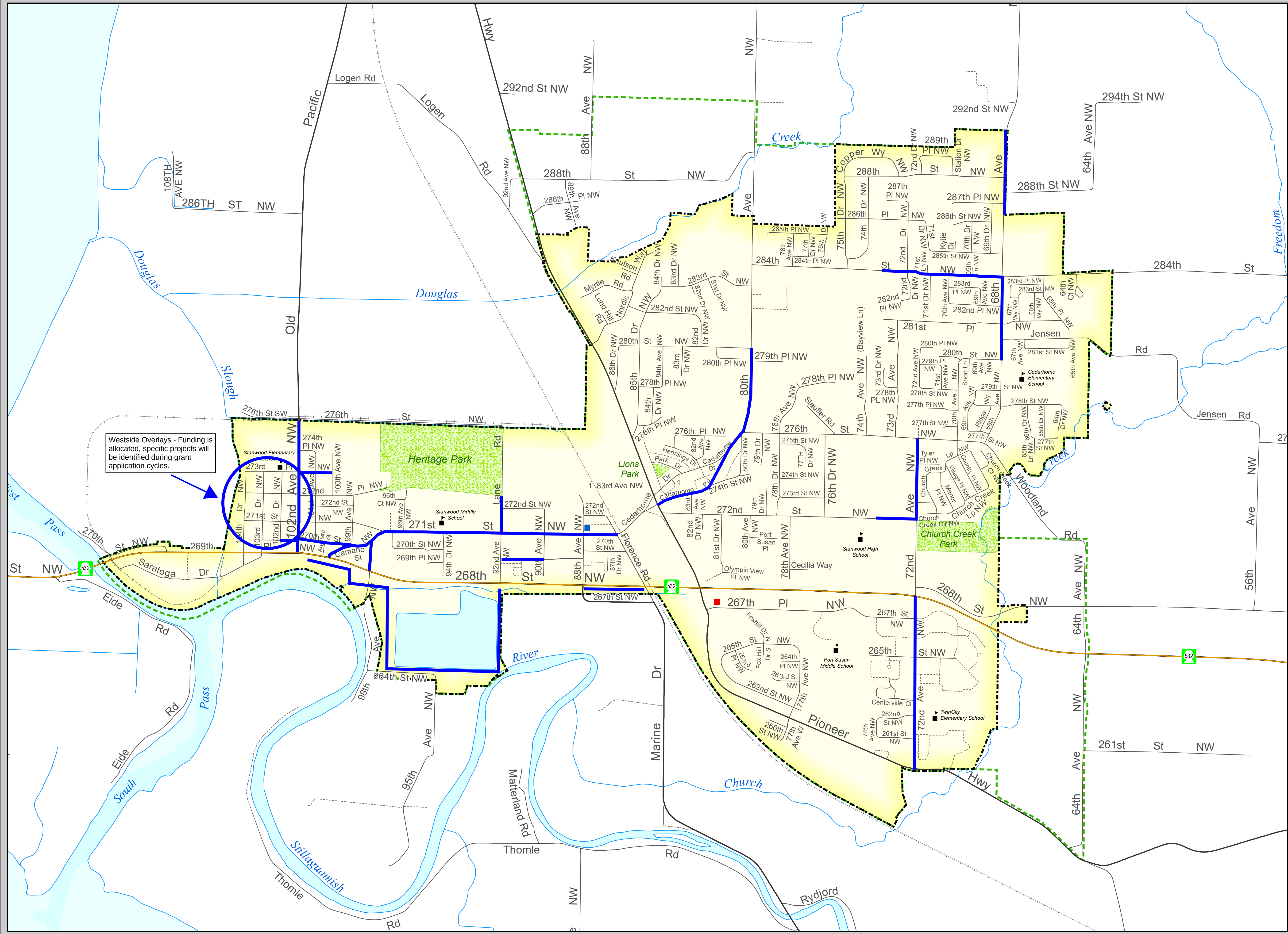
Projects shown include various types of work funded by Transportation Benefit Dollars (TBD) including street overlays, design projects, drainage/curb/gutter, sidewalks, streetlights, reconstruction, and beautification efforts.



Date: Snohomish County 1/24/2022
Projection: Stateplane, Washington North Zone, FIPS 4601, Datum NAD83



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**CITY OF STANWOOD
COMMUNITY DEVELOPMENT COMMITTEE
PUBLIC WORKS COMMITTEE
PLANNING COMMISSION
AGENDA STAFF REPORT**

DATE: July 7, 2022 – Community Development Committee
July 11, 2022 – Public Works Committee
July 11, 2022 – Planning Commission

SUBJECT: Twin City Mile Downtown Revitalization Project

CONTACT PERSON: Patricia Love, Community Development Director

ATTACHMENTS:

PURPOSE

The purpose of this agenda item is for review of the Twin City Mile Steering Committee's recommendation on how to proceed with implementation of the Twin City Mile Downtown Revitalization Project.

BACKGROUND

In December of 2020 the City Council adopted the City Beautification Action Plan and directed staff to begin implementation of the 2021-2026 Capital Improvement Project list. The Beautification Plan consists of 6 key program elements:

- 72nd Avenue Gateway Signage and Landscaping
- Main Street Revitalization
- Downtown Gateway Features
- SR 532 Beautification
- Wayfinding Signage
- Public Art

The 2022 budget includes preliminary design and public outreach for the Main Street Revitalization project that has been branded as the Twin City Mile Project. Using policy guidance from the Beautification Plan, the City is initiated the Downtown Revitalization Project that invests in the downtown business district infrastructure by:

- Creating Pedestrian-Friendly Streets;
- Actively Engage Storefronts with Walkable Sidewalks;
- Encourage Use of Streets for Community Festivals;
- Create Usable Urban Park Spaces; and
- Promote the Concept of Buying Local.

A Steering Committee was formed to help define the project vision, goals and project concepts. The 11-member committee consisted of Councilmembers, Downtown Business Owners, the Stanwood Camano Arts Advocacy Committee, and the Stanwood Chamber of Commerce. Consultants Scott Lankford of Lankford Associates, TranspoGroup, and KPG supported the design efforts.

ANALYSIS

Project Description:

Over the past 10 years the City has adopted several economic development plans and strategies to promote the downtown business district. A substantial amount of community volunteer hours went into crafting a vision for Stanwood's future. The Twin City Mile Downtown Revitalization Project begins the implementation of their vision.

The project reimagines how the City's main downtown commercial corridor, 271st and 270th Street, could look and function by connecting City Hall Park to the Train Station: The Twin City Mile. Project elements include constructing gateways, reconfiguring travel lanes and parking, building wider sidewalks and plaza areas, constructing park areas, and installing street trees, art, and other curb appeal amenities.



The Steering Committee met three times from January through June of 2022. Below is a summary of each of the meetings with associated presentation slides:

Meeting #1:

January 26, 2022

Meeting Objectives:

- Establish Project Goals
- Discussion: Strengths and Weakness of the Downtown, Area Identity, and What Makes a Successful Business District

DOWNTOWN REVITALIZATION PROJECT

Project Vision & Goals



Vision:

Promote a Vibrant
and Economic
Robust Downtown
with Its Own
Unique Identity

Project Goals:

- Invest in downtown business district infrastructure
- Support economic development goals
- Unify the downtown
- Enhance access to businesses
- Create pedestrian friendly streets
- Encourage use of streets for community festivals
- Promote the concept of buying local
- Create inviting community park spaces
- Enhance quality of historic east and west districts



DOWNTOWN REVITALIZATION PROJECT



5 Unifying Concepts

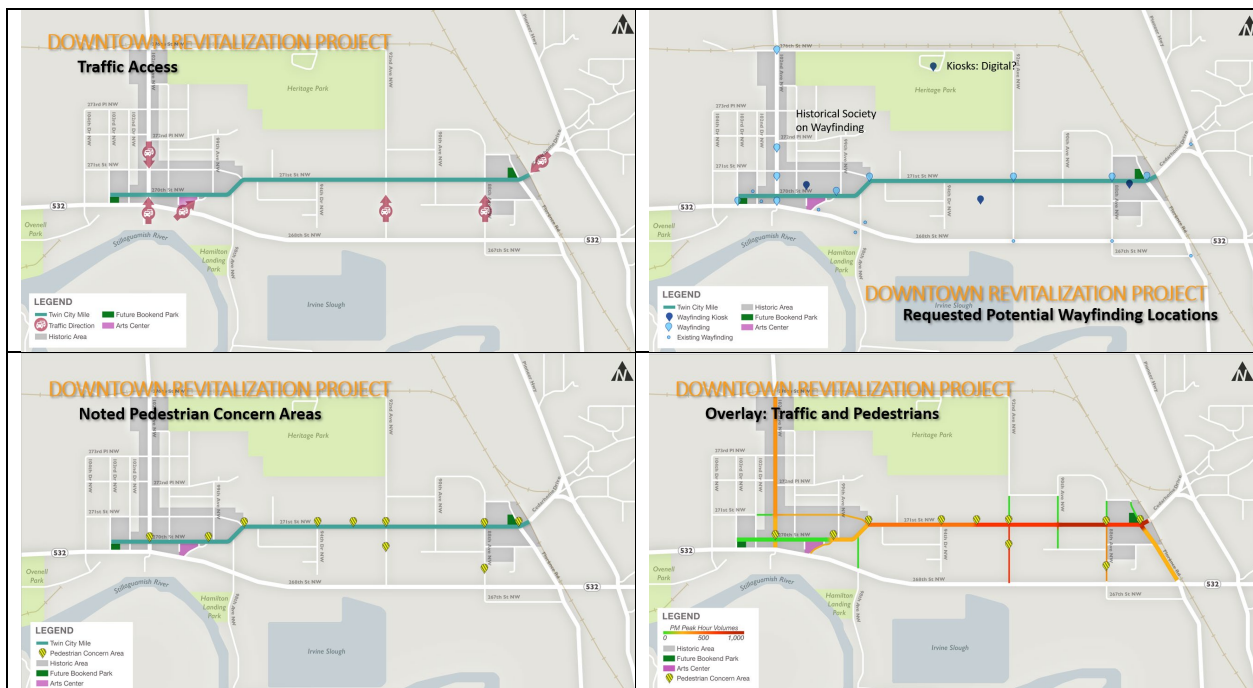
1. Create a **pedestrian friendly** downtown that is safe, inviting, and comfortable.
2. Provide increased **visibility** from SR 532 to enhance access to businesses.
3. Consistent and unified **maintenance** for the entire downtown.
4. Intentional **wayfinding** signage for all downtown.
5. Create a sense of **unity** in Downtown Stanwood throughout the Twin City Mile, by celebrating the uniqueness of all districts and creating infrastructure what will support and unify the entire downtown as whole.



Meeting #2:
March 23, 2022

Meeting Objectives:

- Identify Corridor Issues: Traffic Access Points, Wayfinding, Pedestrian Areas of Concern and Overlay of Heavy Traffic Areas with Pedestrian Use
- Review Initial Design Concepts
- Potential Implementation Strategy



DOWNTOWN REVITALIZATION PROJECT

Implementation Strategy



Short Term Projects: 1-2 Years	Long Term Projects: 3-5 Years
• Pedestrian Amenities • Benches, planters, bike racks • Wayfinding • Signage, kiosks, banners • Landscaping • Art	• Roadway Improvements • Intersection Improvements • Art • Traffic Congestion

Between the second and third committee meetings, a public survey was posted and advertised asking the general public about their preferences. The survey was posted on the city's website and pushed out through social media.

Meeting #3:
June 22, 2022

Meeting Objectives:

- Review Survey Results
- Review Refined Design Concepts, Project Priorities and the Westend Gateway Project

DOWNTOWN REVITALIZATION PROJECT

Twin City Mile Public Survey



4 Question Survey: Open May 2 – May 20, 2022

■ 277 Total Responses:

- 94 Uptown (34%)
- 69 Camano Island (25%)
- 66 Unincorporated Snohomish County (24%)
- 24 Downtown (9%)
- 24 Did Not Specify (8%)

For all questions, the respondent's location did not change the top and bottom responses from the overall averages



STANWOOD TWIN CITY MILE

Shared on the city website, social media, press releases, and local chambers.

The green bar represents the range of responses, and the black circle represents the average response. Ranking is based on a scale with 1 being high or the most preferred. A copy of the full survey is included in this packet as an attachment.

DOWNTOWN REVITALIZATION PROJECT

TCM Public Feedback – Q1

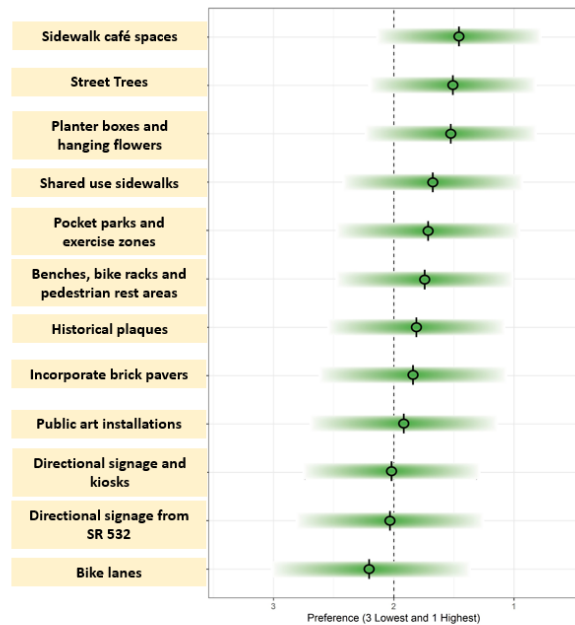
Top Choices:

- Sidewalk café spaces
- Street trees
- Planter boxes and hanging flowers

Less Preferred:

- Directional signage
- Bike lanes

For all questions, the respondent's location did not change the top and bottom responses from the overall averages.



DOWNTOWN REVITALIZATION PROJECT

TCM Public Feedback – Q2

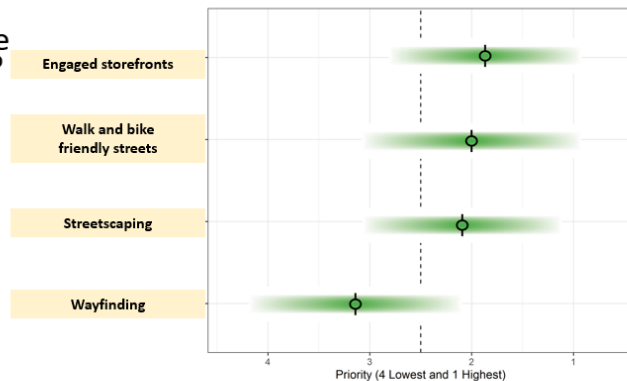
Question 2: How would you prioritize the project improvement categories?

Higher Priorities:

- Engaged storefronts
- Walk and bike friendly streets
- Streetscaping

Lower Priority:

- Wayfinding



- Downtown Stanwood and Camano Island put less priority on walk and bike friendly streets
- Downtown Stanwood had a little higher priority on wayfinding



DOWNTOWN REVITALIZATION PROJECT

TCM Public Feedback – Q3

Question 3: The Twin City Mile project will require tradeoffs in implementing projects. Please rank the following considerations in your priority order.

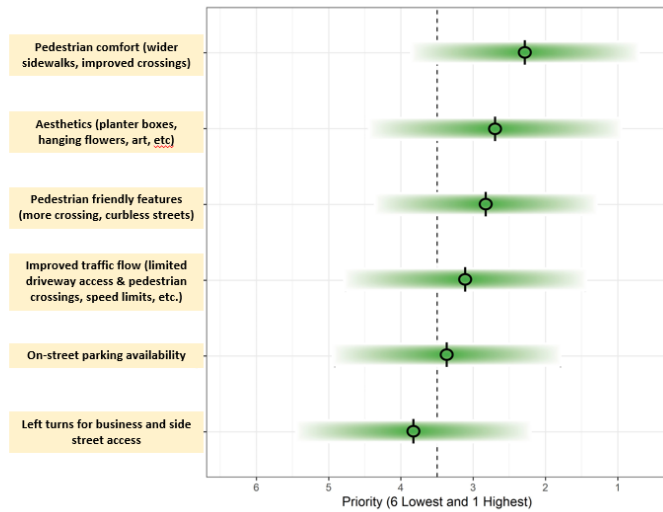
High Priorities:

- Pedestrian comfort
- Aesthetics

Low Priority:

- On-Street Parking
- Left Turns

- Camano Island ranked aesthetics even higher in tradeoffs than the overall average, while Uptown ranked it lower
- Downtown ranked on-street parking as a higher priority than the average, but not higher than pedestrian factors or aesthetics



The Committee was provided general concept design ideas to gauge their likes and dislikes. These concepts are anticipated to form the basis of the actual design once started. To create a cohesive main street, the following unifying design concepts were discussed.

- Widened Sidewalks and Bump-outs at Key Intersections
- Repeat of Brick or Red Colored Treatment at Crosswalks
- Streetlights and Landscaping with Lighted Trees
- Plaza / Festival Street Areas
- Bookend Parks

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: City Hall / Park / 270th Street

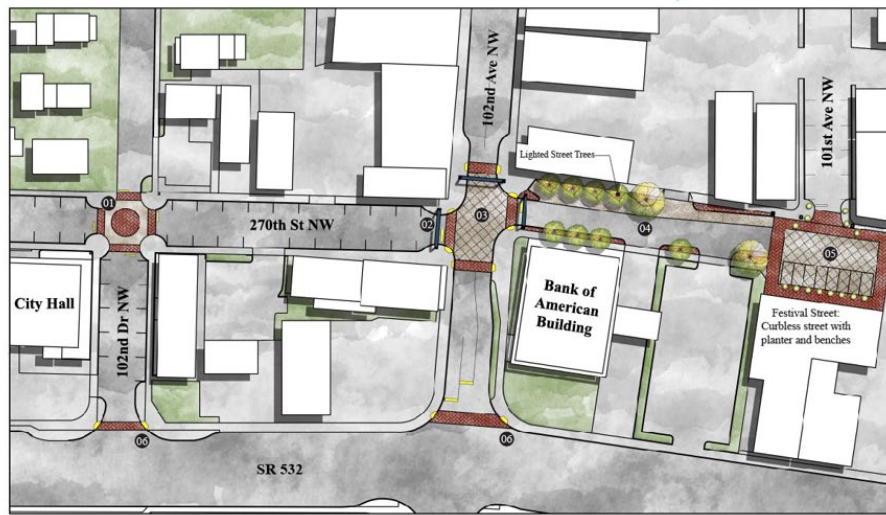


- 01 City Park
- 02 Shelter
- 03 Feature Intersection
- 04 Lighted Arches Brick Crosswalks Public Art
- 05 Gateway Intersection
- 06 New Crosswalk

LA

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: 102nd Avenue



- 01 Feature Intersection
- 02 Lighted Arches Brick Crosswalks Public Art
- 03 Gateway Intersection
- 04 Enhanced Parking and Buffers for Road / Sidewalk
- 05 Festival Street
- 06 New Crosswalk

LA

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: Brick Road / Camano Street



- 01 Festival Street
- 02 Colored Borders Identify Walking and Parking
- 03 Old Brick Road with Enhanced Parking Option
- 04 New Intersection Alignment and Crosswalk Enhancement
- 05 Future Brick Yard Park
- 06 Gateway Art Entry Feature Option

LA

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: 92nd Avenue



- 01 Concrete Textured Intersection
- 02 Brick Feature Sidewalks
- 03 New Traffic Island with Brick and Street Trees
- 04 New Feature Street Light on Corners of Intersection
- 05 New Public Art Location

LA

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: East End Option 1

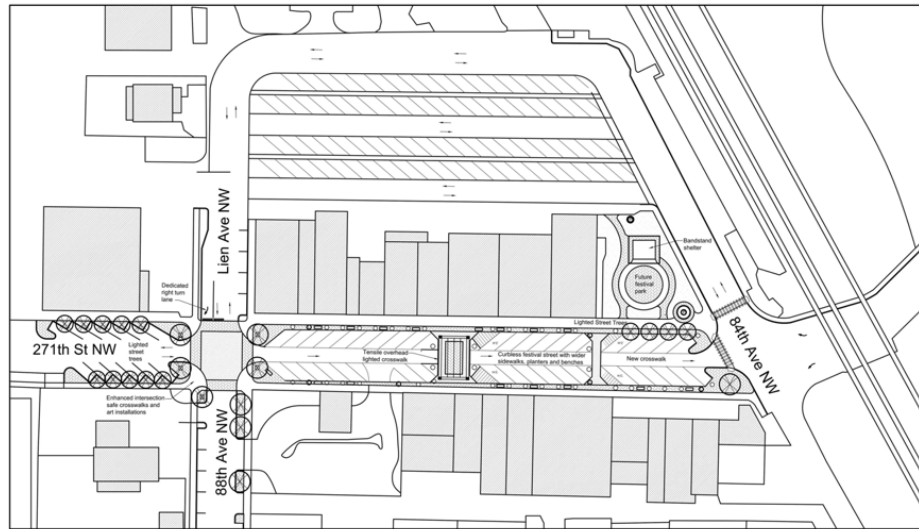


- 01 Brick Sidewalks & Enhance Intersection
- 02 Tensile Overhead Lighted Crosswalk
- 03 Curbless Festival Street with Wider Sidewalks
- 04 New Cross Walk
- 05 New Pocket Park
- 06 New Bandstand Shelter

LA

DOWNTOWN REVITALIZATION PROJECT

Corridor Design: East End Option 2 – One Way



LA

Build out of the Twin City Mile could take 10+ years to implement, meaning that the project needs to be broken into multiple phases and more discrete projects. The Committee was given a proposed phasing plan and asked how they would prioritize the projects.

Project Priorities

Phase	Project
1	Design (30% / 100%)
2	Camano Street Triangle
3	92 nd Avenue Intersection
4	Middle School Crossing
5	Brick Road / 102 nd Avenue Intersection
6	271 st Street: 84 th to 88 th Avenue
7	270 th Street: City Hall Park to 102 nd Avenue
8	271 st Street: Remaining



Their response was that projects should be prioritized based on the following criteria:

- Economic Return on the City's Investment Dollars – Which Projects Have the Highest Potential to Generate Private Investment
- Needed Public Safety Improvements
- Improve Pedestrian / Walking Comfort
- Coordinate West End Improvements with Art's Center Development
- Two Historic Business Ends Prior to the Central Segment

Staff has proposed a phasing plan that allows for two immediate projects (Camano Street Triangle and 92nd Avenue) while planning for the larger projects.

Steering Committee Recommendation:

The Twin City Mile Steering Committee recommends moving forward with engineering designs focusing on the following important project features:

- General support for design elements
- Keep brick road element throughout downtown
- Keep downtown pedestrian friendly

- Seriously consider the one way street on 271st option (East End) during preliminary design
- Vegetation/planting is needed to improve the look of downtown
- Two bookend parks are high priority to tie the whole downtown together
- *City the following marking ideas: "Follow the Stanwood brick road!" or "From the brick road to the railroad" etc.*
- *Consider changing the name of 271st Street to something more descriptive of the Mainstreet / Twin City Mile improvement project*

Attachment A: Twin City Mile Public Survey

Based on the feedback and discussions from the Twin City Mile steering committee, a [public online survey](#) was developed and shared with the community. The survey was shared through city communications, social media, and local chambers. The survey was open from May 2 to May 20, 2022 and received a total of 277 responses. The survey consisted of four questions:

Survey

Complete the brief survey below to have your voice heard!

The City of Stanwood envisions celebrating its uniqueness by promoting a vibrant and economically robust downtown. The City is initiating the Downtown Revitalization Project that invests in our downtown business district infrastructure by creating Pedestrian-Friendly Streets, actively engaging storefronts with walkable sidewalks, encouraging the use of streets for community festivals, creating usable urban park spaces, and promoting the concept of buying local.

The Downtown Revitalization Project is focused on 270th Street NW and 271st Street NW between Stanwood City Hall Park and the Train Station at 84th Avenue NW (Florence Road). The corridor has been designated as the Twin City Mile. The City is looking for feedback from the community on this project. This feedback will be used to guide the design plans for the Twin City Mile.

Twin City Mile Survey

1. The Twin City Mile downtown revitalization will use a range of project types. Please indicate your preference for types of improvements in the corridor, in the following categories:

1A. Walk and Bike Friendly Streets

	High	Medium	Low
Bike Lanes	☐	☐	☐
Shared Use Sidewalks	☐	☐	☐
Benches, bike racks and pedestrian rest areas	☐	☐	☐

1B. Engaged Storefronts

	High	Medium	Low
Sidewalk café spaces	☐	☐	☐
Directional signage from SR 532	☐	☐	☐

1C. Streetscaping

	High	Medium	Low
Incorporate brick pavers	☐	☐	☐
Planter boxes and hanging flowers	☐	☐	☐
Street trees	☐	☐	☐

1D. Wayfinding			
	High	Medium	Low
Directional signage and kiosks	☐	☐	☐
Historical plaques	☐	☐	☐

2. How would you prioritize the project improvement categories?				
	Highest Priority	2	3	Lowest Priority
Walk and Bike Friendly Streets	☐	☐	☐	☐
Engaged Storefronts	☐	☐	☐	☐
Streetscaping	☐	☐	☐	☐
Wayfinding	☐	☐	☐	☐

[illegible]

4. Do you have any other suggestions for project types to implement?

Complete the optional contact information below to stay informed on the latest news about this project

Name

First

Last

Email address
optional

Do you want to be a party of record, listed in the project's public documentation?

☐ Yes

☐ No

☐ Camano Island

☐ Unincorporated Snohomish County

☐ other:

Verification*

☐ I'm not a robot

reCAPTCHA
Privacy - Terms

From the 277 survey responses, the breakdown of where the respondents reside are:

- 94 Uptown (34%)
- 69 Camano Island (25%)
- 66 Unincorporated Snohomish County (24%)
- 24 Downtown (9%)
- 24 Did Not Specify (8%)

QUESTION 1 RESPONSES

Question 1: Overall

The Twin City Mile downtown revitalization will use a range of project types. Please indicate your preference for types of improvements in the corridor, in the following categories:

1A: Walk and Bike

Friendly Streets

1B: Engaged

Storefronts

1C: Streetscaping

1D: Wayfinding

Top Choices:

Sidewalk café spaces

Street trees

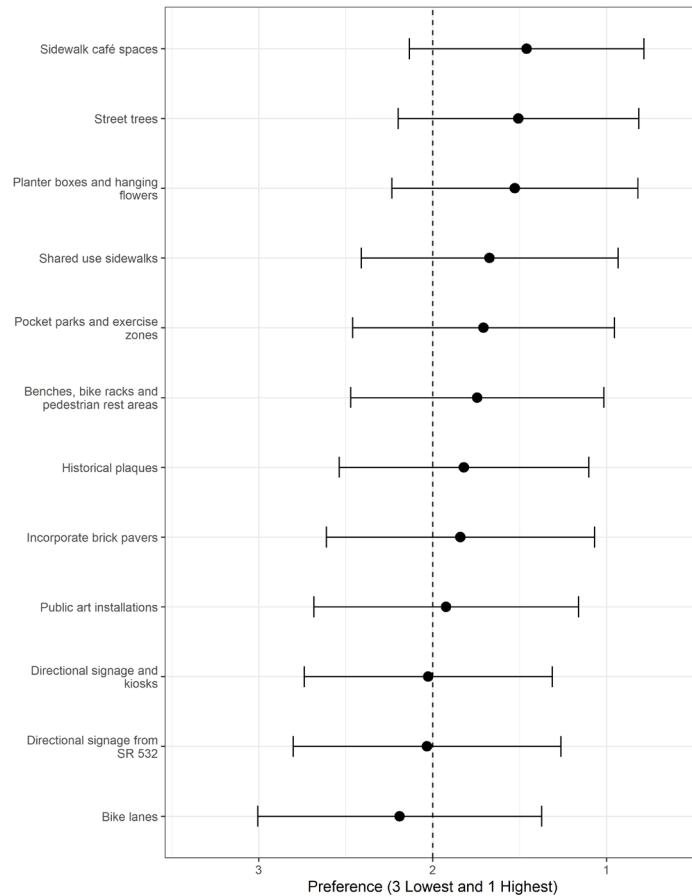
Planter boxes and

hanging flowers

Less Preferred:

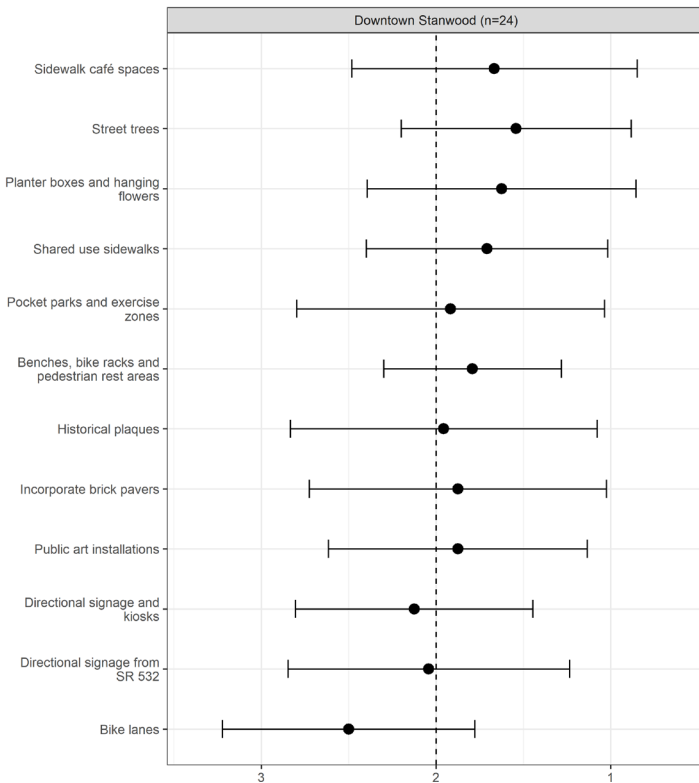
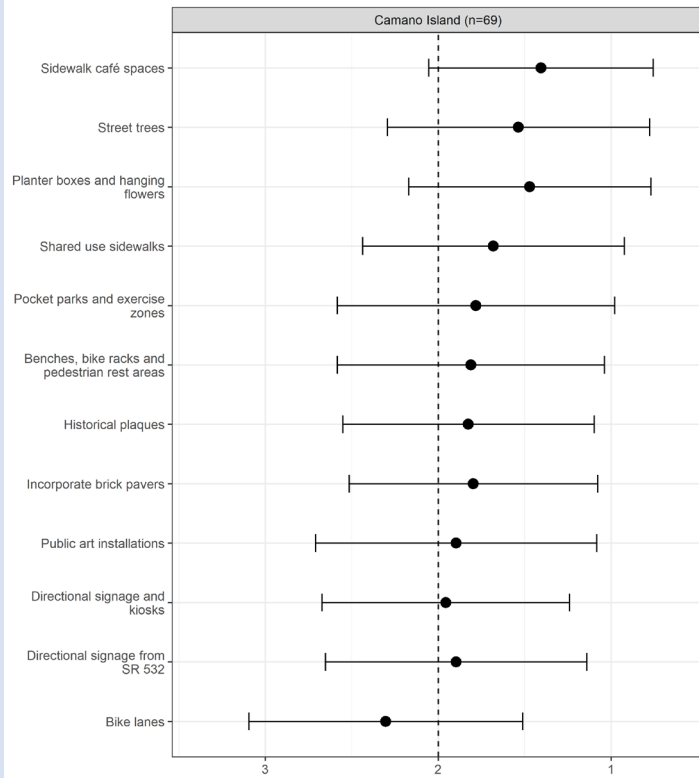
Directional signage

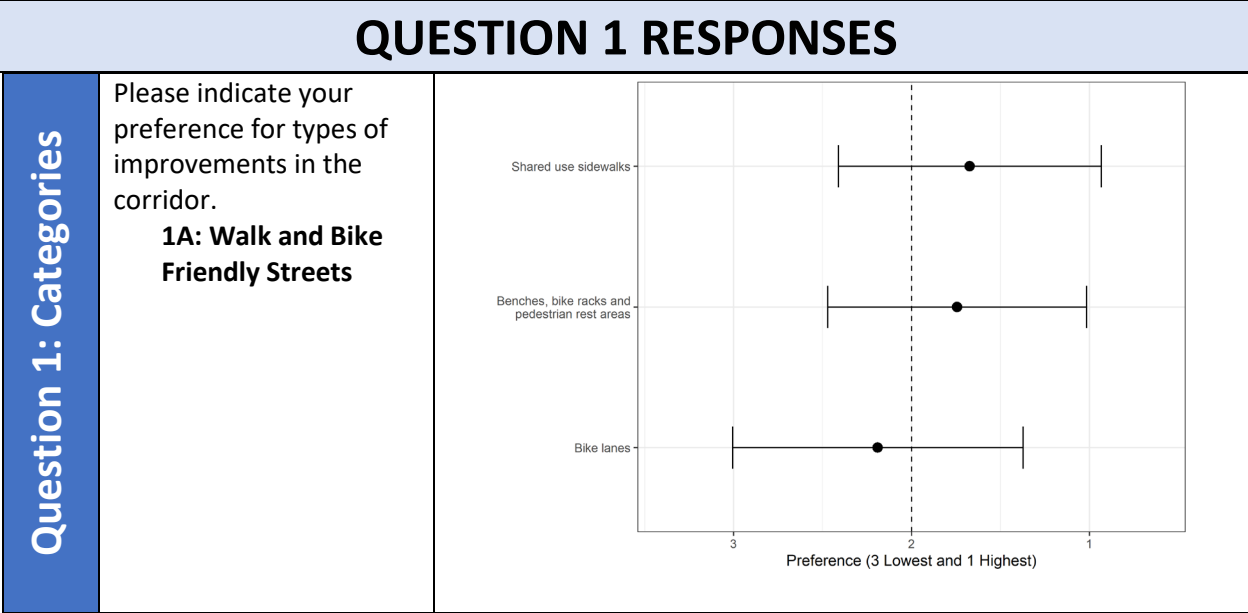
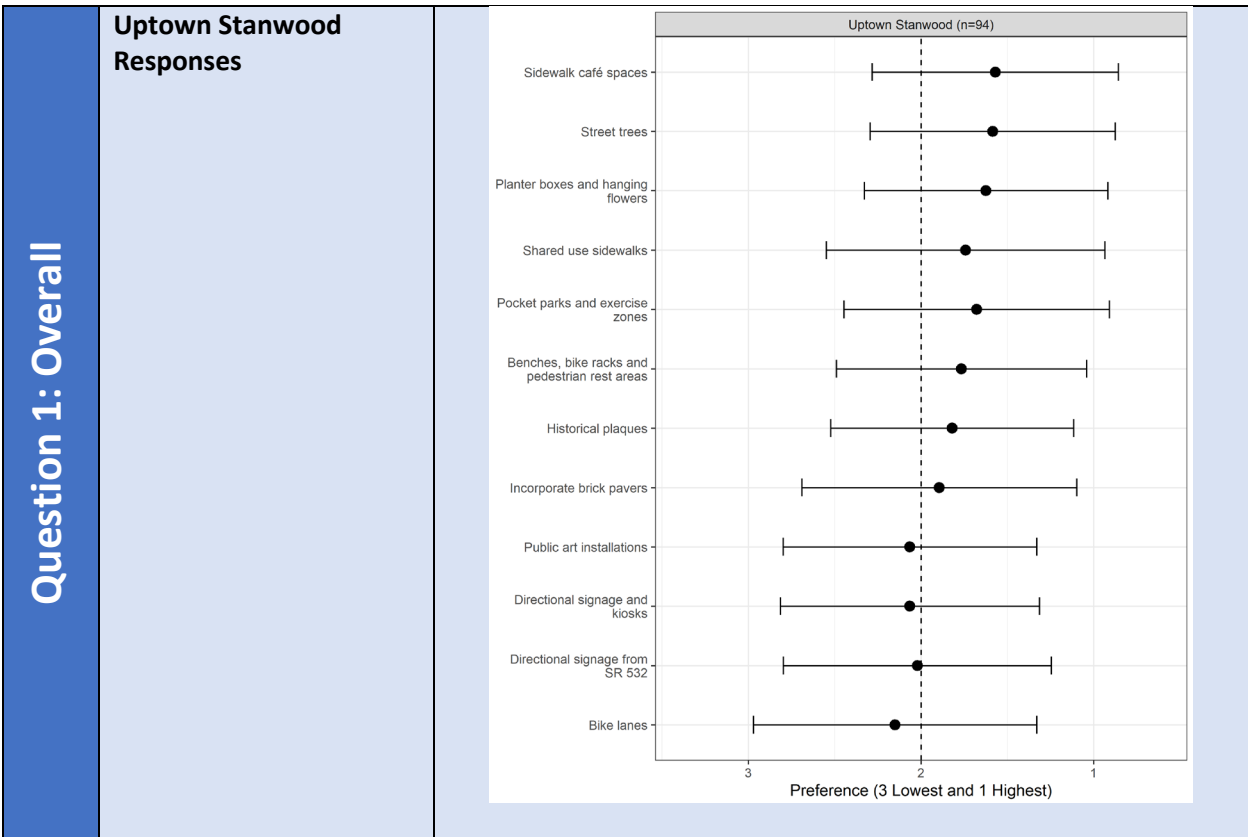
Bike lanes

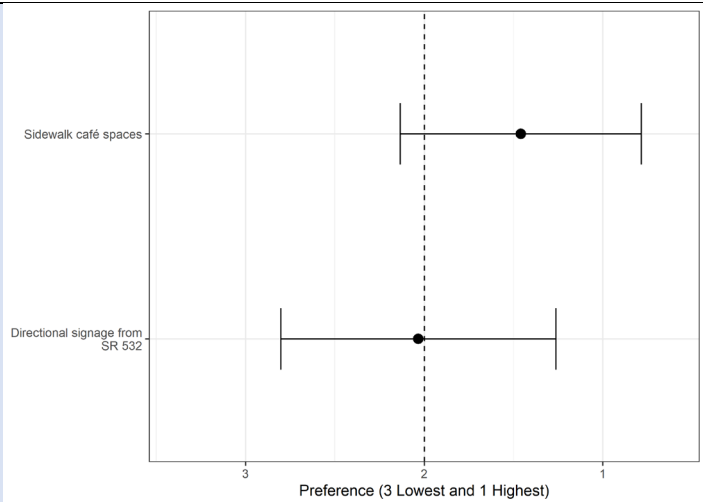
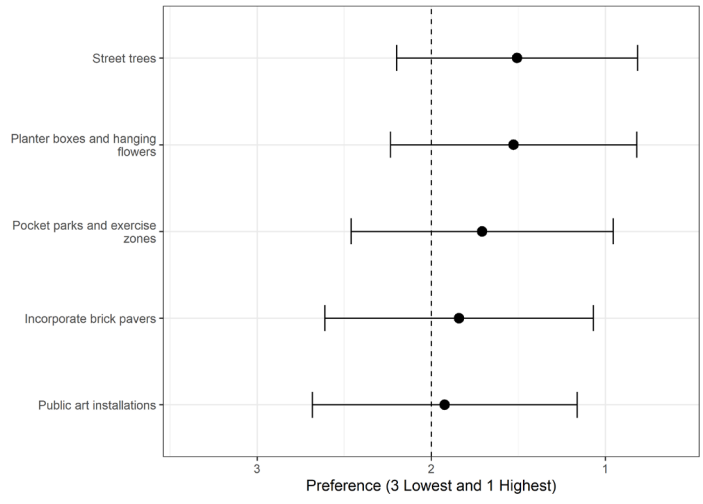
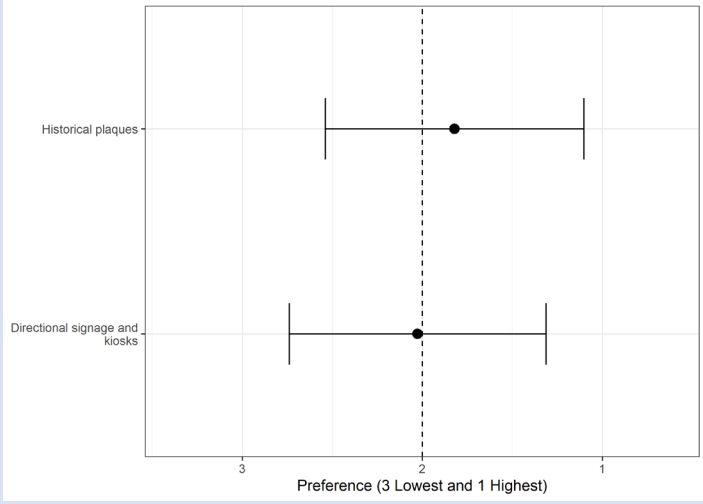


Question 1: Overall

Camano Island Responses





Question 1: Categories	1B: Engaged Storefronts	 A horizontal dot plot with a vertical dashed line at 2. The x-axis is labeled 'Preference (3 Lowest and 1 Highest)' with values 3, 2, and 1 from left to right. The y-axis lists two categories: 'Sidewalk café spaces' and 'Directional signage from SR 532'. For 'Sidewalk café spaces', the dot is at approximately 1.5, with a range from 1.8 to 0.8. For 'Directional signage from SR 532', the dot is at 2.0, with a range from 2.8 to 1.2. <table><tr><th>Category</th><th>Preference (3 Lowest and 1 Highest)</th></tr><tr><td>Sidewalk café spaces</td><td>1.5</td></tr><tr><td>Directional signage from SR 532</td><td>2.0</td></tr></table>	Category	Preference (3 Lowest and 1 Highest)	Sidewalk café spaces	1.5	Directional signage from SR 532	2.0					
	Category	Preference (3 Lowest and 1 Highest)											
	Sidewalk café spaces	1.5											
Directional signage from SR 532	2.0												
1C: Streetscaping	 A horizontal dot plot with a vertical dashed line at 2. The x-axis is labeled 'Preference (3 Lowest and 1 Highest)' with values 3, 2, and 1 from left to right. The y-axis lists five categories: 'Street trees', 'Planter boxes and hanging flowers', 'Pocket parks and exercise zones', 'Incorporate brick pavers', and 'Public art installations'. For 'Street trees', the dot is at approximately 1.5, with a range from 1.8 to 0.8. For 'Planter boxes and hanging flowers', the dot is at approximately 1.5, with a range from 1.8 to 0.8. For 'Pocket parks and exercise zones', the dot is at approximately 1.8, with a range from 2.2 to 1.0. For 'Incorporate brick pavers', the dot is at approximately 1.8, with a range from 2.5 to 1.0. For 'Public art installations', the dot is at approximately 1.8, with a range from 2.5 to 1.0. <table><tr><th>Category</th><th>Preference (3 Lowest and 1 Highest)</th></tr><tr><td>Street trees</td><td>1.5</td></tr><tr><td>Planter boxes and hanging flowers</td><td>1.5</td></tr><tr><td>Pocket parks and exercise zones</td><td>1.8</td></tr><tr><td>Incorporate brick pavers</td><td>1.8</td></tr><tr><td>Public art installations</td><td>1.8</td></tr></table>	Category	Preference (3 Lowest and 1 Highest)	Street trees	1.5	Planter boxes and hanging flowers	1.5	Pocket parks and exercise zones	1.8	Incorporate brick pavers	1.8	Public art installations	1.8
Category	Preference (3 Lowest and 1 Highest)												
Street trees	1.5												
Planter boxes and hanging flowers	1.5												
Pocket parks and exercise zones	1.8												
Incorporate brick pavers	1.8												
Public art installations	1.8												
Please indicate your preference for types of improvements in the corridor. 1D: Wayfinding	 A horizontal dot plot with a vertical dashed line at 2. The x-axis is labeled 'Preference (3 Lowest and 1 Highest)' with values 3, 2, and 1 from left to right. The y-axis lists two categories: 'Historical plaques' and 'Directional signage and kiosks'. For 'Historical plaques', the dot is at approximately 1.8, with a range from 2.2 to 1.0. For 'Directional signage and kiosks', the dot is at 2.0, with a range from 2.8 to 1.2. <table><tr><th>Category</th><th>Preference (3 Lowest and 1 Highest)</th></tr><tr><td>Historical plaques</td><td>1.8</td></tr><tr><td>Directional signage and kiosks</td><td>2.0</td></tr></table>	Category	Preference (3 Lowest and 1 Highest)	Historical plaques	1.8	Directional signage and kiosks	2.0						
Category	Preference (3 Lowest and 1 Highest)												
Historical plaques	1.8												
Directional signage and kiosks	2.0												

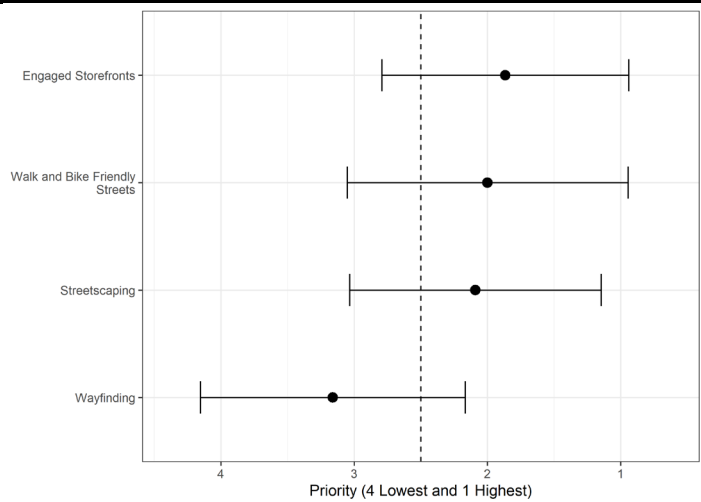
QUESTION 2 RESPONSES

Question 2: Overall

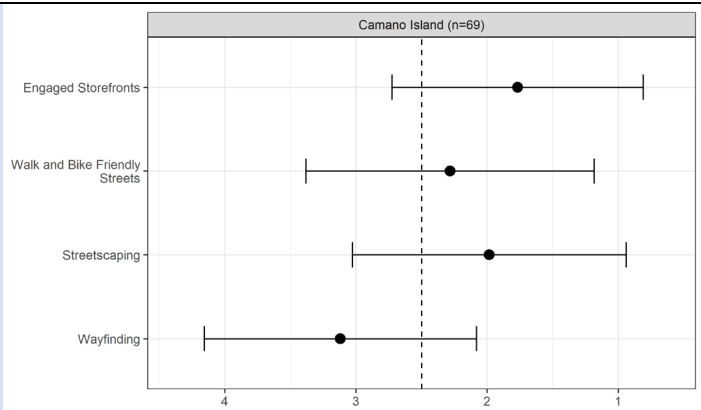
How would you prioritize the project improvement categories?

Higher Priorities:
Engaged storefronts
Walk and bike friendly streets
Streetscaping

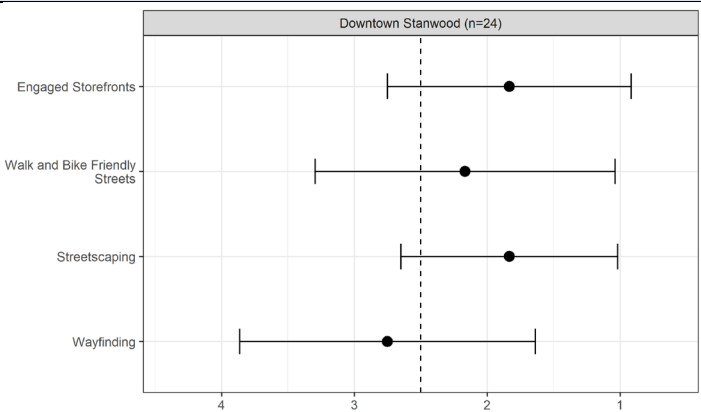
Lower Priority:
Wayfinding

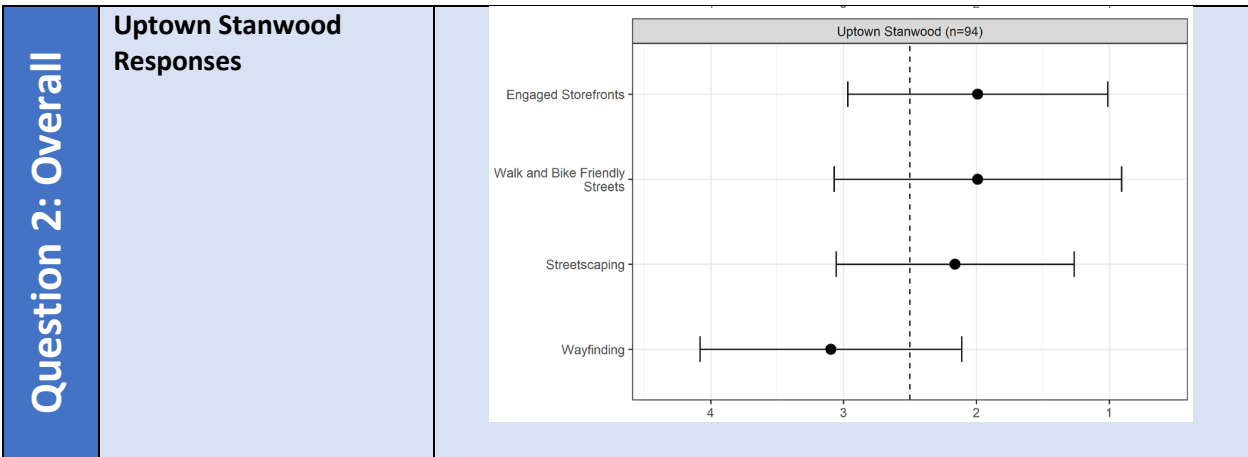


Camano Island Responses

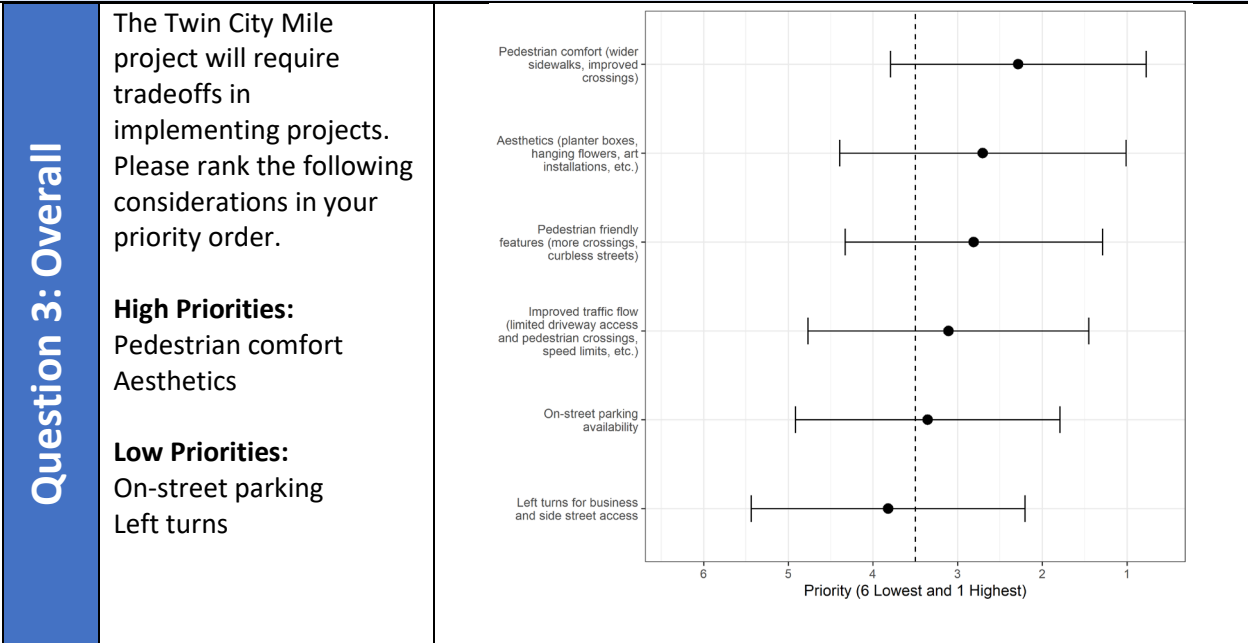


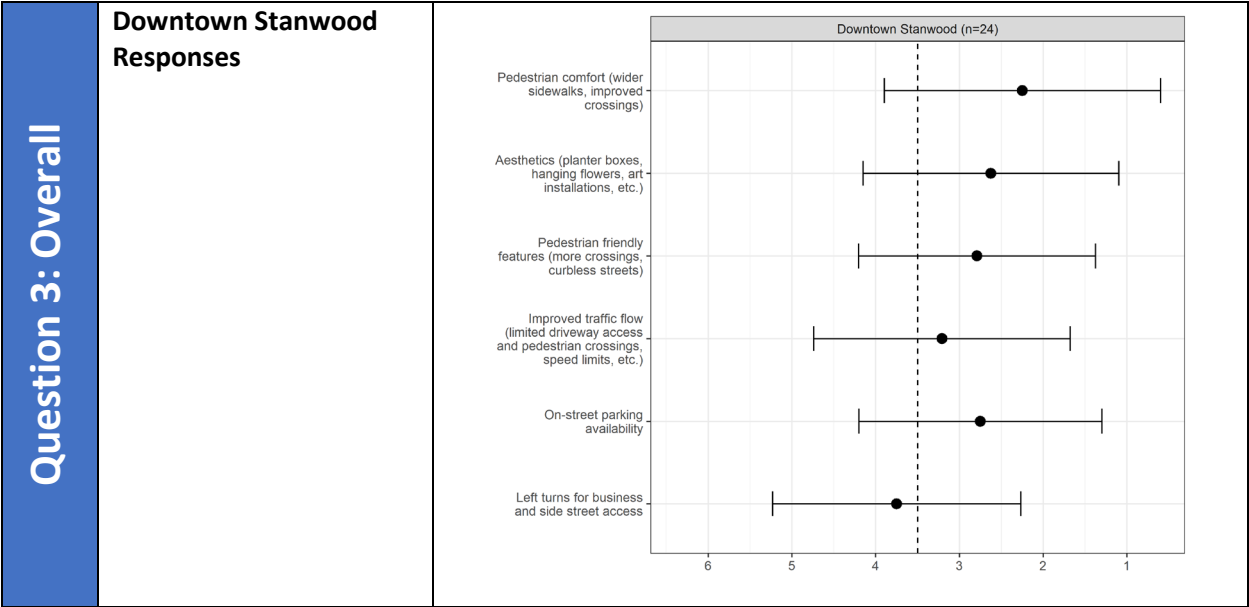
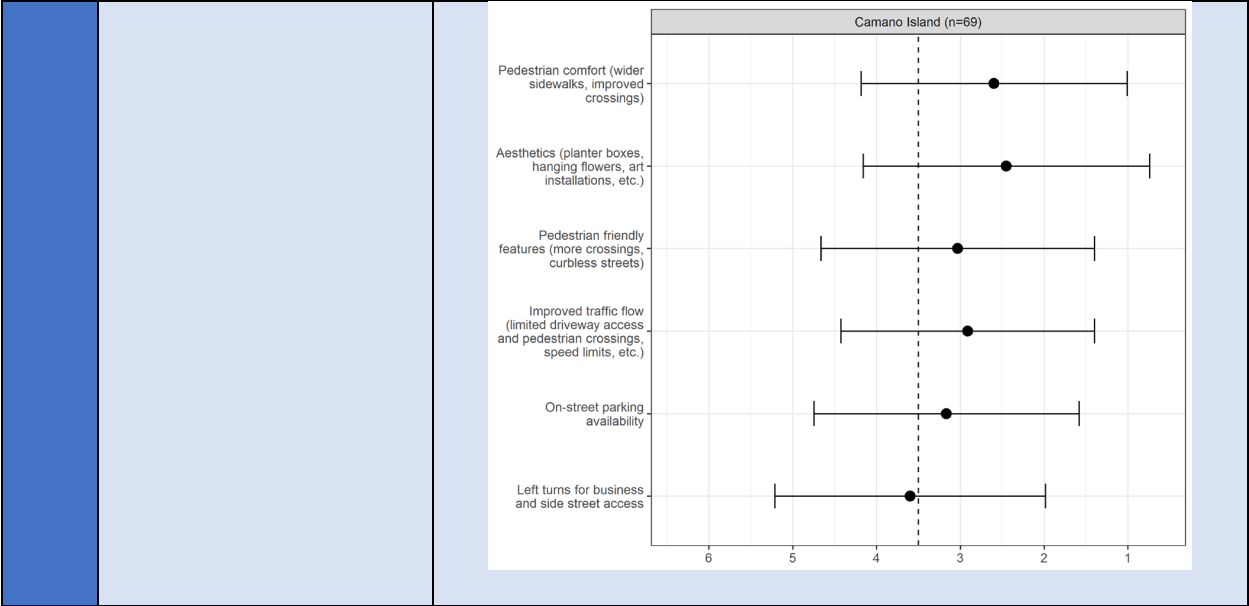
Downtown Stanwood Responses

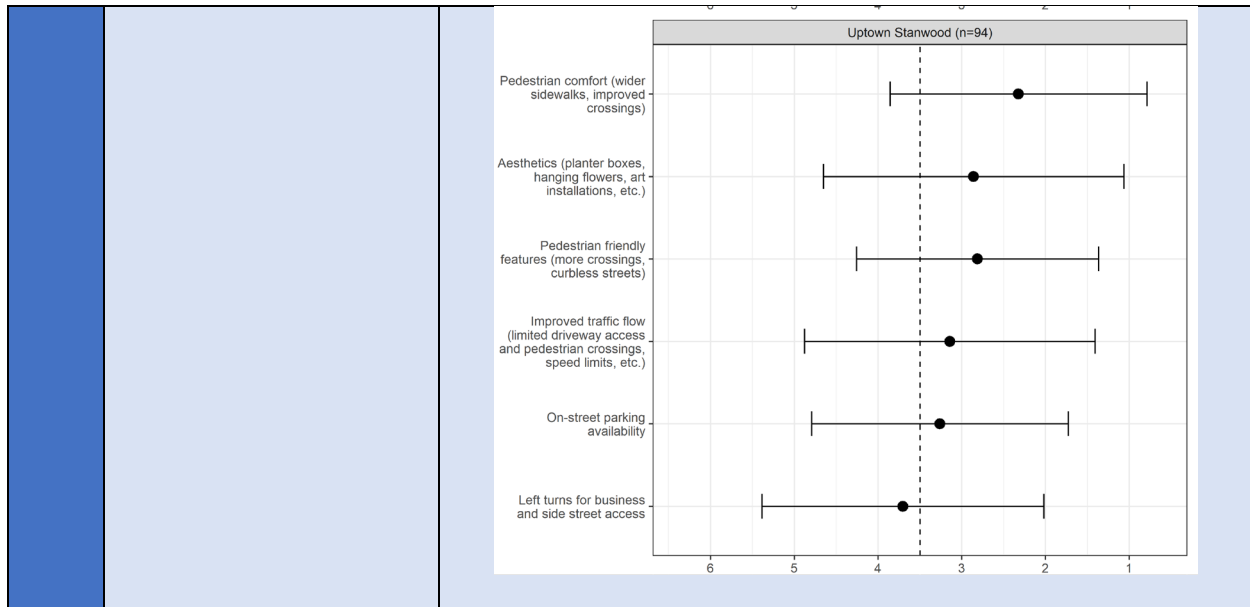




QUESTION 3 RESPONSES







The fourth question on the survey asked respondents for other comments or suggestions. Of the 277 submission, 107 comments were submitted and categorized into the following groups: downtown revitalization, parks, pedestrian improvements, city character/aesthetics, art, traffic/safety, parking, events, and other. The following are some of the comments from question four.

DOWNTOWN REVITALIZATION PROJECT

TCM Survey Comments – Q4 Open Comments



- We received 107 comments from the survey.
- From the 107 comments, we organized them into 9 categories.

Downtown Revitalization	Parks	Pedestrian Improvements	City Character/ Aesthetics
Remove old signage	Family friendly outdoor spaces	ADA accessible sidewalks	Sidewalk café's
Updated infrastructure, storefront grants	Water features: splash pad park, playground	Wider sidewalks/curbs	Small town, rustic vibe
Public restrooms	Dog park	Closed streets for pedestrian activity	Cohesive downtown look
Create an inviting downtown/city	All-abilities playground	Make crossings more visible	General maintenance with landscaping
Create an entertainment district	Upgraded baseball fields	Walkway along the TCM	Keep the brick road



DOWNTOWN REVITALIZATION PROJECT

TCM Survey Comments – Q4 Open Comments



- We received 107 comments from the survey.
- From the 107 comments, we organized them into 9 categories.

Art	Traffic/Safety	Parking	Events	Other
Historical information	Minimize bike lanes	More parking for businesses	Food trucks	River access
Public art	Improved bike lanes	Difficulty parking on 271 st	Event promenade	Keep Stanwood small
Utilize empty storefronts for art installations	Narrow lanes to reduce traffic speed	Do not remove parking	Bollards	Collaborative effort between city, businesses, services, etc.
Murals around town	Traffic enforcement		Town square for events	Drinking fountains
More brick work	Roundabouts		Outdoor stage	



DOWNTOWN REVITALIZATION PROJECT

TCM Survey Comments



"...Reconfiguring the street for more sidewalk space and narrower crossing distance could start by adding street cafes (perhaps pergolas) and bumps out at the intersections."

"We love the brick roads! String lights across the streets would be a nice look too. Pocket parks, workout areas, all great ideas!"

"There should be an organized effort to make a cohesive downtown look..."

"Encourage Old Town business facades, more signage, more community events, a town mural, historic markers, more walkable along strip with places to sit."

"...Create some kind of protected, pleasant walkway between the two ends of Stanwood that would encourage people to walk or bike between them..."

"Plenty of sidewalk café opportunities...While wayfinding is helpful it is less urgent than the other items involved."

"Make pedestrian crossings much more visible to traffic day and night, most are dangerous and can't view someone leaving the sidewalk..."

"On 271st where storefront parking is, it's hard to find parking let alone backing up is hard. Long trucks sticking out on the road is a real hassle as 2 lanes are not wide enough as I am passing through."

