



PLANNING COMMISSION AGENDA

June 12, 2023– 6:30 PM

Stanwood Fire Station (8117 267th Pl NW)

1. Call to Order
2. Roll Call
3. Public Requests and Comments
4. Approval of Minutes
 - Approval of the April 24, 2023, Planning Commission Minutes
5. New Business
 - Public Meeting: Stanwood Port Susan Trail Phase 2
 - Transportation Element Goals and Policies
 - Parks, Recreation, and Open Space Survey
6. Old Business
7. Miscellaneous Business
 - 2022 /2023 Washington State Legislative Bill Summary
8. Recent Council Action on Commission Items
 - Adoption of SMC Titles 9 and 13
 - Housing Action Plan
 - Building Code Update
9. Upcoming Items
 - SMC Titles 3 and 5
 - Land Use and Housing Element
 - Park Policies
10. Adjourn

Zoom Meeting Information

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83099113579?pwd=ZXVib2MxYWUxRm9Bd1lCTWREZGU2QT09>

Passcode: 502157
Telephone: 253-215-8782
Webinar ID: 830 9911 3579



Joint Planning Commission & Community Development Committee Meeting Minutes April 24, 2023 – 6:30 pm

Call to Order: 6:33 pm

Roll Call

Commissioners Present:

Patrick Hosterman, Commission Chair
Robert Hicks, Commissioner
Melissa Toner, Commissioner
Cody Davis, Commission Vice-Chair
Jeff Wheatley, Commissioner
Tim Schmitt, Council Member
Steve Shepro, Council Member
Marcus Metz, Council Member

Staff Present:

Patricia Love, Community Development Director
Tansy Schroeder, City Planner
Audrey Rotrock, Associate Planner

Absent:

Eric Warnat, Commissioner, Justin Burns, Commissioner

Also known to be present: Rick Williams, Jay & Carly Sarver, Sean Connolly, Melodee Sarver, Stuart Heady.
Online: Nicole Ng-A-Qui, Meagen Watkins, Charvet Drucker, Kathleen Shepro, Matt, Tom Surridge, Christy Ward, Ellen Paige, Sam Drucker, William Lippens, (925) 878-5677, Observer 1, Observer 2

Public Requests and Comments:

None

Approval of Minutes:

The minutes from the April 10, 2023 Planning Commission meeting were unanimously approved.

New Business:

2024 Comprehensive Plan Organization

The March Advisory Group meeting included a robust discussion on the Land Use Element of the 2024 Comprehensive Plan. Several comments centered around the Element being too technical, and it didn't flow well. Some of the information that felt missing from the Land Use Element is actually located in other Elements / Chapters of the Plan. To help better understand the general flow of the entire Comprehensive Plan and the topics covered in each Element, staff prepared a table describing the topics addressed in each Element.

- The Planning Commissioners and Council Members found the table very helpful in understanding what each Element contains.

2024 Comprehensive Plan Land Use Element

The Land Use Element is the most critical component of the Comprehensive Plan and the basis for all other required elemental chapters. The 2015 Land Use Element consists of 25 different goals each with their own associated set of policies. Staff and consultant edits to this element concentrated on simplifying the text, removing redundant goals or policies, simplification, already implemented/adopted, or more appropriate for the Municipal Code or other elements of the Comprehensive Plan, and adding new policies addressing regional planning policies.



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The Advisory Group reviewed the draft land use element at their March meeting and two issues dominated the discussion on the land use element: Provisions for commercial goods and services, and housing. Staff then reorganized the land use element and reviewed the proposed 2024 Zoning Map and are suggesting a few map changes for consideration:

- Commercial Goods and Services:
 - Option 1: General Commercial on existing “Big Box” property.
 - Option 2: Include Viking Village and QFC properties adjacent to 271st Street in General Commercial zoning.
 - Option 3 (Advisory Group preferred): Include Viking Village in GC zoning, exclude QFC properties adjacent to 271st Street.
- Expanding Housing Variety:
 - Option 1 (not supported by the Advisory Group): Apply the TN zoning to larger undeveloped lots in the uptown area.
 - Option 2: Require commercial development on TN zoned properties adjacent to SR 532.
 - Option 3: Rezone large, undeveloped parcel on Pioneer Highway to Multifamily.

Mixed-Use Zone:

One of the goals of the downtown zoning analysis was to reduce the number of zoning districts and eliminate the confusion between the Mainstreet Business District I and Mainstreet Business District II zoning districts. By combining these zones, the new Mixed-Use Commercial zoning doesn’t account for the existing “Big Box” stores which currently serve the community.

To address this disparity, staff is suggesting the following zoning amendments:

1. Preserve the downtown, small business owner atmosphere along 271st Street, 270th Street (Main Street) and 102nd Avenue by applying the Mixed-Use zoning. This allows small business development with infill residential to support retail and restaurant shopping.
2. Apply the General Commercial zoning designation to the “Big Box” properties along 92nd Avenue, 88th Avenue and a portion of Viking Way. This preserves the existing “Big Box” development and allows for their continued use over time.

Expanding Housing Variety:

In 2015 the City adopted the Traditional Neighborhood zoning district. The TN zoning requires three types of housing units or two types of housing units with commercial uses. The Advisory Group has suggested expanding the TN zoning and consider requiring more commercial development. In considering the AG’s comments, staff is proposing the following changes for consideration.

Proposed 2024 Uptown Zoning:

- Traditional Neighborhood Zoning (TN)
- Multi-Family Residential Zoning (MF)
- Single Family zoning (SF)
- General Commercial (GC)
- Parks / Open Space (POS)
- Public Use/Facilities (PF)
- Industrial (GI and PI)



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Proposed Uptown Zoning Amendments

1. Apply the TN zoning to larger undeveloped lots in the uptown area.
2. Require commercial development on TN zoned properties adjacent to SR 532.
3. Rezone undeveloped parcel on Pioneer Highway to Multifamily. This could allow for various infill housing types on small lots.

Commissioner & Council Member Questions & Comments:

- Consider also adding General Commercial zoning to portions of Pioneer Highway.
- There is room for more residential neighborhoods north of Stanwood.
- Concerned about potential apartments going in near QFC. There is already a lot of traffic in this area and apartments and more cars would make getting in and out of the plaza difficult.
- Support for mixed use residential in transportation corridor (downtown and Viking Village).
- Commissioners and Council members support Option 3 under Commercial Goods and Services.
- The Commissioners and Council Members would like to learn more about Commercial Accessory Units.
- Maintain compatibility of uses in residential areas to avoid nuisances such as noise, odor, and traffic.
- An increase in traffic in residential areas and school zones is a concern. Development along SR 532 is a better option.
- The City will identify and define the types of uses/businesses that would be allowed in residential areas.
- The Residential Commercial zone appears to be what the original intent of the TN zone was. This zoning change would allow these uses to arise naturally/as needed (uses such as daycare centers, mini marts, etc.) instead of forcing them into certain zones. They will also need to meet certain parameters, such as lot size.
- Can we create parameters for places of worship to allow them to have combined uses such as worship plus a daycare? These are conversations that will happen when defining uses.
- Could a business come in and ask the City for a variance to allow a different use in a residential zone? One could get a Special Use or Conditional Use Permit that would allow a new use to happen in a zone but with certain conditions and requirements. The State discourages single area re-zones.
- There are concerns of certain types of business/uses that would not be compatible with a residential neighborhood. How can this be managed? The City asks that the Planning Commissioners create a list of uses they would and would not like to see to bring them joint Planning Commission & City Council meeting on May 11th. Here they can discuss uses and narrow them down.
- Consider creating a restrictive list of residential commercial uses and have each proposed use subject to review.
- Nearby homeowners should have input on what businesses will be allowed and not allowed.



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Public Questions & Comments:

- Infrastructure of streets needs to be addressed as traffic increases. What is the timing to update the infrastructure with new developments? Developers are responsible for upgrading the infrastructure, otherwise it would be paid for by residents.
- Can new mixed-use areas be built up instead of out? The City doesn't anticipate increasing building height, but it is a topic that can be discussed with the Planning Commission and City Council.
- Many areas where residential commercial zoning may be allowed also have Homeowners Associations that could limit the types of uses allowed as well.
- There is a need for more townhomes and duplexes, instead of single-family homes and multifamily residences. These needs fluctuate with the economy.

Housing Action Plan Strategies

Stanwood received grant funding to prepare a Housing Action Plan (HAP). The purpose of the HAP is to develop a single report that defines community needs, analyzes projected needs, and identifies the most appropriate strategies and implementation actions that promote housing opportunities at all income levels. The HAP is not intended to be a regulatory document, but instead is a toolkit of recommended policies, programs, regulations, and incentives that were selected based on Stanwood's unique needs, character, and community. The City is required to adopt the HAP by June 30, 2023. City Staff and consultant, Blueline, have prepared three goals, each with 2-3 associated strategies that the City is seeking the Advisory Group's feedback on.

Goal A. Provide the foundation for a growing urban community.

- Strategy 1: Plan for intentional growth of infrastructure with consideration of the relationship between existing needs and future needs.
- Strategy 2: Foster community in areas that will experience the fastest growth.

Goal B: Promote a wider variety of housing opportunities for homeowners and renters.

- Strategy 1: Allow for higher-density residential development in proximity to services and transit.
- Strategy 2: Promote the use of infill development.
- Strategy 3: Allow for more flexible development of single-family residential units.

Goal C. Promote opportunities that foster a livable Stanwood, including housing affordability, for everyone now and into the future.

- Strategy 1: Consider ways to reduce the displacement of existing households.
- Strategy 2: Incentivize the construction of more homes for low-income and cost-burdened households.

Commissioner & Council Member Questions & Comments:

Goal A: Provide the foundation for a growing urban community

- Commissioners and Council members have no concerns about Goal A, to provide the foundation for a growing urban community.

Goal B: Promote a wider variety of housing opportunities for homeowners and renters.



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- Have developers asked to build different housing opportunities? Not in Stanwood, but in other jurisdictions. There are ways to create incentives for developers to want to build different types of housing units.
- Manufactured housing is a misunderstood housing type but is becoming a popular option and could help to fill in gaps. Manufactured homes could be an affordable option for seniors.
- Tax exemptions for developers would increase everyone else's property taxes.
- Why would we offer a tax exemption? Is it for enticing developers to build? It's a new option under State law, and the City wants to inform everyone that it is an option. It also helps provide managed affordable housing that will stay affordable housing in the future.
- A tax exemption might be necessary for a short period of time when developers aren't willing to build alternate housing types.

Goal C: Promote opportunities that foster a livable Stanwood, including housing affordability, for everyone now and into the future.

- All goals show responsible stewardship for affordable housing.
- Developers want to make money and will want to build the most profitable type of housing. These goals are geared towards developers who only build affordable housing.
- What would prevent a homeowner from pricing a home at a high rate in a Community Land trust? Community Land Trusts are specifically for affordable housing. The City will do more research and get more information back to the Planning Commissioners and Council members on this topic.
- What are the challenges of accessory dwelling units (ADU)? Some challenges that are faced when building ADU's are meeting setbacks, minimum building separation, and sewer and water connections.
- It is the School District's responsibility to accommodate growth. They currently have the capacity to meet this growth within the whole district. The City is continuing to build a relationship with the District.
- Consider reinstating school impact fees.
- Planning Commissioners and Council Members are supportive of moving the Housing Action Plan forward to City Council.

Public Questions & Comments:

- The Navy is bringing in six new ships to Everett over the next three years. Currently, sailors are struggling to find housing in Everett, and Stanwood is close enough to accommodate them.

Old Business: None

Miscellaneous Business:

- May 8, 2023 Planning Commission meeting is canceled for the joint meeting on May 11, 2023.
- The City has received funding for repairing the dike.

Recent Council Action on Commission Items:

- Municipal Code Chapters 9 and 13 are going to Council for the first reading on May 11, 2023.

Upcoming Items:

- Joint Planning Commission and City Council meeting on May 11, 2023.

Adjourn: 8:40 pm



CITY OF STANWOOD
PLANNING COMMISSION

AGENDA STAFF REPORT

MEETING DATES: June 12, 2023

SUBJECT: June Agenda Items

CONTACT PERSON: Patricia Love, Community Development Director
Tansy Schroeder, City Planner

Stanwood Port Susan Trail Phase 2 Public Meeting

Request: The City of Stanwood is proposing the Stanwood/Port Susan Trail Phase 2 project, which will provide a 1.4 mile American with Disabilities Act (ADA) compliant non-motorized, multi-use path from the Community Transit Park & Ride on 267th Street NW at the east end to an existing overlook west of the proposed Hamilton Landing Park project. A portion of trail footprint was previously constructed with Phase 1 in 2021. The trail will cross over Irvine Slough via a new pedestrian bridge. The project also includes multiple shoreline variance requests to allow construction of the proposed trail within critical areas and their buffers, to allow the trail to be constructed out of impervious materials for ADA access, and to allow the trail to exceed 5 feet in width for ADA access.

The Stanwood Non-Motorized Transportation Plan adopted in 2016 envisions a walkable community with future trails and bike paths. The need for more walking and biking facilities was reinforced in the 2019 / 2020 community survey. Under the parks category, walking trails and waterfront access were the two highest priorities. The need for walking trails was reinforced by 2022/2023 Comprehensive Plan community outreach events.

One of the projects in the Non-Motorized Plan is a looped trail system around the City's downtown area from the train station to the farmlands just north of Ovenell Park. This trail has been named the Stanwood Port Susan trail due to its connection with the Stillaguamish River and views of Port Susan Bay. Phase I was completed in 2020 as part of the SR 532 Berm Project. This permit application is for Phase 2 of the trail which is a 1.2 mile segment that runs from the Stanwood Park and Ride lot, around the waste water treatment plant, and along the Stillaguamish River to Twin City Foods.

Phase 2 of the trail will extend east from the existing trail along SR 532 and continue south on 88th Avenue NW / Marine Drive to connect to the Park and Ride. The proposed trail will also continue south from the western terminus of the existing trail around the Wastewater Treatment Plant along existing maintenance access roads, which will continue to function as both maintenance access roads as well as a regional non-motorized public use trail. The trail will

continue west and connect to the Hamilton Landing Park and cross over Irvine Slough before terminating at an existing outlook. Project elements include:

- 6- 10 foot wide trail – width will vary on the waste water treatment plant dike to accommodate existing conditions
- Gateway trail entry locations
- River view area near the southeast corner of the looped trail
- Wetland and buffer mitigation for trail impacts
- Pedestrian boardwalk through wetlands by the Public Works Building
- Pedestrian bridge spanning Irvine Slough
- Interpretive Signs



The Stanwood Port Susan Trail Phase 2 design project has been reviewed multiple times by Council Committees and by the full Council. The Community Development Committee discussed the project on February 27 and April 23, 2020, the Parks/Trails Advisory Committee discussed the project at their January 18, February 18 and May 5, 2020 meetings, and the Public Works Committee just reviewed the Commerce grant contract on November 2, 2020. All committees are supportive of moving forward with the project.

2024 Comprehensive Plan: Transportation Goals and Policies

The Transportation Element provides the framework to guide the growth and development of the City's transportation infrastructure. The Transportation Element implements and is consistent with the land use element of the Comprehensive Plan to ensure that the transportation network is planned to serve existing and future developments. The Element should address the development of a balanced, multi-modal transportation network for the City and also recognizes the regional nature of the transportation network and the need for continuing interagency coordination to improve the system.

The goals and policies of the Transportation Element are required to address the following items pursuant to the Washington State Growth Management Act and the PSRC Vision 2050 in addition to addressing Stanwood's community vision for the transportation system.

- Travel Demand Based on Land Use
- Estimated Traffic Impacts to State-Owned Facilities
- Facility and Service Needs
 - Inventory of Transportation Facilities
 - Level of Service (LOS) Standards
 - Actions to Bring Facilities up to LOS
 - Traffic Forecasts
 - Consistency with Statewide Multi-Modal Plan
- A Multiyear Financing Plan
- Intergovernmental Coordination Efforts
- Demand Management Strategies
- Non-Motorized Access for Pedestrians and Bikes
- Consistency with Transportation Element, 6-year CIP, and 10-year State Investment Plan (RCW 47.05.030)

Attached are the draft Transportation Element Goals and Policies for review and consideration. These goals and policies focused on the following principals:

- TG 1: Roadway Design and Safety – Ensure safe roadway design*
- TG 2: Adopt and Maintain Transportation Level of Service (LOS)*
- TG 3: Provide a Transportation System That Promotes Economic Development and a Healthy Environment*
- TG 4: Maintenance of Transportation Investments*
- TG 5: Reduce Miles Travelled Through Design and Planning*
- TG 6: Hazard Mitigation Planning*
- TG 7: Regional Coordination*
- TG 8: Minimizing Impacts on the Environment and Reducing Greenhouse Emissions*
- TG 9: Financial Planning Policy*
- TG 10: Prioritizing Equity and Inclusion*

Normally the following goals and policies would have been prepared in bold, underlined and strikeout format to see the differences between the 2015 goals and policies and those proposed for the 2024 plan. Due to the many substantive changes, that format made policies difficult to read. Below are the proposed 2024 goals and policies along with a copy those adopted in 2015. Amendments to the draft policies generally include:

- Consistency with the Puget Sound Regional Council Vision 2050 and regional travel forecasts
- Simplified text into a reader friendly format
- Adopts a Level of Service for pedestrian and bike users
- Addresses changes in State Law:
 - Ensure access for people of all ages
 - Compliance with the Americans Disability Act (ADA)
 - Recognize and prioritize equity and inclusion in the City's transportation system (New Goals 10)

- Prioritize investment in maintenance and safety improvements
- Includes hazard mitigation planning in transportation systems
- Protect the environment and reduce carbon emissions
- Consider impacts to human health
- Update financial policies

DRAFT 2024 TRANSPORTATION PLAN GOALS AND POLICIES

TG-1 – Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods.

- TP 1.1: Route pass-through traffic to collector roads designed and classified for higher volumes of traffic. Use neighborhood traffic control devices to direct traffic appropriately.
- TP 1.2: Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans and Disabilities Act (ADA).
- TP 1.3: The City’s transportation system should consist of a grid of through streets, providing a better connection from east to west and north to south.
- TP 1.4: Consider adopting a “complete streets” ordinance based on the guidelines established by Smart Growth America and the US Department of Transportation.
- TP 1.5: Apply emerging technological solutions to improve the safety and efficiency of the transportation system.
- TP 1.6: Identify and implement strategies to ensure the resilience and future security of the transportation system for the efficient movement of emergency responses.
- TP 1.7: Adopt lighting standards and use lamps that assure safe and effective illumination at minimum cost and energy use.

TG-2 – Maintain transportation levels of service (LOS) consistent with adopted standards and community needs.

- TP 2.1: Ensure adequate transportation facilities are available concurrent with development and maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.
- TP 2.2: The City has established adopts the following levels of service (LOS) standards:
- 1.) For locally owned intersection operations based on methodologies in the latest edition of the Highway Capacity Manual (HCM):
 - i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.
 - ii. LOS E for two-way stop-controlled intersections.
 - 2.) Apply Washington State Department of Transportation’s level of service standards to intersections of state highways within the Stanwood area:
 - i. LOS D or better within urban areas.
 - ii. LOS C or better within rural areas.
 - 3.) Consider adopting a local bicycle and pedestrian level of service that promote the movement of people.
- TP 2.3: Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.
- TP 2.4: Work with Snohomish County to coordinate level of service standards for transportation infrastructure and facilities within the City’s unincorporated Urban Growth Area for motorized and non-motorized transportation.

- TP 2.5: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.
- TP 2.6: Work cooperatively with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and adjacent areas.

TG-3 – Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation.

- TP 3.1: Collaborate with regional and state agencies such as the Puget Sound Clean Air Agency and the Washington State Department of Ecology to implement and achieve regional air quality and environmental quality goals.
- TP 3.2: Consider adopting Washington State Target Zero strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.
- TP 3.3: Identify and support major transportation hubs and economic development interests, such as ports, airports, and designated freight trucking routes.
- TP 3.4: Continue to coordinate freight transportation work with WSDOT, Snohomish County, Port authorities, railroads, and commercial aviation interests.
- TP 3.5: Support transportation mobility and access for people of all ages and abilities.
- TP 3.6: Transportation plans, improvements, programs, and services shall include an emphasis on social, racial, and income equity, as well as under-served populations.
- TP 3.7: Provide safe and accessible travel choices for people with physical mobility challenges and special needs.
- TP 3.8: Restrict wide-open, undefined access drives to minimize and consolidate access points to SR-532 and other major city streets.
- TP 3.9: Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environment impacts when planning and designing transportation facilities.

TG-4 – Maintain and preserve the utility of prior transportation investments.

- TP 4.1: Monitor the operation of the transportation system and identify system maintenance and preservation projects to protect existing investments and ensure a safe and reliable citywide transportation system.
- TP 4.2: Reduce capital improvement needs and extend transportation life-cycle costs through investments in maintenance, preservation, and safety to extend the life and utility of prior transportation investments.
- TP 4.3: Conduct periodic inspections of transportation infrastructure proactively, mindful of the infrastructure life cycle.
- TP 4.4: Maintain the remaining historic brick roads, particularly 270th Street NW, when financially feasible per City Beautification Action Plan and Twin City Mile.
- TP 4.5: Update the Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.

TG-5 – Reduce the number of trips made via the single occupant vehicle by encouraging the use of public transit and non-motorized facilities, and through thoughtful zoning practices.

- TP 5.1: Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.

- TP 5.2: Work with the Stanwood-Camano Island School District to encourage greater ridership on school buses by collaborating on efficient, inclusive, and effective bus routes.
- TP 5.3: Invest in and encourage the use of public transit bus, commuter rail, park and ride, and bicycle and pedestrian facilities connecting local and regional employment and shopping centers.
- TP 5.4: Develop a comprehensive network of safe, convenient, and accessible sidewalks and bicycle lanes, trails and/or paths to provide alternative routes to employment centers and shopping areas in alignment with PSRC's Regional Growth Strategy and Regional Transportation Plan.
- TP 5.5: Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
- TP 5.6: Where feasible, provide sidewalks on both sides of all new and reconstructed public streets.
- TP 5.7: Develop a multi-purpose trail and sidewalk system that connects Stanwood's neighborhoods, schools, parks and business districts via a non-motorized transportation network.
- TP 5.8: Periodically update city standards with current best practices, resources, and guidelines for the development of non-motorized facilities such as: multi-use paths, bicycle lanes, sidewalks, accessibility, crosswalks, widened roadway shoulders, and landscape buffers.
- TP 5.9: Preserve unimproved public rights-of-way when reasonable to create an interconnected network of pedestrian and bicycle trails.
- TP 5.10: Support the preservation of railroad rights-of-way for trails when continued rail service is not practical.
- TP 5.11: Work with transportation agencies such as Amtrak, Community Transit, Island Transit, and Snow Goose Transit to establish public education programs to encourage public transportation usage.
- TP 5.12: Create pedestrian friendly and inviting connections between downtown and uptown Stanwood through the implementation of the City Beautification project, the Twin City Mile revitalization, and potentially a complete streets policy.
- TP 5.13: Identify the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance of the City's transportation system.
- TP 5.14: Work with transportation agencies such as Amtrak, Community Transit, Island Transit, and Snow Goose Transit to establish public education programs to encourage public transportation usage.

TG 6 – Coordinate with regional officials on hazard mitigation planning efforts to improve the city's emergency management response and recovery efforts during and after major disasters to save lives, protect community investments, and restore critical transportation assets and services quickly after a disaster.

- TP 6.1: Adopt and implement a Hazard Mitigation Plan that advances the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts.
- TP 6.2: Coordinate with Snohomish County, Island County, and WSDOT to prepare a local and regional response for system recovery for the Hazard Mitigation Plan.

TG 7 – Support the development of a balanced regional transportation system by working cooperatively with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

- TP 7.1: Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the adoption of an impact fee ordinance addressing immediate and long-term improvements on SR-532.

- TP 7.2: Encourage rail providers such as Amtrak or Sound Transit's Sounder to expand passenger rail service to better connect Stanwood to regional centers, such as Everett, Lynnwood or Seattle.
- TP 7.3: Partner with WSDOT to implement access management solutions on SR 532 ensuring a coordinated system of traffic flow between traffic signals, restricting left turning movements, and/or by amending traffic signal timing to allow efficient progression of vehicles, bicycles, and pedestrians.
- TP 7.4: Promote a working relationship with regional planning agencies, particularly the Puget Sound Regional Council (PSRC), to assure the Regional Transportation Plans are consistent and complementary to the Stanwood Comprehensive Plan.
- TP 7.5: Work with Puget Sound Regional Council (PSRC) to ensure the City's Comprehensive Plan is consistent with the Regional Growth Strategy, including VISION 2050 and the multi-county planning policies, reviewed, and approved by PSRC.
- TP 7.6: Work with Island County and Snohomish County to ensure the City's transportation plan is consistent with Island and Snohomish Counties Transportation Element and Six Year Transportation Improvement Plans.
- TP 7.7: Integrate and focus transportation system improvements with land use plans to connect local and regional development centers.

TG-8 – Minimize negative environmental impacts for the benefit of the City's natural resources and the reduction of greenhouse gas emissions.

- TP 8.1: Reduce greenhouse gas emissions and pollutants from transportation activities through the electrification of the transportation system, use of cleaner fuels and vehicles, and developing of infrastructure needed to support clean fuel vehicles such as electric vehicle chargers.
- TP 8.2: Prioritize transportation projects that reduce vehicle miles traveled per capita and maintains economic vitality and sustainability.
- TP 8.3: Promote and incentivize transportation trip reduction programs and actions to reduce air pollution and greenhouse gas emission, including but not limited to:
 - a.) Land use plans and zoning for compact, higher-density, mixed use development to reduce vehicle mile traveled;
 - b.) Employer-based incentives for ridesharing, vanpooling, flextime, and telecommuting work schedules;
 - c.) Adopting policies or regulations proportionally reducing traffic impact fees or reduced parking requirements;
 - c.) Expanding conservation efforts and the use of clean alternative energy sources and vehicles; and
 - d.) Convert incandescent streetlights to L.E.D.
- TP 8.4: Work with local, state, and regional agencies to achieve regional goals to improve air quality, water quality, fish passage, and environmental pollution goals Help by minimizing and mitigating adverse impacts of transportation services on designated critical areas and resource lands.
- TP 8.5: The City should consider purchasing hybrid or electric vehicles when purchasing fleet vehicles.
- TP 8.6: Establish compact, pedestrian, transit-oriented development, and reductions to greenhouse gas emissions as metrics for prioritizing transportation investments.

TG-9 – Establish a stable, financially sustainable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

- TP 9.1: Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system. Use City revenues to leverage against funding opportunities.

- TP 9.2: Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law per RCW 36.73), to support ongoing maintenance, preservation, and operation of the City's transportation system.
- TP 9.3: Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth through: traffic impact fees, frontage improvements, local improvement districts, off-site mitigation improvements and other means allowed by State and local laws.
- TP 9.4: Partner with WSDOT, Snohomish County, Community Transit, Island Transit, and local agencies to define and fund improvement projects and programs.
- TP 9.5: Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.
- TP 9.6: Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available. Consider options for alternative funding mechanisms if local fundings is not available for critical/high priority projects.
- TP 9.7: Prioritize funding transportation safety improvement projects during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.
- TP 9.8: Develop a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

TG-10 Ensure and prioritize equity, inclusion, and access to opportunities in the development and maintenance of transportation systems. (NEW)

- TP 10.1: Consider current and past inequities in infrastructure development when planning and programming new investments using PSRC's Opportunity Index, the Countywide Equity Index, and other regional/state guidance documents. Consider consolidating findings into a transportation equity report.
- TP 10.2: Conduct public engagement with marginalized or underrepresented communities to understand multimodal transportation needs and barriers to access.
- TP 10.3: Prioritize active transportation and transit investments in historically underserved communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations to improve affordable and convenient access to employment, education, health care, social services, recreation, and culture.
- TP 10.4: Mitigate the negative impacts of the transportation system on historically underserved communities when developing plans and programs by incorporating equity and inclusion into the Capital Improvement Plan and Transportation Improvement Plan's proposed infrastructure projects.

Below are the existing 2015 Transportation Plan Goals and Policies.

A. Goals and Policies

The goals and policies provide a framework for decision making related to transportation issues. They will be used in implementing transportation projects and programs, reviewing new land use development applications, and supporting other City planning processes.

IG-1 – Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient and reliable movement of people, vehicles, and goods.

TP-1.1 – Plan improvements to existing street networks to evenly distribute through-traffic to collectors that meet design standards and reduce the amount of through traffic on neighborhood streets that are not classified as collectors.

TP-1.2 – Design roadways, sidewalks, trails, bicycle facilities, and other public circulation improvements to meet safety standards.

TP-1.3 – Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans with Disabilities Act (ADA).

TP-1.4 – Use neighborhood traffic control devices where necessary to direct through traffic to streets classified and designed for that purpose.

TP-1.5 – Prioritize existing safety hazards during transportation decision making process.

TP-1.6 – Adopt Public Works Development Guidelines and Construction Standards for design of roadways.

TP-1.7 – Develop an integrated road network throughout the city, particularly in downtown and the UGA (as it is annexed).

TP-1.8 – Encourage or require where appropriate a grid of through-streets to create a transportation system with east-west and north-south connections.

TP-1.9 – Work toward completing an integrated street network for automobiles, bicycles, and pedestrians by using complete streets program provisions as a guideline.

TG-2 – Maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.

TP-2.1 – Ensure adequate transportation facilities are available concurrent with development.

TP-2.2 – Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP-2.3 – The City has established the following levels of service (LOS) standards for intersection operations based on methodologies in the latest edition of the *Highway Capacity Manual (HCM)*.

- i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.
- ii. LOS E for two-way stop controlled intersections.

TP-2.4 – Apply Washington State Department of Transportation's level of service standards to intersections of state highways within the Stanwood area:

- i. LOS D or better within urban areas.
- ii. LOS C or better within rural areas.

TP-2.5 – Work with Snohomish County to coordinate level of service standards for roadways and intersections within the City's unincorporated Urban Growth Area.

TP-2.6 – Consider establishing level of service standards for bicycle, pedestrian and other transportation facilities that promote the movement of people.

TG-3 – Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation.

TP-3.1 – Help minimize and mitigate adverse impacts of transportation services on designated critical areas, and resource lands.

TP-3.2 – Work with local, state, and regional agencies to achieve regional air quality and environmental pollution goals.

TP-3.3 – Create an inviting and functional connection between east and west Stanwood roadway.

TP-3.4 – Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.



TP-3.5 – Establish coordinated gateway and signing programs to establish a sense of community, guide unfamiliar visitors to primary destinations, and revive the downtown area’s historic past and original street names.

TG-4 – Maintain, preserve, and extend the life and utility of prior transportation investments.

TP-4.1 – Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system.

TP-4.2 – Maintain and preserve the transportation system mindful of lifecycle costs associated with delayed maintenance.

TP-4.3 – Maintain existing brick roads, particularly 270th Street NW, in brick when financially feasible.

TG-5 – Reduce the number of trips made via the single occupant vehicle.

TP-5.1 – Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.

TP-5.2 – Encourage use of public transit and bicycle and pedestrian facilities.

TP-5.3 – Work with the School District to encourage ridership on school buses.

TP-5.4 – Encourage commuter rail, bus, park and ride, and bicycle use.

TP-5.5 – Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas in association with

the goals and policies of PSRC’s Regional Growth Strategy.

TP-5.6 – Where feasible, provide sidewalks and bike lanes on both sides of all new and reconstructed public streets.

TP-5.7 – Develop a trail system to connect Stanwood’s business district with other regional trails and centers.

TP-5.8 – Include standards for development of non-motorized facilities in the Public Works Standards. These should include, but are not limited to:

- bicycle parking facilities,
- sidewalks and paths,
- location and accessibility of crosswalks,
- landscaping to buffer facilities from automobile traffic, and
- recreational trails for pedestrians and bicycles.

TP-5.9 – Preserve unimproved public rights-of-way when reasonable to assure they are available in the future for development of an interconnected network of pedestrian and bicycle trails.

TP-5.10 – Support the preservation of railroad rights-of-way for trails when continued rail service is not practical.

TP-5.11 – Adopt building site design criteria such as reduced setback requirements for through easements (short cuts with sidewalks) for pedestrian and bicycle use to provide direct paths to schools, shopping centers, transit facilities, and recreational facilities.

TP-5.12 – Adopt design guidelines for non-motorized facilities for walking and bicycling

facilities that include sidewalks, bike lanes, roadway shoulders, and multiuse paths.

TP-5.13 – Implement non-motorized transportation facilities and services consistent with policies and strategies Comprehensive Plan, Road Standards, and Design Review Guidelines.

TP-5.14 – Provide corridors for pedestrian and small watercraft access to the Stillaguamish River.

TG-6 – Apply technological solutions to improve the efficiency of the transportation system

TP-6.1 – Identify and implement strategies for the efficient movement of emergency responses.

TG-7 – Support the development of a balanced regional transportation system and work with federal, state, regional and local agencies to develop the City’s transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

TP-7.1 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with state and regional transportation plans and requirements.

TP-7.2 – Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the collection of impact fees for improvements on SR-532.

TP-7.3 – Encourage rail providers to expand passenger rail service.

TP-7.4 – Coordinate with WSDOT for long-term and near-term improvements to SR-532 as identified in the Route Development Plan.

TP-7.5 – Support WSDOT with level of service

requirements and growth related impacts for SR-532.

TP-7.6 – Work with WSDOT to establish well-orchestrated traffic signal timing plans and a coordinated system of traffic progression between traffic signals on SR-532. Ensure that future traffic signals are designed, operated, and located appropriately to allow efficient progression of vehicle platoons.

TP-7.7 – Restrict wide-open, undefined access drives to comply with City driveway standards. Work to minimize and consolidate access points to SR-532. Encourage shared parking on adjacent properties with credits for complimentary uses.

TP-7.8 – Promote a working relationship with regional planning agencies, particularly the Puget Sound Regional Council (PSRC), to assure regional transportation plans are consistent and complementary to the Stanwood Comprehensive Plan.

TP-7.9 – Work with Puget Sound Regional Council (PSRC) to ensure the City's Comprehensive Plan is consistent with the *Regional Growth Strategy*, including VISION 2040 and the Multicounty Planning Policies, reviewed, and approved by PSRC.

TP-7.10 – Work with Island County and Snohomish County to ensure consistency of transportation plans.

TP-7.11 – Work with transportation agencies to establish public education programs to encourage public transportation usage.

TG-8 – Minimize negative environmental impacts for

the benefit of the City's natural resources and the reduction of greenhouse gas emissions.

TP-8.1 – Encourage ride-sharing, van-pooling and the use of flex-time schedules by employees.

TP-8.2 – Support voluntary, employer-based trip reduction programs

TP-8.3 – Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

TP-8.4 – Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled.

TP-8.5 – Reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles.

TP-8.6 – Manage street lighting needs by encouraging lighting standards and using lamps that will assure safe and effective illumination at minimum cost and energy use

TP-8.7 – Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

TP-8.8 – Provide safe and convenient access for pedestrians and bicyclists.

TG-9 – Establish a stable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

TP-9.1 – Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law), to

support ongoing maintenance, preservation, and operation of the City's transportation system.

TP-9.2 – Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth. New development may contribute to the costs of needed improvements through SEPA based mitigation, traffic impact fees, frontage improvements, local improvement districts, and other means allowed by State and local laws.

TP-9.3 – Structure developer impact fees to ensure that new development contributes its fair share of the resources needed to mitigate the impact on transportation facilities, as allowed under State law.

TP-9.4 – Continue to work with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and vice versa.

TP-9.5 – Continue to develop partnerships with WSDOT, Snohomish County, Community Transit, and local agencies to define and fund improvement projects and programs.

TP-9.6 – Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.

TP-9.7 – Use other City revenues to leverage against other funding opportunities.

TP-9.8 – Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.

TP-9.9 – Balance the estimated expenditures in the City's annual Six-Year Transportation



Improvement Program (TIP) with available revenues.

TP-9.10 – Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available.

Parks, Recreation, and Open Space Survey

Planning staff are starting the Parks, Recreation, and Open Space (PRO's) update portion of the 2024 Comprehensive Plan. One of the RCO certification requirements is to conduct a public survey. The City has prepared a youth survey and an adult survey that will be open through June and July 2023. The survey will be available to complete online and hard copies will be distributed to the YMCA, the library, and other youth programs.

The surveys were reviewed by the Parks and Trails Advisory Committee (PTAC) at their May 15, 2023 meeting. PTAC's comments included recommendations on emphasizing kid-friendly language, ways to engage the public with the survey, and prioritizing ADA accessibility and sensory-related questions. PTAC also encouraged distributing the survey to people who don't live in Stanwood as parks can draw in tourism and economic development.

In addition to starting the park survey work, the following sections of the PROS plan has been identified as needing an update:

- The PROS plan will be redesigned in a similar format at the Comprehensive Plan;
- Goals and policy;
- Integrate photos and graphics into the design;
- Update demographics: population, age, etc.;
- Review level of service standards;
- Update park profiles: amenities and acquisitions; and
- Updated CIP matching Master Plan priority lists.

2022 /2023 Washington State Legislative Bill Summary

This last legislative session ended with several bills that affect planning and zoning. Below is a summary of the bills that will affect the drafting of the Comprehensive Plan and Municipal Code.

HB 1042 – Conversion of existing commercial, mixed-use, and multifamily buildings for residences. Within existing buildings, cities:

- Allow an increase of the allowed density by 50%
- Cannot require additional parking; may retain existing parking
- Cannot require any new permitting requirements
- Apply existing zoning standards: building bulk standards, setbacks, lot coverage
- Cannot apply architectural design standards to existing buildings
- May not regulate location of units except to preserve ground floor commercial space of mixed-use buildings
- Energy code upgrades only apply to portion of the building being remodeled
- Projects cannot be denied due to non-conforming status of building or lots
- Projects are exempt from transportation concurrency requirements

Must incorporate requirements within six months of next comprehensive plan update, and these changes are categorically exempt from SEPA.

HB 1110 – Middle housing & density mandate – Does not apply to Stanwood

HB 1181 – 2023-24 – Response to Climate Change. Adds A Climate Change and Resiliency element to the Comprehensive Plan. Applies to GMA cities over 6,000 population and requires funding by the Legislature

HB 1293 – Streamlining Development Regulations with Design Review. City may only:

- Adopt “Clear and Objective” development regulation governing exterior design standards
- Standards may not materially result in a reduction in density, height, bulk or scale of buildings
- Design review must be consolidated with permit review
- Only one public meeting can be required

HB 1326 –Waiver of utility connection fees.

- Cities may waive utility connection fees for: non-profits; public development authorities; housing authorities; emergency shelter projects; transitional housing projects; permanent supportive housing projects; and/or affordable housing projects
- Fees must be paid out of the general fund, by grants, or other revenue sources
- A waiver program must be adopted by ordinance
- Applies to water, sewer, stormwater, power, gas, or other means of power/heat

HB 1337 – Accessory Dwelling Unit Regulations.

Use and Location

- Up to 2 ADU’s are allowed per lot in all residential zones; units may be attached, detached, or a combination of both
- On lots less than 2,000 square feet: cities may only allow 1 ADU along with the principal use
- ADU’s can be located on lots with single family residences, duplexes, triplexes, townhomes or other housing units
- Must allow ADU’s on any lot that meets the minimum lot size requirement for the principal use
- Existing buildings and accessory structures may be converted to an ADU even if they are non-conforming
- Critical area and buffer regulations apply; may restrict ADU’s in floodplain and geologically sensitive areas
- May restrict ADU from being used as a “short term rental” i.e.: AirB&B rental

Size and Development Standards

- May not restrict ADU’s to less than 1,000 gross floor area; the 1,000 square feet does not include garages or accessory structures (Stanwood’s current code is 900 sf)
- May require ADU’s to be connected to sewer
- May not require an owner occupancy requirement in either unit
- Buildings may be up to 24 feet in height
- Setbacks, lot coverage, tree retention, aesthetics cannot be greater than that of the principal unit
- ADU’s may be allowed along a lot line adjacent to an alley
- Street improvements may not be required
- Limitations on the number of parking stalls that can be required

Other

- Regulations may not be appealed
- Permitting process must be the same as for single family residences
- Impact fees can only be equal to half of the principal use
- ADU's may be converted to condominiums on existing property
- Cities are not liable for ADU's permitted in conflict with existing CCR's
- After the effective date of the state legislation, CCR's may not restrict ADU's

HB 1695 – Property Surplus. Cities may surplus property at no cost for affordable rental or homeownership projects.

ESSB 5258 – Impact Fee Formula and Short Plat Regulations.

- Impact fee formulas must be amended to reflect a proportionate share for multifamily and condominium units based on square footage, number of bedrooms, or trips generated to produce a proportionally lower impact fee for smaller unit types.
- Short plat regulations must be amended to allow “unit lot” subdivisions allowing the division of a principal lot into separately owned unit lots (smaller lots for townhouses or ADU's) and creation of a homeowners association.

SB 5290 – Local Project Permit Review Process and Timelines.

Building Permits

- Interior remodels, with not expansion of the footprint, shall not be classified as a project permit and no site plan may be required

Commerce Grants

- Provides a grant program to consolidate local permit processes, including switching to online
- Provides a grant program to cover the cost to review and process permits
- Establishes a working group to review options for licensing and permitting software

Permit Review Process

- Outlines permit completeness, notice, and timelines process, and allowable exemptions and alternative compliance
- Permitting timelines have been established: 65 days for administrative decisions, 100 days for projects with public notice, and 170 days for projects with public hearings
- Exclusions from the timeline includes time for permit corrections by the applicant, temporary suspensions, mutually agreed upon extension, and time to address appeals
- New permitting penalties for not meeting timeframe: refund 10%-20% of permit fee
- After January 1, 2026 cities must adopt additional measures to address permitting procedures such as: expedited review processes; adopt ILA with other jurisdictions to share permitting staff; budget consultant support to help with permit review; hire additional permit staff covered by permit revenues; limit the types of permits that require a public hearing; or other processes to improve permit review times

Other

- Commerce to provide guidance on how to prepare a reasonable fee structure
- Commerce to provide a reporting template

SB 5412 – SEPA Categorical Exemptions. Allows cities to exempt projects from SEPA if a development is equal or lower in density and intensity as allowed by the comprehensive Plan goals and policies. An environmental impact statement may be required on the Comprehensive Plan update.

ESSB 5452 – Use of Impact Fees. Transportation impact fees can be used for public street, roads, and “bicycles and pedestrian facilities” that were designated with multimodal commuting as an intended use.

SB 5536 – Essential Public Facilities. Opioid treatment programs and facilities are considered Essential Public Facilities and may not be prohibited by cities. These include both mobile and fixed-site medication units, recovery residences, harm reduction programs and use disorder treatment facilities. Safe injection sites are not included.

SB 5553 – Temporary Emergency Shelter. Temporary emergency shelters are exempt from building code requirements.

City of Stanwood

2023 Parks, Recreation, & Open Space

Community Survey

Draft Date: June 1, 2023

The City of Stanwood is updating its *2016 Parks, Recreation, and Open Space Plan* and needs your help to understand local values, priorities, and desired changes to the parks system. Your participation in the survey is greatly appreciated. Feedback will inform how the city can improve its parks system, facilities, and programs and shape what projects and services the city will invest resources in over the next twenty years.

Survey Demographics

1. Please select your age range:
 - a. 18 to 29
 - b. 30 to 39
 - c. 40 to 49
 - d. 50 to 64
 - e. 65 or over
2. Are you of Hispanic, Latino, or Spanish origin?
 - a. Yes
 - b. No
3. What race do you consider yourself to be? (Check all that apply)
 - a. White/Caucasian
 - b. Asian
 - c. American Indian or Alaska Native
 - d. Black or African American
 - e. Native Hawaiian or Other Pacific Islander
 - f. Some other race
4. What languages, other than English, are spoken at home?
 - a. _____
5. How long have you lived in Stanwood or the surrounding areas of Stanwood?
 - a. Less than a year
 - b. 1-3 years
 - c. 3-5 years
 - d. 6-10 years
 - e. 11-20 years
 - f. Over 20 years

6. Does your household have a need for ADA-accessible facilities, programs, and parks?
 - a. Yes
 - b. No
7. Have there been challenges to anyone in your household in accessing parks or programs due to physical or sensory limitations?
 - a. Yes
 - b. No

Parks, Recreation, and Open Space Survey

8. Who do you go to the parks with? (Select all that apply)
 - a. Myself
 - b. My partner
 - c. My children
 - d. Friend(s)
 - e. My pet(s)
 - f. Other family members (ie grandparents)
9. How far do you travel to your preferred park or activity?
 - a. Less than $\frac{1}{4}$ mile, or a 10 minute walk?
 - b. $\frac{1}{4}$ to $\frac{1}{2}$ mile, or a 10 to 20 minute walk?
 - c. $\frac{1}{2}$ mile to 1 mile, or a 40 minute walk
 - d. 1 to 5 miles
 - e. Greater than 5 miles
10. Which park facilities are the most important to you and your household? (Select all that apply)
 - a. Open space, trails, and nature viewing
 - b. Grassy sports fields (soccer, football, etc)
 - c. Paved sports Courts (basketball, pickleball, etc)
 - d. Baseball fields
 - e. Skate Park
 - f. Disc Golf Courses
 - g. Dirt Bike Course
 - h. Dog Park
 - i. Playgrounds
 - j. Picnic or seating areas
11. What other activities are important to you and your household? (Select all that apply)
 - a. Youth programs (after school, daycare, summer camp)
 - b. Adult fitness or wellness programs
 - c. Senior programs and services
 - d. Environmental stewardship and outdoor programs
 - e. Farmers market

- f. Arts or crafts programs
- g. Dance or theater programs
- h. Organized sports (adults or youth)
- i. Community concerts or events (movies in the park, summer concerts, etc)
- j. Culturally specific events or programs
- k. Adaptive/special needs programs
- l. Water recreation (swimming, boating, fishing, kayaking, etc)
- m. Other: (fill in the blank)

12. How frequently do you or a member of your household visit or use the following park facilities provided by Stanwood? (1-5 scale, 1 = have not visited and 5 = once a week).

- a. Open space, trails, and nature viewing
- b. Playgrounds
- c. Skate Park
- d. Dirt Bike Course
- e. Walking trails
- f. Disc Golf Course
- g. Dog Park
- h. Grassy athletic fields (soccer, baseball, football, etc)
- i. Paved athletic courts (pickleball, basketball, etc)
- j. Baseball Fields
- k. Picnic or seating areas
- l. Movies in the Park and Summer Concerts

13. How satisfied have you and your family been with the quality of Stanwood parks? (Scale 1-5, 1= not satisfied and 5=very satisfied)

- a. Selection of amenities/facilities available in parks
- b. Quality of amenities/facilities in parks
- c. Parking
- d. Safety
- e. Cleanliness and restroom facilities
- f. Overall

14. What challenges prevent you or your household from accessing or using the city's parks, recreation opportunities, or open spaces? (Select all that apply)

- a. Lack of park maintenance
- b. Lack of park amenities
- c. Parks are too crowded and insufficient parking
- d. Parks are too far away or located inconveniently
- e. Parks are not ADA-accessible
- f. I'm too busy and don't know what is offered at Stanwood's parks
- g. I feel unsafe in Stanwood's parks
- h. Other: _____
- i. None, I regularly use Stanwood's parks and recreation facilities

15. What would increase your usage of parks and recreation facilities, programs, and services, if addressed by Stanwood? (Example: Better signage/wayfinding, enhanced access for persons with disabilities, better safety and security measures such as lighting, etc)

a. _____

16. What are the most important **existing** facilities and amenities the city should maintain?

a. _____

17. How do you think existing facilities, amenities, and services are meeting the needs of the community? (Scale 1-5, 1 is not important and 5 is very important)

- a. Open space, trails, and nature viewing
- b. Playgrounds
- c. Skate Park
- d. Dirt Bike Course
- e. Walking trails
- f. Disc Golf Course
- g. Dog Park
- h. Grassy athletic fields (soccer, baseball, football, etc)
- i. Paved athletic courts (pickleball, basketball, etc)
- j. Baseball Fields
- k. Picnic or seating areas
- l. Movies in the Park and Summer Concerts

18. What programs, activities, or facilities have you seen elsewhere that are unavailable in the city?
What should be considered a priority for future investment into Stanwood parks?

a. _____

19. Please share any additional comments or suggestions on what the city can improve in its parks and recreation system, facilities, and programs.

a. _____

20. Would you like to be added to a contact list for future updates on the city's *2024 Parks, Recreation, and Open Space Plan* update?

- a. Yes: (enter email) _____
- b. No

City of Stanwood

2023 Parks, Recreation, & Open Space

Youth Survey

Draft Date: June 1, 2023

The City of Stanwood is updating its *2016 Parks, Recreation, and Open Space Plan* and needs your help to understand local values, priorities, and desired changes to the parks system. Your participation in the survey is greatly appreciated. Feedback will inform how the city can improve its parks system, facilities, and programs and shape what projects and services the city will invest resources in over the next twenty years.

Survey Demographics

1. How old are you?
 - a. Below 5
 - b. 6-10
 - c. 10-14
 - d. 14-17

Parks, Recreation, and Open Space Survey

2. How do you get to the park?
 - a. I walk to the park
 - b. I ride my bicycle to the park
 - c. A family member or friend drives me to the park
 - d. I ride the bus to the park
3. What do you like to do at the park? Circle the activities you enjoy.
 - a. Walking around and watching nature
 - b. Going to the playground
 - c. Playing sports in the grassy fields (soccer, football, etc)
 - d. Playing sports on the paved courts (basketball, pickleball, etc)
 - e. Using the baseball fields
 - f. Using the skate park or dirt bike course
 - g. Playing disc golf / frisbee golf
 - h. Going to the dog park
4. What other kinds of activities do you enjoy in Stanwood? Circle the activities you enjoy.
 - a. After school programs
 - b. Summer Camp or Day Camp programs
 - c. Participating in sports
 - d. Going to the farmers market

- e. Learning about the environment
- f. Dance or Theater programs
- g. Movies in the Park
- h. Summer Concerts
- i. Cultural Events or Programs
- j. Special needs programs or quiet events
- k. Other: _____

5. How frequently do you use the following park activities? Never, Rarely, Sometimes, Frequently

- a. Playgrounds
- b. Skate Park
- c. Dirt Bike Course
- d. Walking trails
- e. Disc Golf Course
- f. Dog Park
- g. Grassy athletic fields (soccer, baseball, football, etc)
- h. Paved athletic courts (pickleball, basketball, etc)
- i. Baseball Fields
- j. Picnic or seating areas
- k. Movies in the Park and Summer Concerts

6. What don't you like about the city's parks? Circle all that apply

- a. Parks are not well maintained (broken playgrounds, litter, etc)
- b. Parks don't have activities that I want to do
- c. Parks are not accessible to me
- d. Parks are too crowded
- e. Parks are too far away from my home
- f. I don't feel safe in the parks
- g. Other: _____
- h. I like everything about Stanwood's parks

7. What do you wish Stanwood had more of in its parks?

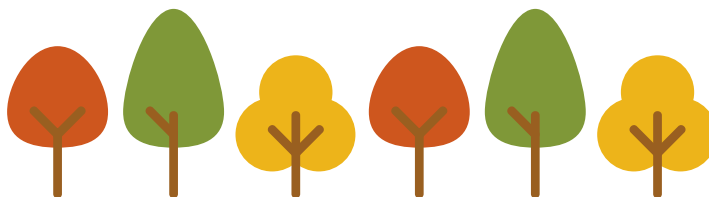
- a. _____

8. How can Stanwood make its parks better?

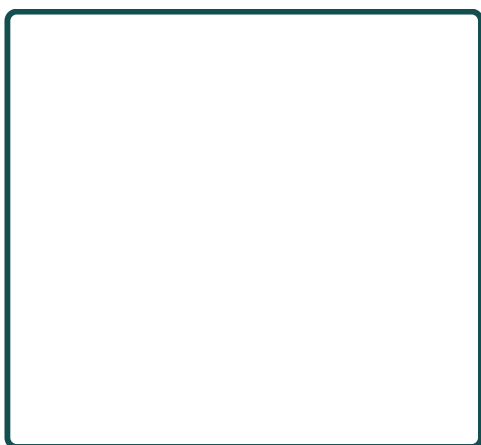
- a. _____



My Park Pass



Draw Yourself at the Park



Name: _____

Age: _____

My Favorite Park: _____

My Favorite Park Activity: _____

I Wish Our Parks Had More: _____



My Park Pass

PARK PASS

NAME: _____

	WENT FOR A WALK	SAW AN ANIMAL	MADE A NEW FRIEND
CHURCH CREEK PARK:	☐	☐	☐
HERITAGE PARK:	☐	☐	☐
LIONS PARK:	☐	☐	☐

