



City Council Committee Meeting Agenda

Community Development Committee

This meeting will be conducted by telephone and online, connection information will be posted on the City Website – <https://www.stanwoodwa.org>

Thursday February 2, 2023, at 5:00 PM

- Election of Committee Chair
- Building Code Update; Property Maintenance Code
- Economic Development Use Element Full Design Draft
- Capital Improvements Project List and Survey
- Municipal Code Chapters 9 and 13 Scoping Memo

Community Development Committee

Please click this URL to join:

<https://us02web.zoom.us/j/87272884720?pwd=dDlXcXNqUVgzSDdMT1RmSG5icHltdz09>

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**CITY OF STANWOOD
COMMUNITY DEVELOPMENT COMMITTEE
AGENDA STAFF REPORT**

DATE: February 2, 2023

SUBJECT: February CDC Agenda Topics

FROM: Patricia Love, Community Development Director

Election of Chair

At the Committee's first meeting after the Council committee assignments have been approved, the Community Development Committee elects a new Chair. The Chair presides at all meetings and works with staff on scheduling agenda items. When necessary, the Chair can call for a special meeting if there is a scheduling conflict. The Chair also speaks on behalf of the Community Development Committee before the City Council.

Building Code Update

Every three years the International Code Council (ICC) updates the International Building Code which is the standard by which all building permits are reviewed against in the United States. The State of Washington mandates that all counties, cities and towns adopt the updates by July 1 of the code cycle year.

Building Codes:

Staff is working on a code amendment that replaces the 2018 edition of the IBC with the 2021 edition. International Code Amendments include updates to:

- Building Code
- Residential Code
- Mechanical Code
- Plumbing Code
- Fire Code
- Energy Code
- Fuel Gas Code
- Swimming and Spa Code

Wildland Urban Interface Code:

The Wildland Urban Interface Code, while not a new, was previously included in the Fire code. Now it be a standalone code which addresses fire spread, accessibility, defensible space, water supply and for buildings constructed near wildland areas. For cities in Snohomish County:

- This code will require some type of gutter guards on all residences; and

- It may also require an enclosed crawlspace, which will require mechanical ventilation.

International Property Maintenance Code:

Consider adopting the International Property Maintenance Code which emphasizes protection of health, safety and welfare while providing code requirements that are enforceable in the diverse types of buildings that exist. The IPMC applies to all existing structures, including residential and nonresidential property and addresses the following:

- Administration, enforcement and penalties associated with the code
- Determination and assignment of responsibility for code compliance among the owner, operator and occupant of a property
- Minimum property maintenance conditions for existing structures and premises in regard to structural safety, sanitation, health and comfort
- Regulating the use of existing dwelling through the establishment of occupancy limitations
- Maintenance of egress and fire safety, with appropriate references to the International Fire Code

Adoption of the Property Maintenance Code is optional, not mandated by the State, and is enforced by the City's Code Enforcement Officer. Adoption of this code addresses maintenance issues on private property and will most likely increase code enforcement activity in the City. Issues commonly addressed by Code Enforcement Officers through the PMC include vegetation management, rental complaints, and sanitation issues.

If the Committee is interested in adopting the Property Maintenance Code, staff will prepare an analysis of code enforcement activities in other cities directly related to this code adoption.

2024 Comprehensive Plan: Economic Development Element

Staff is working with the consultant team updating the Comprehensive Plan as part of the periodic update process currently underway. Blueline, one of the consultant firms on the project team, has been tasked with coordinating, writing, and designing the Comprehensive Plan's chapters, graphics, and overall document. Each elemental chapter will be presented for review individually and the first draft chapter ready for review is Economic Development.

Using feedback from previous meetings, the Economic Development goals and policies were updated to reflect recommendations from the Advisory Group, the Council Community Development Committee, and the Planning Commission. The following two minor edits have been made since this committee last saw the Goals and Policies based on comments.

EDP 6-4 Support higher density projects within the Uptown ~~Commercial~~ District including mixed use development, townhomes, condominiums and traditional neighbored development.

Staff Comment: The word “commercial” has been removed from the policy because it reads like a new zoning designation. Now the description is consistent with the Uptown District as identified in the economic development plans.

EDP 7-4 Seek opportunities to use public facilities, parks, and open spaces to attract users ~~into the downtown~~ **to Stanwood** and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying ~~downtown's~~ **the City's** character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure.

Staff Comment: The Community Development Committee felt this policy should be more general and apply to the whole city, not just the downtown. Staff agreed and modified the policy accordingly. With the revised policy applying citywide, it's more appropriate that this policy be under Economic Development Goal #1 and would be renumbered as EDP 1-8. The remaining policies under EDG #7 have been renumbered accordingly.

The Advisory Group was very supportive of the final edits to the Economic Development Goals and Policies.

Using the style guide, the following Draft 2044 Economic Development Element has been prepared for your review and consideration. With the exception of the above two changes, the revised goals and policies have been incorporated into the draft design Economic Development element. For your reference a copy of the revised policies and the 2015 Economic Development Element has also been attached for your use.

2044 Economic Development Element	
Section	Purpose
Introduction	Provides a brief overview of the Growth Management Act (GMA) guidelines for preparing an Economic Development Element of a Comprehensive Plan
History of Stanwood's Economy	Provides a condensed history of Stanwood's economic conditions from 1880 to present day
Current State of Economy	Overview of Stanwood's economic demographics
Community Engagement	Highlights the community's economic development priorities
Economic Vision and Strategies	Integrates previously adopted economic development plans into the 2044 Comprehensive Plan
Regional Weaknesses and Strategies	Identifies strategies to address regional weaknesses on the local level specific to Stanwood's needs

Economic Strengths	Highlights City character strengths that can be applied to promote economic development in Stanwood
Incentives for Growth	Identifies economic development strengths and policies that can be used to meet state growth mandates and city goals
Business Landscape and Conclusions	Links regional goals to the local level and Stanwood’s economic and city beautification initiatives

Comments from the Advisory Group on the Economic Development design draft are as follows;

- Community members do not understand the City’s boundaries and what these boundaries mean in relation to planning efforts
- Adding more maps into the sections will benefit the community (ex. PRSC map)
- Overall, the design draft is “masterful” but more consideration should be given to balancing graphics with walls of text
- More focus is needed on Uptown
- Consider prioritizing a town center, public spaces, and “place making”
- Consider prioritizing internet/broadband support
- Table of contents needed
- Connect the economic development element to other elements such as housing

Capital Improvements Project List and Survey

While the City Council adopts a capital budget each year, the planning and actual expenditure of funds for capital projects generally occur over a period of years. The City’s plans identify the capital improvements needed to serve existing residents and maintain levels of service as new residents and businesses move into the City. The Capital Improvement Project List is a list of needed infrastructure improvements such as sidewalks, roads, trails, stormwater drainage, and other issues that impact the City. This list allows the Mayor and City Council to prioritize and budget infrastructure projects over 6-year and 20-year timeframes and is referred to as the Capital Improvement Plan (CIP).

City Staff launched a Capital Improvement Plan Questionnaire in November 2022 in order to survey the community on what parts of Stanwood need maintenance or improvements and will remain open through the end of January. The Questionnaire is intended to help the city identify community infrastructure concerns, needs, and desires regarding roads, parks, and drainage systems.

Information gathered from this survey will be used to update the 20-year Capital Improvement Plan list that is included in the Capital Facilities Element of the Comprehensive Plan. Staff is working with each of the city departments to review the 2015 Comprehensive Plan CIP list and will remove projects that have been completed and generate a new CIP list for inclusion in the 2044 Comprehensive Plan.

Attached for your review is the CIP survey list to date. Your thoughts and comments are welcomed and will be added to the final CIP list.

Comments from the Advisory Group on the Capital Improvements Project List are as follows;

- Identification of partner funding sources (ie grants and other sources of funding) should be in each CIP list
- The Capital Facility Element's goals and policies should include guidance on moving projects from the 20-year list to the 6-year list
- What determines project priority?
- There are lots of sidewalk gaps in Stanwood. How can we fill these gaps? Bond opportunities? Should the City create an annual sidewalk fund to chip away at the gaps slowly?
- Where do locals take their friends to "show off" Stanwood?
- Emphasize murals

Stanwood Municipal Code Titles 9 and 13

The next batch of Municipal Code Amendments is Title 9 – Public Peace, Morals, and Safety and Title 13 – Code Enforcement. These two Titles have been grouped together for review as they both address enforcement issues and have direct code correlations. Using the approved style guide, the attached scoping memo suggests proposed recommendations to delete outdated code citations and modernize by applying current best practices. It notes where new sections have been added or where moved. In general, these titles and chapters have been reorganized for better flow and readability with similar topics being grouped together. Draft ordinances will be prepared following approval of the general approach outlined in the scoping memo.

Purpose of Titles:

- Title 9: Public Peace, Morals, and Safety: Title 9 contains the laws and regulations enforced by the City's Police Department.
- Title 13: Code Enforcement: Title 13 contains the code enforcement procedures generally applied to the remaining municipal code titles including zoning and development standards. The Building Official is the City's Code Enforcement Officer.

Title 9 – Public Peace, Morals, and Safety:

The City's Police Chief and City Attorney have reviewed existing Title 9, Public Peace, Morals, and Safety and have provided their recommended changes to staff and the consultant. Using their recommendations, the scoping memo suggests that the Title be reorganized so that the chapters are more consistent with state law terminology. The change also adopts current state law citations, known as Revised Codes of Washington (RCW's), as many sections refer to laws adopted in the 1940's – 1970's. These

amendments will also bring city code up to date with recent changes in state law and state supreme court decisions in regard to use / possession of narcotics and vagrancy. This reorganization also provides room for future amendments in the code structure if the city decides to adopt its own offenses for behavior that is not covered by state law.

Existing Title 9 Organization	Proposed Title 9 Organization
Assault Civil Emergency Crimes Against Property Disorderly Conduct Drug Paraphernalia Restrictions Intoxicating Liquor Emergency Response Code Recovery Houses of Prostitution Vagrancy Interference with or Impersonation of Police Officers Park Regulations Narcotic Drugs Public Indecency and Obscenity Public Nuisance and Disturbance Noises Jail Facilities	Anticipatory Offenses Offenses against Persons Offenses against Property Offenses against Public Morals Offenses against Public Order Offenses against Juveniles Domestic Violence Violations and Orders Substance Abuse Parks

Other notable changes to this Title include:

- Moving *Public Nuisances and Disturbance Noises* to Title 7 to be combined with other nuisances contained in SMC 7.16. This keeps all “nuisance” sections together in one chapter.
- Adds a new chapter on *Trespass from City Facilities* that adopts a code of conduct so that people may be removed from city property if they behave dangerously, illegally or threateningly.

The Parks section is recommended to stay in Title 9 with the following questions:

Do you want to prohibit any of the following behaviors in city parks?

- ☐ Smoking
- ☐ Vaping
- ☐ Fireworks, with the exception of city sponsored events
- ☐ Remove or destroy park property
- ☐ Post signs, place structures, or store debris in a park
- ☐ Sale of food, drink, merchandise, or services on park property

Maintain the same civil infraction penalty of \$50?

- ☐ Make violations of this chapter a Class 3 civil infraction (\$50.00 penalty); or

- ☐ Prescribe a class of civil infraction for each type of violation (e.g., a larger penalty for littering than smoking).

Comments from the Advisory Group on the Title 9 Scoping Memo are as follows;

- Financial penalties can cause a disproportionate impact on low-income residents. Consider equitable approaches to penalties
- Signage should be installed informing residents of park rules
- There should be a scaled level of infractions. Lower penalties for smoking, higher penalties for vandalism
- The Advisory Group supports prohibiting smoking and vaping in parks
- The Advisory Group supports prohibiting fireworks, alcohol consumption, and sale of food, drink, merchandise, or services on park property **EXCEPT WHEN** permitted with an approved special event permit

Title 13 – Code Enforcement:

Title 13 contains the general enforcement provisions for the entire Municipal Code for non-criminal proceedings. However, it is difficult to apply to situations outside of zoning enforcement. As such staff, City Attorney and the consultant support rewriting the entire Title while keeping the focus on the mechanisms of civil enforcement without introducing substantive rule changes in this title. For ease of use and readability, this Title will be broken into multiple chapters as follows:

General Provisions	Procedures	Administrative Orders	Penalties and Remedies
▪ Policy ▪ Applicability ▪ Definitions ▪ Duty to enforce ▪ Joint and several liability	▪ Investigation— ▪ Right of entry ▪ Appeals	▪ General provisions ▪ Stop work / emergency orders ▪ Contents ▪ Service	▪ Voluntary compliance agreement ▪ Certificate of non-compliance ▪ Civil infraction ▪ Civil penalty ▪ Abatement by the City (including liens) ▪ Alternative remedies

Notable Changes to this Title include:

- Rename title to civil enforcement as it applies to the entire municipal code, not just zoning.
- Reorganize into multiple chapters as noted above.

- Adds a civil infraction procedure to allow the City Code Enforcement Officer and Police Department to issue municipal civil infraction citations (tickets) for minor / reoccurring code enforcement cases.
- Maintains notice of violation process for major land use violations.
- Ensure appeal section is consistent with Hearing Examiner authority and process.

The Advisory Group did not have comments on the Title 13 Scoping Memo.

Economic Development Element

Exhibit A - Full Design Draft

Exhibit B - Goals and Policies

Exhibit C - 2015 Economic
Development Element



ECONOMIC

Exhibit A

DEVELOPMENT



Twin City Foods and the Hamilton Smoke Stack, Photo by Chaim Bezalel



INTRODUCTION

A healthy economy creates and maintains a high standard of living and quality of life. Successful economic development can lead to Stanwood becoming a self-sustaining city that has opportunities for local businesses, sustains a diversity of professionals, and fund public services such transportation, public safety, and parks to residents. The *Economic Development* elemental chapter provides guidelines on sustaining and enhancing economic activity within Stanwood.

The Growth Management Act, RCW 36.70A.070(7), outlines what should be included in an *Economic Development* elemental chapter to determine the appropriate “local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life”, including:

- a. A summary of the local economy, such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
- b. A summary of the strengths and weaknesses of the local economy, which may include the commercial, industrial, manufacturing, natural resource, and other locally significant economic sectors and supporting factors such as land use, transportation, utilities, education,

workforce, housing, and natural/cultural resources;

- c. An identification of policies, programs, and projects to foster economic growth and development and to address future needs;
- d. Policies to promote increases in family, individual, and business incomes;
- e. An examination of whether sites planned for economic development have adequate public facilities and services, and, as appropriate, a plan for any needed public facilities and services;
- f. Policies to encourage access to education and training for family wage jobs; and
- g. Policies and opportunities to address economic development including existing industries and businesses, manufacturing of locally produced natural resources, and the use of locally produced energy and other natural resources.

Stanwood’s economic goals are outlined in the comprehensive plan as informed by the Growth Management Act, however there are other agencies and factors that play a role in determining an economic vision that meets the city’s growth and livability needs.

Left: *Storefront in Stanwood*, Photo by Amber Henke

Right: *Mural in Downtown Stanwood with Son*, Photo by Amber Henke



#shoplocal #laddersc

THE HISTORY OF STANWOOD'S ECONOMY

1880-1960



Camano Ferry, Photo provided by City of Stanwood

Historic Commercial Development

Historically, Stanwood's economy was based on the logging industry, forestry activities and farming. The delta bottom lands of the Stillaguamish River have provided economic benefit to the City of Stanwood for over 100 years. First as family farms, then as crop farms for mass production, and finally as niche farms for specialty crops such as certified cold weather seeds. Commercial activity was focused on the delta where the Stillaguamish River entered Port Susan and Port Skagit Bays. In its earliest days, steamboats navigated the windy Stillaguamish River carrying goods to or from Stanwood. The Stillaguamish River was rerouted to the north by the Army Corps of Engineers in the 1930's.

Two large lumber mills operated on the

waterfront with several small shingle mills in surrounding areas. Hay and oats from valley farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s, the agricultural economy grew. After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront. In the late 1950's, SR 532 was developed connecting East Stanwood to Stanwood and the I-5 corridor.

1960

Unification of East and West Stanwood

Stanwood was historically made up of two cities, Stanwood and East Stanwood, which consolidated in 1960 due to wastewater facility consolidation and school district requirements. After the merger, new development occurred in East Stanwood and between the towns. By the 1970's, State Route 532 bypassed the old highway through the town to Camano Island. The consolidation of two cities into one was no easy feat, each city had its own platting and industries. While Stanwood was based around the logging and waterfront industries, East Stanwood was developed around the Great



East Stanwood, Photo provided by City of Stanwood

Northern Railroad. The original train depot was demolished in 1972; the new Amtrak platform and second rail line were constructed in 2009. There is a railroad spur running east and west just north of the city limits through the adjacent farm fields.

Today, Stanwood is still working to fully unify Stanwood and East Stanwood which served as the basis for the *Twin City Mile* project. Instead of referring to old jurisdictional names, Stanwood and East Stanwood, the city is reframing the discussion to downtown. A stronger visual tie and connected infrastructure were determined in 2022 Twin City engagement efforts as the primary strategies to truly bring two cities together into one identifiable place.

1980-2020

Commercial Development

Since the 1980's, the City has grown to the east, above the Stillaguamish River floodplain, on both sides of State Route 532. In the historic commercial district, businesses are located along four main arterials: SR532, 271st Street NW (Main Street), 92nd Ave NW and 102nd Ave NW. East Stanwood and West Stanwood maintain distinctive historical commercial areas. Buildings are occupied by small retail, professional and service-based businesses. Most of the business owners live within the larger Stanwood-Camano community. The commercial area in-between the two historic communities has been slowly converting from single-family residential housing into small service-based businesses. The "Center District" between east and west Stanwood includes the Stanwood Library, Stanwood Middle School (formally Stanwood High School), Community Resource Center and Post Office.

In the 1990's new housing developments and commercial activity grew around Stanwood High School at the intersection of State Route SR532 and 72nd Ave NW. A commercial development known as the Stanwood-Camano Village opened in 1995. The 55-acre development includes 50+ businesses and over 300,000 square feet of commercial space. The village features a Haggen supermarket, restaurants, and other service-based businesses. In 2003, the Stanwood

Towne Center opened, providing an additional shopping center with a 50,645 square-foot QFC supermarket. Another 40,336 square feet of retail space opened on the corner of SR 532 and 92nd Avenue, hosting retail venues like Grocery Outlet and Petco.

Also in 2003, the City and business community hosted a professional design charette over an intense three-day period ("Design Stanwood"). The Design Stanwood charette resulted in many new ideas for downtown Stanwood and also confirmed the first piece of the vision for downtown. In 2004, the city incorporated the results of the Design Stanwood charette into the Comprehensive Plan.

There has been no significant commercial development in Stanwood since 2003. The Stanwood and Camano commercial markets are comparatively small serving primarily local residents. Certain areas of the city have stagnated for development, including the Twin City Foods site and the industrial zones along Pioneer Highway.

In 2008 the city started an *Economic Development Action Plan* coinciding with the largest economic down-turn in the county since the Great Depression. A community stakeholder group provided input to the economic development and downtown plan goals and strategies in the context of a future action plan. The Action Plan outlined specific steps to develop Stanwood as a business-friendly community with a diverse economy providing retail services,

connectivity to local farms and tourist activities. The 2010 Economic Development Action Plan elevated the initial ideas identified in Design Stanwood which was to develop a downtown core, support local businesses, and create an attractive landscape for businesses and residents alike.

Since the adoption of the 2010 Economic Development Action Plan, the City set the stage for success by conducting long range planning, economic forecasting, and determining ways to measure success. Stanwood has adopted the Downtown Plan (2015) and the Beautification Plan (2020), each with specific implementation strategies and infrastructure projects that bring vitality back into the City's economy.

Today, the economic base has diversified into retail, light industrial, agricultural and professional services. Business growth has been steady with cyclical economic slowdowns. The city is still surrounded by farm fields, wildlife-rich shorelines, and views of the Olympics and Cascades- attractive as a small community with many natural and economic assets and with many people who are involved in helping it grow and change sensibly. Despite the sense that Stanwood is a bedroom community, the city has a positive housing to jobs ratio indicating there are sufficient jobs within Stanwood compared to its population. This is driven in part by the city's largest employers including The Josephine Sunset Home (303 employees) and the Stanwood Camano School District (550) employees.



Ribbon Cutting of Union Coffee, Photo by Heic

2020-2022

Impacts from the Pandemic

The pandemic greatly affected employment rates on the national and county level. Stanwood, as a testament to a resilient economy, fared relatively well. Between 2017 and 2020, the unemployment rate decreased over the years from 4.6% in 2017 to 1.1% in 2020. For a comparison, Snohomish County fluttered around 4% throughout those years.

Part of Stanwood's resiliency can also be attributed to workplace flexibility. The pandemic resulted in many working professionals working remotely, which is a trend that is continuing past the COVID-19 pandemic. Stanwood's work-from-home rate was lower than that of Snohomish County but increased overall from 0.6% in 2017 to 1.7% in 2020.

Another way to demonstrate how the pandemic impacted the local economy, the City's sales tax revenue was taken into consideration. Sales tax revenues have been on a general upward trend ranging from below \$2,000,000 in 2016 to \$2,500,000 in 2019. Sales tax revenues slightly dipped below \$2.5 million during the pandemic. However, Stanwood has come off the pandemic strong comparatively to the region and nation.

Noteworthy Commercial Developments and Events since the 1990's:

1995: Stanwood-Camano Village, a 55-acre area with over 50 businesses and 300,000 square feet of commercial space featuring a supermarket, medical center, restaurants, and other service-based businesses at the intersection of SR532 and 72nd Ave NW.

2003: Stanwood Towne Center, a shopping center anchored by the 50,645 square-foot QFC supermarket and additional 40,336 square feet of retail space on the corner of SR 532 and 92nd Ave.

2008: Stanwood was no exception to the national economic recession. No significant commercial development took place and the stagnation of office leasing activity can still be felt today. Stanwood turns down the development of a Wal-Mart.

2010: Twin City Foods moved majority of its processing equipment to Eastern Washington, resulting in the Stanwood facility operating at half-capacity

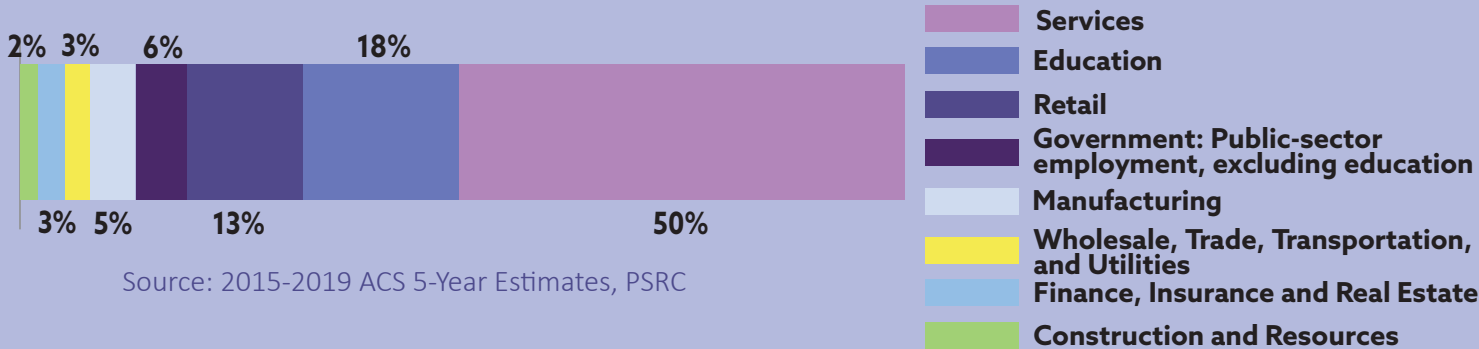
2010: Commercial development and big box retailers along the I-5 corridor has been slowly drawing customers away from shopping in Stanwood.

2012: Growth in the Camano Islands, in combination with limitations to commercial development on Camano Islands and the surrounding rural areas, result in Stanwood's ability to attract more service-related industries.

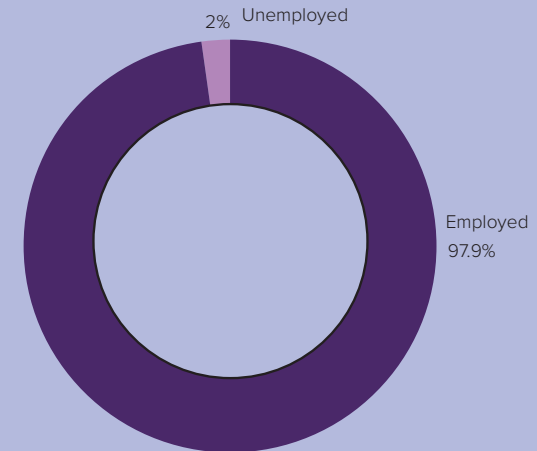
CURRENT STATE OF THE ECONOMY FAST FACTS

Job Sector Trends in Stanwood

According to the American Community Survey 5-Year Estimates, Services are the biggest job sector in Stanwood.



Employment Rate in Stanwood



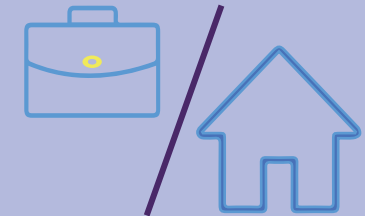
Jobs-to-Housing Ratio

The jobs-to-housing ratio monitors the balance between employment growth and housing growth. Balancing housing and job growth is intended to reduce long commutes, reduce single-driver commutes, reduce loss of job opportunities for workers without vehicles, decrease traffic congestion, and reduce poor air quality. An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing the vehicle miles traveled and ratios higher than 1.5 may indicate there are more workers commuting into the area because of a surplus of jobs. **With 3,381 jobs and 2,979 housing units in 2020, Stanwood is still within a range that is beneficial to workers though is higher than the ratio for Snohomish County.**

3,381 of Jobs in 2020

2,979 Housing Units in 2020

1.13

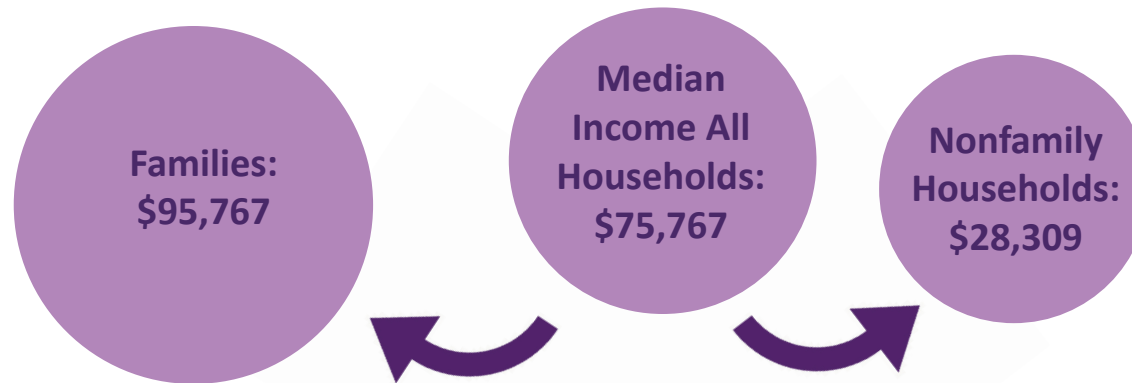


Source: 2015-2019 ACS 5-Year Estimates

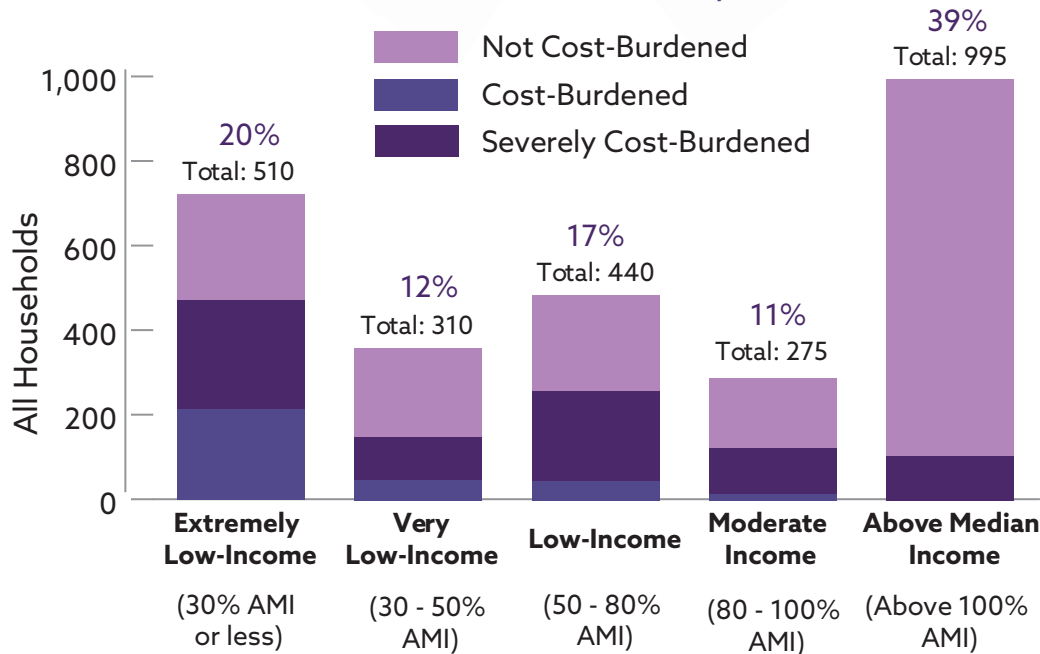


ECONOMIC DEVELOPMENT

Median Income



Income Distribution Overview, Stanwood



Area Median Income (AMI)

Area median income (AMI) is the midpoint of an area's income distribution where half of families in an area earn more than the median and half earn less than the median. Stanwood has a higher percentage of households earning the median income or less compared to 44% of Snohomish County households. Stanwood has a higher percentage of households earning 80% or less of the AMI than Snohomish County. For Stanwood, 39% of all households in the area were in the above 100% AMI range, 55% of homeowners were above the 100% AMI range and, 40% of renters were at the 30% AMI or less range. Stanwood has a higher percentage of renters (85%) who earn less than 80% AMI compared to owners (32%). Exhibits X and X breaks the distribution of income levels between owned homes, rented homes, and all households for Stanwood and Snohomish County.

Source: 2015-2019 ACS 5-Year Estimates, PSRC



Commuting

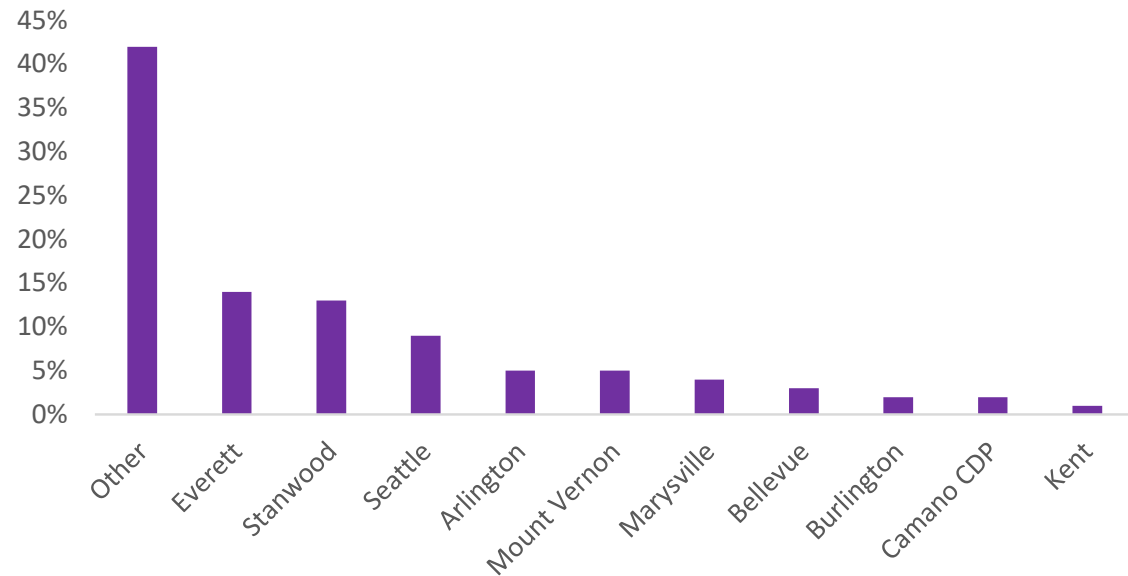
A self sufficient economy provides employment opportunities at all income bands within the city's limits. Commuting by automobile has a high impact on our built infrastructure, such as roads, bridges, and highways, but also has a significant impact on the physical and mental health of the workforce. Residents choose to commute by car because there are limited mass transit routes within the city that connect to other economic hubs, like Everett or Seattle.

Census OnTheMap data indicates that about 88% of Stanwood's workforce is employed in the City, but lives out of town, **about 13% live and work in Stanwood**, and about 87% of people who live in Stanwood, work out of town as shown in Exhibit 10. Some workers who are employed in Stanwood commute from other towns: 19% from Camano, 5% from Mount Vernon, 5% from Marysville, and 3% from Arlington. Of those employed in Stanwood, 47% travel less than 10 miles while 9% travel more than 50 miles.

A portion of Stanwood residents are employed out of town: 14% work in Everett, 9 % in Seattle, 5% in Arlington, and 5% in Mount Vernon. Of the workforce that lives in Stanwood, 40% commute 10-24 miles while 15% travel more than 50 miles to get to work.

Source: OntheMap, 2019

Where Residents of Stanwood Are Employed



**13% of
Stanwood's
Workforce live
and work in
Stanwood.**



COMMUNITY ENGAGEMENT AND NEEDS

Economic development comments were received during the City's public engagement process. As described, the City utilized a variety of methods to understand community concerns on jobs, economic growth, and overall vision for Downtown and Uptown Stanwood. Below is a summary of key topics and feedback received from the public:



Ribbon Cutting of Thrift Store, Photo by Heic

Retaining Small Town Character

- Stanwood should be a business friendly environment that supports growth of small businesses and reduce opportunities for “Big Box” retailers. Local businesses should have more opportunities for incentives and development.
- More commercialized areas are needed for residents to shop locally instead of driving to adjacent municipalities to shop.
- There is concern that local businesses can not succeed in mixed use buildings.
- The Downtown District should remain small and quaint.
- Stanwood should have enhanced branding to create a sense of identity and recognize key “placemaking” areas.
- Never forget that Stanwood is a Scandinavian town.
- A town center is needed for public gatherings and events.

Historic Downtown District

- Economic development should focus in the Downtown District with mixed use retail and supportive tourist services (such as hotels, restaurants, and gift shops).
- Downtown is the historic core of the City, which should be protected. Growth should happen downtown but should utilize existing buildings and infrastructure.
- The Downtown District must be revitalized and transformed into a “Main Street” environment to encourage businesses to utilize existing buildings and draw people to the city's center.
- A pedestrian focused environment is needed to enhance connectivity and safety downtown and should include amenities such as sidewalks, repurposed bricking, and wayfinding signage.
- Attractive building facades that reflect the culture and history of the community are needed to create a uniform character.



“Most of the downtown road is pleasing. I love that there aren’t many corporate restaurants and other business. We could really capitalize on that, especially in the next 20 years. We need a river walk or a scenic trail area that capitalizes on the amazing views we have in the downtown area. Slow and steady development by locals that focus more on restoration than on destroying history and natural areas.”

- Stanwood Resident

Twin City Mile

- Twin City Mile is a business development concept to attract more visitors to the City, specifically the Downtown District.
- A collaborative marketing plan is needed to identify the town’s businesses, services, and tourist activities.
- City sponsored local events, such as food trucks night or street festivals, would support local businesses.

Protecting Farmlands

- Farmlands, especially small family farms, should be protected to retain the historically rural identity. Agrotourism should continue to be a supported industry and opportunities for expansion should be evaluated.
- Cottage foods, or businesses in which individuals can make homemade products for commercial sale, should also be supported. The City should legalize a program to allow more residents to get creative and participate in retail activities that markets the City’s agricultural industry.
- The Farmer’s Markets are a critical component of supporting the agricultural and agrotourism industry.

Shifting Business Development

- Higher wage jobs are needed within the city’s limits to support population growth and local businesses. Residents want to work where they live.
- Stanwood should encourage professional and technological industries to develop by removing potential zoning barriers.
- A new grocery store is needed in the northwest region to reduce food deserts. Grocery stores are concentrated along SR 532 and there are no options available along Pioneer Highway.
- A unified Chamber of Commerce is needed to support overall economic development throughout Stanwood equitably.
- Businesses should be developed more evenly throughout the City. Development is focused along SR 532 impacting roadways and commuting times.



OUR ECONOMIC VISION: SUSTAINING A LIVABLE STANWOOD

Stanwood has been a stable community in northwest Snohomish County with a relatively higher population and job count than towns and cities within its vicinity. The County anticipates continued population growth to occur in Stanwood over the next 20 years which will catapult the population from 8,405 to an estimated 10,963 by 2044. New homes and more jobs are needed within Stanwood's boundaries to support this level of growth and to ensure the city remains an affordable, livable place for individuals of all backgrounds to thrive in. Supporting population growth requires diligent planning on many fronts, including economic. Stanwood was once an agricultural center, a lumber and rail town, and an industrial commuter city – but what lies ahead?

By 2044, Stanwood will be a more robust economic hub for Snohomish County with a “main street” style downtown, greater diversity of businesses and professional services, and a supportive small business community. The ultimate vision of Stanwood is to become an economically resilient, self sustaining community with a healthy mix of housing and mixed use centers while revitalizing and preserving the community's historic legacy as a Scandinavian lumber town. Residents should be able to achieve a high quality of life by finding homes that meet their needs and jobs that support their livelihoods, without leaving the City.

Economic policies were designed to emphasize establishing a balance of businesses, creating livable places, encouraging livable wages, and supporting stability in the community to ensure lasting prosperity and quality of life. Over the last 20 years, Stanwood has set the stage for setting itself up for economic success through the adoption of the following plans:

- **2003 Design Stanwood**
- **2010 Economic Development Action Plan**
- **2012 SDAT: Density by Design**
- **2015 Downtown Plan**
- **2015 Comprehensive Plan**
- **2020 City Beautification Action Plan**
- **2022 Stanwood Housing Needs Assessment**
- **2022 Ongoing Twin City Mile Project**

The 2024 Comprehensive Plan compliments and highlights the efforts put into each previously adopted plan to develop a holistic strategy to achieving Stanwood's economic goals. While each of the above plans are different from one another, the intent and message is overall the same: Stanwood can succeed as a regional economic center by emphasizing its unique characteristics, enhancing the visual appearance of key areas of the city, and improving opportunities to develop a diverse economy. The *2010 Economic Development Action Plan* outlines the specific features of the city's future economy:

- Retain its **small town character** and **high quality of life** as economic growth occurs.
- Continue to function as a **regional center** for retail and services, addressing the needs of a market area much larger than the City's baseline population.
- Be a leader in and a beneficiary of a **robust regional focus on sustainable development and local agriculture**
- Feature a diverse economy that is home to a range of employers and retailers, providing enhanced opportunities for employment in light industrial, manufacturing, and office-using sectors and a range of shopping options from locally-owned small businesses to region-serving retailers.



- Have a reputation as a **business-friendly** community that facilitates business success that is in line with the community vision and values.
- Enjoy the benefits of functioning as a **regional tourism destination**, with strong attractions, signage, and other resources to accommodate day trippers and overnight guests.
- Have a **City government that provides quality, responsive services** to residents and the business community.
- **Be a leader** in coordinating efforts with neighbors and partners to maximize regional benefits and address regional challenges.



Community Engagement at Farmers Market,
Photo by Unknown

EDG 1

Promote a self-sustaining economy that equally supports public and private development, diversifies the City's tax base, and provides both employment and consumer shopping opportunities for the region.

EDP-1 POLICIES

EDP 1-1 Develop a toolkit of incentives such as property tax exemptions, density bonuses or public-private partnerships to attract desired uses such as mixed-use development or retail businesses that would not be viable based on current market conditions, but would contribute to the economic vitality of the city.

EDP 1-2 Fund the Storefront Improvement Program and encourage attractive exterior renovations within the Downtown District and Twin City Mile.

EDP 1-3 Encourage high quality site and building design with "curb appeal" of new commercial or industrial developments.

EDP 1-4 Expand the types professional / office uses permitted in commercial and industrial zones to encourage more living wage jobs.

EDP 1-5 Determine methods of incorporating historic community identities, including Black and Indigenous People of Color Communities, into the design and economic assets of Stanwood.

EDP 1-6 Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses.

EDP 1-7 Assist in providing public education regarding financing options and programs such as tax-exempt financing for income qualified projects and property tax exemptions for historical renovations of cultural significant buildings.



ECONOMIC DEVELOPMENT STRATEGY

The Comprehensive Plan Economic Development goals and policies translate Stanwood's concerns and goals for its economy to clear statements of public intent. These policies will guide the public and private investment in development activities. The economic policies will also provide a framework for comprehensive planning.

Additionally, the economic vision states that the City of Stanwood will meet its challenge to accommodate regional growth by preserving the best of the "Twin Cities" character and encourage well-designed development.

Beyond the Comprehensive Plan, the City developed the 2010 Economic Development Action Plan to achieve the overall economic vision of the community. The Action Plan outlined specific strategies to implement the goals and policies identified in the Comprehensive Plan and provided a blueprint for achieving Stanwood's objectives by translating the goals and vision into specific planning initiatives. The following are the high-level goals identified in the Action Plan:

1. **Economic Identity:** Continue to build up Stanwood as an efficient and desirable place to shop and do business. To provide a wider variety of shopping opportunities from convenience, full-service grocery to unique shops, retail, "agri-business" and tourist support facilities.
2. **Small Town Character:** Develop Stanwood's identity as an economic hub through implementation of the "Beautification Plan" and "Twin City" mile.
3. **Supportive Growth:** To develop Stanwood's economic base and infrastructure so that both commercial and industrial growth can occur when demand warrants it, while minimizing the potential conflicts between the two land uses, as well as residential, and public facilities uses.
4. **Regional Player:** To balance the economic needs of the residents of Stanwood while recognizing the growing commercial demands of North Snohomish County, Camano Island, and regional tourism.
5. **Compatibility of Growth and Zoning:** Implement the DAT findings on land use, transportation, recreation, employment, and revitalization.
6. **Coordinated Connectivity:** Improve the SR-532 corridor for both residents and "pass-through" trips.



Twin City Idlers, Photo by Unknown



As described in Stanwood’s vision and in other elemental chapters of the Comprehensive Plan, Stanwood’s economic development goals are relatively simple:

1. To promote the new Planned Industrial Zone with complimentary industrial and office uses, such as medical offices, professional offices, and light industrial businesses.
2. Strengthen the identity of Stanwood’s Downtown District by providing a framework for which the residential uses can support a civic services and businesses. New developments will incorporate the unique Main Street character of Stanwood while providing vital and diverse retail and service businesses. To accomplish this, the City needs to establish Downtown District design standards, build human scaled infrastructure, and implement the *Beautification Action Plan*.
3. To promote commercial areas which provide local and accessible services for both the residential neighborhoods and highway commercial customers.
4. To encourage a multi-modal transportation system that allows local resident to move more easily from homes to jobs to necessary services without the use of single-occupancy vehicles.

With respect to Stanwood’s role as a commercial center, the emphasis is how to enhance the business climate and create more livable wage jobs. In less than two decades, Stanwood has experienced dramatic economic transformation that has impacted the community’s demographics. From a rural, agricultural community whose economic activity was generally confined to the provision of goods and services for the community, Stanwood has evolved into a commercial hub for northwest Snohomish, Island, and Skagit Counties.

While there is sufficient capacity within the City and its urban growth area (UGA) to accommodate the anticipated growth and employment projections forecast for the next 20 years, diligent planning is needed to ensure there is a quality and variety to future employment opportunities in the city. A diversity of employment opportunities are needed to increase the number of higher paying jobs that can support local and service oriented commercial uses.

Accomplishing these goals is no easy task and requires a thoughtful plan to achieve. Stanwood needs to focus development regulations for these areas on “how” development should occur rather than “whether” it should occur, with incentives rather than restrictions. Regulations should clearly define permitted uses and development processes and prescribe conditions. They should avoid vague criteria and standards. A clear and simple regulatory process

is fundamental to the success of Stanwood’s economic strategy. Expedited, predictable permit processes are essential to meeting these goals and objectives.



Stanwood Parade, Photo by Unknown



REGIONAL WEAKNESSES & STRATEGIES

The Puget Sound region plans for economic development collaboratively through the Puget Sound Regional Council (PSRC). PSRC developed the *Regional Economic Strategy*¹ in 2021 to provide a roadmap for the region to build a resilient, equitable economic future. The Regional Economic Strategy focuses on key regional weaknesses or threats impacting the Puget Sound and recommends strategies to address these concerns. While Stanwood is not required to align with this plan, there are regional weaknesses that residents may be experiencing that are being considered under the *Economic Development* elemental chapter. The goals of the *Regional Economic Strategy* focus on eight major challenges experienced in the Puget Sound:

1. Equity

There are historic economic inequities that are experienced by the region's Black, Indigenous, and people of color (BIPOC) populations that can impact their opportunities and outcomes, such as income, generational wealth, unemployment risk, education, and business ownership levels.

2. Health

A healthy workforce is critical to the success and growth of the economy. The PSRC describes that enhanced infrastructure planning is needed to improve public health, reduce health care costs, and reduce impacts of lost productivity.

3. Childcare

The availability of childcare impacts the ability for the labor force to work. Childcare is a critical infrastructure needed to sustain the workforce and impacts the overall performance of the region's economy. A lack of access to affordable childcare keeps approximately 133,000 parents out of the Washington labor force and specifically impacts working mothers and low income families. It is estimated that a lack of childcare has resulted in a loss of approximately 14.7 billion in personal earnings, \$34.8 billion in gross state product, and over \$1 billion in annual tax revenue².

4. Job Distribution

The distribution of jobs has been shaken by the COVID-19 pandemic and created uncertainty around where people will live and work in the future as the workforce transitions to permanent

remote accommodations. If the job distribution changes as work from home or remote employment becomes more popular, there are both opportunities and challenges with adapting existing communities to expand or reduce their economic base.

5. Broadband

One result of the COVID-19 pandemic was a heightened demand for broadband services across the region to accommodate on-line education and work from home trends. Access to broadband is not equitable throughout the community and creates opportunity barriers for households for education and employment.

6. Housing

There is a shortage of housing available in the region because new housing development has not kept up with population growth. Additionally, prices for homes have increased at a faster rate than incomes. A lack of affordable and workforce housing options can detract new talent and businesses from coming to the region.

7. Business Recovery

The COVID-19 pandemic resulted in the loss of jobs and businesses, especially in tourism, travel, hospitality, arts, and cultural businesses. The impacts continue to be felt today from the loss of businesses large and small. Economic development funding efforts are needed to help support business recovery from the pandemic.

8. Industry Resilience

The Puget Sound is home to major, historic industries that have built our communities and define the region, such as trade, maritime, aerospace, and manufacturing uses. New types of industries are needed to ensure resiliency to global market changes and enhance the Puget Sound's economic competitiveness.

"The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."

-Puget Sound Regional Council Vision 2050

EDG 2

Promote a strong, diversified and sustainable local and regional economy, preserving or enhancing the quality of life in the community while reducing disparities and displacement of underrepresented groups.

EDP-2 POLICIES

EDP 2-1 Identify sectors of the economy within Stanwood where opportunities might exist to create additional jobs and identify potential strategies for attracting employment.

EDP 2-2 Provide a supportive business environment for start-up of businesses that provide living-wage jobs.

EDP 2-3 Strive to create livable wage jobs to promote economic opportunity and sustainability for residents living in the greater Stanwood region.

EDP 2-4 Office uses should be encouraged in the industrial zones to balance existing service, retail, and industrial based jobs.



Stanwood Spring, Photo by Ian Gleadle



EDP-2 POLICIES

EDP 2-5 Recognize the importance of home-based businesses as a source of new business development.

EDP 2-6 Encourage and incentivize employment recruitment, expansion, and retention for businesses that provide living wage jobs.

EDP 2-7 Encourage businesses and recreational activities that promote tourism.

EDP 2-8 Conduct a business equity analysis to understand historic reasons for displacement and closure of local businesses and an economic racial equity analysis to understand the specific economic disparities impacting disadvantaged or underrepresented communities. by:

- Working with underrepresented groups within the city to develop supportive programs that encourage small business development.
- Developing a business equity strategy to develop policies that address small business and marginalized community displacement.

EDP 2-9 Collaborate with Snohomish County on appropriate strategies to reduce barriers to business development or economic security based on the results of the equity and economic racial equity analysis.

EDP 2-10 Support development and networking of women and minorities in business and encourage such businesses to apply for certification from the Washington State Office of Minority and Women's Business Enterprises.

EDP 2-11 Support Washington State legislative policies that move people towards a livable wage to reduce economic disparities among workers that are vital to community resiliency.

EDP 2-12 Improve opportunities to locate childcare facilities or after school care programs that support the workforce within the community.

Addressing these challenges is no easy task and requires cooperation on a regional level to develop an equitable landscape for economic growth. There are three primary strategies that PSRC utilizes to address current economic challenges that the City must plan for:

1. Expanding Economic Opportunities
2. Becoming a Global Competitor
3. Sustaining Quality of Life

These three strategic directions were developed with the input from municipalities and agencies, field professionals, and input from community engagement. Strategic directions are broken down into multiple goals and policies designed to guide municipalities to expanding economic opportunities within their communities while addressing regional economic concerns. The goals include:



1. Expanding Economic Opportunities

- Expand equity focus throughout economic development efforts.
- Expand the region's childcare ecosystem.
- Expand support for small and medium sized businesses and businesses owned by marginalized communities.
- Advance economic development within small cities and rural communities.
- Encourage economic growth across all parts of the region.
- Provide adequate support for pre-K through 12 education systems that serve all students.
- Coordinate and expand programs in higher education and training to address workforce gaps and advance economic opportunity for all.
- Embrace, celebrate, and promote the diversity of the region's people.



2. Becoming a Global Competitor

- Strengthen the region's regulatory and industry competitiveness framework.
- Build resiliency into the region's export-focused industries.
- Sustain and evolve the conditions necessary for innovation.
- Strengthen and coordinate recruitment, retention, and investment efforts.
- Support and promote international trade and tourism.
- Preserve, protect, and support ports, industrial lands, military installations, and maritime sites.
- Build up and sustain ports and other infrastructure to support trade, logistics, and freight mobility.
- Sustain and grow commercial air travel connections domestically and globally.



3. Sustaining Quality of Life

- Q1: Focus new growth in urban areas, regional centers, and cities.
- Q2: Ensure a diversity of housing stock that is affordable and connected to jobs.
- Q3: Improve the region's transportation system.
- Q4: Preserve, enhance, and improve the region's environmentally critical lands.
- Q5: Ensure the region is a healthy place to live, work, and place for all residents.
- Q6: Protect the global environment.
- Q7: Build resiliency into, and increase access to, the region's arts, culture, and tourism industries.

Left: Downtown Stanwood, Photo by Unknown

Center: Dance Project NW Ribbon Cutting, Photo by Heic

Right: Farmers Market, Photo by Unknown

EDG 3

EDG-3 Develop strong community partnerships.

EDP-3 POLICIES

EDP 3-1 Encourage public and private partnerships to sponsor and promote public improvement programs, community events, and support implementation of the Downtown Beautification Action Plan.

EDP 3-2 Support expansion of education programs to enhance the local workforce by coordinating with regional organizations, institutions, businesses, and stakeholders to develop a higher education and employment resource network.

EDP 3-3 Collaborate with nearby tribes to identify culturally significant sites (fishing, hunting, gathering grounds, etc.) that shall be preserved and celebrated.

ECONOMIC STRENGTHS & OPPORTUNITIES

Each community has unique characteristics that establish a community identity and strengthens the economy. Stanwood is an emerging economic power at the nexus of major transportation routes and Snohomish, Island, and Skagit Counties with numerous strengths and opportunities that set the city apart from others in the region.

Twin City Mile

Stanwood's Twin City Mile project is a culmination of a number of previously adopted plans aiming to revitalize and unify the city's downtown and uptown districts. The downtown business district's purpose is to be a vibrant and sustainable downtown that celebrates the "historic" and "small town" nature of Stanwood while also enhancing the downtown corridor to better connect to the uptown district. The uptown district is intended to be a functionally efficient, consolidated, compact main street than downtown, with more dense retail and shopping uses than downtown.

The Twin City Mile project would connect City Hall to the Stanwood Transit Station with enhanced streetscapes with wider sidewalks, engaging storefronts, and usable urban park spaces. Connecting downtown and uptown is an opportunity to create a unified, visually appealing, pedestrian friendly environment that attracts visitors and supports a healthy economy.



Recreational Opportunities

The city has access to numerous of recreational opportunities that residents and visitors can enjoy, such as parks, hiking trails, or fishing. Stanwood's three parks, Church Creek Park, Heritage Park, and Lions Park, feature amenities such as picnic areas, playgrounds, ball fields, and dog parks. Heritage Park has a bird and wildlife sanctuary and a skate park while Church Creek Park has an 18-hole disc golf and movies in the park. Another park, Hamilton Park, is preparing for redevelopment that will support more opportunities for motorized and non-motorized boaters to enjoy the scenic Stillaguamish River. Similarly, Stanwood's newest park, Ovenell Park, also features access to the Stillaguamish River, a community event space, and walking trails.



Stanwood's walking trails include Church Creek Park Walking Trail, Heritage Park Walking Path, Lindstrom Walking Path, and the Port Susan Trail. The Port Susan Trail is in development but would ultimately be a 5-mile loop trail network that provides walkable and bikeable opportunities within the city's limits.

South of Stanwood is the Skagit Wildlife Area and Port Susan Bay Preserve which are ecologically rich ecosystems with mudflats, marshes, and tidally influenced channels that support fishing, clamming, and birdwatching. Northeast of the City is the Mt. Baker-Snoqualmie National Forest which supports more outdoor activities such as camping, hiking, snow sports, and hunting.

Agrotourism

The City of Stanwood is located in an agriculturally rich area near the Stillaguamish River and Puget Sound fostering the development and retention of working farms, wineries, orchards, and festivals. Over the last thirty years, the area in and around Stanwood has moved from a rural to suburban community putting economic pressure on local farms. Local agricultural uses, such as Ovenell Dairy Farm, have slowly been converted to other uses, for example. To preserve valuable open space, the City has purchased land with the intention of protecting it from future development. This ensures that farmlands can continue to surround

the city limits, growth and development are focused within the city, and both areas benefit from proximity to each other. Farmers benefit from a strong local demand in their products, and the community benefits from locally produced goods and the natural beauty of the land.

"Agriculture can be an important component in the incubation of a creative economy."

- 2013 Sustainable Design Action Team Report

Agritourism is defined as any business conducted by a farmer for the enjoyment or education of the public, to promote the products of the farm and to generate additional farm income. Agritourism takes many forms in Stanwood, such as the summertime farmers markets, pickers markets, agricultural festivals, and wineries.

The *Economic Development Action Plan* emphasizes that Stanwood will benefit from maintaining and supporting local agricultural businesses that attract tourism. Farmers diversify their income, increase revenues, and enhance the year-round viability of their operations. Additionally, farmers can utilize economic incentives to preserve agricultural lands, such as Washington Agricultural and Farming Program tax breaks or the Snohomish County Transfer of

Development Rights (TDR) program. Investing in the community's farmers and agritourism enhance the appeal and demand for local products, foster regional marketing efforts and create value-added and direct-marketing opportunities that may stimulate economic activity in Stanwood and spread the benefits to other communities in the county.



Our Legacy Fields, Stanwood, Photo by Lisa Fugate



Arts Community: Partnership with Stanwood-Camano Arts Advocacy (SCAAC)

The arts community is a supported industry within Stanwood with numerous galleries successfully operating, such as the Cassera Gallery and the Stanwood House and Art Center. Stanwood's arts community is supported by an active community guild fostering the next generation of artists, tourism, and local events. The Stanwood Camano Island Arts Guild is a non-profit organization that cultivates art appreciation and promotion through art events, workshops, and educational classes. The organization's intent is to provide art training, support artists, and strengthen community ties between artists and businesses. The City participates in the Stanwood Camano Arts Festivals celebrating Mother's Day and the Summer Solstice. Local artists and vendors are invited to this event and profits made are donated to local organizations like artist guilds, the police and fire departments, or scholarships to young artists in high school.

*Left: For Spring & Summer Flags in Downtown Stanwood,
Photo by Tasha Smith*

EDG 4

EDG-4 Support and promote the arts within the greater Stanwood community region.

EDP-4 POLICIES

EDP 4-1 Collaborate with private and non-profit organizations to identify and support funding opportunities for arts and cultural institutions, programming, and education that increase access to and participation in the arts.

EDP 4-2 Adopt a strategic plan to protect, enhance, and expand the community's arts and cultural resources and strengthen creative industries.

EDP 4-3 Provide financial or logistical support to local arts, festivals, performances, or cultural tourism.



Skanda Culture

Stanwood has a Scandinavian history that can be observed throughout the city, such as the city's welcome sign, the Toftezen Memorial along Pioneer Highway, and in the architectural details of older buildings of the downtown district, such as *Viking Village* or the *Norway Hall of Stanwood*. The community remembers that Scandinavian settlers arrived in the 1870's to support the lumber and rail industries. As early as the settlers arrived, they formed the *Scandinavian Society* to organize events and celebrations around Norwegian culture and holidays. The annual *Lutefisk³ Dinner*, a dinner to celebrate Scandinavian roots, still occurs at Stanwood High School.

Scandinavian organizations and businesses still operate within Stanwood and iterate the key roles the immigrant community played in its early history. The *Fritjov Lodge* is 122-year-old organization founded in 1910 that promotes and preserves the Norwegian history and culture in the city. The *Fritjov Lodge* organizes cooking classes, holiday markets, and events that celebrate the community's heritage.

The Floyd Norgaard Cultural Center, originally known as the Stanwood Fraternal I.O.O.F. Public Hall, was built in 1902 to host meetings of the *Fritjov Lodge*. The structure was purchased by the Stanwood Area Historical Society and the

Norgaard family to save the landmark and utilize it as a community center for music, theater, arts, and culture and preserve the site's Skanda history. Stanwood is also home to a number of other buildings within the National Registry of Historic Sites, such as the Town Hall, City Hall, S.A. Thompson House, and D.O. Pearson House.

Interconnected Community Core

Stanwood has an ideal location at the intersection of Snohomish, Island, and Skagit Counties stimulating the city's economy with a wide range of users. The city plays an urban role in the region by providing employment, retail, and tourism opportunities. There is relatively low economic competition in the immediate vicinity which can advance Stanwood's position as a regional retail center with a variety of shopping or employment opportunities. Stanwood is accessible to nearby cities and pass-by visitors along State Route 532 and Pioneer Highway, however it does not operate as a "one-stop" shop for Interstate 5 users. Locals to Snohomish, Island, and Skagit Counties are more likely to travel to Stanwood for shopping than I-5 drivers are, who would need to drive approximately 4 miles west to get goods and services typically available immediately next to the highway.

EDG 5

EDG-5 Encourage economic development activities which respect the natural environment and take into consideration the area's natural resources, public services, and facilities.

EDP-5 POLICIES

EDP 5-1 Support businesses that support outdoor recreation and ecotourism by building on the natural amenities present in the community.

EDP 5-2 Consider service and infrastructure implications during business recruitment and address those needs in the Capital Improvement Plan.

EDP 5-3 Balance the continued need to protect the natural, culturally significant, and historic features of property with future growth and development.

EDP 5-4 Work with businesses, the public, and non-profit representatives to develop environmentally sustainable policies addressing climate change and implementable development incentives.



INCENTIVES FOR ECONOMIC GROWTH

Three key planning documents have been developed by the City between 2010 and 2020 to enhance economic development opportunities and improve the quality of life within the city: the 2010 Economic Development Action Plan, 2015 Downtown Subarea Plan, and the 2020 City Beautification Action Plan.

2010 ECONOMIC DEVELOPMENT ACTION PLAN

The successful implementation of the *2010 Economic Development Action Plan* would result in many benefits for the residents of Stanwood. It would result in satisfying the vision and policies laid on in the City's Comprehensive Plan of establishing quality development while retaining valued key assets, such as a small-town character, high quality of life, and a beautiful natural setting.

The plan's vision is to strengthen Stanwood's vitality and identity as the "city center" of the Snohomish, Island, and Skagit regions by capturing a greater share of spending and bringing more wealth into the community by supporting existing businesses, creating additional local shopping, and increased employment opportunities for residents. New local shopping and employment opportunities supports our community by increasing

accessibility to goods and services, reducing impacts on roadways, and establishes Stanwood as a business supportive environment. Retaining local and encouraging new businesses results in a robust and diverse tax base that supports population growth and infrastructure demands. The ultimate goal of the plan is to create a self sufficient and sustainable Stanwood; one in which residents of all incomes can afford to live and work in the City, accessibility to goods and services, and a diversity of wages. There are 12 key strategies the plan outlined to achieving the City's economic vision:

1. Education Program

The City, Community Partners, residents, and business owners must understand the Vision and economic development goals in order to support and implement it.

2. Development Services Program

Stanwood needs to work collaboratively potential investors to facilitate new investment of businesses and services.

3. Zoning and Development Standards Work Program

Zoning, development regulations, and permitting process determine the city's economic outcomes. Evaluating the zoning and development standards is critical to determine if there is prohibitive language creating a barrier for economic and business development.

4. Historic Resources Program

Stanwood's historic features and structures are an asset that should be preserved and enhanced to create a unique community character that draws pass by visitors into the city and enhances the city's identity.

5. Economic Development Direct Support Program

City programs and actions can provide economic support for desired projects and facilitate private investment in targeted areas. The City can encourage investment by timing planned and budgeted capital improvements to coincide with development activity.



EDG 6

EDG-6 Ensure equitable and efficient licensing and permitting procedures.

EDP-6 POLICIES

EDP 6-1 Ensure that City licensing and permitting procedures and development regulations are coherent, fair, equitable and expeditious.

EDP 6-2 Coordinate with other government entities to eliminate duplication of efforts where specialized industry requirements call for the inspection by government agencies.



West Downtown Stanwood: First National Bank Building, Photo by Krista Hintz



EDG 7

Strengthen Stanwood's concentration of "green" businesses and its reputation as an environmentally friendly community.

EDP-7 POLICIES

EDP 7-1 Engage in business recruitment efforts that serve the agricultural, cottage, and food-service industry.

EDP 7-2 Develop relationships with potential partners in the emerging clean technology sector.

EDP 7-3 Preserve farmland around Stanwood and enhance agricultural economic activity in the region.

EDP 7-4 Continue to support local farmer's market that specializes in local food products.

EDP 7-5 Develop a climate change action plan and sustainability strategy to reduce waste consumption and encourage environmentally sound practices as the city and among local residents and businesses.

EDP 7-6 Use new public facilities as demonstration projects as sustainable building practices and to support the market for locally produced clean technologies and other products.

EDP 7-7 Encourage all businesses to promote socially and environmentally responsible practices into their operations.

EDP 7-8 Identify restrictive municipal codes that may prevent development of emerging industries, technologies, and services that promote environmental sustainability, especially addressing climate change and resilience from entering the city.

Left: Ribbon Cutting of Pat's Thai Shabu, Photo by Heic



6. Downtown Revitalization Program

Downtown Stanwood is an opportunity to create a centerpiece of the community that can be transformed into a “main street” environment that supports infill development, civic pride, and tourism.

7. Uptown Program

Support continued investment in the Uptown economic center which provides services to nearby residential units. Major focus areas include maintaining public facilities, improving the visual appearance of the corridor, and improving non-motorized transportation routes.

8. Sustainable Development Program

Stanwood is surrounded by vast open spaces and recreational opportunities. Supporting “green” or sustainable businesses that grow the city’s economy and support the environmental conservation/preservation builds the city’s reputation as being environmentally conscious.

9. Business Retention Program

It is critical to support local or existing businesses within the city to protect the base economy and employment base. Stanwood works collaboratively with local business to ensure existing economic needs are understood.

10. Business Recruitment Program

Stanwood needs to communicate with community and business leaders to help attract new businesses into the community. As the city’s population grows, the economy needs to adapt with changing market conditions and community needs.

11. Community Marketing Program

A recognizable identity can change how residents and adjacent communities perceive the city as a place to live and do business. Attractiveness and visual consistency should reflect the community’s history, demographics, and built environment while elevating its history, art, and culture.

12. Tourism Program

Tourism can increase the visibility of the city in the Puget Sound region and bring more pass by visitors to Stanwood supporting a tourism industry. Stanwood is located in the heart of a recreation rich area encouraging supportive traveler services such as restaurants, hotels, and small businesses.



ECONOMIC DEVELOPMENT

2015 DOWNTOWN SUBAREA PLAN

The *Downtown Subarea Plan* outlines the goals and policies to achieve the City's vision for the Downtown District as well as satisfy the goals laid out in the Comprehensive Plan. This plan identifies Downtown as the heart of Stanwood, providing commercial, recreational, and civic activities and a variety of gathering spaces such as community parks, waterfronts, and trails. The successful implementation of this plan would result in the preservation of Historic Downtown East Stanwood and West Stanwood, consistent development reflecting Stanwood's historic character, create a unifying Downtown District, and provide support for the downtown area with infrastructure and amenities. All these efforts would help to achieve the goal of increasing economic development in Stanwood.

2020 CITY BEAUTIFICATION ACTION PLAN

In pursuit of achieving the goals set out by the Comprehensive Plan and the *Downtown Subarea Plan*, the *City Beautification Action Plan*⁴ was adopted. The Beautification Plan is a 20-year investment program aiming to not only celebrate the beauty and history of the city, but elevates the design aesthetic and infrastructure to support businesses, quality of life, and placemaking initiatives. Successful

implementation of the City Beautification Plan would result in six completed projects addressing the community's desire to preserve its historic, rural, small-town character while still providing urban level of services to its citizens:

1. Gateway Signage and Landscaping

Update the City's signage into at "gateways", or major roads entering the City, based off of the historic "Velkommen" sign and a connection to the Snow Goose way-finding signage. Signage is proposed along SR 532 and Pioneer Highway; distinctive native landscaping will surround the base of each sign.

2. Main Street Revitalization

Enhance the attractiveness of the Downtown District by developing a "Main Street" aesthetic through the installation of street trees, benches, seating areas, street trees, flower baskets or flowerpots; painting murals which depict local history or community character; installing mini library boxes; installing etched rocks; hanging seasonal banners, or other similar public improvements which enhance the visual appearance of the street scape. Project includes reconfiguration is 271st Street to have a "human" focus and be oriented towards pedestrians through wide sidewalks, plaza



Stanwood Main Street Sign, Photo by Ian Gleadle

areas, and parks. The intent of revitalization is connecting business districts to outdoor event areas and housing units, creating a harmonious, "main street" style Downtown District.

3. Downtown Gateway

Unique features should be used to signify that people are about to enter Stanwood's historic Downtown District to distinguish the district from other areas of the city. A gateway design is being considered by the city and could include arches, art sculptures, or other entry concepts.

EDG 8

Enhance the City's historic
Downtown District.

EDP-8 POLICIES

EDP 8-1 Using the adopted Economic Development Plan, Downtown Master Plan, Stanwood Destiny by Design and the Downtown Beautification Action Plan as guidelines, implement the City's economic development vision and strategies.

EDP 8-2 Pursue economic development grants for projects creating jobs.

EDP 8-3 Adopt city codes that require desired improvements such as street planters, façade and sidewalk improvements.

EDP 8-4 Seek opportunities to use public facilities, parks, and open spaces to attract users into the downtown and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying downtown's character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure. [Combined Old EDP Policies 8.8 and 8.9]

EDP 8-5 Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station.

EDP 8-6 Encourage residential development within walking distance (up to a ½ mile) of the downtown commercial area.

EDP 8-7 Ensure new and infill developments adhere to the design guidelines adopted in the City's long-range plans, including but not limited to the Economic Development Plan, Downtown Master Plan, Destiny by Design Plan and City Beautification Action Plan.

EDP 8-8 Revitalize the downtown and uptown districts to have a healthy diversity of uses including mixed use residential, civic, and local businesses that tied together through thoughtful, uniform urban design.

4. SR 532 Beautification

SR 532 is the main road connecting residents to each end of town and portrays the first impression of the City to tourists coming into town. Envisioned beautification efforts include: colorful street trees at key nodes / intersections, street trees or colorful shrubbery in the landscape islands / parkways sections of SR 532, and/or light pole banners.

5. Wayfinding Signage

Supportive signage guiding residents and visitors throughout the city to key attractions, parks, and businesses is critical to supporting a tourism industry. Wayfinding signage exists in the city and is being expanded to the Uptown District. A benefit to wayfinding signage is being able to utilize it for festival or event advertising in key location in the city. Beautification of wayfinding signage will include landscaping, trees and art that is appropriate for the various wayfinding signage options.

6. Public Art

Create a partnership with the Stanwood – Camano Arts Advocacy Commission to promote public art in Stanwood.



EDG 9

Commercial development should be designed to encourage pedestrian mobility for shopping.

EDP-9 POLICIES

EDP 9-1 Provide public or private parking that is convenient with safe pedestrian access to entries.

EDP 9-2 Within Commercial Centers, support amenities such as convenient and safe parking, weather protection and public spaces to improve conveniences for shoppers and business owners.

Left: Stanwood Amtrak Station, Photo by Unknown



STANWOOD'S BUSINESS LANDSCAPE

The City of Stanwood is the urban commercial center for residents of Stanwood, Camano Island, and the rural Skagit and Stillaguamish river valleys in Skagit and Snohomish Counties. Residents and businesses in and around Stanwood consider themselves part of the Stanwood community. The planning area of Stanwood can be divided into two main economic sub-areas: the Downtown District and the Uptown District. Downtown is the heart of the city and incorporates the area west of the Amtrak Railroad, runs along SR 532, and is just north of the Stillaguamish River. Uptown is the Stanwood Towne Center area bordered by SR 532, Port Susan Middle School, Twin City Elementary, and the city limit to the east.

Downtown and Uptown are the primary commercial hubs in Stanwood. Together, the hubs form the *Twin City Mile*, which is the primary economic planning area that the city has focused on improving the connectivity of visually and physically. The intent of the project is to improve the 271st Street corridor linking City Hall and the future site of 271st Street Park just south of Lions Park. This brings the two distinctive economic cores of the city together with functional, attractive, and human scaled urban designs and streetscapes. There are five key elements that define the Twin City Mile vision:

- 1. Create Pedestrian Friendly Streets**
- 2. Actively Engage Storefronts with Walkable Sidewalks**
- 3. Encourage the Use of Streets for Community Events and Festivals**
- 4. Create Usable Urban Park Spaces**
- 5. Promote Buying Local**



Map of Twin City Mile connecting the Downtown area



CONCLUSION

Over the last 20 years, Stanwood has developed several plans aimed at achieving its economic goals. There is a clear vision for how the community wants to shift its economy, but what will success look like? Stanwood's successful implementation of the *Economic Development* element would take the form of developing a well-rounded economy that supports local and larger businesses serving community's needs, encourages more high paying jobs, a thriving tourism economy, and an active downtown. These elements collectively create a self-sufficient economic climate in Stanwood enhancing the City's resiliency to regional, national, or global impacts to the market.

The City has developed strategies as part of the comprehensive planning process to increase a diversity of economic opportunities:

Linking Economic Development to Land Use, Transportation, and Future Capital Facilities Implementation

Economic analysis of the community, its employment base, how it functions, and its future growth are essential to determine the best method of maintaining the existing community strengths while addressing key



Stanwood Aerial Photo by Ian Gleadle

gaps and accommodating anticipated growth for population, housing, and job targets. Infrastructure improvements are needed to effectively link economic opportunities to compatible zones and transit centers to ensure that downtown and uptown businesses have a steady stream of local and pass-by visitor support. Proposed improvements to improve linkages are noted in the Downtown Plan, Beautification Plan, and Twin City Mile Plan, including those related to signage, trails, parks, diversity of businesses, and capturing

opportunities for visitors at recreational waterfront parks, viewing areas, kayak launching, and other agritourism activities. Additional infrastructure improvements to utilities and transportation should be considered when anticipating growth to housing or jobs and should be planned for proactively. Stanwood will continue to monitor growth and determine the appropriate installation of new infrastructure to support the change of capacity.



Diversifying the Economic Base in the Community

A variety of businesses and employment opportunities are needed in Stanwood to create a sustainable economy and livable community. Stanwood has historically been an agricultural or commuter town which contrasts the ultimate vision for residents to succeed within the City's jurisdictional boundaries.

Local businesses are the heart of the community and specifically need attention to grow and remain in Stanwood. Business development in new industries is needed to create more livable wage jobs. The city primarily has commercial, service, and industrial uses but there is a lack of professional or office level employment opportunities. Additionally, there is a lack of technological or sustainability-based jobs. Professional and office employers provide high paying jobs that can support middle class households and in turn, support local service and retail businesses.

- Equity also needs to be part of the conversation of cultivating a resilient local business community. Stanwood aims to work with marginalized groups to better understand current barriers to business development and strategize on programs

to develop economic equity throughout the City. More information is needed to determine specific strategies to level the economic playing field – and Stanwood realizes they have a role to play in rectifying historic inequities.

- The community needs to expand its retail area, provide a broader base, and build on it's strengths in recreation, arts and community events, Skanda culture, agritourism, and local service needs. A distinctive downtown business district can create additional opportunities for community events and activities that celebrate the City's strengths – farmers markets, parades, and holiday events celebrated in a beautiful downtown core emulating the unique history and character of Stanwood. Stronger visual connections and pedestrian infrastructure to downtown and the transit station supports tourism and pass by visitors. Stanwood should be a desirable place to get off the train to explore the Twin City Mile and local businesses.
- Stanwood's other strengths should continue to be enhanced, such as the arts community and agritourism. The arts program can be expanded upon and capture an opportunity with similar communities on Camano Island. These types of cottage industry

tourism activities can add to the “string of pearls tourism” that occurs in this area, where people experience restaurants, small boutique shops, wineries, Arts Festival, and other events in the immediate area. Additionally, developing agritourism activities such as demonstration farms or u-pick is a logical strength and opportunity given the City's location, natural assets, and community values. Stanwood is well positioned to serve as the launch point for tourism destinations focused on farmers who open their doors to visitors. Sharing farm culture on a personal level, bridges the gap between urban and suburban communities.



Spring & Summer Flags in Downtown Stanwood, Photo by Tasha Smith



Sustainable Job Growth

Employment, particularly base industry employment, is the engine that drives a healthy economy, a strong tax base, and housing opportunities for a variety of needs. Broadening the economic base provides taxes and income stream to local businesses, funds community facilities and services such as parks, recreation, improved streets, public services, and police and fire protection. Therefore, a well-balanced economic growth plan is key to long-range planning and the vitality of the community and forecasted housing demand must be key to this economic analysis.

Adjusting the City's zones to eliminate barriers for higher income industries can provide more opportunities to creating a self-sufficient economy that supports families and residential growth. The new planned industrial zone will encourage more professional offices and require a more people to operate than industrial uses. Industrial uses take up larger swaths of land but typically employ fewer people to operate the business.

City Beautification

Aesthetically pleasing cities attract and retain businesses and encourage people to visit the downtown core. Stanwood over the next six years (to 2026) is investing in enhancing the visual appearance of downtown to create a unified city center that emulates a "main street" identity while preserving the historic character of the City. The intent is to create a rural sense of place while providing efficient urban services. Creating a more attractive downtown is intended to do more than create a place for businesses to succeed- it's also creating a pedestrian friendly environment that encourages active storefronts, busy plazas, sidewalk cafes, and supporting the shopping districts. Downtown Stanwood should be a place that people want to be for more than shopping – but to experience what it means to be a *Stanwoodian*. A healthy downtown core needs to be a place where people want to leisurely spend their time.

ENDNOTES:

1. *Puget Sound Regional Council. (2021). Regional Economic Strategy. Retrieved from https://www.psrc.org/sites/default/files/2022-02/2022-2026_ceds_central_puget_sound_region_-_final_adopied.pdf.*
2. *Washington Child Care Collaborative Task Force . (2020). Washington State Child Care Industry Assessment. Retrieved from <https://www.commerce.wa.gov/wp-content/uploads/2020/08/Child-Care-Collaborative-Task-Force-Industry-Assessment-Report.pdf>.*
3. *Lutefisk is a Norwegian method of preparing cod. The code is dried to firmness and soaked in lye for preserving.*
4. *City of Stanwood. (2020). (rep.). City Beautification Action Plan. Retrieved from <https://stanwoodwa.org/DocumentCenter/View/5210/City-Beautification-Action-Plan>.*

Right: Summer Bounty Stanwood Farmer's Market, Photo by Elaine Breckenridge



Exhibit B



2024 COMPREHENSIVE PLAN & MUNICIPAL CODE UPDATE PROJECT Policy Review

Comprehensive plan edits concentrate on simplifying the text, removing redundant policies and adding new policies addressing regional planning policies. More policies do not mean better policies. The Economic Development Element goals and policies listed below include four general changes:

- New – identified new regional or local policy gaps
- Revised – existing policies that can be revised to address policy gaps
- Moved – policies that have been moved from other sections to better flow
- Renumbered – existing policies that were renumbered based on added or deleted policies

Economic Development Goals and Policies

REVISED GOAL EDG-1 Promote a self-sustaining economy that equally supports public and private development, diversifies the City's tax base, and provides both employment and consumer shopping opportunities for the region.

Promote economic vitality defined as a lively growth-oriented business climate that supports a wide range of private and public investments resulting in development and business activity that diversifies the City's tax base and provides both employment and consumer shopping opportunities for city and unincorporated area residents.

EDP 1-1 Develop a toolkit of incentives such as property tax exemptions, density bonuses or public-private partnerships to attract desired uses such as mixed-use development or retail businesses that would not be viable based on current market conditions, but would contribute to the economic vitality of the city.

~~EDP 1-2 Develop incentives for property owners to improve deteriorating facades, signage and the general outside appearance of buildings~~

~~EDP 1-3 Develop marketing tools to advertise recent design improvements and investments in the Downtown and Uptown Centers.~~

NEW POLICY EDP 1-2 Fund the Storefront Improvement Program and encourage

attractive exterior renovations within the Downtown District and Twin City Mile.
[Rewrite of Old EDP 1-2]

MOVED POLICY EDP 1-3 Encourage high quality site and building design with “curb appeal” of new commercial or industrial developments. [Old EDP5-1]

NEW POLICY EDP 1-4 Expand the types professional / office uses permitted in commercial and industrial zones to encourage more living wage jobs.

NEW POLICY EDP 1-5 Determine methods of incorporating historic community identities, including Black and Indigenous People of Color Communities, into the design and economic assets of Stanwood.

MOVED POLICY EDP 1-6 Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses. [Old EDP 8-5]

MOVED POLICY EDP 1-7 Assist in providing public education regarding financing options and programs such as tax-exempt financing for income qualified projects and property tax exemptions for historical renovations of cultural significant buildings.[Old EDP 8-6]

MOVED AND RENUMBERED EDP 1-8 Seek opportunities to use public facilities, parks, and open spaces to attract users ~~into the downtown~~ to Stanwood and promote economic activity by creating attractive and dynamic multi-use places. As funding allows, the following elements should be considered when unifying ~~downtown’s~~ the City’s character: street trees, planting strips, sidewalks, banners, decorative streetlights, and other infrastructure. [Combined Old EDP Policies 8.8 and 8.9]

EDG-2 Develop strong community partnerships.

REVISED POLICY EDP 2-1 Encourage ~~civic organizations~~ public and private partnerships to sponsor and promote public improvement programs, ~~community events, and support~~ implementation of the Downtown Beautification Action Plan.

~~EDP 2-2 Assist in the promotion of community events.~~

~~EDP 2-3 Support participation in the Stanwood Chamber of Commerce and work with the Chamber to promote the City.~~

~~EDP 2-4 Encourage cooperative downtown improvement planning and implementation efforts between the City and private partners and other business organizations.~~

~~EDP 2-5 Coordinate with universities, community colleges, the local Workforce Investment Board, private firms, and other community stakeholders to align research, workforce development, and resources to support targeted industry sectors.~~

~~EDP 2-6 Support expansion of higher education programs to address the educational and training needs of the local workforce.~~

REVISED POLICY EDP 2-2 Support expansion of education programs to enhance the local workforce by coordinating with regional organizations, institutions, businesses, and stakeholders to develop a higher education and employment resource network. [Combined Old EDP 2-5 & 2-6]

NEW POLICY EDP 2-3 Collaborate with nearby tribes to identify culturally significant sites (fishing, hunting, gathering grounds, etc.) that ~~should~~ **shall** be preserved and celebrated.

~~EDP2-7 Collaborate with private, non-profit, and regional organizations to increase access to and participation in the arts.~~ [Create a New Goal and Policies to Support Arts Withing Stanwood – See Goal 10]

REVISED EDG-3: Promote a strong, diversified and sustainable local and regional economy, preserving or enhancing the quality of life in the community while reducing disparities and displacement of underrepresented groups.

EDP 3-1 Identify sectors of the economy within Stanwood where opportunities might exist to create additional jobs and identify potential strategies for attracting employment.

REVISED POLICY EDP 3-2 Provide a supportive business environment for start-up of commercial businesses, light manufacturing, and assembly businesses throughout the City that provide living-wage jobs.

REVISED POLICY EDP 3-3 Strive to create livable wage jobs to promote economic opportunity and sustainability for Stanwood citizens **residents living in the greater Stanwood region.**

NEW POLICY EDP 3-4 ~~Professional~~ Office uses should be encouraged in the industrial zones to balance existing service, retail, and industrial based jobs.

EDP 3-5 Recognize the importance of home-based businesses as a source of new business development.

~~EDP 3-5 Provide incentives to attract new industry.~~

REVISED POLICY EDP 3-6 Encourage and incentivize employment recruitment, expansion, and retention for businesses that provide living wage jobs. [Rewrite of EDP3-5]

EDP 3-7 Encourage businesses and recreational activities that promote tourism.

~~EDP 3-7 Participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Stanwood. [Similar to Goal #1 and Policies]~~

~~EDP 3-8 Stimulate public and private financing of improvement projects for immediate and long term objective of revitalization. [Similar to Goal #1 and Policies]~~

~~EDP 3-8 Adopt a strategic plan to protect, enhance, and expand the community's arts and cultural resources and strengthen creative industries.[Moved to New Goal 9]~~

~~EDP 3-9 Provide for financial or logistical support to local arts, festivals, performances, or cultural tourism. [Move to New Goal 9]~~

NEW POLICY EDP 3-8 Conduct a business equity analysis to understand historic reasons for displacement and closure of local businesses and an economic racial equity analysis to understand the specific economic disparities impacting disadvantaged or underrepresented communities. by:

- Working with underrepresented groups within the city to develop supportive programs that encourage small business development.
- Developing a business equity strategy to develop policies that address small business and marginalized community displacement.

NEW POLICY EDP 3-9 Collaborate with Snohomish County on appropriate strategies to reduce barriers to business development or economic security based on the results of the equity and economic racial equity analysis.

NEW POLICY EDP 3-10 Support development and networking of women and minorities in business and encourage such businesses to apply for certification from the Washington State Office of Minority and Women's Business Enterprises.

NEW POLICY EDP 3-11 Support Washington State legislative ~~efforts to increase the minimum wage~~ polices that move people towards a livable wage to reduce economic disparities among ~~frontline~~ workers that are vital to community resiliency.

NEW POLICY EDP 3-12 ~~Enhance~~ Improve opportunities to locate for childcare facilities or after school care ~~programs that to~~ support the workforce **within the community.**

EDG-4 Encourage economic development activities which respect the natural environment and take into consideration the area's natural resources, public services, and facilities.

REVISED POLICY EDP 4-1 Support ~~new commercial and industrial businesses that are resource-based~~ support outdoor recreation and ecotourism by building on the natural amenities present in the community.

EDP 4-2 Consider service and infrastructure implications during business recruitment and address those needs in the Capital Improvement Plan.

REVISED POLICY EDP 4-3 Balance the continued need to protect the natural, culturally significant, and historic features of property with ~~the desire for~~ future growth and development.

NEW POLICY EDP 4-4 Work with businesses, the public, and non-profit representatives to develop environmentally sustainable policies addressing climate change and implementable development incentives.

NOTE: Old Goal 5 and the associated policies related to transportation have been deleted and will be moved to the transportation element of the Comprehensive Plan. The following goals and policies have been renumbered in sequence with the updated numbering system. Example old Goal 6 is now Goal 5.

REVISED GOAL EDG-6 ~~5~~ Support local business by providing up to date information and Ensure equitable and efficient licensing and permitting procedures.

REVISED POLICY EDP 5-1 Ensure that City licensing and permitting procedures and development regulations are coherent, fair, equitable and expeditious.

EDP 5-2 Coordinate with other government entities to eliminate duplication of efforts where specialized industry requirements call for the inspection by government agencies.

~~EDP 5-3 Encourage active cooperation between the City and local businesses concerning economic development issues, particularly businesses which have specialized infrastructure, building design, transportation, or other needs. [Similar EDP 4-2]~~

~~EDP 5-4 Expedite permits for projects that further Economic Development, while still providing equitable service for all. [Expedited Permitting Is Not Equitable]~~

REVISE GOAL EDG-7 6 Within Commercial Centers, support amenities such as convenient parking, weather protection and public spaces to improve conveniences for shoppers and business owners. Commercial development in the Uptown District and other major shopping complexes should be designed to encourage a pedestrian and family friendly environment mobility for shopping, dining, and leisurely activities.

~~EDP 6-1 Provide public or private parking that is convenient with safe pedestrian access to entries.~~

NEW POLICY EDP 6-2 Within commercial shopping centers, support amenities such as convenient and safe parking, weather protection and public spaces to improve conveniences for shoppers and business owners. [Moved the Goal to a Policy as it Reads Better as a Policy Statement]

~~EDP 6-2 Encourage pedestrian mobility for shopping. [Rewritten as new Goal 6]~~

EDP 6-3 Large parking lots should be designed to include safe and efficient pedestrian access within the development itself and to public sidewalks, bus stops, schools and adjacent residential neighborhoods.

~~EDP 6-3 Provide and require open spaces for public gathering and resting. [Deleted as New Policy 6-2 Covers the Content]~~

~~EDP 6-4 Consider the use of awnings and other weather protection. [Deleted as New Policy 6-2 Covers the Content]~~

EDP 6-4 Support higher density projects within the Uptown Commercial District including mixed use development, townhomes, condominiums, and traditional neighborhood development.

EDP 6-5 Evaluate options to improve pedestrian access and mobility across SR 532 at 72nd Avenue.

EDG-8 7 Enhance the City's historic Downtown Commercial Areas District.

~~EDP 7-1 Develop a marketing plan to encourage appropriate development on vacant and redevelopable parcels. [Unnecessary and Redundant]~~

~~EDP 7-2 Encourage business retention. [Unnecessary and Redundant]~~

~~EDP 7-3 Streamline the permit process for developments that are consistent with the Downtown Plan. [Unnecessary and Redundant]~~

NEW Policy EDP 7-1 Using the adopted Economic Development Plan, Downtown Master Plan, Stanwood Destiny by Design and the Downtown Beautification Action Plan as guidelines, implement the City's economic development vision and strategies.

RENUMBERED EDP 7-2 Pursue economic development grants for projects creating jobs.

~~EDP 7.5 Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses. [New Policy 1-6]~~

~~EDP 7.6 Assist in providing public education regarding programs such as tax-exempt financing for income-qualified projects and property tax exemptions for historical renovations. [New Policy 1-7]~~

RENUMBERED AND REVISED EDP 7-3 ~~Ensure~~ Adopt city codes that require desired support desired improvements ~~and downtown aesthetics~~ such as street planters, façade and sidewalk improvements.

~~As funding allows, use street trees, planting strips, sidewalks, banners and other infrastructure and amenity investments to establish a unifying urban character within the downtown.~~

RENUMBERED AND REVISED EDP 7-4 Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station ~~as a jumping off point for further exploration.~~

~~Create an interconnected grid street system that gives public access to the interior of large parcels. [Unnecessary; Downtown is on a Grid System]~~

RENUMBERED AND REVISED EDP 7-5 Encourage ~~additional~~ residential development within walking distance (up to a ½ mile) of the downtown commercial area.

~~Create incentives for new development and redevelopment that fills in the gap between the east and west commercial centers. [Unnecessary; Addressed in New Policy 7-8]~~

NEW POLICY EDP 7-6 Ensure new and infill developments adhere to the design guidelines adopted in the City’s long-range plans, including but not limited to the Economic Development Plan, Downtown Master Plan, Destiny by Design Plan and City Beautification Action Plan.

NEW POLICY EDP 7-7 Revitalize the downtown and uptown districts to have a healthy diversity of uses including mixed use residential, civic, and local businesses that tied together through thoughtful, uniform urban design.

EDG-9 ~~8~~ Strengthen Stanwood’s concentration of “green” businesses and its reputation as an environmentally friendly community.

EDP 8-1 Engage in business recruitment efforts that serve the agricultural, cottage, and food-service industry.

EDP 8-2 Develop relationships with potential partners in the emerging clean technology sector.

EDP 8-3 Preserve farmland around Stanwood and enhance agricultural economic activity in the region.

REVISED POLICY EDP 8-4 Continue to support local farmer’s market that specializes in local food products.

~~EDP 8-5 Identify opportunities to reduce city resource consumption and waste production.~~[Combined with Revised EDP 8.5]

RENUMBERED AND REVISED POLICY EDP 8-5 Develop a climate change action plan and sustainability strategy to reduce waste consumption and encourage environmentally sound practices as the city and among local residents and businesses.

EDP 8-6 Use new public facilities as demonstration projects as sustainable building

practices and to support the market for locally produced clean technologies and other products.

EDP 8-7 Encourage all businesses ~~Use planned community marketing efforts to promote socially and environmentally responsible practices into their operations a green image and business climate supportive of agricultural and environmental firms.~~

NEW POLICY 8-8 Identify restrictive municipal codes that may prevent development of emerging industries, technologies, and services that promote environmental sustainability, especially addressing climate change and resilience from entering the city.

NEW GOAL EDG 9 SUPPORT AND PROMOTE THE ARTS WITHIN THE GREATER STANWOOD COMMUNITY REGION.

NEW POLICY EDP 9-1 Collaborate with private and non-profit organizations to identify and support funding opportunities for arts and cultural institutions, programming, and education that increase access to and participation in the arts. [Revision and Addition to Old EDP 2-7]

MOVED POLICY EDP 9-2 Adopt a strategic plan to protect, enhance, and expand the community's arts and cultural resources and strengthen creative industries. [Old EDP 3-9]

MOVED POLICY EDP 9-3 Provide for financial or logistical support to local arts, festivals, performances, or cultural tourism. [Old EDP 3-10]

NEW POLICY EDP 9-4 Encourage the creative use of public art and spaces throughout the community by including funding for artistic elements in capital improvement projects that improve the attractiveness of the streetscape.

Exhibit C

SECTION IV – ECONOMIC DEVELOPMENT ELEMENT

Introduction

The purpose of the Economic Development Element is to provide guidelines for maintaining and enhancing economic activity in appropriate locations in Stanwood’s UGA so as to guarantee long-term fiscal stability, provide a variety of employment opportunities and ensure adequate selection and availability of goods and services for all Stanwood residents.

The Growth Management Act does not specifically require the inclusion of an Economic Development Element. However, the Act contains the following goal promoting economic development:

Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, that promotes economic opportunities for all citizens of the state, especially the unemployed, disadvantaged persons, and encourage growth in the areas experiencing insufficient economic activity. All this should be done within the capacity of the state and local region’s natural resources, public services, and utilities.

Moreover, the Act requires countywide planning policies to address economic development and employment. It is especially important that Stanwood focus on economic development. Economic development in north Snohomish County is gaining momentum, particularly in the Stanwood area. Special attention has been paid to how Stanwood compares to its neighboring communities.

The Economic Development Element is implemented through the Economic Development Action Plan¹. The Action Plan implements key goals and policies described in the Land Use and Economic Development Elements of the Comprehensive Plan. Goals outline broad programs and actions that considered together portray an image of the future city with a strong and active economy. Policies focus on maintaining the city’s role as a regional center for retail and services, on downtown revitalization, a modern commercial center at the entry to the city, and a strengthened industrial sector.

Stanwood of the future will:

- Retain its small town character and high quality of life.
- Continue to function as a regional center for retail and services.
- Be a leader in and a beneficiary of a robust regional focus on sustainable development and local agriculture.
- Feature a diverse economy.

¹ Adopted July 8, 2010

- Have a reputation as a business-friendly community that facilitates business success by providing quality, responsive services.
- Enjoy the benefits of functioning as a regional tourism destination.
- Be a leader in coordinating efforts with neighbors and partners to maximize regional benefits and address regional challenges.

Economic Development Goals and Policies

Goal

EDG-1 - Promote economic vitality defined as a lively growth oriented business climate that supports a wide range of private and public investments resulting in development and business activity that diversifies the City's tax base and provides both employment and consumer shopping opportunities for city and unincorporated area residents.

Policies

EDP-1-1 – Develop a toolkit of incentives such as property tax exemptions density bonuses or public private partnerships to attract desired uses such as mixed use development or retail businesses that would not be viable based on current market conditions, but would contribute to the economic vitality of the city.

EDP 1-2 – Develop incentives for property owners to improve deteriorating facades, signage and the general outside appearance of buildings.

EDP 1-3 Develop marketing tools to advertise recent design improvements and investments in the Downtown and Uptown Centers.

Goal

EDG 2 Develop strong community partners

EDP-2.1 - Encourage civic organizations to sponsor and promote public improvement programs.

EDP-2.2 – Assist in the promotion of community events.

EDP-2.3 – Support participation in the Stanwood Chamber of Commerce and work with the Chamber to promote the City.

EDP-2.4- Encourage cooperative downtown improvement planning and implementation efforts between the City and private partners and other business organizations.

EDP-2.5-Coordinate with universities, community colleges, the local Workforce Investment Board, private firms, and other community stakeholders to align research, workforce

development, and resources to support targeted industry sectors.

EDP-2.6-Support expansion of higher education programs to address the educational and training needs of the local workforce.

EDP-2.7-Collaborate with private, non-profit, and regional organizations to increase access to and participation in the arts.

Goal

EDG-3 - Promote a strong, diversified and sustainable local and regional economy, preserving or enhancing the quality of life in the community.

Policies

EDP-3.1 - Identify sectors of the economy within Stanwood where opportunity might exist to create additional jobs and identify potential strategies for attracting employment.

EDP-3.2 - Provide a supportive business environment for start-up of commercial businesses, light manufacturing, and assembly businesses throughout the City.

EDP-3.3 - Strive to create jobs in order to promote economic opportunity for Stanwood citizens.

EDP-3.4 – Recognize the importance of home-based businesses as a source of new business development.

EDP-3.5 – Provide incentives to attract new industry.

EDP-3.6 - Encourage businesses and recreational activities that promote tourism.

EDP-3.7 - Participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Stanwood.

EDP-3.8 – Stimulate public and private financing of improvement projects for immediate and long-term objective of revitalization.

EDP-3.9- Adopt a strategic plan to protect, enhance, and expand the community's arts and cultural resources and strengthen creative industries.

EDP-3.10-Provide for financial or logistical support to local arts, festivals, performances, or cultural tourism.

Goal

EDG-4- Encourage economic development activities which respect the natural environment and take into consideration the area's natural resources, public services, and facilities.

Policy

EDP-4.1 - Support new commercial and industrial businesses that are resource based and build on the natural amenities present in the community.

EDP-4.2 - Consider service and infrastructure implications during business recruitment and address needs in the Capital Improvement Plan.

EDP-4.3 - Balance the continued need to protect the natural features of property with the desire for growth and development

Goal

***EDG-5* - Support economic development strategies by including amenities attractive to employees and investors into project design.**

Policies

EDP-5.1 - Encourage high quality site and building design with “curb appeal” that encourages further investment in the area.

EDP-5.2 - Create incentives for amenities such as exercise facilities, showers, bicycle parking, carpool parking and shelters at bus stops.

EDP- 5.3 - Promote transportation system improvements that support economic development by ensuring efficient transport of goods and convenient access for employees and customers to and from places of business. Such system improvements shall include multimodal facilities, delivery routes and access, as well as, pedestrian and bicycle facilities.

Goal

***EDG-6* - Support local business by providing up to date information and equitable and efficient licensing permitting procedures.**

Policies

EDP-6.1 - Ensure that City licensing and permitting procedures and development regulations are coherent, fair, and expeditious.

EDP-6.2 - Coordinate with other government entities to eliminate duplication of efforts where specialized industry requirements call for the inspection by government agencies.

EDP-6.3 - Encourage active cooperation between the City and local businesses concerning economic development issues, particularly businesses which have specialized infrastructure, building design, transportation, or other needs.

EDP-6.4 - Expedite permits for projects that further Economic Development, while still providing equitable service for all.

Goal

***EDG-7* – Within Commercial Centers support amenities such as convenient parking,**

weather protection and public spaces to improve conveniences for shoppers and business owners.

Policies

EDP-7.1 - Provide public or private parking that is convenient with safe pedestrian access to entries.

EDP-7.2 - Encourage pedestrian mobility for shopping.

EDP-7.3 – Provide and require open spaces for public gathering and resting.

EDP-7.4 – Consider the use of awnings and other weather protection.

Goal

***EDG-8* – Enhance the city’s historic downtown commercial areas.**

Policies

EDP-8.1 – Develop a marketing plan to encourage appropriate development on vacant and redevelopable parcels.

EDP-8.2 – Encourage business retention.

EDP-8.3 – Streamline the permit process for developments that are consistent with the Downtown Plan.

EDP-8.4 – Pursue economic development grants for projects creating jobs.

EDP-8.5 – Work with a local bank to provide a revolving or dedicated loan fund to assist in façade, building, and site improvements for local businesses.

EDP-8.6 – Assist in providing public education regarding programs such as tax-exempt financing for income qualified projects and property tax exemptions for historical renovations.

EDP-8.7 – Ensure city codes support desired improvements and downtown aesthetics such as street planters, façade and sidewalk improvements.

EDP-8.8 – As funding allows, use street trees, planting strips, sidewalks, banners and other infrastructure and amenity investments to establish a unifying urban character within the downtown.

EDP 8-9 – Seek opportunities to use public facilities, parks, and open spaces to attract users into the downtown and promote economic activity by creating attractive and dynamic multi-use

places.

EDP-8.10 – Work with regional transit agencies to ensure that bus routes serve downtown and Stanwood Station as a jumping off point for further exploration.

EDP-8.11 – Create an interconnected grid street system that gives public access to the interior of large parcels.

EDP – 8.12 – Encourage additional residential development within walking distance of the downtown commercial area.

EDP-8.13 – Create incentives for new development and redevelopment that fills in the gap between the east and west commercial centers.

EDG-9 Strengthen Stanwood’s concentration of “green” businesses and its reputation as an environmentally-friendly community.

EDP-9.1- Engage in business recruitment efforts that serve the agricultural and food-service industry.

EDP-9.2 – Develop relationships with potential partners in the emerging clean technology sector.

EDP-9.3 – Preserve farmland around Stanwood and enhance agricultural economic activity in the region.

EDP-9.4 – Support a local farmer’s market that specializes in local food products.

EDP-9.5 – Identify opportunities to reduce city resource consumption and waste production.

EDP-9.6 – Develop a sustainability strategy to encourage environmentally sound practices as the city and among local residents and businesses.

EDP-9.7 – Use new public facilities as demonstration projects as sustainable building practices and to support the market for locally-produced clean technologies and other products.

EDP-9.8 – Use planned community marketing efforts to promote a green image and business climate supportive of agricultural and environmental firms.

Stanwood's Economy

The City of Stanwood is the urban commercial center for city residents and residents of Camano Island, in Island County to the west, and the rural Skagit and Stillaguamish river valleys in Skagit and Snohomish Counties east of Interstate 5 and north of the City of Arlington. Residents and businesses in and around Stanwood consider themselves part of the Stanwood community.

The city is divided into three main commercial areas along State Route 532 (SR532); “West Stanwood” from the west city limits to 98th Ave NW; “Center District” from 98th Ave NW to 90th Ave NW; “East Stanwood” from 90th Ave to Pioneer Highway; and “Hilltop Village” from Pioneer Highway to the east city limits.

Historically, Stanwood's economy was based on the logging industry, forestry activities and farming. Commercial activity was focused on the delta where the Stillaguamish River entered into Port Susan and Port Skagit Bays. In its earliest days, the river was wide enough to allow steamboats to navigate its winding route through its tide flats six river miles up to Florence, the site of another early river community. The Stillaguamish River was rerouted to the north by the Army Corps of Engineers in the 1930's. The north fork of the Stillaguamish River or “Old Stilly Channel” is currently used by Transocean Seafood to access their oyster beds in Skagit Bay just north and west of Stanwood.

Today, the economic base has diversified into retail, light industrial, agricultural and professional services. Business growth has been steady with cyclical economic slowdowns. The city is still surrounded by farm fields, wildlife-rich shorelines, and views of the Olympics and Cascades -- attractive as a small community with many natural and economic assets and with many people who are involved in helping it grow and change sensibly. Despite the sense that Stanwood is a bedroom community, the city has a positive housing to jobs ratio indicating there are sufficient jobs within Stanwood compared to its population. This is driven in part by the city's largest employers including The Josephine Sunset Home (303 employees) and the Stanwood Camano School District (550) employees.

Historic Commercial Development 1880-1980

The city was platted in 1888 and incorporated in 1903. A second community, "East Stanwood," located one mile east of the original Stillaguamish waterfront business district, was platted in 1906 and incorporated in 1922. East Stanwood was built around the Great Northern Railroad. The original train depot was demolished in 1972. It should be noted that a new Amtrak platform and second rail line were constructed in 2009. There is a railroad spur running east and west just north of the city limits through the adjacent farm fields. The spur was installed to serve Twin City Foods.

The line is in place but unused west of 102nd Ave NW (Old Highway 99). The city is currently experiencing a higher than historic amount of railroad traffic due to coal and oil production in the mid-west entering ports on the West Coast.

Two large lumber mills operated on the waterfront with several small shingle mills in surrounding areas. Hay and oats from valley farms were shipped out on steamboats as cash crops. As lumber mills closed in the 1930s, the agricultural economy grew. After World War II, Twin City Foods, located on the bank of the Stillaguamish River in west Stanwood, changed from a vegetable cannery to a freezing plant and expanded along the waterfront.

Stanwood and East Stanwood consolidated in 1960. After the merger in 1960, the waterfront was all but forgotten. New development occurred in East Stanwood and between the towns. In the following decade, State Route 532 bypassed the old highway through the town to Camano Island.

Commercial Development 1980-2015

Since the 1980's, the City has grown to the east, above the Stillaguamish River floodplain, on both sides of State Route 532. In the historic commercial districts of east and west Stanwood, businesses are located along four main arterials: SR532, 271st Street NW (Main Street), 92nd Ave NW and 102nd Ave NW. East Stanwood and West Stanwood maintain distinctive historical commercial areas. Buildings are occupied by small retail, professional and service-based businesses. Most of the business owners live within the larger Stanwood community. The commercial area in-between the two historic communities has been slowly converting from single-family residential housing into small service based businesses. The "Center District" between east and west Stanwood includes the Stanwood Library, Stanwood Middle School (formally Stanwood High School), Community Resource Center and Post Office.

In the 1990's new housing developments and commercial activity grew around Stanwood High School at the intersection of State Route SR532 and 72nd Ave NW. A commercial development known as the Stanwood-Camano Village opened in 1995. The 55 acre development includes 50+ businesses and over 300,000 square feet of commercial space. The village features a supermarket, medical center, restaurants and other service based businesses.

In 2003, the Stanwood Towne Center opened on the corner of State Route 532 and 92nd Ave NW. The shopping center is anchored by the 50,645 QFC supermarket and an additional 40,336 square feet of retail space. Not long after, the 30,000 square foot Camano Commons retail-office project was completed on Camano Island.

In 2003, the City and business community hosted a professional design charrette over an intense three-day period ("Design Stanwood"). The Design Stanwood charrette resulted in many new ideas for downtown Stanwood and also confirmed some of the existing vision for downtown. In 2004, the city incorporated the results of the Design Stanwood charrette into the Comprehensive Plan. In 2007, the Stanwood city council turned down a proposal for a Walmart outlet at the north east corner of SR532 and 72nd Ave NW in east Stanwood.

In 2008 the city started an Economic Development Action Plan. A community stakeholder group provided input to the economic development and downtown plan goals and strategies in the context of a future action plan. The Action Plan outlined specific steps to develop Stanwood as a business-friendly community with a diverse economy providing retail services, connectivity to local farms and tourist activities.

In 2008, the nation experienced the largest economic down-turn since the great depression. There has been no significant commercial development in Stanwood since 2003. The Stanwood and Camano commercial markets are comparatively small serving primarily local residents.

There is a surplus of vacant office space. Office leasing activity in the Stanwood-Camano area has been stagnant since early 2008. Twin City Foods moved the majority of its processing equipment to Eastern Washington in 2010. The Stanwood facility is currently operating at half-capacity as a private-label frozen vegetable processing facility.

Development on Camano Island, to the west, has changed from second homes and summer cabins to year-round single-family residential development. The island has attracted wealthy, well-educated retirees and families seeking access to water views within driving distance of the Seattle metro area. Camano Island residents have higher median incomes and education levels than Stanwood residents. Commercial development on Camano Island and surrounding rural areas is limited by the State Growth Management Act which prohibits the construction and extension of sewer systems on Camano Island outside the urban growth area. This allows Stanwood to attract more service related industries than would normally be found in a similarly sized community.

Development in the rural communities outside of Stanwood around the Skagit and Stillaguamish River valleys has been much slower than in Stanwood or Camano Island. Residents in these communities are connected to Stanwood through the Stanwood Camano School District or by proximity and convenience to shopping and services. Recent commercial development and big box retailers along the I-5 corridor, south of Stanwood, has been slowly drawing customers away from shopping in Stanwood.

In 2012, a second charrette (Sustainable Destiny By Design) was held with a grant and assistance from the American Institute of Architects (AIA). The purpose was to discuss bringing back urban forms of mixed-use, pedestrian oriented development, moving and connecting commercial and activity centers; achieving a sense of place without the “spawl” pattern of development; invigorating the historic commercial areas of east and west Stanwood; mitigating flood risk; and valuing the community’s agricultural heritage and integrating agriculture life into the city.

Since 2012, the city council has undertaken a number of specific initiatives to achieve some of the goals outlined in the final report submitted by the members of the AIA who lead the charrette. Specific initiatives included joining the FEMA Community Rating System Program, updating the Stormwater Comprehensive Plan, connect the neighborhoods on the hill with the downtown

commercial centers, providing public access to the Stillaguamish River; creating gateways to guide visitors and adopting regulations to create a unified highly memorable place.

Future Commercial Development

Federal and State requirements for developing in the floodplain, changes to the National Flood Insurance Program and climate change initiatives are likely to impact future development in the historic centers of east and west Stanwood. The city will need to proactively seek solutions to maintain existing infrastructure and businesses in east and west Stanwood while attracting new investment capable of weathering an unknown future.

The city is seeking to amend its Urban Growth Area (UGA) from north of 288th Street NW to west of 64th Ave NW adjacent to SR532. Many commercial enterprises prefer the visibility and easy access provided by SR532.

Current land use and transportation patterns continue to encourage commercial development along the I-5 corridor south of Stanwood. Given the surplus of available commercial land closer to the Seattle Metro Area it is unlikely Stanwood's pattern of development will change within the planning period.

Agritourism

The City of Stanwood is located in a beautiful setting at the confluence of the Stillaguamish River and Puget Sound that includes natural areas, working farms, and wide range of recreation opportunities. The delta bottom lands of the Stillaguamish River have provided economic benefit to the City of Stanwood for over 100 years. First as family farms, then as crop farms for mass production, and finally as niche farms for specialty crops such as certified cold weather seeds. Over the last thirty years, the area in and around Stanwood has moved from a rural to suburban community putting economic pressure on local farms. Recently, local farms such as the Ovenell Dairy Farm and the Matterand Farm have been converted to other uses.

The City's 2009 Economic Development Action Plan envisions the Stanwood of the future as benefiting from a robust regional focus on local agriculture. This includes seeking opportunities for the City's economy to function as an urban hub, providing goods, services, and tourism opportunities related to agriculture and recreation. The 2013 Sustainable Design Action Team report, states that "agriculture can be an important component in the incubation of a creative economy."

Agritourism is defined as any business conducted by a farmer for the enjoyment or education of the public, to promote the products of the farm and to generate additional farm income. It includes a variety of facilities and activities that are increasingly available in Snohomish County, such as agricultural festivals, farm visits, farm tours, demonstration farms, farm stays, wineries, nursery trails and agricultural museums. In addition, there are more than 20 Certified Farmers'

Markets that operate in most incorporated communities of the county including Stanwood. Combining the large tourism industry with the uniqueness and diversity of Stanwood's local farms may offer a whole new set of opportunities for farmers to diversify their operations and their revenue sources.

The potential benefits of agritourism for local agriculture and the City are varied. First, agritourism may allow local farmers to diversify their income, increase revenues and enhance the viability of their operations. Second, it may be an excellent tool to educate the public about the importance of agriculture and its contribution to the county's economy and quality of life. Third, it may provide economic incentives helping to preserve agricultural land in Snohomish County. Finally, agritourism may enhance the appeal and demand for local products, foster regional marketing efforts and create value-added and direct-marketing opportunities that may stimulate economic activity in Stanwood and spread the benefits to other communities in the county.

Developing agritourism activities in Stanwood is a logical strength and opportunity given the city's location, natural assets, and community values. Stanwood is well positioned to serve as the launch point for tourism destinations focused on farmers who open their doors to visitors. Sharing farm culture on a personal level, bridges the gap between urban and suburban communities with farm families, enhancing quality of life for all involved. Including Agritourism as a part of the City's economic plan will help diversify the region's economy and help suburban residents understand the important role that farming and rural life plays in our history.

Socio-Economic Characteristics

The following general discussion includes an inventory and analysis of the socio-economic characteristics of Stanwood today.

The City of Stanwood includes approximately 1,240 acres and has a total population of 6,530 in 2014, while Camano Island had a population of 15,922 in 2013. The population of the combined Stanwood/Camano area in 2013 was 33,470 (Stanwood/Camano School District boundary) representing a larger service area population and an employment base. Stanwood had approximately 3,135 jobs in 2013. The majority of these jobs were in the Service sector (1,282). The two other largest sectors are Education (603) followed by Retail (419).

Inventory and Analysis

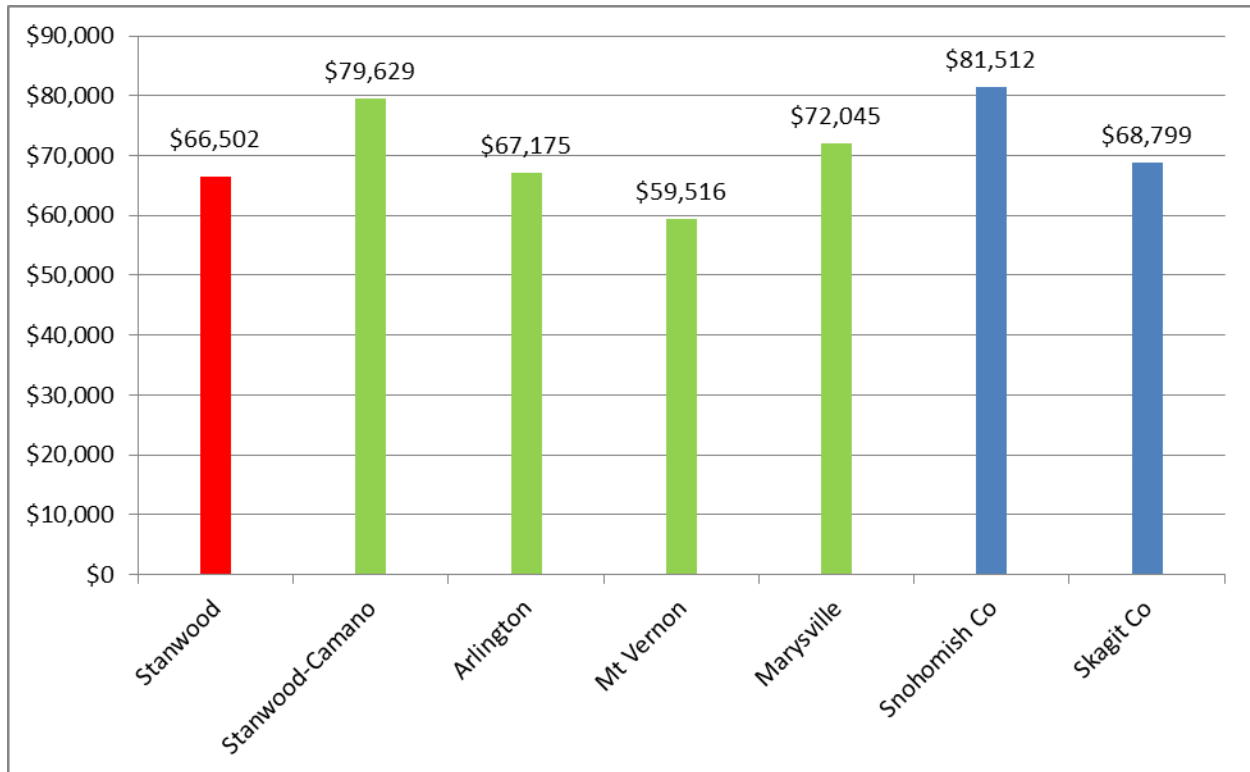
Exhibit 1
Median Household Income 2012



Source: 2008-2012 American Community Survey 5-Year Estimates

- Median household income in Stanwood is similar to that of the other areas profiled. It is higher than the City of Mount Vernon and Skagit County median income.
- The Stanwood-Camano area has a slightly higher median household income than the City of Stanwood.
- Stanwood's median income has grown since 2007 from \$51,773 to \$61,637 in 2012.

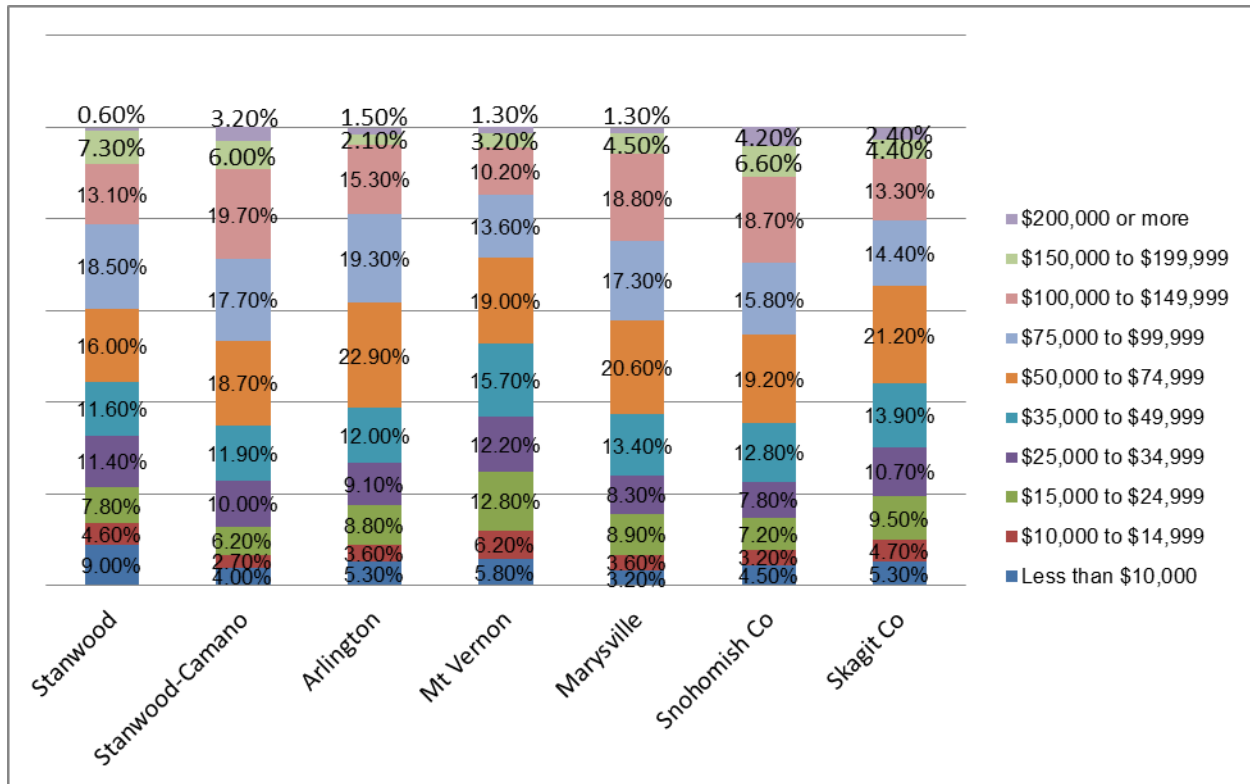
Exhibit 2 Mean Household Income 2012



Source - US Census | American Community Survey | 5-year estimates 2007-2012 | from Table DP03.

- Median household income in Stanwood is similar to that of the other areas profiled. It is higher than the City of Mount Vernon.
- The Stanwood-Camano area has a slightly higher median household income than the City of Stanwood.
- Stanwood's median income has grown since 2007 from \$51,773 to \$61,637 in 2012.

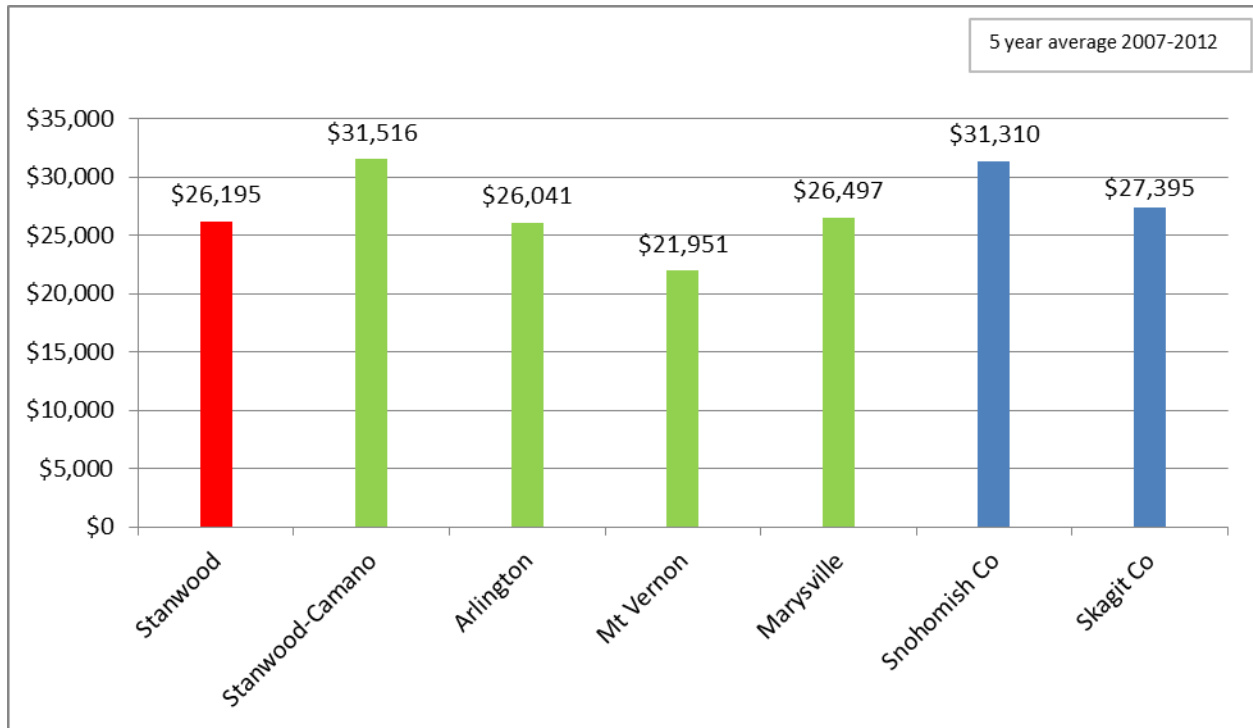
Exhibit 3 Household Income Distribution 2012



Source - US Census | American Community Survey | 5-year estimates 2007-2012 | from Table DP03.

- Stanwood households earning more than \$50,000 a year accounts for 55% of households, slightly less than Snohomish County at approximately 64%.
- Household earnings less than \$35,000 constitute approximately 33% of the Stanwood's total, more than Snohomish County at approximately 23%.
- Relatively to all of the comparable cities and counties, Stanwood has a fairly comparable percentage to those in the table.
- Stanwood has fewer households in 2012 (22%) earning under \$25,000 than in 2007 (27%).

Exhibit 4 Per Capita Income 2012

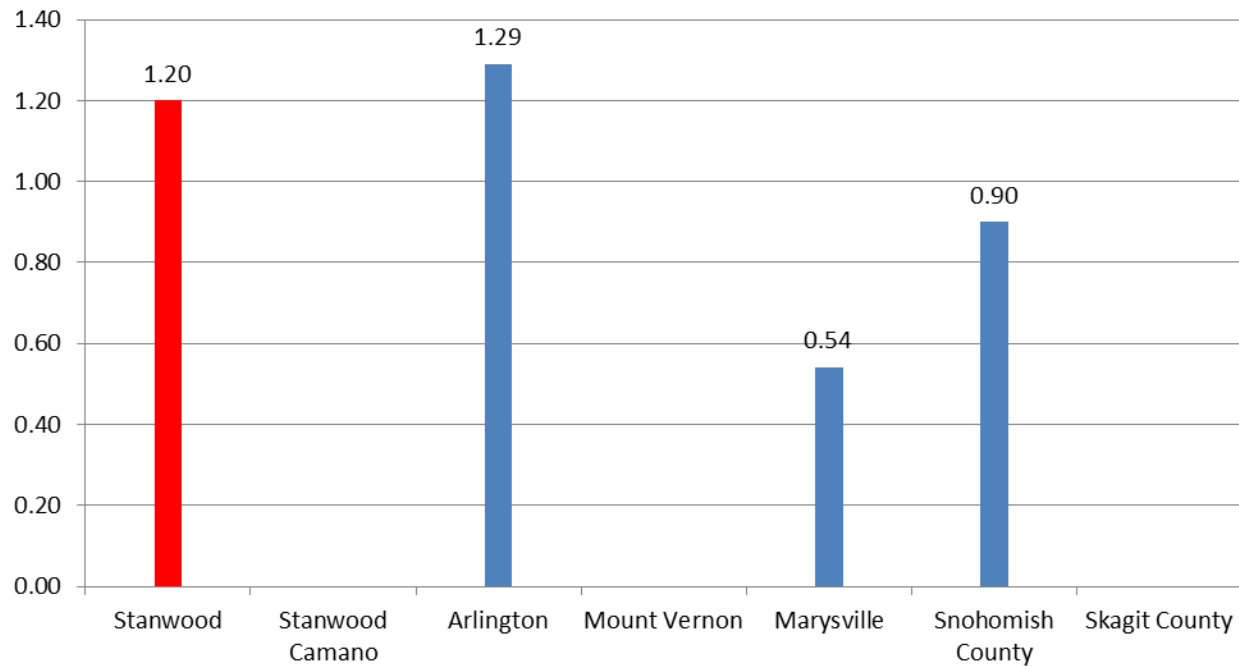


Source - US Census | American Community Survey | 5-year estimates 2007-2012 | from Table DP03.

- Stanwood has the third lowest per capita income of the comparison area examined.
- The per capita income total for the larger Stanwood-Camano area is more than all comparable geographies, including Snohomish County as a whole.
- Relatively to all of the comparable cities and counties, Stanwood has a fairly comparable percentage to those in the table.
- Stanwood's per capita income has grown since from \$20,812 (2007) to \$26,195 (2012).
- Per-capita incomes can be distorted and can indicate the presence of non-wage or fixed income earning persons, including children and older persons, both of which are represented a higher proportion of the population in Stanwood than in neighboring cities.

Exhibit 5

Jobs to Housing Ratio 2013



	Stanwood	Stanwood Camano	Arlington	Mount Vernon	Marysville	Snohomish County	Skagit County
Jobs-Housing Ratio	1.20	-	1.29	-	0.54	0.90	-
Jobs 2013	3,134	-	9,106	-	12,409	264,844	-
Housing Units 2014	2,620	-	7,053	12,436	23,064	293,586	52,218

Source: Puget Sound Regional Council, 2013; Office of Financial Management, 2013 (Skagit County cities are not shown due to data limitations).

- Stanwood has a relatively high jobs-to-housing ratio (1.20), similar to Arlington (1.29), and it is clearly a job center in Snohomish County.

Exhibit 6

Employment

All employment data in this section refers to “covered” employment. These are jobs covered by the state unemployment insurance program, which is administered by the Washington State Employment Security Department (ESD). Workers excluded from covered employment totals include members of the armed forces, self-employed workers, sole proprietors, and other non-insured workers. Total job numbers are likely to be about 10 to 15 percent higher than the number of covered jobs. City level data is available for Puget Sound Regional Council cities.

Total Employment, 2013

	Construction and Resources	Finance, Insurance, Real Estate	Manufacturing	Retail	Services	Wholesale Trade, Transport, Utilities	Education	Government	Total Jobs
Stanwood	61	133	257	419	1,282	122	603	258	3,135
Stanwood Camano	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arlington	2,087	133	2,087	1,192	2,408	832	684	929	9,107
Mount Vernon	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Marysville	957	446	1,513	2,379	4,697	568	1,248	601	12,409
Snohomish	15,732	11,774	65,116	31,485	92,846	11,328	16,537	20,026	264,844
Skagit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

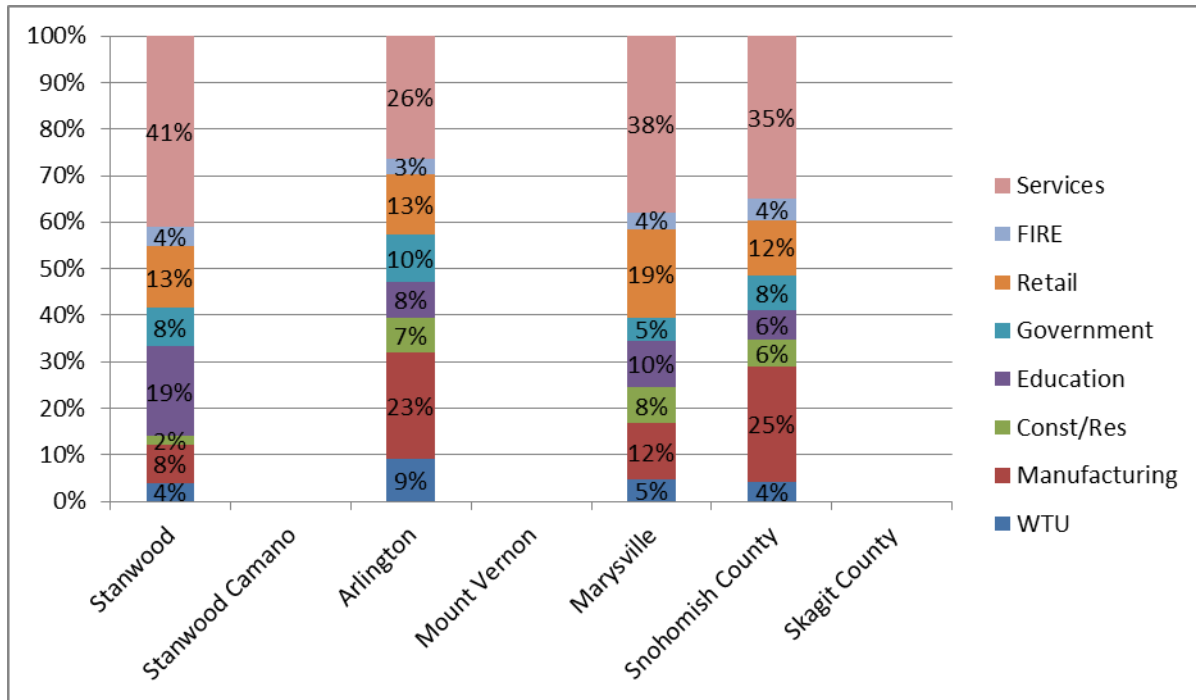
Source: Puget Sound Regional Council, 2013 (Skagit County and Skagit cities are not shown due to data limitations)

- Stanwood had 3,135 covered jobs in 2013.
- The majority of these jobs were in the Services sector (1,282). The next largest sector is Education (603), followed by Retail (419).

Definitions of employment categories

- Construction and Resources: (NAICS codes 11, 21, and 23). Includes agriculture, forestry, fishing, mining, and construction.
- Finance, Insurance, Real Estate (FIRE): (NAICS codes 52 and 53).
- Manufacturing: (NAICS codes 31, 32, and 33).
- Retail: (NAICS codes 44 and 45).
- Services: (NAICS codes 54-81, without Education, NAICS code 61). See descriptions of sub-categories in the Services Employment section.
- Wholesale Trade, Transport, Warehousing, and Utilities (WTU): (NAICS codes 22, 42, 48, and 49).
- Government: (NAICS code 92).
- Education: (NAICS code 61).

Exhibit 7 Employment Distribution 2013



Source: Puget Sound Regional Council, 2014 (Skagit County and Skagit County cities are not shown due to data limitations)

- Stanwood's largest employment sector (Services), provides 41% of the City's total employment base. This is higher than comparison cities and Snohomish County total.
- The City's second largest employment sector is Education, accounting 19% of the city's jobs. In contrast to other cities, and the region as a whole, Stanwood has a higher concentration of its population employed in the Education sector (603 jobs).
- The City's retail employment base (13%) is comparable to that of Arlington (13%), and Marysville (19%), and Snohomish County as a whole (12%).
- Stanwood has a lower percentage of people employed in Construction & Resources (2%) than the comparison areas.
- The City's share of employment in Manufacturing (8%) is less than neighboring Arlington (23%) and Marysville (12%), as well as Snohomish County as a whole (25%).
- The City's share of employment in WTU (Wholesale, Trade, Transport, Warehousing, and Utilities) (4%) is also less than Arlington (9%) and the Snohomish County total (4%).

Exhibit 8

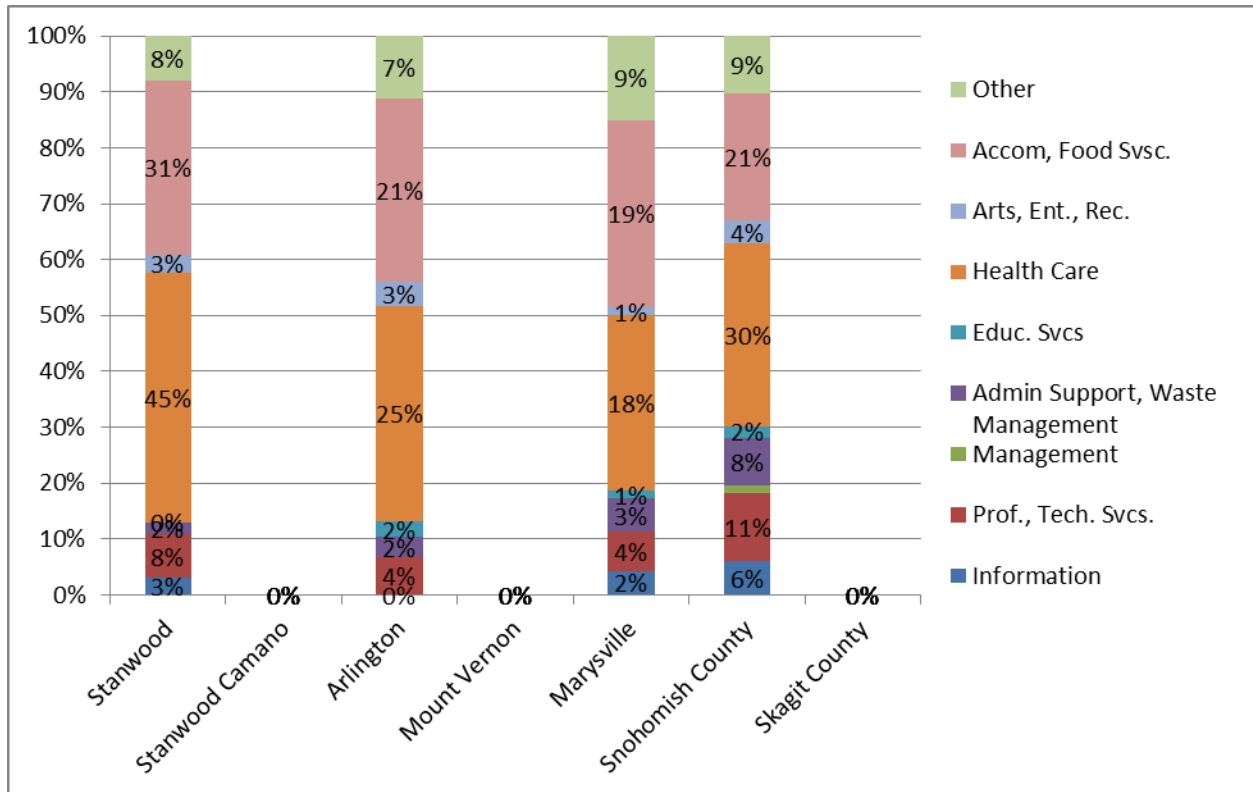
Service Employment Sub-Categories

This section analyzes the sub-categories of Service employment, which typically make up the largest portion of a city's employment base.

Definitions

- Other Services: (NAICS code 81). Includes auto repair shops, personal and laundry services, and religious and civic organizations.
- Accommodations and Food Services: (NAICS code 73). Includes hotels, restaurants and bars. Does not include groceries, which fall under retail trade rather than services.
- Arts, Entertainment and Recreation: (NAICS code 71).
- Health Care and Social Assistance: (NAICS code 62).
- Education Services: (NAICS code 61). Includes jobs at schools and other educational institutions.
- Administrative, Support, Waste Management and Remediation Services: (NAICS code 56).
- Management of Companies and Enterprises: (NAICS 55).
- Professional, Scientific, and Technical Services: (NAICS 54). Includes legal, accounting, architectural, computer systems, advertising, and scientific research services.
- Information: (NAICS code 51). Include publishing, broadcasting, and telecommunications.

Exhibit 9 Services Employment Distribution 2013



Source: Puget Sound Regional Council, 2013 (Skagit County and Skagit County cities are not shown due to data limitations)

- Stanwood's services sector is primarily composed of Health Care (45%) and Accommodations/Food Services (31%). These distributions are largely similar to the comparison cities but higher than the regional benchmarks.
- Stanwood (8%) follows Snohomish County (12%) as having a higher percentage of people employed in Professional, Technical Services than in any of the comparison areas.

Profile of Planning Area

As part of the Puget Sound Economic Region, Stanwood will be impacted over the next 20 years by several factors:

- Developing Pacific Rim nations use the Puget Sound as a destination for goods and services. The demand for good and service in the Pacific Rim will likely fuel active markets throughout the Northwest over the next 20 years.
- Stanwood is located in the “next tier” of industrial development in the Puget Sound region. As King County becomes saturated with business activity and as land prices increase in the areas closer to the urban centers of King County, companies will tend to seek homes for business outside of the first tier of suburbs like Bothell, Lynnwood, Renton, and Everett. Many industrial parks located in these areas are either full or filling up rapidly. It is expected that this activity will impact Stanwood within the next 10-15 years.
- The tourist and recreation industry is markedly increasing as a result of continued growth in leisure-time activities. The aging of the “baby-boomer” generation will result in a larger increase in this trend. It is also believed that commercial activity associated with growth on Camano Island will continue to rise.
- The U.S. Navy has established a major facility in Everett at the home Port and Congress has underwritten the security of this investment by their decisions to close bases in California and other parts of the United States while maintaining Everett’s Home Port. The Navy’s presence will continue to positively impact Stanwood, and require additional public services for new residents that live in Stanwood.
- Stanwood has unique resources: close proximity to Camano Island, many choice undeveloped water view properties, easy accessibility to Interstate 5, the railroad, and emerging new recreation and tourist businesses. These resources can work together to create a dynamic and healthy environment for economic growth.

What does this mean to Stanwood’s economic future? Because of Stanwood’s good location within the Puget Sound Region, and its growing tourism, art and retail opportunities, it is expected that economic growth will continue. It is expected that Stanwood will continue to see stable growth in its economy and in turn a significant increase in its residential population. With this in mind, commercial activity will surely increase as the population of Stanwood and Camano Island increases. Adding industrial/office parks would add to economic stability and long-term growth.

Transportation

Interstate 5 (I-5) is the backbone of the county’s road system. It is the major West Coast freeway, extending from the Canadian border to Southern California. I-5 connects the county to the state’s largest city, Seattle and to Vancouver, B.C., and each community’s ports and airports. Interstate 405 intersects with I-5 near the city of Lynnwood. I-405 provides an alternative route

south and connects Snohomish County with the City of Bellevue. Direct, easy access via SR-532 to I-5 provides both business and housing opportunities.

Boeing

The Boeing Company is Snohomish County's largest employer. Currently the company employs approximately 30,000 people at the Everett Boeing plant. Since 1998, Boeing employment has fluctuated from 40,000 to less than 20,000. Boeing, however, remains a primary economic base industry in Washington State and in Snohomish County. Decisions Boeing makes about new or existing production lines will continue to dominate Snohomish County both in direct jobs – i.e. base industry employment and its service industry multiplier (i.e.: 1 to 2).

Economics and Land Use

The planning area of Stanwood can be divided into several significant economic sub-areas. The two most significant are the Downtown District and the Uptown District. (Lesser pockets of minor commercial activity do exist in the growth area and surrounding unincorporated area). Downtown itself can be divided into three areas—Old West End, the 271st Corridor (Central area), and the Commercial main street of east Stanwood. These areas were analyzed in the Design Assistance Team Study and Report and are summarized in the Downtown Plan. For the full report please contact the City of Stanwood Community Development Department.

Economic Development Strategy

This Economic Development Strategy provides a blueprint for achieving Stanwood's objectives by translating the community's broader vision and goals into economic initiatives.

1. To give Stanwood the identity of an efficient and desirable place to shop and do business. To provide a wider variety of shopping opportunities from convenience, full service grocery to unique shops, retail, "agri-business" and tourist support facilities.
2. To develop Stanwood's economic base and infrastructure so that both commercial and industrial growth can occur when demand warrants it, while minimizing the potential conflicts between the two land uses, as well as residential, and public facilities uses.
3. To balance the economic needs of the local residents of Stanwood while recognizing the growing commercial demands of North Snohomish County, Camano Island, and regional tourism.
4. Implement the DAT findings on land use, transportation, recreation, employment and revitalization.
5. Improve the SR-532 corridor for both local residents and "pass-through" trips.

Just as important, the vision states that the City of Stanwood will meet its challenge to accommodate regional growth by preserving the best of the “twin cities” character and encourage well-designed development.

The Economic Development Goals and Policies translate Stanwood’s concerns and goals for its economy to clear statements of public intent. These policies will guide the public and private investment in development activities. The economic policies will also provide a framework for comprehensive planning.

As described in Stanwood’s vision and in other elements of this Comprehensive Plan, Stanwood’s economic development goals are relatively simple:

1. To aggressively promote industrial development. To achieve this goal, Stanwood needs to identify suitable lands, establish zoning districts that encourage industrial use, and provide infrastructure to support it.
2. Re-establish the identity of Stanwood’s Downtown District by providing a framework for which the retail and commercial economy can evolve into a civic and retail specialty area that incorporates the unique Main Street character of Stanwood with vital and diverse specialty retail and service businesses. To accomplish this, the City needs to establish design standards, create a pedestrian-friendly, attractive area, and implement elements of the Design Stanwood DAT recommendations.
3. To promote commercial areas which provide local and accessible services for both the residential neighborhoods and highway commercial customers.
4. To encourage a multimodal transportation system that allows local resident to move more easily from homes to jobs to necessary services without the use of single-occupancy vehicles.

In order to accomplish these goals, Stanwood needs to focus development regulations for these areas on “how” development should occur rather than “whether” it should occur, with incentives rather than restrictions. Regulations should clearly define permitted uses and development processes, and prescribe conditions. They should avoid vague criteria and standards. A clear and simple regulatory process is fundamental to the success of Stanwood’s economic strategy. Expedited, predictable permit processes are essential to meeting these goals and objectives.

In addition, a focus on expanding retail by linking the three City business nodes, providing hotel/conference facilities and public improvements to expand tourism/visitor expenditures would broaden the economic base. In terms of “base industry” jobs that support service, government, medical, retirement and other employment (i.e., one base industry job has an economic multiplier of 1:1 [1 new service job for each new base industry job] or upwards of 1 to

3 ratio should be a goal of the community). Expansion of industrial/warehouse – office/high-tech park in terms of new opportunities, should be pursued.

In less than two decades, Stanwood has experienced dramatic economic transformation. From a rural, agricultural community whose economic activity was generally confined to the provision of goods and services for the community, Stanwood has evolved into a commercial hub for northwest Snohomish County and Camano Island. This growth was initiated by the City's geographically advantageous position relative to Camano Island and within the Puget Sound region. A slower paced lifestyle attracts many people to this area. Moreover, sufficient capacity exists in the surrounding area to accommodate growth and employment projections well beyond that forecast for the next 20 years.

With respect to Stanwood's role as a commercial center, the emphasis is how to enhance the favorable business climate, which currently exists.

Conclusions

Linking Economic Development to Land Use, Transportation, and Future Capital Facilities Implementation

Analysis of population forecast, housing demand, land use carrying capacity, and available land analysis is critical to the underlying assumptions, conclusions, and projections for concurrency, and capital facilities under the Growth Management Act. Economic analysis of the community, its employment base, how it functions, and its future growth are essential to these conditions. The historical setting of Stanwood, with the "twin cities" retail areas and the new emerging "Uptown District" area at the eastern end of the community, along SR-532 provide three important employment community activity areas and tax base for the City. In addition, historical employment centers, such as Twin City Foods, the school district, medical clinics, and the industrial areas provide for employment areas. The Downtown Plan focuses on these ideas and how the community may be improved to provide a better "sense of place," as well as more attractive recreation and employment opportunities.

The community's long, lineal form and the importance of connecting the activity centers in the east and west ends, Main Street and the Viking Village, are important to the economic future of the community. This can be done through implementing the recommendations in Downtown Plan, including those related to signage, trails, parks, diversity of businesses, and capturing opportunities for visitors at recreational waterfront parks, viewing areas, kayak launching, and other agro-tourism activities.

Diversifying the Economic Base in the Community

The community needs to expand its retail area, provide a broader base, and build on recent trends in tourism, agricultural-based activities, such as niche foods – cheese, organic farming, wineries,

etc. In addition, the art and design community can be expanded upon and capture an opportunity with similar communities on Camano Island and La Conner. These types of cottage industry tourism activities can add to the “string of pearls tourism“ that occurs in this area, where people experience restaurants, small boutique shops, wineries, the Tulip Festival, and other events in the immediate area. The emerging wine community and its importance in the state economy can add to this mix of community retail growth.

Looking at the History and the Future of Job Growth

Employment, particularly base industry employment, is the engine that drives a healthy economy, a strong tax base, and housing opportunities for a variety of needs. Broadening the economic base provides taxes and income stream to local businesses, funds community facilities and services such as parks, recreation, improved streets, public services, and police and fire protection. Therefore, a well-balanced economic growth plan is key to long-range planning and the vitality of the community and forecasted housing demand must be key to this economic analysis.

Capital Improvement Project List

Exhibit D - 2015 Capital
Improvements Project List

Exhibit E - Capital
Improvements Survey Result
Summary

Exhibit D



2015 CAPITAL IMPROVEMENT PLAN PROJECT LIST

The Capital Improvement Project List is a list of needed infrastructure improvements such as sidewalks, roads, trails, stormwater drainage, and other issues that impact the City. This list allows the Mayor and City Council to prioritize and budget infrastructure projects over 6-year and 20-year timeframes and is referred to as the Capital Improvement Plan (CIP).

Transportation Plan

Type	Project ID	Project Name	Total Cost Estimate	Relative Priority	Time Frame
Intersection / Operations	I-1	Viking Way / 90th Avenue NW Intersection	\$970,000	High	Short
Intersection / Operations	I-2	SR 532 / 64th Ave N Intersection	\$1,160,000	Medium	Mid
Intersection / Operations	I-3	272nd Street NW / 72nd Ave N (Lindstrom Road) Intersection	\$360,000	High	Short
Intersection / Operations	I-4	SR 532 / 270th Street NW Intersection	\$110,000	Medium	Mid
Intersection / Operations	I-5	SR 532 / 98th Drive NW Intersection	\$1,400,000	Medium	Mid
Widening / Reconstruction	R-1	72nd Avenue NW Improvements (268th Street NW to 276th Street NW)	\$5,280,000	High	Short
Widening / Reconstruction	R-2	80th Avenue NW Improvements (276th Street NW to 288th Street NW)	\$7,030,000	High	Short
Widening / Reconstruction	R-3	68th Avenue Reconstruction (280th Street to 288th Street)	\$4,300,000	High	Short
Widening / Reconstruction	R-4	272nd Street NW Reconstruction (72nd Avenue NW to Pioneer Highway)	\$8,820,000	High	Short
Widening / Reconstruction	R-5	101st Avenue NW Reconstruction (270th Street NW to 274th Place NW)	\$2,640,000	Medium	Short
Widening / Reconstruction	R-6	270th Street NW Reconstruction (102nd Avenue NW to Camano Street)	\$12,360,000	Medium	Short
Widening / Reconstruction	R-7	284th Street NW Improvements (68th Avenue NW to 80th Avenue NW)	\$6,220,000	Medium	Short
Widening / Reconstruction	R-8	102nd Avenue NW Overlay (SR 532 to 276th Street NW)	\$310,000	Medium	Short

Widening / Reconstruction	R-9	98th Drive NW Reconstruction (268th Street NW to 271st Street NW)	\$1,920,000	Low	Long
Widening / Reconstruction	R-10	SR 532 Flood Berm (Marine Drive and 92nd Avenue NW)	\$2,700,000	High	Short
Widening / Reconstruction	R-11	Pioneer Highway Slide (REET 1)	\$50,000	Low	Short
Widening / Reconstruction	R-12	Cedarhome Drive Improvements (Triangle Drive to 276th Street NW)	\$250,000	Low	Mid
Widening / Reconstruction	R-13	288th Street NW Reconstruction (80th Avenue NW to Pioneer Highway)	\$7,250,000	Low	Mid
Widening / Reconstruction	R-14	64th Avenue NW / Woodland Road (SR 532 to 68th Ave NW)	\$7,250,000	Low	Mid
Widening / Reconstruction	R-15	64th Avenue (SR 532 to Pioneer Hwy)	\$5,720,000	Low	Long
New Roadway	N-1	Viking Way (88th Avenue NW to 92nd Avenue NW)	\$5,580,000	High	Short
New Roadway	N-2	90th Avenue NW (SR 532 to 271st Street NW)	\$5,410,000	High	Short
New Roadway	N-3	Downtown to East Residential Connectors	\$80,000	Medium	Short
Pedestrian Network	P-1	Camano Street (SR 532 to 271st Street NW)	\$380,000	High	Mid
Pedestrian Network	P-2	276th Street NW (76th Drive NW to 68th Avenue NW)	\$780,000	Medium	Long
Pedestrian Network	P-3	102nd Avenue NW (276th Street NW to SR 532)	\$470,000	Medium	Long
Pedestrian Network	P-4	Cedarhome South (276th Street NW to Florence Road)	\$400,000	Medium	Long
Pedestrian Network	P-5	276th Street NW / Lover's Lane (92nd Avenue NW to 102nd Avenue NW)	\$510,000	Medium	Long
Bicycle Network	B-1	Pioneer Highway (288th Street NW to 72nd Avenue NW/Lindstrom Road)	\$5,200,000	Medium	Mid
Bicycle Network	B-2	267th & 268th Street NW (Pioneer Highway to 72nd Ave/Lindstrom Road)	\$6,290,000	Medium	Long
Bicycle Network	B-3	Cedarhome Drive 88th Avenue NW to 276th Street NW	\$3,460,000	Medium	Long
Bicycle Network	B-4	271st St NW (SR 532/270th Street NW to 88th Avenue NW)	\$320,000	Medium	Long
Bicycle Network	B-5	92nd Avenue NW (SR 532 to 276th Street NW)	\$2,660,000	Medium	Long
Bicycle Network	B-6	276th Street NW / Lover's Lane (92nd Avenue NW to 102nd Avenue NW)	\$3,120,000	Medium	Long
Bicycle Network	B-7	Rails to Trails Railroad line (Saratoga Dr to Lane Rd)	\$1,110,000	Medium	Long
Other Agency Improvements	O-1	Old Pacific Highway	n/a	n/a	n/a
Other Agency Improvements	O-2	Pioneer Highway North	n/a	n/a	n/a
Other Agency Improvements	O-3	268th Street NW	n/a	n/a	n/a

Other Agency Improvements	O-4	Pioneer Highway South	n/a	n/a	n/a
Other Agency Improvements	O-5	Marine Drive	n/a	n/a	n/a
Citywide Programs	C-1	Small Capital Projects	\$2,050,000	High	Ongoing
Citywide Programs	C-2	Maintenance & Operations	\$10,025,000	High	Ongoing

Comprehensive Stormwater System Plan

Type	CIP Ranking	Project ID	Project Name
Flooding	1	57	Irvine Slough Stormwater Separation System (Irvine Slough)
Flooding	1	4	Irvine Slough Stormwater Separation System (96th & 271st)
Standing Water	2	63	92nd Ave @ SR 532 Pipe Replacement
Improperly Sized Pipe	3	64	271st Street NW, 102nd Avenue, & 270th St Trunk Upsize
Erosion	4	6	85th & Pioneer Hwy Drainage Improvements - Pioneer Hwy & 85th Drive catch basins
Flooding	4	58	85th & Pioneer Hwy Drainage Improvements - 85th Street runoff conveyance
Failed Infrastructure	5	18	270th St Improvements between 88th Ave / Florence
Improperly Sized Pipe	6	65	Augusta Street Pipe Upsize
Improperly Sized Pipe	7	66	101st, 102nd, 103rd Improvements and 271st Pipe Upsize
Flooding	8	34	271st @ Florence Pipe Upsize
Failed Infrastructure	9	17	7 tiny tubes; old stillaguamish flood release culvert slip line
Standing Water	10	54	85th st drainage improvements
Flooding	n/a	40	water across 86th drive down pioneer
Flooding	n/a	21	limited irvine slough pump capacity
Failed Infrastructure	n/a	33	pumps not keeping up at irvine slough
Flooding	n/a	25	flow from stillaguamish across sr 532 to downtown
Flooding	n/a	26	stillaguamish river floods park and ride
Failed Infrastructure	n/a	55	irvine slough electrical and controls rehab
Failed Infrastructure	n/a	56	isps new pumps
Flooding	n/a	20	douglas creek outfall
Flooding	n/a	24	larsen dam east side of 92nd
Flooding	n/a	51	96th ave water flowing from row to private property
Flooding	n/a	1	272nd st water flowing into 76th drive backyards
Flooding	n/a	2	76th drive flooding
Flooding	n/a	5	lovers lane flooding
Standing Water	n/a	45	non-functioning storm drain 76th

Flooding	n/a	37	wstanding water on roadway 271st and 84th
Flooding	n/a	38	stauffer road flooding
Flooding	n/a	39	stauffer road flooding
Flooding	n/a	43	non-functioning storm drain 90th
Standing Water	n/a	47	72nd ave flooding
Standing Water	n/a	48	272nd and 81st standing water
Standing Water	n/a	50	cedarhome dr standing water
Flooding	n/a	52	94th drive flooding
Flooding	n/a	35	84th drive flooding
Standing Water	n/a	36	non-functioning storm drain 80th
Standing Water	n/a	62	103rd drive standing water
Failed Infrastructure	n/a	30	aging stormwater pipe
Flooding	n/a	42	102nd drive flooding
Flooding	n/a	60	lindstrom pond at haggens
Flooding	n/a	22	risk of wwtp flooding
Failed Infrastructure	n/a	23	stormwater runoff routed to wwtp
Failed Infrastructure	n/a	27	adverse pipe slope 92nd ave
Failed Infrastructure	n/a	19	pioneer hills south pond constrol structure repair
Failed Infrastructure	n/a	31	pioneer hills pond not providing flow control
Failed Infrastructure	n/a	32	kylie park l detention pond not providing flow control
n/a	n/a	61	comp plan
Habitat	n/a	44	frogs
Flooding	n/a	59	misc drainage improvements
Flooding	n/a	46	nonfunctioning storm drain 271st
Flooding	n/a	3	floe rd dike
Flooding	n/a	28	agriculture flooding
Failed Infrastructure	n/a	29	lovers lane culvert
Flooding	n/a	53	86th dr flooding

Comprehensive Sewer System Plan

Type	Project ID	Project Name	Total Cost Estimate
Pipeline Improvements	EX1	Sewer Drainage Basin 1 Pipe Replacement Program	\$5,763,000
Pipeline Improvements	EX2	Collector/Interceptor System Flow Monitoring and Video	\$353,000
Pipeline Improvements	EX3	270th St NW Pipe Construction	\$100,000

Pipeline Improvements	EX4	272nd St NW & 76th Dr Gravity Main Replacement	\$643,000
Pipeline Improvements	EX5A	Churck Creek Collection System Construction	\$1,025,000
Pipeline Improvements	EX5B	Cedarhome Collection System Construction	\$175,000
Pipeline Improvements	EX13	99th Ave NW & 272nd St NW Gravity Main Existing Deficiencies	\$236,000
Pipeline Improvements	EX14	94th Dr NW & 271st NW Gravity Main Existing Deficiencies	\$1,690,000
Pipeline Improvements	EX15	Sewer Drainage Basin 1 Primary Interceptor Existing Deficiencies	\$271,000
Pipeline Improvements	EX16	Upper Pioneer Hwy Interceptor Existing Deficiencies	\$572,000
Pipeline Improvements	EX17	Pioneer Hwy Interceptor Existing Deficiencies	\$559,000
Pipeline Improvements	EX18	Lower Pioneer Hwy Interceptor Existing Deficiencies	\$569,000
Pipeline Improvements	EX19	72nd Ave NW & 261st St NW Interceptor Existing Deficiencies	\$717,000
Pipeline Improvements	EX20	265th St NW Gravity Main Existing Deficiencies	\$145,000
Facility Improvements	EX6	misc improvements	\$665,000
Facility Improvements	EX7	telemetry system upgrades	\$275,000
Facility Improvements	EX8A	long-term biosolids utilization study	\$110,000
Facility Improvements	EX8B	long-term biosolids utilization modifications	\$1,925,000
Facility Improvements	EX8C	biosolids removal and utilization	\$500,000
Facility Improvements	EX9	grit removal unit installation	\$203,000
Facility Improvements	EX10	UV disinfection system energy efficiency & recycle pump upgrades	\$48,000
Facility Improvements	EX11	sheet pile installation	\$4,900,000
Facility Improvements	EX12	main lift station (#4) force main upgrades	\$486,000
Planning & WWTP Improvements	M1	Inflow and Infiltration Study	\$100,000
Planning & WWTP Improvements	M2	Comprehensive Sewer System Plan Update	\$232,000
Planning & WWTP Improvements	M3	Sewer Rate Study	\$50,000
Planning & WWTP Improvements	M4	Comprehensive Sewer System Plan & Wastewater Facility Plan Updates	\$200,000
Planning & WWTP Improvements	M5	Wastewater Treatment Plant Update and Expansion	\$11,498,000
Developer Funded Improvements	DF1A	main lift station (#4) alternatives analysis	\$54,000
Developer Funded Improvements Pre-2021	DF1B	main lift station (#4) rehabilitation	\$1,544,000
Developer Funded Improvements Pre-2021	DF2	72nd ave gravity main replacement	\$193,000
Developer Funded Improvements Pre-2021	DF3	Church Creek Loop Main Replacement	\$423,000
Developer Funded Improvements Pre-2021	DF4	68th Ave Gravity Main Replacement	\$321,000
Developer Funded Improvements Pre-2021	DF5	90th Ave & Viking Way Pipe Construction	\$514,000
Developer Funded Improvements Pre-2021	DF6	Lift Station 8 Construction	\$1,842,000
Developer Funded Improvements Pre-2021	DF7	Lift Station 9 Construction	\$1,769,000
Developer Funded Improvements Pre-2021	DF8A	Lift Station 10 Construction	\$1,927,000
Developer Funded Improvements Pre-2021	DF8B	Taylors Landing (Lift Station 5) Pipe Construction	\$481,000

Developer Funded Improvements Pre-2021	DF9	Lift Station 11 Construction	\$1,875,000
Developer Funded Improvements Pre-2021	DF10A	Lift Station 12 Construction	\$2,099,000
Developer Funded Improvements Pre-2021	DF10B	Lindstrom (Lift Station 7) Pipe Construction	\$420,000
Developer Funded Improvements Pre-2035	DF11	271st St NW Monitoring & Potential Pipe Replacement	\$1,397,000
Developer Funded Improvements Pre-2035	DF12	274th ST NW Gravity Main Replacement	\$130,000
Developer Funded Improvements Pre-2035	DF13	Lift Station 13 Construction	\$2,099,000

Comprehensive Water System Plan

Type	Project ID	Project Name	Total Cost Estimate
Water Main Improvements	WM1	Annual Water Main Replacement Program	\$53,979,000
Water Main Improvements	WM2	Corrosion Improvements in 100th, 272nd, & 99th	\$466,000
Water Main Improvements	WM4	Water Main South of SR 532 from 92nd to 84th	\$1,461,000
Water Main Improvements	WM5	Water Main from Bryant Wells to 84th	\$1,614,000
Water Main Improvements	WM6	Water Main from Hatt Slough Springs to SR 532	\$5,637,000
Water Main Improvements	WM7	Pionner Hwy Water Main from 72nd to 64th	\$600,000
Pressure Zone Improvements	PZ4	Conversion of Middle Pressure Zones to 245 Zone	\$1,350,000
Pressure Reducing Station Improvements	PRV1	252 Zone PRV Replacement	\$100,000
Pressure Reducing Station Improvements	PRV2	Additional 297/125 Zone PRV on Miller Rd	\$95,000
Pressure Reducing Station Improvements	PRV3	Pressure Relief Valve in the 245 Zone	\$55,000
Facility Improvements	F1	Knittle Reservoir No. 2 Recoating	\$540,000
Facility Improvements	F2	Cedarhome Reservoir Recoating	\$380,000
Facility Improvements	F3	Cedarhome Well Study	\$60,000
Facility Improvements	F4	Cedarhome Well Improvements	\$100,000
Facility Improvements	F5	Bryant Well Field Treatment Facility Sewer	\$99,000
Facility Improvements	F6	Bryant Well Treatment Facility Pilot Study for Additional Flow	\$30,000
Facility Improvements	F7	Bryant Well Treatment Facility Improvements for Additional Flow	\$405,000
Facility Improvements	F8	Bryant Well No. 2 Monitoring Well Modifications	\$23,000
Facility Improvements	F9	Decommission Fure Well	\$30,000
Facility Improvements	F10	Telemetry Improvements PLC Upgrades	\$10,000
Facility Improvements	F11	Telemetry Improvements Extend Life of Existing Telemetry System	\$16,000
Facility Improvements	F12	Telemetry Improvements Radio System Equipment	\$33,000
Facility Improvements	F13	Long Term Water Supply Study	\$100,000
Facility Improvements	F14	Cedarhome Booster Pump Station Generator	\$250,000

Facility Improvements	F15	Knittle Booster Pump Station Generator	\$260,000
Facility Improvements	F16	Knittle Booster Pump Station Improvements	\$945,000
Facility Improvements	F17	Hatt Slough Springs Evaluation	\$25,000
Facility Improvements	F18	297 Zone Reservoir Design and Construction	\$2,000,000
Facility Improvements	F19	Decomission Sill Well	\$15,000
Facility Improvements	F20	Bryant Well No. 3	\$550,000
Miscellaneous Improvements	M1	Update water system standards	\$4,000
Miscellaneous Improvements	M2	misc corrosion improvements	\$21,000
Miscellaneous Improvements	M3	water use efficiency program	\$50,000
Miscellaneous Improvements	M4	cross connection control program	\$42,000
Miscellaneous Improvements	M5	wellhead protection program	\$50,000
Miscellaneous Improvements	M6	emergency response plan update	\$10,000
Miscellaneous Improvements	M7	comprehensive water system plan update	\$310,000
Miscellaneous Improvements	M8	machinery and equipment	\$525,000
Developer Funded Improvements	DF1	central 365 zone water main	\$1,220,000
Developer Funded Improvements	DF2	southeast 297 zone water main (UGA addition 2)	\$1,954,000
Developer Funded Improvements	DF3	schenk packing area water main	\$812,000
Developer Funded Improvements	DF4	northwest 365 zone water main	\$806,000
Developer Funded Improvements	DF5	maple court apartment expansion water main	\$522,000
Developer Funded Improvements	DF6	297 zone water main for UGA addition 1	\$522,000
Developer Funded Improvements	DF7	365 zone water main for UGA Addition 1	\$470,000

PROS Plan

Park	Six-Year	20-Year
Heritage	Drainage evaluated and improved	RV hook-ups
	Four-field lighted facility capable of hosting regional baseball and other sport tournaments	
	New playground and loop trail	
	Additional parking, potential RV parking	
Church Creek	New playground, improved visibility, new trail to the creek, better drainage, improved ball field	n/a
	Master Plan Update	

Trails	Sidewalk connectivity projects included in bi-annual budgets	Three or four main loop/connection trails (separate from sidewalk system) should be established and designated that interconnect the city's community and neighborhood parks and connect Pioneer Highway/Marine Drive to the downtown and eventually to Camano Island and eastern Snohomish County
	Lighting added to selected trails	Add parking near developed trail system (future)
	Trail information kiosk installed near the train station	Develop designated bike routes.
	Trail within city owned property along the 532 Berm	Rest stops for bicycles/walkers (restrooms, drinking fountains, benches).
		Trail signage system.
Hamilton Landing	First local access point to the Stillaguamish River in recent memory	Complete park construction including non-motorized boat launch
	Cleaned up ; motorized boat launch, restroom and parking installed	
	Remainder of the park designed, engineered and partially under construction	
Ovenell Park	Cleaned up and secured	Complete park construction including water access and waterfront trail (east on south side of SR-532).
	Interim restroom, utilities and parking	
	Tours and approved programs and events	
	Design and engineering completed	
	Construction will start in the last year of the six-year plan	
Lindstrom Park	Maintenance only, no major improvements	Park design and development
City Hall Park	Maintenance only, no major improvements	Park design and development
Lions Park	Maintenance only, no major improvements	Park improvements

Note: Strikethrough indicates project has been completed

Exhibit E



2024 CAPITAL IMPROVEMENT PROJECT LIST SURVEY RESULTS

The City of Stanwood is in the process of updating its Comprehensive Plan. A comprehensive plan is a document that describes the history, current state, and future vision of the community. It acts as a road map to guide future growth and development while promoting people's health, safety, and general welfare. Comprehensive Plans address many issues which affect a city, including:

- Future Growth
- Housing
- Economic Development
- Transportation and Mobility
- Infrastructure and Utilities
- Parks, Natural Resources, and the Environment

This questionnaire aims to help the City identify community infrastructure concerns, needs, and desires regarding roads, parks, and drainage systems. As residents of the City, you use the City's roads and parks daily; we want to hear about any physical improvements that may be needed to improve your quality of life in the city.

The information gained from this questionnaire will be used to create a list of needed infrastructure improvements. This list then forms the basis for the Mayor and City Council to prioritize and budget city-wide improvements over the next 6-year and 20-year timeframes. The final list approved by the City Council is referred to as the Capital Improvement Plan. Below is a summary of the comments received from this questionnaire.

Bike Lanes

- Bike lanes from the neighborhoods in uptown-north to a bus stop and to downtown
- The 532 bridge over the train tracks is a deathtrap for bicycles. It's not even possible to walk a bike across it.
- Pioneer Highway to the fairgrounds
- Lack of safe pedestrian and bike access to down town.
- No bike lanes or shoulders on SR 532 overpass bridge and the speed limit is 50 mph at some places.
- Old Pacific Hwy
- East stanwood is growing at a rapid rate, yet the pedestrian/ bicyclist access to beautiful downtown is limited and at times a little scary. Walking/biking between downtown and the expanding housing in northeast stanwood should be encouraged especially to improve safety

and reduce parking shortages during fantastic downtown events. This little town deserves to be connected more and supported pedestrian and cyclist pathways can help do that.

- Not enough bike lanes connecting to downtown from uptown and everywhere.
- We need bike lanes to encourage non motorized travel to shops and restaurants.
- Bicycling is fun and healthy. Less pollution. Less impact on traffic and parking. Easier to navigate Parks, restaurants, and businesses.

Bridges

- SR 532 bridge is not safe for pedestrians or bicyclists. Consider adding pedestrian bridge (bridge over traintracks)
- Lack of bridge capacity due to a failure to plan and forecast growth. Bottle neck that only gets worse as the high density housing is permitted.

City Hall

- City Hall and the "park" next door are just sad. Visit any other city, and their City Hall is something to be proud of and more of a focal point. Most people in town don't even realize the nondescript building is actually City Hall.

Drainage

- All the houses in Copper Station were stripped down to the clay; all the topsoil taken and sold by developers. So all of the homeowners are left with soggy back yards.

Environmental

- As we develop the city we need to put the environment at the forefront and make sure that we do so in an environmentally sustainable way.
- Poison hemlock floods our area - we cant keep up on it. It goes to seed and spreads everywhere and is extremely toxic both to the touch and to ingest. People dont know about it and children play all around it.
- Is there anything being done to address the smell pollution from Schenk Packing, Dettling Dairy, and Lenz Enterprises?
- We need to do our best to have earth friendly practices city wide.

Flooding

- Stillaguamish River flooding downtown and interrupting food bank services
- Keep up efforts to reinforce the levees that protect west Stanwood
- Consider acquiring land in floodplain via eminent domain
- Concerns about flooding north of downtown if the dike fails
- The entire dike system is terrifying
- We are susceptible to flooding if the conditions are right from the Stilly. The condition and stability of the old levee is really unknown and failure could occur at anytime when the rivers are high.
- Levee failure would mean massive flooding for downtown buildings and acres and acres of farmland.
- 101st Ave floods every year. We only have 2 catch basins and 1 is completely covered with someone's lawn

- Still lots of development happening in flood zone.
- the next flood could be larger than we've prepared for with dikes.
- The high school field behind the stadium floods every winter
- There is always a concern of minor and major flooding in downtown
- Flooding costs a lot of money because we have to manually pump it out. In addition, some have to worry about water damage/mold underneath their house.

Parks

- City is growing and needs more parks
- Besides major park projects, some neighborhood mini-parks would be beneficial. Just fill in some unused spaces and call it a park. People could donate \$ and have a bench named for them.
- Additional housing is coming in fast, having additional parks for kids to play with working bathrooms would make Stanwood a more versatile and family friendly area
- We have great parks, but no river access. I know it has been talked about, but hasn't happened yet.
- We also need more parks with playgrounds preferable closer to my house
- Stop spending all of your time and resources on parks
- I would like to safely walk from one part of Stanwood to another, as well as from park to park. And more parks. And benches to rest along the way.
- Please create a Parks and Recreation Department
- What is the plan for Ovenell Park? Will it ever get built? It could be home base for exploring and studying all of the surrounding estuaries!
- More investment needed into soccer fields than Baseball fields at Heritage and add lighting to lengthen use and rental of the facilities.
- Stanwood needs a City Park in the Cedarhome area as this is where all of our housing growth has occurred and will continue to occur. There are no City Parks in this area, and one should be included in the planning for this area.
- Finish Ovenell park

Police Station

- Concerns about capacity for police to serve the larger Stanwood-Camano region
- Concerns about crime
- Keep police well funded
- Police are not staffed or resourced for the additional growth of apartments. They bring more crime to every area they are built and we've not added more resources.
- With all of the development going on, Stanwood will need more officers. If you want to hire quality officers and not the ones that have to settle for Stanwood, you need a building where they can work comfortably.
- Our community should be able to trust we have safety and protection and see a presence throughout the city. Enough resources through all hours of the day to serve/protect our residents and businesses.
- If we don't have officers available, or they have to make hard decisions to respond to multiple "priority" calls decided only on location or severity; citizens could be in unsafe situations.

Roads

- The highway needs improvements. Significant safety issues from I-5 to town and if we are going to build in town, we need to invest in the infrastructure of HWY 532 first
- The majority of roads servicing Stanwood residents have been in need of repair
- Poor roads. Narrow roads. Cedarhome area; Pioneer Hills; Ect.
- 80th is too narrow and too many developments will lead to more congestion
- There needs to be a roundabout at Jimmy's pizza its a horrible intersection and people go to fast and dont pay attention
- The highway bridge over the train tracks is a traffic choke point- especially if there is an incident on the bridge
- Because the bridge is so narrow, any incident forces traffic through the downtown- as an aside, this is one reason thay no part of the downtown main street should be made one way.
- 102nd Ave should not be a through street to Pioneer Hwy. 102nd and Old Pacific were not designed for heavy traffic. Pioneer Hwy. should be improved to handle the traffic.
- SR 532 is a decade past due for significant improvement. Four lanes are needed from I-5 through Stanwood.
- The traffic is absurd for a place with such a small population, and it has a negative effect on the quality of life in the area.
- the corner of 280th st nw and 80th ave nw is a terrible corner because of the house and trees right there. If you are on 280th and stop you have to pull out far passed the stop sign to see if anyone is coming.
- We have two major routes Hwy 532 and Pioneer Hwy...we've funneled all traffic those routes and with High School now have a major issue uptown
- Marine drive is covered in "repaired" pot holes but the road is horrible. The repairs are extremely sloppy and the road is extremely bumpy
- Roads are terrible between 103rd dr to 100th, low lighting, no sidewalks and the pavement is all broken with many potholes and are very narrow.
- There needs to be some type of barrier between Candle Ridge and Chandlers Reserve, already the through traffic in candle ridge is high, to add another 100 residences will add to the issue. People are flying through stopsigns and swinging wide turns to avoid slowing down.
- SHS traffic forced onto residential streets as a result of poor ingress/egress planning at SHS
- Every intersection is high risk and even with lower speeds getting onto 532 from a side street is dangerous and challenging with the volume of traffic.
- Cars go up to 2X the speed limit on 272nd, 276th, and 76th, and it's dangerous! Kids drag race on these roads, or speed excessively. It's dangerous for pedestrians. Also, the street lights are spaced too far or non-existent.
- Jensen Rd mid road striping looks like it was done by a drunken sailor from the west end of the road to where it meets the county midline stripe 2 blocks later. The width of the space allotted to the parking spaces on the north side of the road is far wider than any other parking in the city. It is a driving hazard especially when there are children playing in the road. After reducing the width of the parking area, a one step adjustment in the yellow middle stripe would be a big improvement.
- Twice a day, traffic is jammed. Synchronizing the traffic lights would solve this. Roundabouts would not, and would not provide breaks in the traffic to allow traffic to/from Stanwood to access Hwy 532
- Need EV Charging stations

- Drivers are adapting to a new roundabout (80th and 284th) and the total lack of any elevation or landscaping in the center is a missed opportunity to take pride in our town. The planning of the roundabout is also sort of strange. Something with the size and slope of the road doesn't seem right, it causes a kind of banking to the outside. It's all compounded by the fact that it's poorly lit. It's disorienting and not at all aesthetically pleasing to see no distinction in that center area of the roundabout. An elevated bed with a tree and/or landscaping would be a great improvement. Last week there was a shopping cart parked in the middle of it. Stanwood should put thought into the visual impact of new development projects. Perhaps volunteers would help improve that space if the city took initiative.
- We have more cars than roads.
- So many housing developments being allowed with open land without additional routes in/out of the area compounding with higher population on Camano as well.
- Traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increased accidents.

Sewer

- Sewer bills are high
- Rising sewer bills that keep rising. People in Stanwood can't keep up with the rising cost of this issue.
- The plans for sewer need to be created now to meet the needs to house the growth over the next 30 years along 300th.

Sidewalks

- Sidewalks are generally lacking. Many streets have them on only one side.
- Better sidewalk connectivity for school students
- Sidewalk needed along Cedarhome Rd for high school students
- Pioneer Highway
- The existing sidewalks in the SR 532 overpass are narrow and immediately next to vehicle lanes - no buffer space. Pioneer hwy N. B has no sidewalks and no safe way to transition down the hill into downtown.
- Along 80th and in uptown Sidewalks are on different sides of the roads without a safe crossing, and they end abruptly at random points.
- There are plenty of areas of the city with inadequate sidewalks. 80th St. is one example, parts of Pioneer Highway.
- Missing sidewalks on busy streets (284th south of copper station) where people have to cross the street to get to the sidewalk
- Sidewalks are too narrow and don't encourage pedestrian use.
- 103rd Dr NW has no curbs or sidewalks. Adding them would improve parking and provide a safe place to walk out of the road.
- Many people walk 80th Ave and it's very dangerous.
- Would like to see sidewalk on at least one side of the whole length of 80th With the new housing developments, more people are walking and we have to walk on the road.
- There is a high chance of getting hit by a car due to lack of sidewalks and low visibility due to the hill walking down 80th
- There need to be sidewalks from the new development (284th st Nw/80th ave nw) all the way to 80th ave nw and 276th st nw.

- Stanwood has the wackiest sidewalks of any city I've ever lived in. Some streets don't have them. Some streets they switch sides mid road.
- While use is limited, walking on Cedarhome is very dangerous
- Pedestrian staircase going downtown off of Pioneer highway near 272nd st NW is in a poor state of repair, with uneven steps making it difficult to walk downtown from the uptown residential area
- Honestly just walking everywhere. If I walk with my kids to the nearest park there is no sidewalk once I cross 532. I wished there were more sidewalks heading into downtown as well.
- Some of the side streets have sidewalks some don't in west Stanwood
- I walk frequently with my daughter, and we have almost been run over multiple times by people driving too fast. I've also seen kids crossing to the high school almost run down as well.
- Lack of sidewalk on east side by Church Creek park. People cannot walk to Church Creek park safely, especially those who push strollers or are in wheel chairs.
- Pioneer Hwy west of 72nd and west of 77th need true sidewalks, not just a shoulder of the road to walk on.
- Connecting the new Cedarhome developments to the high school/downtown area with safe, well-lit sidewalks is my concern. Most specifically, 80th Ave NW.
- Between weather conditions, low sunlight in the winter and distracted drivers it seems irresponsible to not make sure pedestrians do not need to walk in the street.
- It is cost effective to promote aging in place. Many people in our community have mobility issues and require safe places to walk/scooter.
- There are no sidewalks along parts of 284 st NW (Wahl rd) to connect the neighborhood sidewalks, same on 80th Ave NW between the new roundabout and downtown. I see older folks walking on the road as well as students walking that road toward SMS and back, and it doesn't look safe with so many drivers not paying attention.

Standing Water

- Standing water north of Pioneer hills
- Standing water in downtown Stanwood and neighboring streets
- There is no street drain on 272nd St NW. This has caused annual standing water on my property along with my neighbor's.
- 7300 Pioneer Hwy and 267th St east of the fire station have standing water covering the sidewalks after the rain, and when temps are near freezing in the fall/winter, these areas do not receive enough sunlight to melt the ice created by the standing water.

Trails

- Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go
- Trails from the neighborhoods in uptown-north to a bus stop and to downtown
- I would like walking trails anywhere around Stanwood
- Highway to Camano bridge trail
- Being able to take a long walk in safety would be really nice. As well it would be nice to be able to walk around that side of town with some trails to the north and east like opening Logen Road all of the way through.
- Walking north and east is difficult if you want to get to the ridge in East Stanwood.

- continue the walking trail on the south side of 532 so that people can access south side businesses safely on foot. A trail from the east to west end of the city would be great.
- Right now you have to walk all the way to the west end of town to cross with a stoplight. If there were a trail one could use any of the lights through town to cross the highway and walk to businesses on a trail or sidewalk.
- I've lived in cedarhome since April and can't find a park with a walking trail. I can't walk outside of my neighborhood because there are no sidewalks on any of the streets leading out, just steep drops.
- Not enough walking trails connecting to downtown from uptown and everywhere.
- Need better and safer ways to get back and forth between Stanwood and Camano- bikes, walking and boating
- Residents of Cedarhome and North Stanwood should be able to walk safely from these areas to downtown Stanwood, and groomed dedicated trails and sidewalks would benefit the entire community.

Water

- Concerns about water pipe infrastructure failing near north Pioneer Hwy
- Copper Station water pressure has gone down
- Rising water bills that keep rising. People in Stanwood can't keep up with the rising cost of this issue.
- Too much bleach, fluoride
- Water main is always breaking and flooding causing unexpected disruption of water service on 103rd Drive
- Hard water wears on fixtures and pipes. Hard water is also not really good for people to be drinking or showering in
- The plans for water need to be created now to meet the needs to house the growth over the next 30 years along 300th.

Other

- With weather becoming more extreme and less predictable, flooding prevention needs to be a 15 year goal not a 50 year goal.
- not opposed to growth, but would like to see this city do so thoughtfully.
- Too many houses, not enough services, roads antiquated, Stanwood losing its identity.
- cable and internet is poor. keeps doing downhill each time another development goes in.
- All other improvements are nice to have but pale in relative importance to the main highway and infrastructure issues
- The re-zoning of residential neighborhoods is unconscionable but I suspect those benefitting aren't impacted to the degree those neighborhoods are.
- Beyond keeping up with repairs and added population, we need a town square. We have East/West Stanwood, with odds and ends in-between. There is absolutely no place to gather either casually, or for events...the make shift Farmers Mkt and music in the streets just does not serve us in any kind of beautiful way. We've had so many urban planner inputs over the years, and yet nothing cohesive happens. I lived in North Stanwood for 35 years, and have downsized to Camano...Terry's Corner is a small model of what we need in the middle of East/West Stanwood. Why is this such an ignored issue?

- This will improve the capacity of stanwood to grow to meet the need of the long term population growth. Plan for it now. It's needed . We need more housing. Water and sewer are needed.
- People don't visit Stanwood specifically to go to our parks, they come to shop, eat, and enjoy events. If the rest of the city looks run down, they won't want to come at all.
- How to bring business to the middle between east and west Stanwood
- Keeping spaces in town affordable for small businesses to survive and thrive and not being forced out.

Municipal Code

Exhibit F - Municipal Code Chapters 9 and 13 Scoping Memo

Memorandum

To: Patricia Love, Community Development Director
 From: Ryan Walters, JD, AICP
 Date: December 19, 2022
 Re: Stanwood Municipal Code Titles 9 and 13

As part of the Stanwood Municipal Code (“SMC”) Update Project, we have reviewed existing SMC Title 9 (Public, Peace, Morals, and Safety) and SMC Title 13 (Code Enforcement) and propose in this memo a number of revisions (indicated with the ☐ checkbox). After your review and at your direction, we will draft code text and ordinance language to implement the options you select.

Title 9 Public Peace, Morals, and Safety

Organization

The Stanwood Municipal Code style guide prescribes the use of this title for various regulations governing private conduct on public property (e.g., parks) or private property. For comparison:

- Regulations regarding vehicles and traffic are organized in Title 10.
- Regulations regarding management and use of streets and sidewalks (e.g., vacation, encroachment, sidewalk use) are to be organized in a new Title 11.
- Regulations regarding health and sanitation (currently, garbage collection, litter, and nuisances) are contained in Title 7. Jurisdictions generally place nuisances in either their title for health or public peace. Because Title 9 is fuller than Title 7, it may make more sense to place public nuisances in Title 7.
- Regulations regarding animals are contained in Title 8. We will propose to incorporate by reference the misdemeanors and gross misdemeanors in RCW Chapter 16.52 Prevention of Cruelty to Animals, in Title 8.

We recommend renaming this title to be more consistent with contemporary language and other jurisdictions’ codes. Other jurisdictions frequently name this title their “Criminal Code” or “Penal Code” however we disfavor that because other code chapters will likely also include criminal provisions.

☐ Rename Title 9 to “Public Peace, Safety, and Welfare.”

Background

Generally, cities may only charge violations of city code, not state law, in municipal court. RCW 39.34.180(1) provides:

Each ...city... is responsible for the prosecution, adjudication, sentencing, and incarceration of misdemeanor and gross misdemeanor offenses committed by adults in their respective jurisdictions, and referred from their respective law

enforcement agencies, whether filed under state law or city ordinance, and must carry out these responsibilities through the use of their own courts, staff, and facilities, or by entering into contracts or interlocal agreements under this chapter to provide these services.

RCW 35A.11.020 authorizes a city to create misdemeanors and gross misdemeanors (but not felonies). The city council of a code city:

may adopt and enforce ordinances of all kinds relating to and regulating its local or municipal affairs and appropriate to the good government of the city, and may impose penalties ... constituting a misdemeanor or gross misdemeanor as provided therein. However, the punishment for any criminal ordinance shall be the same as the punishment provided in state law for the same crime. Such a body alternatively may provide that violation of such ordinances constitutes a civil violation subject to monetary penalty, but no act which is a state crime may be made a civil violation.

RCW 9A.20.021(3) defines a **misdemeanor** as a crime punishable by not more than 90 days in the county jail, or by a fine of up to \$1000, or by both.

RCW 9A.20.021(2) defines a **gross misdemeanor** as a crime punishable by up to 364 days in the county jail, or by a fine of up to \$5000, or by both.

New Chapter 9.02 General Provisions

A new general provisions chapter would help provide a place for some important universal provisions.

- ☐ Add new chapter 9.02 to include general provisions to be adopted by reference, including:
 - RCW [9A.04.060](#) Common law to supplement statutes
 - RCW [9A.04.070](#) Who amenable to criminal statutes
 - RCW [9A.04.090](#) Application of general provisions of code.
- ☐ Add section for any necessary definitions.
- ☐ Add section noting that references to the RCW are as the RCW may be amended in the future.
- ☐ Add section allowing municipal court to impose restitution.
- ☐ Add section for default classification of crimes as misdemeanors.
- ☐ Add section adopting attempt, solicitation, and conspiracy for all Class C felonies as gross misdemeanors (see, e.g., Mukilteo Municipal Code 9.02.030.B).
- ☐ Add section allowing municipal court to require restitution.
- ☐ Add section addressing costs by incorporating by reference RCW 38.52.430 Emergency response caused by person's intoxication – Recovery of costs from convicted person.
- ☐ Add general severability section, so any provision of the title that is determined invalid does not invalidate the remainder of the chapter or title.

Reorganization

We recommend reorganization of the various other chapters of Title 9 to aid in quickly locating relevant provisions.

☐ Reorganize remainder of title into a series of new chapters as follows:

- 9.08 Anticipatory Offenses
- 9.10 Offenses against Persons
- 9.12 Offenses against Property
- 9.14 Offenses against Public Morals
- 9.16 Offenses against Public Order
- 9.18 Offenses against Juveniles
- 9.20 Domestic Violence Violations and Orders
- 9.22 Substance Abuse
- 9.40 Parks

Each chapter would contain an initial section for adoption of crimes established in state law through incorporation by reference. The remainder of the chapter provides room in the organizational structure for the city to construct its own offenses for behavior that is not covered by state law.

New Chapter Anticipatory Offenses

We propose to incorporate by reference:

- ☐ RCW 9A.28.020 Criminal attempt.
- ☐ RCW 9A.28.030 Criminal solicitation.
- ☐ RCW 9A.28.040 Criminal conspiracy.

New Chapter Offenses against Persons

We propose to incorporate by reference:

- ☐ RCW 9.61.230 Telephone harassment
- ☐ RCW 9A.36.041 Assault in the fourth degree
- ☐ RCW 9A.36.050 Reckless endangerment
- ☐ RCW 9A.36.070 Coercion
- ☐ RCW 9A.46.020 Harassment
- ☐ RCW 9A.46.040 Court ordered requirements upon person charged with crime – Violation
- ☐ RCW 9A.46.080 Order restricting contact – Violation
- ☐ RCW 9A.46.110 Stalking
- ☐ RCW 9A.49.030 Unlawful discharge of a laser in the second degree.
- ☐ RCW 9A.86.010 Disclosing intimate images
- ☐ RCW 9A.90.120 Cyber harassment

RCW New Chapter Offenses against Property

We propose to incorporate by reference:

- ☐ RCW 9A.45.062 Failure to deliver leased personal property.
- ☐ RCW 9A.48.050 Reckless burning in the second degree.
- ☐ RCW 9A.48.060 Reckless burning – Defense.
- ☐ RCW 9A.48.090 Malicious mischief in the third degree.
- ☐ RCW 9A.52.060 Making or having burglar tools.
- ☐ RCW 9A.52.070 Criminal trespass in the first degree.
- ☐ RCW 9A.52.080 Criminal trespass in the second degree.
- ☐ RCW 9A.52.090 Criminal trespass – Defenses.
- ☐ RCW 9A.52.100 Vehicle prowling in the second degree.
- ☐ RCW 9A.56.050 Theft in the third degree.
- ☐ RCW 9A.56.063 Making or possessing motor vehicle theft tools.
- ☐ RCW 9A.56.060 Unlawful issuance of checks or drafts.
- ☐ RCW 9A.56.170 Possessing stolen property in the third degree.
- ☐ RCW 9A.56.180 Obscuring the identity of a machine.
- ☐ RCW 9A.56.270 Shopping cart theft.
- ☐ RCW 9A.61.020 Defrauding a public utility.
- ☐ RCW 9A.61.050 Defrauding a public utility in the third degree.
- ☐ RCW 9A.90.50 Computer trespass in the second degree
- ☐ RCW 19.290.100 Scrap metal license—Penalties (and related sections necessary to incorporate misdemeanor crimes related to catalytic converter theft)

RCW New Chapter Offenses against Public Morals

We propose to incorporate by reference:

- ☐ RCW 9A.42.035 Criminal mistreatment third degree
- ☐ RCW 9A.42.037 Criminal mistreatment fourth degree
- ☐ RCW 9A.42.080 Abandonment of a dependent person
- ☐ RCW 9A.42.090 Defense to abandonment of a dependent person
- ☐ RCW 9A.44.130 Registration of sex offender
- ☐ RCW 9A.44.132 Failure to register as a sex offender or kidnapping offender – Refusal to provide DNA
- ☐ RCW 9A.88.010 Indecent exposure
- ☐ RCW 9A.88.030 Prostitution
- ☐ RCW 9A.88.090 Permitting prostitution

- ☐ RCW 9A.88.110 Patronizing a prostitute

New Chapter Offenses against Public Order

We propose to incorporate by reference:

- ☐ RCW 9.40.100 Tampering with fire alarm or firefighting equipment.
- ☐ RCW 9A.50.020 Interfering with access to health care.
- ☐ RCW 9A.72.150 Tampering with physical evidence.
- ☐ RCW 9A.76.020 Obstructing a law enforcement officer.
- ☐ RCW 9A.76.030 Refusing to summon aid for a peace officer.
- ☐ RCW 9A.76.040 Resisting arrest.
- ☐ RCW 9A.76.130 Escape.
- ☐ RCW 9A.84.010 Riot.
- ☐ RCW 9A.84.030 Disorderly conduct
- ☐ RCW 9A.84.020 Failure to disperse.
- ☐ RCW 9A.84.040 False reporting.

We would also include the prohibition against discharge of a firearm within the city limits (consistent with existing SMC 9.20.110, which is part of a chapter to be repealed).

This chapter would be the appropriate place to add:

- ☐ Prohibition against the discharge of fireworks.

New Chapter Offenses against Juveniles

We propose to incorporate by reference:

- ☐ RCW 9.69.100 Duty of witness of offense against minor or any violent offense.
- ☐ RCW 9.91.060 Leaving children unattended in parked automobile.
- ☐ RCW 9A.44.096 Sexual misconduct with a minor in the second degree
- ☐ RCW 9.68A.090 Communicating with a minor for immoral purpose
- ☐ RCW 9.68A.150 Allowing minor on the premises of a live erotic performance.
- ☐ RCW 26.28.080 Selling tobacco to a minor.
- ☐ RCW 13.32A.080 Harboring a minor.

The city could also create a crime (or a civil infraction) for leaving children unattended in a motor vehicle, or on a hot day. RCW 9.91.060 governs leaving children unattended in parked automobile, but only while the adult enters a tavern. RCW 46.61.685, in the traffic code that is adopted by Title 10, governs leaving children unattended in standing vehicle with motor running.

New Chapter Domestic Violence Violations and Orders

We propose to incorporate by reference:

- ☐ RCW 7.105.010 Definitions.
- ☐ RCW 7.105.450 Enforcement and penalties – Other than antiharassment protection orders and extreme risk protection orders.
- ☐ RCW 7.105.455 Enforcement and penalties – Antiharassment protection orders.
- ☐ RCW 7.105.460 Enforcement and penalties – Extreme risk protection orders – False petitions.
- ☐ RCW 7.105.465 Enforcement and penalties – Knowledge of order.
- ☐ RCW 9.41.040 Unlawful possession of firearms – Ownership, possession by certain persons.
- ☐ RCW 9.41.800 Surrender of weapons or licenses – Prohibition on future possession or licensing.
- ☐ RCW 9.41.810 Violation – Penalty.
- ☐ RCW 9A.36.150 Interfering with the reporting of domestic violence.
- ☐ RCW 9A.40.070 Custodial interference in the second degree.
- ☐ RCW 9A.40.080 Custodial interference – Assessment of costs – Defense – Consent defense, restricted.
- ☐ RCW 10.99.020 Definitions.
- ☐ RCW 10.99.040 Restrictions upon and duties of court.
- ☐ RCW 10.99.045 Appearances by defendant – No-contact order.
- ☐ RCW 10.99.050 Victim contact – Restriction, prohibition – Violation, penalties – Written order – Procedures.
- ☐ RCW 10.99.055 Enforcement of orders.
- ☐ RCW 10.99.070 Liability of peace officers.
- ☐ RCW 26.09.300 Restraining orders – Notice – Refusal to comply – Arrest – Penalty – Defense.

RCW New Chapter Substance Abuse

The city attorney has recommended incorporation by reference several sections of state law in RCW Chapter 69.38 Poisons—Sales and manufacturing, RCW Chapter 69.41 Legend Drugs—Prescription Drugs, and RCW Chapter 69.50 Uniform controlled substances act. We would also:

- ☐ Create a section prohibiting possession of drug paraphernalia incorporating definitions from RCW 69.50.102.
- ☐ Prohibit possession of misdemeanor amounts (40 grams or less) of marijuana consistent with allowed exceptions in state law.

Existing 9.04 Assault

The subject matter of this chapter will be addressed by the new chapter dealing with offenses against persons, and this chapter will be repealed.

Existing 9.08 Civil Emergency

This chapter was mostly written in 1968 (air raid warnings was written in 1942) and is archaic. We propose deletion.

Existing 9.12 Crimes Against Property

The subject matter of this chapter will be addressed by the new chapter regarding offenses against property, and this chapter will be repealed.

Existing 9.20 Disorderly Conduct

This chapter contains substantial archaic language and provisions. For example:

- “Unlawful cohabitation” with someone not one’s husband or wife is made illegal.
- “Molesting women” is made illegal (but apparently not molesting men).
- One section is titled “peeping Toms.”

We would not attempt to adjust each of these archaic sections but instead incorporate appropriate provisions of state law in the other reorganized chapters.

Existing 9.22 Drug Paraphernalia Restrictions

The subject matter of this section will be incorporated in revised sections in the new chapter regarding substance abuse, and this chapter will be repealed.

Existing 9.24 Intoxicating Liquor

This chapter contains archaic language and provisions from 1966, including limited hours for sale of liquor. The subject matter of this section will be incorporated in revised sections in the new chapter regarding substance abuse, and this chapter will be repealed.

Existing 9.25 Emergency Response Cost Recovery

In the general provisions chapter regarding costs, we propose to repeal this chapter, and instead incorporate by reference RCW 38.52.430 Emergency response caused by person’s intoxication – Recovery of costs from convicted person.

Existing 9.28 Houses of Prostitution

This very short chapter dates to 1909 and will be repealed. Relevant RCW sections will be incorporated by reference into new chapter for offenses against public morals.

Existing 9.32 Vagrancy

This short chapter is archaic. The subject matter of this section will be broadly addressed in the new chapters, and this chapter will be repealed.

Existing 9.36 Interference with or Impersonation of Police Officers

The subject matter of this section will be incorporated in revised sections in the new chapter regarding public order, and this chapter will be repealed.

Existing 9.40 Park Regulations

All chapters contain “regulations,” so that word can be dropped from the name of this chapter.

- ☐ Retitle this chapter “Parks.”

We need to restructure this chapter to clarify applicability, add definitions, and reorganize.

- ☐ Add 9.40.010 Applicability section to clearly identify applicability to behavior within parks.
- ☐ Add 9.40.020 Definitions section to define “park” and other relevant terms.

We propose to retain existing 9.40.030 that articulates that use of park facilities is conditioned upon compliance with this chapter and add a cross-reference to a new chapter providing procedures for trespassing people from public property.

Existing SMC 9.40.010 lists a set of behaviors without specifying that those behaviors is unlawful.

- ☐ Renumber SMC 9.40.010 and reword. Some of these restrictions may need to be broken out into their own sections, e.g., park hours.

Do you want to prohibit any of the following behaviors in city parks?

- ☐ Smoking
- ☐ Vaping¹
- ☐ Fireworks
- ☐ Remove or destroy park property
- ☐ Post signs, place structures, or store debris in a park
- ☐ Sale of food, drink, merchandise, or services on park property

We recommend not creating a distinction between e-bikes and non-electric bicycles, as the proportion of e-bikes is likely to increase substantially in the near term. Instead, regulate speed.

- ☐ Allow city staff (e.g., Parks Director) to set speed limits for bicycles on each trails.

If it is important to exclude people from parks at night, you may want to specify hours rather than “dusk to dawn.”

- ☐ Specify fixed closure hours (e.g., 10 pm to 6 am).

Occasionally, city staff may need to close a portion of a park, e.g., for restoration or construction.

- ☐ Add a section allowing closure of a portion of a park and prohibiting access.

Existing SMC 9.40.040 Violations uses the Class B infraction system defined in existing SMC Title 13 that we propose to eliminate. Converting the Class B infraction to a Class 3 civil infraction would carry the same \$50 penalty.

- ☐ Make violations of this chapter a Class 3 civil infraction – OR –

¹ RCW 70.345.210 pre-empts local government from regulating “the use of vapor products in outdoor public places, unless the public place is an area where children congregate, such as schools, playgrounds, and parks.”

- ☐ Prescribe a class of civil infraction for each type of violation (e.g., a larger penalty for littering than smoking).

Existing 9.44 Narcotic Drugs

The subject matter of this section will be incorporated in revised sections in the new chapter regarding substance abuse, and this chapter will be repealed. Note that the existing prohibition on marijuana possession has been pre-empted by state law.

Existing 9.48 Public Indecency and Obscenity

Many of the state law sections incorporated in this chapter have been repealed or recodified or elevated to felonies. The subject matter of this section will be incorporated in revised sections in the new chapter regarding public morals, and this chapter will be repealed.

Existing 9.50 Public Nuisance and Disturbance Noises

This chapter concerns noise. The City attorney has recommended that this chapter be moved to Title 7, Health and Sanitation. Noise is frequently characterized as a health issue, so it may make sense to place it in Title 7, but noise also certainly disturbs the peace, and could be left in Title 9, which is also a common practice. We have not analyzed this chapter at this time, pending its move to Title 7.

- ☐ Move this chapter to Title 7.

Existing 9.52 Jail Facilities

Each of the cited WAC provisions in this chapter has been repealed. Unless Stanwood operates an adult correctional facility (under RCW 70.48.071), this chapter is unnecessary. This chapter will be repealed.

New Chapter Trespass from City Facilities

People that behave dangerously, illegally, or threateningly may need to be trespassed from city property. To protect the due process rights of those people, it's important to adopt a code of conduct, procedures, graduated exclusion periods, and appeal provisions.

- ☐ Create a new chapter governing trespassing disruptive people from city property.

Title 13 Code Enforcement

We anticipate a heavy rewrite of this title, while keeping the title focused on the mechanisms of civil enforcement of the code, and without introducing substantive rules in this title. While this title is named “code enforcement,” it is more properly named “civil enforcement,” because it lays out the process for enforcement of the code through non-criminal processes.

- ☐ Rename title to “Civil Enforcement.”

This title contains only a single chapter, Chapter 13.01 Enforcement. We recommend organizing the various sections within the chapter into three new chapters for General Provisions, Procedures, and Penalties and Remedies.

- ☐ Reorganize sections into multiple chapters generally as follows:

Chapter 13.10 General Provisions

- Policy

- Applicability

- Definitions

- Duty to enforce

- Joint and several liability

Chapter 13.20 Procedures

- Investigation—Right of entry

- Appeals

Chapter 13.30 Administrative Orders

- General provisions

- Stop work/emergency orders

- Contents

- Service

Chapter 13.40 Penalties and Remedies

- Voluntary compliance agreement

- Certificate of non-compliance

- Civil infraction

- Civil penalty

- Abatement by the City (including liens)

- Alternative remedies

Existing 13.01.010 Violations

- ☐ Reconstitute the sections describing the various violations listed in this section in a new “applicability” section in Chapter 13.10 General Provisions.
- ☐ Add a catch-all provision in new Chapter 13.10 to apply the enforcement title against any violation of any mandatory provision of the SMC for which a criminal penalty is not prescribed.

Existing 13.01.020 Duty to Enforce

- ☐ Retain subsections (1), (3), and (6) in a new “duty to enforce” section in Chapter 13.10 General Provisions.
- ☐ Move subsection (2) regarding inspection to a new section about investigation and right of entry.
- ☐ Move subsection (4) regarding whom the chapter is enforced for to the policy section.
- ☐ Reword subsection (5) as a clear statement of joint and several liability, making the property owner, in addition to any other person who may be the cause of a civil violation, jointly and severally liable for the violation, payment of any penalties, and restoration of the site.

Existing 13.01.030 Investigation and notice of violation.

- ☐ Move subsection (1) to new section for investigation and right of entry.

The “notice of violation” described in subsection (2) is also characterized as an order. Since it’s more than a “notice,” we should characterize it accurately.

- ☐ Differentiate between a “notice of violation” (an optional warning step) and an “administrative order” to abate a violation.
- ☐ Move subsections pertaining to service and notice to their own section.
- ☐ Expand the authority in subsection (7) to amend an order to also include the ability to issue supplemental orders.

Existing 13.01.040 Time to comply.

- ☐ Move subsection (1) to the sections governing contents of orders.
- ☐ Move subsection (2) regarding time to file an appeal into a new section concerning appeals.

Existing 13.01.045 Classes of violation – Defined – Penalties.

This section of code creates two classes of violation (“Class A” with a \$250 penalty and “Class B” with a \$50 penalty). Class B violations are referenced in various other chapters of the code (e.g., park regulations, public nuisance, special events, utility tax); Class A violations are only referenced in the sexually oriented businesses and animal control chapter.

We recommend disposing of these classes of violations. Instead, for minor code violations, we recommend subjecting the violator to a civil infraction (a “ticket”) under [RCW 7.80](#). Tickets are more useful than civil penalties for minor violations and can be enforced through the municipal or district court.

RCW 7.80.120 categorizes civil infractions into four types with the maximum penalties and default amounts as follows:

- Class 1, \$250
- Class 2, \$125
- Class 3, \$50
- Class 4, \$25

Each class of civil infraction also carries significant statutory assessments.

- ☐ Replace existing classes of violation with civil infractions.

If the city desires to retain a graduated schedule of penalties, we could construct one similar to City of Vancouver’s in [VMC 22.02.070](#). We recommend instead characterizing each day a violation continues as a separate violation carrying its own penalty.

Existing 13.01.050 Stop work order.

- ☐ Fully describe stop work orders in their own sections.
- ☐ Make violation or removal of a posted stop work order a misdemeanor.

Existing 13.01.060 Emergency order.

“Emergency orders” as described in this section have many of the same characteristics as stop work orders.

- ☐ Combine emergency orders as described in the first subsection with stop work orders.
- ☐ Address the elements of the second subsection in more general sections declaring violations as public nuisances and allowing abatement by the city.

Existing 13.01.070 Review by hearing examiner.

- ☐ Recharacterize the subject of this section as an “appeal,” retitle the section, and include in the procedures for administrative orders.
- ☐ Specify that any person subject to an order may file an appeal (but not others).
- ☐ Specify required contents of the appeal.
- ☐ Allow for fees associated with filing an appeal.
- ☐ Specify a presumption of validity of the city’s order and require the HE to find the order was “clearly erroneous” in order to reverse or modify it.
- ☐ Include timelines for the Hearing Examiner’s decision.
- ☐ Allow for reconsideration.

Existing 13.01.100 Criminal penalties.

Because this chapter pertains to civil violations of the code (i.e., violations that are not identified elsewhere as criminal violations), this section should be deleted from the title. Clarity around whether a violation is civil or criminal is important.

☐ Delete.

Existing 13.01.110 Additional relief.

☐ More fully describe in the new chapter on remedies.

Existing 13.01.120 Severability.

☐ Retain a general statement of severability; move to the general provisions chapter.

New Provisions

We also propose several new provisions that are not addressed by current code.

Authorized official. We need to clearly identify what official is authorized to issue administrative orders under this code title.

☐ Specify _____ as the city official to issue civil infractions.

☐ Specify _____ as the city official to issue administrative orders.

Abatement. We recommend the code explicitly authorize the City to abate code violations consistent with RCW [35.22.280\(30\)](#), and RCW [35.80.030](#).

☐ Include authorization for city to abate violations.

☐ Include authorization for summary abatement without prior notice when a violation poses an imminent threat to health or safety or to the environment.

Certificate of non-compliance. We have been able to resolve civil enforcement cases that have minor effects on neighbors, but are difficult to effectively resolve, by recording a “certificate of non-compliance” against the subject real property that describes the code violations. The certificate appears in the chain of title for the real property and is an impediment to sale or mortgage. The violator is therefore motivated to resolve the violation so that the city can record a release of the certificate. This process is low cost and less time intensive for city staff than other processes.

☐ Include an optional certificate of non-compliance process.

Public nuisance. Adding a section defining any uncorrected violation to be a public nuisance allows additional enforcement capabilities under RCW Chapter [7.48](#), and RCW Chapter [9.66](#).

☐ Define violations as public nuisances.

Voluntary compliance. We have had excellent success in other jurisdictions with “Voluntary Compliance Agreements” that allow violator to agree, usually without any penalty, to remedy the violation within a specified period of time, in exchange for waiving rights to appeal. Many jurisdictions, including [Anacortes](#), [Burien](#), [Mount Vernon](#), [Sammamish](#), [Sedro-Woolley](#), and [Skagit County](#) now each have authority to enter into VCAs.

- ☐ Add a section allowing the City to enter into a Voluntary Compliance Agreement with the violator to remedy the violation.

Reporting. Council may benefit from an annual report to city council on the number of complaints, opened cases, and their outcomes.

- ☐ Include a requirement for an annual report to Council.