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## **SECTION I – INTRODUCTION AND PLAN BACKGROUND**

### **Executive Summary**

The Comprehensive Plan for Stanwood is intended to guide future decisions related to land use, city development, transportation, housing, capital facilities and utilities through the year 2025. The plan was developed in compliance with the Washington Growth Management Act (GMA), which establishes planning goals to guide the development and adoption of comprehensive plans within the State. These goals include reducing urban sprawl, encouraging affordable housing, providing efficient multi-modal transportation systems, protecting the environment and enhancing the State's high quality of life. A further goal is to ensure that public facilities and services necessary to support future development shall be adequate and timely.

Because of the complexities of this document, it is important to provide the reader with a general framework, or guide, to detail the sequence of implementation procedures. This Plan will result in a major change in how the City implements the policies contained in this Plan, how the City manages its physical development and how the City monitors these changes.

The 2004 Stanwood Comprehensive Plan as amended through 2012 contains nine elements. These elements include:

- The Land Use Element
- The Housing Element
- The Economic Development Element
- The Capital Facilities Element
- The Transportation Element
- The Utilities Element
- The Natural Features Element
- The Shoreline Element
- The Parks, Recreation and Open Space Element

Each of the above elements is comprised of the following sections:

- Introduction of the element
- Goals and Policies
- Inventory and Analysis
- Future Needs Assessment

This Comprehensive Plan is intended to serve as a general guide to coordinate a detailed sequence of policy and regulatory decisions. The goals and policies of this Plan are implemented by a series of related documents and decisions which comprise the implementation process. Actions in this Plan have different purposes; they can be divided into three general categories: (1) to establish adopted policies; (2) to provide the framework for regulations that need to be adopted as ordinances, and (3) to serve as administrative guidelines.

## **The Community Vision of Stanwood**

The people of Stanwood value specific characteristics that are unique to the City. Residents are very clear in stating that they would like to maintain the special qualities of the City. It is the City's intention to encourage an ongoing, long-term public involvement program. This program will involve Stanwood and surrounding jurisdictions.

The 1995 Community Vision of Stanwood was established through a multi-faceted approach. Comments and input on the City's Vision were collected from several different sources, including:

1. General discussion from the Comprehensive Plan Committee. There were 7 committee members, 2 staff members, and 2 professional consultants working together in structuring the 1995 Stanwood Comprehensive Plan.
2. Continuous input from the general public.
3. Two general surveys taken in Stanwood--the surveys of the spring of 1986 and the spring of 1992. Although these surveys are non-scientific, a number of similarities appear on both.

In 2002, the Vision Statement was updated based on input from the following:

1. Visioning Workshops - Two workshops were conducted by City Staff and the Planning Commission, one on January 28<sup>th</sup>, 2002 and the second on September 23<sup>rd</sup>, 2002. The second visioning workshop focused on the “downtown” and economic development. Everyone in attendance at these workshops was asked to fill out a questionnaire and answer some general questions relating to Stanwood’s future.
2. Citizen planning - a committee of 6 citizens, 2 members of the Economic Development Council, 2 City Council members, one staff member, and the Planning Commission (9 citizens total) who assisted the Planning Commission with the 2004 update.
3. Continuous input from the general public.

In 2003, the City engaged in 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 some of the existing vision for downtown. During the 2004 update, the Planning Commission recommended incorporation of the results of the Design Stanwood charette into the Comprehensive Plan. The concepts of Design Stanwood are incorporated accordingly into the Vision Statement.

In 2008 the Vision was again reviewed in the context of developing an Economic Development Strategic Plan. A community stakeholder group provided input to the economic development and downtown element goals and strategies in the context of a future action plan. The future Vision and adopted policies of the Comprehensive Plan were renewed and affirmed through this process. Several policy refinement amendments were made in the Land Use, Downtown and Economic Development sections of the Plan

In 2012 the Plan was amended by three major initiatives.

1. A community wide Sustainable Design Assessment Team charette resulted in refinement of the future Vision. Similar to the 2003 DAT, this visioning session refined ideas for downtown Stanwood and again confirmed the existing vision for downtown. This charrette was attended by over 200 citizens and business groups over a three day period.

2. A comprehensive Shoreline Management Program Update resulting in adoption of the Shoreline Management Element. The Shoreline Master Program update was the culmination of three years of study and public process consisting of over ten Planning Commission and City Council meetings, workshops and public hearings.
3. A Parks Plan update resulting in the incorporation of parks plan policies into a new Parks Recreation and Open Space Element. The Parks Recreation and Open Space Plan changes were made after an online survey with over 70 responses, an Open House with 20 attendees and a public hearing before the Planning Commission.

Based on this input, the major components of the Vision were re-affirmed and updated, and are reflected in the following Vision Statement for this Plan.

## **Vision Statement**

The City of Stanwood is the commercial and cultural center of the greater Stanwood/Camano region and is self sufficient - providing employment, access to locally grown food, community activities, and a full range of goods and services for its residents and surrounding rural communities.

Surveys indicate that residents and members of the business community both support preservation of existing structures and seek new development that enhances the existing small town character which gives the community its distinctive identity. Simply put, Stanwood is a nice place to live, work, shop and visit and citizens of Stanwood would like to see it remain that way.

Over 200 community members participated in the 2012 community Sustainable Design Assistance Team charrette. The strong consensus was to continue building on the assets currently in Stanwood, engage in more economic development to diversify the city's employment base, and support the existing business community.

The assets needed to achieve the city's long-range vision include:

### ***Sense of Community***

The City's sense of community is highly valued and residents would like to retain this character at all costs.



### *Livability and Convenience*

Stanwood is considered to be very livable. The scale and design quality of historic downtown, new commercial areas and residential neighborhoods combine to create an aesthetically pleasing community character. Many residents are within a safe and convenient walking distance or a short drive to stores, restaurants or services that they utilize. There are many goods and services that can be obtained within this City.

### *Transportation and Mobility*

Residents like to be able to move about freely and safely. Continual improvements to City sidewalks and trails are desired. A system of walkways, trails and bike paths between schools, parks and natural open spaces would ease the conflict between pedestrians, bicyclists and the automobile. Stanwood should be a hub for all forms of transportation to and from surrounding areas. The importance of trails both within the existing City and as connectors to the region are emphasized

### *Growth Patterns*

The City envisions continued growth at low to moderate rates (2-5 percent per year). People would like to avoid suburban sprawl. This threatens Stanwood's City center and sense of community. Sprawl would also create a greater dependence on the automobile.

### *Economic Development*

The City will focus on retaining its role as the center of the Greater Stanwood area by pursuing new endeavors that support the downtown and employment diversification and leverage Stanwood's location as an urban center surrounded by world class agricultural land. These efforts include the following initiatives.

- A successful year around farmers market and support of local food distribution.
- Special events, festivals, and sports tournaments to attract additional foot traffic into the downtown.
- Pursuing more effective means to address the flooding issues inherent in its location along the Stillaguamish River.
- Promoting businesses that fit into the downtown plan.

### *Value of the Environment*

There is overwhelming support from the community to protect the local environment, and to promote access and tourism to local natural features. The updated policy framework for the shorelines emphasizes shoreline access, and future trail development within the Stillaguamish River shoreline area. In addition, the lower reaches of Church Creek are recognized for their high quality natural habitat which will be retained.

*Surrounding Land Use Valued*

Residents generally value the agricultural land use surrounding Stanwood. Stanwood's identity associated with the agricultural and rural environment is very important.

*Parks Recreation and Open Space*

The vision for the Stanwood parks system includes developing a new park that connects the downtown to the Stillaguamish River, developing neighborhood parks in the downtown and the north portion of the residential area, and expanding trails to provide a loop route within the City while providing trail and bicycle access to the region. The parks system also continues to be envisioned as providing regional facilities at Heritage Park to serve the needs of the greater Stanwood area

**Planning Framework (GMA)**

The Washington State Legislature recognized that uncoordinated and unplanned growth poses a threat to the environment, sustainable economic development, and the health, safety and welfare of Washington State residents. In adopting GMA in 1990, the legislature mandated that cities and counties use a specific framework and include specific elements that must be addressed in all Comprehensive plans. This is perhaps the greatest contribution of the GMA. These mandatory elements include land use, transportation, housing, capital facilities, and utilities. GMA requires internal consistency among these elements. The act recognizes the critical importance between the three main elements—the land use, transportation, and capital facilities elements. These three are inter-related to the degree that changes in one will necessarily influence changes in the others. The act also includes mandatory and continuous public involvement.

GMA has been amended several times. The 2004 update responds to many of the later amendments, including the inclusion of best available science (see the Natural Features Element).

The planning process for the City of Stanwood is a multi-phase, on-going process. Applicable information from past comprehensive plans has been referenced throughout this document where relevant. New data has been collected and analyzed. Updated plans are researched and developed based on new information and planning techniques.

## **The Planning Area**

The Comprehensive Plan's study area is the designated Urban Growth Area and the land within the corporate limits of Stanwood (see Figure LU-1).

The original Urban Growth Area (UGA) for Stanwood in 1994 was proposed through a series of meetings with the Growth Management Coordinating Committee (GMCC). This Committee was comprised of private citizens and government representatives from Stanwood and Snohomish County. The GMCC recommended a UGA to the Snohomish County Council, who, in turn made the final decision on the UGA.

For the 2004 update, the Urban Growth Area was sized based on the County's population forecast made by the State Office of Financial Management (OFM) and includes areas and densities sufficient to accommodate the growth expected through the year 2025. The Urban Growth Area is located in areas already characterized by urban growth which can be served by a combination of existing and new public facilities and services.

## **The Consistency between the Stanwood Comprehensive Plan and the Snohomish Countywide Planning Policies**

The Growth Management Act stipulates that there must be cooperation and coordination of services between city and county jurisdictions. Counties are regional providers within their boundaries and cities are primary providers of urban services within the designated urban growth areas. To effectively balance land use, infrastructure and finance throughout a region, the GMA requires that an overall vision for growth and general county-wide planning policies to implement this vision be established via a collaborative process between the county and city representatives (Snohomish County Tomorrow). It is intended that the county-wide policies will serve as a guide for the development of each jurisdiction's comprehensive plan, ensuring consistency between city and county plans throughout the county and compliance with the requirements of GMA.

Based on the GMA, Snohomish County has organized its County-wide policies in a format that meets the requirements of the State mandate. Stanwood follows a similar

pattern, but only as it relates to the State requirements for cities. The City of Stanwood has taken into account the goals and policies of Snohomish County.

At a minimum, the legislation requires the policies to address:

- Implementation of RCW 36.70A.110 (Urban Growth Areas);
- Promotion of contiguous and orderly development and provision of urban services;
- Siting of public capital facilities;
- Transportation facilities and strategies;
- Affordable housing;
- Joint county and city planning within UGAs;
- Countywide economic development and employment; and
- Analysis of fiscal impacts.

For a comparison of the City's policies and their consistency with Countywide Planning Policies, please see Appendix B.

## **Implementation**

### **Regulatory Measures**

The Growth Management Act requires that, upon adoption of the final Comprehensive Plan, local governments enact land development regulations that are consistent with and implement the Comprehensive Plan. The City performed a comprehensive review of its existing regulations related to land development and compared those regulations with the goals and policies set forth in the Comprehensive Plan 2004. Over the last eight years the City has also amended existing regulations and added new regulations to achieve consistency with the Comprehensive Plan.

### **Zoning**

The zoning ordinance and map is consistent with the future Comprehensive Land Use Map and policies established in the Plan. The Land Use Map included in the Comprehensive Plan describes the 20-year physical development pattern of the City, showing land use types and projected densities (see Figure LU-1). The Growth Management Act requires that cities develop a six-year capital facilities plan and allow development when the City can provide urban services to these developments.

Annexed areas within the urban growth area will be provided with urban services and zoning maps and ordinances will be revised. Areas will continue to develop as services can be provided based on LOS standards. The long-range plan is based on a general annexation plan developed in this comprehensive planning process.

### **Concurrency Management**

The GMA requires that adequate public facilities must be in place to serve new development. Level of service standards that are adopted must be continually reevaluated. Stanwood monitors the level of service provided and determines when additional services are necessary based on growth and existing deficiencies. The effect is to allow development as public services are available to serve new growth (i.e., to ensure that public facilities are available concurrent with the impacts of growth). These services include fire and emergency facilities, wastewater treatment, water and drainage, transportation, and parks and recreational facilities and services. Stanwood concurrency management system addresses transportation, water and sewer systems. Evaluation of level of service is provided for parks, drainage and emergency service in the Capital Facilities Element. The City adopts user fees for the utilities services to ensure that developed properties contribute to the operating and capital cost of providing urban levels of service. In addition, standards in the development code requiring new development projects to provide recreation areas. The City has adopted traffic, parks, schools and fire impact fees.

### **Six-Year Capital Improvement Plan**

The six-year schedule of capital improvements is another major implementation tool of the Plan. It sets out the capital projects that the City must undertake in the next six years in order to implement the Plan. The six-year schedule should be updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources should be revised to reflect any additional information that the City has received. In addition, the schedule should be revised to include any additional capital projects that are needed to maintain the City's adopted LOS standards. Please see the Capital Facilities Element for the six-year Capital Improvement Plan.

### **Administrative Actions**

The Plan includes a number of policies that should be carried out through administrative actions. These would include interlocal agreements, revised

development and review procedures, and public involvement programs. For example, the Plan includes goals and policies relating to the annexation of unincorporated areas within the urban growth boundary. These policies may be implemented through an interlocal agreement with the County which establishes the terms of such annexations. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established by the City.

### **Amendments to the Comprehensive Plan**

The Comprehensive Plan can be amended by the City Council in every year. Proponents of amending the Comprehensive Plan must submit all information relevant to the amendment to the City by August 30<sup>th</sup> of the previous calendar year. The City Council shall approve the preliminary docket work program and refer it to the Planning Commission for detailed review and recommendation. The Planning Commission will initiate discussion of proposals in the first quarter of the year. The City Council will accept, reject or amend the proposal. Amendments to the proposal can only be made in consultation with staff and proponents of the Comprehensive Plan amendment.

### **Environmental Review**

The City of Stanwood Comprehensive Plan is an “integrated SEPA/GMA document” that combines the planning requirements of the Growth Management Act and the environmental review requirements of the State Environmental Policy Acts of Washington. This document also contains relevant environmental review for the adoption of accompanying development regulations.

The 2004 City of Stanwood Draft SEIS incorporates by reference the previous environmental analysis contained in the following documents:

- Environmental Impact Statement for the 1979 City of Stanwood Comprehensive Plan.
- Environmental Impact Statement for the 1984 Stanwood Area Comprehensive Plan.
- Environmental Impact Statement for the 1995 City of Stanwood Comprehensive Plan.

### **SEPA/GMA Integration**

Sound planning requires establishing objectives, analyzing alternatives, selecting a preferred alternative, and implementing the adopted plan. An environmental impact statement (EIS) is part of the planning process since it analyzes and documents the environmental impacts and tradeoffs of a proposed action or alternatives. Ideally, environmental analysis is continuous throughout the planning process. Discussion of policies and specific land use designations is informed by analyses of the environmental consequences of those choices.

SEPA and GMA requirements are similar in many ways. Integration of SEPA with GMA eliminates duplication of effort and assures consistency between SEPA and GMA requirements. The planning processes for SEPA and GMA come together at several points:

### **Public Participation**

Both SEPA and GMA recognize public participation and governmental agency coordination as critical to the planning process.

### **Documents**

Both SEPA and GMA require preparation of documents for the public participation and decision-making process, but they each have specific guidelines on the information and analysis that must or should be included.

### **Visioning**

The City of Stanwood conducted a formal EIS scoping process for the Comprehensive Plan in February of 2002. In addition, two "Visioning Workshops" were held by City Staff and the Planning Commission, one on January 28<sup>th</sup>, 2002 and the second on September 23<sup>rd</sup>, 2002. The second visioning workshop focused on the "downtown" and economic development.

These public workshops elicited many public comments and some general guiding principals. This Visioning effort helped identify the issues of concern to residents, including environmental issues, forming the basis for proposed objectives and policies and alternative land use maps.

## **Public Participation**

Public participation was a critical element throughout the development of the original Comprehensive Plan in 1995 and its update in 2004 and further amendments through the annual Docket process.

As part of the Comprehensive plan update in 2004, public workshops, meetings and activities with the community at various points throughout 2002, 2003 and 2004. In accordance with SEPA (WAC 197-11-232), The City of Stanwood solicited agency and public comments on the scope of the Draft Supplemental EIS through a Determination of Significance/Scoping Notice

A community wide Sustainable Design Assessment Team charrette held in July 2012 resulted in refinement of the future Vision. Similar to the 2003 DAT, this visioning session refined ideas for downtown Stanwood and again confirmed the existing vision for downtown.

The 2011-2012 annual Docket included an online public opinion survey of parks issues, an Open House and public hearing The Shoreline Management Update included numerous workshops at the Planning Commission and public hearings at both the Commission and City Council.

Opportunities for public input have included public meetings, workshops, public hearings, design charettes, comment periods, and intense participation on citizen committees intimately involved in the preparation and update of the plan. The City has maintained and continually updated hand-outs to public meetings to ensure early and continuous public comment.



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## SECTION II - LAND USE ELEMENT

### Purpose / Introduction

The Land Use Element of Stanwood's Comprehensive Plan specifically considers the general distribution and location of land uses, as well as the appropriate intensity and density of land uses, given current development trends.

### Land Use Goals and Policies

The Land Use Element specifically considers the distribution and location of land uses within the city limits, and as growth occurs, in the Urban Growth Area. The Land Use Element describes trends, future needs, and the general character of Stanwood. The land use patterns are what determine the character of the City and the locations, type of future development and redevelopment that will occur. Land use determines where people in the City will reside, shop and work. It also affects the traffic patterns and the ability or inability to effectively alter those patterns over time.

The Growth Management Act lists planning goals that are to guide the development and adoption of a comprehensive plan and development regulations. This section of the City's comprehensive plan provides the means for achieving and maintaining desirable land use balances over a long period of time.

### Goal

**LUG 1 Plan current and future land uses in accordance with the Washington State Growth Management Act, Countywide Planning Policies and the values and vision of Stanwood residents and business people.**

### Policies

**LUP 1.1** Establish density lot size and road access standards that create incentives for infill development in urban areas that are either underdeveloped or underutilized.

**LUP 1.2** Continue to participate in regional planning efforts, such as Snohomish County Tomorrow, to ensure that the values of a small community are

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represented and that Stanwood continues to have input into larger scale planning issues that affect the City.

**LUP 1.3** Create adequate land use capacity to accommodate growth targets by zoning land with sufficient density and range of uses to allow the housing and commercial markets to attract quality development.

### Goals

**LUG 2** Re-vitalize and reinforce the character of Stanwood's existing residential and commercial neighborhoods as infill and redevelopment occur.

### Policies

**LUP 2.1** Encourage styles representative of the building styles used through the history of Stanwood without restriction of architectural style.

**LUP 2.2** Encourage American styles representing commercial buildings built from 1890 to 1920.

**LUP 2.3** Encourage restoration of existing deteriorated structures built before 1950.

**LUP 2.4** Re-create the following qualities of existing residential areas in remodels and residential infill development

- a. One and two story scale of single family structures
- b. Window and door trim and architectural modulation on all sides of a house visible from a street
- c. Variation in building materials
- d. Welcoming entry features such as porches
- e. Variable front setbacks
- f. Street trees
- g. Mix of rear access and front access garages plus a mix of detached and attached garages
- h. Usable private open space
- i. Open views of buildings and yards from public streets without continuous solid fencing

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**LUP 2.5** Reflect the height and setbacks of abutting structures in the design of infill projects proposed for a single lot.

**LUP 2.6** Maintain and rehabilitate older residential neighborhoods through consistent code enforcement.

**LUP 2.7** Provide information about flood proofing exemptions for designated historic structures and evaluate how preservation designations for older residential and commercial structures located in the Downtown Center may reduce costs of rehabilitation and restoration.

**LUP 2.8** Recognize and continue the existing pattern of residential use at urban densities surrounded by working agriculture as a quality of life asset.

**LUP 2.9** Maintain commercial centers with a sufficient range of uses

- a. To allow residents to meet their basic daily needs within town,
- b. support a network of personal and business interactions that result in a friendly hometown.

**LUP 2.10** Encourage preservation of open space and recreational opportunities.

### Goals

**LUG 3** Recognize Stanwood's existing character, scale, and neighborhood quality as assets that will add to the desirability of the community when incorporated into the design of new residential development.

### Policies

**LUP 3.1** Re-create the following qualities of existing residential areas in new development.

- a. One and two story scale of single family structures
- b. Window and door trim and architectural modulation on all sides of a house visible from a street
- c. Variation in building materials
- d. Welcoming entry features such as porches
- e. Variable front setbacks
- f. Interconnected street system
- g. Sidewalks
- h. Street trees

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- i. Short walkable blocks
- j. A mix of rear access and front access garages plus a mix of detached and attached garages
- k. Usable private open space
- l. Open views of buildings and yards from public streets without continuous solid fencing

**LUP 3.2** Recognize the “best” architectural qualities of desired historic and modern structures and create incentives for replication of those elements in new development.

**LUP 3.3** Allow re-use of existing structures. When structures display a desired historic period, architectural character and scale, allow flexible interpretations of standards to encourage re-investment.

**LUP 3.4** Preserve a predominately single family land use pattern with some multi-family development in the residential zones with proximity to Downtown, or in proximity to Uptown.

**LUP 3.5** Limit new commercial and industrial development to uses and project designs that complement the small town character of Stanwood.

**LUP 3.6** Encourage preservation of open space and recreational opportunities as new development occurs.

### Centers

The Puget Sound Regional Council adopted Vision 2040 in April 2008 as long range policy planning document for Kitsap, King, Pierce and Snohomish Counties. Vision 2040 establishes a hierarchy of urban places and corresponding urban centers. The City of Stanwood is designated as a “Small City” in this typology. Small Cities have the authority to recognize and designate their core areas as Centers.

The historic Downtown of Stanwood and the Uptown mixed-use area are designated as local urban centers consistent with Vision 2040. Over the next twenty years Downtown Stanwood is expected to redevelop with commercial and residential development focused around the Amtrak rail station constructed in late 2008. Downtown is a historic center, and functions as a retail, service, transportation and community center for urban Stanwood, the adjacent Camano Island community and the surrounding agricultural

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area. The Downtown Center had a service area population of approximately 30,000 in 2007. *See also goals and policies in the Transportation Element related to downtown.*

The Uptown Center was developed in the early 1990s and provides a focal point for the rapidly developing east end of Stanwood. The Center has several vacant sites with capacity for mixed use and commercial development. Existing development includes retail, office employment, condominiums, services, senior housing and public schools.

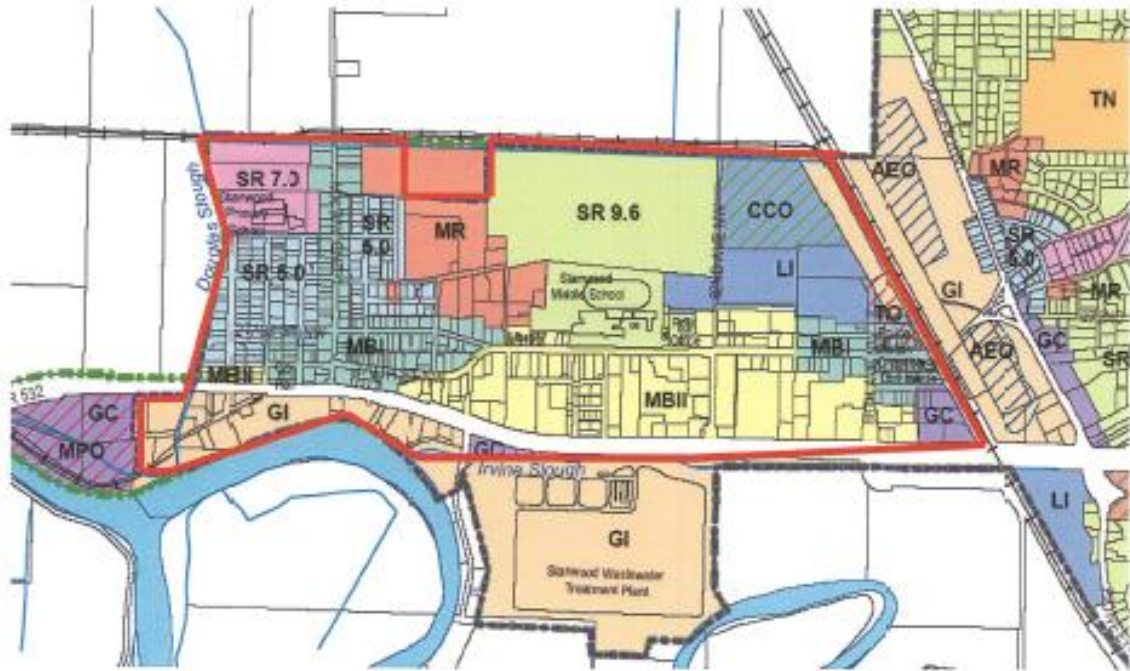
### Goals

**LUG 4 Develop Downtown Stanwood, defined as the area incorporating East Stanwood, the 271<sup>st</sup> Corridor, and West End as a Center consistent with Vision 2040 and recognize that this Center serves the City, surrounding agricultural area and Camano Island.**

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#### DOWNTOWN CENTER



#### Policies

**LUP 4.1** Allow a mix of residential, office, retail, entertainment and service uses to serve incorporated Stanwood, unincorporated Snohomish County and Camano Island in Island County.

**LUP 4.2** Support re-development of the area within the Transit Overlay for pedestrian oriented development organized around the Amtrak Station. Develop a sub-area plan for the Transit Overlay area and develop flexible parking standards within the Overlay to encourage business development.

**LUP 4.3** Allow light industrial use in areas without strong access for retail or service uses.

**LUP 4.4** Allow residential use on the ground floor.

**LUP 4.5** Disallow outdoor storage as a primary use.

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**LUP 4.6** Establish urban rather than suburban site planning, parking, pedestrian connections, street furniture and landscaping

- a. Encourage redevelopment of property by creating flexible parking for required parking spaces.
- b. Disallow parking between the sidewalk and structures in the front of buildings.
- c. Maintain and use alleys for service delivery, garbage, and parking access.
- d. Allow hardscape consisting of decorative paving in lieu of a portion of landscape requirements.
- e. Allow window box and container planting to meet landscape requirements.
- f. Disallow solid wood fencing.

**LUP 4.7** Encourage outdoor dining, outdoor street furniture and temporary outdoor displays that create interest and activity.

### Goal

**LUG 5** Create a connection between east and west business areas within the Downtown Center by encouraging development that adds to a critical mass of building in the 271<sup>st</sup> corridor.

### Policies

**LUP 5.1** Allow larger floor area ratios and require a minimum floor area ratio to encourage efficient use of land and prevent a sprawl form of development within the Center.

**LUP 5.2** Reduce the visual impact of existing surface parking lots through techniques such as accessory commercial development on pads, and landscaping.

**LUP 5.3** Utilize the wide right-of-way on the south side of 271<sup>st</sup> to create a green space and sidewalk/trail that unifies the frontages between the east and west ends.

**LUP 5.4** Require new commercial development proposals to include the design and construction of walkways and/or sidewalks to integrate and link to commercial activities and school or other civic uses in the area such as the library.

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**LUP 5.5** Encourage small scale specialty retail along the front of 271st Ave. Encourage larger-scale specialty retail services and light manufacturing between 271st Ave (behind storefronts) and SR 532.

#### Goal

**LUG 6** To encourage and promote the development or enhancement of retail areas to achieve a balanced shopping, dining, cultural, and entertainment experience in the Downtown Center.

#### Policies

**LUP 6.1** Encourage mixed-use structures in the Downtown Center that combine residential and commercial uses where deemed appropriate.

**LUP 6.2** When appropriate, site new civic and cultural facilities, including City Hall and the Library, in the Downtown Center.

#### Goal

**LUG 7** Develop a vital, attractively designed Downtown Center.

#### Policies

**LUP 7.1** The City recognizes the importance of a well designed, aesthetically pleasing built environment in attracting customers to its commercial centers. Therefore, the City supports the adoption of design/development guidelines that addresses facades, signage and site planning.

**LUP 7.2** Revise downtown design guidelines to promote greater pedestrian scale and attractive façades.

**LUP 7.3** Provide incentives for property owners to facilitate the improvement of deteriorated facades, signage and general outside appearance in the downtown. Base the improvements on the design characteristics of the downtown.

**LUP 7.4** Develop design guidelines for sign awning design, and color schemes.



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**LUP 7.5** Regulate signage in downtown to address pedestrians and contribute to quality downtown atmosphere.

**LUP 7.6** Promote restoration of historic buildings and encourage compatibility of new developments with historic structures.

**LUP 7.7** Require new developments to provide open spaces for public gathering, seating and eating.

**LUP 7.8** Incentives supporting development in the Center Downtown should be evaluated to reduce the cost of development within the floodplain. Incentives may include programs such as:

- a. Streamlined processing;
- b. Reduction in impact fees when road and park facilities are not required to serve new capacity;
- c. Regional stormwater and drainage facilities;
- d. Off site mitigation sites for wetland, flood and stormwater mitigation.

### **Goal**

**LUG 8 Encourage pedestrian mobility in the Downtown Center**

### **Policies**

**LUP 8.1** Encourage a compact Downtown Center to facilitate easy pedestrian and bicycle access between shops, buildings and other neighborhoods.

**LUP 8.2** Strive for an atmosphere in the Downtown in which customers are encouraged to park their cars and walk.

**LUP 8.3** Reduce the proliferation of driveways by encouraging shared access.

**LUP 8.4** Support increased bus service in the area around the transit center in East Stanwood serving the Amtrak railroad station.

**LUP 8.5** Encourage buildings to be located close to streets and parking areas to be located behind the buildings.

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#### **Goal**

**LUG 9 Enhance the "quality of entry" to the city along SR 532.**

#### **Policies**

**LUP 9.1** Develop a unified signage plan that establishes the gateways to both the Uptown and Downtown Centers and also directs people to districts and facilities.

**LUP 9.2** Add historical street signs to existing street signs to recognize and strengthen the historical character of the Downtown Center.

**LUP 9.3** Develop design guidelines that control or direct development along SR 532 to minimize the appearance of a strip mall.

**LUP 9.4** Discourage the proliferation of backlit pole signs along SR 532.

**LUP 9.5** Promote clustering of commercial development, with building setbacks along SR 532.

**LUP 9.6** Maintain open space along SR 532, particularly the south side of SR 532 between 88<sup>th</sup> and 98<sup>th</sup> Streets.

**LUP 9.7** Encourage the planting of street trees and work with the Washington State Department of Transportation and property owners to provide street trees on SR 532.

**LUP 9.8** Work with WSDOT to reduce the speed limit on SR532.

**LUP 9.9** Provide for pedestrian sidewalks along SR 532 from the west City limits to 98<sup>th</sup> Ave NW and connect these sidewalks to downtown sidewalk network.

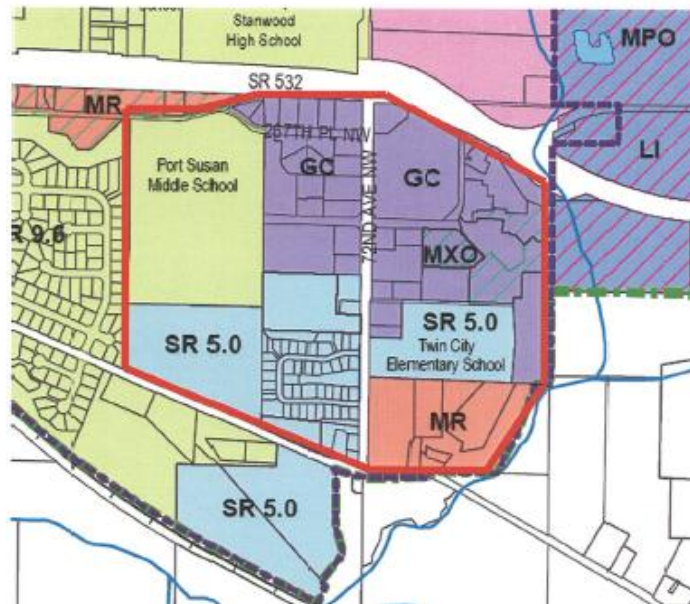
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#### Uptown Center Goal

**LUG 10** Develop a second commercial and mixed use base in the Uptown Center as a focal point for the newly developing part of the City.

#### UPTOWN CENTER



#### Policies

**LUP 10.1** Establish the Uptown Center as the area bordered by SR 532, Pt. Susan Middle School, Twin City Elementary and the City limits to the east as an area for infill retail and service commercial development.

**LUP 10.2** Plan for suburban style site development within the Uptown Center with a combination of private and public street systems and large parcels many of which have access through private drive aisles in parking lots.

**LUP 10.3** Allow retail, service, office, theater, and mixed use, senior housing and assisted living residential uses in the Uptown Center.

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**LUP 10.4** Allow surface parking to accommodate an auto-oriented shopping center in the Uptown Center and site planning, with no restriction on the location of parking.

**LUP 10.5** Allow shared parking and off-site parking in the Uptown Center when approved by the City.

**LUP 10.6** Encourage mixed use development within the Center.

**LUP 10.7** Encourage provision of trails and recreation facilities connecting the Center to surrounding residential neighborhoods.

#### **Commercial Outside Centers**

**LUG 11 Encourage neighborhood serving commercial nodes in the Traditional Neighborhood and Neighborhood Business designations.**

**LUP 11.1** Uses in the neighborhood business areas should provide goods and services generated by demand in the surrounding residential area.

**LUP 11.2** Uses should exclude drive-through windows.

#### **Views in Residential Areas** *(See also Housing Element for Goals and Policies)*

##### **Goal**

**LUG 12 Preserve views in residential areas.**

**LUP 12.1** Encourage development that does not monopolize prime views.

**LUP 12.2** Maintain building height limitations as provided in the Zoning Code.

#### **Industrial Land**

##### **Goal**

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#### **LUG 13 Discourage conflicts where industrial land abuts other land uses.**

##### **Policies**

**LUP 13.1** Discourage industrial development that interferes with residential and commercial land uses in close proximity.

**LUP 13.2** Mitigate the negative impacts of noise, light, glare, dust and other effects when considering the development of an industry.

**LUP 13.3** Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development.

**LUP 13.4** Provide for sexually-oriented business to be located in an adult entertainment zoning overlay.

**LUP 13.5** Protect existing industry from possible future land use conflicts.

##### **Goal**

**LUG 14.1 Encourage industry to share/coordinate collective infrastructure.**

##### **Policies**

**LUP 14.1** Encourage local industry to share facilities such as internal roadways, parking facilities, and rail access.

**LUP 14.2** Incorporate open space and recreation opportunities such as linear parks and pedestrian/bicycle trails in industrial developments.

**LUP 14.3** Encourage clustering industrial land uses adjacent to existing industrial development centers.

##### **Goal**

**LUG 15 Protect available industrial land from redevelopment for other uses.**

**LUG 16 Promote additional industrial area.**

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#### Policies

**LUP 16.1** The amount of land planned and allocated for industrial use should be reasonably scaled to meet the demonstrated demand.

**LUP 16.2** Ensure that the land supply necessary for 20-year employment projection is available.

#### Urban Growth Areas

##### Goal

**LUG 17 Promote coordinated and efficient growth within the Stanwood Urban Growth Area (UGA).**

##### Policies

**LUP 17.1** - Major new development may only occur within the UGA to the northeast of town or to the east along existing major transportation routes outside the floodplain.

**LUP 17.2** Concentrate new growth within or adjacent to existing development in the Stanwood UGA.

**LUP 17.3** Consider these criteria when determining commercial land use designations in the Stanwood UGA:

1. Availability of capital facilities and utilities;
2. Relationship to the downtown;
3. Proximity to residential uses to create residential "villages" near or around small commercial nodes in the UGA;
4. Compatibility with existing and planned land uses.

**LUP 17.4** Density designations for residential and mixed use land should be consistent with the vision and goals for the community of Stanwood, while still meeting Growth Management Act mandates.

**LUP 17.5** Collaborate with other jurisdictions within the UGA at least once every ten years to evaluate the effectiveness of the adopted Urban Growth Boundary.

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**LUP 17.6** Ensure the equitable distribution of the costs of growth. Use tools such as impact fees and plant investment charges to provide funds for necessary infrastructure improvements.

### Annexation Goal

**LUG 18** To provide reasonable phased annexation of the unincorporated portion of the City's adopted Urban Growth Area (UGA) consistent with the Growth Management Act.

### Policies

**LUP 18.1** Unincorporated areas within the UGA must annex to Stanwood to receive a full range of city-provided services.

**LUP 18.2** Within the UGA, collaborate with adjacent Snohomish County and consult with affected residents in the designation of potential annexation areas.

**LUP 18.3** The immediate areas for annexation to Stanwood should include the territory contiguous with boundaries of the City such as:

- a. Peninsulas and islands of unincorporated lands;
- b. Neighborhoods where municipal type services have been extended;
- c. Lands subject to development pressure;
- d. Developed areas where urban type services are needed to correct health and safety related problems.

**LUP 18.4** Evaluate proposed annexations based on the following criteria:

- a. The ability of the City to provide public services at the City's adopted levels of service within the six-year timelines allowed under concurrency.
- b. The annexation would facilitate an appropriate balance between the provision of jobs and the availability of housing.
- c. The annexations would simplify governmental structure in annexing areas and the resultant City of Stanwood.
- d. The relative costs to serve the proposed annexation versus the revenue to be derived from the annexation (a negative net revenue projection by itself should not be considered grounds for disapproval).

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- e. The annexation would result in future improvements to the resultant City of Stanwood services through potential enhancements of levels of service or through elimination of duplication services. Services include water, sanitary sewers, storm water drainage, utility drainage basins, transportation, park and open space, library, and public safety.
- f. The annexation would include those who already use City services or who impact City infrastructure.
- g. Annexation boundaries would facilitate the efficient delivery of emergency and public services.
- h. The annexation would eliminate an unincorporated island or could be expanded to eliminate an unincorporated island.
- i. The annexation would follow logical boundaries, such as streets, waterways, neighborhoods, or substantial topographic changes.
- j. The annexation would create logical city boundaries and not create unincorporated islands or irregular municipal boundaries.

**LUP 18.5** Applicants for annexations are encouraged to apply jointly with other interested property owners or residents to reduce costs for the applicants and enable the City to process annexation applications more efficiently. However, individual property owners should not be precluded from pursuing annexation.

**LUP 18.6** City staff should conduct an assessment report of the costs to provide service and of the tax revenues, which would be generated in the area. The City recognizes that these impacts are only a few of several criteria to be evaluated, and must be balanced with other annexation policy goals such as providing public service, governmental structure, or infrastructure.

**LUP 18.7** Individual annexation areas should be part of logical, orderly growth for the City and should avoid irregular boundaries. Islands of unincorporated areas and City peninsulas should be avoided. Peninsulas should be allowed only if needed to serve other areas. Lands closest to City boundaries should annex before areas further out.

**LUP 18.8** Annexation proponents requesting different zoning designation other than that shown on comprehensive land use and zoning maps should apply for a particular Comprehensive Plan Land Use Map Amendment and concurrent Zoning classification amendment concurrently with the annexation proposal. The zoning application should be processed as a regular rezone and the rezone ordinance decided concurrently with the City Council approval of the annexation. Amendments to zoning / land use classification can only be applied



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for during the Comprehensive Plan amendment process as outlined on pages INTRO-10 and 11 of this plan.

#### **LUP 18.9** Funding Public Facilities in Annexed Areas:

- a. The property owners of the annexation area should fund the public facility improvements necessary to serve new development. The funding requirements shall be consistent with applicable Stanwood policies and regulations.
- b. The city may annex areas that require public facility improvements to correct health and safety related problems.
- c. If an area annexing to Stanwood has public facilities that do not meet city standards and the property owners of the annexation area want to improve the facilities to meet City standards, the property owners of the annexation area will fund those improvements, or the proportion of those improvements, that do not have a citywide benefit.
- d. Public facility improvements within annexed areas that have a citywide benefit may be considered for funding through City revenues as part of the Stanwood capital facilities and improvements planning processes.

**LUP 18.10** Existing development within newly annexed areas should have a full level of services (such as streets, utilities, public safety, parks) at the time of annexation or as soon as practicable thereafter.

**LUP 18.11** Both sides of streets and roads, including rights-of-way should be made part of an annexation.

**LUP 18.12** Explore creative ways to facilitate the transition of government services, especially public safety, transportation, parks and recreation, land use and development.

**LUP 18.13** Ensure that the public is provided information and opportunities to evaluate and have input on decisions related to service delivery and boundary change associated with annexations.

## Land Use Designations

### Goal

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**LUG 19 Future land use designations shall ensure the optimum use of the land for present and future generations while minimizing the threat to the natural environment.**

#### Policies

**LUP 19.1** Plan for a balanced mix of land uses based on land availability and the capacity to provide public services.

**LUP 19.2** The City shall maintain the Comprehensive Plan Future Land Use Map (FLUM) (see Figure LU-1). All zoning shall be consistent with this FLUM.

**LUP 19.3** Land uses shall be categorized by the following designations. It is intended that these definitions be utilized either separately where only one type of land use is determined to be appropriate, and any combination where more than one type of land use is determined to be appropriate.

A. Low Density Residential (3.5 to 5 dwelling units per acre).

This designation shall provide primarily for single-family residential development at a densities of 3.5 (in existing SR 12.4 zones only), and 4 dwelling units per acre. Compatible uses such as other large lot single family residential, hobby farms, schools, or churches are allowed. This land use designation shall apply to existing lands developed under this designation.

B. Medium Density Residential (6-11 dwelling units per acre).

This designation shall provide for primarily single family, duplex and triplex residential development at a range of densities between 6 and 11 dwelling units per acre and compatible uses such as schools, churches and daycare centers where the full range of public facilities and services to support urban development exists. Integration of dwelling units in multiple family configurations may be appropriate if compatibility with nearby existing single family development can be achieved.

C. High Density Residential (12-24 dwelling units per acre).

This designation shall provide more multi-family residential development at a range of densities between 12 and 24 dwelling units per acre plus

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compatible uses such as schools, churches, and daycare centers where a full range of public facilities and services to support urban development exists. Generally, this designation is appropriate for land which is located convenient to principle arterials and to business and commercial activity centers.

#### D. NB (Neighborhood Business).

This designation shall comprise retail and service businesses which serve the limited convenience shopping and personal service needs of the immediate surrounding neighborhood.

#### E. MB (Main Street Business I).

The intent of the Main street Business I land use designation is to create a dense, mixed use, pedestrian-friendly shopping environment reminiscent in design and uses to a turn-of-the-century downtown. This designation applies to the old east and west ends of downtown Stanwood. Storefronts are encouraged to be located at the edge of sidewalks (adjacent to road rights-of-way). Developments should be designed so that shoppers are less dependent on the automobile. Auto-oriented uses are highly restricted. In general, zero lot line development shall be maintained with store fronts and common walls. Parking shall be located on the street or to the rear of buildings. On-street parking will be on both sides of the street, and diagonal in the east end. Public parking areas may be necessary to assist people in leaving their cars and traveling on foot.

#### F. MB II (Main Street Business II).

The intent of the Main Street Business II land use designation is to create an area attracting new commercial uses that may require larger land areas and more parking than available in the historic MB I designated areas of Stanwood. MB II is proposed to include high density commercial, office and other business functions to provide a full range of business activities and urban services in the Downtown Center Stanwood. Mixed use and high density residential uses are also encouraged. This designation is intended to accommodate the automobile by providing parking to the back and side of structures, while still supporting the pedestrian scale by pulling buildings close to the street and providing a pedestrian entry at the sidewalk. The designation allows for more auto-oriented land uses

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and allows greater height and density than in the Main Street Business I District

#### G. GC (General Commercial).

This designation comprises more intensive retail and service uses than described in the MB II designation above. General commercial uses typically require outdoor display and/or storage of merchandise that tend to generate noise as part of the operation. Such uses include, but are not limited to, auto, boat and recreational vehicle sale lots, tire and muffler shops, equipment rental, mini-warehouses and vehicle storage. Many of the businesses allowed in the MB II district are also allowed in this district.

#### H. LI (Light Industrial)

The intent of the Light Industrial land use designation is to create a district that permits activities involved in the manufacture, repair, or service of goods, or products that are conducted with minimal adverse impact on the environment and the general community. The LI zone is intended to accommodate a variety of light industrial uses and protect this area from other uses that may interfere with the purpose and efficient operation of the light industrial complexes. Industrial, commercial, retail business or agricultural uses desiring to locate in the LI zone must meet the architectural and performance standards for this district. The LI uses shall not adversely affect the health and safety of adjacent non-industrial and residential neighborhoods.

#### I. GI (General Industrial)

This designation comprises more intensive industrial type uses which are not permitted in the Light Industrial zone and do not conform to the LI architectural and performance standards. Some activities would require equipment, devices or technology for the control of odors, dust, fumes, smoke, noise, or other wastes and/or by-products. If uncontrolled, these by-products would contaminate the environment to a degree that would exceed the acceptable limits established by competent and recognized public and quasi-public agencies. Examples of potential GI land uses would be animal slaughtering, care of livestock, storage, manufacturing or sale of highly volatile or otherwise hazardous substances or materials.

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The GI uses shall not adversely affect the health and safety of adjacent non-industrial and residential neighborhoods.

#### J. PF (Public Facilities)

This designation is applied to lands that are used as public utilities and facilities, including parks, schools, railroad, and the waste water treatment plant.

#### K. Traditional Neighborhood (TN)

The purpose of the traditional neighborhood land use designation is to provide an alternative to typical residential developments. Developments in the traditional neighborhood designation are intended to develop in a higher density, mixed-use fashion more typical of older neighborhoods. It features requirements for common open space, through streets and a mix of housing types.

#### L. Historic Overlay (HO)

The purpose of the Historic Downtown Overlay is to recognize the historical character of site planning, street grid, architecture and building scale of structures in East Stanwood and West Stanwood commercial nodes. Within the Historic Overlay the City will allow flexible interpretations of standards to encourage re-investment in, re-use and maintenance of structures that display historic period architectural character and scale. The architectural styles representative of commercial and residential buildings that existed from 1890 through the 1920s should be maintained.

#### M. AEO (Adult Entertainment Overlay)

This land use designation is designed to allow uses classified as adult entertainment in an appropriate area of the city. In the area(s) allowing adult entertainment, all permitted uses established in the underlying land use designation shall be allowed (except where specified land use conflicts may arise).

#### N. MUO (Mixed Use Overlay)

The intent of the Mixed Use Overlay is to create areas in which a

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combination of residential, commercial, office and service uses are encouraged. This designation is meant to provide incentives for the development of high-density multi-family housing (a) close to transportation facilities, public services and employment centers; and (b) to encourage commercial uses serving residential populations. Mixed use developments will increase the range of housing choices available, encourage small scale commercial in residential areas, support pedestrian-oriented development, reduce automobile dependency, and improve sense of community. The mixed use overlay is implemented in combination with General Commercial and Multifamily Residential underlying zoning. Within mixed use buildings residential use may be developed at a density not to exceed 24 units per acre in the general commercial zone. Height and building coverage incentives are provided to encourage commercial uses and parking garages. Non residential use is required on portions of the first floor. Light industrial and service uses allowed within the underlying zoning are permissible within a mix use building in the commercial zone.

#### O. TO (Transit Overlay)

The Transit Overlay Designation is intended to support and re-vitalize the area surrounding the Downtown Center Amtrak Station. The existing land use pattern in this area is pre WWII and already displays an interconnected street pattern and contiguous business storefronts with many historic structures. A significant opportunity for re-vitalization of this area is anticipated as a result of new passenger service connecting Stanwood to Vancouver BC and Seattle. The intent of this land use designation is to perpetuate the existing pattern of land use, promote re-investment in the area and encourage other forms of transportation besides the automobile, including bicycles, trains, buses, para-transit, and walking to serve local businesses by providing easy pedestrian access to shopping. Carpooling is also encouraged. Uses encouraged in this zone include public transit stations, park-and-ride lots, personal service establishments, entertainment, restaurants and small-scale retail. In the areas designated for transit-oriented development, all uses allowed in the underlying land use designation will be permitted.

#### P. Master Plan Overlay (MPO)

The purpose of the Master Plan Overlay is to ensure early coordination

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### **City of Stanwood Comprehensive Plan**

and planning for certain key commercial areas that provide gateways to the City of Stanwood and are particularly important to the city's image and future development. The intent of the overlay is to provide for an early planning process that guarantees appropriate development under the intent and regulations of the underlying zoning district as defined in the city's comprehensive plan and the city's zoning code. Properties designated with the MPO are required to annex and develop a master plan for the site prior to issuance of permits or certificates of availability for utilities.

**LUP 17** City shall not take land for public use without just compensation. These policies are duplicated use where. LUG 17 does not need to be stated as it is a legal requirement not subject to local policy.

**LUP 18** City shall attempt to process applications for state and local permits in a timely and fair manner to ensure predictability.

**LUP 19** Promote retention of open space and recreational opportunities.

### **Historic Preservation Goal**

**LUG 20** Encourage preservation of lands, sites and structures of historic significance.

### **Policies**

**LUP 20.1** Inventory and document historical and cultural sites.

**LUP 20.2** Encourage property owners to engage in restoration of historic properties and buildings.

### *Agricultural and Resource Lands*

### **Goal**

**LUG 21** Designate and protect any existing agricultural lands within the city, and protect existing agricultural land within the City and UGA and abutting the UGA boundary.

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#### Policies

**LUP 21.1** Allow for the preservation of existing agricultural lands and the establishment of new agricultural lands in the SR 12.4 zone.

**LUP 21.2** Limit incompatible land uses adjacent to existing agricultural lands.

#### Goal

**LUG 22** Designate any existing forest and resource lands within the city, and protect forest and resource lands within the city and UGA and abutting the UGA boundary.

#### Policy

**LUP 22.1** Limit any incompatible land uses adjacent to existing and designated forest and resource lands in the city or lands in the UGA.

#### *Amendments*

#### Goal

**LUG 23** Provide an amendment process that allows for annual updates of this Comprehensive Plan.

#### Policies

**LUP 23.1** Follow application and procedures for amending the Comprehensive Plan as established by SMC 17.157.

**LUP 23.2** Approve amendments that meet the following criteria:

- A. The amendment bears a substantial relation to the public health, safety, or welfare;
- B. The amendment is warranted because of changed circumstances or because of a need for additional property in the proposed Comprehensive Plan designation or because the proposed amendment is appropriate for reasonable development of the subject property;
- C. The subject property is suitable for development in conformance with standards under the proposed Comprehensive Plan designation;



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- D. The amendment will not be materially detrimental to uses or property in the immediate vicinity of the subject property;
- E. The proposed Comprehensive Plan amendment has merit and value for the community as a whole; and
- F. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

**LUP 23.3** Approve only those zoning amendments that are consistent with and implement this Comprehensive Plan.

**LUP 23.4** All amendments to the City's Comprehensive Plan and development regulations shall ensure early and continuous public participation as formalized in a public participation program, per RCW 36.70A.140.

**LUP 23.5** The City shall ensure coordination of Comprehensive Plans by requesting input from other agencies with jurisdiction during the drafting process, or at a minimum, by requesting comments during the state and public review periods.

### *Essential Public Facilities*

#### **Goal**

**LUG 24 Provide for the siting of essential public facilities, as dictated by GMA. (An interlocal agreement was executed between the City of Stanwood and Snohomish County on June 27, 2001. The purpose of this document is to develop a common siting process for essential public facilities. This document is adopted by reference.) The following Snohomish County Goals and Policies are applicable.**

*GOAL CF 11 Facilitate the siting of essential public facilities sponsored by public or private entities and whose location within unincorporated areas may be appropriate.*

*Objective CF 11.A Secure a consensus of Snohomish County jurisdictions on a design for a common siting process.*

*CF Policy 11.A.1 The County shall follow the Process for Siting Essential Public Facilities of a Countywide or Statewide Nature in Snohomish County, as*

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*adopted by Snohomish County Tomorrow, and as presented in Appendix B of the Interlocal Agreement.*

*Objective CF 11.A.2 Snohomish County will review and modify its code provisions and administrative procedures as necessary to fully implement the common siting process within its areas of land use jurisdiction.*

*Objective CF 11.B Identify and secure sites for county facilities that are consistent with the plans of the host community.*

#### ***Planning for an Institution of Higher Education***

##### **Goal**

**LUG 25 Encourage the development of an institution of higher education within the Stanwood UGA.**

##### **Policies**

**LUP 25.1** Develop a land use framework that supports the development of a college in the Stanwood UGA.

**LUP 25.2** Study the costs and impacts of locating a college in the Stanwood area.

**LUP 25.3** Amend the Stanwood Capital Improvement Program to include needed improvements to support the college.

**LUP 25.4** Coordinate with adjacent jurisdictions and service providers to support the development of the college.

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**City of Stanwood Comprehensive Plan**

**Figure LU-1: FLUM**

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### City of Stanwood Comprehensive Plan

#### Land Use Inventory and Analysis

Within the city limits of Stanwood there are 1,305<sup>1</sup> zoned acres or 2.039<sup>2</sup> square miles of land. There are approximately 214 acres of rights-of-way within Stanwood. Table LU-1 describes acres being utilized and vacant acreage within the City.

**Table LU-1  
Summary of Zoned Acreage in Stanwood (2003)**

<b>Zone</b>	<b>Acres in Zone</b>	<b>Acres in Use</b>	<b>Acres Vacant</b>
Single Family Residential	803	748.73 (93%)	54.27 (7%)
Multi-Family Commercial	119	107.68 (90%)	11.32 (10%)
Industrial	189	150.03 (79%)	38.97 (21%)
<b>Total</b>	<b>1,305</b>	<b>1,163.08 (89%)</b>	<b>141.92 (11%)</b>

1. Vacant land data based on Snohomish County Tomorrow 2002 Growth Monitoring/Buildable Lands Report Scenario A, City of Stanwood
2. Zoned acreage is based on data provided by RH2 Engineering (current zoning map)
3. Vacant land calculations do not include vacant building lots recently subdivided or approved, partially used parcels or Redevelopable parcels.

#### Residential Lands

Typically, housing on the west side of town is older while housing on the east side consists of a mix of old and new homes. All new subdivisions have occurred on the higher ground in the eastern portion of the City. The western low-lying areas simply do not have any available acreage which can be utilized for new home construction, although small amounts of infill occur regularly. The lot sizes for homes in the west end of Stanwood are generally smaller than those in the eastern part of Stanwood. The western portion of the City is also in the floodplain.

Since the publication of the last Comprehensive Plan in 1995, the area commonly referred to as "Uptown" has been developing. While the majority of this area is comprised of commercial uses, there are a few residential units made up of a mix of senior/assisted living housing and various forms of other multifamily developments, including apartments and condominiums. In addition 120-150 mixed-use units are planned for this area.

<sup>1</sup> Source: RH2, September, 2004

<sup>2</sup> 1,305 acres/640 acres (640 ac = 1 sq. mile) = 2.039 sq. miles

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**FIGURE LU-2: LAND USE INVENTORY**

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**Table LU-2  
Summary of Residential Acreage Combined  
(March, 2003)**

<b>Zoning</b>	<b>Acres in Zone</b>	<b>Acres in Use</b>	<b>Acres Vacant</b>
All SFR	803	748.73 (93%)	54.27(7%)
All MFR	119	107.68 (90%)	11.32 (10%)
<b>Total</b>	<b>922</b>	<b>856.41 (93%)</b>	<b>65.59 (7%)</b>

1. Vacant land data based on Snohomish County Tomorrow 2002 Growth Monitoring/Buildable Lands Report, Scenario A, City of Stanwood
2. Zoned acreage is based on data provided by RH2 Engineering
3. SFR is Single Family Residential; MFR is Multi-Family Residential.
4. Vacant residential land calculations do not include vacant building lots recently subdivided or approved, partially used parcels or re-developable parcels.

### **Commercial Lands**

The majority of businesses in Stanwood are located along the main arterials in Downtown Center and Uptown Center along SR 532 and 72nd Avenue. The Uptown Center contains a significant amount of newer commercial development. The commercial uses in this area of town contain the Haggens Grocery store, numerous fast food restaurants, and automobile service stations, as well as other service-oriented businesses including banks, medical offices, and other professional offices.

The following matrix summarizes the different commercial areas and zoning in the commercial areas of Stanwood:

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**Table LU-3  
Commercial Zoning Acreage  
(March 2003)**

<b>Zoning</b>	<b>Acres in Zone</b>	<b>Acres in Use</b>	<b>Acres Vacant</b>
Mainstreet Business I, II and Mixed Use Overlay	106	78.05 (74%)	27.95 (26%)
General Commercial	77	67.47 (88%)	9.53 (12%)
Neighborhood Business	6	6 (100%)	0 (0%)
<b>Total</b>	<b>189</b>	<b>151.52 (80%)</b>	<b>37.48 (20%)</b>

1. Vacant land data based on Snohomish County Tomorrow 2002 Growth Monitoring/Buildable Lands Report, Scenario A, City of Stanwood
2. Zoned acreage is based on data provided by RH2 Engineering (2002 zoning map)
3. Vacant residential land calculations do not include vacant building lots recently subdivided or approved, partially used parcels or re-developable parcels.

### Industrial Lands

Stanwood's main industrial areas are located in west Stanwood, south of Route 532 (Twin City Foods), and in East Stanwood along a north-south corridor parallel to the Burlington Northern Railroad tracks. There is one large industrial/high-tech user (Process Solutions) in uptown Stanwood.

**Table LU-4  
Industrial Zoning Acreage  
March 2003**

<b>Zoning</b>	<b>Acres in Zone</b>	<b>Acres in Use</b>	<b>Acres Vacant</b>
General Industrial	132	116.68 (88%)	16.32 (12%)
Light Industrial	62	40.82 (66%)	20.93 (34%)
<b>Totals</b>	<b>194</b>	<b>157.50 (83%)</b>	<b>37.25 (17%)</b>

1. Vacant land data based on Snohomish County Tomorrow 2002 Growth Monitoring/Buildable Lands Report, Scenario A, City of Stanwood
2. Zoned acreage is based on data provided by RH2 Engineering (current zoning map)
3. Vacant residential land calculations do not include vacant building lots recently subdivided or approved, partially used parcels or re-developable parcels.
4. Light Industrial land calculation includes 25 acres of land designated Light Industrial Overlay

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#### Recreation

At the present time, there are a number of smaller park facilities located in Stanwood. Most of these are located on or adjacent to school grounds. The City of Stanwood also maintains two larger parks - Church Creek and Heritage Park, which total 58 acres. (See the Capital Facilities Element of this study for a detailed recreational facility inventory.)

Heritage Park is the City's newest park. It is approximately 43 acres and provides both active and passive recreation opportunities. There are 3 baseball/softball fields with backstops, a skateboard park, bike/walking trail, soccer fields, a tot lot, and other recreational opportunities.

In total, Stanwood has 64 acres of existing parklands.

#### Public Facilities and Utilities

Stanwood has 188.4 acres devoted to public purpose and utilities (City office space, maintenance, fire/police, parks/recreation, library, schools, power, water, waste water, etc.).

**Table LU-5  
Public Facilities and Utilities Acreage**

Facility and Utility	Square Feet in Use	Acres in Use	Total Acres in Use
City Office	4,000	-	0.1
Maintenance Shop	2,400	-	0.05
Fire Station	4,233	-	0.1
Police Facilities	4,060	-	0.1
Parks/Recreation	-	63.5	63.5
Trails	-	0.5	0.5
Sewer Treatment	-	40.0	40.0
Library	5,400	-	0.1
Schools	607,834	-	13.95
<b>Totals</b>	<b>-</b>	<b>-</b>	<b>118.4</b>

Source: Figures taken from Capital Facilities Element (based on 2002 zoning)

#### Natural Resource Lands

Natural resource lands include lands devoted to agricultural, forestry, or mineral extraction. Based on criteria provided in RCW 36.70A.020 (8) and WAC 365-190, the



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City does not have any of these lands designated in the City. Snohomish County has not designated any of the UGA for protection of these natural resources, though small hobby farms do exist. One defunct gravel pit exists in the City's southeast UGA; this land is being prepared for conversion to urban land use.

#### **Vacant and Partially Utilized Lands**

There are currently 293.46<sup>3</sup> acres of land in Stanwood that are vacant, partially utilized or redevelopable parcels. This figure does not include vacant building lots recently subdivided or approved (56.37 acres). See Appendix C for the land capacity analysis associated with this plan.

#### **Physical Description**

(See the Natural Features Element for a complete physical description of the City and the UGA, including drainage. Drainage is also detailed in the Capital Facilities Element).

#### **Population Structure and Characteristics**

The population of Stanwood has grown steadily over the last three decades. Stanwood's population has increased by approximately 86% in the past 10 years (1992-2002), ie from 1,961 to 4,085. See Tables LU-5 and LU-6 for population figures.

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<sup>3</sup> Snohomish County, Buildable Lands Report, 2003

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**Table LU-6  
City of Stanwood Historical Population**

<b>Year</b>	<b>Total Population</b>	<b>Average Annual Rate of Population Increase</b>
1990	1,961	
1991	2,096	6.44%
1992	2,198	4.64%
1993	2,301	4.48%
1994	2,582	10.88%
1995	2,910	11.27%
1996	3,025	3.80%
1997	3,196	5.35%
1998	3,282	2.62%
1999	3,755	12.60%
2000	3,923	4.28%
2001*	3,975	1.31%
2002**	4,085	2.69%

Average annual rate of growth over 12 years: 5.86%

Source: 2000 U.S. Census Data

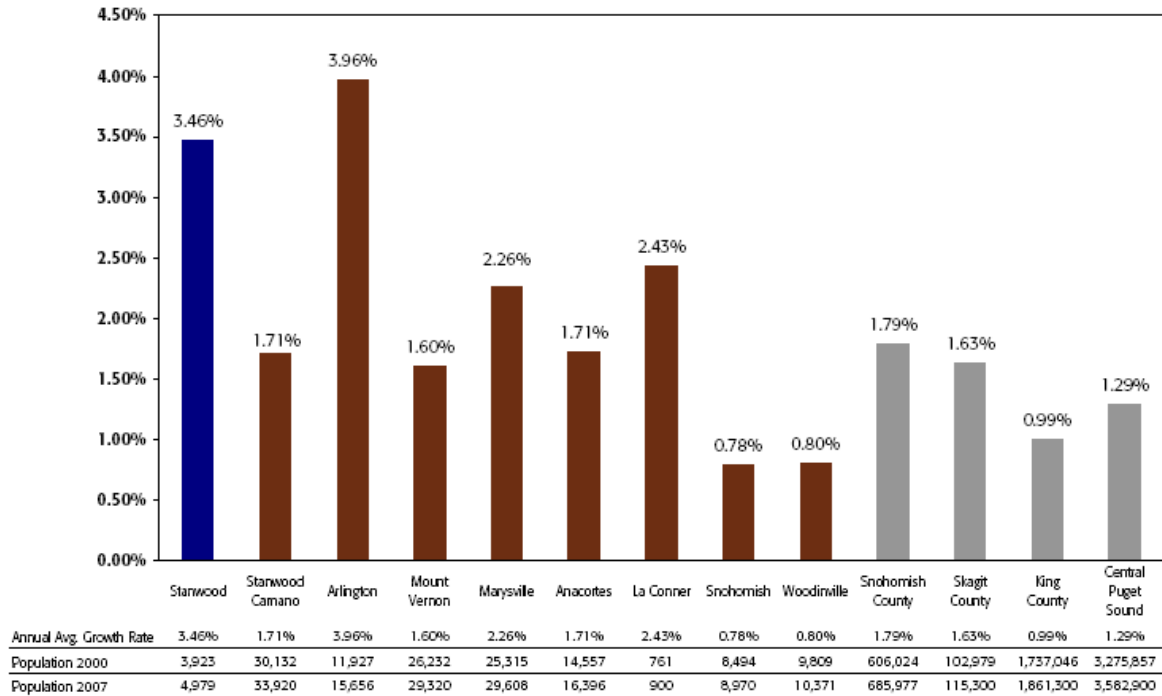
\* Population Trends, Washington State Office of Financial Management, April 1, 2002

\*\* Puget Sound Regional Council (PSRC) 2025 Population and Employment Forecasts (10/16/02)

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**Population Average Annual Growth Rate, 2000 to 2007  
(with annexed population between 2000 and 2007 removed)**



Source: Office of Financial Management, 2007.

- Stanwood added population due to annexations since 2000. With population growth coming from annexation removed, average annual growth rate trends in Stanwood as slightly less, but continue to be higher than the neighbor, peer, regional wide rates.
- Among the other fast growing Snohomish County cities, substantial amount of population growth in Marysville was due to annexations.

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**Table LU-7  
Population Growth Estimates  
(Estimated Population)**

**Low, Medium and High Average Rates  
of Population Growth over Time**

Year	Percent Growth		
	Low (2 percent)	Medium (3 percent)	High (6 percent)
2002*	4,085	4,085	4,085
2005	4,335	4,464	4,865
2010	4,786	5,175	6,511
2015	5,284	5,999	8,713
2020	5,834	6,954	11,660
2025	6,442	8,062	15,604

Source: City of Stanwood

\* Snohomish County Tomorrow

Note: Percentages are Average Annual Rates of Growth carried out over time.

The population density of Stanwood is approximately 2.03<sup>4</sup> persons per acre. The main concentration of Stanwood's population is split between the residential area in west Stanwood and the residential area located just to the east of the Pioneer Highway. The concentration of single-family homes is greatly reduced beyond 84th St. to the east.

### Population Targets

Snohomish County Tomorrow has issued projected 2025 Population Growth Targets for the City of Stanwood that range from a low of 5,060 to a high of 5,650 people within the City of Stanwood – not including the UGA. The low end represents a 23.86 % increase over the current population or an annual growth rate of approximately 1.04% over the next 23 years. Using the higher growth target provided by Snohomish County Tomorrow, there is a projected increase of 38.32% over the current population – or an annual increase of approximately 1.66% over the next 23 years. These projected numbers are significantly lower than the historical average annual growth rate of 5.86%

<sup>4</sup> 4,085 People / 2,015 Acres = 2.03 People/Acre

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that Stanwood has experienced over the last 12 years. The range issued for the unincorporated UGA 2025 population is 2,780 to 4,020.

In March of 2003, the City submitted chosen targets for population growth in the City and UGA to Snohomish County Tomorrow, as follows:

**Table LU-8  
2025 Population Growth Targets**

<b>Stanwood City/UGA</b>	<b>Target</b>
City	5,650
UGA	3,190
<b>TOTAL</b>	<b>8,840</b>

#### **Employment Targets**

Employment targets will affect the need for land zoned non-residentially. In March of 2003, the City submitted chosen targets for employment growth in the City and UGA to Snohomish County Tomorrow, as follows:

**Table LU-9  
2025 Employment Growth Targets**

<b>Stanwood City/UGA</b>	<b>Target</b>
City	4,790
UGA	760
<b>TOTAL</b>	<b>5,550</b>

#### **Future Needs Assessment**

##### **Land Analysis**

The land supply analysis for the City of Stanwood has been compiled to aid in the land use decision-making process. The purpose of this analysis is to determine the amount of land which is needed to satisfy the anticipated growth over the next 20 years, in the City of Stanwood and the UGA.

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A joint agreement between the City of Stanwood and Snohomish County has set an Urban Growth Boundary (UGB) where the amount of land needed for future growth for the City of Stanwood has been jointly determined by both the City and Snohomish County.

Snohomish County Tomorrow provided cities within the County with population and employment growth targets. The City of Stanwood chose a moderate growth rate for 2025 of 5,650 people within the city and 3,190 within the UGA. Based on these targeted growth rates an assessment was conducted to determine if the current city boundaries have sufficient land capacity to accommodate the projected growth. This analysis also serves as a tool to determine whether or not future growth will need to be located outside the city limits within the UGA.

#### Residential Land Analysis<sup>5</sup>

In order to meet the projected 2025 targeted growth the City needs an additional 1,794<sup>6</sup> dwelling units.

The total net acres inside the City limits of Stanwood that are vacant, partially used or redevelopable is 116 acres. Applying reductions factors as described in Appendix C, Land Supply Analysis, the available residential acreage is reduced to 89 acres. Available residential land within the City limits could provide an estimated 535 additional dwelling units.

The total net acreage within the City's UGA that is vacant, partially used or redevelopable that can be used for residential uses is 537 acres. Applying reduction factors reduces this number to 399 acres. Therefore, the UGA could provide an estimated 1,312 additional dwelling units.

The combination of available land within the City limits and the UGA could accommodate an estimated 1,847 dwelling units. Thus there is sufficient residential land to meet the City's 20 year housing needs. Expansion of the City's Urban Growth Area assists the County in meeting countywide population allocations, and provides an additional 353 dwelling units (811 population) in low density and medium density areas.

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<sup>5</sup> Appendix C, Land Supply Analysis, includes a detailed breakdown of residential land capacity

<sup>6</sup>  $5,650 + 3,190 = 8,840 - 4,085$  (2002 population)  $= 4,755$  people  $/ 2.65 = 1,794$  dwelling units

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#### Commercial/Industrial Land Analysis

The City of Stanwood 2025 employment target is 5,550. Stanwood's planning area currently provides approximately 3,611<sup>7</sup> jobs. To meet its target employment for 2025 the City needs an additional 1,939<sup>8</sup> jobs.

The total net acres of commercial land inside the City limits of Stanwood that is vacant, partially used or re-developable is 36.59 acres. Applying reduction factors reduces this number to 29.13 acres. Conversely, the total net acres of industrial land within the City limits of Stanwood that is vacant, partially used or re-developable is 20.94 acres. Reduction factors reduce this number to 16.98 acres. To calculate the number of employees that commercial and industrial land could support is based on historic averages regarding the number of employees per acre. These averages can be found in *Appendix C, Land Supply Analysis*. The total employment capacity for commercial and industrial land within the City limits is approximately 942.

The total net acres of commercial and industrial land within the City's UGA is 37.30 acres. This number is reduced to 27.36 acres when reduction factors are applied. The total employment capacity for commercial and industrial land within the UGA is approximately 755.

Therefore, available land within the City limits and the UGA could support an additional 1,697 jobs, which falls short of the 1,939 needed to meet the chosen growth targets. An addition of approximately 63 acres of light industrial land along SR 532 to the east of the current city limits is proposed to provide 1,160 jobs to make up for the shortfall.

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<sup>7</sup> Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003; estimate for 2003 based on 2000 estimate and 6.7% growth rate.

<sup>8</sup>  $5,550 - 3,611 = 1,939$  additional jobs.

## **SECTION III- DOWNTOWN ELEMENT**

### **DT V-1 Vision Statement**

This Plan envisions resurgence of Downtown Stanwood as the heart and core of the community. In addition to serving as a retail center, Downtown Stanwood of the future will be the public center of the greater Stanwood community area. People will identify with the public activities they come together to share. Stanwood can be seen as a series of urban nodes or “villages” tied together with attractive green corridors, with tree-lined pedestrian-friendly streets. The Downtown as the heart of the City can be a place that provides commercial and civic activities, a variety of gathering spaces including community parks, waterfronts and trails. To create a successful Downtown the City must create an atmosphere and identity the community can embrace.

### **DT V-2 Principles of the Downtown Vision**

DT V 2.1 Historic Downtown East Stanwood and West Stanwood are what make the city unique. Preserve them. Enhance them. Show them off.

DT V 2.2 Development consistent with the character of Stanwood’s historic nodes is important as infill. Consistency should be defined as requiring similar scale and site planning and not strictly replication of historic architecture.

DT V 2.3 To unify the Downtown, a new Center District is envisioned. The Center District will join east and west Stanwood, connect the two historic commercial areas, and provide retail, services, government, cultural, and social activities. This area currently includes under-utilized and vacant land and an opportunity exists to attract new uses that will help build a consolidated downtown.

DT V 2.3a A critical element of success for this District will be to extend the historic grid and create a critical mass of urban activity.

DT V 2.3b Special attention on infrastructure and amenities are needed to attract retail into the businesses, protect downtown Stanwood from further loss of business and economic vitality and bring customers to the front doors of the businesses.

DR V 2.3c The downtown is more than a place for business. It’s the cultural, educational, and governmental center for Greater Stanwood and houses both public



and private organizations--all those things that make a city center. It includes diverse public and private facilities, not just a place where people come to buy goods and services.

## **GOAL DT 1 Promote Downtown as the heart and core of the community.**

Objective DT 1 Protect Downtown Stanwood from further loss of business and economic vitality.

### **POLICIES**

DT 1.1 Locate land uses in the downtown that attract retail, recreation, and services that support multiple destination trips.

DT 1.2 Locate municipal services in the downtown to support downtown businesses and create a critical mass of business activity.

Strategy DT 1.2.1 Continue providing municipal offices including City Hall and the Police Station in the historic nodes of East and West Stanwood as a Phase I 10- 15 year strategy by maintaining existing municipal buildings and/or relocating City Hall to an existing structure.

Strategy DT 1.2.2 Continue to plan for a new municipal campus consolidating city and other government functions in the downtown as a Phase II goal to be achieved within 20 years.

DT 1.3 Use City hall and municipal parking lots for general public parking to support businesses open after normal city business hours.

DT 1.4 Use City investments in municipal facilities as a model of sustainable development in the flood plain.

Strategy DT 1.4a Work with the King County Conservation District to develop low impact development designs to upgrade municipal parking lots.

Strategy DT 1.4b Incorporate sustainable design including low impact development into design of city parks, landscape strips and urban plazas.

DT 1.5 Maintain City property at a standard that is a model for private investment.

DT 1.6 Adopt a minimum property maintenance code.

DT 1.7 Prevent suburban growth patterns from altering Stanwood's grid based zero line development and continuous storefront historic development pattern.

Strategy DT 1.7.1 Use infill development standards for the downtown that allow flexibility around uses but create an urban form based on the development pattern in the two historic downtown nodes that is: human scale, pedestrian orientation, continuous storefront on a public street grid.

Strategy DT 1.7.2 Restrict auto-oriented activities such as shopping centers.

DT 1.8 Create design character and identity through architectural standards the community can embrace without relying on a theme.

## **Goal DT 2 Recognize and Designate East and West Districts as the Historic Downtown**

Objective DT 2 Establish a Historic Downtown Overlay to allow consideration of regulations and standards that promote the historic urban form of the two original downtown nodes of Stanwood and East Stanwood now re-designated as the East and West Districts.

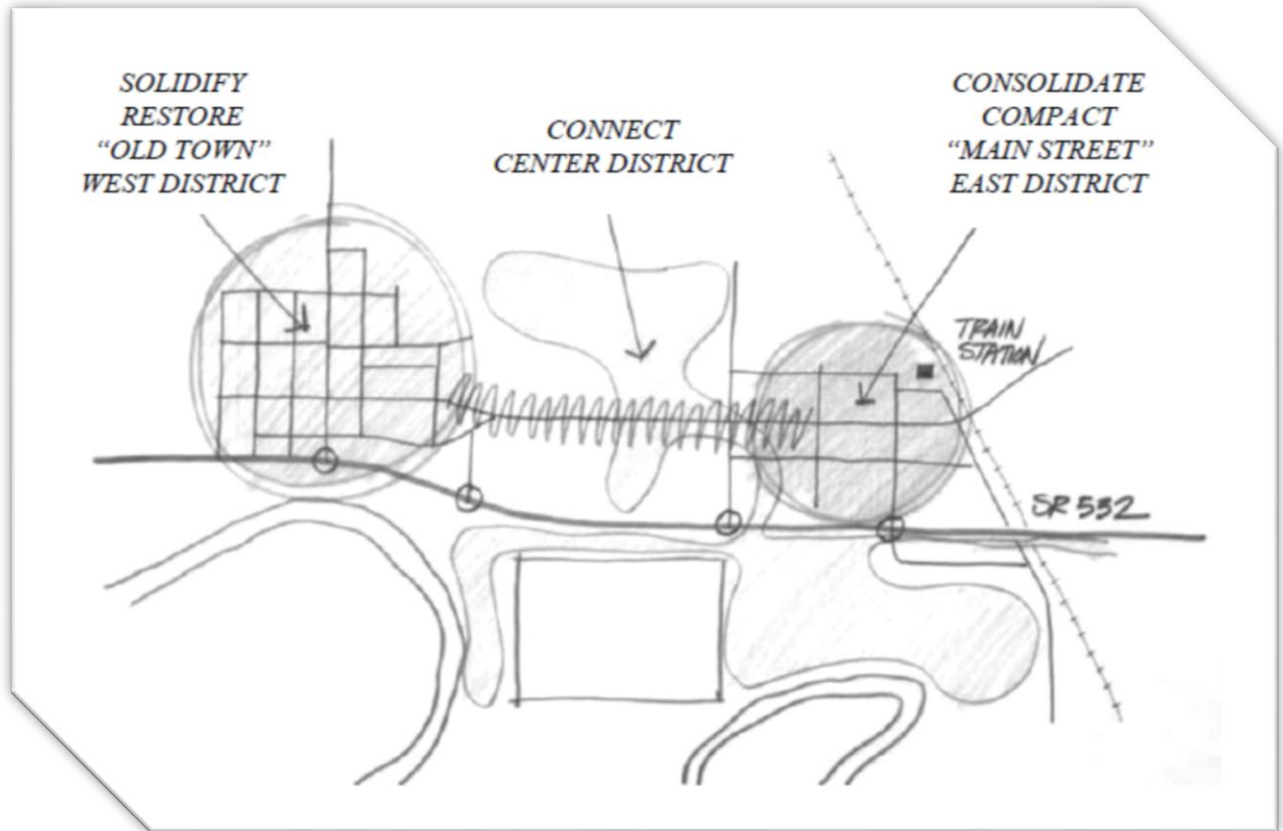
### **POLICIES**

DT 2.1 Allow parking, landscaping and signage in the historic downtown districts that reinforce the existing scale and land use pattern in the historic grid and support the goal of continuous storefront development patterns.

DT 2.2 Allow standards that support continuous use and maintenance of existing structures in the historic overlay.

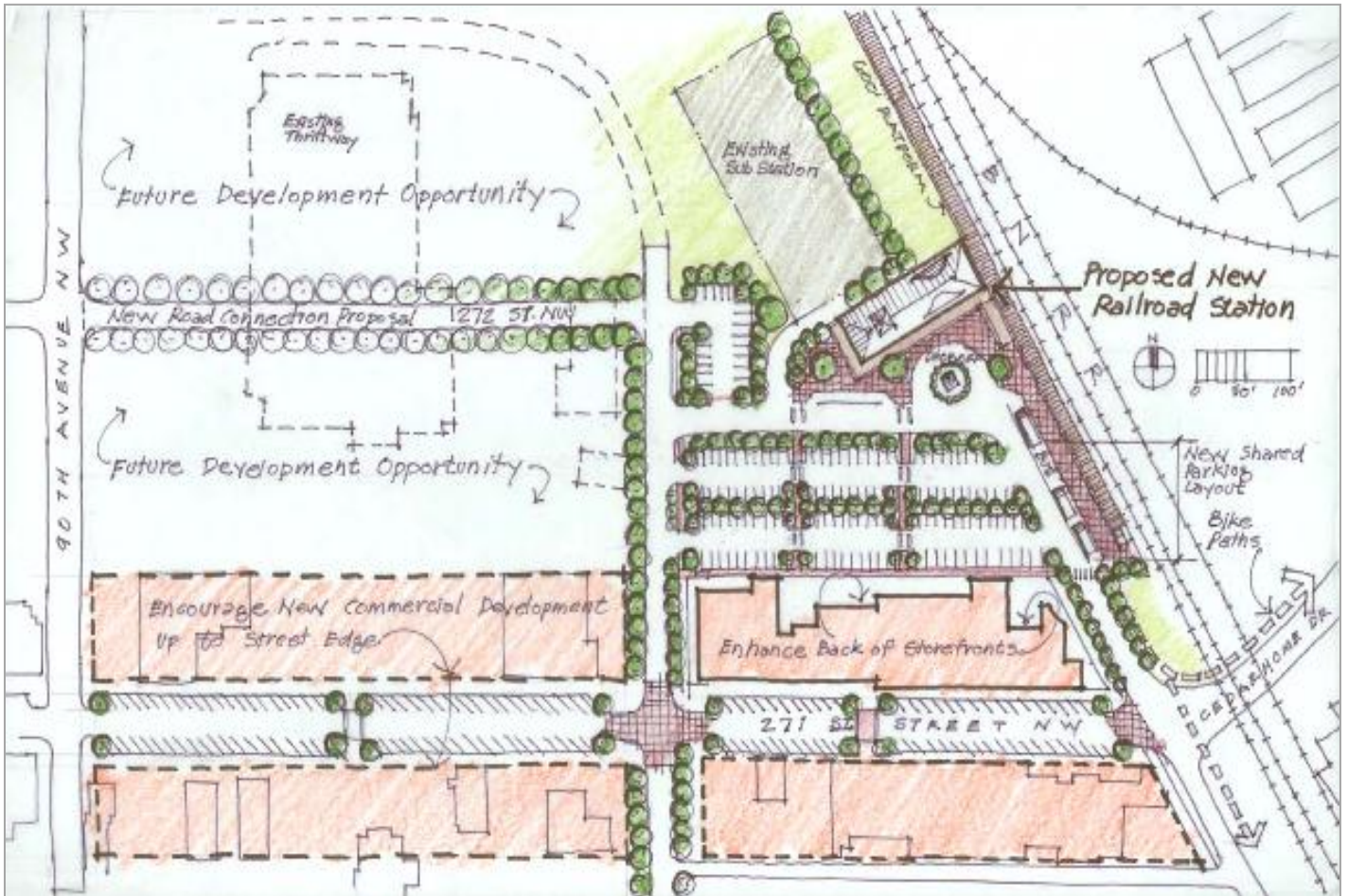
### GOAL DT 3 Unify Downtown

Objective DT 3.1 Enhance the two historic downtown districts of East Stanwood and West Stanwood and connect them with a Center District.



## EAST STANWOOD HISTORIC DISTRICT

Objective DT 3.2 In East Stanwood, emphasize the feeling of Main Street, with shopping connected to the railroad and contiguous storefronts that open onto the sidewalk.



### POLICIES

DT 3.2.1 Emphasize Main (271<sup>st</sup>) Street and pedestrian connections to the Train Station.

Strategy DT 3.2.1a Create continuous storefronts that open onto sidewalk for two blocks west of 88<sup>th</sup> Avenue.

Strategy DT 3.2.1b Provide full sidewalks on both sides.

Strategy DT 3.2.1c Maintain diagonal parking in front of stores.

Strategy DT 3.2.1d Require additional parking behind buildings.

Strategy DT 3.2.1e Provide a bus transfer point at the train station.

Strategy DT 3.2.1f Reorganize the city parking lot to get 25% more parking.

Strategy DT 3.2.1g Provide parking for train patrons and local businesses in the municipal parking lot.

Strategy DT 3.2.1h Provide bathrooms facilities for the public.

Strategy DT 3.2.1i Provide a continuous sidewalk from the train station to the municipal parking lot and into the downtown main street commercial area.

DT 3.2 Require site design for new development to encourage pedestrians.

Strategy DT 3.2.2a Locate parking lots to be convenient for business use.

Strategy DT 3.2.2b Maximize street parking.

Strategy DT 3.2.2c Provide street level entry.

Strategy DT 3.2.2d Minimize front setbacks.

Strategy DT 3.2.2e Minimize parking lots on private property.

Strategy DT 3.2.2f Encourage street level amenities such as flower boxes, outdoor displays and creative signage that provides interesting things to look at on the street.

DT 3.3 Upgrade rear entries of existing buildings to make them attractive and functional.

DT 3.4 Attract specialty retail and convenience/service uses in East Stanwood that is attractive as a destination served by the new train/transportation center.

DT 3.5 Develop a downtown urban park to service residents and businesses and to reinforce the entry to the East District from the train station.

DT 3.6 Encourage sustainable design in upgrading the municipal parking lot and the future downtown park to incorporate green design and promote conservation and open space on a small scale within the historic downtown area.

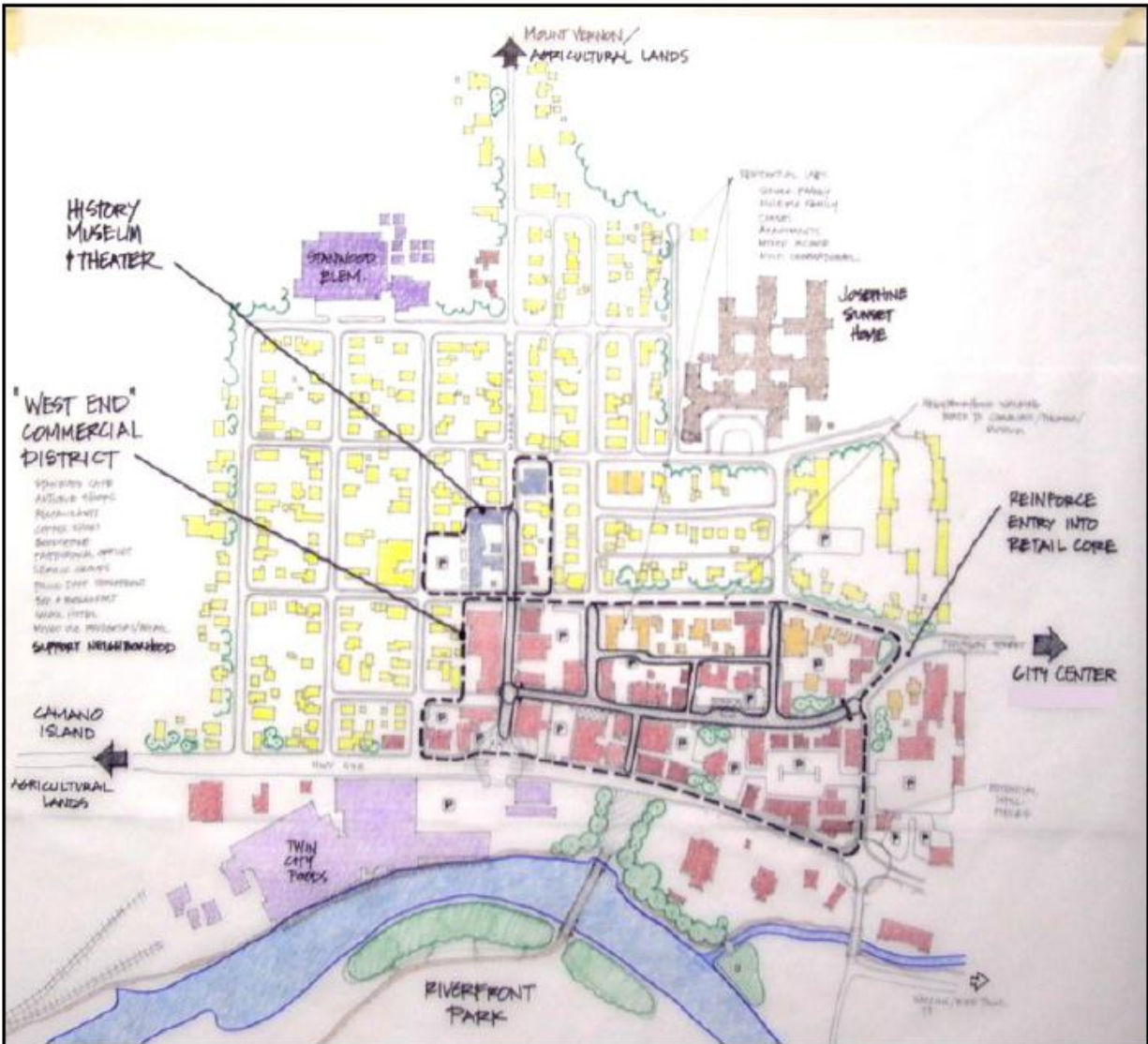
DT 3.7 Provide historic street lighting.

DT 3.8 Provide pocket parks or urban plazas on unused portions of public rights of ways.



## WEST STANWOOD HISTORIC DISTRICT

DT Objective 3.4 Maintain the existing feel of simplicity the West District has already. Reinforce what West Stanwood already has. West Stanwood should emphasize the character of "small town" or "old town."



## POLICIES

DT 3.4.1 Enhance the historic character of the West End.

Strategy DT 3.4.1a Retain and restore the older houses and commercial structures in the West End.

Strategy DT 3.4.1b Require infill development to be consistent with the historic character of the West End.

Strategy DT 3.4.1c Restore the existing brick road.

Strategy DT 3.4.1d Add more historic light fixtures.

#### DT 3.4.2 Reinforce the existing eclectic nature of West Stanwood.

Strategy DT 3.4.2.a Retain the irregular edges of the West End by including landscape elements that soften the streetscape. Allow a variety of setbacks on lots with non standard parcels, and encourage variety in heights and architectural details of structures.

Strategy DT 3.4.2b Keep the feeling of the historic center by not expanding the boundary of West Stanwood.

Strategy DT 3.4.2c Allow a wide range of mixed use businesses.

Strategy DT 3.4.2d Support daytime and evening business and cultural activities.

Strategy DT 3.4.2e Use selective infill development to reinforce nooks and crannies and maintain historical context.

#### DT 3.4.3 Strengthen the entry and pedestrian connections within the District4.

Strategy DT 3.4.3a Redefine the entry to the West End by changing the intersection so the south fork is the obvious gateway.

Strategy DT 3.4.3b De-emphasize the through traffic route.

Strategy DT 3.4.3c Extend the brick crosswalk across 102<sup>nd</sup> Avenue.

Strategy DT 3.4.3d Link sidewalks throughout the West End.

Strategy DT 3.4.3e Add hanging flower baskets.

Strategy DT 3.4.3f Install banners on SR 532 to identify the downtown.





## CENTER DISTRICT

Center District is a transition zone between east and west accessible by foot, bike and car. The area has vacant and underutilized land available in a range of parcel sizes. The District also includes vacant structures presenting an opportunity for re-use. The library, PUD, banks, a medical center and Stanwood Middle School are already in the middle and form a nucleus of activity. The development of the Center District is essential to build a unified downtown that will become the modern Stanwood. The feel of the District can be contemporary, but to avoid importing a suburban character the site design and architectural design of new projects must be carefully considered.

Objective DT 3.5 Develop the Center District as the center of the downtown with a mix of retail, service, government, educational, institutional, and open space uses that connect the two historic downtown nodes.



DT 3.5.1 Actively market and/or work with private parties to attract a range of land use in Center District: public and institutional uses, including schools, post office, community center, parks, pathways, library, retail, services, offices, housing, non-profit organizations.

DT 3.5.2 Plan for a municipal campus as a 20 year goal.

DT 3.5.3 Plan for a green place to gather pathway corridors that provide open space and make connections through the city.

DT 3.5.4 Coordinate with other entities, including Library, School District, YMCA/ Stanwood Camano Coalitions.

DT 3.5.5 Develop mixed use structures.

DT 3.5.6 Encourage small scale infill development and conversion of small houses to other uses.

Strategy DT 3.5a Use older houses for start-up businesses.

Strategy DT 3.5b Add residences above garages out of the flood plain.

DT 3.5.7 Re-align the south side of Main (271<sup>ST</sup>) to achieve a unifying landscape corridor, improved parking serving businesses, and better pedestrian circulation.

Strategy DT 3.5.7a Make right of way 40 feet deep and landscape it.

Strategy DT 3.5.7b Pull sidewalk closer to the buildings.

Strategy DT 3.5.7c Allow parking in front of buildings.

Strategy DT 3.5.7d Create a comprehensive green open space on south side of 271<sup>st</sup>.

Strategy DT 3.5.7e Eliminate or combine driveways.

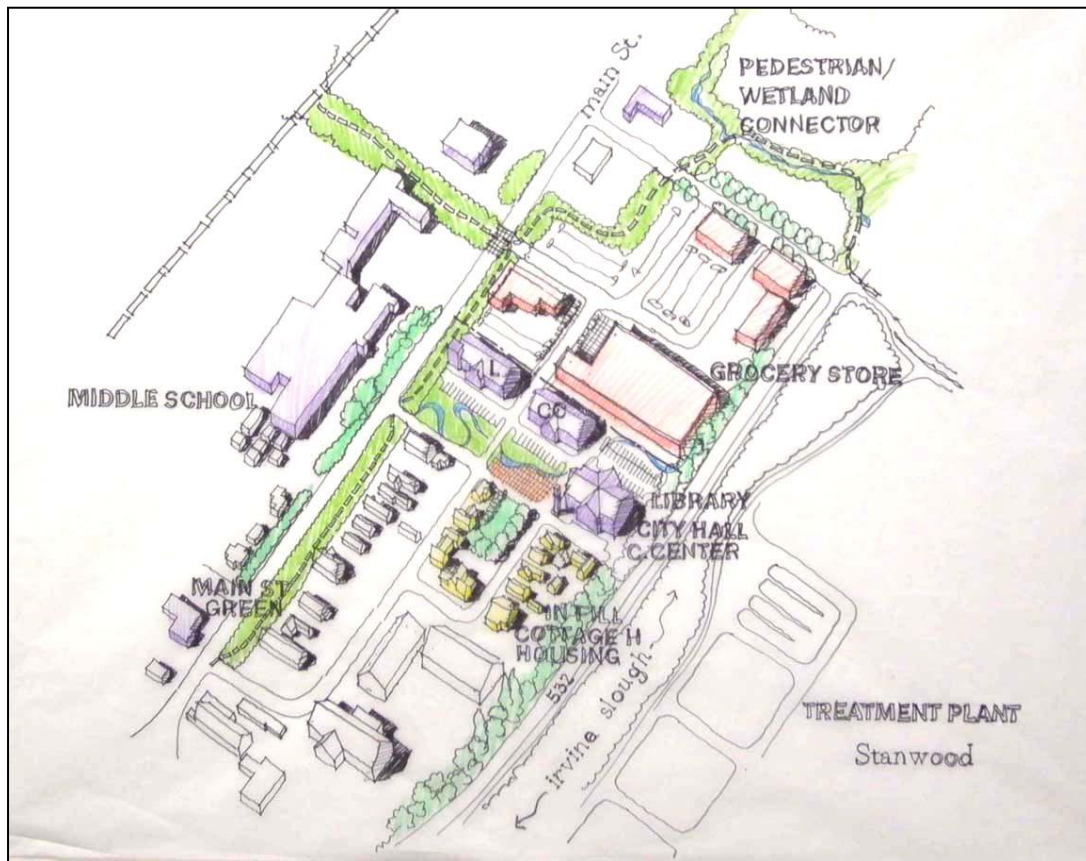
### Conceptual Alignment of Main (271<sup>st</sup> St)



DT 3.5.8 At Stanwood Middle School move fence inside the green space.

DT 3.5.9 Build a pedestrian corridor (on the east side of The Central District), using old sloughs as an open space system.

DT 3.5.10 Locate office or retail uses on the vacant area east of the QFC site.



DT 3.5.11 Develop an east-west connector south of Main Street to support a grid system.

DT 3.5.12 Develop a downtown grid modeling the existing street and alley network in the historic downtown to improve the pedestrian network, utility service, emergency vehicle access and functional circulation.

Strategy DT 3.5.12.a Incrementally work toward completing a street and alley grid network.

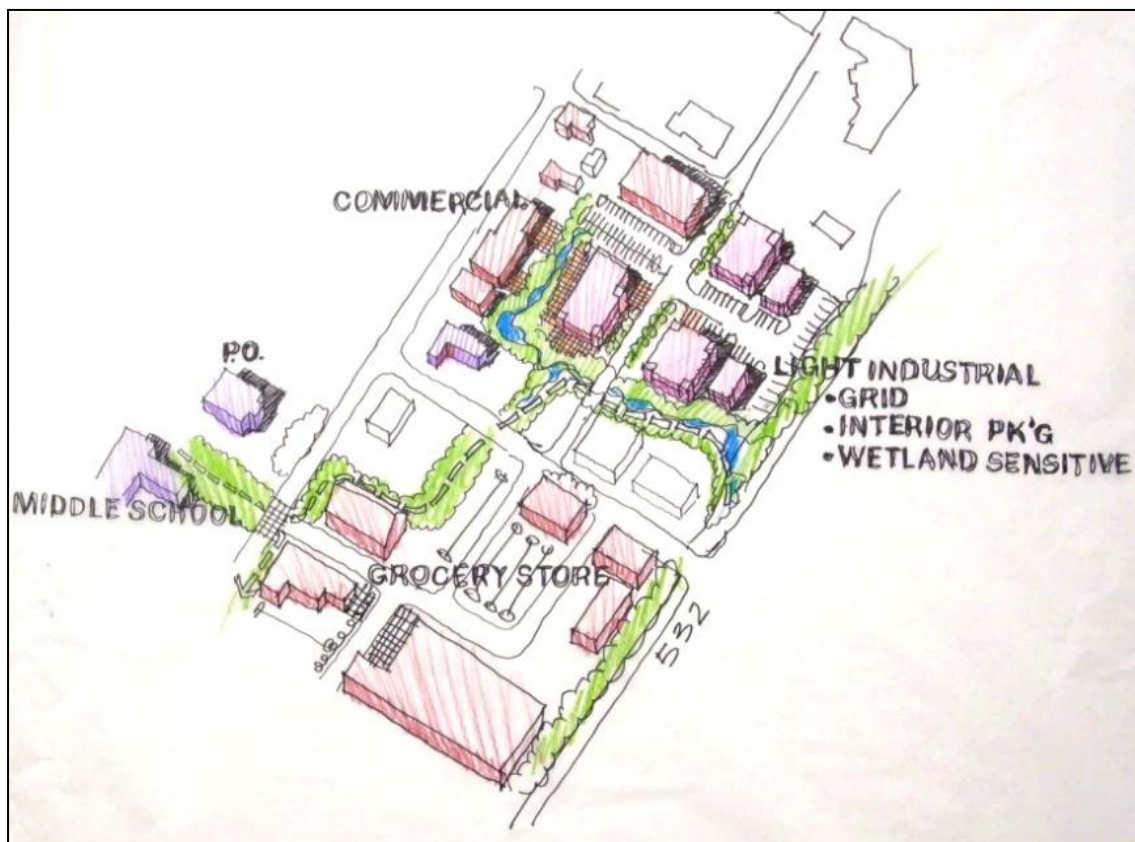
Strategy DT 3.5.12.b Establish a public corridor south of 271st Street to develop a more complete grid of streets to facilitate development and provide for alternate and emergency access.

Strategy DT 3.5.12.c Establish a public corridor north of 271st to provide east-west linkages (particularly from the transit station to Heritage Park) to provide linkages for pedestrians, other non-motorized travel and as emergency access for pedestrian links.

Strategy DT 3.5.12.d Minimize entry points, and reinforce edge of parking from highway for sites with visual access from SR 532 with landscaping.

DT 3.5.13 Locate required parking inward to the development to maximize building frontage along the sidewalk.

Strategy DT 3.5.13a Encourage storefront businesses to construct back entrances that lead to alley and back of building parking.



DT 3.5.14 Internalize parking to the side and rear of buildings.



DT 4.1.1 Work with the Washington State Department of Transportation to facilitate access in and out of the downtown. Several locations for improvements should include 88th, 92nd, 98th, and 102nd Avenues NW.

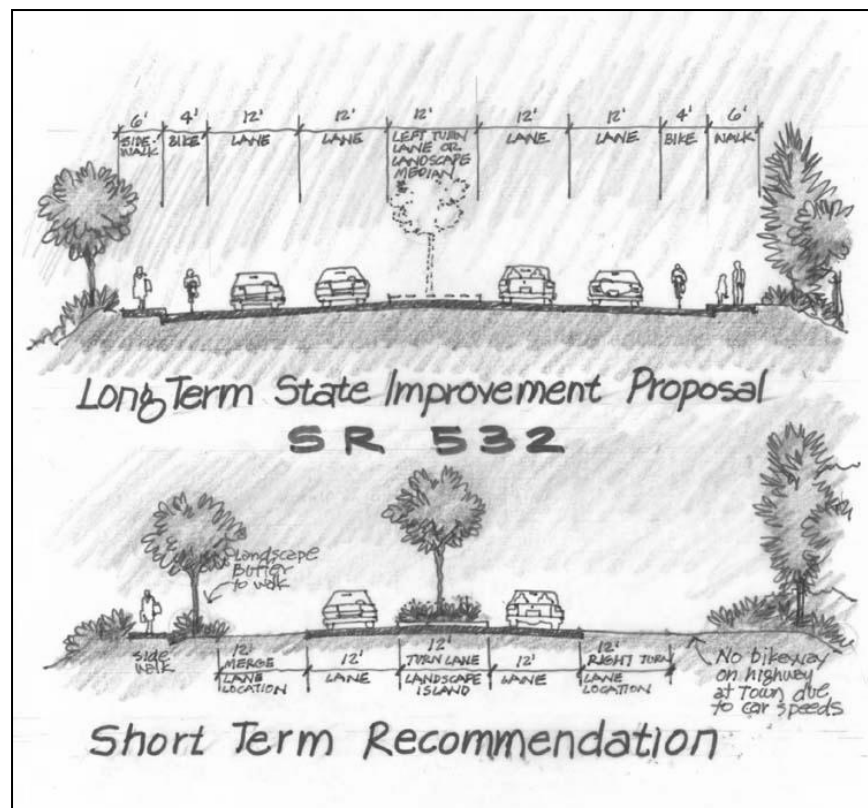
Strategy DT 4.1.1 a Install vehicle actuated and coordinated signals at Pioneer Highway, 88<sup>th</sup> Avenue, and 92<sup>nd</sup>.

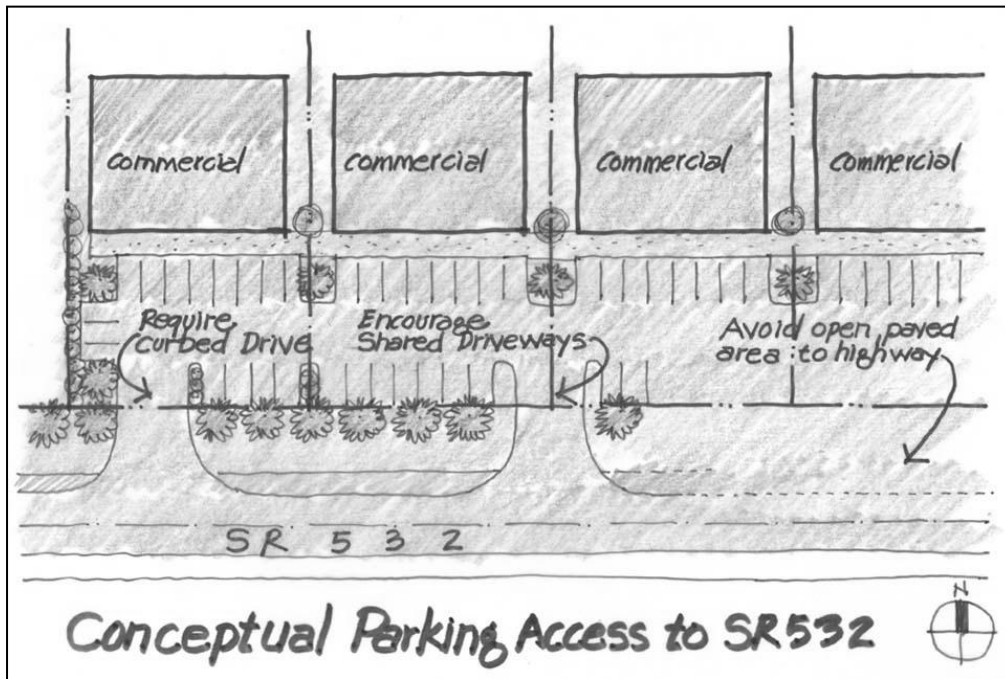
Strategy DT 4.1.1b Install signals at 102<sup>nd</sup> Ave NW and ultimately at 98<sup>th</sup> Avenue.

Strategy DT 4.1.1 c Incorporate pedestrian crossings when signals are installed to provide safe linkages between the downtown and the river access opportunities.

Strategy DT 4.1.1 d Use landscape elements to distinguish intersections and as another visual indicator that you have arrived in the downtown by extending landscaping into the downtown side streets.

Strategy DT 4.1.1e Reduce the speed limit to 35 per hour on SR-532 between Pioneer Highway and the Camano Gateway Bridge.





Strategy DT 4.1.1 f Connect adjacent surface parking lots and/or shared access drives when new development occurs or as businesses change use, particularly along 271st St NW.

Strategy DT 4.1.1 g Identify shared parking opportunities and develop credits for shared parking consolidating access and parking lot linkages.

**Goal DT 5 Effectively Identify Stanwood.**

Objective DT 5.1 Establish a gateways and signage program that informs the traveler of when they arrive and leave Stanwood and adds to community identification.



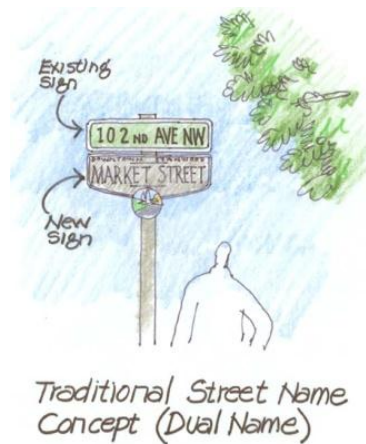


DT 5.1.1 Establish a consistent series of indicators to let visitors know when they enter the city and how to access the downtown.

Strategy DT 5.1.1a Develop a coordinated gateway and signing program that uses common materials, symbols and colors to designate entrances to the City, entry into distinct districts and neighborhoods, and major public places.

Strategy DT 5.1.1b Accentuate significant entry locations and intersections with some landscape feature to announce arrival at a place or acknowledge a transition into another part of town.

## Street Signs



Strategy DT 5.1.1c Establish an historic street signs system to reinforce the heritage of the downtown area.

Strategy DT 5.1.1d Use lighting standards (which also enhance pedestrian safety), flower baskets, flower pots, landscaping, and street furniture to reinforce visual identity.

Strategy DT 5.1.1e Add historical street signs to existing street poles.

Strategy DT 5.1.1.f Define Gateways with new Gateway signs, potentially located at: 532 and 72nd<sup>th</sup>, east entry to Stanwood, and major intersections through downtown, particularly to the three Districts (88<sup>th</sup>, 102<sup>nd</sup> and 92<sup>nd</sup>). Gateway sign at 271<sup>st</sup>/98<sup>th</sup> to West Stanwood.

Strategy DT 5.1.1.g Add landscaping to signage.

**GOAL DT 6 Separate downtown from the commercial area on the hill.**

Objective DT 6.1 Recognize Downtown and Uptown as separate centers and do not merge the two areas into one commercial district.

DT 6.1.1 Continue the existing land use designation of Residential use into the areas between the two commercial centers.

DT 6.1.2 Provide connection between the Uptown and Downtown Centers through the transportation network but reinforce the visual separation between the two areas through the adopted wayfinding signage system.

## SECTION IV - HOUSING ELEMENT

### Introduction

One of society's most basic needs is shelter. How we, as a society, preserve the housing stock we have and how we plan to accommodate our future housing needs reflect upon the quality of life we enjoy or want to enjoy. It is important to consider where we locate new residential areas, for this decision will drive the determination as to where public infrastructure (roads, utilities, parks, and schools) will be located.

This Element provides a detailed inventory and analysis of the existing housing stock, assesses the needs of the community, and puts forth a strategy to implement Stanwood's housing goals. It is also intended to provide City officials and the general public with the information necessary to guide housing growth in the direction that best addresses the desires of Stanwood's existing and anticipated residents, including those with special housing needs.

This Housing Element for Stanwood is divided into three main areas:

- a. A set of implementation goals and policies designed to provide for the efficient delivery of housing and to resolve any problems identified during the ongoing city-wide comprehensive planning process;
- b. An inventory of the existing housing stock; and
- c. An in-depth analysis of the existing condition of the City's dwellings, housing delivery process, and residential neighborhoods to determine if any problems exist or can be expected.

### Housing Goals and Policies

#### Choice and Affordability

##### Goal

*HG-1* - To provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.

**Policies**

*HP-1.1* - Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs.

*HP-1.2* - Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.

*HP-1.3* - Disperse small scale special needs housing throughout the residential neighborhoods. Special needs housing provides living arrangements for those with physical, mental, or emotional disabilities where appropriate.

*HP-1.4* - Provide opportunities for siting manufactured housing.

*HP-1.5* - Encourage and assist in rehabilitating and preserving existing affordable housing.

*HP-1.6* - Accept and plan for Stanwood’s “fair share” of the County’s affordable housing needs as determined by the Snohomish County Tomorrow planning process.

*HP-1.7* - Utilize appropriate zoning techniques, including density bonuses for affordable housing, in order to meet the City’s “fair share” of affordable housing goals.

*HP-1.8* - Treat residential structures that provide group homes for children and that meet the definition of “familial status” the same as other residential structures.

*HP-1.9* - Treat residential structures that provide group homes for the disabled and that meet the definition of “familial status” the same as other residential structures.

**Goal**

*HG-2* - To provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Stanwood.

**Policies**

*HP-2.1* - Encourage the development of a full range of housing types to meet the needs of all citizens of Stanwood.

*HP-2.2* - Balance the housing needs of the entire community when determining development regulations.

*HP-2.3* - Allow housing units on upper stories of commercial buildings in appropriate zones.

*HP-2.4* - Encourage single and multi-family housing close to transportation facilities, public services, and employment centers.

*HP-2.5* - Encourage the development of townhouses or other housing types, utilizing

PRDs in various areas to promote affordable housing.

*HP-2.6* - Allow manufactured housing in all residential zones, subject to City development regulations.

*HP-2.7* - Allow qualified senior citizen housing developments, which may include housing for disabled persons, to exceed the maximum zoned density requirements in specified areas.

*HP-2.8* - Support opportunities to accommodate home buyers and renters with varying income levels.

*HP-2.9* - Encourage a balance of percentages of housing availability for low, moderate, and high income residents.

## **Infrastructure**

### **Goal**

*HG-3* - To ensure strong, stable residential neighborhoods through public investment in infrastructure and in preserving existing housing units.

### **Policies**

*HP-3.1* - Locate residential development within the existing sewer service area and phase it into the projected wastewater service areas as shown in the City Waste Water Facilities Plan.

*HP-3.2* - Encourage pedestrian oriented development where possible to improve safety and sense of community.

### **Density**

#### **Goal**

*HG-4* - Plan an appropriate mix of residential densities in the City and UGA.

#### **Policies**

*HP-4.1* - Rely on community input, the vision and values for Stanwood, and the assessed future housing needs to make changes in residential densities. Base recommended changes on:

- Existing residential zoning districts
- Land suitability and availability
- Existing land use patterns
- Available or planned capital facility/ public service capacity

*HP-4.2* - Maintain quality of residential neighborhoods when providing a mix of housing types and densities.

*HP-4.3* - On lots where feasible, allow single-family homes to have accessory units or “mother-in-law apartments” where zoning requirements can be met. Discourage use in areas where on-street parking congestion and other safety factors would cause problems.

*HP-4.4* - Allow mixed residential densities in subdivisions and planned developments where traditional neighborhood goals, designs, and amenities can be achieved for a variety of housing types and densities.

**Goal**

*HG-5* - Encourage larger lots where appropriate.

**Policies**

*HP-5.1* - Allow the use of larger lots in areas where there is a demand for larger, more expensive homes and transit service is not as accessible.

*HP-5.2* - Promote the use of large lot development away from the center of the business district.

**Older Homes**

**Goal**

*HG-6* - Encourage rehabilitation of older housing and infrastructure.

**Policies**

*HP-6.1* - Develop incentives to encourage property owners to retain and rehabilitate existing or older housing stock.

*HP-6.2* - Promote education on the use of any available programs to rehabilitate housing.

*HP-6.3* - Encourage rehabilitation of older residential and commercial buildings.

*HP-6.4* - Encourage innovative rehabilitation measures such as adaptive reuse of dilapidated residential structures, and where appropriate, adaptive reuse of commercial buildings for residential purposes.

*HP-6.5* - Continue to seek Community Development Block Grants (CDBG) and other funds in order to continue investments in older neighborhoods.

*HP-6.6* - Continue to invest in the infrastructure of older neighborhoods.

*HP-6.7* - Encourage improvements of streets and sidewalks on both sides of rights-of-way.

*HP-6.8-* Develop historical guidelines and promote historic preservation.

*HP-6.9-* Involve the Housing Authority of Snohomish County, Snohomish County's Office of Housing and Community Development, and other service providers in various housing programs.

*HP-6.10-* Encourage the preservation of the exterior of older housing that is being converted to multi-family units.

**Character**

**Goal**

*HG-7 -* Create unique residential neighborhoods with a variety of densities.

**Policies**

*HP-7.1 -* Encourage the development of quality single family homes.

*HP-7.2 -* Encourage the development of quality multi-family homes.

*HP-7.3 -* Protect views by maintaining height limitations.

**Goal**

*HG-8 -* Maintain residential character.

**Policies**

*HP-8.1 -* Retain and rehabilitate older or existing housing units.

*HP-8.2 -* Encourage development that is similar in character to existing neighborhoods.

*HP-8.3 -* Ensure the orderly transition and compatibility of adjacent residential densities.

**Environment**

**Goal**

*HG-9 -* Minimize environmental impacts of new housing developments.

**Policies**

*HP-9.1 -* New housing developments shall conform to the City's sensitive area regulations.

*HP-9.2 -* New housing developments shall conform to the City's adopted drainage manual.

*HP-9.3* - Services for new housing developments shall be in place concurrently with the occupancy of the structures.

*HP-9.4* - Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.

## **Open Space and Recreation Space**

### **Goal**

*HG-10* - To provide open space and other recreational amenities for residential developments.

### **Policies**

*HP-10.1* - Require the provision of open space and recreational amenities in new developments to serve those developments.

*HP 10.2* - Collect impact fees from new developments to provide regional recreational facilities.

*HP-10.3* - Create a fee-in-lieu-of program to allow residential developments to pay a fee rather than provide small, non-utilized recreation areas.

*HP-10.4* - Allow for clustering and smaller lot sizes in return for larger amounts of open space.

## **Housing Inventory and Analysis**

### **Housing Characteristics**

This section deals with the characteristics and conditions of the existing housing stock in the City. The primary source for statistical information was the 2000 U.S. Census of Population and Housing. Data provided by the City's Department of Community Development regarding building and demolition permits issued since April 1, 2000 (the date that the last census was taken) has been used to update certain data.

### **Housing Units by Type, Tenure, and Occupancy Status**

In 2000, as shown in Table H-1, there were 1,440 housing units in Stanwood. Of the 1,440 housing units, 1,345 units were occupied (a vacancy rate of 7 percent). 981 or 68 percent were single-family homes and approximately 32 percent were multi-family



dwellings. This percentage breakdown is similar to that of the 1990 Census, indicating a stable tendency toward this breakdown in types of units.

Furthermore, of the City's total occupied housing units, 1,345<sup>1</sup> units, 740 or 55 percent, were owner-occupied, and 559 or 42 percent, were renter-occupied. Three percent was not accounted for in the census data.

**Table H-1**  
**Stanwood, Washington**  
**Number of Dwelling Units, by Type: 2000**

<b>Type of Dwelling Unit</b>	<b>Total Dwelling Units</b>	
	<b>Number</b>	<b>%</b>
Single Family	981	68.1
2 to 4 Family	105	7.3
5 to 9 Family	125	8.7
10 Families or more	229	15.9
Manufactured Homes / Other	0	0.0
<b>Total Housing Units</b>	<b>1,440</b>	<b>100</b>

Note: Only 1,345 housing units were occupied.

Source: U.S. Census of Population and Housing by Place: Household Characteristics of City of Stanwood, 2000.

According to the 2002 Housing Evaluation Report prepared for Snohomish County, Stanwood issued the highest percentage of non-single-family building permits from 1996 through 2000 of any non-southwest Snohomish County jurisdiction.

### Age of Housing

Table H-2 indicates the age of Stanwood's housing stock in 2000, according to the U.S. Census. More than 57 percent of the City's dwelling units were built between 1980 and 2000.

As construction activity has obviously continued since 2000, this would mean that approximately two-thirds of the housing in Stanwood is less than 22 years old. The implication of this is that the quality of this housing is relatively high, as these units have been built in accordance with current building codes. The above means that, even

<sup>1</sup> U.S. Bureau of the Census, Census 2000, Profile of Selected Housing Characteristics

though Stanwood does have a good percentage of newer homes, rehabilitation activities must remain important as Stanwood's percentage of older homes (homes built before 1939) was 2.9 percent higher than the State average in 2000. (Please refer to Table H-3.) In comparison with 1990 data, both Table H-2 and Table H-3 indicate great strides toward providing new housing stock in the city.

**Table H-2  
Stanwood, Washington  
Age of Housing: 2000**

<b>Year Housing Built</b>	<b>Number of Units</b>	<b>% of Total</b>
1980 to March 2000	824	57.2
1940 to 1979	394	27.4
1939 or earlier	222	15.4
<b>TOTALS</b>	<b>1,440</b>	<b>100.0</b>

Source: U.S. Census of Population and Housing; Selected Housing Characteristics; Stanwood, Washington: 2000.

**Table H-3  
Snohomish County, Washington  
Age of Housing: 2000**

**Percent of Houses Built Before 1939: In 2000**

<b>State</b>	<b>Stanwood</b>	<b>Arlington</b>	<b>Marysville</b>	<b>Snohomish County</b>	<b>Skagit County</b>
12.5	15.4	15.4	8.5	8.9	19.2

Source: U.S. Census of Population and Housing; Selected Housing Characteristics; Stanwood, Washington: 2000

**Quality of Existing Housing**

One of the statistical measures of quality of Stanwood's housing stock in 2000 is presented in Table H-4. The criteria used to measure housing quality in this table have been developed by the U.S. Census. Measures such as the lack of complete bathroom facilities, kitchens, or heating equipment, or the lack of a potable water system or means of disposing of sewage are all indicators of substandard housing conditions.

**Table H-4  
Stanwood, Washington  
Availability of Facilities in Housing Units: 2000**

Type of Facility		Number	% of Total
<i>Plumbing</i>	Lacking complete plumbing facilities	17	1.3
<i>Kitchen</i>	Lacking complete kitchen facilities	7	0.5
<i>Home Heating Fuel</i>	Utility gas	541	40.2
	Bottled, tank or LP gas	54	4
	Electricity	722	53.7
	Fuel oil, kerosene, etc.	18	1.3
	Coal or coke	0	0
	Wood	10	0.7
	Solar energy	0	0
	Other fuel	0	0
	No fuel used	0	0

Source: U.S. Census of Population and Housing; Selected Housing Characteristics; Stanwood City, Washington: 2000.

Measured according to the above criteria, the quality of housing in the City is high and better than it was 10 years ago. The vast majority of the homes have complete plumbing facilities, and less than one percent did not have full kitchen facilities. All of the dwelling units have some form of home heating, as well as an adequate potable water source and means of wastewater disposal.

Overcrowding is also an indicator of substandard housing. According to the U.S. Bureau of Census, a substandard condition exists if there are more than 1.01 persons per room living in a dwelling unit. In making these computations, it must be understood that a "room" is a living room, dining room, kitchen, bedroom, finished recreation room, or enclosed porch suitable for year-round use. Excluded are bathrooms, open porches, balconies, halls, and utility rooms. Table H-5 shows that 70 dwelling units, or 5.2 percent of the occupied homes in 2000 were considered to be overcrowded. This is an increase from 1990, in which 3.2 percent of the occupied homes were overcrowded, indicating a rising trend in this direction.

**Table H-5  
Stanwood, Washington  
Tenure by Persons per Room: 2000**

<b>Persons/Room</b>	<b>Number</b>	<b>Percent</b>
1.00 or less	1,275	94.8
1.01 to 1.50	31	2.3
1.51 or more	39	2.9
<b>Occupied housing units</b>	<b>1,345</b>	<b>100</b>

Source: U.S. Census of Population and Housing by Place: Household Characteristics of City of Stanwood, Washington, 2000.

### **Household Size**

Data from the 2000 Census indicates that the average household size in Stanwood is 2.65, and according to the Snohomish County’s Housing Evaluation Report of 2002, exactly the same as the countywide average.

## **Housing Affordability**

### **Introduction**

Across the state of Washington, housing affordability is becoming an increasingly serious problem. Under the Growth Management Act, local governments are being asked to analyze the impacts of policies and regulations of the Comprehensive Plan on the development of various types of housing, at various densities, and across a range of costs. This analysis should take into account the current and projected housing needs of Stanwood's residents. The outcome of this process will be policies that will provide opportunities for the development of the types and amounts of housing expected to be needed over the next 20 years.

### **Affordability in Owner-Occupied Dwelling Units**

In 2000, 818 dwelling units, or slightly more than 58 percent of all occupied homes in the City, were owner-occupied. Table H-6 shows that, of the 740 homeowners analyzed by the Census in 2000, 217, or 29.4 percent, spent more than 30 percent of their income on housing. (The generally accepted standard for determining housing affordability is

that housing costs should not exceed 30 percent of family income.) This is an increase from 11.3 percent in 1990.

The fact is that individuals and families at the lower end of the economic spectrum must devote a greater percentage of their income for their housing. And, in Stanwood, where housing costs can be expected to continue to rise as more of the land is used up, this problem could increase. The Economic Element of this Comprehensive Plan addresses the issue of attracting well-paying jobs to the City. If Stanwood achieves a measure of success in this effort, it will mean that fewer families will have to rely on some form of subsidized housing.

Additionally, we as a nation are getting older. In Stanwood, 25.2 percent of the households have at least one family member over the age of 65. The implications of this are that as people get older and retire, they have less disposable income. And, while many of them may have paid their mortgages off years ago, they are finding it increasingly difficult to pay their property taxes and to maintain their homes properly, given their reduced financial circumstances. It's easy to say that deteriorating homes must be brought up to minimum building code standards. If the people living in these homes cannot afford to make the repairs, how will this be done? If there are limited housing options for the elderly, the growing senior population will be forced to live in dwelling units that are falling into disrepair.

**Table H-6**  
**Stanwood, Washington**  
**Percentage of Household Income of**  
**Homeowners Spent for Housing: 1999**

Percent of Income Range	Number of Homeowners	Percent of Total
Not computed	10	1.3
Less than 15 percent	100	13.5
15 to 19 percent	88	11.8
20 to 24 percent	218	29.5
25 to 29 percent	107	14.5
30 to 34 percent	76	10.3
35 percent or more	141	19.1
<b>TOTALS</b>	<b>740</b>	<b>100</b>

Source: U.S. Census of Population and Housing: Selected Housing Characteristics: Stanwood, Washington: 2000.

The median value of all owner-occupied dwelling units in Stanwood in 2000 was \$162,200, according to the U.S. Census. This figure has doubled from the \$82,200 reported in 1990. In 2000, the median home sales price was \$157,000 in Stanwood, compared to the countywide median of \$188,000 (Snohomish County, 2002). Stanwood is in sixth place in home sale affordability to low-moderate households among county jurisdictions, surpassed only by Darrington, Index, Gold Bar, Granite Falls, and Everett. According to the Snohomish County Draft Housing Evaluation Report 2002, 46.6 percent of Stanwood sales were affordable to the low-moderate household bracket, compared to 26.1 percent countywide.

Table H-7, which allocates these units into their various value ranges, shows that the City has a reasonable distribution of homes in most price categories. As might be expected, the majority of housing (53.5%) was valued in the \$150,000 to \$199,999 range. In the 1990 Census, the majority was in the \$50,000 to \$99,999 range.

**Table H-7**  
**Stanwood, Washington**  
**Value of Specified Owner-Occupied Housing: 2000**

Value Range	Number of Units	Percent of Total
Less than \$50,000	26	3.5
\$50,000 to \$99,999	18	2.4
\$100,000 to \$149,999	184	24.9
\$150,000 to \$199,999	396	53.5
\$200,000 to \$299,999	116	15.7
More than \$300,000	0	0

Source: U.S. Census of Population and Housing by Place: Financial Characteristics of Housing Units of City of Stanwood, 2000.

### **Affordability in Renter-Occupied Dwelling Units**

The 2000 Census revealed that 559 units, or 42 percent of all occupied housing, were rental accommodations. Because the rental market constitutes such a significant component of the total housing picture in Stanwood, the issue of affordability is as important as it is for owner-occupied housing.

The situation for lower-income renters spending higher proportions of their earnings for shelter is more serious than for lower-income home owners, as can be seen in Table

H-8. Approximately 44 percent of the renters in Stanwood spent more than 30 percent of their income for housing accommodations. This is a slightly increasing trend from 1990, when 40 percent fell into this category.

**Table H-8  
Stanwood, Washington  
Percentage of Household Income of Renters  
Spent for Housing: 1999**

Percent of Income Range	Number of Renters	Percent of Total
Less than 15 percent	69	12.3
15 to 19 percent	72	12.9
20 to 24 percent	100	17.9
25 to 29 percent	46	8.2
30 to 34 percent	77	13.8
35 percent or more	170	30.4
Not computed	25	4.5
<b>TOTALS</b>	<b>559</b>	<b>100</b>

Source: U.S. Census of Population and Housing: Selected Housing Characteristics: Stanwood, Washington: 2000.

The range of monthly rents paid by households in Stanwood in 2000 is presented in Table H-9. Gross rent is defined as the contract rent plus an estimated monthly cost for utilities. In 2000, the median rent in the City was \$652 (up from \$299 in 1990). Of the 559 units tabulated, 285, or 50.8 percent, fell within the \$300 to \$749 rental range. Approximately 13 percent of the rental stock had rent levels below \$300 per month.

The Dupre + Scott rental survey for 1999-2001 showed that 86.7 percent of the City's rental housing stock was affordable to very low income households. This was the fifth best in the county and compares well to the countywide average of 56.3 percent (Snohomish County Housing Evaluation Report, 2002). In 2001, 100 percent of the rents were affordable to low and moderate income families (Snohomish County Tomorrow, 2001 Growth Monitoring Report, 2001).

**Table H-9  
Stanwood, Washington  
Average Monthly Gross Rental Rates: 2000**

<b>Value Range</b>	<b>Number Of Units</b>	<b>Percent of Total</b>
Less than \$200	53	9.5
\$200 to \$299	19	3.4
\$300 to \$499	129	23.1
\$500 to \$749	156	27.9
\$750 to \$999	98	17.5
\$1,000 to \$1,499	58	10.4
\$1,500 or more	28	5
No cash rent	18	3.2
<b>TOTALS</b>	<b>559</b>	<b>100</b>

Source: U.S. Census of Population and Housing by Place: Financial Characteristics of Housing Units of City of Stanwood, 2000.

## Special Housing Types

To provide a complete overview of the City of Stanwood's housing inventory, an assessment must be made of the special housing types that exist. These include government-subsidized rental housing, group homes, and manufactured homes.

### Senior Citizen Housing Complexes and Group Housing

There are three senior/assisted living facilities within Stanwood. One is the Josephine Sunset Home, located on 272 Pl. N.W. This nursing home is privately owned and is assisted by the federal government through medicare and medicaid. This is a congregate care facility with 160 beds. The other two are Merrill Gardens, a private facility located on 265<sup>th</sup> Street, and the Stanwood Senior Center located on 276<sup>th</sup> Street. Both were undergoing expansion in 2003 – Merrill Gardens to 113 units, and the Senior Center to 85 beds.

### Manufactured Housing

According to the U.S. Census Bureau, Housing and Urban Development (HUD) Code Manufactured homes represented 23.8% of all new single-family starter homes in 1997.



There are approximately 19 million people who live in and own over 8 million manufactured homes across the nation. The choice of a manufactured home over a more conventional “stick built” home largely has to do with cost. Depending on its size, excluding land costs, some new manufactured homes can be purchased for less than \$20,000. However, the 2000 median home sales price within Stanwood was \$157,700. Manufactured homes are built to the HUD Code Standards, rather than the Uniform Building Code (UBC), which is the standard for “stick built” homes. Many manufactured homes use 2 x 6 construction for exterior walls, unlike the 2 x 4 in a “stick built” home, which is required per the UBC. Many of the components used in a manufactured home are the same as those found in traditional “stick built” homes. According to the 2000 Census and the City Department of Community Development, manufactured homes do not provide a major segment of the housing stock; however manufactured homes may offer an alternative to meet affordable housing demands within the City.

### **Assisted (Subsidized) Housing**

Stanwood has 178 permanently assisted housing units and 33 families receiving voucher assistance for a total of 211 assisted units, 14 percent of the total housing stock. According to the Snohomish County Housing Evaluation Report (2002), no other jurisdiction in Snohomish County has a greater percentage of assisted housing.

### **Housing Development Since 2000**

From 2000 through December of 2002 building permits were issued for 181 residential units (see Table H-10). While this data provides a gauge of housing construction activity, it should not be used as a precise representation of the number of units added to the housing inventory since the 2000 Census. This cautionary note is interjected because some homes that have been permitted may never be built, or may not be completed for several months or even years.

Table H-10 also shows the types of units that are currently being permitted. For the 2000-2002 period, 46 percent of the permits were for the construction of multi-family units. The significance of this is that the 2000 Census reported that of the 1440 dwelling units that existed as of that date, 459, or 32 percent, were determined to be multi-family.

**Table H-10  
Stanwood, Washington  
Residential Unit Building Permit Activity: 2000-2002**

Year	Type	Number of Units
2000	Single-Family	45
	Duplex	0
	Multi-Family	30
<b>2000 Subtotals</b>		<b>75</b>
2001	Single-Family	24
	Duplex	0
	Multi-Family	15
<b>2001 Subtotals</b>		<b>39</b>
2002	Single-Family	28
	Duplex	4
	Multi-Family	35
<b>2002 Subtotals</b>		<b>67</b>

Source: City of Stanwood, Community Development Department, 2003.

## Future Needs Assessment

### Housing Requirements

Significant changes have been occurring in Western Washington since the mid-1980s which, in turn, have had and will continue to have an impact on the ability of Stanwood's residents to find suitable housing at affordable prices. Nationally, rising construction costs and land prices continue to threaten the City's ability to provide affordable housing. This section of the Housing Element will analyze the City's housing future, the anticipated number of new households and the number of dwelling units that will have to be built by the year 2025 to accommodate the projected population. Of particular importance is the need to establish realistic projections of the "affordable" housing needs for the next 20 years.

This will involve an orderly, step-by-step process that goes through the following procedure:

- Define what is meant by "affordable housing" and those income groups in Stanwood to which this definition applies.
- Determine how many families in Stanwood in 2000 were in the very low, low and moderate income groups.

- Establish the projected population for the City to 2025.
- Determine the average family size and, therefore, the additional number of dwelling units needed by the year 2025 for Stanwood.
- Estimate the number of families that will require some form of subsidized or affordable housing by 2025.

### **Affordable Housing: A Definition and Its Application to Stanwood**

Affordability, when it is applied to spending money on shelter, is the amount of money that can be spent on housing. The U.S. Census defines "affordable" as spending no more than 30 percent of gross income on housing. For example, if a family has a total gross annual income of \$48,000, it is earning \$4,000 per month. That family should be spending no more than \$1,200 a month for shelter, including utility costs ( $\$4,000 \times 30\% = \$1,200$ ). In Stanwood, as is the case elsewhere, those families that must be targeted for affordable housing are those that fall in the very low, low, and moderate income categories.

### **Median Income**

Median income for residents within the City of Stanwood, as established by the U.S. Census in 1990, was \$44,512. This is low compared to the County median of \$54,253.

### **Very Low, Low, and Moderate Income Families in Stanwood**

- *Very Low Income:* The U.S. Census defines Very Low Income families as those with household income levels below 50 percent of the City's median family income. The 2000 Census established that this median income level for Stanwood was \$44,512. Therefore, all of those families whose gross incomes were lower than \$22,256 in 2000 were in the Very Low Income category.
- *Low Income:* Low Income families are defined by the U.S. Census as those whose household income levels fall between 50 and 80 percent of the City's median family income. For Stanwood this means that those families whose gross incomes were between \$22,256 and \$35,610 were ranked in the Low Income category.
- *Moderate Income:* The Census definition for Moderate Income families is those whose household income levels are between 80 and 95 percent of the City's median family income. This means that those families whose gross annual incomes were between \$35,610 and \$42,286 are classified as Moderate Income.

As the above parameters are applied to Stanwood, an estimated 740 families fell into the very low, low, and moderate income levels as of the 2000 Census. These families are those that are targeted as requiring affordable housing and, as can be seen in Table H-11, constituted almost 56 percent of the families residing in Stanwood.

**Table H-11  
Stanwood, Washington  
Household Incomes and Affordability Ranking: 1999**

<b>Income Level</b>	<b>Number of Families</b>	<b>Percent of Total</b>	<b>Targeted for Affordable Housing</b>
Less than \$10,000	147	11.1	Yes
\$10,000 - \$14,999	111	8.4	Yes
\$15,000 - \$24,999	127	9.6	Yes
\$25,000 - \$34,999	121	9.2	Yes
\$35,000 - \$49,000	234	17.7	Yes
\$50,000 or more	580	44	No
<b>Totals</b>	<b>1,320</b>	<b>100.0</b>	

Note: Moderate income up to \$42,286

Source: U.S. Census, City of Stanwood, Profile of Selected Economic Characteristics: 2000

Because the moderate income range goes up to \$42,286, it was necessary to interpolate within the \$35,000 to \$49,999 income group. It was estimated that 60 percent of those in this group were below the \$42,286 annual income level, as the median family income in the City was \$44,512.

### **Population Projections**

A complete analysis and discussion of projected population growth for Stanwood to the year 2025 is presented in the Land Use Element of this Comprehensive Plan. As depicted in Table LU-8, the 2025 population target for Stanwood and its growth area is 8,840.

This population can be translated into a number of dwelling units, as shown below in Table H-12:

**Table H-12  
Stanwood, Washington  
Projected Dwelling Units: 1993 - 2025**

<b>Year</b>	<b>Boundary Area</b>	<b>Population</b>	<b>Average Household Size</b>	<b>Number of Households</b>
1993	City	2,360	2.71	890
2000	City	3,923	2.65	1,402
2025	City and UGA	8,840	2.65	3,336

Note: 2025 population based on chosen population and employment growth targets for the City of Stanwood  
 Source: U.S. Bureau of Census, Profile of General Demographics, Stanwood, Washington, 2000

The preceding table shows that, within the present and future City limits of Stanwood, there will be a need to construct approximately 1,900 dwelling units over the next 20 years.

**Projected Affordable Housing Need**

It may be useful at this point to estimate the costs to purchase homes in various price categories:

**Table H-13  
Cost of Home Ownership at Different Price Points  
Conventional Loan Scenario**

<b>Price Point</b>	<b>Down Payment</b>	<b>Principal &amp; Interest</b>	<b>Total Payment</b>	<b>Loan Amount</b>	<b>Annual Income</b>
\$70,000	\$7,000	\$378	\$522	\$63,000	\$15,662
\$90,000	\$9,000	\$486	\$657	\$81,000	\$19,708
\$120,000	\$12,000	\$648	\$859	\$108,000	\$25,777
\$140,000	\$14,000	\$755	\$994	\$126,000	\$29,823
\$160,000	\$16,000	\$863	\$1,129	\$144,000	\$33,869
\$180,000	\$18,000	\$971	\$1,264	\$162,000	\$37,916

Notes: Loan amounts are based on a 30 year fixed loan at 6%. Total payment includes taxes and insurance. Down payment includes closing costs. It is assumed that the borrowers' debt ratio would not exceed 40%.

**Table H-14  
Cost of Home Ownership at Different Price Points  
ARM Scenario**

<b>Price Point</b>	<b>Down Payment</b>	<b>Principal &amp; Interest</b>	<b>Total Payment</b>	<b>Loan Amount</b>	<b>Annual Income</b>
\$70,000	\$3,500	\$362	\$508	\$66,500	\$15,228
\$90,000	\$4,500	\$466	\$638	\$85,500	\$19,151
\$120,000	\$6,000	\$621	\$834	\$114,000	\$25,034
\$140,000	\$7,000	\$724	\$965	\$133,000	\$28,957
\$160,000	\$8,000	\$828	\$1,096	\$160,000	\$32,879
\$180,000	\$9,000	\$931	\$1,227	\$171,000	\$36,801

Notes: Loan amounts are based on a 5/1 ARM loan at 5.345%. Total payment includes taxes and insurance. Down payment includes closing costs. It is assumed that the borrowers' debt ratio would not exceed 40%.

A number of scenarios are presented in Tables H-13 and H-14. Based on annual income and no more than a 40% debt ratio it may be possible for very low, low and moderate income families to purchase homes. Therefore, based on those criteria a very low income household (50 percent of median income) in Stanwood could afford the monthly payment for a home in the \$70,000 to \$90,000 range. A low income household (50 to 80 percent of median income) in Stanwood could afford a monthly payment for a home in the \$120,000 to \$140,000 range. A moderate income household (80 to 95 percent of median income) in Stanwood could afford a home in the \$160,000 to \$180,000 range.

If one were to evaluate housing affordability based on how the U. S. Census defines "affordability," then the results may be different. As stated earlier, the U. S. Census defines "affordability" as spending no more than 30 percent of gross income on housing. Based on this scenario, very low income household (50 percent of median income) in Stanwood could afford the monthly payment for home in the \$70,000 to \$80,000 range. A low income household (50 to 80 percent of median income) in Stanwood could afford a home in the \$90,000 to \$120,000 range. A moderate income household (80 to 95 percent of median income) in Stanwood could afford a home in the \$140,000 to \$150,000 range.

The reality is that the cost of land, materials and retail goods are increasing on a yearly basis. Therefore, it is almost impossible for families at the lower end of the economic spectrum to save the necessary funds for a down payment.

Monthly payments for rental housing would be about the same for the various income strata; however, the families are not burdened with the task of coming up with a down payment. It is also understood that families, especially on the lower rungs of the economic ladder are resistant to moving into any form of attached multi-family housing. Their concept of the "American dream" is a single-family home on its own lot. But, with land, building materials, and labor costs escalating, the potential to realize the "dream" is decreasing.

Earlier in this Section, an exercise was performed to show that approximately 56 percent of the current population of Stanwood falls into the very low, low, and moderate income levels. As measured by Growth Monitoring Reports, Stanwood is in sixth place in home sale affordability to low-moderate households among county jurisdictions, surpassed only by Darrington, Index, Gold Bar, Granite Falls, and Everett.<sup>2</sup>

### **Fair Share Housing Allocation**

The regional approach to affordable housing developed by Snohomish County Tomorrow indicates that the proportion of affordable housing Stanwood should plan for is significantly lower than the existing 56%. This regional approach takes into account and adjusts a jurisdiction's proportion of low-moderate income housing based on the following factors: (1) lower income housing should be placed near lower income jobs; and (2) each jurisdiction's proportion of low and moderate income households should more or less match the County's overall low-income housing needs. Allocations are also adjusted for the number of existing affordable units and the number of affordable jobs in the jurisdiction. Using 1990 data, the fair share housing accommodation for Stanwood was 0.7 percent of the County's population (0.6 percent for the growth area), for a total of 717 units by 2012. This represented 12 percent of the city's 2012 population target.

Table H-15 shows the extent of affordable housing that Stanwood will be responsible for to the year 2025.

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<sup>2</sup> Snohomish County, Draft Housing Evaluation Report, 2002

**Table H-15  
Stanwood, Washington  
Fair Share Housing Accommodation: 2025**

<b>Area</b>	<b>Population</b>	<b>Number of Households<sup>1</sup></b>	<b>Number of Affordable Households<sup>3</sup></b>
City	5,650	2,132	548
UGA <sup>2</sup>	3,190	1,204	288
<b>TOTAL</b>	<b>8,840</b>	<b>3,336</b>	<b>836</b>

Notes: <sup>1</sup> Based on U.S. Census, average household size of 2.65.  
<sup>2</sup> Shown as Housing Planning Area (HPA) in the Allocation.  
<sup>3</sup> This includes all housing – single-family, multi-family, rented, or owner occupied units

Sources: U.S. census Bureau, 2000  
 Snohomish County Tomorrow, draft Fair Share Housing Allocation for 2025

## Special Housing Requirements

### Elderly Oriented Group Homes

There are a number of different types of housing that have emerged over the past several years to serve the elderly population in a group setting. The two major types are generally divided into life-care communities and Adult Congregate Living Facilities (ALFs).

Life Care or Continuing Care communities are generally self-contained villages, for the 62 and older group. A “Life-Time Contract” is offered to residents for living in a designated unit for the rest of the resident’s life or until the resident needs to be transferred to the ALF section or into its skilled nursing facility on or near campus. In exchange for the lifetime blanket protection, the resident pays a substantial up-front “Endowment” or “Entrance Fee” plus monthly maintenance fees which are most often not locked-in because of future inflation and increased operating costs.

The other form of service-oriented housing for the elderly is the ALF, also known as elderly group care housing. This version of senior adult congregate living is normally a smaller scale development than life-care and generally does not have medical facilities on the premises. It often includes units without kitchens for individuals requiring help in dressing, bathing, and eating. Such facilities typically are comprised of one-bedroom units and are targeted toward middle-income elderly people. Recent trends in this type of housing include double-sized, one-bedroom units for couples, as well as some double-sized, two-bedroom units. Areas within the facility are designated for different



congregate or common functions such as meeting rooms, dining areas, library, recreation facilities, etc.

The following locational criteria are recommended when developing these elderly congregate housing types in existing or designated residential areas:

- They should be located in areas that are or are proposed to be residential in character and within close proximity (15-minute driving or response time) to hospitals, emergency medical units, neighborhood shopping, banks, restaurants, and other essential commercial services. Additionally, they should be within reasonable proximity to local cultural, recreational, educational, and entertainment facilities. Also, such housing should be located where residents can easily be served by specialized demand-oriented transportation services such as “Dial-A-Ride” programs.
- The intensity of the development should be compatible with that of the general area in which it is located.
- Congregate living facilities may be located in predominantly commercial areas if the adjacent uses are compatible, sufficient buffers are provided, and pedestrian networks are in place.
- Additional yard requirements and special buffering provisions should be included in the zoning code whenever these facilities are located adjacent to single-family housing areas.

### **Specialized Congregate Living Facilities/Group Homes**

Two other categories of group housing are those for the physically and developmentally disabled and halfway houses. The need for these types of facilities is more difficult to forecast than that for elderly housing. However, provisions for these types of housing arrangements should be discussed in this Housing Element and provisions made in the zoning code to accommodate them.

#### *Group Homes for the Developmentally and Physically Disabled*

This is a broad category that includes housing for the physically handicapped as well as for those with mental disabilities. The principal difference between this classification and elderly housing is one of scale. Group homes for the disabled generally house fewer residents than facilities for the elderly. They also tend to occupy existing vacant homes rather than new, purpose-built structures.

The locational criteria and siting provisions for these types of group homes are similar to those for elderly congregate facilities. Larger group homes for the developmentally and physically disabled should be allowed in areas that permit higher density single-family homes and/or multi-family housing. Federal law requires that group homes for handicapped persons that meet the definition of family must be treated the same as other single family units.

#### *Halfway Houses*

This is generally the most controversial type of facility and requires the most carefully considered siting criteria. The group housing facilities in this category include approved homes for juvenile offenders, halfway houses to be used in the rehabilitation process for adult offenders in lieu of institutional sentencing, facilities providing residential care for persons leaving mental institutions, and rehabilitation centers for alcohol and drug users.

These facilities would not be appropriate in single-family residential areas. The most compatible surroundings would be multi-family and commercial areas. Careful attention must be given in the zoning code to provisions for yards, buffering, and security needs for these facilities.

#### *Emerging Group Home Facilities*

There are several group home types that have come into being in recent years in response to changing societal demands. These include facilities for abused and battered wives and children and homes for individuals with eating disorders. These groups come close to sharing the same characteristics of those occupying halfway houses. Therefore, the same siting criteria for halfway houses should be used for these types of housing. Federal law requires that group homes for children that meet the definition of family must be treated the same as other single family units.

#### *Congregate Living Facilities/Group Homes: Conclusions*

General provisions are made for the inclusion of group homes in Stanwood according to state and federal law. Where allowed, some zoning code requirements cover minimum site areas, off-street parking, yard setbacks, and buffering requirements. One general guideline that is to be noted is that group homes should be dispersed throughout the City to the maximum extent possible. No one area or neighborhood should contain all or most of the group housing in Stanwood.

### **Accessory Apartments**

Accessory apartments are independent living units installed in the surplus space of a single-family residence. This results in two independent households living under one roof or in two structures on one lot. This program is supported by the American Association of Retired Persons, and is beneficial in accommodating the elderly, young first-time homeowners, or those otherwise requiring private assistance or companionship. The City's Zoning Code allows these units in all single family zones, where the minimum bulk regulations can be met. The general picture of a successful accessory apartment program results in the maintenance of an independent living environment for the elderly while providing companionship for them and offers security and assistance to both households.

### **Projected Land Needs**

GMA Section 36.70A.070(2)(c) requires the identification of "sufficient land for all types of housing, including, but not limited to: government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities." The City's policies and codes do not attempt to categorize units by affordability beyond the recognition that smaller lot sizes and multi-family zones are often more conducive to keeping the cost of housing lower. Group homes are accommodated in several of the city's zones, including single-family zones, where the home can meet the definition of family. See the Land Use Element and Appendix C for the land use capacity analysis related to residential lands.

## **SECTION V – 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:

1

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 Strategic Plan.

### **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.

## **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. (Split into 2 policies)

*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.

**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**

## City of Stanwood Comprehensive Plan

*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 Goals, while still providing equitable service for all.

### **Goal**

*EDG-7* – Within Commercial Centers support amenities uses 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* – Implement the economic development aspects of the Downtown Sub-Element through the Economic Development Strategic Plan

### **Policies**

*EDP-8.1* – Develop a marketing plan to encourage appropriate development on vacant and redevelopable parcels *and to proactively assist land owners and developers to find downtown land on which to put appropriate uses.*

*EDP-8.2* – Encourage business retention.

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

## City of Stanwood Comprehensive 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.



### **Socio-Economic Characteristics**

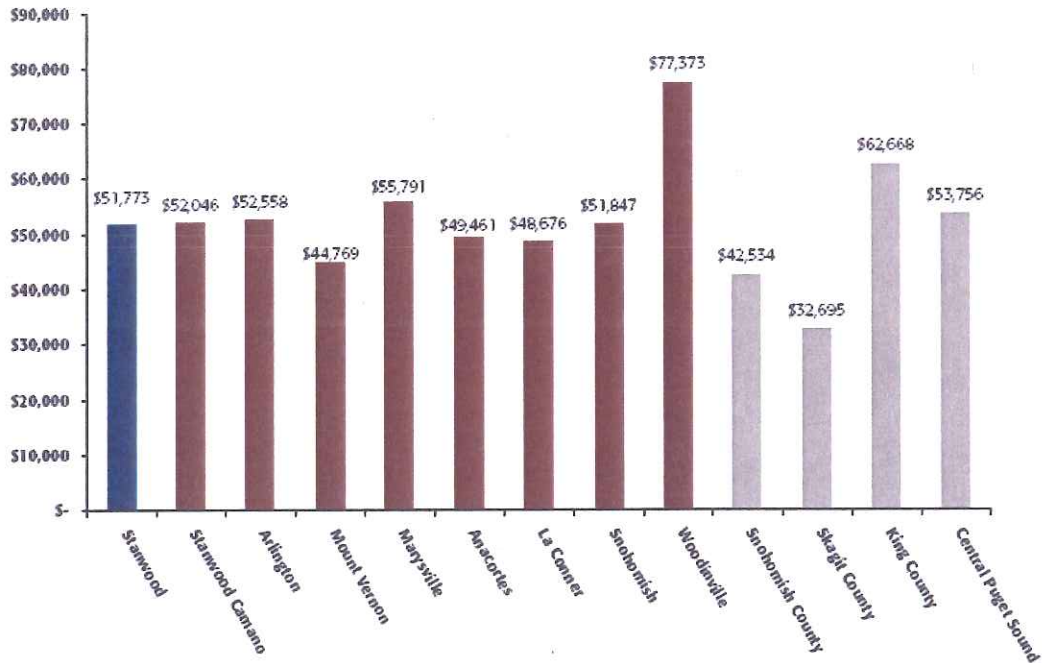
The following general discussion includes an inventory and analysis of the socio-economic characteristics of Stanwood today.

The City of Stanwood includes approximately 1240 acres and has a total population of 5,445 in April 2008. The population of the combined Stanwood/Camano area in 2007 was 33,920 representing a larger service area population and an employment base. Stanwood had approximately 3,035 jobs in 2006. The majority of these jobs were in the Service sector (1,206). The largest sector is Education (632) followed by Retail (417). Several important conclusions can be drawn from this analysis.

## Inventory and Analysis

### Exhibit 1

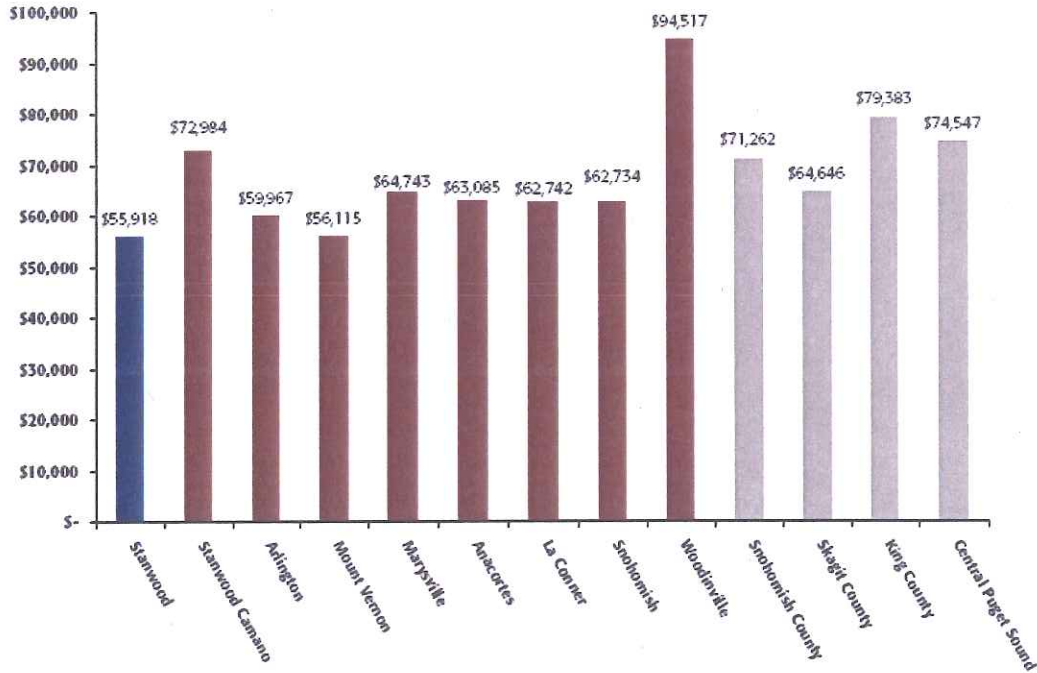
Median Household Income, 2007



Source: Claritas, 2007.

- Median household income in Stanwood is similar to that of the others areas profiled. It is higher than the Snohomish and Skagit County median income.
- The Stanwood-Camano area has a slightly higher median household income than Stanwood City.
- Woodinville has the highest median household income due to its proximity to businesses in Redmond.
- Stanwood's median income has grown since 2000 from \$44,512 (1999\$) to \$51,773 in 2007.

### Exhibit 2 Average Household Income 2007

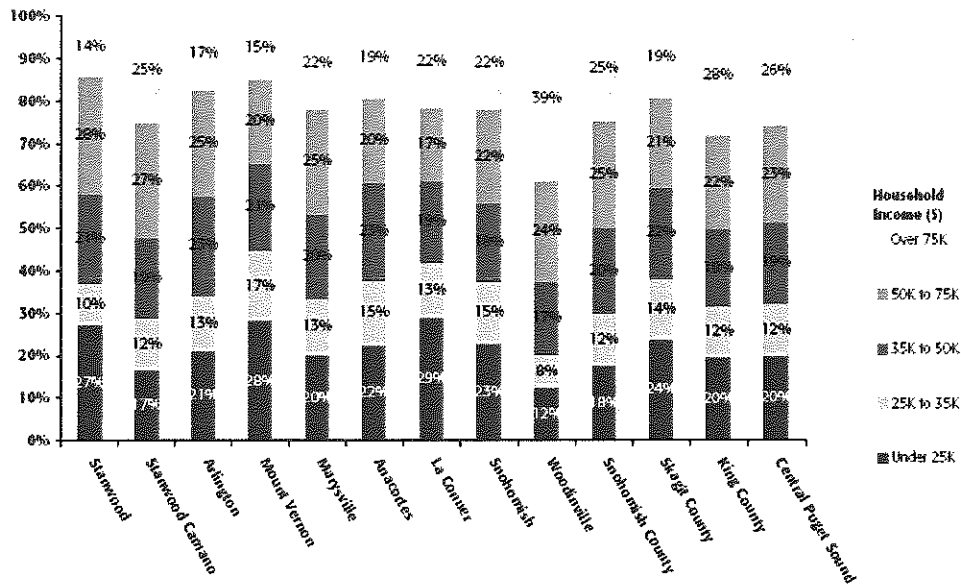


Source: Claritas, 2007.

- The average household income in Stanwood is the lowest in the profile group, and is well below the county and regional benchmarks.
- The average household income for Stanwood-Camano is considerably higher than for the City of Stanwood. It is also higher than most comparable geographies examined, including Snohomish County as a whole.
- The average income is higher than the median income indicating a skew from higher earning incomes.
- Stanwood's average household income has grown since 2000 from \$46,508 (1999\$) to \$55,918 in 2007.

### Exhibit 3

Household Income Distribution, 2007

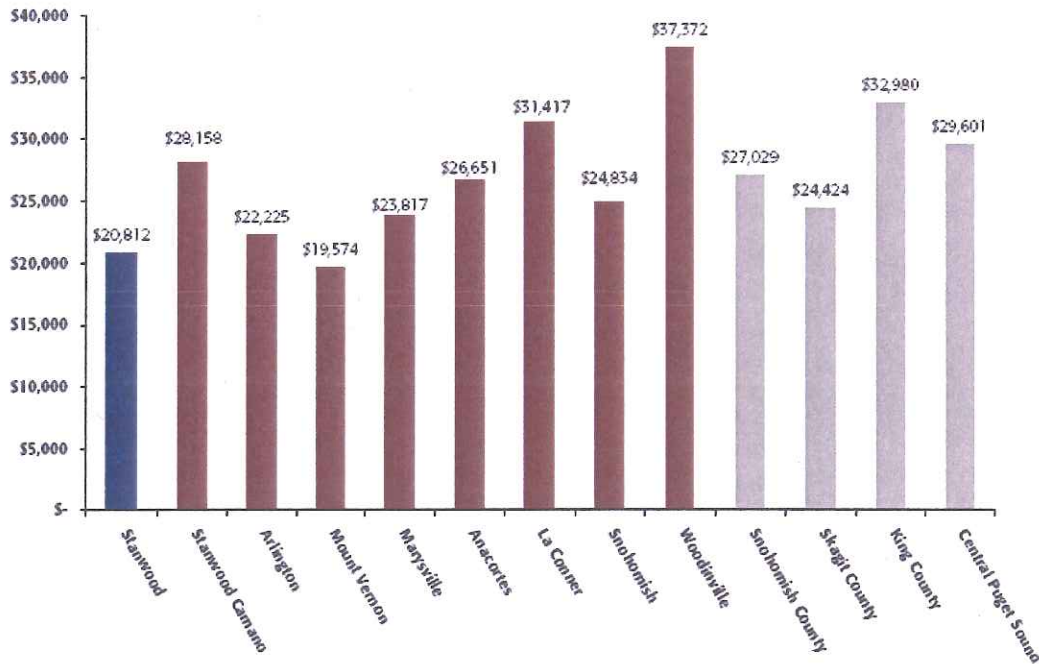


Source: Claritas, 2007.

- Stanwood households earning more than \$50,000 a year account for 42% of households; less than Snohomish County (50%), King County (50%), and Central Puget Sound (49%), but more than Skagit County (40%).
- Household earnings less than \$35,000 constitute 37% of the Stanwood's total; more than Snohomish County (30%), King County (32%), and Central Puget Sound (32%), but less than Skagit County (38%).
- Relative to all of the comparable cities and counties, there are fewer households with income over \$75,000 in Stanwood (14%). However, that percentage jumps to 25% in the Stanwood-Camano area.
- Stanwood has a smaller percentage than most of the comparable areas of households in the middle income range of \$25,000 to \$50,000.
- Stanwood has fewer households in 2007 (27%) earning under \$25,000 than in 2000 (29%).

### Exhibit 4

Per Capita Income 2007

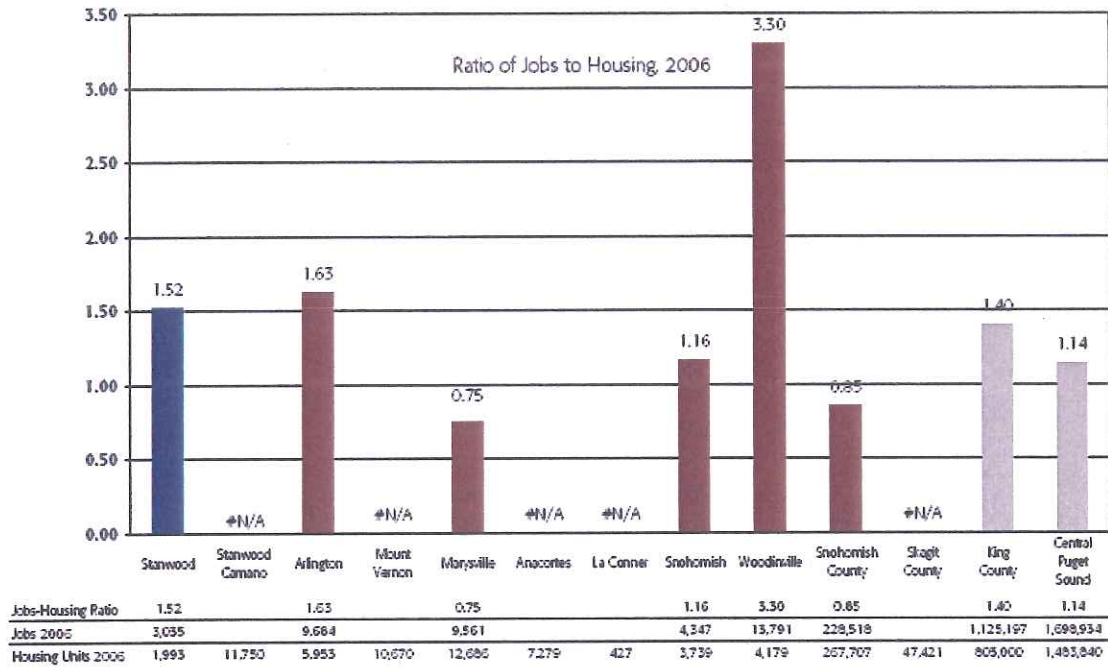


Source: Claritas, 2007.

- Stanwood has the second lowest per capita income of the comparison areas examined.
- The per capita income total for the larger Stanwood-Camano area is more than many comparable geographies, including Snohomish County as a whole.
- 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.
- Stanwood's per capita income has grown since 2000 from \$16,775 (1999\$) to \$20,812 in 2007.

### Exhibit 5

**Jobs to Housing Ratio, 2006**



Source: Puget Sound Regional Council, 2006; Office of Financial Management, 2007 (Skagit County and Skagit County cities are not shown due to data limitations).

- Stanwood has a relatively high jobs-to-housing ratio (1.52), similar to Arlington (1.63), and it is clearly a job center in Snohomish County.
- It is important to consider the nature of these jobs, as described in the Exhibits that follow.

## 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, 2006

	Construction and Resources	Finance, Insurance, Real Estate	Manufacturing	Retail	Services	Wholesale Trade, Transport, Utilities	Education	Government	Total Jobs
Stanwood	84	140	344	417	1,206	100	632	112	3,035
Stanwood Camano	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Arlington	859	279	3,157	1,233	1,949	657	659	888	9,684
Mount Vernon	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Marysville	778	407	1,727	1,541	3,439	264	871	532	9,561
Anacortes	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
La Conner	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Snohomish City	397	191	181	809	1,576	118	719	355	4,347
Woodinville	2,987	414	2,491	1,632	4,044	1,753	320	150	13,791
Snohomish	20,151	12,639	46,792	28,377	73,801	9,880	17,001	19,877	228,518
Skagit	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
King	65,785	75,510	109,492	108,533	507,538	106,446	69,494	82,399	1,125,197
Central Puget Sound	113,105	105,804	177,827	178,833	712,751	139,079	115,749	155,786	1,698,934

Source: Puget Sound Regional Council, 2006 (Skagit County and Skagit County cities are not shown due to data limitations)

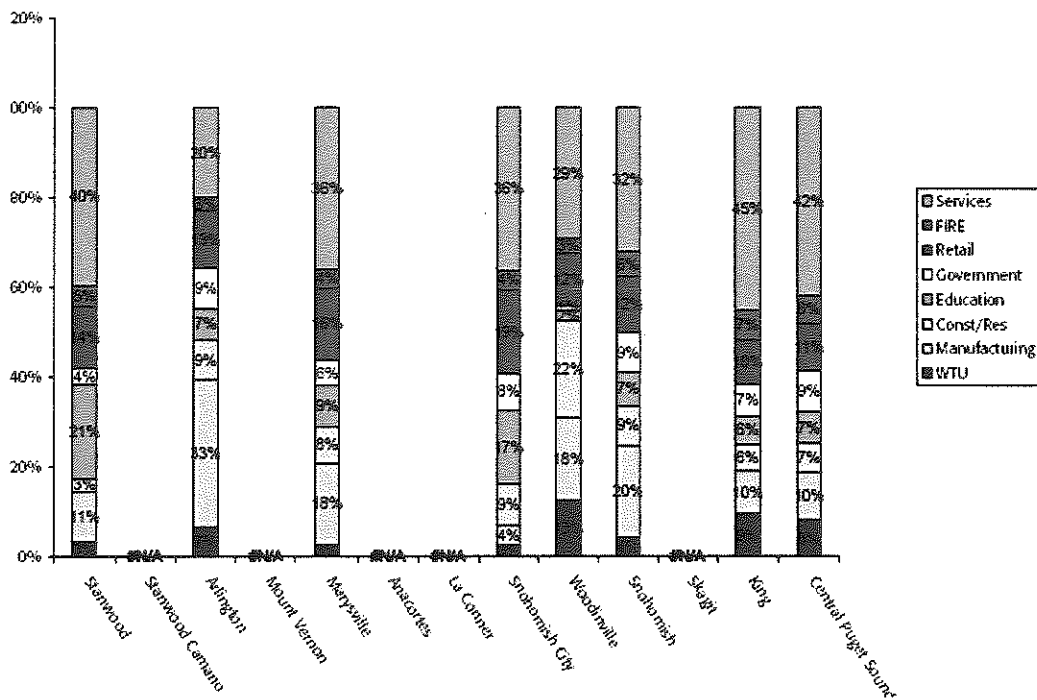
- Stanwood had 3,035 covered jobs in 2006.
- The majority of these jobs were in the Services sector (1,206). The next largest sector is Education (632), followed by Retail (417).

#### 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, 2006



Source: Puget Sound Regional Council, 2006 (Skagit County and Skagit County cities are not shown due to data limitations)

- Stanwood's largest employment sector (Services), provides 40% of the City's total employment base. This is higher than comparison cities and the Snohomish County total.
- The City's second largest employment sector is Education, accounting for 21% 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 (632 jobs).
- The City's retail employment base (14%) is comparable to that of Arlington (13%), and Marysville (16%), and Snohomish County as a whole (12%)
- Stanwood has a lower percentage of people employed in Construction & Resources (3%) than the comparison areas.
- The City's share of employment in Manufacturing (11%) is less than neighboring Arlington (33%) and Marysville (18%), as well as Snohomish County as a whole (20%).
- The City's share of employment in WTU (Wholesale Trade, Transport, Warehousing, and Utilities) (3%) is also less than Arlington's (7%) and the Snohomish County total (4%)



## Exhibit 8

### Services Employment Sub-categories

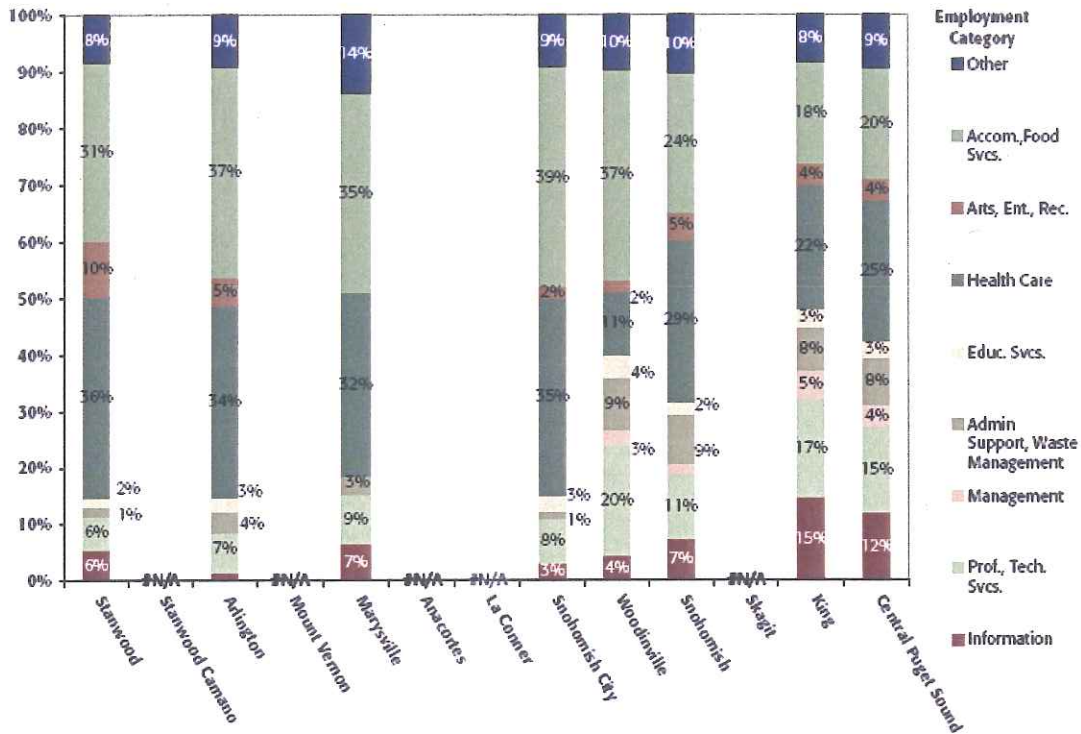
This section analyzes the sub-categories of Services employment, which typically make up the largest portion of a city's employment base.

#### Definitions

- Other Services: (NAICS code 81). Includes auto repair shops, personal and laundry services, and religious and civic organizations.
- Accommodation and Food Services: (NAICS code 72). 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).
- Educational 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 code 55).
- Professional, Scientific, and Technical Services: (NAICS code 54). Includes legal, accounting, architectural, computer systems, advertising, and scientific research services.
- Information: (NAICS code 51). Includes publishing, broadcasting, and telecommunications.

Exhibit 9

Services Employment Distribution, 2006



Source: Puget Sound Regional Council, 2006 (Skagit County and Skagit County cites are not shown due to data limitations)

- Stanwood's services sector is primarily composed of Administrative Support (36%) and Accommodations/Food Services (31%). These distributions are largely similar to the comparison cities but higher than the regional benchmarks.
- Stanwood has a higher percentage of people employed in Arts, Entertainment, and Recreation (10%) 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. Although the impact of Boeing and dot.com layoffs has affected the County, economic growth has not been impacted as greatly in Stanwood. 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 over 18,000 people. Since 1998, Boeing has reduced its employment from 40,000 to less than 20,000, or a 50% reduction. Boeing, however, remains the main economic base industry in Washington State and the primary base industry in Snohomish County. Decisions for new programs like the 7E7 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 Sub-Element of the Land Use Element. 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 that 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 Sub-Element 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 Village, are important to the economic future of the community. This can be done through implementing the recommendations in Downtown Sub-Element, 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.

## SECTION VI – CAPITAL FACILITIES ELEMENT

### Purpose and Relationship to GMA

The Washington State Growth Management Act (GMA) requires cities to prepare a Capital Facilities Element consisting of:

1. An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities;
2. A forecast of the future needs for such capital facilities;
3. The proposed locations and capacities of expanded or new capital facilities;
4. At least a six-year plan that provides for the financing of capital facilities within the projected funding capacities and clearly identifies sources of public money for such purposes; and
5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs; assures that the land use element, capital facilities element, and finance plan within the capital facilities plan element are coordinated and consistent.

For the purposes of this plan, a capital facility is defined as a structure or equipment which generally costs \$10,000 or more and has a useful life of ten years or more. Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; acquisition of land for parks and other public purposes; and special purpose vehicle purchases. This Plan covers City facilities, police, fire, schools, water, wastewater and storm water facilities, and parks and recreation.

Under the GMA, a capital facilities element is required to address all public facilities except transportation facilities, which are to be addressed separately under the transportation element of the plan. Accordingly, this Comprehensive Plan contains separate transportation and capital facilities elements. However, the discussion of finance for both capital facilities and transportation has been combined in one location under this Capital Facilities Element.



This element is presented in four parts:

1. Goals, policies, and actions to provide overall direction for capital facilities decisions in accordance with the Growth Management Act.
2. Capital facilities inventories, levels of service (LOS), and LOS-driven needs projections.
3. Capital facilities revenue sources and amounts and sample revenue “packages” for capital facilities.
4. A summary discussion comparing projected capital facilities needs against funding capacity and addressing the requirements in the Growth Management Act that a balance be maintained between needs and funding.

## **Capital Facilities Goals and Policies**

### **Goal**

***CFG-1*** - To ensure that decisions to provide, extend, or expand capital facilities are coordinated with the goals and policies of the Land Use and Transportation Elements and are in place at the time, or within six years of the development.

### **Policies**

*CFP-1.1* - Project needed capital facilities based on adopted levels of service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan. This projection shall be updated annually.

*CFP-1.2* - Maintain at least a 6-year plan to finance needed capital facilities within projected funding capacities. The Plan shall clearly identify sources of public money for capital facilities. If projected funding is inadequate to finance projected capital facilities needs based on adopted levels of service standards and forecasted growth, adjustments shall be made to one or more of the following:

1. Revenue sources such as impact fees;
2. The level of service standards;
3. The Land Use Element; or
4. A combination of the three to achieve a balance between funding capacities and needed facilities.

*CFP-1.3* - The Capital Improvement Program shall be updated annually.

**Goal**

***CFG-2* - To guarantee continuous, reliable, and cost-effective capital facilities and public services to development in the city and urban growth area in a phased, efficient manner.**

**Policies**

*CFP-2.1*- Maintain a continuous inventory of existing capital facilities owned by public entities.

*CFP-2.2*- Prohibit extension of capital facilities and public services beyond the Urban Growth Boundary unless the health, safety and welfare of the community and the environment necessitate an exception.

**Goal**

***CFG-3* - To enhance the quality of life through provision of capital facilities either directly by the City or via coordination with other public and private entities.**

**Policy**

*CFP-3.1* - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.

**Goal**

***CFG-4* - To ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy or as based on locally adopted levels of service and in accordance with Washington State law.**

**Policies**

*CFP-4.1* - Ensure that concurrency is met for transportation, wastewater, drainage, and water at minimum for every new development.

*CFP-4.2* - Strive to maintain or achieve the following levels of service for capital facilities:

- Water Supply - 800 gallons per residential equivalent per day
- Water Distribution - 1,000 to 2,000 gallons per minute fire flow, depending on type of land use
- Water Storage - 800 gallons per day per residential equivalent plus 1 million gallons reserved for fire
- City Offices - 1,150 square feet per 1,000 population
- Fire and Medical Facilities - 1,134 square feet per 1,000 population
- Police Facilities - 2.6 police officers per 1,000 population; 480 square feet of office space per 1,000 population; two police vehicles per 1,000 population.
- Parks and Recreation - Neighborhood parks - 2.5 acres per 1,000 population; Community parks - 2.5 acres per 1,000 population; Trails - 2.33 acres per 1,000 population Regional Parks 1 facility /25,000 population
- Wastewater Collection - 100% of Department of Ecology criteria for collection and treatment of wastewater
- Stormwater Management Conveyance Facilities
- Stormwater Management Retention Facilities (Stanwood adopts Dept. of Ecology Stormwater Regulations)
- Elementary Schools, Junior High Schools, Senior High Schools (Stanwood-Camano School District Standards)
- Libraries - 100% Sno-Isle LOS standards

*CFP-4.3* – The capital improvement programs for water and sewer are available in the City’s Comprehensive Water System Plan (2002) and Wastewater Facilities Plan (2000), and are herein adopted by reference.

*CFP-4.4* – Prioritize capital improvement projects that best support growth at urban densities in order to maximize cost effectiveness and support appropriate urban development.

## **Goal**

***CFG-5* - To achieve consistency in capital facilities service standards within the Stanwood planning area for each public service provided by other purveyors.**

## **Policies**

*CFP-5.1* - Coordinate parks planning with school site planning to develop shared use of parks and school facilities to minimize public costs of acquisition, maintenance, and use.

*CFP-5.2* - Encourage the shared use of community facilities such as parks, libraries, and schools.

*CFP-5.3* - Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.

**Goal**

***CFG-6* - To achieve consistency in capital facility levels of service standards between Stanwood's planning area and surrounding jurisdictions.**

**Policies**

*CFP-6.1* - Encourage surrounding jurisdictions and districts to coordinate with the City for project planning.

**Goal**

***CFG-7* - To ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.**

**Policies**

*CFP-7.1* - Encourage general open space, neighborhood parks, and trails as integral components of development proposals.

*CFP-7.2* - Ensure that park lands and facilities are maintained and operated in a safe and efficient manner.

**Goal**

***CFG-8* - To consider a range of financial resources, including grants and REET funds, to pay for capital facility improvements. Augment local funding with outside sources whenever possible for the most efficient use of revenues.**

## **Policy**

*CFP-8.1* – Develop and adopt new impact fees or refine existing impact fees in accordance with the Growth Management Act as part of the financing for public facilities. Such financing shall provide for a balance between impact fees and other sources of public funds and shall not solely rely on impact fees. Public facilities for which impact fees may be collected shall include public streets and roads, public-owned parks, open space, and recreation facilities, school facilities, and fire protection facilities.

## **Goal**

***CFG-9* – To implement public projects related to the Downtown Element.**

## **Policies**

*CFP-9.1* - Incorporate funding for public projects, including the following, into the City's Capital Improvement Program when funding allows:

- a. Acquisition for parks and trails consistent with the Downtown Element and the Parks Recreation and Open space Plan.
- b. Public signage.

*CFP-9.2* – Encourage public entities to locate projects in downtown including: City Hall, School administrative offices, community center, and library.

*CFP-9.3* – Incorporate features from the Downtown Element into new public works projects and streets.

*CFP-9.4* – Utilize a variety of fiscal sources to fund public projects, including:

- a. Development of a parks and recreation district;
- b. Tax increment financing;
- c. Grants related to parks, open space, and shoreline protection;
- d. Public works grants;
- e. Economic development grants for high visibility job creation;
- f. Inclusion of revenue-generating elements to offset operating costs;
- g. Utilization of non-profit agencies that specialize in public projects.
- h. Establishment of a Library Capital Facilities Area.

## **Inventory and Analysis**

Projections of services and facilities in this element are based on Stanwood's moderate population model that results in a 2025 target projection of 5,650 (City) and 3,190 (growth area). Each facility or service need is established based on a six-

year capital facilities finance plan starting in 2012 and ending in the year 2017 (year-end).

**Table CF-1**  
**Population Growth Estimates 2002-2025 (City and UGA)**  
**(Estimated April, 2002 City Population - 4,085)**

*Low, Moderate and High Average Rates  
of Population Growth over Time*

Year	Low (2%)	Moderate (3%)	High (4%)
2002	4,479	4,479	4,479
2005	4,753	4,894	5,038
2015	5,284	5,999	8,713
2020	5,834	6,954	11,600
2025	6,412	8,062	15,604

Source: Stanwood Planning Department

**Table CF-2**  
**Six-Year City Population Growth Estimates**  
**(April 2012 Population 6300)**

Year	Population
2012	6300
2013	6489
2014	6683
2015	6683
2016	6883
2017	7301

NOTE: 2012 population based on Washington State OFM  
 Population growth rate at 3%, which reflects the  
 City's moderate growth rate.

Source: Stanwood Planning Department

**Inventories, LOS Standards and Needs Projections**

*City Offices*

City offices (excluding police, fire, maintenance shop), which are addressed separately are located in one building. The specifications of this building are described below:

**Table CF-3  
City Office Inventory**

<u>Building</u>	<u>Floor Area</u>	<u>Types of Office Uses</u>
City Hall	4,000 sq ft	City Offices

Total floor space occupied by the Stanwood City offices (excluding Police) currently is about 4,000 square feet.

The LOS for a City office was calculated by dividing the existing total square footage by the 2002 planning area population of 4,085. This yields a 2002 level of service (LOS) of 980 square feet of office space per thousand population.

A typical LOS for city offices are 1,150 square feet per 1,000 population.

In order to maintain an adequate LOS while accommodating growth anticipated under the proposed plan, the City would need an additional 1,778 square feet of office space during the 2004-2009 time period at an estimated cost of \$177,800 (\$100/sf) and an additional 1,121 square feet from 2010 to 2015 for a total of 6,899 square feet of city office space. By 2025, the required space rises to 9,271 square feet. The above information is summarized in Table CF-4.

**Table CF-4  
Office Space Requirements 2002-2025**

<u>Time Periods</u>	<u>Space Required at 1,150 sq.ft. per 1,000 Population</u>	<u>Space Available</u>	<u>Net Deficient</u>	<u>Net Cost @ \$100/s.f.</u>
2002 actual	4,698	4,000	698	\$69,800
2003-2009	5,778	4,698	1,080	\$108,000
2010-2015	6,899	5,778	1,121	\$112,100
2016-2025	9,271	6,899	2,372	<u>\$237,200</u>
TOTAL				\$527,100

**City Maintenance Shop Facilities**

The City maintenance shop facilities are found at two locations. These facilities and floor areas of each are as follows:

**Table CF-5  
City Maintenance Shop Facility Inventory**

<u>Facility Name</u>	<u>Floor Area</u>	<u>Function</u>
Maintenance Shop and Garage	3,600 sq ft	Office Space, Vehicle Maintenance, and Laboratory
Parks Storage	<u>800 sq ft</u>	Vehicle Storage
TOTAL	4,400 sq ft	

Total floor area space occupied by City maintenance and shop facilities is about 4,400 square feet. Existing LOS was calculated by dividing the existing total inventory by the existing planning area population of 4,085. This yields a 2002 LOS of 1,080 square feet of maintenance shop and shop facility per thousand population.

In past comprehensive plans, the City of Stanwood has identified a recommended Washington State LOS of 1,400 square feet per thousand population. When this standard LOS is applied to the current planning area population, an existing deficiency of 1,319 and a future deficiency of 2,888 square feet in 2025 results. Constructing maintenance and shop facilities to correct this deficiency would cost about \$568,700. Additional space would be required under the recommended LOS to accommodate anticipated growth.



**Table CF-6**  
**City Maintenance Shop Facility Space Requirements**  
**2002-2025**

<u>Time Period</u>	<u>Space Required at 1,400 sq.ft. per 1,000 Population</u>	<u>Space Avail (sq. ft.)</u>	<u>Deficiency (sq. ft.)</u>	<u>Net Cost (\$100/sq. ft.)</u>
2002 actual	5,719	4,400	1,319	\$131,900
2003-2009	7,034	5,719	1,315	\$131,500
2010-2015	8,399	7,034	1,365	\$136,500
2016-2025	11,287	8,399	<u>2,888</u>	<u>\$288,800</u>
TOTAL			6,887	\$568,700

### **Fire and Emergency Medical Facilities and Equipment**

The City of Stanwood provides fire protection and emergency medical services through an interlocal agreement with North County Regional Fire Authority. North County Regional Fire Authority receives automatic aid for additional fire and EMS units from Island County Fire District 1 and Snohomish County Fire Districts. An Interlocal Agreement with all Snohomish County Fire Agencies for Automatic First Response and Mutual Aid provides for specialized resources such as automatic aid, Special Services (Hazmat and Rescue), command responsibilities, temporary use of equipment, training, duty chaplains, support units, use of facilities, and purchasing on other contracts. Fire investigation services are provided under contract by the Snohomish County Fire Marshal's Office. Stanwood joined the Emergency 9-1-1 System (dispatched through SnoPac) in 1990. Fire inspection and public education services are also conducted by the fire department.

Through the Interlocal Agreement, North County Regional Fire Authority provides staffing for the City of Stanwood fire station. The staffing includes one (1) Captain, three (3) Firefighter/EMT's and one (1) Firefighter/Paramedic. Existing fire-fighting equipment includes a total of seven vehicles. This includes two 750 gallon (1500 gpm) pumper trucks, one Support Unit (Support 99), one command vehicle (Ford Expedition), a chief's car, two utility vehicles (pick-up truck/Blazer).

The Washington Survey and Rating Bureau rates all fire districts and departments on a scale of one (highest) to ten (lowest). Ratings are based on the water supply system, fire department staff levels, training and equipment, dispatching system, fire protection program, building department enforcement

of building laws, and structural conditions of buildings. The Stanwood Fire Department is rated Class 6.

Of the total calls in 2012 (Year to Date) (including back-up responses to surrounding districts - mutual aid), approximately 74 percent were for medical aid. The overall response/travel time for the first fire engine to arrive when responding to a fire suppression incident was Six Minutes and Twenty Seconds (6:20). The overall average response/travel time for the first emergency unit with a minimum of two (2) Emergency Medical Technicians to respond to the scene of a medical call was Five Minutes and Seven Seconds (5:07). Times are based on SNOPAC Dispatch times and reflect only true emergent responses.

Another measure of LOS for fire and emergency medical facilities and services is square footage of facility per 1,000 population. In 2003, the City had 4,223 square feet of station. Using the 2002 planning area population of 4,085, this resulted in a 2002 LOS of 1,034 square feet per 1,000 population. The City's new fire station was completed in March of 2003. This fire station is located above the floodplain and has just over 13,500 square feet. The new station is also outfitted with sleeping quarters. If the City maintains its existing LOS, there is a net reserve of well over 5,000 square feet for fire and emergency medical services available.

**Table CF-7**  
**Fire and Emergency Medical Services**  
**LOS = 1,034 square feet of fire station per 1,000 population**

<u>Time Period</u>	<u>Square Feet Required at Current LOS</u>	<u>Square Feet Available</u>	<u>Net (Deficit) or Reserve</u>	<u>Net Costs</u>
2003-2009	5,195	13,500±	8,305	\$0.00
2010-2015	6,202	13,500±	7,298	\$0.00
2016-2025	8,336	13,500±	5,164	\$0.00
<b>TOTAL</b>				<b>\$0.00</b>

### EMS Levy

The state authorizes a \$0.50 per \$1,000 AV property tax levy which may be enacted by fire and hospital districts, cities, and towns, and counties. Stanwood has enacted a lifetime EMS levy. While this is a lifetime levy, it is limited to a growth of only 1% annually, with the exception of a new construction, which is initially assessed at the \$0.50 per \$1,000 AV. According to state law, the City must assess the EMS levy city-wide. If the county's EMS levy applies to the City, then the City cannot enact an EMS levy for the City itself. Stanwood's EMS levy was at \$.33 cents per \$1,000 assessed value in 2009.

## ***Police Facilities***

### *Inventory and Current LOS*

The City of Stanwood currently has 11 commissioned officers. This includes the police chief, 2 sergeants, 1 general investigations detective, 1 school resource officer, and 6 patrol officers. The department currently provides 24-hour patrol service. The police department also has 2 full-time civilian employees to provide support and administrative services. These services include records keeping, concealed weapon permits, criminal history and background checks, records requests in compliance with the Public Records Act, as well community services to the greater population of Stanwood.

The regular Police Department staffing receives assistance from Snohomish County Sheriff's Office Volunteers, who deliver and pick up mail and supplies on a daily basis and assist with vacation house checks. Major investigations, such as homicides, serious assaults, and sexual assaults are handled by the Snohomish County Sheriff's Office. The Police Department currently has 11 vehicles assigned to the fleet. This includes 9 fully marked patrol cars, and 2 administrative vehicles.

In 2012, the Stanwood Police Department handled approximately 10,000 incidents within the City. These incidents include any response either from a 911 call, self-initiated call, or request by someone at the Police Department. The Stanwood Police Department has seen a gradual increase in calls for service since 2002 and the Uniform Crime Reporting (UCR) statistics have also showed an increase in violent crime, however the City of Stanwood experienced a 16 percent drop in reported property crimes during 2007.

### *Current LOS, Proposed LOS, and Future Need*

The common LOS used to establish reasonable standards for police protection is a ratio of number of police officers to total population served. While the chief cautions against simply setting an "average" as an acceptable standard, it is a good starting point for analysis. In 1995, the City established a LOS of 3.1 officers per thousand population. In 2002, Stanwood had an actual LOS of 2.45 officers per thousand population. While 3.1 officers per thousand population sets an uncharacteristically high ratio, the intent to provide high quality service is certainly understood. Based on Stanwood's population, 2.6 officers per thousand population can achieve this same level of service, while ensuring basic services are met 24 hours a day.

**Table CF-8**  
**Police Department Officers**  
**LOS = 2.6 Officers per 1,000 population**

<u>Time Period</u>	Population	LOS Officers Per 1,000	Officers Required	Officers <u>Available</u>	Net (Deficit) or <u>Reserve</u>	<u>Net Costs</u>
2002	4,085	2.6	11	10	(1)	\$70,200
2003-2009	5,024	2.6	13	11	(2)	\$140,400
2010-2015	5,999	2.6	16	13	(3)	\$210,600
2016-2025	8,062	2.6	21	16	(5)	\$351,000

The level of service for city police facilities was calculated by dividing the existing total inventory of space (4,060 square feet) by the 2002 city population of 4085. This yields a LOS of 994 square feet of police facility per thousand population. Other cities use national standards to determine the adequacy of police facilities per population. The recommended LOS is 480 square feet per thousand population for small cities under 5,000. This level of service analysis indicates that Stanwood could be adequately served by its existing police facilities until approximately the year 2013.

**Table CF-9**  
**Police Department Facility**  
**LOS = 480/994 square feet of police facility per 1,000 population**

<u>Time Period</u>	Population	LOS Sq. ft. Per 1000	Square Feet Required	Square Feet <u>Available</u>	Net (Deficit) or <u>Reserve</u>	<u>Net Costs</u>
2002	4,085	480	1,960	4,060	2,100	\$0.00
2003-2009	5,024	994	4,994	4,060	(934)	\$74,720
2010-2015	5,999	994	5,963	4,994	(969)	\$77,520
2016-2025	8,062	994	8,014	5,963	(2,051)	\$164,080

\* \$80 per square foot

### *Vehicles*

The capital facilities needs associated with this increase in full-time police force includes needs for additional vehicles.

As of December 2012, the Police Department had 11 vehicles. Like the Police Department employment projections, the number of vehicles needed over the next 20 years can also be compared to increased population projections. While such a ratio is a typical standard, the Stanwood Police Department assigns a work vehicle to each commissioned employee. This greatly increases the general care, condition, and overall service life of the vehicle. Currently, vehicles assigned in such a manner generally last seven years. Therefore the number of vehicles assigned should equal the number of commissioned officers employed.

### *Parks and Recreation Facilities*

#### *Inventory*

The City of Stanwood presently operates one regional park, one Community Park and one Neighborhood Park that has improvements. The City has two additional neighborhood parks that have no facilities.

**Table CF-10**  
**City-Owned Park and Recreation Facility Inventory**

Facility Name	Area	Classification	Facilities
Church Creek Park	15 acres	Community	Baseball, playground, trails, restroom, picnic area, basketball, and gardens
Lions Park	1 acre	Neighborhood	Playground equipment
Ravenna Viaduct	1 acre	Open Spaced	No facilities  not in city or UGA
Heritage Park	43.5 acres	Regional	Full service facility: baseball fields, soccer fields, picnic areas, trails, multi-use field, restrooms, parking lots, educational wetlands, and a skate park.
Lindstrom Park	2.5 acres	Neighborhood	No facilities/Undeveloped
Riverfront Property	.05 acres	Neighborhood	No facilities/Undeveloped

Heritage Park

Previously referred to as the “Stanwood Recreation Complex,” this 43.5-acre park in the northwest section of the City includes softball/little league fields, soccer fields, picnic areas, trails, multi-use field, a skate park, restrooms, a wetland mitigation bank, and parking lots. Heritage Park is anticipated to satisfy Stanwood's share of regional parks and recreation needs for the next 20 years. There is still a constructed wetland area and possibly one more baseball field to be added to this facility. This facility was purchased with funding from both Snohomish County and the Stanwood Camano School District and use and future fee as subject to interlocal agreements that provide that residents of Snohomish County and the school district shall be provided service on the same basis as Stanwood residents.

Church Creek Park

This is a 15-acre community park located in the eastern section of Stanwood, one block north of S.R. 532. It has a paved parking lot with a total of 31 parking spaces. Included in the park are an unlighted little league baseball diamond that also serves as a softball field, a swing set, a slide, four pieces of playground equipment, a sand box, numerous nature trails, and restroom facilities. The park also has a pavilion with four large barbecue pits and four large tables. There are also various other picnic areas located throughout the park. Other recreation

activities at Church Creek are horseshoe pits, a basketball court, and a fuchsia garden. There is little room available for expansion or further development if this area is to be kept in the pristine state that it is presently in. The park is well maintained and receives heavy use during the summer months.

### Lions Park

This facility is a small neighborhood park covering approximately one acre, located near Pioneer Highway and Cedarhome Dr. North. In 2008 the park was upgraded to include; new playground equipment, parking area, sidewalks, landscaping, additional park pedestrian lighting, as well as, improved lawn area, picnic facilities and basketball court. Since all available land is being used, the expansion potential of the park is very limited. The facility is well used and maintained.

### Riverfront Property

Riverfront Property is an undeveloped sliver of land located between SR 532 and the Stillaguamish River, and east of Twin City Foods. Though currently not in use, the land provides a potentially critical link for the downtown community to the river, one of the goals of the Downtown Element.

### Lindstrom Park

Lindstrom Park is an undeveloped area to the southeast of the movie theatre that was dedicated to the City as part of the Stanwood-Camano Village Development. The land provides potential for passive open space, which could be a public gathering spot.

### Stanwood School District Facilities

The district lets the people of Stanwood use their facilities when they are not in use by the schools. There are baseball, football, soccer fields, athletic practice fields, six tennis courts, gymnasiums, and playground equipment located at the high school, middle school, and three elementary schools. Cooperative use of these facilities presently helps the community meet some of its recreational facility needs.

### Trails

Several small trails exist in the area. There is a 1.5-mile trail that is marked and encircles the Stanwood-Camano Village. A ½-mile trail forms the south border

of Heritage Park. Informal trails are located in Heritage Park, on rarely used rail lines, and on city and county streets.

### Other Facilities

There are a number of privately owned and operated facilities in the City of Stanwood that the public has access to.

### Tot Lots

The City currently requires new subdivisions and multi-family developments to provide open space and recreational areas. Most developers choose to provide tot lots, off-setting some public neighborhood park deficiencies.

Among these are an, indoor commercial establishments. Public open space has also been dedicated by several plats, including significant areas in Fox Hill Estates and Church Creek Estates and Copper Station.

### *Existing LOS for Neighborhood and Community Parks*

The greatest deficiencies include play lots, bicycle and walking trails, jogging trails, and a swimming pool. In addition, the existing neighborhood parks are not dispersed adequately throughout the City to provide local access.

The existing LOS for neighborhood parks is calculated by dividing total inventory of facilities (4 acres) by the total city population of 6,300. This results in a current LOS of 64 acres per 1,000 population.

The existing LOS for community parks is calculated the same way. The City of Stanwood has 15 acres of community parks. The current level of service is 2.30 acres per 1000 population.

A typical Level of Service Analysis is not used for regional parks because the population served includes the entire area of Stanwood Camano School District, This 2010 School District population was 32,907. In addition, there are other regional park facilities within this school district attendance boundary making it difficult to correlate Stanwood population and Heritage park acreage in a meaningful way. Heritage Park is 48 acres. Although there are other parks within the district, Heritage is the only facility offering fields for team sports such as baseball, and soccer.



*Future Needs*

National standards for classifying park facilities have been developed by the National Recreation and Parks Association. A few examples of how parks are classified are listed below in Table CF-11.

**Table CF-11**  
**Classification Standards for Recreation Facilities**

<b>Recreation Facility Classification</b>	<b>Acres/1,000 Pop.</b>	<b>Size Range</b>	<b>Pop. Served</b>	<b>Service Area</b>
Neighborhood Park	2.5	5-20 acres	560-2,000	¼-½ mile
Community Park	2.5	20-100 acres	2,000-10,000	½ mile
Regional Park				

Source: National Park Recreation and Open Space Standards; National Recreation and Park Association; Washington, D.C.

Neighborhood Parks Future Need

**Table CF-12**  
**National Standard LOS**  
**Neighborhood Parks Needs Projection**  
**(LOS=2.5 acres per 1,000 population)**

<b>Time Period</b>	<b>Pop.</b>	<b>Acreage Needed</b>	<b>Acreage Avail.</b>	<b>Net Reserve (Deficit)</b>	<b>Net land Cost</b>
2010-2015	5,999	15	4	(11)	N/A
2016-2025	8,062	20.2	4	(15.8)	N/A

Table CF-12 shows that, based on national standards, Stanwood has inadequate acreage for neighborhood parks, though some of the undeveloped parks still need facilities and improvements to function as recreation areas for the community.

Community Parks Future Needs

Table CF-13 describes community parks needs between 2004 and 2025.

**Table CF-13  
National Standard LOS  
Community Park Needs  
(LOS=2.5 acres per 1,000 population)**

Time Period	Pop.	Acreage Needed	Acreage Avail	Net Reserve	Net land Cost
2010-2015	5,999	15	15	0	N/A
2016-2025	8,062	20.2	15	(5)	N/A

The City will require additional community park facilities over the planning period.

Linear Parks and Trails

1. The national standard LOS for trails is 2 acres per 1,000 population. This equates to a trail 8 feet wide and two miles long. The City presently has 0.5 miles of trail at Heritage Park, 1.5 mile paved trail on the north shoulder at Pioneer Highway which runs from SR SR-532 southward to within 200 yards of 72<sup>nd</sup> Avenue NW.

The Stanwood-Camano Village Loop trail consists of a 1.5 mile, paved trail that weaves around the perimeter of the development.

**Table CF-14  
Trails Needs Assessment  
(LOS=2 acres per 1,000 population)**

Time Period	Acreage Required	Acreage Available	Net Reserve (deficit)
2010-2015	12	3.5	(8.5)
2016-2025	16.1	12	(12.6)

TOTAL

*Summary*

Between 1994 and 1999, the City spent approximately \$150,000 for park land and \$1,200,000 to finish the Heritage Park recreation facility. In 2008 the City spent \$350,552 to reconstruct Lions Park. These improvements satisfied existing deficiencies and meet LOS standards.

The LOS for neighborhood parks is also in adequate. Some of the deficit can be met by developing the two undeveloped parcel owned by the city for parks the inventory for LOS purposes as they are undeveloped. Budgetary provisions should be made for improvements to the undeveloped parks. Over the 20-year planning horizon, the City will require additional neighborhood parks to the north and in downtown. Trails represent the most intensive needed addition to the City's recreation facilities.

### **Drainage**

The City of Stanwood has completed several planning level documents defining the drainage features within their region. The following documents were referenced for discussion:

- Shoreline Inventory and Stream Study for the Stillaguamish River, Church Creek, and Douglas Creek, December 2002, The Watershed Company
- Analysis of and Recommendations for the Existing Critical Areas Regulations and Comprehensive Plan, Draft November 2002, The Watershed Company.
- Stanwood Drainage Basin Master Plan, November 1998, Leonard, Boudinot, and Skodje, Inc.
- Comprehensive Flood Hazard Management, June 1997, KCM, Inc.

The City of Stanwood has three distinct drainage regions, all of which eventually discharge into the Stillaguamish River. The Douglas Slough basin encompasses the northern regions of Stanwood, both east and west of Pioneer Highway, and the Church Creek basin collects runoff from the eastern fringes of Stanwood. The majority of Stanwood drains to Irvine Slough, including runoff from the downtown core areas, and most of the City west of 72<sup>nd</sup> Avenue NW. Each of the three basins has been subdivided into smaller sub-basins for use in estimating storm water runoff rates.

**Douglas Slough Basin** – Douglas Slough is a channel running approximately north-south on the west side of Stanwood, connecting the Stillaguamish River with Skagit Bay. Further north, the slough crosses the city's UGA at a southwest angle. There are tide gates at both ends of the slough to prevent seawater from backing up into the freshwater system. Runoff from the northeastern portions of Stanwood flows down to the base of the river valley in a variety of small creeks, and then through ditch networks across the flat valley to the slough. This basin is relatively undeveloped, and is primarily used for agricultural purposes. A

large percentage of this basin lies outside of the Stanwood city limit and urban growth area boundaries. Ground slopes within the basin range from flat in the valley to approximately 45 degrees along the hillside creek channel banks. Except for some scattered culverts, most of the runoff is carried in natural channels or ditches.

**Church Creek Basin** – Church Creek runs approximately north-south along the east side of Stanwood, until reaching the Stillaguamish valley. It then flows west for approximately one mile prior to entering the river. There is a tide gate at the creek outlet to prevent the tidally influenced river from backing up into the creek. Near Stanwood, the basin is partially developed, with a mix of residential, commercial and agricultural uses. A large percentage of this basin lies outside of the Stanwood city limits and urban growth area boundaries. Ground slopes within the basin range from flat in the valley to approximately 45 degrees along the Church Creek channel banks.

**Irvine Slough Basin** – The majority of Stanwood’s runoff discharges into Irvine Slough, which runs east-west along the south side of Highway 532 in the Stillaguamish river valley. There is a pump station at the slough’s west end, which pumps runoff into the river during floods or high tides. The Pump Station level is maintained below the bottom of flood gates (approximately 2 feet). When the river is low, the water flows via gravity through large flap valves into the river. The basin is highly developed with residential, commercial and industrial uses, and virtually all portions lie within Stanwood city limits. Ground slopes within this basin range from flat in the valley up to approximately 20 percent on the hill in east Stanwood.

#### *Flood Control Structures*

**Stillaguamish River** – The entire length of shoreline in Stanwood is protected by revetments, totaling approximately 3,700 feet. Approximately 3,000 feet of revetment is within the City or UGA limits. Approximately one mile of revetment protects the city’s wastewater treatment plant (WWTP), and the remainder protects industrial or undeveloped properties. The Stillaguamish Flood Control District (FCD) maintains all but the WWTP revetment, which is maintained by the City Public Works Department. Near the WWTP, seven 36-inch-diameter culverts have been installed under the revetment to allow floodwaters to re-enter the Stillaguamish.

According to the Comprehensive Flood Hazard Management Plan for the City of Stanwood (KCM, 1997a), most of the revetments along the Stillaguamish were originally built to protect against inundation due to high tides, and can be overtopped by floods with a recurrence interval of three years or more. The

revetment around the WWTP was overtopped twice in 1990, but has since been built higher.

**Church and Douglas Creeks** - There are no documented flood control structures on Church or Douglas Creeks within the city limits or the UGA boundary. Both creeks have tide gates, but these are outside the City and UGA limits. In the lowland areas outside of the UGA and city limits, both creeks have experienced periodic maintenance in their channels, presumably at least in part for flood control purposes. Douglas Creek is essentially a ditch through the lowlands, and has undoubtedly been straightened and dredged. Church Creek is less straight, but has likely been dredged periodically.

#### *Stormwater Outfalls*

**Stillaguamish River** - Storm water is conveyed to the Stillaguamish via three main routes: Douglas (a.k.a. Skagit) Slough, Church Creek/Jorgenson Slough, and Irvine Slough. Only Irvine Slough and Douglas Slough discharge in the shoreline area. Additionally, the WWTP discharges in the City's shoreline area.

The majority of Stanwood's runoff discharges into Irvine Slough (Leonard, Boudinot & Skodje, Inc. [LBS] 1998). A pump station at the west end of the slough pumps water into the Stillaguamish during the high flows or high tides. Currently three pumps are capable of pumping 60 cfs are installed at the pump station, one additional pumps could be added at a future date if regulatory agencies approval is granted and conditions warrant it (KCM, 1997b). The 1930 vintage pumps operate as needed to maintain the water level in Irvine Slough at -2.5 feet. If pump capacity is insufficient, a flap gate allows water from Irvine Slough to pass into the Stillaguamish via gravity flow if the river level is low enough. Flooding can occur along Irvine Slough if high levels in the slough are coincident with high levels in the Stillaguamish.

Douglas Slough runs roughly north-south and connects the Stillaguamish with Skagit Bay. Both ends of the slough are equipped with tide gates that prevent salt water from entering the freshwater system. The discharge point within the shoreline area is near the point that the Stillaguamish splits into South Pass and West Pass. The drainage basin is relatively undeveloped, but includes the northeastern portion of the City of Stanwood, which drains to Skagit Slough via Douglas Creek.

#### *Runoff Control*

The Stanwood Drainage Basin Master Plan (LBS 1998) shows three significant detention facilities that likely discharge directly to Church Creek: one near the

intersection of 72nd Avenue and Pioneer Highway; one east of 72nd Avenue at the end of 265th; and one just south of Church Creek Loop NW. It is unclear from the LBS report how the Park Drive detention system ultimately discharges to the creek. In addition to these outfalls, at least one other outfall occurs at the SR 532 crossing. Other outfalls may exist in the Church Creek basin that were not identified in the Drainage Basin Master Plan.

A meat processing plant on Larson Road in the City's UGA has a wastewater treatment facility that discharges its wastewater into a grove of trees north of the plant. No wastewater from this facility is discharged directly into Douglas Creek (Bayes, pers. Comm., 15 August 2002). This facility does not appear to be connected to any larger storm water or wastewater facility.

#### *Culverts and Other Fish Passage Barriers*

**Stillaguamish River** - There are no culverts on the Stillaguamish River in the vicinity of Stanwood, though impassible culverts in the shoreline zone occur at the tide gate and pump station at the mouths of Douglas and Irvine Sloughs, respectively.

**Church Creek** - Stream survey data collected by WDFW's Salmonid Screening, Habitat Enhancement and Restoration (SSHEAR) Division included the evaluation and prioritization of a number of culverts and other fish passage barriers along Church Creek, several in or near the City of Stanwood. Of note, the tide gates at the mouth of Jorgenson Slough (Church Creek) were found to block pink, chum, and Chinook salmon completely, and pose a partial migration barrier to Coho salmon and cutthroat and steelhead trout. The box culvert under Woodland Road, near the upstream limits also poses a partial migration barrier. The culvert under SR 532 at milepost 6.1, river mile 2 is generally passable for juveniles and adults at most flows. The county road immediately upstream, 268<sup>th</sup> Street NW (Stanwood-Bryant Road), has a box culvert with a several-foot plunge at its outfall that has been fitted with a fish ladder. Coho salmon, and cutthroat and steelhead trout are apparently able to ascent this ladder at certain flows.

Habitat access for Church Creek was rated as "unsuitable" with 5 percent passability in the *Stillaguamish Watershed - WRIA 5 Salmonid Habitat Evaluation* (STAG 2002).

**Douglas Creek** - Though no fish migration barriers were found in the main body of Douglas Creek within the City, each end is marked by culverts which likely block or hinder fish migration to a large extent. The downstream culvert, under

Pioneer Highway, consists of an approximately 4-by-4-foot concrete box culvert with an approximately 10-inch plunge into a shallow pool at its lower end. Inside, the length of the culvert is smooth and relatively steep, with flows of high velocity and shallow depth. These conditions likely inhibit or block upstream fish passage at a range of flows.

At the upstream 80<sup>th</sup> Avenue NW crossing, a 4-foot diameter round concrete culvert passes under the road. Sections of culvert at the outfall have shifted and failed, and rock has been placed to stabilize the banks and dissipate energy. The result is very shallow high velocity flows in the culvert near its outfall, and several plunges over boulders below that. This situation is a likely near-complete barrier to upstream fish movements.

#### *Future Needs*

In the near future the existing pumping station located on the Irving Slough will need major improvements and upgrading. In addition certain sections of the Stanwood storm water conveyance system cannot be improved without the implementation of large regional facilities i.e. additional pump stations, regional detention, or new storm water trunk mains.

The region with the most needs is identified as the east end of downtown, the north end of Stanwood from Pioneer Highway east to almost 76<sup>th</sup> Drive NW, and the central area of eastern Stanwood between 274<sup>th</sup> Street NW and 267<sup>th</sup> Street NW.

Since the development of the City's Drainage Basin Master Plan and Flood Hazard Management Plan, Storm Water Management priorities and requirements within the Puget Sound region have changed due to the implementation of EPA's regulations for NPDES Phase 2. The Clean Water Act was amended effective December 1999 with 40 CFR Part 122 requiring certain municipal separate storm sewer systems (MS4) to regulate storm water discharge. In response to this and prior amends to the Clean Water Act, the State of Washington established the Puget Sound Water Quality Action Team and tasked the Department of Ecology with regulatory authority to implement Phase 2 regulations.

The Puget Sound Water Quality Action Team developed and implemented the Puget Sound Water Quality Management Plan, which directs every city and county in the Puget Sound Basin to develop and implement a comprehensive storm water management plan.

Comprehensive storm water management programs under this plan are to include:

- Storm water controls for new development and redevelopment
- Storm water site plan review
- Inspection of construction sites
- Maintenance of permanent facilities
- Source control
- Illicit discharge and water quality response
- Identification and ranking of problems
- Public education and involvement
- Low impact development practices
- Participation in watershed or basin planning efforts
- Create local funding
- Monitoring of program implementation

Further, it's important that cities and counties develop and adopt a technical manual that provides uniform standards and implements best management practices to insure development and redevelopment activities comply with program requirements. The Department of Ecology prepared the "Storm Water Management Manual for Western Washington" to comply with their responsibilities under the Puget Sound Water Quality Management Plan. Cities and counties may develop an alternate technical manual; however, the alternate must be substantially equivalent to Ecology's.

The City of Stanwood is not located within the "urbanized area" used to define jurisdictional boundaries for compliance with Phase 2 regulations. Therefore, application for coverage under a State NPDES Phase 2 General Permit is not required at this time. However, the Department of Ecology does encourage municipalities to adopt programs consistent with the 12 basic elements identified above.

### *Summary*

In the near future the existing pumping station located on the Irving Slough will need major improvements and upgrading. This vital improvement should be studied in FY 2010. In addition

While the current storm water plans prepared for the City of Stanwood address many of the 12 basic elements which the Puget Sound Water Quality Management Plan require. Due to the broad nature of recommendations and assumptions within the Drainage Basin Master Plan, November 1998, the City should consider updating these findings and conclusions and develop a comprehensive storm water management plan addressing specific conditions



within the City's UGA. As part of the update, priorities for capital improvements and cost estimates should be revisited.

### **Water Supply, Distribution and Storage Facilities**

The City of Stanwood supplies water both within the boundaries of the City and to the surrounding and unincorporated areas of Snohomish County. The service area boundary encompasses 22.4 square miles of area; however, most of the water service area is undeveloped at this time. In 2008, the City of Stanwood had service connections to 2,292 customers, or 4,339 equivalent residential units (ERU's).

#### *Existing and Future Needs*

The peak daily criterion for supply as established by the North Snohomish Coordinated Water System Plan includes single-family residential dwellings at 800 gallons per day and multi-family dwellings at 400 gallons per day. Industrial and commercial water demands are based on Department of Ecology criteria, 2,000 gallons per day per acre for commercial and 1,000 gallons per day per acre for industrial land uses.

Three wells and a spring source provide water supply to the City. Currently all City water sources are chlorinated. The City has received a water right certificate transfer from the abandoned Sill Well to the new Cedarhome Well, increasing the source capacity by 500 gpm.

Water storage is provided by four reservoirs that have a total capacity of 1.6 MG. In addition, the Stanwood water system has eight pressure zones with six pressure reducing stations, three booster pump stations, and more than 54 miles of water main. This storage capacity is deficient by 1.23 MG. This is primarily due to the significant amount of dead storage that cannot be utilized.

According to the 2008 Stanwood Comprehensive Water System Plan, recommended that the City make improvements to the pressure zones to eliminate low pressures. These improvements would eliminate the need for significant amounts of dead storage. Assuming that no additional supply sources are added to the system, the storage capacity will only be deficient by .83 MG in 2006. City has constructed .65 MG reservoir to provide additional storage needs for the system.

### *Water Distribution*

Stanwood requires transmission main loops in both the upper and the lower systems. The lower system loop will be constructed as the existing pipe is replaced. The north loop line should be added to provide fire flow for commercial buildings. Based on information provided in the Water Plan, there are deficiencies in the current distribution system in both high/low pressures and available fire flow. With the improvements proposed in Chapter 9 of the Water Plan, these deficiencies are eliminated.

### *Summary*

The Stanwood water system has areas of deficiency in supply (only in the 350 zone), storage, and fire flow conveyance capacity.

A 65 MG reservoir sited in the 400 Zone, and an additional 500 GPM well is on-line at Cedarhome. Improvements to the distribution system are planned to eliminate high and low pressures, low fire flows, and old pipe. These improvements will compensate for the existing deficiencies and service the new growth projected over the next six years.

Stanwood's 2002 Comprehensive Water System Plan is adopted by reference. Please refer to the most current Comprehensive Water System Plan document for analyses of capital costs for the water system.

### **Wastewater Treatment**

The City of Stanwood recently completed a Wastewater Facilities Plan (May, 2009) which is the primary source of information for this capital facility analysis.

The analysis of wastewater treatment capital facilities for the City of Stanwood involves two components, the treatment plant and the interceptor and collection system.

The wastewater treatment system is owned, operated, and maintained by the City of Stanwood. The collection system is a sanitary-only system (no storm drainage) that consists of more than 10 miles of piping. The smallest main is 6 inches and the largest main is 14 inches. The entire system gravity flows to a pump station on 94th Drive N.W. From that point, the flow travels through a force main to the wastewater treatment plant. The wastewater treatment plant is located south of State Highway 532 and east of 98th Drive N.W. The entire plant covers approximately 40 acres. The plant is a facultative lagoon that provides

primary treatment. Wastewater flows from the headworks into a complete-mix aerated lagoon prior to entering the facultative lagoon. The chlorination process for disinfection takes place prior to discharge, and dechlorination facilities have been implemented to comply with the more stringent residual chlorine limits specified in the NPDES permit.

The existing LOS for wastewater collection is stated as meeting 100% of the "WSDOE Criteria for Sewer Works Design." The Department of Public Works has determined that this standard is also adequate to meet future planning needs.

### *Collection System*

#### Current Deficiencies

Stanwood's Wastewater Facilities Plan states that the only current capacity problem in the existing collection system is the 14-inch line that carries flow from East Stanwood under the railroad tracks to the Main Pump Station. The collection system also has scattered minor deficiencies, as would be expected with a 40-year old system. Approximately 50% of the sewer lines are over 30 years old and the condition of the lines is unknown. No deficiencies were found with the existing City owned and operated pump stations.

#### Future Needs

The current Wastewater Facilities Plan identified trunk lines that require increased capacities, as well as new trunk lines to accommodate growth to 2020. Although the current plan is being used to identify existing system improvements with the update of the plan it is anticipated that additional system improvements will be identified. The current plan identified the sizes and locations of proposed pump stations. The existing collection system upgrade is projected to cost \$6,360,000, new sewer extensions are projected to cost \$3,610,000 and the new pump stations are estimated at \$2,750,000.

### *Treatment*

#### Current Deficiencies

Based on WSDOE criteria for wastewater work design and the City of Stanwood NPDES permit for effluent discharge, the existing plant has not always met permit conditions between 1995 and 1998. The problems occur in both summer and wet weather conditions for different reasons. Also, if effluent storage volume is available in the facultative lagoon, the 2020 peak hour flow of 3.67 mgd can be accommodated by the existing facility. However, with the current

operational practice of discharging up to 40 hours per week, the existing facility does not have adequate capacity for the design year maximum month flow of 1.5 mgd. If operational practice has been modified so that effluent is discharged whenever the tide is low enough, which appears to have provided the adequate capacity for the design year flows.

### Future Needs

The Wastewater Facilities Plan recommends several alternatives for treatment plant upgrades to better meet permit requirements.

### *Summary of Capital Facilities Costs for Wastewater Facilities*

The total capital cost of the recommended improvements is \$9,300,000 for the collection system and \$8,455,000 for the treatment facility, for a combined total for the planning period (2020) of \$17,755,000. The total present worth value (1999) of the recommended improvements is \$12,200,000 for the collection system and \$11,863,000 for the treatment plant, for a combined total, including O&M costs, of \$24,063,000.

Stanwood's 2009 Wastewater Facilities Plan is adopted by reference. Please refer to that document for analyses of capital costs for the water system.

### *Library*

The Stanwood Library operates as a joint venture between the City of Stanwood and Sno-Isle Libraries. By contractual agreement, the building, located at 9701 172<sup>nd</sup> Street NW, is owned and maintained by the City of Stanwood, with Sno-Isle Libraries providing staff, library materials and equipment. The Library is approximately 5,400 square feet in size and contains 50,000 library materials

The Stanwood Library's service area mirrors the Stanwood-Camano School District boundaries. Sno-Isle reports 17,503 library card holders from incorporated Stanwood, unincorporated Stanwood and Camano Island as of December, 2003.

### *LOS*

The size of a public library is determined mainly by the number of materials needed to meet the needs of the population of the library's service area. In addition to the materials collection, space for story programs, study tables,

lounge seating, public computer stations, work areas for staff, and community meetings is needed. Standards for planning library facilities range from a half a square foot per capita to over one square foot per capita. Because the Stanwood Library is a part of a large library system, many behind the scene activities for the library take place at the library district's service center, and not in the community library building itself. For that reason, a half a square foot per person in the library's service area, to determine building size.

The 2000 U.S. Census showed a population of 31,280 in the library's service area of incorporated Stanwood, unincorporated Stanwood and Camano Island. Population projections indicate an increase to 44,000 residents for the Stanwood and Camano Island area by 2020. With our guide of a half of a square foot per person, we project a need for a building of approximately 20,000 square feet. At 20,000 square foot building will:

- require a site of 2 acres;
- store 85,000 books and other library materials;
- park 90 vehicles;
- provide study and lounge seating for 150 people;
- offer twelve staff work stations;
- include a community meeting room that accommodates 60; and
- house a story time space for 30 children.

**Table CF-15  
Stanwood Library Space Needs**

Time Period	Total Space Needs (sq. ft.)	Space Available	Net Surplus (Deficit)	Estimated Cost <sup>1</sup>
2004-2009	15,640	5,400	(10,240)	\$7,038,000 <sup>2</sup>
2010-2025	20,000	15,640	(4,360)	\$1,962,000
<b>TOTAL</b>				<b>\$9,000,000</b>

<sup>1</sup> \$450 per square foot including land acquisition and soft costs.

<sup>2</sup> The existing facility does not provide expansion opportunities. Costs reflect new facility.

### *Schools*

The Stanwood-Camano School District No. 401 serves the City of Stanwood and portions of unincorporated Snohomish and Island Counties (Camano Island). Camano Island students from Island County comprise approximately 40percent

of the District’s enrollment. The District is bordered to the east by Arlington and Lakewood Districts and to the south by Marysville School District. The district currently has five elementary schools, two middle schools, one high school, and one alternative high school.

**Table CF-16**  
**Stanwood-Camano School District No. 401**  
**Facilities Inventory**

Facility Name and Type	Permanent Student Capacity	Capacity with Portables	Sq. Ft. of Building	No. of Teaching Stations
Cedarhome Elementary	500	600	47,250	24
Elger Bay Elementary	500	575	48,826	24
Stanwood Elementary	614	714	52,071	27
Twin City Elementary	425	475	42,522	21
Utsalady Elementary	500	600	49,984	24
Port Susan Middle School	600	768	77,855	31
Stanwood Middle School	725	809	94,437	35
Stanwood High School - Church Creek Campus	593	593	52,216	27
Stanwood High School	1,200	1,634	142,673	53
<b>TOTAL</b>	<b>5,657</b>	<b>6,768</b>	<b>607,834</b>	<b>266</b>

Source: Stanwood-Camano School District Capital Facilities Plan (2008)

The Stanwood School District report declining enrollment in 2012 and as a result has not updated the district wide capital facilities plan. The most recent data available for this update is from the 2009 plan.

Student enrollment in grades K-12 of the October 2007 year was 5,309 students. Between 1993 and 2002 the District growth was 4.4 percent. Enrollment in October 2007 represents a decline of 4.1 percent over 2002 and a 2.5 percent decline from October 2005 headcount of 5,443. Projected enrollments for 2008-2013 are presented in Table CF-17, below. On average, for the period 1996-2003, 21.7% of the population in the Stanwood-Camano School District were students.

**Table CF-17**  
**Stanwood-Camano School District No. 401**  
**Projected Enrollment 2008-2013**

	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Elementary	<u>2,022</u>	<u>2,025</u>	<u>1,997</u>	<u>2,011</u>	<u>1,996</u>	<u>2,013</u>
Middle School	<u>1,190</u>	<u>1,211</u>	<u>1,233</u>	<u>1,201</u>	<u>1,226</u>	<u>1,183</u>
High School	<u>1,854</u>	<u>1,728</u>	<u>1,609</u>	<u>1,651</u>	<u>1,611</u>	<u>1,602</u>
<b>Totals</b>	<b><u>5,066</u></b>	<b><u>4,964</u></b>	<b><u>4,899</u></b>	<b><u>4,869</u></b>	<b><u>4,033</u></b>	<b><u>4,857</u></b>

Source: Stanwood-Camano School District Capital Facilities Plan, 2008

Projected future needs are depicted in Table CF-18. This number is derived by applying the projected number of students to capacity existing (excluding portables) in 2012. Capacity needs are expressed in terms of "unhoused students." Unhoused students are defined as students expected to be housed in portable classrooms or classrooms where the class size exceeds State standards or contractually negotiated agreements within the local school district. The method used to define future capacity needs assumes no new construction. This table shows the actual space needs and the portion of those needs that are "growth related."

**Table CF-18**  
**Stanwood-Camano School District**  
**Projected Additional Capacity Needs**

Grade Span	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2012-</u> <u>2017 Pct.</u> Growth Related
Elementary (K-5)							
Growth Related							0.0%
Middle School (6-8)	99	56					
Growth Related	0	0					0.0%
High School (9-12)							
Growth Related							0.0%

Source: Stanwood-Camano School District Capital Facilities Plan, 2009

Additional permanent student capacity will not be needed at the elementary schools, the middle schools, or the high schools. According to the Stanwood-Camano School District, both Port Susan Middle School and Stanwood High

School have room for a potential expansion of permanent facilities. Additional permanent student capacity will be needed at the Middle School level through 2013.

*Current Level of Service*

Based on the preceding information, the current level of service for elementary schools is 17 students per permanent teaching station, as compared with a maximum capacity LOS of 24 for grades K-4 and 27 for grade 5. The current level of service for middle schools is 21 students per permanent teaching station, as compared to the maximum LOS of 28 students for grades 6-8. The current level of service for high school is 23 students, as compared to the maximum LOS of 31 students for grades 9-12. The District's current LOS is satisfactory.

*Needs Based on Level of Service Standards*

The following is a brief outline of those projects likely needed to accommodate unhoused students in the Stanwood Camano School District through the year 2013.

Elementary Schools: District facilities will accommodate elementary school enrollment needs through 2017

Middle Schools: District facilities will accommodate middle school enrollment needs through 2009. However, there will be deficiencies in the long range (111 in 2013). Additional portables may be necessary to provide interim student housing.

High School: District facilities will accommodate enrollment through 2017.

*Summary*

The District's Capital Facilities Plan for was last adopted in 2009. Please refer to that document for analyses of capital costs for the school system. The District will be under capacity at the elementary level by 527 students, over capacity at the middle school level by 56 students, and under capacity at the high school level by 131 students based on the OSPI methodology by 2013.



## Revenue Sources and Amounts

This section summarizes the revenue sources available to the City of Stanwood, highlights those available for capital facilities.

There are two types of revenue sources for capital facilities:

1. Multi-use: Taxes, fees, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility);
2. Single use: Taxes, fees, and grants, which may be used only for a particular type of capital facility. These revenue sources are discussed below:

### Multi-Use Revenue Sources

#### *Property Tax*

Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements.

The property tax rate in the City of Stanwood is currently \$2.11 per \$1,000 of assessed value (AV). This figure does not include the \$.33/\$1000 Emergency Medical Service Levy, a \$.01/\$1000 1994 Bond, and a \$25.00/\$1000 2000 Bond. The maximum regular rate allowed by state law is \$3.375 per \$1,000 AV.

Under state law, local governments are prohibited from raising the property tax levy more than 1 percent of the highest amount levied in the last three years (before adjustments for new construction and annexations). However, the state authorizes temporary or permanent increases above the one percent lid, up to a statutory limit under local voter approval.

#### *General Obligation Bonds and Lease-Purchase (Property Tax Excess Levy)*

There are two types of GO bonds: voter-approved and councilmanic.

Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in "excess levies" to repay voter-approved bonds. Excess levies are increases in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turn-out of at least 40 percent of the voters from the preceding general election.

Councilmanic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come from general

government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the City limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the City may issue up to 1.5 percent in the form of councilmanic bonds. State law allows cities an additional separate debt capacity of 0.75 percent of taxable value of property for non-voted lease obligations.

Depending on the amount and term of the bonds or lease-purchase arrangement, the impact on the individual taxpayer would vary widely. The annual debt service costs would be in addition to regular property taxes.

### *Real Estate Excise Tax (REET)*

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following capital facilities:

- a. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems; or
- b. The planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the first 0.25 percent may be used for the following:

- a. The acquisition of parks and recreational facilities;

b. The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

The City of Stanwood has enacted both of the 0.25 percent real estate excise taxes.

### ***Local Option Sales Tax***

Local governments may collect a tax on retail sales of up to 1.1 percent, of which 0.1 percent may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required.

### ***Utility Tax***

RCW 35.21.870 authorizes cities to collect a tax on gross receipts of electrical, natural gas, and telephone providers. Service users pay the tax as part of their utility bill. The City also imposes a 6 percent tax on water, sewer, solid waste, and storm water utility customers, as well as a 3 percent tax on cable TV operators.

State law limits the utility tax to 6 percent of the total receipts for electricity, gas, steam (not applicable to Stanwood), and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for sewer, water, solid waste, and stormwater. Revenue can be used for capital facilities acquisition, construction, and maintenance, but the City uses it for operation and maintenance of general government.

In 2009, \$947,568 is budgeted from utility tax, to be spent in the general fund for operating costs of general government services.

### ***Community Development Block Grants (CDBG)***

Approximately \$8.5 million in community development block grant (CDBG) funding is available annually state-wide through the federal Department of Housing and Urban Development for public facilities, economic development, and housing projects which benefit low- and moderate-income households. Funds may not be used for maintenance and operations. It is anticipated that future CDBG funding will be directed towards street construction needs. Because the amount of CDBG funding varies substantially from year to year, it is not possible to reliably forecast revenue from these grant sources.

### ***Public Works Trust Fund (PWTF)***

The State Department of Community Development provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water,

sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see real estate excise tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 5 percent of a 2 percent loan, 10 percent for a 1 percent loan, and 15 percent for a ½ percent loan.

Emergency planning loans are at a 4 percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Capital improvement planning loans have no interest, but require a 25 percent local match.

### **Single-Purpose Revenue Sources:**

#### *Fire Protection and Emergency Medical Services*

##### *EMS Levy*

The state authorizes a \$0.50 per \$1,000 AV property tax levy which may be enacted by fire and hospital districts, cities and towns, and counties.

Snohomish County has enacted a 0.25 percent EMS levy. This levy is voluntary in cities and fire districts. Stanwood is not included in this EMS levy.

Stanwood has enacted an EMS levy. According to state law, the City must assess the EMS levy city-wide. If the county's EMS levy applies to the City, then the City cannot enact an EMS levy for the City itself. Stanwood's EMS levy is 43.07 cents per \$1,000 assessed value.

##### *Fire Impact Fees*

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Stanwood currently collects fire impact fees.

#### *Parks and Recreation*

##### *Open Space and Park Facility General Obligation Bonds*

See General Obligation Bonds (under Multi-Use Revenue, above) for general discussion of the purpose, requirements, and decision basis for GO bonds. Total amount of local government debt which may be committed to open space and park facilities is 2.5 percent.

#### *User Fees and Program Fees*

These fees are charged for using park facilities (such as field reservation fees) or participating in recreational programs (such as arts and crafts registration fees). The City does not currently charge user fees for the use of its parks

As the City develops its own recreation program, revenues from fees will increase. It is not possible to reliably forecast revenue from this source over 20 years.

#### *Park Impact Fees*

RCW 82.02.050-090 authorizes local government to enact impact fees to be paid by new development for its "fair share" of parks and recreation facilities necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Stanwood presently has a park impact fee program.

A park impact fee may be calculated by multiplying a selected level of service for neighborhood, community, and regional parks (expressed in park acres per thousand population) by the cost per developed acre for each type of park to determine the cost per capita, then multiplying cost per capita by the number of persons per household to determine cost per dwelling unit. Higher LOS standards would result in higher impact fees.

#### *State Parks and Recreation Commission Grants*

These grants are for parks, capital facilities acquisition, and construction, and require a 50 percent local match. It is not possible to reliably forecast the amount of revenue the City would receive over 20 years from this source.

The Department of Natural Resources provides grants for facilities on navigable waterways. The City must provide a match of 25 percent.

#### *Roads, Bridges, and Mass Transit*

##### *Motor Vehicle Fuel Tax*

RCW 82.36 authorizes this tax, which is administered by the State Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53 percent and 22.78 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for "highway purposes" including the construction, maintenance, and operation of city streets, county roads, and highways.

*Transportation Benefit District*

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. The special district's tax base is used to finance capital facilities.

The District may generate revenue through property tax excess levies, general obligation bonds (including councilmanic bonds), local improvement districts, and development fees (see related discussions, above, for background on each of these). Voter approval is required for bonds and excess property tax levies. Council approval is required for councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

A transportation benefit district would address specific transportation projects reducing congestion caused by economic development. Consequently, the amount of revenue is a function of the cost of the project, rather than a levy rate, assessment amount, or fee schedule. It is, therefore, not possible to reliably forecast revenue from this source.

*Street Impact Fees*

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its "fair share" of the system improvement costs of streets necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses.

Stanwood has adopted street impact fees. Street impact fees for 2009 have been forecast at \$130,751.

*Surface Transportation Program (STP) Grants*

The Puget Sound Regional Council administers grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIP list, and must be for roads with higher functional classifications than local or rural minor collectors.

Funds are available on an 86.5 percent federal/13.5 percent local match based on highest ranking projects from the regional TIP list. In 1995, the City received \$500,000 in ISTEA grants for reconstruction of 102nd Ave.

*Federal Aid Bridge Replacement Program Grants*

WSDOT provides grants on a state-wide priority basis for the replacement of structurally deficient or functionally obsolete bridges. Funding is awarded on 80 percent federal/20 percent local match.

*Federal Aid Emergency Relief Grants*

WSDOT provides funding for restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funds are available on a 83.13 percent federal/16.87 percent local matching basis. Stanwood does not qualify for an emergency relief grant at this time. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

*Arterial Improvement Program (AIP)*

The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80 percent federal/20 percent local matching basis.

*Transportation Partnership Program (TPP)*

The state TPP provides funding for projects to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion, and economic development-related, and partially funded locally. Funds are awarded on an 80 percent/20 percent local matching basis. Stanwood received \$680,000 in TPP NSTP funding in 1993 for 276th NW.

\$1,000,000 in TPP-eligible projects are included in the six-year transportation improvement program. There is no assurance that any of these projects will receive funding.

**Utilities**

*General Obligation (GO) Bonds and Property Tax Excess Levy*

See Multi-Use Revenue, above, for general discussion of GO bonds. The amount of local government debt for utility bonds is restricted by law to 2.5% of the taxable value of the property. Local government utilities tend to use bonds backed by utility user fees rather than general obligation bonds.

*Sanitary Sewer*

The City owns and operates a sanitary sewer collection system and treatment plant.

### User Fees

The state authorizes cities, counties, and special purpose utility districts to collect fees from wastewater generators. Fees may be based on the amount of potable water consumed, or flat fees. Revenues may be used for capital facilities or operating and maintenance costs. The City adopted a three-year rate plan based on a rate study in 2002 and it is anticipated that a new rate study will be conducted in FY 09-10. \$3,271,521 is budgeted in Stanwood in 2009 from this source.

### System Development Charges/Connection Fee

The state authorizes a fee to connect to a sanitary sewer system based on an equitable share of the capital costs of serving the new connection.

### Centennial Clean Water Fund

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality. The City was awarded a CCWF grant for an upgrade to the waste water treatment plant in 2002 for \$2,592,400.

### State Revolving Fund Loans

DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. In 2002, the City was awarded a 0% interest loan for \$8.8 million to upgrade its waste water treatment plant.

### *Solid Waste*

The City serves as the franchising authority for solid waste services. A contract with Waste Management NW is in place through June, 2010.

### Department of Ecology Grants

The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.



## *Storm Water*

### Storm Drain Utility Fee

The state authorizes cities and counties to charge a fee to support storm drain capital improvements and maintenance. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amount of impervious surface. Commercial property is commonly assessed a rate based on a square footage basis. The Stanwood storm utility manages all of the stormwater infrastructure including open ditches, biofiltration swales, retention facilities, for small developments and larger regional stormwater detention facilities that serve commercial as well as residential development. The City charges a surcharge for its regional detention facilities.

### System Development Charges/Connection Fee

The state authorizes a fee to connect to a storm sewer system based on an equitable share of the capital costs of serving the new connection.

## *Water Supply*

The City of Stanwood has one water service area. This area extends to the Hat Slough Bridge to the South, 64th Ave. to the East, 288th St. to the North, and the Camano Island bridge to the west.

### User Fees

The state authorizes cities, counties and special purpose utility districts to charge for water consumption, usually on the basis of volume of water consumed. Revenue may be used for capital facilities, operations and maintenance. The City adopted a three-year rate plan per a 2002 rate study.

### System Development Charges/Connection Fee

The state authorizes a fee to connect to a water system based on an equitable share of the capital costs of serving the new connection. \$35,400 is budgeted in 2009 for Water Connection Fees. \$151,630 is budgeted for Cedarhome Plant Investment Fees and \$306,800 for Water Plant Investment Fees.

Under the Growth Management Act, comprehensive plans must include at least a six-year plan to finance needed capital facilities within projected funding capacities. The first section of this element contains estimates of needed facilities to accommodate forecasted growth under the proposed land use plan for existing and recommended levels of services. This

section presents projected revenues and expenditures that are needed for the capital facilities.

### **Summary of Revenues and Expenditures**

In order to comply with the Act, a balance must be maintained between the costs of the needed capital facilities projects and the probable funding for those projects. Table CF-20 provides a summary of the revenues and expenditures that are available to fund the projects in the 2012-2017 Capital Improvement Program.

**Table CF-20 2012-2017**

**City of Anwood  
Projected Capital Projects  
2013 Budget**

Parks (104) w/ REET 2 funding	Budget 2012					2014 30	2015 30	2016 30	2017 & Beyond 30
	SFR Building Permits	5	30	30	30				
<b>Beginning Cash &amp; Investments</b>	\$1,253,053	\$89,728	\$74,675	\$0	\$0	\$0	\$449,550	\$639,100	
<b>Revenues</b>									
Impact Fees (104)	\$641	\$3,045	\$19,300	\$19,300	\$19,300	\$19,300	\$19,300	\$19,300	
REET Transfer-In	\$1,534,134		\$63,684	\$530,450	\$80,000	\$130,000	\$130,000	\$730,000	
Bond Proceeds (104)	\$4,980,000				\$4,980,000				
Grant Proceeds (104)	\$3,835,000		\$50,000	\$195,000	\$1,850,000	\$1,740,000		\$0	
Interest (104)	\$1,750	\$500	\$250	\$250	\$250	\$250	\$250	\$250	
<b>Total Resources (includes BNC)</b>	\$11,703,482	\$93,273	\$207,909	\$745,000	\$6,929,550	\$2,339,100		\$1,388,650	
<b>Expenditures:</b>									
<b>Total Proj Cost</b>									
River Access / Launch	\$750,000		\$50,000	\$150,000	\$550,000				
City Hall Park	\$100,000		\$20,000	\$40,000	\$40,000				
Downtown Park	\$250,000		\$50,000	\$50,000	\$150,000				
Dog Park	\$50,000					\$50,000		\$0	
Neighborhood Park	\$5,050,000		\$10,000	\$10,000	\$4,980,000			\$50,000	
Trails	\$910,000				\$10,000		\$500,000	\$400,000	
Church Creek Rehabilitation	\$300,000						\$50,000	\$250,000	
Heritage Park Rehabilitation	\$1,450,000			\$450,000			\$350,000	\$650,000	
Skate Park Rehabilitation	\$60,000		\$60,000						
Port Susan Food and Farming Center	\$1,545,000		\$0	\$45,000	\$750,000		\$750,000		
Transfer-Out to DSF (205)		\$18,598	\$17,909						
<b>Total Expenditures</b>	\$10,465,000	\$18,598	\$207,909	\$745,000	\$6,460,000	\$1,700,000	\$1,350,000	\$38,650	
<b>Ending Cash &amp; Investments</b>	\$1,238,482	\$74,675	\$0	\$0	\$449,550	\$639,100			

City anwood  
Projected Capital Projects  
2013 Budget

Street (102/103/120)	Budget 2012		2013	2014	2015	2016	2017 & Beyond
	SFR Building Permits	30					
<b>Beginning Cash &amp; Investments</b>		\$907,447	\$1,308,000	\$1,230,629	\$1,281,628	\$1,072,828	\$1,104,227
<b>Revenues</b>							
Impact Fees	\$2,216	\$9,550	\$66,500	\$66,500	\$66,500	\$66,500	\$66,500
REET 1			\$80,000	\$80,000	\$80,000	\$500,000	\$80,000
Transfer-In from WM Street Maint Fee		\$11,000					
Bond Proceeds							
PSRC Grant	\$63,000	\$0					\$1,280,000
Grant Proceeds (ARRA)	\$18,000	\$4,500	\$4,500	\$4,500	\$4,500		
Grant Proceeds (TIB)	\$3,859,608	\$184,608			\$250,000	\$925,000	\$2,500,000
WSDOT/Safe Routes to School	\$1,250,000		\$125,000	\$125,000	\$500,000	\$500,000	\$200,000
Transportation Benefit District	\$867,000	\$0	\$67,000	\$200,000	\$200,000	\$200,000	\$200,000
Interest	\$27,500	\$4,000	\$4,300	\$4,500	\$4,700	\$4,900	\$5,100
<b>Total Resources (includes BNC)</b>	<b>\$15,379,915</b>	<b>\$1,121,105</b>	<b>\$1,655,300</b>	<b>\$1,711,128</b>	<b>\$2,387,328</b>	<b>\$3,269,227</b>	<b>\$5,235,827</b>
<b>Expenditures:</b>							
Proj Cost							
66th Wetland Mitigation	\$18,000	\$4,500	\$4,500	\$4,500	\$4,500	\$0	\$0
SR532 Beautification (98th-104th)	\$53,000	\$53,000					
270th Reconstruction (97th-94th)	\$245,000	\$245,000					
72nd Ave (272nd-268th) Overlay	\$175,477	\$175,477					
272nd Reconstruction	\$3,000,000				\$250,000	\$250,000	\$2,500,000
68th St Sidewalk Construction	\$757,500	\$7,500	\$125,000	\$125,000	\$500,000	\$320,000	\$1,280,000
284th (64th - 68th)	\$1,600,000			\$50,000	\$250,000		\$100,000
Marine Drive (268th - 271st)	\$300,000						
276th Sidewalks & Intersection	\$175,000				\$75,000	\$925,000	
101st Ave NW Reconst (270th - 274th)	\$1,000,000				\$125,000	\$500,000	
80th Ave Reconst Sidewalks/Path (ADA)	\$700,000			\$75,000			
Downtown Street and Sidewalk Imp.	\$100,000		\$20,000	\$80,000			
Wayfinding Signs	\$20,000	\$0	\$20,000				
New sidewalk/trail installation	\$150,000		\$50,000		\$50,000		\$50,000
Sidewalk Repair	\$45,000		\$15,000		\$15,000		\$15,000
Street Overlay	\$100,000			\$50,000	\$50,000		
Miscellaneous Capital Projects			\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Right of Way Construction & Repair			\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
REET Transfer-Out to Park Impr (104)			\$120,000				
REET Transfer-Out to DSF (205)			\$3,021				
REET Transfer-Out to Street Fund (101)			\$22,150				
<b>Total Expenditures</b>	<b>\$8,438,977</b>	<b>\$485,477</b>	<b>\$424,671</b>	<b>\$429,500</b>	<b>\$1,314,500</b>	<b>\$2,165,000</b>	<b>\$3,990,000</b>
<b>Ending Cash &amp; Investments</b>	<b>\$6,940,938</b>	<b>\$635,628</b>	<b>\$1,230,629</b>	<b>\$1,281,628</b>	<b>\$1,072,828</b>	<b>\$1,104,227</b>	<b>\$1,245,827</b>

**City of Anwood  
Projected Capital Projects  
2013 Budget**

Parks (104/110/121)		Budget					2017 & Beyond
		2012	2013	2014	2015	2016	
	SFR Building Permits	5	30	30	30	30	
Beginning Cash & Investments	\$8,490,664	\$89,728	\$1,607,000	\$1,404,159	\$1,433,709	\$1,883,259	\$2,072,809
Revenues							
Impact Fees	\$641	\$3,045	\$19,300	\$19,300	\$19,300	\$19,300	\$19,300
Transfer-In from Contingency (109)		\$102,300					
REET 1 Transfer-In	\$1,300,000	\$120,000	\$480,000			\$50,000	\$650,000
REET 2		\$80,000	\$80,000		\$80,000	\$80,000	\$80,000
Bond Proceeds	\$4,980,000				\$4,980,000		
Grant Proceeds	\$3,835,000		\$50,000	\$195,000	\$1,850,000	\$1,740,000	\$0
Interest	\$6,550	\$500	\$5,050	\$250	\$250	\$250	\$250
<b>Total Resources (includes BNC)</b>	<b>\$19,214,059</b>	<b>\$93,273</b>	<b>\$1,983,650</b>	<b>\$2,178,709</b>	<b>\$8,363,259</b>	<b>\$3,772,809</b>	<b>\$2,822,359</b>
<b>Expenditures:</b>	<b>Total Proj Cost</b>						
River Access / Launch	\$750,000		\$50,000	\$150,000	\$550,000		
City Hall Park	\$100,000		\$20,000	\$40,000	\$40,000		
Downtown Park	\$250,000		\$50,000	\$50,000	\$150,000		
Dog Park	\$50,000					\$50,000	\$0
Neighborhood Park	\$5,050,000		\$10,000	\$10,000	\$4,980,000		\$50,000
Trails	\$910,000				\$10,000	\$500,000	\$400,000
Church Creek Rehabilitation	\$300,000					\$50,000	\$250,000
Heritage Park Rehabilitation	\$1,450,000			\$450,000		\$350,000	\$650,000
Skate Park Rehabilitation	\$60,000		\$60,000				
Port Susan Food and Farming Center	\$1,545,000		\$0	\$45,000	\$750,000		
Transfer-Out to DSF (205)			\$17,909				
Building Improvements			\$100,000				
Principal - 800 Megahertz			\$130,208				
Interest - 800 Megahertz			\$38,353				
Transfer-Out to Street Fund (101)			\$100,000				
Transfer-Out to DSF (205)			\$3,021				
<b>Total Expenditures</b>	<b>\$10,465,000</b>	<b>\$0</b>	<b>\$579,491</b>	<b>\$745,000</b>	<b>\$6,480,000</b>	<b>\$1,700,000</b>	<b>\$1,350,000</b>
<b>Ending Cash &amp; Investments</b>	<b>\$8,749,059</b>	<b>\$93,273</b>	<b>\$1,404,159</b>	<b>\$1,433,709</b>	<b>\$1,883,259</b>	<b>\$2,072,809</b>	<b>\$1,472,359</b>

City of Danwood  
Projected Capital Projects  
2013 Budget

Sewer (403/405)	Budget 2012		2013	2014	2015	2016	2017 & Beyond
	SFR Building Permits	30					
Beginning Cash & Investments	\$8,847,459	\$1,795,779	\$2,170,000	\$2,181,400	\$1,667,280	\$943,360	\$89,640
Revenues							
Connection Fees	\$500	\$2,500	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Plant Investment Charge	\$6,476	\$200,000	\$195,000	\$194,280	\$194,280	\$194,280	\$194,280
Bond Proceeds	\$0						
Grant Proceeds	\$0						
Interest	\$48,000	\$9,000	\$7,400	\$7,600	\$7,800	\$8,000	\$8,200
<b>Total Resources (includes BNC)</b>	<b>\$10,145,079</b>	<b>\$2,007,279</b>	<b>\$2,387,400</b>	<b>\$2,398,280</b>	<b>\$1,884,360</b>	<b>\$1,160,640</b>	<b>\$307,120</b>
Expenditures:							
Professional Services	\$270,000	\$35,000	\$35,000	\$50,000	\$50,000	\$50,000	\$50,000
Miscellaneous Improvements	\$660,000	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000
Infrastructure Access cctv	\$126,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000
Pioneer Hwy Ex4a and Ex4b	\$457,000	\$457,000					
Wash Water System	\$30,000		\$30,000				
Telemetry	\$60,000		\$10,000	\$50,000			
Basin 1 Pipe Eval/Repair/Replace	\$1,300,000		\$0	\$150,000	\$150,000	\$500,000	\$500,000
Main Pump Station - 4th Pump	\$200,000			\$50,000	\$150,000		
Receiving Station	\$750,000			\$300,000	\$450,000		
Upper Pioneer Highway	\$790,000				\$10,000	\$390,000	\$390,000
<b>Total Expenditures</b>	<b>\$4,643,000</b>	<b>\$623,000</b>	<b>\$206,000</b>	<b>\$731,000</b>	<b>\$941,000</b>	<b>\$1,071,000</b>	<b>\$1,071,000</b>
Ending Cash & Investments	\$5,502,079		\$2,181,400	\$1,667,280	\$943,360	\$89,640	-\$763,880

City of Sanwood  
 Projected Capital Projects  
 2013 Budget

Drainage (411/412)		Budget 2012	2013	2014	2015	2016	2017 & Beyond
		30	30	30	30	30	30
	SFR Building Permits						
Beginning Cash & Investments	Fees	\$273,373	\$360,000	\$77,100	\$28,950	\$5,800	-\$192,350
Revenues							
Plant Investment Fees	\$665		\$20,000	\$19,950	\$19,950	\$19,950	\$0
Drainage Connection Fees	\$200	\$1,000	\$6,000	\$6,000	\$6,000	\$6,000	\$30,000
Transfer-in from Drainage Operating	\$500,000		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bond Proceeds	\$0						
Grant Proceeds	\$2,625,000			\$375,000	\$950,000	\$1,300,000	
Interest	\$6,000	\$1,300	\$1,100	\$900	\$900	\$900	\$900
<b>Total Resources (includes BNC)</b>	<b>\$3,818,723</b>	<b>\$275,673</b>	<b>\$487,100</b>	<b>\$578,950</b>	<b>\$1,105,800</b>	<b>\$1,432,650</b>	<b>-\$61,450</b>
	Total						
Expenditures:	Proj Cost						
Improvements	\$21,000	\$21,000					
SR532 Flood Protection Berm/Path	\$1,000,000		\$50,000	\$200,000	\$750,000		
Irvine Slough Pump Station	\$50,000		\$25,000	\$25,000			
Florence Road	\$10,000		\$10,000				
7 Flood Culverts	\$657,000	\$207,000	\$250,000	\$50,000	\$150,000		
Flood By-Pass WWTP Lagoon	\$1,700,000		\$50,000	\$250,000	\$0	\$1,300,000	\$100,000
Big Ditch	\$250,000		\$0	\$0	\$0	\$150,000	\$100,000
Enclose Ditch - Lovers' Lane (92nd/276th)	\$425,000		\$0	\$0	\$175,000	\$150,000	\$100,000
Retention Pond Improvements	\$125,000		\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
<b>Total Expenditures</b>	<b>\$4,238,000</b>	<b>\$228,000</b>	<b>\$410,000</b>	<b>\$550,000</b>	<b>\$1,100,000</b>	<b>\$1,625,000</b>	<b>\$325,000</b>
Ending Cash & Investments			<b>\$77,100</b>	<b>\$28,950</b>	<b>\$5,800</b>	<b>-\$192,350</b>	<b>-\$386,450</b>



City of Greenwood  
Projected Capital Projects  
2013 Budget

Water (422/423/424)	Budget					2017 & Beyond
	2012	2013	2014	2015	2016	
SFR Building Permits		30	30	30	30	30
Beginning Cash & Investments	\$2,322,354	\$2,050,000	\$1,350,300	-\$498,200	-\$1,608,700	-\$2,659,200
Revenues						
Connection Fees	\$93,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
Cedar Home Plant Investment Fees	\$2,570	\$77,100	\$77,100	\$77,100	\$77,100	\$77,100
Transfers-in from Operating Funds	\$0					
Plant Investment Charge (\$5,280)	\$5,280	\$158,400	\$158,400	\$158,400	\$158,400	\$158,400
Bond Proceeds	\$308,000		\$50,000	\$258,000		
Grant Proceeds	\$0					
Interest	\$12,800	\$2,800	\$2,000	\$2,000	\$2,000	\$2,000
Total Resources (includes BNC)	\$2,547,854	\$2,306,300	\$1,665,800	\$15,300	-\$1,353,200	-\$2,403,700
Expenditures:						
Total Proj Cost						
Water Use Efficiency	\$11,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Improvements	\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
PZ1 297 zone to 400 zone	\$689,000					
Bryant Well No. 3	\$183,000					
Water Line Replacement	\$11,000					
Valve Repair	\$15,000					
Cross Connection Control	\$96,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Meter Install	\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Well Head Protection	\$50,000	\$50,000				
Bryant Well No. 2 Replacement (bond)	\$936,000	\$183,000	\$753,000			
Hatt Slough	\$100,000	\$100,000				
103rd (273rd - 532) Water Main	\$430,000		\$70,000	\$360,000	\$0	\$0
101st (274th - 270th) Water Main	\$308,000		\$50,000	\$258,000	\$0	\$0
Pioneer Hwy (64th - 72nd) Water Main	\$1,325,000	\$200,000	\$1,125,000			
Leque Road (Treatment Plant)	\$2,700,000			\$700,000	\$1,000,000	\$1,000,000
Cedar Home Well (Pipe / Building)	\$152,000					
Knittle Res. Sensors	\$15,000	\$152,000				
PZ1 125 and 242 to 245	\$100,000	\$100,000				
Bailey Res. Altitude Sensors	\$500,000			\$150,000	\$150,000	\$150,000
Total Expenditures	\$8,411,000	\$956,000	\$2,154,000	\$1,624,000	\$1,306,000	\$1,306,000
Ending Cash & Investments		\$1,350,300	-\$498,200	-\$1,608,700	-\$2,659,200	-\$3,709,700

Other Bond-Qualified Projects which may not be listed above (Per Exhibit B of bond ordinance)

267 Water Main Upgrade	\$113,000
Pressure Zone Improvement 297 to 365	\$839,000
Pressure Zone Improvement 125 & 242 to 245	\$664,000
Bailey Reservoir to Hatt Slough Telemetry	\$50,000
Water Use Efficiency Program	\$50,000
Wellhead Protection Program	\$50,000
Total	\$1,766,000

## SECTION VII – TRANSPORTATION ELEMENT

### Introduction

#### Purpose

The Growth Management Act requires that jurisdictions developing comprehensive plans include a Transportation Element that is extensive and attempts to relate transportation to land use. This Transportation Element is based on the Land Use Element, and the future transportation needs are consistent with a “medium” growth projection of 3.0 percent per year in residential units. According to the Growth Management Act, the following components must be addressed within the transportation element of the Comprehensive Plan:

1. Transportation goals, policies, and actions
2. An inventory of existing services and facilities
3. Future land use assumptions, used in estimating travel
4. Regionally coordinated level of service standards for all arterials and transit routes
5. Identification of current and future deficiencies in the transportation system which must be met to accommodate current and future demands
6. A finance component
7. Following the approval of the Comprehensive Plan, adoption of concurrency ordinances prohibiting approval of a development which causes the level of service of a transportation facility to be lowered below adopted standards
8. An action plan for bringing into compliance any services or facilities below the established levels of service.

#### Major Transportation Issues

A number of important issues regarding visions of Stanwood’s future and preferences for accommodating growth are explored in the Land Use Element and Housing Element. As Stanwood and areas in close proximity to the City continue to develop, transportation related issues will join the many concerns stemming from this additional development. Increasing volumes of traffic will focus attention on issues that include:

- Stanwood is a small town within a rural environment, yet it is bisected by a state route carrying substantial amounts of fast-moving traffic to Camano Island. SR-532 is the primary access to Stanwood’s city center and commercial areas. Given the increased traffic projections along SR-532 and the need for continued service of Camano Island, how can the City of Stanwood accommodate this through-traffic while maintaining the ability for local traffic to safely and efficiently use the state route?
- The goals/policies for downtown strive to create a pedestrian environment by encouraging people to walk to and within the central business district. In

addition, the plan contains goals to encourage people to park their vehicles and walk from shop to shop. Some residents feel there is insufficient parking to support this concept.

- Heavy traffic volumes passing through town on SR-532 decrease mobility and accessibility of local traffic. How can Stanwood and WSDOT manage traffic congestion in town? What are the cumulative effects on Stanwood's roadways and downtown from development that may occur within adjacent jurisdictions, including Camano Island?
- Stanwood is presently served by Community Transit and Island Transit. While commuter ridership to Everett and Seattle is heavily used, local ridership is low. How should Stanwood address enhancing alternative transportation modes, and assess the adequacy of existing transit service? What should rail transportation's long-term role be?
- How can Stanwood's relatively distinct districts – especially West District and East District – be better linked together?
- How can community assets such as the Stillaguamish River and open spaces be made more accessible?
- How can the City achieve an integrated road network for better mobility and accessibility within the city limits and the UGA?

By considering these issues as transportation policies are developed and refined, the City can anticipate problems and resolve them.

The intent of the Growth Management Act is that Stanwood's management and regulations of land uses be supported by policies relating to the provision of transportation networks and facilities. If the link between land use and transportation is achieved; the results will be a vital community served by good transportation facilities and services, efficient use of public funds, strong local economies, and preservation of the natural environment.

## **Transportation Goals and Policies**

The following goals and policies were developed based on input from community members and the City's Planning Commission.

### **Goal**

***TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility and accessibility for all members of the community.***

### **Policies**

*TP-1.1 - Improvements to existing street networks shall be planned 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* - Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles.

*TP-1.3* - Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.

*TP-1.4* - Help minimize and mitigate adverse impacts of transportation services on designated critical areas, and resource lands.

*TP-1.5* - Work with the School District to encourage ridership on school buses.

*TP-1.6* - Establish a transit overlay in the East Stanwood area that encourages commuter rail, bus, park and ride, and bicycle use.

*TP-1.7* - Work with local, state, and regional agencies to achieve regional air quality goals.

## **Goal**

***TG-2* - Develop level of service and design standards that are consistent with those of surrounding jurisdictions.**

## **Policies**

*TP-2.1* - Maintain a LOS "D" standard for all residential roadways and an LOS "E" standard for commercial intersections and roadways, with the exception of SR 532, which should maintain the LOS standard applied by the Puget Sound Regional Council for Highways of Regional Significance.

*TP-2.2* - Identify existing safety hazards, and give these locations the first priority for correction.

*TP-2.3* - 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-2.4* - Work with Puget Sound Regional Council (PSRC) to have the City's Comprehensive Plan reviewed and approved by PSRC.

*TP-2.5* - Work with Island County and Snohomish County to ensure consistency of transportation plans.

*TP-2.6* - Work with transportation agencies to establish public education programs to encourage public transportation usage.

### **Goal**

***TG-3* - Achieve concurrency requirements for transportation facilities by considering levels of service and financial capacities.**

### **Policy**

*TP-3.1* - The City establishes the following minimum concurrency criteria, any one of which may satisfy the concurrency requirement.

- The necessary facilities are in place at the time a development permit is issued;
- The development permit is issued subject to the condition that the necessary facilities will be in place when the developer impacts occur;
- When the permit is issued, the facilities are under construction;
- The necessary facilities are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities or provision of the services within one year of the issuance of the development permit; or
- The City of Stanwood has committed to provide the necessary facilities and services in accordance with a six-year schedule of capital facilities improvements.

### **Goal**

***TG-4* - Minimize traffic impacts on residential neighborhoods.**

### **Policies**

*TP-4.1* - Roadways, sidewalks, trails, bicycle facilities, and other public circulation areas shall be designed to provide high levels of safety.

*TP-4.2* - Local access streets shall be designed to provide high levels of safety for pedestrians, bicycles, and automobiles, and to meet the requirements of the Americans with Disabilities Act (ADA).

*TP-4.3* - Use neighborhood traffic control devices where necessary to direct through traffic to streets classified and designed for that purpose.

### **Goal**

***TG-5* - Plan for non-motorized facilities.**

### **Policies**

*TP-5.1* - Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas.

*TP-5.2* - Where feasible, sidewalks shall be provided on both sides of all new and reconstructed public streets.

*TP-5.3* - The City adopts a conceptual trail system master plan that connects the central business district, residential neighborhoods, parks, schools, transit and other public and private facilities.

*TP-5.4* - Include standards for development of non-vehicular 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-5.5* - Unimproved public rights-of-way shall be preserved when reasonable to assure they are available in the future for development of an interconnected network of safe and attractive pedestrian and bicycle access trails to employment, shopping, recreation, and transit centers.

*TP-5.6* - Support the preservation of railroad rights-of-way for alternative uses (i.e. trails) when continued rail service is not practical.

*TP-5.7* - The municipal code shall include building site design criteria such as reduced setback requirements for through easements (short cuts with sidewalks) for pedestrian and bicycle use while not adversely impacting the development of potential individual parcels. This will provide direct paths to schools, shopping centers, transit facilities, and recreational facilities.

## **Goal**

***TG-6* - Develop a consistent, logical, and practical road system.**

## **Policies**

*TP-6.1* - Maintain existing brick roads, particularly 270th Street NW, in brick when financially feasible.

*TP-6.2* - Utilize and update regularly the City's Public Works Development Guidelines and Construction Standards for design of roadways.

*TP-6.3* - Develop an integrated road network throughout the city, particularly in downtown and the UGA (as it is annexed).

*TP-6.4* – Encourage or require where appropriate a grid of through-streets to create a transportation system with east-west and north-south connections.

**Goal**

***TG-7* - Plan for State transportation facilities as required by HB 1487.**

**Policies**

*TP-7.1* - Maintain a transportation system inventory, level of service requirements, a concurrency ordinance, an assessment of growth impacts, and a needs analysis for SR-532.

*TP-7.2* - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.

*TP-7.3* - 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 that roadway.

**Goal**

**Policies**

*TP-8.1* - Connect West District with East District with an inviting and functional connection.

*TP-8.2* - Initiate long-term discussions with rail providers to expand passenger rail service.

*TP-8.3* - Provide corridors for pedestrian and small watercraft access to the Stillaguamish River.

*TP-8.4* - Coordinate with WSDOT for long-term and near-term improvements to SR-532 as identified in the Route Development Plan.

*TP-8.5* - 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-8.6* - Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.

*TP-8.7* - Work toward completing an integrated street networks for automobiles and pedestrians.

*TP-8.8* - 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-8.9* - 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.

## **Level of Service Standards**

Level of service (LOS) is a measurement of the quality of some element of a transportation system. It can be described by one or more factors such as travel times, level of congestion, volume-to-capacity ratio, safety, vehicle density, frequency of service, comfort and convenience, or other measures.

The Growth Management Act requires level of service standards be established to gauge the performance of the existing transportation network, including roads and transit. The level of service standards are also used in the establishment of traffic impact mitigation fees. Finally, the level of service standards are used as a tool in programming of transportation funds to determine priorities between needs.

Establishing a level of service standard involves a tradeoff between roadway congestion and improvement costs, or transit service and the costs for improved service. This involves not just technical questions, but political questions. Motorists pay for roadway congestion either through delay or by funding the costs of improvements.

This section addresses existing levels of service and recommends level of service standards for roadways and transit in Stanwood.

### **Roadway Level of Service**

For roadways, level of service performance can be measured in terms of delay, travel speed, vehicle density, or other measures. Of the simplest, most common, and most meaningful measures is delays incurred at intersections. Intersections generally limit the capacity of street networks because they create focused locations where most conflicting traffic movements must share available road space. The "level of service"



methodology relates intersection volume and capacity, as derived in the 2000 Highway Capacity Manual.

At unsignalized intersections, vehicular delay is classified on a scale from “A,” indicating an average delay of 10 seconds or less, to “F,” indicating an average delay exceeding 50 seconds. Table TR-1 summarizes the level of service ranges for unsignalized intersections.

**Table TR-1. Levels of Service at Unsignalized Intersections**

Level of Service	Expected Traffic Delay	Average Vehicular Delay
A	Little or no delay	≤ 10 seconds
B	Short traffic delay	10 to 15 seconds
C	Average traffic delay	15 to 25 seconds
D	Long traffic delay	25 to 35 seconds
E	Longer traffic delay	35 to 50 seconds
F	Very long traffic delay	> 50 seconds

Signalized intersections follow a similar level of service scale, as shown in Table TR-2. These delays are based on control delay, or signal delay. This includes delays when vehicles are stopped, but also delays during deceleration and acceleration.

**Table TR-2. Levels of Service at Signalized Intersections**

Level of Service	Description	Average Delay (sec/veh)
A	Very low delay; most vehicles do not stop at intersection.	≤ 10
B	Generally good progression or short cycle length; more vehicles forced to stop.	10 to 20
C	Fair progression or longer cycle length; significant number of vehicles stop.	20 to 35
D	Congestion becomes noticeable; individual cycle failures occur; longer delays and longer cycle length; most vehicles stop.	35 to 55
E	Usually considered limit of acceptable delay; indicates poor progression, long cycle length, and high volume-to-capacity ratio; frequent cycle failures.	55 to 80
F	Excessive delay; frequently indicates demand exceeding capacity.	> 80

In a highly developed urban area, level of service “E” is usually considered the

minimum operational standard during peak hours. In accordance with TP-2.1, Stanwood adopted a minimum level of service “D” standard for all residential roadways and an LOS “E” standard for commercial intersections and roadways.

**Transit Level of Service**

The quality of a transit system may be measured in a several ways, such as number of trips per day, proximity of population to nearest stop, hours and days of operation, destinations, schedule reliability, or comparison of travel time to that of a passenger car.

Several level of service criteria are described in the 2000 *Highway Capacity Manual*. Three criteria judged most appropriate for Stanwood were selected as shown in Table TR-3. The transit level of service is based on an assessment of all three characteristics.

**Table TR-3. Transit System Levels of Service**

Level of Service	Frequency of Service, Vehicles per Day to Seattle	Weekday Hours of Operation, Local Service	Load Factor, Passengers per Seat, Seattle Service
A	> 15	18 to 24	0 to 0.5
B	12 to 15	16 to 18	0.5 to 0.75
C	8 to 11	13 to 16	0.75 to 1
D	4 to 7	11 to 13	1 to 1.25
E	2 to 3	3 to 11	1.25 to 1.5
F	0 to 1	0 to 3	Greater than 1.5

A recommended minimum level of service is “D.” (Based on current service discussed later, the current level of service based on these criteria is “E” for service frequency; “C” for hours of operation; and appears to be “C” for load factor.)

As the City has minimal involvement in providing or facilitating transit service, decisions by the primary transit providers could result in service deterioration beyond the power of the City. Therefore, the transit level of service serves as a barometer of whether the City should lobby transit providers for modification to service.

**Adjacent Jurisdictional Standards**

Snohomish County Code Title 30.66B establishes roadway concurrency standards, applicable only to County roads. This road adequacy standard is used to: (1) evaluate the impact of proposed development traffic on roadways and intersections, (2) establish

conditions ensuring adequate road capacity, and (3) deny proposed development which would have unacceptable impacts on road safety or levels of service.

The ordinance also states that: (1) an interlocal agreement may be adopted by the County and City which designates a different standard within the city boundaries or urban growth areas, (2) no improvements to the city roads can be required by the County based on these ordinances unless the City requests such improvements and an interlocal agreement exists between the City and the County. The Snohomish County Ordinance establishes a level of service “D” for all roadways other than those subject to interlocal agreements as described above, and defines level of service based on actual travel times for corridors that often include more than one intersection.

## **Transportation Concurrency**

Concurrency, as required by GMA, means that transportation facilities should be in place before, at the time, or within a reasonable time (six years) of the impact of development. The designation of levels of service should be set to reflect realistic expectations consistent with the achievement of growth aims. Setting such levels too high could, under some regulatory strategies, result in no growth. This would be contrary to GMA.

### **Application of Concurrency Test**

Before the City can project future transportation needs it must determine where in the development process it will test for concurrency. Because of the relatively small size of the City, a single development could have a significant impact on the City as a whole. Therefore, the City will review each permit for concurrency at the time of permit application. This does not mean the transportation improvements must be installed at the time of permit application; this is simply when the City will assess a project’s impact on the existing and committed transportation capacity.

It should be reiterated that Capital Facilities Policy 1.2 applies to periodic reassessments of needed transportation improvements:

CFP-1.2- Maintain at least a six-year plan to finance needed capital facilities within projected funding capacities. The plan shall clearly identify sources of public money for capital facilities. If projected funding is inadequate to finance projected capital facilities needs based on adopted levels of service standards and forecasted growth, adjustments shall be made to one or more of the following:

1. Revenue sources such as impact fees
2. Level of service standards
3. The Land Use Element, or

4. A combination of the three, to achieve a balance between funding capacities and needed facilities. The Capital Improvement Program shall be updated annually.

Likewise, if transportation concurrency standards can not be met, alternate design options can be considered including the following:

- Shifting development access locations to modify travel patterns
- Contributing to accelerated road improvements that will divert traffic away from a non-compliant location
- Introducing Transportation Demand Management strategies to reduce trip generation
- Phasing development to correspond to longer-range planned improvements.

## **Inventory and Analysis of Existing Transportation Network**

This section of the plan represents an inventory and description of the existing transportation system, and begins to analyze current and projected needs. The inventory and analysis of services and facilities are intended to provide an assessment of the capability of the existing system to meet existing needs, as well as to correlate system needs with estimates of projected land use and growth in Stanwood.

### **Street Network**

Stanwood lies approximately four miles west of Interstate 5. It is connected to the Interstate 5 by SR-532, the primary connection, and 300th St. NW, a secondary connection. See Figure TR-1. Local access to the city is primarily from SR-532 or Pioneer Highway. The traffic circulation within the downtown is focused on 271st Street NW, the main thoroughfare through the downtown. 102nd Avenue NW (Old Pacific Highway) is used primarily by residents entering and exiting the city from the north.

### **SR-532**

This section describes the physical characteristics of SR-532 within the City of Stanwood. SR-532 is the primary east-west corridor for traffic within the City of Stanwood and for traffic traveling through Stanwood between Interstate 5 and Camano Island. Because of development within the city and surrounding communities, SR-532 has become increasingly congested. WSDOT completed a Route Development Plan in 2001 with the assistance of Parametrix (based in Sumner, Washington). The RDP provides a comprehensive inventory of current and future roadway needs and recommended strategies to address deficiencies.

*Facility Description*

WSDOT classifies SR-532 as a principal arterial. It connects Camano Island to Interstate 5. Approximately one-third of the state route lies within the City of Stanwood between mileposts 3.6 and 5.9.

[[Figure TR-1 – Existing Street Network and Functional Classification System]]

Table TR-4 describes the five main roadway segments within the City. Traveling west to east, SR-532 is first characterized as part of the local transportation system – with driveways, sidewalks, and parking adjacent to the facility. East of milepost 4.07, the highway becomes more of a regional connection, with access limited to principal roadways, and without parking, sidewalks, or driveways. Between mileposts 4.09 and 5.25, the roadway is elevated, providing an overhead crossing of the Burlington Northern Santa Fe railroad.

**Table TR-4. SR-532 Characteristics Within Stanwood**

Milepost	Lane Width (feet)	Lane Configuration	Edge Treatment	Speed Limit (mph)
MP 3.60 (City Limits) and MP 4.07 (near Camano Street)	12	Two through lanes with a center two-way left-turn lane.	Curb, gutter, and sidewalk with parallel parking on both sides of the street	35
MP 4.07 to MP 4:25 (98th Ave NW intersection)	12	Two through lanes.	Asphalt shoulders	35
MP 4.25 to MP 4.90 (88th Ave NW intersection)	12	Two lanes with some turn lanes at intersections.	Asphalt shoulders	45
MP 4.90 to MP, 5.25 (Pioneer Highway)	12	Two lanes with some turn lanes.	Limited shoulders, railroad overpass	45
MP 5.25 to MP 5.90 (72nd Ave NW)	12	Two lanes with some turn lanes.	Asphalt shoulders	50

*Roadway Access*

SR-532 functions as a limited access corridor with the exception of the segment between milepost 3.60 and milepost 4.70 (western City limits to 102nd Avenue NW), where frequent driveways and a center two-way left-turn lane support a high level of vehicle movements to and from SR-532. While access is allowed, many properties have restricted access to reduce congestion and minimize vehicle conflicts. Existing access restrictions include turn restrictions from driveways, and separate driveways for inbound and outbound vehicles. Outside of this segment, SR-532 access points are limited to major street intersections.

*Major Intersections*

There are six primary intersections along SR-532 within the Stanwood City limits: 102nd Avenue NW (Old Pacific Highway), 98th Avenue NW, 92nd Avenue NW, 88th Avenue NW, Pioneer Highway, and 72nd Avenue NW. The intersections at 102nd Avenue NW and 98th Avenue NW are unsignalized.

SR-532/102nd Avenue - The intersection at 102nd Avenue NW is a stop-controlled intersection providing free through movements for eastbound and westbound traffic. The north leg of the intersection (102nd Avenue NW) becomes the Old Pacific Highway north of the city limits, and connects to Pioneer Highway north of 300th Street NW. The south leg provides access to an industrial use. A two-way center turn lane allows left-turn movements from SR-532 to 102nd Avenue NW and provides a refuge lane for vehicles turning left from 102nd Avenue NW.

SR-532/98th Avenue NW - The intersection of SR-532 and 98th Avenue NW provides connections between Camano Street, 270th Street NW, and 271st Street NW to the north, and Leque Road to the south. This intersection is stop-controlled for northbound and southbound movements. The only auxiliary turning lane is on eastbound SR-532.

SR-532/92nd Avenue NW - The intersection of SR-532 and 92nd Avenue NW provides connections to 270th Street NW and 271st Street NW to the north. This intersection was recently constructed with signalized control and provides access to the central portion of the downtown. The west leg of the intersection has a dedicated left-turn lane, and a single through lane. The east leg has a single through lane with a dedicated right-turn lane. The north leg has a two-lane approach with a dedicated right and left turn lane.

SR-532/88th Avenue NW - The intersection at 88th Avenue NW provides connections from the state highway to 271st Street NW to the north and to 267th Street NW and Marine Drive to the south. The west leg of the intersection has a dedicated left-turn lane, and a shared through/right-turn lane. The east leg has a single through lane with dedicated left- and right-turn lanes. The north and south legs both have single lane approaches.

SR-532/Pioneer Highway - The intersection of SR-532 and Pioneer Highway provides connections from SR-532 north to Conway and its access to Interstate 5. To the south, Pioneer Highway travels southeasterly connecting with the City of Arlington. The west and east legs of the intersection have dedicated left-turn lanes and shared through/right-turn lanes. The north and south approaches have shared left-turn/through lanes and dedicated right-turn lanes.

SR-532/72nd Avenue - 72nd Avenue NW connects to Pioneer Highway to the south and to the City's urban growth areas to the north. The intersection also serves Stanwood High School, Twin City Elementary School, Port Susan Middle School, a major commercial development to the south, and several residential neighborhoods to the north. The intersection has seen many improvements as part of the development of the large commercial center on the southeast corner of the intersection. The west and east legs of the intersection each have a dedicated left-turn lane and a shared



right/through lane. The south approach of the intersection has dedicated left- and right-turn lanes, along with a single through lane. The north leg of this intersection is a single lane with no dedicated turning lanes. Because no southbound left-turn lane exists, processing of north/south traffic is inefficient. The southbound movement provides a lagging protected left-turn phase, so vehicles waiting to turn left can substantially impede through traffic. The southbound approach (and, to a lesser extent, the northbound approach) can be seen to exceed capacity during the afternoon peak hours, especially at the end of the school day.

### **Pioneer Highway**

Pioneer Highway is the primary north-south road linking Stanwood with Arlington to the south and extending north to connect with the Old Pacific Highway to the north. This two-lane rural road has emerged from a farm to market agricultural road to a collector street servicing commercial/industrial development on the east end of downtown and emerging residential development that climbs from the valley floor in the east end of town.

There are several significant intersections along Pioneer Highway. The intersection with SR-532 is one of the most significant as it represents a major cross road in the City. This intersection is signalized and has been described above.

Another important intersection is at Cedarhome Drive NW/85th Drive NW, which forms a wye leading to downtown and 271st Street NW to the west and Cedarhome Drive and an existing concentration of residential development to the east. The steep grade to the east combined with the acute intersection angles make this intersection awkward to those unfamiliar to the downtown area and reduces its capacity.

Other streets including 276th Street NW, 86th Drive NW, Nordic Way, and 288th Street NW extend to and from the east into emerging residential neighborhoods. The majority of these streets form "T" intersections with Pioneer Highway and are stop-controlled.

### **102nd Avenue NW**

102nd Avenue NW connects Stanwood to and from the north. It serves as the north-south spine in the west end of downtown. Within the downtown area, this is the main street of West Stanwood. To the north this two-lane road with intermittent parking and selected turn lanes quickly returns to the rural two-lane road that was part of the Old Pacific Highway leading to Mount Vernon. All intersections along 102nd Avenue NW/Old Pacific Highway are stop-controlled, including its intersection with SR-532.

### **Street Classification**

Public streets are classified according to their function in terms of mobility and land access according to a functional classified system. Many jurisdictions use slightly

different classification systems to describe their particular roads. Arterials generally prioritize mobility over access and carry higher traffic volumes, while local streets emphasize accessibility over mobility and carry lower volumes. SR-532 is classified as a minor arterial by the City of Stanwood. 72nd Avenue NW is a major collector. 102nd Avenue NW, 271 St NW, 88th Avenue NW, 68th Avenue NW, and Pioneer Highway are the City's only minor collectors. The remaining streets are local access. Stanwood's functional street classifications are defined as follows.

#### *Principal Arterial*

A minor arterial connects centers and facilities within the community and provides some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties.

#### *Major Collector*

Major collectors provide ready access between densely populated areas and principal arterials, adjacent land uses (e.g., shopping, schools, recreation) and generally have much lower traffic volumes than arterials.

#### *Minor Collector*

A minor collector connects two or more neighborhoods and carries traffic within neighborhoods. Collectors also channel neighborhood traffic onto the major collectors and the arterials. Typically they carry moderate traffic volumes, have relatively shorter trips than arterials, and carry very little through traffic.

#### *Local Access Street*

This category comprises all roadways and streets not otherwise classified. These streets function to provide direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets, and delays are caused by turning vehicles. Volumes are low.

Stanwood's existing street network and classification system is depicted in Figure TR-1.

### **Street Conditions**

There are approximately 18.5 miles of roadway in the City, excluding SR-532. Of that total, 92 percent is asphalt concrete pavement (blacktop), or asphalt and concrete, 2 percent gravel or dirt, and 6 percent concrete or brick. Table TR-5 summarizes the findings of the survey.

**Table TR-5. Street Condition Based on Surface**

<b>Surface</b>	<b>Total Length (miles)</b>	<b>Percent of Total Roads</b>
Asphalt Concrete Pavement	16.6	89.7
Brick	0.62	3.3
Concrete	0.55	3.0
Gravel/Dirt	0.38	2.1
Concrete and Blacktop	0.35	1.9
<b>Total</b>	<b>18.5</b>	<b>100.0</b>

Source: Road Condition Inventory for the City of Stanwood, 1993

**Traffic Patterns**

Stanwood is dependent on SR-532 for access to and from the city, yet the city has limited influence on the State Highway traffic patterns. The predominant travel pattern is the through movement between Interstate 5 and Camano Island. About 19,000 vehicles travel on and off Camano Island from the region on a typical weekday. The predominant volume and higher speeds along SR-532 make access to and from side streets difficult – especially for left-turn maneuvers.

Freight transportation typically enters and exits the City via trucks on SR-532. Serving as the main east/west access for commercial truck traffic downtown is 271st Street NW. Pioneer Highway and 88th Avenue serve as the access from SR-532 to 271st Street NW. The Burlington Northern Santa Fe railroad continues to move freight in and out of Stanwood, including that from industries based in Stanwood.

**Traffic Volumes**

The City examined the general traffic flow along the existing street system to gain an understanding of traffic circulation as a whole. The description highlights the major roadways. To present a consistent representation of traffic volumes, a series of counts made in 2001 were used to describe travel patterns, and are summarized in Table TR-6 and Figure TR-2.

These data reflect link volumes during the peak 60-minute period during the afternoon commute period between 4 and 6 p.m. These volumes were studied because they generally represent the highest hourly volume within the day.

A review of this information suggests that traffic volumes along SR-532 grow from east to west within the City. This reflects a combination of three types of trips: 1) through volumes between I-5 and Camano Island; 2) external trips like Camano Island residents traveling to and from town to take advantage of City shopping and services; and 3) trips between the uptown and the downtown areas.

Major influx and outflow of traffic occurs at the major cross streets of 72nd Avenue NW, Pioneer Way, 88th Avenue NW, and 102nd Avenue NW. The recent extension of 92nd Avenue NW to SR-532 with signaled traffic control is expected to slightly reduce some traffic volumes at the 88th Avenue NW/SR-532 signalization.

**Table TR-6. Year 2003-2004 Traffic Volumes**

Location	ADT*	Peak Hour Traffic Volume
SR-532, West of 102nd Ave NW	20,226	1,799
SR-532, West of Camano Street	19,821	1,613
SR-532, West of 98th Ave NW	14,680	1,428
SR-532, West of 88th Ave NW	16,254	1,583
SR-532, West of Pioneer Highway	19,090	1,669
SR-532, West of 72nd Ave NW	16,721	1,470
SR-532, West of 64th Ave NW	15,630	1,459
SR-532, East of 64th Ave NW	16,103	1,429
Pioneer Highway, North of 271st Street NW	4,631	421
Pioneer Highway, South of 271st Street NW	4147	377
Pioneer Highway, West of 72nd Ave NW	2,948	268
Pioneer Highway, East of 72nd Ave NW	3,784	344

\* Estimated based on peak hourly volume and estimated ADT ratio.

**Existing Transportation Network Operation**

The operation of the City of Stanwood’s transportation system is assessed against its level of service standards. Policy TP-7 sets LOS “E” as the level of service standard for commercial intersections and roadways within the Stanwood area, including SR-532. Table TR-7 shows the afternoon peak hour levels of service for major study intersections, based on 2001 volumes. As shown, analyzed intersections do not exceed the City’s standards except on the unsignalized approach from 102nd Avenue NW. This suggests that some improvements are warranted at 102nd Avenue NW. If a traffic signal were installed here, it is likely that the level of service at Camano Street and 98th Ave NW would improve as drivers shift away from the unsignalized intersections to use the protection offered by the 102nd Avenue NW signal and left-turn channelization.

[[Figure TR-2 – Year 2001 Traffic Data Summary]]

**Table TR-7. Existing Level of Service Summary (2003-4)**

North/South Street	East/West Street	Intersection Control	PM Peak LOS and Delay (sec/veh) <sup>1</sup>
102nd Avenue NW	SR-532	2-Way Stop	F, >100
Camano Street	SR-532	SB Stop	D, 26
98th Drive NW	SR-532	2-Way Stop	D, 31
92nd Avenue NW	SR-532	Signalized	A, 3
88th Avenue NW	SR-532	Signalized	C, 25
Pioneer Highway	SR-532	Signalized	C, 29
72nd Avenue NW	SR-532	Signalized	D, 38
72nd Avenue NW	265th St NW	Signalized	A, 6
72nd Avenue NW	267th St NW	2-Way Stop	D, 26

<sup>1</sup>Worst approach for unsignalized intersections; overall average for signalized intersections.

**Collision History**

A collision history along SR-532 was used as an indicator of the accident conditions in Stanwood because it represents the most recent and comprehensive summary of such data. A summary of the last three complete years of data is summarized in Table TR-8. This shows that the accident frequency along SR-532 has remained relatively stable over the past three years. There have not been any recorded fatalities and about 60 percent of the accidents involve only property damage, with the remaining 40 percent involving some type of injury. Over 70 percent of the accidents involved rear-end accidents. Accidents involving cars traveling in the opposite direction accounted for 10 percent of the accident and about 7 percent were angle accidents. There was only one pedestrian accident recorded.

**Table TR-8. SR-532 Traffic Collision Summary, 2000 to 2002**

Year	Total Accidents	Severity					Collision Type				
		Property Damage	Injury	Fatality	Fixed Object	Rear-end	Opposite Direction	Angle	Overturn	Bicycle	Pedestrian
2000	75	50	25	0	2	50	8	7	1	0	0
2001	73	41	32	0	1	56	7	0	0	0	0
2002	72	46	26	0	3	45	7	6	0	0	1
Total	220	137	83	0	6	151	22	13	1	0	1

Collisions were also sorted by road segment, as summarized in Table TR-9. This indicates the highest accident frequency is observed in the section from Pioneer Highway to 88th Avenue NW and from 102nd Avenue NW to Smith Road. This existing problem should be partially mitigated with the widening and channelization planned for as part of the SR-532 improvements. WSDOT designated a High Accident Corridor (HAC) on SR-532 from east of 64th Avenue NW (east of the City limits) to west of Pioneer Highway, meaning during the study period the number of collisions exceeded the statewide average. This section includes two traffic signals – the first encountered by westbound motorists from Interstate 5. WSDOT has identified no High Accident Locations (HAL) in this corridor.

### **Park and Ride Service**

Two park and ride lots serve the Stanwood area. The primary one, located at the Interstate 5 / SR-532 interchange, has capacity for approximately 104 vehicles. A February 2001 report by Parsons Brinckerhoff for the Washington State Department of Transportation reported a year 2000 observed demand of 110 vehicles. Numerous observations during weekdays confirm that demand exceeds supply.

A “satellite” park and ride facility, with capacity for an additional 75 vehicles, exists within Stanwood at 267th Place NW and 88th Ave NW, comprised of two parking lots on either side of SR-532. Observation during field investigations in the downtown area suggest these lots are underutilized. Another lot, however, recently established in the Viking Village parking lot in downtown Stanwood, is well-used.

**Table TR-9. SR-532 Traffic Collision History by Location, 2000-2002**

Milepost	Location	Collision Frequency	Collision Type								
			Fixed Object	Rear-end	Opposite Direction	Angle	Overturn	Pedestrian	Sideswipe Same Dir.	Other	
2.84 - 4.02	Smith Rd to 102nd Ave NW	46	1	24	6	10				4	1
4.03	102nd Ave NW intersection	5		2		3					
4.04 - 4.10	102nd Ave NW to Camano St	2				1				1	
4.11	Camano Street intersection	3			1	2					
4.12 - 4.24	Camano St to 98th Ave NW	9		5		4					
4.25	98th Ave NW intersection	8		6	1	1					
4.26 - 4.89	98th Ave NW to 88th Ave NW	9	1	6	2						
4.90	88th Ave NW intersection	20	1	17	1					1	
4.91 - 5.24	88th Ave NW to Pioneer Hwy	36		36							
5.25	Pioneer Highway intersection	18		14	2	2					
5.26 - 5.89	Pioneer Hwy to 72nd Ave NW	25	1	23							1
5.90	72nd Ave NW intersection	29		18	8	1	1	1			
5.91 - 6.21	72nd Ave NW to City Limits	3		2							1
6.21 - 7.00	East of City Limits	7	2	2	1	1					1
<b>Total</b>		<b>220</b>	<b>6</b>	<b>155</b>	<b>22</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>4</b>

Although not an official park and ride facility, some residents use the parking lot of the Hagggen’s Food and Pharmacy as a de facto park and ride facility. The combination of the heavy demand for the park and ride at the Interstate 5 /SR-532 interchange and this observed condition suggest additional park and ride service might be considered as part of future transit planning as a means of managing traffic volume.

**Community Transit Service**

One Community Transit commuter route (422) and two local routes (240 and 247) currently serve the Stanwood area.

Route 422 travels to both park and rides, along SR-532 to Interstate 5, and connects Stanwood to Marysville and downtown Seattle. Route 422 makes three runs from Stanwood on weekday morning (between 5:30 and 7 a.m.), with three return runs to Stanwood arriving weekday afternoons (arriving between 5:30 and 7 p.m.). There is no weekend service.

Route 240 offers local service and connects to Arlington seven days a week. It serves the Stanwood Senior Center, Stanwood High School, 72nd Ave NW, Old Pioneer



Highway, 88th Ave NW, the Josephine Sunset Home, 102nd Ave NW, Warm Beach Manor, Lake Goodwin Resort, and the Smokey Point Transit Center. Headways are approximately every 60 minutes until 7 p.m., beginning weekdays at 6 a.m. and on weekends at 9 a.m.

Route 247 connects Stanwood to Marysville and the Everett Boeing facilities. It has four weekday morning runs from Stanwood between 4 and 6 a.m., and four trips returning between 3 and 5 p.m. There is no weekend service.

### **Island Transit Service**

Island Transit route 3 also serves Stanwood, weekdays between 7 a.m. and 5:30 p.m. on approximately 60-minute headways. It connects the Camano Island Plaza near Terry's Corner to Frontier Bank, Haggen Food and Pharmacy, and 272nd Street NW / Pioneer Highway. Riders are charged no fare to use the Island Transit system.

According to a 1991 survey of Stanwood Area residents, only 2 percent of 450 responders used the bus routes regularly. This is consistent with transit usage in other locations outside of major metropolitan areas. However, this transit service can be critical to those with no other mode of transportation, such as those without functioning automobiles, students, and tourists.

### **Transit Level of Service**

Based on the recommended methodology discussed under Level of Service Standards, the concurrency standard for Transit is LOS "E." Based on the current transit service levels, the current transit level of service is "C" or "D." Therefore, transit service is adequate.

### **Pedestrian Circulation**

The two primary sources of pedestrian travel in the Stanwood area are students traveling to and from schools within the City and residents living near downtown walking to procure goods and services. Students living less than one mile's walking distance from their school may walk to school or find alternative transportation. If hazardous conditions exist on roadways (e.g., high speeds, high volumes, inadequate shoulders or sidewalks), then students are bused to school. Most students who are required to cross either SR-532 or Pioneer Highway are bused to school.

Other sources of pedestrian travel are the city's trails. Members of the community have expressed great interest in potential future additions to the City's walking trail system in order to increase recreational walking. In the future, the City should develop policies to identify important pedestrian corridors and improve them to provide safety and ease of access. Parks and recreation facilities, the downtown, schools, and natural

amenities like the Stillaguamish River and the dikes should all be included in a long-term pedestrian plan.

### **Bicycle Routes**

Currently, no formal facilities exist for bicycles although Stanwood is located along a route for bicycle tours to Camano Island. Pioneer Highway is used heavily by cyclists and Camano Island is also a popular bicycling area.

Stanwood has no officially designated bikeways. However, City staff believe bicycle use is increasing, especially recreational biking to and from Camano Island. Bicycling is an important form of recreation. It promotes exercise and good health, and it is an important alternative to the private automobile for transportation to and from home and workplace, schools, commercial centers, and recreational facilities. WSDOT's SR-532 Route Development Plan envisioned designated bicycle lanes as part of the SR-532 roadway improvements.

### **Water Transportation**

Limited water transportation occurs, largely along the Stillaguamish River corridor. Freight transportation is limited because the presence of silt makes the river difficult to navigate. Recreational use of water transportation system includes small motorboats, canoes, and kayaks. These opportunities can be enhanced with more convenient access points to the river.

### **Rail Transportation**

The Burlington Northern Santa Fe railroad crosses under SR-532 near 84th Avenue NW. Rail freight transportation is limited. However, two local food processing plants do transport produce via the railroad and two spur connections.

## **Future Transportation Conditions and Needs**

Future transportation conditions are directly related to land use. The land use forecasts plan on population growth city wide of between 2.5 to 3 percent annually. While this growth has not been broken down into traffic analysis zones or subareas, the majority of residential growth is expected to occur in the east and northeast sections of the city while commercial development will be split between resurgence in the Downtown and continued development in the Highlands.

### **Residential Growth**

Based on the Housing Element, this comprehensive plan estimates there will be about 2000 more dwelling units developed by 2025. The majority of this growth is expected to occur at the east end of the City in the uptown area and north of SR-532. This added

residential development is expected to generate up to 2000 new peak hour trips. The majority of these trips will use the road network to filter down to SR-532 and Pioneer Highway.

### **Commercial, Industrial, and Public Growth**

In addition to the major food processors, the school district makes up a major portion of the work force. There will be a corresponding portion of employment that increases with the housing and population growth. The Comprehensive Plan shows that the majority of this growth is targeted for the downtown area (where recent development is adding or replacing services needed in this growing part of the County) or in the uptown commercial area, as well as on School District properties. These uses will grow at a slower rate but proportionally to population.

### **Forecasted Roadway Volumes**

While population and employment data was insufficiently detailed to develop a comprehensive transportation model, the general forecast of citywide growth in combination with the comprehensive plan map was used to make some general estimates of traffic. Growth is expected to range on heavily traveled streets from 40 to 70 percent. In areas on the edge of the UGA where volumes are currently low, traffic volumes may more than double as new development occurs.

A database of current transportation sector information was created and an annual growth rate was applied to all current traffic volumes. It should be reiterated that the City of Stanwood and Snohomish County have worked together and jointly agreed on the land use assumptions and the geographical extent of growth in the UGA.

### **Roadway Level of Service**

Based on year 2025 traffic forecasts, Table TR-10 describes level of service for the 2025 preferred land use alternative. The analysis finds that all SR-532 study intersections would fail to meet the City's level of service standard assuming the road remains essentially the same as it is today. Growth in the urban growth area, coupled with increased development in surrounding areas, would result in demand volumes exceeding capacity, and excessive delays resulting in the LOS "F" ranking.

If SR-532 is widened to four lanes consistent with recommendations of the RDP, levels of service for all SR-532 signalized intersections would improve to acceptable levels. The widening would not alleviate the level of service "F" condition entering SR-532 from stop-controlled approaches.

**Table TR-10. Year 2025 Levels of Service**

East-West Street	North-South Street	Intersection Controls	PM Peak LOS, Delay (sec/veh)	
			2 Lane SR-532	4 Lane SR-532
SR-532	102nd Avenue NW	2-Way Stop	F >100	F >100
SR-532	Camano Street	SB Stop	F >100	F >100
SR-532	98th Drive NW	2-Way Stop	F >100	F >100
SR-532	88th Avenue NW	Signalized	F >100	D 36
SR-532	Pioneer Highway	Signalized	F >100	C 23
SR-532	72nd Avenue NW	Signalized	F >100	E 67
265th St NW	72nd Avenue NW	Signalized	B 14	B 14
267th St NW	72nd Avenue NW	2-Way Stop	F >100	F >100

**Six-Year Transportation Improvement Plan**

Stanwood’s current six-year Transportation Improvement Plan (TIP) is a list of projects that are scheduled for funding. This TIP contains road improvements that address a combination of safety, capacity, and long-term road system needs (improvements that bring roads up to appropriate design standards, missing links that facilitate development of an integrated road network, or infrastructure upgrades to reduce repetitious maintenance problems). The Goals and Policies in the Transportation Element have been prepared recognizing that not all projects in the TIP can be considered in the Capital Facilities Element.

Table TR-11 describes projects required over the next six years to improve existing deficiencies and maintain proposed LOS.

Financial planning for transportation must use the same process as the financial planning for other capital facilities. However, the timing and funding of transportation facilities are restricted by the concurrency requirements and the binding nature of LOS standards. The City is also required to provide such transportation services concurrently with new development. To the maximum extent possible, the City works with other agencies to enhance the potential for securing funding and for cost sharing.

**Table TR-11. Transportation Improvement Plan, Projects by Year**

Street (102/103/120)	Budget						2017
	2012	2013	2014	2015	2016	& Beyond	
SFR Building Permits	30	30	30	30	30	30	
Beginning Cash &	\$907,447	\$1,308,000	\$1,230,629	\$1,281,628	\$1,072,828	\$1,104,227	

City of Stanwood Comprehensive Plan

<b>Investments</b>							
<b>Revenues</b>							
Impact Fees	\$2,216	\$9,550	\$66,500	\$66,500	\$66,500	\$66,500	\$66,500
REET 1			\$80,000	\$80,000	\$80,000	\$500,000	\$80,000
Transfer-In from WM Street Maint Fee		\$11,000					
Bond Proceeds							
PSRC Grant	\$63,000	\$0					\$1,280,000
Grant Proceeds (ARRA)	\$18,000	\$4,500	\$4,500	\$4,500	\$4,500		
Grant Proceeds (TIB)	\$3,859,608	\$184,608			\$250,000	\$925,000	\$2,500,000
WSDOT/Safe Routes to School	\$1,250,000		\$125,000	\$125,000	\$500,000	\$500,000	
Transportation Benefit District	\$867,000	\$0	\$67,000	\$200,000	\$200,000	\$200,000	\$200,000
Interest	\$27,500	\$4,000	\$4,300	\$4,500	\$4,700	\$4,900	\$5,100
<b>Total Resources (includes BNC)</b>	<b>\$15,379,915</b>	<b>\$1,121,105</b>	<b>\$1,655,300</b>	<b>\$1,711,128</b>	<b>\$2,387,328</b>	<b>\$3,269,227</b>	<b>\$5,235,827</b>
	<b>Total</b>						
<b>Expenditures:</b>	<b>Proj Cost</b>						
68th Wetland Mitigation	\$18,000	\$4,500	\$4,500	\$4,500	\$4,500	\$0	\$0
SR532 Beautification (98th-104th)	\$53,000	\$53,000					
270th Reconstruction (97th-94th)	\$245,000	\$245,000					
72nd Ave (272nd-268th) Overlay	\$175,477	\$175,477					
272nd Reconstruction	\$3,000,000				\$250,000	\$250,000	\$2,500,000
68th St Sidewalk Construction	\$757,500	\$7,500	\$125,000	\$125,000	\$500,000		
284th (84th - 68th)	\$1,600,000					\$320,000	\$1,280,000
Marine Drive (268th - 271st)	\$300,000			\$50,000	\$250,000		

City of Stanwood Comprehensive Plan

276th Sidewalks & Intersection	\$175,000					\$75,000	\$100,000
101st Ave NW Reconst (270th - 274th)	\$1,000,000				\$75,000	\$925,000	
80th Ave Reconst Sidewalks/Path (ADA)	\$700,000			\$75,000	\$125,000	\$500,000	
Downtown Street and Sidewalk Imp.	\$100,000		\$20,000	\$80,000			
Wayfinding Sign	\$20,000	\$0	\$20,000				
New sidewalk/trail installation	\$150,000		\$50,000		\$50,000		\$50,000
Sidewalk Repair	\$45,000		\$15,000		\$15,000		\$15,000
Street Overlay	\$100,000			\$50,000		\$50,000	
Miscellaneous Capital Projects			\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Right of Way Construction & Repair			\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
REET Transfer-Out to Park Impr (104)			\$120,000				
REET Transfer-Out to DSF (205)			\$3,021				
REET Transfer-Out to Street Fund (101)			\$22,150				
<b>Total Expenditures</b>	<b>\$8,438,977</b>	<b>\$485,477</b>	<b>\$424,671</b>	<b>\$429,500</b>	<b>\$1,314,500</b>	<b>\$2,165,000</b>	<b>\$3,990,000</b>
<b>Ending Cash &amp; Investments</b>	<b>\$6,940,938</b>	<b>\$635,628</b>	<b>\$1,230,629</b>	<b>\$1,281,628</b>	<b>\$1,072,828</b>	<b>\$1,104,227</b>	<b>\$1,245,827</b>

### Transportation Systems Management

Transportation Systems Management (TSM) strategies such as traffic signal coordination, real-time traffic monitoring, driver communication technologies, incident response, and high-occupancy vehicle (HOV) management are useful in many instances to provide additional capacity without the typical construction of additional through lanes. Many of these technologies are not expected to be cost-effective given traffic

characteristics and volumes in Stanwood. However, some TSM strategies can be highly beneficial. Among them, providing appropriate traffic signal timings and coordinating adjacent traffic signals is expected to be the most cost-effective improvement to reduce motorist delay.

As any major construction project is evaluated, TSM alternatives should always be considered. Improvements such as providing modest turn lanes or extending existing turn lanes to prevent queue blockage can allow more efficient use of available gaps.

### **Transportation Demand Management**

In addition to adding capacity through road widening or TSM improvements, traffic congestion can also be alleviated through improved demand management.

Encouraging motorists to travel during off-peak periods, to link multiple trips into a single trip, or to make fewer vehicular trips by carpooling or using transit are a few examples. Transportation Demand Management (TDM) techniques in use include systems such as park and ride lots that make transit service more convenient.

Encouraging mixed use development can facilitate walking from one use to another. The City will continue to work closely with Community Transit and Island Transit to tailor local and commuter service to serve the demands of the local area. This will include the expansion and development of park and ride lots which can serve as park and pool facilities.

### **Analysis of Needed Capacity Improvements**

The following analysis addresses improvements to deficient facilities and to maintain LOS standards as the City grows.

#### *Near Term*

SR-532/72nd Avenue NW - This intersection is calculated to operating currently at level of service "C," but the northbound and southbound movements suffer long delays, especially at the end of the school day. Significant additional capacity can be provided with construction of a second southbound lane, which would allow more efficient protected/permitted left-turn movements to operate, and would allow left-turn vehicles to queue without impeding southbound through traffic. This improvement is included in the TIP in Table TR-11.

SR-532/102nd Avenue NW - The poor level of service at this intersection warrants signalization. This is expected to be part of the WSDOT improvements along SR-532, but may occur sooner. Together with some minor channelization improvements, this signal could be made as a first phase of the longer range widening plan for the entire corridor. This signal and channelization should address existing congestion and safety concerns.

*Future Roadway Improvement Needs*

Future traffic needs and conditions were predicted with the aid of regional plans, established LOS standards and designated land uses in the Land Use Element. These were all used to establish needed improvements and new roadway facilities in the next 20 years.

The City has these long-term goals for its future transportation system:

1. To move local residents safely and efficiently back and forth across SR-532. This will require the following at minimum:
  - A. Traffic signal and crosswalks on SR-532 at or near 98th Avenue NW;
  - B. Pedestrian improvements on SR-532 and crosswalks at all signalized intersections.
  - C. Pedestrian overpass or tunnel (location to be determined).
2. To improve access to commercial land between SR-532 and 271st Street NW. This will require the following:
  - A. A new street connecting 98th Drive NW with 94th Drive NW, along an extension of 269th Street or 270th Street NW and eventually extending east to 92nd Avenue NW;
  - B. Widening of 98th Drive NW from SR-532 to 271st Street NW, and possible consolidation with Camano Drive;
  - C. Signalization of SR-532/98th Avenue NW, along with coordination of signal at 88th Avenue NW;
  - D. Signalization of 102nd Avenue NW/SR-532;
  - E. Retention of signal at 88th Avenue NW, as warranted.
3. To improve access to and from SR-532, eventual roadway and lane widening, turn lanes, and signalization of all major intersections.
4. Research the viability of additional routes between the residential area “on the hill” and the low-lying commercial area of the city.

*Other Considerations*

*Stanwood UGA*

Until the Urban Growth Boundary is adjusted, it is clear that most residential growth will occur north of 272nd Street and east of Pioneer Highway. There are vacant pockets of land throughout the city where infill can also occur, but a more noticeable increase in residential activity will be to the northeast of the city. Based on this information, the City can expect to see a substantial increase in traffic volumes from vehicles coming



from that general area. This increase will strain current morning and afternoon peak capacities beyond adopted LOS standards if no road improvements are made on the major collector roads.

The major collector roads that will need improvements because of an increase city population include:

1. 72nd Avenue NW (north of SR-532);
2. 80th Avenue NW;
3. East-west connection at approximately 280th Street NW between 80<sup>th</sup> Avenue and 68<sup>th</sup> Avenue;
4. Cedarhome Drive NW;
5. Cedarhome Drive N;
6. 68th Avenue NW (extension to Woodland Rd);
7. 276th Street NW (east of current city limits).

72nd Avenue NW will be a natural feeder for vehicles coming south toward SR-532 from anticipated new residential development on either side of 80th Avenue NW, north of 276th Street. Street improvements to 72nd Avenue NW will be essential in the near future. Currently, traffic backups already occur on 72nd Avenue NW during peak traffic periods.

Also, 85th Drive NW, 86th Drive NW, and Cedarhome Drive NW will need improvements in the future. There is an established pattern of interest for several properties to the north of 280th Street NW for residential development. These three roads will require roadway improvements to handle increased activity serving Pioneer Highway. These local streets were designed to handle lower traffic volumes and not to serve as local collector roads. With an anticipated increase in traffic volumes, engineering studies will need to be undertaken to access the appropriate action for those roads.

### *Downtown*

Improvements to 271st Street NW will also need to be investigated. This street is one of only three roads that connect East and West Stanwood. An increase in commercial development is expected along 271st Street NW, and increased traffic volumes will need to be accommodated. An estimate of current daily traffic volumes for areas located close to 271st Street NW is approximately 16,000 trips per day. Historically, the majority of daytime business in the downtown area has come from residents outside the city limits, including Camano Island. This economic pattern may change in the next several years because of an increase in residential development within the City. Proportionally, more homes are expected to be built inside the City limits than in surrounding unincorporated areas. This may create a shift in roadway use and greater demands on 271st Street NW can be anticipated.

*SR-532 Roadway Needs*

The City's proposed future network would still rely on SR-532 as the primary route for both local and regional travel needs. Based on the land use and traffic growth assumptions for 2025, SR-532 would require a four-lane cross-section within the City limits to meet future projected traffic levels. In addition, intersection improvements such as turn lanes and signalization will be required to ensure future mobility within Stanwood.

The current WSDOT 20-year *State Highway System Plan* and the RDP suggest SR-532 should be widened to four lanes from the Island County line to Interstate 5 to correct for projected mobility deficiencies along the corridor. While these deficiencies are recognized, WSDOT has excluded these improvements from its fiscally constrained plan, meaning state funding for widening cannot be assumed in the near future. The estimated cost (WSDOT) for widening the segment between Island County line and 64th Avenue NW is at least \$23 million to \$30 million.

*Non-Motorized Facilities*

Non-motorized facilities including sidewalks, trails and bike-lanes are needed along many major collectors and on SR 532. As noted in the Capital Facilities Element, trails are also needed to meet level of service standards, but also to provide meaningful connections for alternative modes of travel.

*Summary*

Figure TR-3 illustrates the Future Transportation Network Improvements. A summary list of recommended improvements is:

1. SR-532/72nd Avenue NW, construction of one or two additional southbound lanes.
2. SR-532/102nd Avenue NW traffic signal.
3. Traffic signal and crosswalks on SR-532 at/near 98th Ave NW, and/or pedestrian overpass or tunnel (location to be determined).
4. Extension of 269<sup>th</sup> or 270<sup>th</sup> streets between 98th Drive NW and 94th Drive NW, eventually extending to 92nd Avenue NW.
5. Widening of 98th Drive NW between SR-532 and 271st Street NW, and possible consolidation with Camano Drive.
6. SR-532 roadway and lane widening, turn lanes, and signalization of all major intersections.
7. Research additional connections between downtown and eastern residential areas.
8. 72nd Avenue NW improvements, north of SR-532.
9. 80th Avenue NW improvements.

10. 280th Street improvements.
11. Cedarhome Drive NW improvements.
12. Cedarhome Drive North improvements and traffic signal at Pioneer Highway.
13. 85th Drive NW improvements.
14. 86th Drive NW improvements.
15. Traffic signal at Pioneer Highway / Cedarhome Drive
16. 267th Street Reconstruction (Pioneer Hwy to E. 14 miles).
17. 271st Street Overlay (88th Ave to 270th St).
18. 272nd St Reconstruction (Pioneer Hwy to 72nd Ave).
19. 270th St Brick Rd Reconstruction (102nd Ave to Camano St).
20. 90th Avenue Extension/274th Street.
21. New frontage roads along SR 532 to connect to new signal at 92nd Avenue.
22. New 74th Avenue to connect 267th Street with Pioneer Highway.
23. Add trails to Heritage Park and along SR 532 to connect commercial areas of the City.
24. Provide sidewalks/bike lanes with new improvements to SR 532.
25. Provide trail connections to Island County.

### **Future Transit Needs**

No significant changes to transit service have been proposed, so transit levels of service are expected to remain “C” or “D.” However, service shall be monitored, and opportunities for expanded service may be pursued.

#### *Interjurisdictional Coordination*

Transit service is coordinated by Community Transit (CT) to match routes with ridership and usage. The City of Stanwood is cooperating with CT and Island Transit (IT) in the routing of buses and the location of bus stops and shelters. Policies acknowledging the need to coordinate CT, IT, and the City’s transportation and land use planning are included in this element and in the Land Use Element. There appears, however, to be limited coordination between the two transit providers to reduce seams for commuters to Seattle, Everett, or Marysville.

[[Figure TR-3 – Future Transportation System]]

### *Deficiencies*

According to Community Transit staff and City staff, the Interstate 5 lot is operating over capacity, and some park and ride activity occurs in commercial parking areas on the east edge of Stanwood.

### **Future Pedestrian/Bicycle Needs**

As identified in the inventory, the trails are practically nonexistent in Stanwood today. Connecting the schools, recreation areas, residential neighborhoods, and downtown is a high priority. Safe and convenient bicycle racks will be required at all commercial developments. Figure TR-4 presents the proposed bicycle and trail system plan for the city.

### **Coordination of City Transportation Program**

Consistency is not only required by GMA, but it is a necessity to ensure proper coordination. The City will coordinate with surrounding jurisdictions as their plans are completed to assure consistency between Plans.

The City does not possess the resources, nor is it fiscally responsible for addressing all of the traffic circulation systems needs that might be identified through transportation planning. The City is confident that the financial resources necessary to achieve the goals of transportation improvements will be met.

### **Impact on Neighboring Jurisdictions**

Impacts of the transportation plan affect the neighboring jurisdictions of Camano Island and Snohomish County, and also have impacts on WSDOT infrastructure. In accordance with Policies TP-2.5 and 7.2, these agencies will be consulted to ensure plans are compatible. Moreover, the City should explore establishment of interlocal agreements with both counties and the State, to ensure that if development within one jurisdiction results in traffic impacts in the other, appropriate mitigation can be required.

[[Figure TR-4 – Proposed Non-Motorized Transportation Facilities]]

## SECTION VIII - UTILITIES ELEMENT

### Introduction

The City of Stanwood is required, under GMA, to develop a Utilities Element in their Comprehensive Plan. This Element provides policies guiding how city utilities should be provided within the City and the Urban Growth Area. This element also addresses "the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines, and natural gas lines." The following facilities will be addressed in this Utilities Element:

- A. Electrical System
- B. Natural Gas
- C. Telecommunications
- D. Cable Television
- E. Solid Waste Disposal
- F. Recycling Programs
- G. Water System
- H. Sewer System

### Utilities Goals and Policies

#### *Provision of Services to Support Existing and Future Urban Development*

#### Goal

*UTG-1* - To ensure that cost-effective high quality water and sewer service is available or can be provided to serve projected population and employment growth with the City as a first priority.

#### Policies

*UTP-1.1* - All proposed developments within City limits and Urban Growth Area shall connect directly to the City's water and sewer system unless deemed unfeasible by the City at the time of request.

*UTP-1.2* - The City will strive to provide portable water service and sewer service to all people within the City limits and Urban Growth Area upon annexation provided all policies related to vice can be met.

*UTP-1.3* - Provide utility services throughout the unincorporated portion of the City's adopted Urban Growth Area (UGA) upon annexation.

*UTP-1.4* - Provide utilities outside the UGA only to continue service to existing customers on properties served throughout contractual agreements and to protect public health, safety, welfare and the environment.

*UTP-1.6* - Sewer service can be extended outside of the City limits and within the Urban Growth Area (UGA) only if the project is in compliance with the City's utility regulations, standards and policies.

*UTP-1.7* - Sewer extensions shall be given based on system capacity using the following priorities:

- 1) Extension shall first be given to applicants within the City limits
- 2) Second priority shall be given to those applicants within the UGA
- 3) Extensions may be given higher priority where existing environmental problems make extension necessary

*UTP-1.8* - Sewer service cannot be extended outside of the City's UGA, except for exceptions based on health, safety and environmental conditions.

*UTP-1.9* - All sewers shall be designed as a gravity sewer whenever feasible.

*UTP-1.10* - Layout of extensions shall provide for the future continuation of the existing system as determined by the City.

*UTP-1.11* - Require properties within 200 feet of a water main to connect to the City's water system.

*UTP-1.12* - The City will conserve water by promotion of programs to conserve and minimize, promoting efficient and responsible use of water and promoting conservation during a water shortage.

*UTP-1.13* - Consolidate new utility systems to all existing right-of-ways and utility easements whenever possible.

*UTP-1.14* - The City will pursue steps to meet or exceed all water quality laws and standards.

*UTP- 1.15* - The City will take all responsible measures to protect its system and customers.

*UTP- 1.16* - The City will protect the public water system from contamination due to cross-connections.

*UTP- 1.17* - The City will plan for minimum fire flows. The City will plan for saturation use of its supply sources so that future water resource limitations can be handled effectively.

*UTP- 1.18* - The City will ensure that the capacity of the system including wells, pump stations and transmission mains, is sufficient to meet the peak day demand of the system.

*UTP- 1.19* - The City will participate in regional supply management and planning activities.



**Goal**

*UTG-2* - Provide adequate storage for the water utility system and backup facilities for the sewer system.

**Policies**

*UTP-2.1* - The City will provide sufficient standby storage for an emergency condition in which a major supply source is out of service.

*UTP-2.2* - The volume of storage will be sufficient to maintain uninterrupted service to the system during the emergency condition.

*UTP-2.3* - The City will provide sufficient storage for a fire condition equal to the system's maximum fire protection water demand and the required duration.

*UTP-2.4* - The City shall ensure that the sewer system is constructed, operated and maintained to protect against failures of power supply, treatment process, equipment or structure with appropriate backup facilities.

*UTG 3.0* Phase system connection for existing septic systems.

*UTG 3.1* Existing single-family homes with septic systems in good working condition per the Snohomish County Health Department may continue to be used.

*UTG 3.2* Upon failure of the septic system as determined by the Snohomish County Health Department properties shall be connected to the City sewer system.

***Coordination, Efficiency and Safety***

**Goal**

*UTG-4* To ensure that private utilities including drainage, garbage disposal, electricity, natural gas, telecommunications, cable television and satellite transmission are available or can be provided to serve existing and projected growth within the City in a manner which is efficient and safe.

**Policies**

*UTP 4.1* - If utility companies identify a need for major improvements to utility facilities, the City shall coordinate with those companies at the earliest possible stage of the planning for the needed facility. Coordination shall include consideration of alternatives to new facilities and alternative locations for the facilities.

UTP 4.2 – Promote co-location of major utility transmission facilities such as high voltage electrical transmission lines and water and natural gas trunk lines within shared utility corridors, to minimize the amount of land allocated for this purpose and avoid the division of neighborhoods.

UTP 4.3 – Coordinate and promote co-location of utility lines by sharing trenches and, when appropriate sizing ductwork/conduit for future growth, during installation of, or improvements to, utilities.

UTP 4.4 – Coordinate utility related construction between utility companies to minimize construction related disruption to the public and to reduce the costs of public utility delivery.

UTP 4.5 – Promote conservation measures to reduce the need for additional utility distribution facilities in the future.

UTP 4.6 – Where safe, feasible, and does not pose a health danger, promote recreational use of utility corridors; for example, trails, bike paths, green belts, and similar facilities.

UTP 4.7 – Encourage multi-family, commercial, and industrial developers to provide for satellite signal receiving facilities as part of an initial building and site design and to explore joint use of such facilities among neighboring properties

UTP 4.8 – Update the Utilities Element at least every five years to reflect changing regulatory conditions, electric load forecasts, and technology in cooperation with providing agencies.

### *Vegetation, Aesthetics, and the Environment*

#### **Goal**

UTG-5 Encourage improvements to utility facilities that are environmentally responsible, aesthetically acceptable to the community and safe for nearby inhabitants.

#### **Policies**

UTP 5.1 – Ensure that utility companies limit disturbance to vegetation within major utility transmission corridors that are necessary for safety and maintenance of transmission facilities.

UTP 5.2 – Require the undergrounding of new utility distribution lines with the exception of high voltage electrical transmission lines. High voltage lines are exempt due to the high cost and potential adverse environmental impacts of undergrounding such lines.

UTP 5.3 – Require the undergrounding of new utility distribution lines where physically feasible as streets are widened and/or areas are redeveloped. Assign a high priority to undergrounding of lines within view corridors.

UTP 5.4 – Require landscaping of utility facilities to minimize adverse aesthetic impacts on the surrounding

### **Inventory and Analysis**

**Electrical System**

*Existing System*

Electricity is delivered to the City of Stanwood by the Snohomish County Public Utility District (PUD). The Snohomish County PUD is the largest single public utility customer of the Bonneville Power Administration. The area is serviced by 115,000-volt transmission lines. These high voltage transmission lines deliver power to Stanwood's only substation which is located at the east end of downtown by the Burlington Northern Railroad tracks and Cedar Street. This substation houses two transformer banks.

**Table UT-1  
Electrical Consumption within Stanwood City Limits  
January - December 2002**

<b>Type</b>	<b>Connections</b>	<b>Kilowatt Hrs. Per Month/ Per Consumer</b>	<b>Average Monthly Bill</b>
Residential	1,579	866	\$69
Commercial	152	14,863	\$1,053
Industrial	5	50,069	\$3,609

*Future Needs*

The Snohomish County PUD has stated that they do not anticipate having any problems meeting the future electrical needs of the Stanwood area over the next 20 years.

**Natural Gas**

*Existing System*

Natural gas is supplied to the Stanwood area by Cascade Natural Gas which purchases gas from the Northwest Pipeline. There are two main gas lines operated by the Northwest Pipeline. These lines are 26 and 30 inches in diameter and operate under 600 and 1,000 lbs./sq. inch (PSI), respectively. Cascade Natural Gas runs a six-inch line from Route 9 under 200-250 PSI to the Camano Island Bridge. From there, the pressure is reduced to 40-45 PSI and the Stanwood service line is reduced to four inches. Over the past several years, Cascade Natural Gas has significantly extended mains and lines into the Stanwood area. In January of 1994, Cascade Natural Gas supplied 371 customers in the Stanwood area. As of March 2003, 1,291 customers in the Stanwood area (includes Camano Island) are supplied by Cascade Natural Gas.

*Future Needs*

Cascade Natural Gas states that it does not foresee any problem with supplying natural gas to the Stanwood area, even if the population were to double or triple over the next 20 years.

**Telecommunications/ Information Superhighway**

*Telephone*

*Existing System*

Verizon is the local provider of telephone service to the Stanwood area. Each telephone customer can choose between multiple long distance service providers. Verizon also provides DSL internet service to the Stanwood area.

**Table UT-2  
Percent of Housing Units With No Telephone Service**

State	Stanwood	Arlington	Marysville	Snohomish County	Skagit County
1.4	1.2	.67	.65	1.1	1.5

Source: US Census 2000

*Future Needs*

Verizon states that it has no difficulty keeping up with the demand for telephone service in the Stanwood area.

**Cellular Phones**

*Existing System*

Cellular phones are operated by a sender, who sends a message to a receiving station or "cell site," which relays the message by wire to the switching station. The message is then sent to the receiver by wire. Therefore, the only part of the message sent through the airwaves is from the sender to the cell site. If the receiver is on a cellular phone, then, obviously, the message goes from the switching station to a cell site to the receiver on a cellular phone. Cell sites can be anywhere from five to 30 miles apart depending on the local terrain or other barriers to the broadcast signal.

Cellular phone service is currently available in the City of Stanwood from numerous providers. The exact number of customers is confidential information.

*Future Needs*

Providing future cellular service to Stanwood does not present a problem because Stanwood is relatively small in area and only a few cell sites are needed to service the area. There is also a large selection of undeveloped parcels within the city limits and in the adjacent lands from which future cell sites could be chosen.

The City strictly regulates cellular towers and encourages the co-location of cellular

facilities.

## **Cable Television**

### *Existing System*

Cable and digital cable television are provided by Wave Broadband. Northland Cable has a total of 673 customers in the Stanwood incorporated area. No distinction is made between residential, commercial, or industrial subscribers.

There are isolated pockets of Stanwood that do not have cable service. These include Viking Village and 267th St. NW (south of SR-532).

### *Future Needs and Issues*

There do not appear to be any difficulties in providing cable television in the future. Northland Cable anticipates upgrading their lines by the end of 2004 to include internet service. Cable internet service is currently becoming available in the Stanwood area.

## **Solid and Hazardous Waste Disposal and Recycling Programs**

### *Existing System*

Private: Currently, Stanwood utilizes the private services of Waste Management of Skagit County for solid waste disposal and curbside recycling. They have 1028 accounts inside the City limits of Stanwood. Of these accounts, 836 are residential, 183 are commercial (front-load containers), and 9 are industrial (scheduled roll-off boxes).

Public: Snohomish County is also an active participant in waste and recycling services in Stanwood. The County contracts to have automobile oil, antifreeze and batteries hauled away from the collection sites at Twin City Auto and Schucks Auto Supply. Every year, the County sponsors a City of Stanwood hazardous waste collection event. During that time (typically two days), local residents can drop off hazardous waste, at a designated site, at no cost and the County handles the disposal.

### *Cost of Waste Disposal*

The costs of solid, fluid and hazardous waste disposal continues to climb dramatically. In 1974, there was no cost to take garbage to the dump. In 1984, it cost \$35 to leave one ton of garbage (prorated). In 1994, it cost \$89 per ton, and it still does in 2003. In 2003, the cost for a passenger car to dump waste is \$15.10. The cost for trucks, SUV's and station wagons to dump waste is \$16.75 for up to 360 lbs. After 360 lbs, additional weight is charged at a pro-rated rate of \$89 per ton. Essentially, a pickup truck load will cost from \$16.75 to \$89.

### *Destination of Waste and Recyclable Materials*

All solid waste is taken to the Arlington Transfer Station. From there, it is removed to various disposal sites. Household recyclable materials are taken to the Arlington Transfer Station as well.

*Future Needs*

With regional landfill operations closing all the time, the cost for waste disposal will continue to climb. The solutions in dealing with waste must be creative and efforts to increase recycling should be intensified. If the price to deposit waste exceeds what the public is willing to pay, then litter violations will increase. Consumers can continually seek new sites to deposit garbage but recycling a higher percentage of refuse may become a more viable solution.

**Water System**

The City of Stanwood Comprehensive Water System Plan is adopted by reference. Please refer to this document for information on the City's water system.

**Sewer System**

The City of Stanwood Waste Water Facilities Plan is adopted by reference. Please refer to this document for information on the City's sewer system.

## SECTION IX - NATURAL FEATURES ELEMENT

### Purpose/Introduction

The Natural Features Element addresses issues important to the people of Stanwood. Residents are sensitive to the surrounding environment and place a high value on protecting it.

In a 1992 survey, residents of Stanwood clearly stated their desire that the State, County, and the City should pass stronger protective policies for critical areas:

“Question #16: The Growth Management Act mandates that Critical Areas (steep slopes, wetlands, fish and wildlife habitat areas, and aquifer recharge areas) be protected. To protect these areas for the future, what plan would you support?”

<u>Number Answered</u>	<u>Plan Options</u>
37	Stanwood should pass stronger protective policies for critical areas
30	Stanwood should encourage the County to pass stronger protective policies for the critical areas
22	Stanwood should encourage state agencies to pass stronger protective policies for the critical areas
14	Stay with present protective policies and agreements

Although this was a non-scientific survey, there were 402 total respondents. Sixty-five (65) were residents inside the City limits of Stanwood. Of those 65, many of the respondents chose to request that more than one governmental agency should increase its activity in environmental concerns.

### Purpose and Relationship to the Growth Management Act

The purpose of the Natural Features Element is to expand upon the community's commitment to the stewardship of natural resources as expressed in the vision statement and to provide a policy basis for City decisions that affect the natural environment.

The Natural Features Element is not required under GMA, but GMA contains the following goal concerning the environment:

“ . . . protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.”

Moreover, GMA contains specific requirements for the designation and protection of “critical areas,” defined as wetlands, areas with critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The Act requires jurisdictions to designate interim critical areas and to adopt regulations prior to the adoption of the Comprehensive Plan, and to finalize such regulations following plan adoption.

In compliance with GMA, the Stanwood City Council adopted the Interim Critical Areas Ordinance (ICAO) in October 1991. Following the adoption of the Comprehensive Plan, a final Critical Areas Ordinance replace the ICAO. All ordinances are being reviewed and updated as part of the 2004 GMA Update.

### **Best Available Science**

In 1995, GMA was amended to include requirements for the utilization of Best Available Science in Comprehensive Plan designations, goals and policies, and development regulations (RCW 36.70A.172 and WAC 365-195-900 et seq.). Inclusion of BAS in the development of locally appropriate policies and regulations must be balanced with the many other substantive goals and mandates of the GMA. Further, cities and counties “shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries” (RCW 36.70A.172). Nonscientific information (e.g., social, legal, cultural, economic, or political) resulting in departures from scientifically valid critical areas recommendations must be identified and justified, and potential consequent impacts must also be identified.

In response to this requirement, in 2001 through 2003, the City contracted with The Watershed Company, a group of professionally certified wetland and stream biologists, who has assisted the City with professionally prepared documents establishing BAS for the City of Stanwood. These include:

*Shoreline Inventory and Stream Study for the Stillaguamish River, Church Creek, and Douglas Creek, Final Report, prepared by The Watershed Company, December, 2002*

*Analysis of and Recommendations for the Existing Critical Areas Regulations and Comprehensive Plan, City of Stanwood, Snohomish County, Final Report, prepared by The Watershed Company, Month, 2003*

These documents include inventories of the City’s critical areas, as well as a complete literature review, and analysis of the City’s existing comprehensive Plan goals and policies, background materials, and development regulations. The documents rely on literature that meets the RCW criteria for BAS. These documents are herein



incorporated by reference as documentation of the City's Best Available Science in order to meet the letter and intent of RCW 36.70A.172. The information in these documents has been used as the basis for the 2004 GMA update.

## **Natural Features Goals and Policies**

### **Goal**

NFG-1 - To achieve a well-balanced relationship between the built and natural environments utilizing guidance derived from best available science.

### **Policies**

*NFP-1.1* - Choose land use alternatives (where they exist) to maintain critical areas and their buffers in a natural state. Where an alternative land use is not available, apply mitigation sequencing in the following order to address impacts: avoid, minimize, repair, reduce over time, compensate, and monitor to ensure success.

*NFP-1.2* - Approve wetland mitigation that provides mitigation benefits before or at the same time that wetlands are impacted.

*NFP-1.3* - Promote improved air quality through land use decisions and public facility sitings which create a compact and efficient community design, insofar as such design reduces the quantity and length of single occupancy vehicle trips.

*NFP-1.4* - Encourage the protection of the natural environment and open space through the use of clustering (Planned Residential Developments [PRDs]).

*NFP-1.5* - Consider the use of density transfers or other incentives to promote clustering for the protection of critical areas and open space.

*NFP-1.6* - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.

*NFP-1.7* - Prevent cumulative adverse environmental impacts to water quality, wetlands, and fish and wildlife habitat and the overall net loss of wetlands, frequently flooded areas and habitat conservation areas.

### **Goal**

NFG-2 - To promote inter-jurisdictional stewardship of the natural environment for future generations.

## **Policies**

*NFP-2.1* - Work with other local, state, and federal jurisdictions on regional environmental issues such as surface and ground water quality and quantity and the maintenance/enhancement of the Stillaguamish River, Church Creek and Douglas Creek.

*NFP-2.2* - Work with other local jurisdictions to preserve and manage vegetated and open space corridors that extend beyond the City's boundaries, but are necessary to provide habitat connectivity in the region.

*NFP-2.3* - Participate in and, where appropriate, implement the products of the Stillaguamish Implementation Review Committee (SIRC) for the protection of the Stillaguamish Watershed.

*NFP-2.4* - Promote wetlands as school amenities for educational purposes.

## **Goal**

*NFG-3* - To protect, preserve, and enhance natural features most sensitive to human activities and most critical to fish and wildlife survival and propagation.

## **Policies**

*NFP-3.1* - Protect the functions and values of Stanwood's critical areas by maintaining and updating the Critical Areas Regulations that are consistent with the best available science, while maintaining Stanwood's unique character. Designation and classification of critical areas should be consistent with the most recent systems and protocols prepared by the appropriate state and federal agencies.

*NFG-3.2* - Prepare an updated City-wide comprehensive map and inventory of critical areas, including identification of natural corridors and open space that should be retained and maintained to provide connectivity and migration routes between critical areas and other designated open space.

*NFP-3.3* - Seek to protect and enhance a diverse fish and wildlife habitat, preferably in corridors as designated in the Natural Features Element.

*NFP-3.4* - Preserve and enhance the composition, diversity and structure of vegetation of the Church and Douglas Creek corridors and the Stillaguamish River corridor as essential for fish and wildlife habitats. Prohibit the introduction of non-native and invasive plant species into streams, wetlands and their buffers.

*NFP-3.5* - Concentrate urban land uses in areas with fewer environmental constraints to reduce intrusion into critical areas.

*NFP-3.6* - Apply environmentally sensitive site design and construction methods to protect critical areas and their buffers. Designs should seek to allow recharge of groundwater and reduce harmful short-term and long-term runoff through lot clustering, impervious surface limitations, and vegetation preservation, among others.

*NFP-3.7* - Consider carrying capacity of land when reviewing proposals intended to intensify land uses.

*NFP-3.8* - Preserve and maintain sensitive and critical areas in as natural a state as possible, discouraging alterations when alternatives exist. When impacts to critical areas or their buffers are proposed, require applicants to demonstrate that no reasonable alternative exists and document their mitigation sequencing process and results.

*NFP-3.9* - Critical areas regulations are intended to protect environmentally sensitive portions of properties without unduly limiting development on environmentally unconstrained portions. The City recognizes that in order to be effective, this approach relies heavily on enforcement of critical areas regulations. The City shall monitor developments containing critical areas for any degradation to those critical areas resulting from violations of regulations. Any violations of the Critical Areas Regulations will be aggressively pursued by the City.

*NFP-3.10* - Support public education programs that encourage individuals and businesses to prevent pollution from sources such as household hazardous waste, boating activities, and pesticides and fertilizers on gardens and lawns.

*NFP-3.11* - Explore the possibilities of utilizing the Public Benefit Rating System as a tax incentive program to preserve high quality natural habitats.

*NFP-3.12* - Incorporate appropriate elements of the Department of Ecology's updated Stormwater Management Manual for Western Washington and the Puget Sound Water Quality Action Team's Puget Sound Water Quality Management Plan into the City's stormwater manuals and practices. *NFP-3.12* - Manage stormwater in areas draining to fish and wildlife habitat conservation areas by considering regulations that limit and disconnect impervious surfaces, retain native forest cover, and encourage low impact stormwater management techniques for new developments to treat and infiltrate stormwater on site.

**Comment [SC1]:** Added based on 6/9/04 comment letter from CTED

## **Goal**

*NFG-4* - Preserve rural quality and community vision for open space.

**Policies**

*NFP-4.1* - Provide adequate open space and greenbelts within developing areas. Where possible, greenbelts should be located and maintained to provide connectivity between critical areas and/or natural open space.

*NFP-4.2* - Discourage conversion of agricultural land to high- or medium-intensity uses, particularly where the agricultural land also provides substantial wildlife benefits.

**Goal**

*NFG-5*- Protect shorelines of statewide significance.

**Policy**

*NFP-5.1* - The goals and policies of the City's Shoreline Master Program are incorporated herein by reference.

**Goal**

*NFG-6*- Protect species listed as threatened or endangered under the Endangered Species Act.

**Policies**

*NFP-6.1* - Work with the National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), Washington Department of Fish and Wildlife (WDFW), other state agencies, and neighboring jurisdictions to protect federally listed and state priority species and habitats.

*NFP-6.2* - Give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries by considering the following during review of all development proposals:

1. Inappropriate areas such as unstable slopes, wetlands, areas of high habitat value, areas already in a proper functioning condition, areas that are more functional than neighboring sites, and areas with the potential to be fully restored, and similarly constrained sites should be avoided.
2. Stormwater discharge impacts on water quality and quantity and stream flow patterns in the watershed, including peak and base flows in perennial streams, should be avoided.
3. Riparian areas should be protected to attain or maintain "properly functioning condition" (PFC) around all rivers, estuaries, streams, lakes, deepwater habitats,

and intermittent streams. Compensatory mitigation should be provided to offset unavoidable damage to PFC in riparian management areas. Activities should be quite limited in areas adjacent to all perennial and intermittent streams and waters supporting listed salmonids in order to avoid soil disturbance and maintain vegetated riparian corridors.

4. Stream crossings should be avoided, whether by roads, utilities, or other linear development, wherever possible and, where crossings must be provided, impacts should be minimized. In addition, all crossings should be regularly monitored and maintained and intermittent and perennial streams should not be closed over.
5. Historic stream meander patterns and channel migration zones should be preserved and hardening of stream banks and shorelines should be avoided. Utilize Washington Department of Fish and Wildlife's publication "Integrated Streambank Protection Guidelines" (1998) where bank stabilization is necessary.
6. Wetlands, wetland buffers, and wetland function should be protected – including isolated wetlands.
7. Permanent and intermittent streams' ability to pass peak flows should be preserved. Landscaping with native vegetation should be stressed to reduce the need to water and apply herbicides, pesticides, and fertilizer.
8. Erosion and sediment run-off during (and after) construction should be prevented and thus prevent sediment and pollutant discharge to streams, wetlands and other water bodies that support listed fish.
9. Demands on the water supply should be met without affecting, either directly or through groundwater withdrawals, the flows salmon need. Any new water diversions should be positioned and screened in a way that does not injure or kill fish.

*NFP-6.3* - Use best available science to adopt appropriate buffer widths and other appropriate code updates to work toward the goal of "properly functioning conditions."

*NFP-6.4* - Incorporate Department of Ecology's updated Stormwater Management Manual for Western Washington and the Puget Sound Water Quality Action Team's Puget Sound Water Quality Management Plan into the City's manuals and practices. Consider incorporating or adapting other regional programs (e.g., Tri-County's Regional Road Maintenance Endangered Species Act Program Guidelines) into the City's manuals and practices as they are developed and if necessary to provide additional protection to water quality and quantity.

*NFP-6.5* - Consider updating the City's Capital Improvement Program to include

projects to remove fish barriers, address storm water impacts, and make any other improvements considered necessary to promote achievement of PFC.

*NFP-6.6* – Use an adaptive management approach to incorporating new information into existing plans and policies as it becomes available during development review.

**Goal**

*NFG-7* – Protect and preserve groundwater resources for future generations.

**Policies**

*NFP-7.1* – Encourage the minimization of impervious surfaces in areas identified as medium or high infiltration potential. Where practical, encourage the use of alternative storm water collection designs that allow for more infiltration.

*NFP-7.2* – Wherever feasible, especially in the high or medium infiltration areas, encourage the retention of existing, well-established native vegetative communities.

*NFP-7.3* – Work with local property owners to reduce their use of materials that may contaminate groundwater resources. Also, work with Snohomish County to help protect aquifers that cross jurisdictional boundaries.

*NFP-7.4* – Work with the State Department of Ecology to ensure that guidelines for wellhead protection are strictly enforced.

**Goal**

*NFG-8* – To preserve natural green spaces in downtown Stanwood, consistent with the Downtown Sub-Element.

**Policies**

*NFP-8.1* – Encourage a “green” connection between the districts of downtown (along the south side of 271<sup>st</sup> and SR 532 and at the north edge of the downtown).

*NFP-8.2* – Reconnect the city center to the Stillaguamish River, through park and trail development to and along the waterfront.

*NFP-8.3* – Encourage the preservation and incorporation of natural streams, wetlands, and open spaces into new commercial development.

*NFP-8.4* – Provide a “green” connection and trail from downtown to the uptown

district.

*NFP-8.5* -- Use grant opportunities to acquire land for a new waterfront park east of the City's Waste Water Treatment Plant.

*NFP-8.6* – Work with Snohomish and Island Counties to provide trail connections to Camano Island.

## **Inventory**

The natural environment is a complex system of interrelated components including air, water, soils, plants, and animals. All of these systems are affected by human activity. The goal of this environmental element and the policies within it is to ensure that the relationship between humans and the natural environment is a mutually supportive one that balances competing objectives to the maximum extent possible.

## **Physical Description**

### *Geology*

The geology in Stanwood is the result of a combination of Pleistocene glaciation, fluctuations in relative sea level, and deposition of floodplain and delta sediments from the Stillaguamish and Skagit rivers. In the period between 2.4 million years ago and 10,000 years ago, glaciers advanced and retreated over Western Washington as many as 12 times (Easterbrook 1993), eroding and depositing sediments. Over the same time period, sea level changed dramatically in response to the growth and retreat of the glaciers, while the ground surface in the Puget Lowlands changed, sinking under the weight of the glaciers, and rising again when the glaciers retreated. Finally, as the last glaciers retreated, the Stillaguamish and Skagit rivers carried vast quantities of water and glacial sediment to the Puget Sound, depositing the sediments on the floodplain and delta complex in which downtown Stanwood is located. Deposition from the rivers continues today.

Thus, geologic formations in Stanwood consist primarily of relatively young sediments, some of which were sculpted and compressed by glaciers (evident as "hardpan" in the East Hill outcroppings) and others which were deposited by water. See Figure NF-1.

### *Soils*

The Stanwood area soil is generally Puget silt loam, including soils in the Bellingham, Mulkilteo, Norma, Pastik, Snohomish, Tokul, and Winston series (according to the U.S.D.A. Soils Conservation Service maps for the area). See Figure NF-2. This soil is very acidic and very productive for grasses, berries, vegetable and

vegetable seed crops. Surface water runoff is slow and the soil has slow internal drainage, making it unsuitable for septic drainfield systems. Winter water tables are usually high.

### ***Frequently Flooded Areas/100-Year Floodplain***

All of west Stanwood lies in the 100-year flood plain. See Figure NF-3. This area includes land to the west of the railroad tracks and approximately 29 acres that lie to the west of the Pioneer Highway, as well as east of the railroad tracks and to the north of where 271st Street becomes Cedarhome Drive.

### ***Topography***

The Stanwood area fluctuates between flat areas in the flood plain and the hills to the east of the City. Flat areas are typically four to five feet above mean sea level. The hills reach 100 to 200 feet in elevation. See Figure NF-4.

### ***Slope Stability***

The newer eastern portion of Stanwood is separated from the older western section of the City by a steep escarpment. The eastern portion of the City is situated on an extensive plateau. The soils throughout much of the glaciated plateau are poorly drained loams. Drainage is impeded by sub-soils with a high clay content (hardpan), forcing water to travel laterally toward the edge of the plateau. According to the U.S.D.A. Soil Conservation Service, the soil in the creek gullies and on the edge of the plateau possess moderate to severe erosion and slippage ratings. It is important that areas near steep slopes in eastern Stanwood considered for a change in land use be analyzed for potential slope failure due to high stormwater runoff or other natural hazards such as earthquakes.



Insert Figure NF-1

Insert Figure NF-2

Insert Figure NF-3 Frequently Flooded Areas

Insert Figure NF-4

### *Drainage*

Most of the area within Stanwood and the UGA drains to the Stillaguamish, primarily via Irvine Slough. Church Creek, which runs a northeast-southwest direction and is tributary to the Stillaguamish, drains a portion of the eastern side of the City. Douglas Creek, which drains the northern portion of the City to the west, is connected to Douglas Slough, which runs north and east between the Stillaguamish and Puget Sound. Water from Douglas Creek can flow either to the Stillaguamish or directly to Puget Sound, depending on tides and the condition of the tide gates at either end of the slough. See Figure NF-5.

### **Critical Areas**

Critical areas are lands that are subject to natural hazards; contain significant renewable resources; support unique, fragile or valuable elements of the natural environment; or contain valuable cultural resources and the protective buffers necessary to protect the public health, safety and welfare of residents. More commonly these are such elements as wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, aquifer recharge areas, and frequently flooded areas. The following sections discuss the significance of critical areas and identify their location within the Stanwood area.

The primary critical areas within the City limits and the UGA are the:

- Fish and Wildlife habitat conservation areas (streams)
- Wetlands
- Frequently flooded areas
- Geologically hazardous areas (seismic, landslide, erosion, volcanic, and possibly tsunami)
- Critical aquifer recharge areas (CARAs)

Insert Figure NF-5 (To be Completed)

### *Wetlands*

Wetlands are generally defined as lands that are inundated or saturated long enough during the growing season so that vegetation must adapt to saturated soil conditions.

It is difficult to make any reliable estimate of the wetland acreage in the Stanwood area. The City of Stanwood has relied on several wetland maps for baseline inventory information. One wetland map that the City utilizes is the "National Wetlands Inventory Map" (NWI) produced by the U.S. Fish and Wildlife Service issued in 1987. It depicts the general locations of wetlands for the Stanwood area. These wetlands were identified based on vegetation, hydrology, and geography in accordance with "Classification of Wetlands and Deepwater Habitats of the United States" (Lewis M. Cowardin, December 1979). Another wetland map was produced by Snohomish County. This map was based on the NWI maps, Soil Conservation Service soil maps, and staff field checks.

The approximate wetland boundaries are illustrated on Figure NF-6. These figures portray both the Snohomish County Wetland Inventory and National Wetlands Inventory.

The information provided on these maps contradictory in some places. The only reliable method of determining specific wetland boundaries is a wetland delineation for a specific area. The cost to do this for the entire city would be prohibitive and would become periodically outdated. Because of this, it is the responsibility of the land owner to determine the presence and extent of wetlands in a specific area in the event of a proposed land use action.

The majority of the wetlands in Stanwood and the UGA are associated with the headwaters and riparian corridor of Church Creek or its tributaries, Douglas Creek, and associated floodplains of the Stillaguamish River. The primary source of water for these wetlands is precipitation and surface flow. Wetlands provide many beneficial functions such as water quality protection, groundwater and surface water recharge, flood and storm water storage, fish and wildlife habitat, food chain support, shoreline stabilization, aesthetics, and recreation.

The wetlands classification scheme is based on five distinct systems (Marine, Estuarine, Riverine, Lacustrine, and Palustrine) with classes, subclasses, and dominance types based on substrate material, flooding regime, and/or dominant vegetative types. There are also modifying terms for type of water regime, water chemistry, and soils. Special modifiers describe wetlands and deepwater habitats that have been either created or highly modified by man or beavers. Two types of these systems are present in the Stanwood area, and are described below:

- The Palustrine System includes all pond-like wetlands less than 20 acres in size. These are nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens. Emergent plants are characterized as free-standing, non-woody plants. They can be found in either freshwater or saltwater environments.

- The Riverine System consists of all wetlands and deepwater habitats contained within a channel except those areas dominated by trees, shrubs, emergent or other palustrine-type vegetation, and habitats with water containing ocean derived salts. Water is usually flowing in the Riverine System which is bounded on the landward side by upland or channel banks (including natural and man-made levees) and, often, palustrine wetlands.

Numerous small Palustrine wetlands are located along the riparian corridors of the Stillaguamish River, Church Creek and its tributaries, and Douglas Creek. These wetlands fall into Emergent, Scrub-Shrub, Forested, or Unconsolidated Bottom Subsystems. These are further modified as being temporarily or seasonally flooded.



Insert Figure NF-6 Stanwood Wetlands According to Snohomish County and National Wetland Inventory

Riverine wetlands are found primarily within the Hat Slough section of the Stillaguamish River channel in the Stanwood area. The subsystems are identified in terms of water permanence, gradient, water velocity, substrate, and the extent of floodplain development. Within this area, Riverine wetlands are defined as Perennial within the unconsolidated bottom class.

Wetlands and riparian corridors perform valuable functions within the ecosystem. Clearing of vegetation, grading, filling, draining, and other activities associated with land development may destroy and decrease the ability of the riparian zone to provide drainage, stabilize stream banks, provide wildlife habitat, and filter pollutants from the water. Wetlands receive surface water from the surrounding area and filter or convert pollutants entering these ecosystems by a combination of physical, chemical and biological processes.

Wetlands also play a major role in flood control. During flooding, rivers and streams overflow their banks and spread out across the floodplain. Wetland soils act like a groundwater reservoir, storing surplus water as groundwater during wet periods and discharging this stored water into streams later to augment baseflow. The wetland area also provides habitat and a source of food for wildlife, as well as aesthetic qualities, and opportunities for recreation and education.

#### ***Frequently Flooded Areas:***

A Flood Insurance Study was conducted by the Federal Emergency Management Agency (FEMA) for the City of Stanwood and investigated the existence and severity of flood hazards. On November 16, 1983 a flood boundary map was published that indicated areas subject to 100- and 500-year floods. See Figure NF-3. The 100-year flood has been adopted as the base flood for the purpose of establishing floodplain management measures. A 100-year flood area is defined as those lands that are subject to a one percent or greater chance of flooding in any one year. The 500-year flood is employed to indicate additional areas of flood risk in the community. The data from the engineering study was transformed into flood insurance criteria. This process includes the determination of reaches, Flood Hazard Factors (FHF's), and flood insurance zone designations for each flooding source studied.

After the determination of reaches and their respective FHF's, the entire incorporated area of Stanwood was divided into zones, each having a specific flood potential or hazard. Flood hazard areas designated as "A" zones include only those areas which are inundated by the 100-year flood. "B" zones include areas of the 500-year flood. "C" zones are areas of minimal flooding.

The City of Stanwood is clearly split into two sections. The low-lying western section is designated primarily as zone "A." The hilly plateau east of the Burlington Northern railroad tracks is designated as zone "X."

### ***Fish and Wildlife Habitat***

The Stanwood area contains a variety of habitats for native animals that include wetlands, riparian and upland forests, and pasture grasslands. No specific checklist of wildlife species in the Stanwood area has been compiled. However, the Stillaguamish Watershed Action Plan (Snohomish County, 1989) reported that nearly 75 percent of all wildlife species present in western Washington are also present in the Stillaguamish River Basin. This abundance of wildlife illustrates the diversity of habitats within the basin, even though not all of these species are present in the Stanwood area.

Typical wildlife species found in the area include high concentrations of wintering birds of prey associated with the abundance of wintering waterfowl and small mammals in the agricultural areas of the lower basin. The threatened bald eagle winters in significant numbers along the Stillaguamish River. Many species of waterfowl use open water in the wetlands and areas adjacent to the River for migratory stops, nesting, feeding and breeding. Pasture lands are commonly used as feeding areas by gulls and waterfowl and are also used as hunting areas for raptors and other predatory birds. Small mammals such as rabbits, muskrats, and opossum, along with larger mammals including deer, fox, and coyote are found in the rural and forested areas in and surrounding Stanwood.

Habitat for salmonids and other fish species is provided by the Stillaguamish River, Church Creek, and Douglas Creek. See Figure NF-5. Species listed under the federal Endangered Species Act include threatened chinook salmon in the Stillaguamish River, and candidate coho salmon in the Stillaguamish River and Church Creek. No federally listed species are known to use Douglas Creek.

Designated fish and wildlife habitat conservation areas in the City of Stanwood are the Stillaguamish River, Church Creek, Douglas Creek, and any other perennial or intermittent streams in the City or its UGA. Additional fish and wildlife habitat conservation areas in the City include the vegetated areas surrounding these waterbodies, which serve as migration corridors and habitat for wildlife; wetlands and their buffers; and any other areas found to provide habitat for state priority or federal listed species or that meet other criteria established in the regulations.

### ***Geologically Hazardous Areas***

During the advance and retreat of the glaciers, various layers of soils were deposited throughout the region. Subsequent erosional actions created several "step benches" in the Stanwood area. These "benches" are characterized by escarpments with slopes that are often greater than 25 percent. An escarpment that generally parallels the Burlington Northern railroad separates the Stillaguamish (and Skagit) floodplain from one such "bench."

Slopes were classified as slight (0%-15%), moderate (15%-25%), and steep (greater than 25%) for the purposes of this analysis and are shown on Figure NF-7a. With the exception of the escarpments, all of the area has slight slopes. The soils which comprise the steep slopes are Everett and Tokul gravely sandy loams and are highly erodible. Steep slopes, coupled with certain soils, indicate potential areas of landslides. The following areas are considered to be subject to landslide hazards:

1. Any area with a combination of:
  - a. Slopes 15 percent or steeper,
  - b. Impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel),
  - c. Presence of springs or seeping ground water during the wet season.
2. Steep slopes of 40 percent or greater.
3. Any areas located on a landslide feature that has shown movement during the past 10,000 years or which is underlain by mass wastage debris.

Seismic hazard areas are also classified as geologic hazards, as shown on Figure NF-7b. Seismic hazard data divides the hazards into very low, low, moderate, and high risks. Moderate and high risk areas are considered hazardous.

Geologic hazards also include those areas subject to volcanic lahars (mudflow and/or debris). In the Stanwood area, lahars hazards originate from Glacier Peak, located in the Cascade Mountains. In the event of an eruption, lahars could flow to Stanwood via the Stillaguamish River channel, and thus pose a hazard in Stanwood's flood plain.

Tsunamis ("tidal waves") are the remaining type of geologic hazard affecting mainly coastal counties. Tsunami hazard areas are as yet unmapped for the Stanwood area, but will be incorporated when that work is completed.

Insert Figure NF-7a Slope Stability

Insert Figure NF-7b Seismic/Volcanic/Lahars Hazards

### *Critical Aquifer Recharge Areas (CARAs)*

#### Aquifers:

The groundwater resources found in and around the City of Stanwood consist of discontinuous aquifers surrounded by lower permeable sediments. This pattern was created by the repeated advance and retreat of glaciers depositing the region. Layers of loosely consolidated coarse sand and gravel from glacial outwash provided the structure for the aquifers. Finer silt and clays, often consolidated by the weight of the glaciers that moved over them, impede water movement.

Groundwater is recharged by rain falling on the surface of the land. Rainfall evaporates back into the atmosphere, runs off into adjacent water bodies, or infiltrates downward until a zone of saturation is reached. In the Stanwood area, this zone is often less than 5 feet deep, due to layers of lower permeability such as glacial till or silt and clay deposits, which slow the downward migration of water. Generally, the permeability of these fine-grained deposits is still high enough to allow much of the infiltrated water to continue downward.

Groundwater is the primary source of municipal and domestic potable water in the Stanwood area.

A major factor in the rate of groundwater recharge is the soil's ability to infiltrate rainfall. Other factors commonly used to evaluate aquifer recharge potential include soil hydraulic conductivity, soil moisture holding capacity, relative position of the soil to surface water features, depth of soil and rooting zone, and relative position of the water table. Based on these factors, the area surrounding Stanwood was divided into three recharge categories: high, medium, and low. These categories reflect the relative rate at which the deeper underlying aquifers (i.e., those commonly used to construct wells) can be recharged from precipitation.

Soil types in the high category generally have permeabilities greater than five inches per hour in all sub-layers. These soils typically have a soil moisture holding capacity less than 1.2 inches per foot of soil depth, are separated from surface water bodies, and do not have seasonal water tables within the upper three feet of the soil profile. The Lynnwood series is characteristic of this category.

Medium category soils generally have an average permeability of 0.8 inches per hour, soil moisture holding capacities of up to 1.5 inches per foot of soil depth, are separated from surface water bodies, and have seasonal water tables in the upper three feet of soil profile. The Everett series is characteristic of this category.

The remaining soils were placed in the low category. These soils had several of the following characteristics which could reduce infiltration potential: one or more layers with hydraulic conductivity of less than 0.8 inches per hour, available soil moisture capacities in one or more layers greater than 1.5 inches per foot, poor drainage with water tables near the surface most of the year, and proximity to the Stillaguamish River or other surface water bodies. Bellingham soils are often characteristic of this category.

Per the CTED guidance, aquifer recharge areas in the moderate and high susceptibility

categories should be considered critical areas. Susceptibility is determined based on surface soil permeability, geologic matrix, infiltration potential, and depth to water table. Most of this information can be obtained through USDA Soil Conservation

Service soil surveys. Ecology has developed a susceptibility rating system for aquifers that categorizes various aquifers into low, moderate and high susceptibility categories. Using this rating system, all of Stanwood is rated moderate or high. The factors that most influence this determination are the high infiltration potential and the generally shallow groundwater table:

**Table NF-1: Stanwood Aquifer Susceptibility Ratings**

<i>Determined from USDA Soil Survey 1983 and Ecology tables (above)</i>						
<b>Soil Type</b>	<b>Permeability</b>	<b>Matrix</b>	<b>Water Table</b>	<b>Infiltration</b>	<b>Susceptibility</b>	<b>Rating</b>
7	1	2	3	3	9	High
34	2	1	3	3	9	High
39	2	2	?	3	7	Moderate
47	1	1	3	3	8	High
49	1	1	3	3	8	High
51	3	3	?	3	9	High
55	1	1	2	3	7	Moderate
64	1	1	2	3	7	Moderate
69	2	1	2	3	8	High
72	2	0	3	3	8	High
73	2	0	3	3	8	High
74	2	0	3	3	8	High
77	2	0	3	3	8	High
80	2	3	?	3	8	High
82	1	1	3	3	8	High

Wellhead protection areas:

The City designates wellhead protection areas in its Water System Plan. The City derives its water from three active wells and one spring source (there is also an inactive well). The City has established a wellhead protection program under WAC 246-290-135. Each wellhead has a sanitary control area of 100 feet, and then additional protection area boundaries are established for 1-year, 5-year, and 10-year time of travel. Time of travel indicates the distance a contaminant can travel in a certain period of time. See Figure NF-8. Certain, more intensive land uses in these zones would be minimized or prohibited. The program also contains an emergency response plan.

*Open Space Corridors*

GMA requires the identification of open space corridors. In the City and UGA, open space corridors largely consist of the stream corridors of the Stillaguamish River and Church and Douglas Creeks. Wetlands, protected open space, and undevelopable steep slopes can be added to the corridors to create an inventory of natural corridors. See Figure NF-9.



Insert Figure NF-8, Critical Aquifer Recharge Areas (CARAs)

Insert Figure NF-9, Open Space Corridors

**Parks Recreation and Open Space Plan**

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An Element of the Stanwood Comprehensive Plan

**City of Stanwood**  
*Parks, Recreation and  
Open Space Plan*



December 2012  
*with Appendices*

# **Parks Recreation and Open Space Plan**

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An Element of the Stanwood Comprehensive Plan

## ***PURPOSE***

The Parks Recreation and Open Space (PROS) Plan is a tool for improving parks and recreation services and facilities within the City of Stanwood. It is adopted as an Element of the Comprehensive Plan which provides a policy framework to guide the City's growth in the residential and commercial areas, providing adequate public facility uses, and managing and developing its park and recreation system. This plan presents a guide for City resources to maintain existing facilities as well as providing new facilities to meet the future needs of the area's growing population. It reflects the desire of the citizens of Stanwood to retain natural resources, and improve recreational opportunities in the community. To assure the realization of these parks and recreational facilities, the City has adopted goals and objectives that provide a policy basis to guide decisions about park and recreation facility investment. In general, a thorough review of the Parks and Recreation Plan is done every six years to ensure that the plan remains current and reflects the community's needs

## **Parks Recreation and Open Space Plan**

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### An Element of the Stanwood Comprehensive Plan

The City of Stanwood functions as the town center for a diverse rural, suburban and urban population spread across two counties in what is generally identified as “Greater Stanwood Camano.” Stanwood is the historic center of this agricultural and rural residential area and the home of the single high school that serves the entire population. Many residents outside the City come into Stanwood for business, community events and park and recreation services. As a result, planning a system of services for the existing and future needs of this small city of 6,300 residents requires consideration of several important policy issues. In reviewing the park and recreation needs of the community the City asked the following questions.

1. What is the appropriate balance between regional, community and neighborhood facilities and services?
2. How can a small town with a limited tax base provide regional services?
3. What is the role of private recreation providers in the mix of services?
4. How can maintenance be appropriately managed?
5. What role should park and recreation services play in attracting outside visitors to Stanwood?
6. How can the city best connect the downtown to the Stillaguamish River and create public access and a small boat launch facility.

City prioritized the top five issues for investment in the parks and recreation system the order of priority is as follows.

1. Expansion of parks
2. Maintenance and improvement of existing park facilities
3. Expanded trails
4. Expanded recreation opportunities
5. Acquisition of additional open space

### **PARKS RECREATION AND OPEN SPACE GENERAL SYSTEM GOALS**

**Provide a high quality comprehensive park, recreation, open space and trail system to meet the short term and long term needs of Stanwood residents and businesses. Promote Stanwood as the center for the Greater Stanwood area by providing facilities for events, regional recreation and regional bicycle and trails connections.**

**GOAL PROS-1 PARKS SYSTEM: Provide adequate parks and facilities throughout the City maximizing public access to and involvement in a variety of leisure, cultural healthy activities.**

## **Parks Recreation and Open Space Plan**

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Objective PROS 1.1 Include a variety of park types in the park system including developed fields and play facilities, urban plazas with community gathering places, trails, historic points of interest and green space.

### **POLICIES**

PROS 1.1.1 Maintain Heritage Park as a regional attraction while providing community and neighborhood parks to meet the needs of city and UGA residents and businesses.

PROS 1.1.2 Provide a variety of active and passive facilities and green/open space to meet adopted standards.

PROS 1.1.3 Distribute parks equitably by type throughout the City.

PROS 1.1.4 Maintain and develop underdeveloped public right-of-way for public access and passive recreation where appropriate.

PROS 1.1.5 Identify city owned parcels that are not currently part of the park and recreation system and evaluate them for potential park use.

PROS 1.1.6 Incorporate historical and cultural lands, public art, historic sites, artifacts, and facilities into the park system to preserve these interests and provide a balanced social experience.

PROS 1.1.7 Incorporate interesting manmade environments, structures, activities, and areas into the park system to preserve these features and provide a balanced park and recreation experience.

PROS 1.1.8 Develop parks as focal points for community events.

PROS 1.1.9 Design park and recreational trails and facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age, income, and activity interests.

PROS 1.1.10 Work with the Snohomish County Department of Parks & Recreation, Washington State Department of Fish & Wildlife, and other public and private agencies, and with private landowners to set aside land and resources necessary to provide high quality, convenient park and recreation facilities before the most suitable sites are lost to development.

Objective PROS 1.2 Develop ongoing stewardship of the public parks system.

PROS 1.2.1 Emphasize user input in planning, design, and development of park and trail facilities.

## **Parks Recreation and Open Space Plan**

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An Element of the Stanwood Comprehensive Plan

PROS 1.2.3 Support interlocal agreements with the Stanwood School District about joint ventures for the development and use of combined school, playground, and athletic facilities.

PROS 1.2.4 Consider development agreements with other public and private entities for active play fields and playgrounds, trails and passive recreation provided the facilities are made available for public use and public benefit is identified.

PROS 1.2.5 Use public outreach to provide information about facilities and programs in order to build broad public support for the parks and recreation system.

PROS 1.3 Recognize private and non-profit agencies that provide alternative services to the community.

PROS 1.3.1 Support non-profit organizations in developing special meeting facilities, assembly facilities, health and other community facilities to support community needs.

PROS 1.3.2 Support the development of private recreation facilities that are consistent with Stanwood's Comprehensive Plan including land use, downtown, economic development, transportation and aesthetic components.

Objective PROS 1.4 Work in collaboration with Snohomish and Island Counties and state agencies to provide parks in Stanwood to accommodate out of city residents who depend on Stanwood for park services.

PROS 1.4.1 Work with Snohomish County to develop a new park north of Stanwood in the area of 280<sup>th</sup> St NW to 300<sup>th</sup> St NW in the vicinity of the City's UGA boundary.

PROS 1.4.2 Coordinate regional goals and objectives with Snohomish County, Island County and other local agencies involved in such projects.

### **GOAL PROS 2 WATERFRONT ACCESS: Reconnect Stanwood to the Stillaguamish River.**

Objective PROS 2.1 Develop shoreline properties or easements for waterfront access.

### **POLICIES**

Policy PROS 2.1.1 Acquire and preserve additional waterfront parkland.

Policy PROS 2.1.2 Develop watercraft access opportunities include a mixture of canoe, kayak, rowboat, raft, and power boating.

## **Parks Recreation and Open Space Plan**

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Policy PROS 2.1.3 Prioritize use of the city owned property on the shoreline of the Stillaguamish River for park development providing public access and water related use.

Policy PROS 2.1.4 Connect city waterfront park land and recreation use with Downtown Stanwood.

### **GOAL 3 RECREATION: Provide for the active recreation needs of the Stanwood community.**

Objective PROS 3.1 Provide quality active recreation facilities.

#### **POLICIES**

PROS 3.1.1 Maintain existing recreation facilities to meet the needs of all local citizens, including barrier free access.

PROS 3.1.2 Expand, upgrade, and diversify support facilities (restrooms, parking, picnic areas, shelters and playground equipment, etc.) in recreational areas.

PROS 3.1.3 Continue development of recreation facilities in conjunction with Snohomish and Island Counties as well as with other funding partnerships.

Objective PROS 3.2 a diversified recreation system that provides for all age and interest groups.

PROS 3.2.1 Improve existing facilities by enhancing existing park sites and recreation facilities when financially feasible.

PROS 3.2.2 Work with historical and cultural groups to encourage community activities in parks and recreational facilities – including downtown promotional events.

PROS 3.2.3 Support the development of athletic recreational facilities for all age groups and recreational interests.

PROS 3.2.4 Develop, where appropriate, a select number of facilities that are oriented to multi-agency use, especially in conjunction with local public, private and non-profit organizations.

PROS 3.2.5 Support the development of indoor community and recreational centers that provide for community activities, athletic uses, and select significant indoor activities for multi-agency use on a year-round basis.



## **Parks Recreation and Open Space Plan**

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PROS 3.2.6 Provide playground and picnic facilities for residents of local housing areas.

PROS 3.2.7 Provide recreational courts and fields for citywide resident use.

PROS 3.2.8 Initiate joint planning and operating programs with the Stanwood School District, Snohomish County Parks, and the Washington State Parks Department for joint development and maintenance of active and passive recreation resources.

Objective PROS 3.3 Work with organizations, service groups, special interest groups and other partners to provide coordinated and quality recreational programs.

PROS 3.3.1 Establish a partnership with community groups, organizations and the school district to develop and promote joint recreational activities.

PROS 3.3.2 Encourage these groups to participate in maintaining parks and other recreational facilities.

**GOAL PROS 4 ECONOMIC DEVELOPMENT: Promote recreation facilities and activities that will attract visitors and enhance the city's economic development.**

Objective PROS 4.1 Encourage special regional events in city parks.

### **POLICIES**

PROS 4.1.1 Encourage staging and publicity for City events and community festivals to attract visitors.

PROS 4.1.2 Encourage public art within City parks.

PROS 4.1.3 Encourage concerts and art shows in City parks.

PROS 4.1.4 Encourage sports tournaments in City parks.

Objective PROS 4.2 Promote a range of economic development activities in parks that are accessory to the recreational uses.

Policy PROS 4.2.1 Encourage healthy food production such as community gardens or pea patches in city parks where these uses do not conflict with established recreation uses.

Policy PROS 4.2.2 Allow concessionaires in park facilities to support recreation uses with rental of equipment and food vendors.

## **Parks Recreation and Open Space Plan**

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### **GOAL PROS 5: OPEN SPACE: Establish a network of open spaces that enhance the livability of the community**

Objective PROS 5.1 Acquire and preserve natural areas, historical sites and areas of ecological significance for recreation and educational opportunities for the community and visitors.

#### **POLICIES**

PROS Policy 5.1.1 Preserve and protect significant environmental features for open space including wetlands, woodlands, shorelines, waterfronts, and other areas with characteristics that reflect Stanwood's natural heritage.

PROS 5.1.2 Encourage the preservation of unique site features or areas including natural site features and exemplary built features such as the Hamilton Smokestack.

PROS 5.1.3 Provide public use and access to open space in new land developments.

PROS 5.1.4 Work with property and facility owners to increase public access and utilization of special features – including the shorelines, wetlands, and bluffs that meander through and between developed areas.

PROS 5.1.5 Acquire or protect, through easements, ecologically significant areas and preserve them in their natural state.

PROS 5.1.6 Insure that properties applying for tax exemption through State programs as open space provide reasonable public benefits and identify exempted property as limited open space during its eligibility in the exemption program.

### **GOAL PROS 6 LEVEL OF SERVICE: Determine Level of Service Standards for Parks and Recreation Facilities.**

Objective PROS 6.1 Identify the amount of land needed to meet Level of Service standards for future park development and types of facilities needed to meet recreation standards.

#### **POLICIES**

PROS 6.1.1 Define existing and proposed land and facility levels of service in order to effectively plan and program park and recreation needs within existing city boundaries. Evaluate different requirements based on:

- a) Population growth versus improved facility standards,
- b) Neighborhood versus community nexus of benefit, and
- c) Regional demand

## **Parks Recreation and Open Space Plan**

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PROS 6.1.2 Update the inventory, surplus and/or deficiency of City park lands based on the official population estimates from the Washington State Office of Financial Management.

PROS 6.1.3 Identify parkland for acquisition in advance of its actual need.

### **GOAL PROS 7 TRAILS: Integrate a trail system into the city's transportation network by linking with other trails and recreational facilities within the regional service area.**

Objective PROS 7.1 Develop a comprehensive, high quality system of multipurpose recreation trails and corridors for recreational hikers and walkers, joggers, casual strollers, bicyclists, neighborhood residents, that access significant environmental features, public facilities and developed urban neighborhoods.

#### **POLICIES**

PROS 7.1.1 Connect people to destinations such as neighborhoods, parks, water resources, schools, and work.

PROS 7.1.2 Provide safe walk to school routes utilizing both paved trails and sidewalks.

PROS 7.1.3 Promote a healthy community by providing an opportunity for exercise and recreation on a local trail system.

PROS 7.1.4 Provide a system of trail markers as a means of identifying and advertising trail systems.

PROS 7.1.5 Pursue opportunities to connect to the Snohomish County and Island County regional trail systems.

PROS 7.1.6 Make Stanwood a destination for bicyclists by providing a trail system that provides access to downtown and connects to Warm Beach, the Centennial Trail in Arlington, Conway, and Camano Island.

### **GOAL PROS 8 FINANCE Secure equitable and sustainable funding for implementation.**

Objective PROS 8.1 Create effective and efficient methods of acquiring, developing, operating and maintaining facilities.

## **Parks Recreation and Open Space Plan**

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### **POLICIES**

PROS 8.1.1 Consider joint ventures with the Snohomish County Department of Parks & Recreation, Island County, Stanwood School District, Washington State Department of Wildlife, and other public and private agencies to fund facility development and maintenance where feasible and desirable.

PROS 8.1.2 Work with the community to develop awareness of the need for park funding for both developing park facilities and for maintenance.

PROS 8.1.3 Actively pursue grants from both public and private sectors.

PROS 8.1.4 Seek funding for needed improvements and new development from funding sources, including the State of Washington Recreation and Conservation Office.

PROS 8.1.5 Provide a means for private philanthropy supporting parks and recreation including legacy donations funding and volunteerism.

Strategy PROS 8.1.5a Encourage private business participation in the development and funding of certain public recreation facilities.

Objective PROS 8.2 Equitably distribute costs and benefits to public and private users, and match user benefits with interests and need.

PROS 8.2.1 Determine the impact of new development on facilities within the Stanwood Urban Growth Area where the residents will depend on Stanwood for park and recreation needs.

PROS 8.2.2 Develop a methodology for determining park impact fees that considers the potential impacts on park facilities caused by a development project, and results in an equitable mitigation assessment that is in accordance with local park and recreation standards.

PROS 8.2.3 Assess impact fees only for growth-related deficiencies, not existing deficiencies.

PROS 8.2.4 Establish an equitable system of facility user fees.

**Goal PROS 9 MAINTENANCE: Provide for quality maintenance of existing and future facilities.**

Objective PROS 9.1 Develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.

## **Parks Recreation and Open Space Plan**

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### **POLICIES**

PROS 9.1.1 Where appropriate, use low maintenance materials and designs to reduce maintenance costs in new park development.

PROS 9.1.2 Emphasize user input in planning maintenance of park and trail facilities.

PROS 9.1.3 Use design and development standards to improve park facility safety and security.

Objective PROS 9.2 Provide for increased levels of maintenance of existing parks.

PROS 9.2.1 Use low maintenance materials to reduce ongoing maintenance costs in existing facilities as repairs and upgrades occur.

PROS 9.2.2 Develop and implement safety standards, procedures, and programs that provide proper training and awareness for city staff charged with maintaining city park and recreation facilities.

PROS 9.2.3 Where practical and feasible use community volunteers to help maintain park and trail facilities to exceed minimum levels of service standards.

Strategy PROS 9.2.3a Where appropriate, develop adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that increase maintenance, safety and security awareness and visibility.

PROS 9.2.4 Define and enforce rules and regulations concerning park activities and operations that protect user groups, city staff and the public.

**GOAL PROS 10 SUSTAINABILITY: Incorporate principles of sustainability in the site development, maintenance, operation and programming of park facilities.**

Objective PROS 10.1 Encourage sustainable development and maintenance practices within the park system.

PROS 10.1.1 Retain natural conditions and experiences as a goal even when developing facilities for recreation use.

Strategy 10.1.1a Preserves significant environmental areas and features to the extent feasible.

Strategy 10.1.1b. Incorporate low impact development techniques into park design as mitigation when converting land to recreational use.

## **Parks Recreation and Open Space Plan**

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PROS 10.1.2 Restore urbanized public lands when possible by using conservation techniques as redevelopment opportunities occur.

PROS 10.1.3 Work with the Snohomish County Conservation District to identify and implement opportunities to incorporate conservation techniques in park design and ongoing maintenance and operations.

PROS 10.1.4 Maintain the wetland area in Heritage Park as a location for offsite mitigation to encourage sustainable development throughout the City.

PROS 10.1.5 Evaluate the Heritage Park Wetland for development of a formal wetland bank designation.

PROS 10.1.6 Develop guidelines for park users to encourage sustainable practices in park activities and events techniques such as use of compostable plastics, composting, and carpooling.

### **COMMUNITY PROFILE**

Stanwood is located in the Northern Puget Sound region of Washington State, approximately half way between Seattle and the Canadian border in northwest Snohomish County. Covering approximately 3.5 square miles, Stanwood is located on the Stillaguamish River, near the passage that connects Port Susan and Skagit Bay (**Figure 1**). Interstate 5 lies approximately 4 miles east of the City.

### **Figure 1 Location Map**

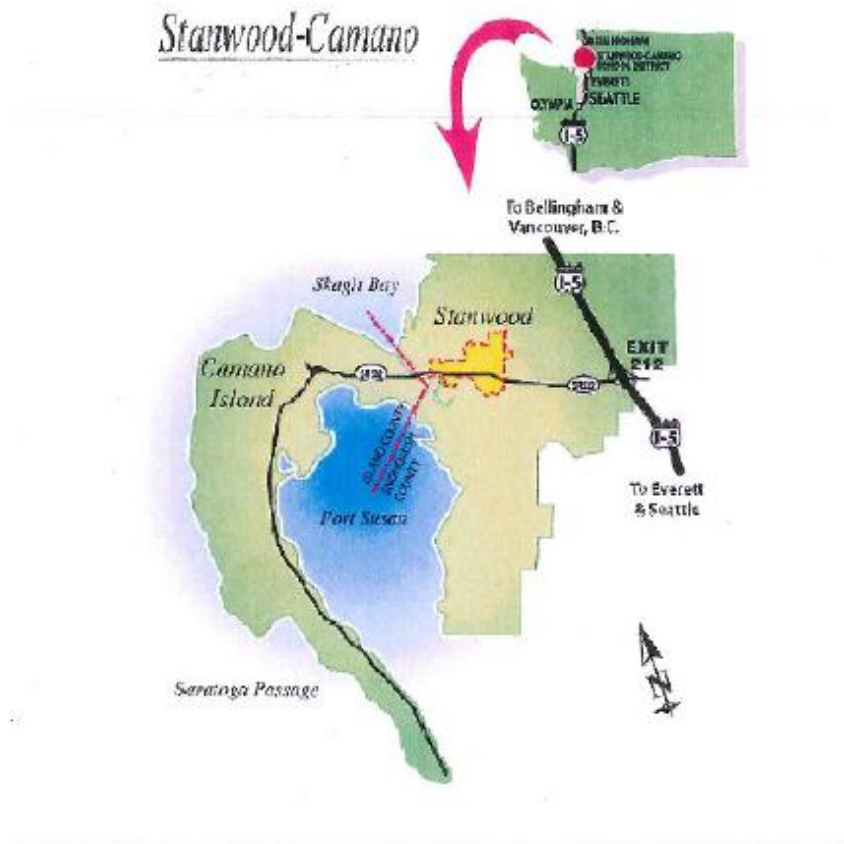
This area is rich in both scenic beauty and natural resources. Stanwood is geographically separated from the other urban areas of Snohomish County and is surrounded by unincorporated forested land, farm land, multiple sloughs, and the Stillaguamish Estuary. This setting affords a variety of both public and private recreational opportunities for the population. Stanwood is also the access point to Camano Island in Island County and the regional center for the recreational needs of the surrounding unincorporated areas of Island and Snohomish County. The proximity of the large population on Camano Island creates additional demand for City park and recreation services that is not accounted for in the typical level of service analysis for city facilities.

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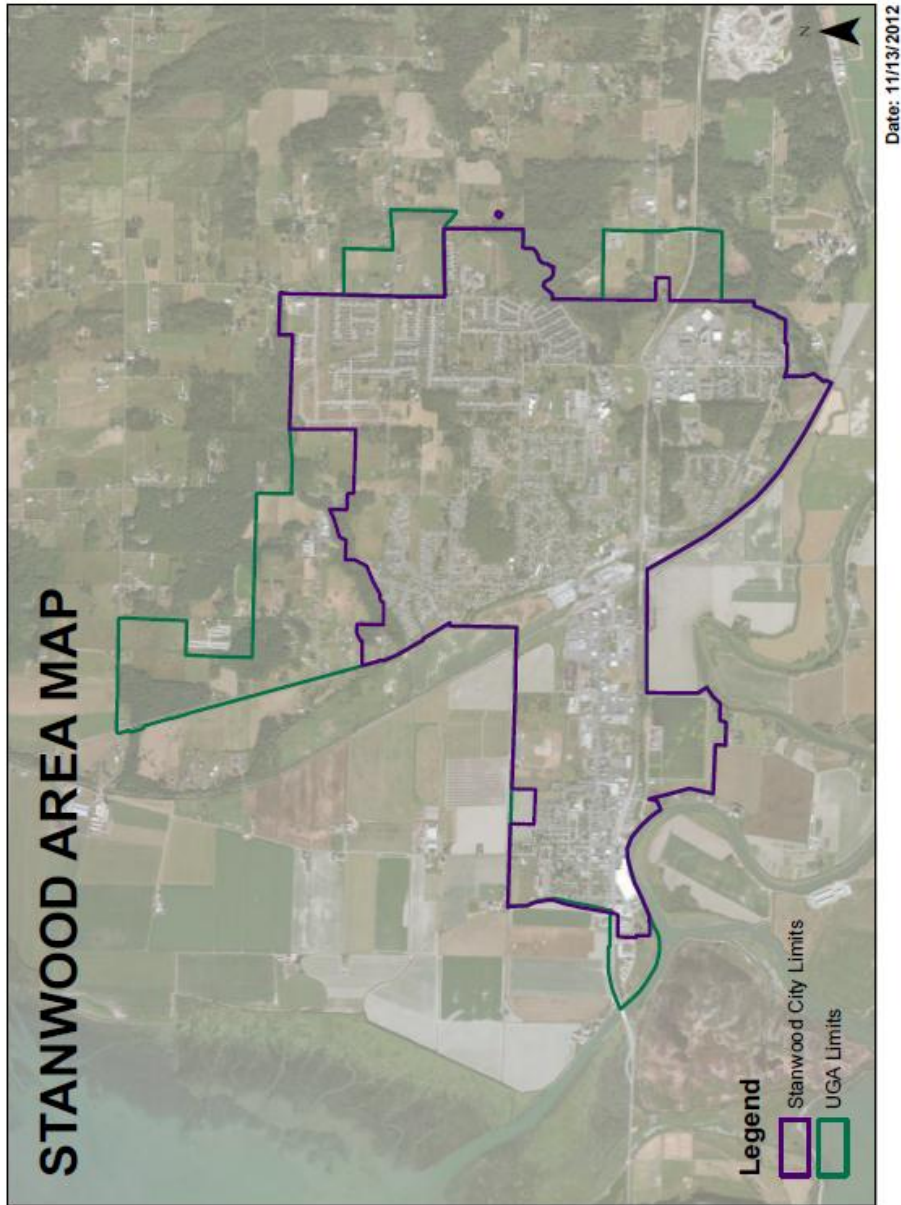
## Planning Area

The planning area for this plan is the corporate limits of Stanwood and the unincorporated urban growth area. (Figure 2) The existing Heritage Park facility serves as a regional park for the tri-county area including portions of Snohomish, Island and Skagit Counties.



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**Figure 2 Stanwood City Limits and Urban Growth Area**



# **Parks Recreation and Open Space Plan**

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## **Historical Background**

Like most early settlements in this region, the site that was to become Stanwood originated as a lumber camp, which then became a mill site settlement. As the trees were harvested and land was cleared, the fertile alluvial soil was tilled and converted to farmland forming the foundation for an agricultural economy. D.O. Pearson opened the first general store in 1877 and named the emerging town after his wife. In 1891, the main regional rail line, the Seattle & Montana Railroad, established a depot one mile east of Stanwood, which became a focus for the development of East Stanwood. Around the turn of the century, the settlements boasted a creamery, a major lumber mill, a cannery, shipbuilding, two hotels, two stores, and a race track along with many other urban features. A major fire wiped out much of Stanwood in 1892, however it was quickly rebuilt. The H & H, a small local railroad, achieved national recognition as the world's shortest railroad as it only operated between the mill site in Stanwood and what was then the Great Northern mainline in East Stanwood. The City of Stanwood was incorporated in 1903. Stanwood and East Stanwood became one town in 1961. Currently, the City functions as an automobile-oriented trade center for the Stanwood/Camano Island residential developments and outlying communities.

## **Climate**

The climate of Stanwood is moist and mild. The average annual temperature is about 50.5 degrees Fahrenheit. The frost-free growing season usually extends from April through October. The annual average precipitation is about 36" with about 75 percent of the total falling during the period of October through March. Prevailing winds from the west are usually gentle (0-12 knots). Summer winds are generally southwesterly and mild. Winter storms can occur with winds up to 40 knots usually coming from the southeast.

## **Demographic Trends: Economics and Employment**

Stanwood has an important role in the economic development of northwest Snohomish County. Like other northwestern Washington communities, Stanwood has experienced a decline in resource related jobs (agricultural, forestry, and fisheries), but has compensated with an increase in retail trade and service jobs as well as non-resource related industrial employment. Table 1 shows the breakdown of income characteristics of the Stanwood population.

Much of Stanwood's cultural history is of Scandinavian heritage. Cultural influences have blended to form a community that is truly unique. Also included in the population of Stanwood are Native Americans, Asians, Blacks and Hispanics. Table 2 summarizes the percentages of the major racial groups. Ninety six percent of the population remains Caucasian.

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Stanwood and the surrounding area, including Camano Island, have seen rapid population growth over the past 20 years. In 1990, the Stanwood area had a median age of 38; in 2000, the median age was 33.9. Both Stanwood and Camano Island continue to attract a large retired population. However, recent shifts have taken place, and in Stanwood a large majority of new home buyers since 1990 have been in the 25 - 44 age groups (City Census figures, 1995). On Camano Island a similar population shift is occurring; the 25 - 44 age group increased by 70 percent from 1980 - 1990 (Stanwood School District Facilities Study, 1994, p. III - 1). Consistent with the increases in the 25 to 44 age bracket, the Stanwood School District has also experienced a large increase in enrollment since 1990, although that rate has slowed in recent years. Table 3 shows a breakdown of persons by age.

Projections within the City of Stanwood and the Stanwood Urban Growth Area are for an increased population of 8,062 people (under Snohomish County Tomorrow medium growth projections) by the year 2025 (Stanwood Comprehensive Plan, 2004). The Office of Financial Management (OFM) showed an actual population of 6,300 in April 2012. The population forecast for the next 6 years growth to 2017 is 7,301.

Another shift currently taking place in Stanwood is an increase in the percentage of the population commuting to other areas for employment. Even though the Stanwood area is expected to gain jobs over the next twenty years, the majority of new population is expected to be commuters. According to the 2010 Census, workers from the City of Stanwood commuted an average of 29.1 minutes, which exceeded the national average (Census, 2010).

There are numerous service organizations, community groups, fraternal organizations, churches, and senior citizens groups and youth organizations in Stanwood. All of these groups donate many volunteer hours making Stanwood a good place to live and work. In addition, the City provides a complete range of services including public safety, public works and parks and recreation.

**TABLE 1: Household Income in 2000 and 2010**

*Median household income was \$60,596 in 2010 compared to the Washington State average of \$57,244. The total number of households in 2010 was 2,191.*

Income	Percentages	
	2000	2010
0 – \$14,999	19.5%	10.2%
\$15,000 – \$24,999	9.6%	9.4%
\$25,000 – \$49,999	26.9%	21.4%
\$50,000 -- \$74,999	30.4%	20.5%
\$75,000 -- \$99,999	7.8%	16.7%
\$100,000 +	5.8%	21.8%

*Source: Census of Population and Housing, 2000 and 2010*

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**TABLE 2: Race**

<b>White</b>	<b>Black or African American</b>	<b>American Indian or Alaskan Native</b>	<b>Asian or Pacific Islander</b>	<b>Other</b>
89.7%	1.0%	0.8%	1.7%	6.8%

*Source: Source: Census of Population and Housing, 2010*

**TABLE 3: Persons by Age**

<b>Age Groups</b>	<b>Total</b>	<b>Percentage of Total</b>
Under 18	1,754	16.61%
18 and Over	4,477	42.4%
20-24	350	3.31%
25-34	785	7.43%
35-49	1,344	12.73%
50-64	894	8.47%
65 and Over	955	9.04%

*Source: Census of Population and Housing, 2010*

**TABLE 4: Population Comparison between Stanwood & Snohomish County**

	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>
<b>Stanwood</b>	1,670	1,961	3,923	4,580	6,231
<b>Snohomish County</b>	337,720	465,642	606,024	655,800	713,335

*Source: Census of Population and Households, 2000  
Office of Financial Management, 2005*

**TABLE 5: Gender Population Breakdown**

<b>Year</b>	<b>Persons</b>	<b>Gender</b>	
		<b>Male</b>	<b>Female</b>
1970	1,347	624	723
1980	1,676	781	895
1990	1,961	895	1,066
2000	3,923	1,857	2,066
2010	6,231	2,947	3,284

*Source: Census of Population and Housing, 1990 and 2000*

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## PARKS CLASSIFICATIONS AND STANDARDS

This update of the PROS Plan includes a review and update of the following park classifications, guidelines, and standards.

### Public Park Type: Large Urban Park (Regional Park)

Regional parks are the largest type of park that could be developed in the City. Regional parks serve the population of several urban areas, providing a respite from urban lifestyles. In the context of Stanwood, this regional facility serves residents of Camano Island in Island County, Snohomish County and residents of Stanwood, and attracts league sports and activities with a regional draw such as bicycle races and tournaments and jamborees.

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#### *General Development and Use Guidelines*

Because of the number of persons and the range of interests they serve, regional parks are generally 50 acres to 75 acres in size or larger. Regional parks may feature wooded areas and varying topography and have facilities suitable for large scale sporting events such as tournaments. **Stanwood's regional park is Heritage Park.**

As part of this PROS update Heritage Park will be reclassified from a community park to a regional facility. Although it is shy of the National Recreation and Parks Association recommended acreage standard for a regional facility, it was funded as a regional park and continues to be used as a regional facility. Regular usage is generated from a two county area with a majority of users living outside the city limits.

### Public Park Type: Community Park

Community parks provide a focal point and gathering place for the broader community. Community park facilities are designed for organized activities and sports, although individual and family activities are encouraged. Community parks usually have sport fields or similar facilities as the central focus of the park. Community parks require more support facilities, such as parking, restrooms and playgrounds, than neighborhood or pocket parks because they serve a larger area and offer more facilities.

#### *General Development and Use Guidelines*

Community parks are intended to serve the recreational needs of several neighborhoods. Where possible, they should be developed in a coordinated fashion with adjoining schools and located on or near arterial streets. Community parks should be located within 1 to 3 miles of every residence. The optimum size for a community park is 20 to 50 acres. As such, expansions to existing community parks or development of new community parks should evaluate the need for the following facilities:

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- Recreation/community center;
- Swimming pool;
- Lighted sports fields;
- Large group picnic areas; and
- Nature or wellness-based interpretive facilities.

A community park functions as a neighborhood park for the residents who live in close proximity to it; therefore, it should also comply with the city's neighborhood park classification. **The City of Stanwood's Community Park is Church Creek Park.**

### Public Park Type: Neighborhood Park

Neighborhood parks provide access to basic recreation opportunities for nearby residents, enhance neighborhood identity, and preserve neighborhood open space. Neighborhood parks are large enough to include both passive and active facilities but are small enough to be placed in neighborhoods where they serve the needs of residents in a local setting. Because they are usually located in neighborhoods, neighborhood parks are designed and operated to minimize, noise, traffic, light and other "spill-over" impacts. They are designed primarily for non-supervised, non-organized recreation activities.

#### *General Development and Use Guidelines*

Neighborhood parks are typically 5 to 10 acres in size but must be at least 3 acres. A neighborhood park should generally be located with a ¼- to ½-mile walk from the neighborhood it serves, uninterrupted by arterial roads or other physical barriers. Ideally, all neighborhood parks shall contain the following amenities:

- Play equipment – Separate structures for 2 to 5 year olds and 5 to 12 year olds will be Required;
- Playground surfacing shall be engineered wood fiber or other surfacing as approved by the Department;
- Drinking fountain(s);
- Picnic tables, barbeques, and benches;
- Open turf areas for casual play;
- Trees;
- Security lighting;
- Waste disposal and recycling containers;
- Concrete walkways that connect all of the amenities in the park; and
- A loop walk around the park shall also be provided, if feasible.

A neighborhood park may include the following additional amenities based upon neighborhood preference:

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- Basketball courts;
- Tennis courts;
- Skateboard play area;
- Zero depth water play area;
- A handball, volleyball, or tether ball court;
- Community garden;
- One or more multi-purpose fields (typically unlighted but could be lighted under certain circumstances);
- Picnic shelter;
- Restroom building; and
- Lighted parking lot.

Locations for neighborhood parks will be based on a variety of factors, including the population and demographics of residents in the park's service area and major physical boundary. **Stanwood currently has one developed neighborhood park at Lions Park and undeveloped acreage at Lindstrom Park.**

Potential new neighborhood parks include a downtown park located adjacent to the downtown train station to serve the downtown business and residential community, and a neighborhood park located in the north portion of the City adjacent to 288<sup>th</sup> St NW in the City's Urban Growth Area.

#### Public Park Type: Pocket or Mini Park

Pocket parks are the smallest type of park in the City's system. A pocket/mini park is intended to serve its immediate surrounding area. They are typically built to serve a specific need. They may occur when the development of a larger park to meet a neighborhood need is not possible due to physical or other constraints. These parks may also be the result of historic conditions or older land patterns resulting in small pieces of land that can provide relief from development in urban neighborhoods or business areas. Pocket parks are not included in the City's inventory for purposes of establishing the Level of Service necessary to support development under the Growth Management Act.

#### *General Development and Use Guidelines*

Pocket parks are up of any size up to 3 acres and are often developed on unused or vacant lots or unimproved right of way. Typically, they do not provide formal recreation facilities or amenities. Pocket parks will be located primarily based on the availability of land. **The City has an informal pocket/ mini park on the .14 acre parcel abutting city hall.**

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### **Public Park Type: Special Use Facility**

A Special Use Park is characterized by facilities oriented toward single-purpose use that people are willing to travel for. These parks may provide a recreational facility or amenity unique to a community or site and may include active and/or passive activities. Special Use Parks are designed to meet the needs of the facility site and users. They should be strategically located in the community and easily accessible. These facilities may be classified as either neighborhood or community parks depending on size and function for the purposes of meeting level of service standards.

The City's currently has no Special Use facilities but .97 acres of undeveloped land between SR 532 and the Stillaguamish River, and east of Twin City Foods is owned by the City. This land could provide access to the Stillaguamish River and help create a link from the river to the downtown as a specialty neighborhood park. This land was identified as "Riverfront Park" in the 2006 Parks and Recreation Plan.

### **Public Park Type: Combined School-Park**

The Stanwood School District operates several passive and active recreational areas on each of its campuses. These facilities are not part of the PROS Plan Level of Service calculations, but they are available for recreational use to Stanwood residents.

The Stanwood Camano School District maintains combined school-park acreage at the Elementary, Middle and Stanwood Camano High Schools respectively that are not included for level of service analysis but do provide recreation opportunities.

Stanwood Elementary School School-Park  
Twin Cities Elementary  
Cedarhome Elementary  
Stanwood Middle School School-Park  
Port Susan Middle School  
Stanwood High School School-Park

### **Private Parks/Facilities**

Private facilities include recreation areas such as trails, open space and neighborhood parks including play areas such as "Tot" Lots. These parks are often established through the development process to meet neighborhood recreation needs as new neighborhoods are created, they serve only the residents of neighborhoods and are maintained by homeowners associations.

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The City also has several private recreation clubs providing workout facilities as a business activity. In addition a YMCA facility is in the planning stages. The City has one private non-profit community center, the Community Resource Center in downtown. This facility specializes in serving middle school teens with afterschool, recreation and job training, and also supports low income families within the school district attendance area. These private parks and facilities are not included in the City’s inventory for purposes of establishing the Level of Service necessary to support development under the Growth Management Act.

**TABLE 6: Classification Standards for Recreation Facilities**

<b>Classification</b>	<b>Acres/1,000 Pop.</b>	<b>Size Range</b>	<b>Population Served</b>	<b>Service Area</b>
Neighborhood Park/Specialty Park	2.5	5 – 20 acres	560 – 2,000	¼ – ½ mile
Community Park	2.5	20 – 100 acres	2,000 – 10,000	½ mile
Regional, Park*	.002-.003	50-75 acres	25,000	Multi-county

*Source: National Park Recreation and Open Space Standards, National Recreation and Park Association, Washington D.C.*

*\*Based on standard for community facility.*

### ***EXISTING PARK AND RECREATION INVENTORY***

#### **City-owned Parks and Recreation Facilities**

The City of Stanwood presently operates one regional recreation park, one community park, one neighborhood park, and several designated trails. The City also owns several small parcels of land that have potential for more productive public use. Some are developed as small plazas or are parts of parking lots, and others remain undeveloped. The City has no community center facility. See Appendix A for a map of city-owned facilities and images of the facilities.

#### **Park Summary by Classifications**

Heritage	43.5 acres	Regional
Church Creek	15 acres	Community
Lions	1 acres	Neighborhood
Lindstrom	2.5 acres	(Undeveloped Neighborhood)
City Hall	0.14 acres	(Undeveloped Pocket/Mini Park)



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#### **Heritage Park (43.5 acres)**

From its inception, the Heritage Park has been viewed as a regional athletic and recreational complex serving the Stanwood, northwest Snohomish County, and Camano Island. The City, Snohomish County, and Stanwood School District jointly purchased the 43.5 acre Heritage site in 1991. An interlocal agreement was signed between the City and the County at that time and another between the City and the School District provided for continued non-resident use of this facility. Snohomish County has identified Heritage as a major regional complex in the Snohomish County Parks and Recreation Plan.

An Interagency Committee for Outdoor Recreation (IAC) grant was secured for both acquisition and Phase I & II construction of the Heritage complex. Phase I & II construction included baseball/softball fields, a children's play area, a major east-west section of walking/jogging trail and paving the existing parking area.

The facility currently includes: baseball fields, softball fields, a multiuse field, soccer/lacrosse field, restrooms, paved parking without stripes, a main east-west trail, children's play area, a skate park with two temporary ramp structures, individual picnic tables under small shelters, and wetland areas with an interpretive trail.

#### **Church Creek Park (15 acres)**

This community park is located in the eastern portion of Stanwood one block north of SR SR-532. It has a paved parking lot with a total of 31 parking spaces. The facility currently includes: an unlit little-league baseball diamond that also serves as a softball field, four pieces of playground equipment with swing set (missing swings), slide, and a sand box, numerous nature trails, restroom facilities, and a group shelter with four large tables. There are also various other picnic areas located throughout the park. Other recreation activities at Church Creek are a basketball court and a fuchsia garden. There is little room available for expansion of this area. The park is maintained and receives heavy use particularly during the summer months.

#### **Lions Park (1 acre)**

This facility is a small neighborhood park covering approximately 1 acre, located close to Pioneer Highway and SR SR-532 in a northeast residential neighborhood. The facility currently includes: a half basketball court, a picnic table with barbeque grill, several pieces of playground equipment with a sand box, and a grass lawn area. There are no delineated parking areas, though informal parking along the shoulder is evident. The expansion potential of the park is limited. The facility is well used by the surrounding neighborhood.

#### **Lindstrom Parcel (2.5 acres)**

Lindstrom Park is undeveloped land located to the southeast of the movie theater and dedicated to the City as part of the Stanwood-Camano Village Development. The land provides a potential for development as a neighborhood park in the southeast portion of

## **Parks Recreation and Open Space Plan**

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Stanwood. This parcel is part of the dedicated detention facility for the Lindstrom development.

#### **Undeveloped Riverfront Property (.97 acre)**

The Riverfront property is an undeveloped parcel located between SR SR-532 and the Stillaguamish River, and east of Twin City Foods. The parcel provides a potential link for the downtown community to the river and is potentially a special purpose park facility providing water access and limited small craft boating.

#### **Undeveloped City Hall Property (.14 acres)**

This lot previously was developed with a single family structure which was acquired by the city in 1994 and demolished in 2009. The site has grass and fruit trees and abuts the City Hall to the west.

#### **Trails**

Three designated trails exist in the area:

1. The Stanwood-Camano Village Loop trail consists of a 1.5 mile, paved trail that weaves around the perimeter of the development.
2. The Pioneer Highway Trail consists of an approximately 1.5 mile paved trail on the north shoulder of Pioneer Highway and runs from SR SR-532 southward to within 200 yards of 72<sup>nd</sup> Avenue NW.
3. The Heritage Park trail consists of approximately .5 mile paved trail running east to west along the southern perimeter of Heritage Park.

#### **Open Space**

##### **Ravenna Viaduct Triangle (1 acre)**

This area is 1 acre in planted lawn with shrubs and small trees. This landscaped area serves mainly as a pleasing view for those passing by along the viaduct or underpass. The landscape area is isolated without an opportunity for pedestrian connection.

#### **Stanwood School District Facilities**

The district has baseball, football, soccer fields, six tennis courts, a track, gymnasiums, and playground equipment located at the high school, two middle schools, and three elementary schools. For a fee, the district lets the public use their outdoor facilities for an organized events when they are not in use by the schools.

#### **Private Facilities**

##### **Pocket Parks/Tot Lots**

The City currently requires new subdivisions and multifamily developments to provide open space and recreational areas. Most developers choose to provide tot lots, off-setting some public neighborhood park deficiencies.

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## Facilities outside the City Limits

There are a number of existing parks and recreational facilities, outside of City of Stanwood corporate limits that provide service to Stanwood residents. These facilities are not included in the Level of Service analysis for the Stanwood Parks Plan but are presented here to provide a summary of all of the facilities available in the region.

### Washington State Parks:

1. Cama Beach State Park 383 acres — cabins, lodge, boating, trails, fishing.
2. Camano Island State Park 134 acres — camping, boating, picnic areas, viewpoint, restrooms.

### Island County Parks:

3. Utsalady Point Vista Park 1 acre — Picnic area, barbecue, viewpoint, historical information board.
4. English Boom Historical Park 6.8 acres — undeveloped beach & forest. Planned facilities include parking, viewpoint, ADA access, trail, historical interpretive board, restrooms.
5. Cavalero Beach Park .5 acre — picnic tables, small boat launch.
6. Freedom Park 3.5 acres — Pearl Harbor memorial, sculpture garden.
7. Hutchinson Park 5 acres — trail and picnic area.
8. Four Springs Lake Preserve 50 acres — natural habitat preserve, with Four Springs House for event rental.  
*(Friends of Camano Island Parks)*
9. Iverson Spit Waterfront Preserve 330 acres — waterfront preserve, birding area, trails.

### Snohomish County Parks:

10. Kayak Point Golf Course 250 acres — public golf course with 18-holes.
11. Kayak Point Park 400 acres — fishing pier, boat launch, trails, restrooms, picnic facilities, beach access, yurt, cottages, tent camping.  
Snohomish County

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**Privately Owned:**

12. Camaloch Golf Course P      Public golf course with 18-holes.

**Designated Trail:**

13. Cascade Marine Trail      Segment of water trail passes through the South and  
*(Designated by*                  West Pass of the Stillaguamish River.  
*Washington Water Trails*  
*Association)*

**Open Space**

**VFW Memorial (3 acre)**

This facility covers approximately 3 acres off Pioneer Highway and south of SR-532 outside the City limits. There is a large grass lawn with a memorial dedicated to the veterans of the war. It also serves as a rail bus stop and a park and ride with 51 parking spaces currently on site. The area is not used for recreation. There is limited potential for expansion.

***PUBLIC INVOLVEMENT***

Through the active participation of citizens in workshops, an open house, questionnaire, and meetings, the City identified public attitudes towards both current and future parks and recreation facilities, and their needs. This process allowed for continued input from the community to help inform the contents and direction of the Parks Recreation and Open Space Plan

Event	Description	Date
Sustainable Design Assistance Team	3 Day Charette for the Greater Stanwood Area presented in cooperation with the American Institute of Architects. The team recommendations included comments about parks, trails, water access and sustainability.	July 23-25 2012
Planning Commission Workshop	Workshop to provide input on current inventory, goals, and objectives; and generate ideas regarding future facilities within the service area.	August 13, 2012
City Council	Review scope and methodology.	August 23, 2012
Public Workshop Questionnaire	On line Questionnaire to assess use of facilities, recreational priorities, and comments regarding city parks.	September 10 to October 1, 2012

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Planning Commission Workshops	Review public workshop and questionnaire results, obtain additional comments, review possible projects, and planning commission prioritization of projects.	September 10, 2012 October 8 & 22, 2012
Public Open House	Review results from previous workshop, have public prioritize projects, and receive additional comments and ideas.	September 24, 2012
Planning Commission Public Hearing	Review amendments.	November 14, 2012
Joint Planning Commission & City Council Workshop	Review results from previous workshop and planning commission session, city council members briefing, and receive additional comments and ideas.	November 26, 2012
Planning Commission	Public Hearing Deliberation and Recommendation.	December 3, 2012
City Council	Consideration of plan recommended by Planning Commission and adoption of plan.	December 13, 2012

### **FACILITY DEMAND**

Parks and recreation facility demand involves many different variables that influence recreation participation by the public. Many factors have influenced recreational trends. There is an increased need to address the traditional recreation needs as well as newer sports. The questionnaire, workshops, and open house provided input to the types of recreation facilities that the community would like to see in the future. For detailed summaries of the questionnaire results, see Appendix B

Results from the SDAT Design Charette, Public Workshop, Questionnaire, and Planning Commission Workshop were used as the basis to develop a list of projects that incorporate the desires of the public for their park and recreation system in Stanwood. These projects are accomplishable within a reasonable time frame of 6 years. These projects are conceptual. In many cases, partnerships may be required with other agencies or organizations to jointly develop or enhance parks, recreation, or open space facilities. In addition, the locations indicated for proposed projects and facilities are approximate and may be adjusted as individual projects or proposals are further developed in the future. The list of projects is as follows, in no particular order.

- A. Complete sidewalk connections between sidewalk segments (increase connectivity).
- B. Kayak/small, non-motorized, craft launch and water trailhead at riverfront property.
- C. Develop passive-use Park with waterfront access.

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- D. Downtown Park to provide meeting space and support low impact development/conservation goals.
- E. Continuous trail loop around Heritage Park.
- F. Skate Park improvements and upgrades at Heritage Park. Large-gathering picnic shelter with fire pits/grills at Heritage Park. Develop major loop trails with trailheads in the north, the south and west of the city.
- G. Establish and develop a main east-west bicycle/pedestrian trail to Camano Island, Arlington, and north/south to Conway and Warm Beach.
- H. Park improvements to Church Creek Park (improve condition of shelters and other facilities or redesign for new use(s)).
- I. Park property acquisition and development in northeast part of Stanwood (vicinity of 280<sup>th</sup> and 284<sup>th</sup> Streets).
- J. Upgrade playground equipment at Church Creek Park.
- K. Waterfront trail (Ovenell Farm or Twin City Foods east on south side of SR-532).

Several ideas and suggestions emerged from the comments received from the public open house, Planning Commission meetings, and the joint Planning Commission-City Council Workshop for future parks and recreation facilities. The following list of projects builds upon the previous list with some new additions. Note that some of the projects are located outside Stanwood city limits, but have been included since they are within the service area. The list of projects is as follows, in no particular order:

- A. Cedarhome circular loop trail (80<sup>th</sup> to 284<sup>th</sup> to 68<sup>th</sup> to 280<sup>th</sup> to 70<sup>th</sup> to 276<sup>th</sup> and back on 80<sup>th</sup>).
- B. Trail connection from Heritage Park to downtown to the rail station.
- C. Acquire and develop park in downtown/rail station area as “Downtown Commons”.
- D. Kayak/small craft launch.
- E. Smaller, neighborhood parks needed throughout the City like Lion’s Park.
- F. Use the tops of the dike system along the river and sloughs for pedestrian and bicycle trails.
- G. Pave shoulders of main streets and highways for bike lanes.
- H. Dog parks and off-leash areas.
- I. Park acquisition and development to the north of East Stanwood near 300<sup>th</sup>.
- J. Park acquisition to give access to water at Stillaguamish River.

Comments from the city council, planning commission, and the public open house were tabulated and compiled together (see Appendix B). Through review of the prioritizations and content review of the comments several trends emerge as top priorities for the community within the near future. Broadly speaking, they can be grouped into the following categories:

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### **1) River Park**

Acquisition of additional land for a new park to provide access to the river and to provide passive recreation, water use, shoreline access and habitat conservation consistent with the Shoreline Master Program. Parking as well as trailhead facilities such as restrooms would need to be provided.

### **2) Kayak/Small, Non-motorized Craft Launch**

Provisions for a kayak/small, non-motorized, craft launch showed up prominently in the comments from the public and at the top of the prioritization lists. Somewhere along the river in the west part of Stanwood, a kayak/small craft launch spot should be provided. This could be at the city's existing riverfront property or in conjunction with an additional park acquisition along the river.

### **3) Downtown Park**

Acquisition of the "downtown triangle" at 271<sup>st</sup> & Florence Way across from the Amtrak Station is desired as a place for community passive recreation and a potential

demonstration of conservation techniques incorporating low impact development in park design and an outdoor meeting spot for community events.

### **4) Trails and Trailheads**

Trails as linkages between open spaces and as loops were mentioned frequently and appeared consistently at the top of the prioritization lists. There is a strong desire for connectivity between trails and parks, as well as other destination points in the city; especially the downtown/rail station area. Providing for a consistent and coordinated sign system, designating trail routes and improving the existing paving conditions of trail routes are important infrastructure considerations for the community. The community would like to see main loops provided for throughout the various sections/quadrants of the city with trailheads. These trailheads should provide some parking, restroom facilities, drinking fountains, and should be within proximity to services. Along with new trail development, there is also a desire that signs designating trails be developed and existing conditions of trails are improved.

In addition, bicycle routes are desired either as a provision for bike lanes on the main streets and highways going through the city and as designated routes throughout the surrounding areas (along the dikes). Trailheads could be developed in conjunction with parks. Trails connecting to Camano Island, Conway, the Centennial Trail in Arlington and Warm Beach are supported.

### **5) Upgrades to Existing Parks**

Upgrades and enhancements to existing parks is a top priority for many members of the community. Specifically, playground equipment and site furnishings at Church Creek Park are needed. A redesign of Church Creek Park for new uses is also desired.

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Improved signs for the entire park system are supported.

Improvements at Heritage Park received additional attention, such as upgrades to the skate park, drainage improvement to improve field conditions, continuing a perimeter trail loop, planting additional landscaping, and providing a large picnic gathering facility.

**6) Neighborhood/Community Park Acquisition**

Acquisition and development of an additional neighborhood/community park in the northeast section of Stanwood south of 300<sup>th</sup> Street between 280<sup>th</sup> and 284<sup>th</sup> Streets is needed to address future growth in the Stanwood Urban Growth Area. This park need is identified in the Draft Snohomish County Comprehensive Plan and Recreation Plan.



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### **ANALYSIS OF NEEDS**

National standards for classifying park facilities have been developed by the National Recreation and Parks Association (Table 7) for assessing parkland needs. Stanwood's 2012 population of 6,300 and projected 2025 population of 8,062 has been used for the analysis of needs section. This figure was obtained by using the medium model population projection in the Comprehensive Plan. These figures are the most accurate available. Much of this growth is expected to come from recently approved subdivisions as well as future annexations in the Urban Growth Area (UGA).

#### **Existing LOS for Neighborhood and Community Parks**

The greatest deficiencies include neighborhood and community parks, and trails including bicycle, walking and jogging trails. In addition, the existing neighborhood parks are not dispersed adequately throughout the City to provide local access.

The existing LOS for neighborhood parks is calculated by dividing total inventory of facilities (4 acres) by the total city population of 6,300. This results in a current LOS of .64 acres per 1,000 populations. The existing LOS for community parks is calculated the same way. The City of Stanwood has 15 acres of community parks. The current level of service is 2.30 acres per 1000 population.

A typical Level of Service Analysis is not used for regional parks because the population served includes the entire area of Stanwood Camano School District. This 2010 School District population was 32,907. In addition, there are other regional park facilities within this school district attendance boundary making it difficult to correlate Stanwood population and Heritage park acreage in a meaningful way. Heritage Park is 48 acres. Although there are other parks within the district Heritage is the only facility offering fields for team sports such as baseball, and soccer.

#### **Future Needs**

National standards for classifying park facilities have been developed by the National Recreation and Parks Association and shown below in Table 7

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**Table 7**  
**Classification Standards for Recreation Facilities**

<u>Recreation Facility Classification</u>	<u>Acres/1,000 Pop.</u>	<u>Size Range</u>	<u>Pop. Served</u>	<u>Service Area</u>
<u>Neighborhood Park</u>	<u>2.5</u>	<u>5-20 acres</u>	<u>560-2,000</u>	<u>¼-½ mile</u>
<u>Community Park</u>	<u>2.5</u>	<u>20-100 acres</u>	<u>2,000-10,000</u>	<u>½ mile</u>
<u>Regional Park*</u>	<u>.002-.003</u>	<u>50-75 acres</u>	<u>25,000</u>	<u>Multi County</u>

Source: National Park Recreation and Open Space Standards; National Recreation and Park Association; Washington, D.C.

\*Based on community facility standard Neighborhood Parks Future Need

**Table 8**  
**National Standard LOS**  
**Neighborhood Parks Needs Projection**  
**(LOS=2.5 acres per 1,000 population)**

<u>Time Period</u>	<u>Pop.</u>	<u>Acreage Needed</u>	<u>Acreage Avail.</u>	<u>Net Reserve (Deficit)</u>	<u>Net land Cost</u>
<u>2010-2015</u>	<u>5,999</u>	<u>15</u>	<u>4</u>	<u>(11)</u>	<u>N/A</u>
<u>2016-2025</u>	<u>8,062</u>	<u>20.2</u>	<u>4</u>	<u>(15.8)</u>	<u>N/A</u>

Table 8 shows that, based on national standards, Stanwood has inadequate acreage for neighborhood parks.

Community Parks Future Needs

Table 9 describes community parks needs between 2010 and 2025.

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**Table 9**  
**National Standard LOS**  
**Community Park Needs**  
**(LOS=2.5 acres per 1,000 population)**

<u>Time Period</u>	<u>Pop.</u>	<u>Acreage Needed</u>	<u>Acreage Avail</u>	<u>Net Reserve</u> (Deficit)	<u>Net land Cost</u>
<u>2010-2015</u>	<u>5,999</u>	<u>15</u>	<u>15</u>	<u>0</u>	<u>N/A</u>
<u>2016-2025</u>	<u>8,062</u>	<u>20.2</u>	<u>15</u>	<u>(5)</u>	<u>N/A</u>

The City will require additional community park facilities over the planning period.

### Linear Parks and Trails

The national standard LOS for trails is 2 acres per 1,000 populations. This equates to a trail 8 feet wide and two miles long. The City presently has 0.5 miles of trail at Heritage Park and 1.5 miles of trail at the Stanwood-Camano Village. Table 11 shows the existing trail deficit

**Table 11**  
**Trails Needs Assessment**  
**(LOS=2 acres per 1,000 population)**

<u>Time Period</u>	<u>Acreage Required</u>	<u>Acreage Available</u>	<u>Deficit in Acres</u>
<u>2010-2015</u>	<u>12</u>	<u>3.5</u>	8.5
<u>2016-2025</u>	<u>16.1</u>	<u>3.5</u>	12.6
<u>TOTAL</u>			

### **Summary**

#### **Neighborhood Parks Need**

Based on the national standards, Stanwood does not have adequate acreage for neighborhood parks and much of the current inventory is undeveloped and/or not accessible as a park. The undeveloped parks need facilities and improvements to function as recreation areas for their neighborhoods. The need in the 6 year planning period is 11 acres. Need is 15.8 acres by

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2025. Some of the deficit can be met by developing the two undeveloped parcels owned by the city for parks use for an addition 3 acres. These lands are not currently included in the inventory for LOS purposes as they are undeveloped. In terms of acquisition needs, the north and northeast section of Stanwood lacks neighborhood park facilities and the town lacks a facility serving downtown residents and the commercial area.

#### **Community Parks Need**

Based on national standards, Stanwood will need to acquire and develop acreage for community parks over the planning period. The Church Creek Park incorporates most of the recreation elements that have been identified in the City's Comprehensive Plan. An additional 5 acres of community park land will be needed by 2025. Some portion of community park need is satisfied at Heritage Park for residents of the area adjacent to this facility.

#### **Linear Trails Need**

Currently the City lacks adequate trail facilities to meet its level-of-service. The City requires an additional 8.5 miles of trails over the five year planning period and 12.6 miles of trails over the twenty-year planning period. The national standard LOS for trails is 2 acres per 1,000 populations. This equates to a trail 8 feet wide and 2 miles long.

The City currently has .5 miles of designated trail at Heritage Park, 1.5 miles of designated trail at Stanwood-Camano Village, and 1.5 miles of designated trail along Pioneer Highway, for a total of 3.5 miles.

The existing 3.5 miles of trails under serve the 2012 population of 6,300 and an additional 2.5 trail miles are needed immediately.

- The future 20-year LOS requires 16 miles of 8 ft wide trails for the projected 2025 city population of 8,062.

#### **Regional Park Need**

The community need is met and will be met by the 43.6 acre Heritage Park recreation complex. This facility serves a regional population for sports league play, serving the Stanwood Camano School District, and providing a location for multi-county tournaments league play for teams from Stanwood and Camano Island in Island County, regional bicycle events and major community events such as the 4<sup>th</sup> of July fireworks. The addition of further facility improvements would bring the park to completion. The park also has ongoing maintenance needs.

### **ACTION PLAN**

#### **Introduction**

The following recommended actions are based on the facility demand and needs analysis, and are consistent with the goals and objectives contained in this document. To aid in budget

## **Parks Recreation and Open Space Plan**

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planning and qualifications for financial assistance, the City of Stanwood has prioritized the action items and developed both six-year and twenty-year action plans.

### **Policy Action Items**

Several items and projects suggest policy items that should be planned for in regard to the city as a whole.

### **Six-year Project Action Items**

1. River Access Park including a small, non-motorized, water craft launch and water trailhead: requirements may include ramp to water, parking spaces, location should be in close or relatively close proximity to services; possibilities include riverfront property, from Twin City Foods eastward, on the south side of SR-532.
2. Downtown Park: Land within downtown should be acquired and developed to provide passive recreation for residents and commercial users downtown, to provide a community meeting place for events or summer marketing and to provide a connection to trails and/or the train station. The park design could potentially address sustainability issues raised at the SDAT Charette including low impact development design.
3. City Hall Park: Potential improvement to the existing vacant lot owned by the city.
4. Neighborhood Park (1-5 acres) property acquisition in north and/or northeast part of Stanwood, north of East Stanwood (in vicinity of 280<sup>th</sup> and 284<sup>th</sup> Streets and 300<sup>th</sup> Street).
5. Church Creek Park Rehabilitation: Shelter improvements, playground equipment upgrade, enhanced native plantings.
6. Heritage Park Rehabilitation: Drainage
7. Skate Park Rehabilitation Upgrade the skate park with new, pre-manufactured ramps, pipes, pyramids, kick extensions, grinder boxes and other obstacle equipment (8–10 obstacles).
8. Port Susan Food and Farming Center
9. Trail System: Completion of missing links in the safe walks to schools program is supported for the sidewalk system. In addition approximately three or four main loop 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.
10. Dog park and off-leash area(s).

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**Table 12 Six-year Capital Improvement Plan**

Parks (104/110/121)		Budget					2017 & Beyond
		2012	2013	2014	2015	2016	
	SFR Building Permits	5	30	30	30	30	30
Beginning Cash & Investments	\$8,490,664	\$89,728	\$1,607,000	\$1,404,159	\$1,433,709	\$1,883,259	\$2,072,809
<b>Revenues</b>							
Impact Fees	\$641	\$3,045	\$19,300	\$19,300	\$19,300	\$19,300	\$19,300
Transfer-In from Contingency (109)			\$102,300				
REET 1 Transfer-In	\$1,300,000		\$120,000	\$480,000		\$50,000	\$650,000
REET 2			\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Bond Proceeds	\$4,980,000				\$4,980,000		
Grant Proceeds	\$3,835,000		\$50,000	\$195,000	\$1,850,000	\$1,740,000	\$0
Interest	\$6,550	\$500	\$5,050	\$250	\$250	\$250	\$250
<b>Total Resources (includes BNC)</b>	<b>\$19,214,059</b>	<b>\$93,273</b>	<b>\$1,983,650</b>	<b>\$2,178,709</b>	<b>\$8,363,259</b>	<b>\$3,772,809</b>	<b>\$2,822,359</b>
<b>Expenditures:</b>							
	Total Proj Cost						
River Access / Launch	\$750,000		\$50,000	\$150,000	\$550,000		
City Hall Park	\$100,000		\$20,000	\$40,000	\$40,000		
Downtown Park	\$250,000		\$50,000	\$50,000	\$150,000		
Dog Park	\$50,000					\$50,000	\$0
Neighborhood Park	\$5,050,000		\$10,000	\$10,000	\$4,980,000		\$50,000
Trails	\$910,000				\$10,000	\$500,000	\$400,000
Church Creek Rehabilitation	\$300,000					\$50,000	\$250,000
Heritage Park Rehabilitation	\$1,450,000			\$450,000		\$350,000	\$650,000
Skate Park Rehabilitation	\$60,000		\$60,000				
Port Susan Food and Farming Center	\$1,545,000		\$0	\$45,000	\$750,000	\$750,000	
Transfer-Out to DSF (205)			\$17,909				
Building Improvements			\$100,000				
Principal - 800 Megahertz			\$130,208				
Interest - 800 Megahertz			\$38,353				
Transfer-Out to Street Fund (101)			\$100,000				
Transfer-Out to DSF (205)			\$3,021				
<b>Total Expenditures</b>	<b>\$10,465,000</b>	<b>\$0</b>	<b>\$579,491</b>	<b>\$745,000</b>	<b>\$6,480,000</b>	<b>\$1,700,000</b>	<b>\$1,350,000</b>
<b>Ending Cash &amp; Investments</b>	<b>\$8,749,059</b>	<b>\$93,273</b>	<b>\$1,404,159</b>	<b>\$1,433,709</b>	<b>\$1,883,259</b>	<b>\$2,072,809</b>	<b>\$1,472,359</b>

# Parks Recreation and Open Space Plan

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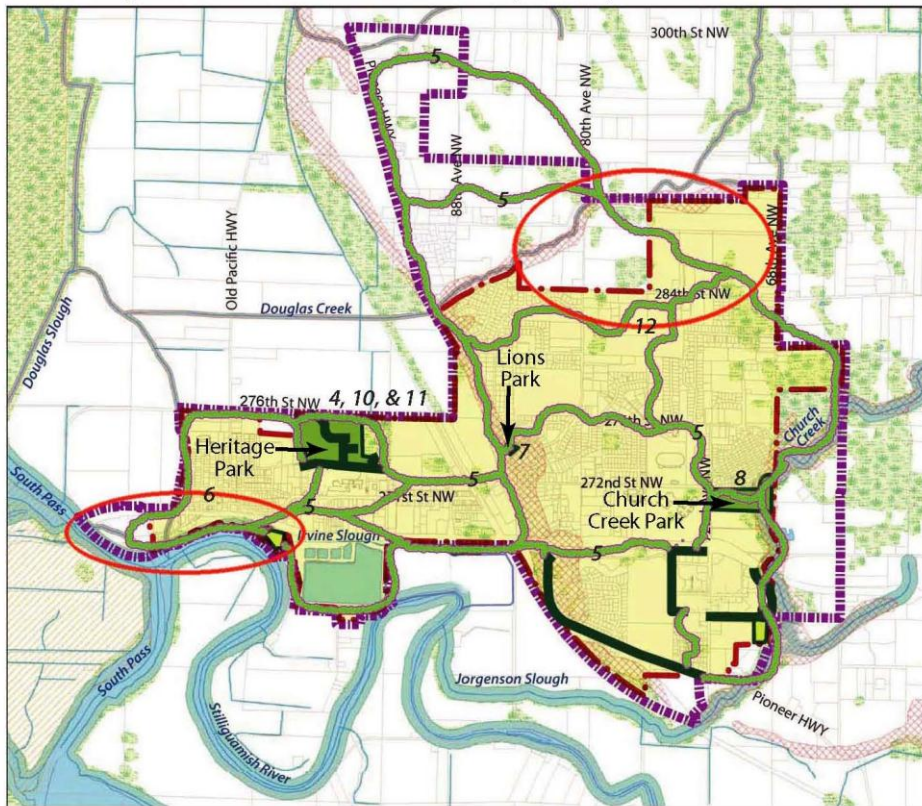
## City of Stanwood

### 6-YEAR PROJECT ACTION ITEMS

- 4 *Heritage Park Field Improvement*
- 5 *Trail System Development\**
- 6 *Small, water craft launch*
- 7 *Upgrades*
- 8 *Church Creek Park Upgrades*
- 10 *Heritage Park: Picnic Shelter*
- 11 *Heritage Park: Skate Park*
- 12 *NE Neighborhood Park*

### LEGEND:

- |   |   |   |                             |
|---|---|---|-----------------------------|
|  | Non-DNR Managed Public Lands              |  | Standwood Urban Growth Area |
|  | Undevelopable Steep Slopes                |  | Stanwood City Limits        |
|  | Existing Parks                            |  | Wetlands & Buffers          |
|  | Existing Trails                           |  | Water Course                |
|  | Category 1 & 2 Water Buffer (150')        |  | Water Body                  |
|  | Other Category Water Buffer (50' to 100') |  | Future Trails               |
|   |   |  | Undeveloped Parks           |



\* Trails shown on map are approximate locations only, actual trail routes should be implemented as opportunities arise

## **Parks Recreation and Open Space Plan**

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### **Twenty-Year Parks Plan**

The Twenty-Year Plan consists of projects that received comment and support, although they were lower priorities. These ideas should remain as potential projects should future opportunities arise. (*not listed in order of priority*):

1. Developing a civic open space in downtown as a “Downtown Commons”.
2. Develop the park at the Lindstrom Property.
3. Viewpoint/overlook near Pioneer Highway (1 acre): property acquisition and development within north part of Stanwood’s Urban Growth Boundary.
4. Finish a continuous loop trail around perimeter of Heritage Park.
5. Provide RV hook-ups and RV parking facilities at Heritage Park.
6. Enhance the viaduct property with a visual “place-marker/landmark element.”
7. Add horseshoe pits to Heritage Park.
8. Add parking near developed trail system (future).
9. Develop designated bike routes.
10. Rest stops for bicycles/walkers (restrooms, drinking fountains, benches).
11. Trail signage system

Many proposed projects occur outside of the city limits and urban growth boundary, and would involve partnering with other jurisdictions and partners to accomplish them. These include:

1. Developing a main east-west bicycle/pedestrian trail connecting Stanwood to Camano Island and Arlington separate from SR-532 much like the Burke Gilman trail
2. Use the tops of the dike system along the river and sloughs for pedestrian and bicycle trails (Snohomish and Island Counties).

The City supports these projects and will make every effort to meet future demand for the region. This must, however, be accomplished through cooperative regional partnering with both Snohomish and Island Counties.



# Parks Recreation and Open Space Plan

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## Appendix A: Existing Inventory Map and Images

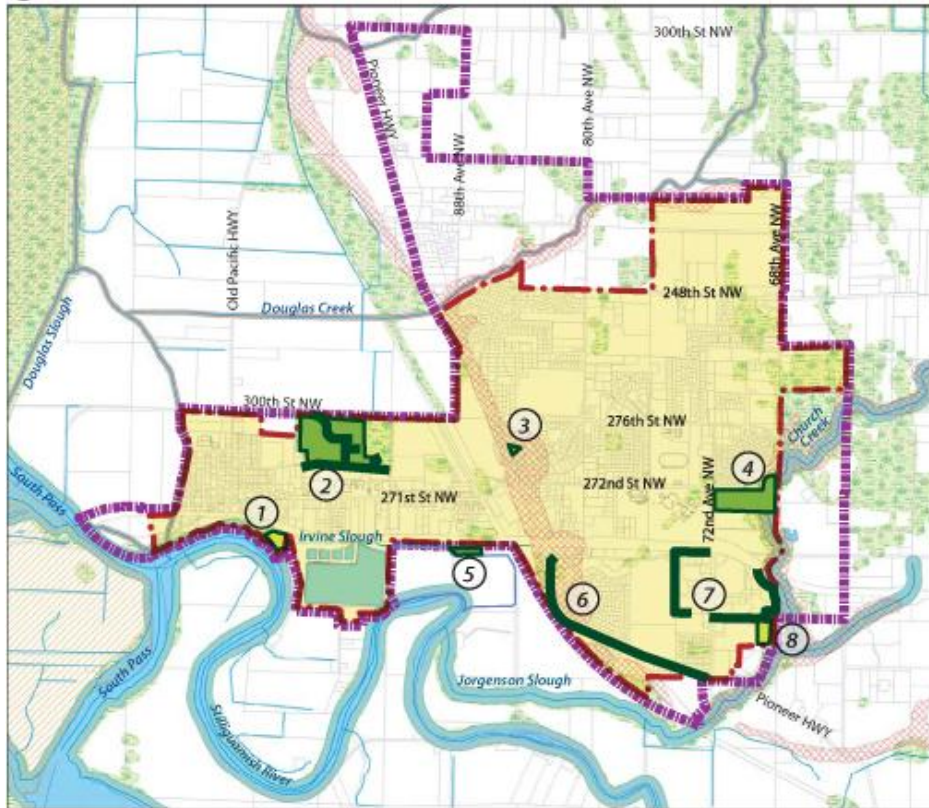
### City of Stanwood

#### EXISTING PARKS & TRAILS

- ① Waterfront Property
- ② Heritage Park & Trails
- ③ Lions Park
- ④ Church Creek Park
- ⑤ VFW Memorial
- ⑥ Pioneer Highway Trail
- ⑦ Village Walking Loop Trail
- ⑧ Lindstrom Property

#### LEGEND:

-  Non-DNR Managed Public Lands
-  Undevelopable Steep Slopes
-  Existing Parks
-  Existing Trails
-  Category 1 & 2 Water Buffer (150')
-  Other Category Water Buffer (50' to 100')
-  Standwood Urban Growth Area
-  Stanwood City Limits
-  Wetlands & Buffers
-  Water Course
-  Water Body
-  Undeveloped Parks



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**HERITAGE PARK**  
9600 276<sup>th</sup> St NW, Stanwood  
Acreage: 44.05



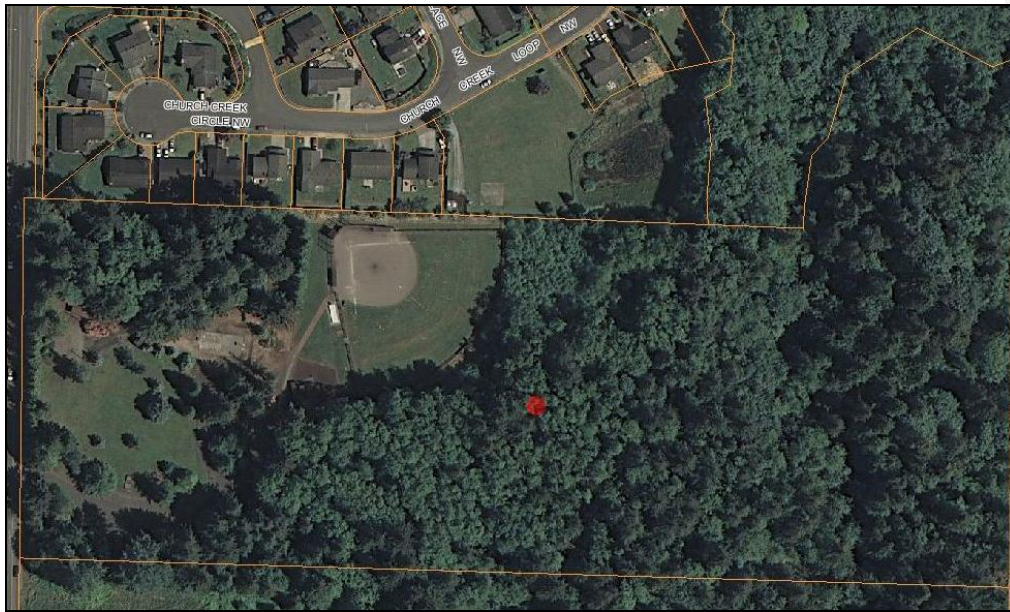
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## CHURCH CREEK PARK

71<sup>st</sup> Ave NW, Stanwood

Acreage: 15.39



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## LIONS PARK

*UNKNOWN, Stanwood*

*Acreage: .68*



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**RIVERFRONT Property**  
*UNKNOWN, Stanwood*  
*Acreage: .97*



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**Lindstrom Property**  
*UNKNOWN, Stanwood*  
*Acreage: 4.59*



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## Heritage Park & Trails:



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## Lions Park:



## Church Creek Park:





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## VFW Memorial:



## Pioneer Highway Trail:



## Village Walking Loop Trail:



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## Appendix B: PUBLIC INVOLVEMENT SUMMARIES

### Questionnaire

The City held a Parks, Recreation and Open Space Plan Open House for the public on September 24, 2012. Twenty community members had the opportunity to vote on their top four priorities in future parks projects. There were nine options: a city hall park, Church Creek park, an off-leash dog park, a new downtown park, Heritage park improvements, kayak/river access, a new neighborhood park, skate park rehabilitation at Heritage park or trails. The top two votes were tied for kayak/river access and trails. And a new downtown park ranked third in votes.

The City also hosted an online PROS plan survey from September 8 to October 1, 2012 and invited the community to give input. The survey received seventy-four responses.

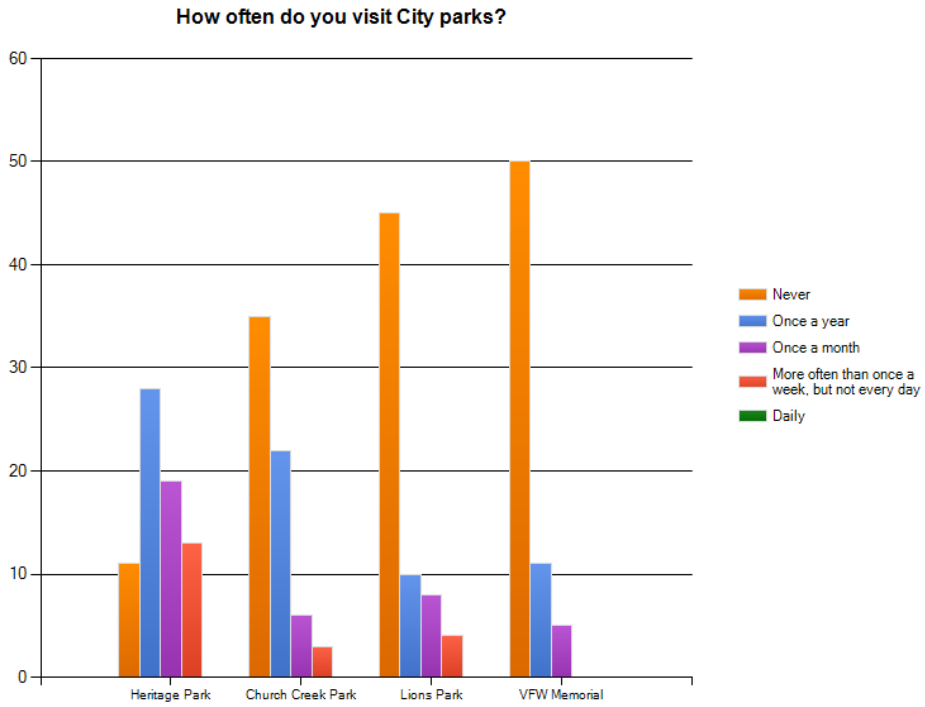
### 2012 Online Survey Results

#### City of Stanwood 2012 Park Survey

Where do you live?												
Answer Options	Bryant	Camano Island	East of 68th St NW	Lake Ketchum	Norman Rd/Marine Dr Area	North of 284th	Silvana	Stanwood (within city limits)	Sunday Lake	Warm Beach	Total Response Count	
Your permanent residence (as noted in drop down menu to the right)	2	20	1	2	1	2	0	41	2	3	74	
											<b>Question Totals</b>	
Other (please specify)											2	
											<i>answered question</i>	<b>74</b>
											<i>skipped question</i>	<b>0</b>

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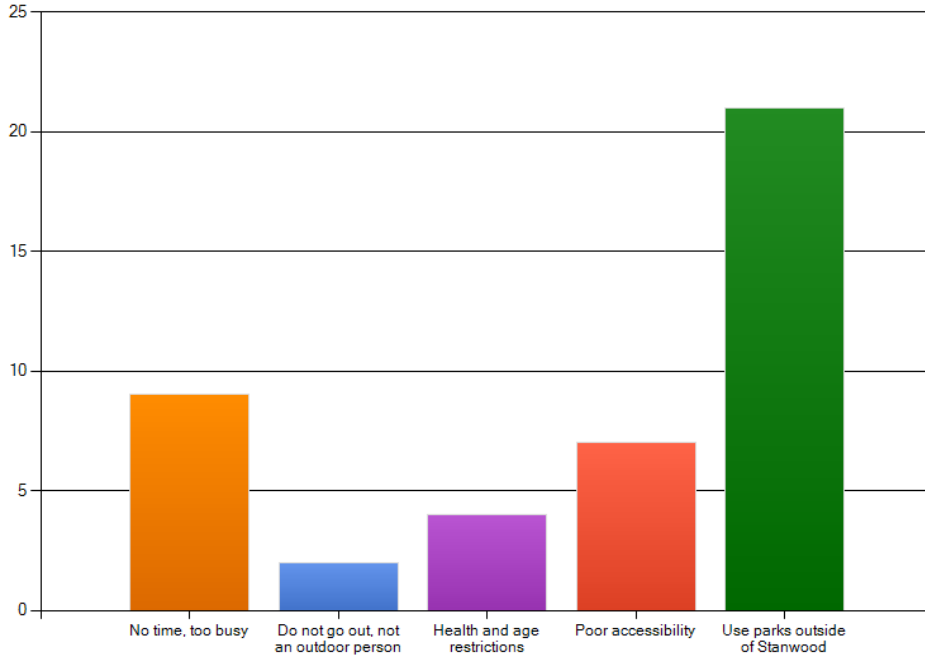
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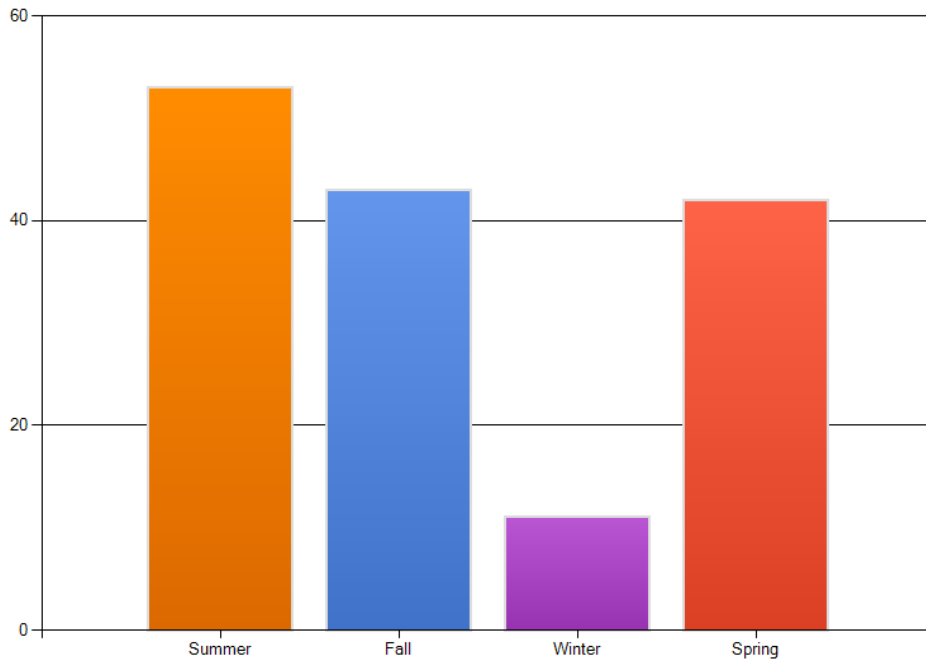
If you do not visit City parks, why not?



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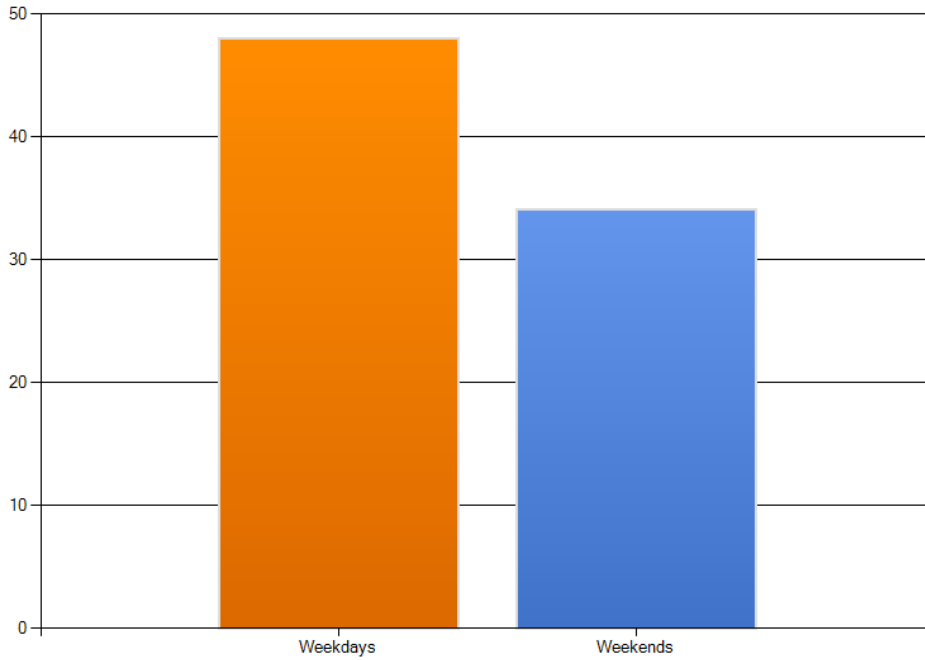
During which season do you typically visit Stanwood parks?



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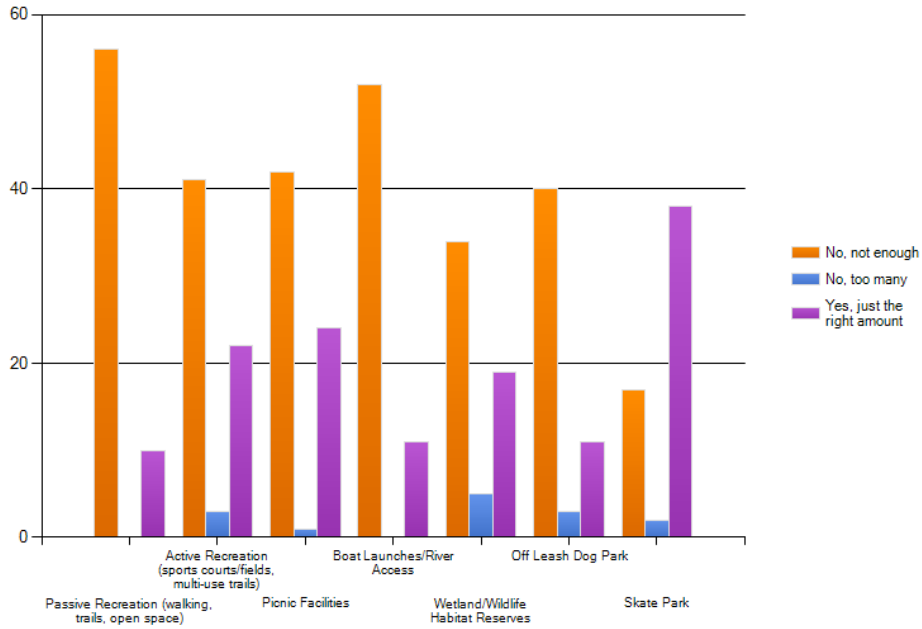
Which days of the week do you typically visit Stanwood parks?



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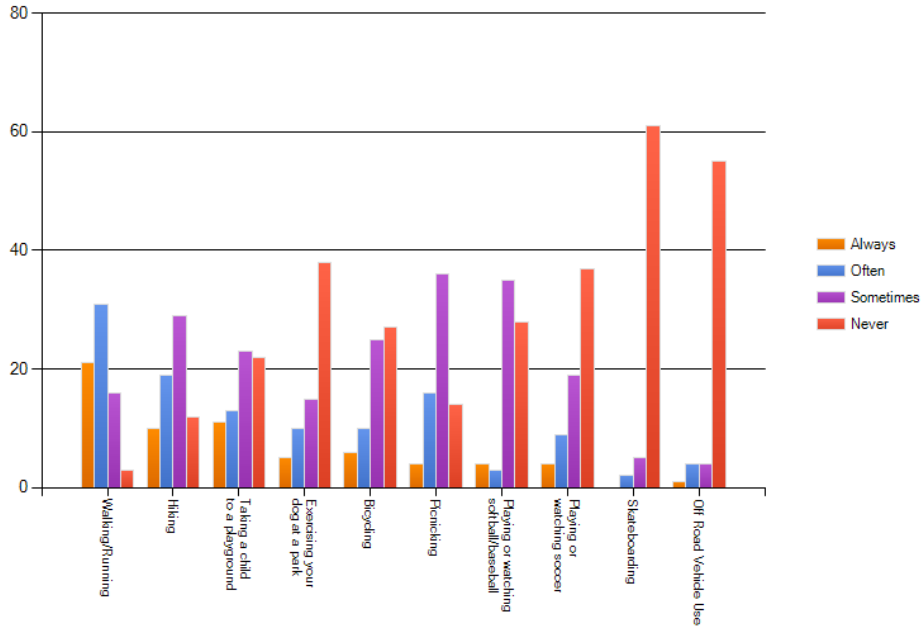
Do Stanwood parks provide enough amenities to meet the needs of the community?



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Please identify how often you participate in the following outdoor activities:

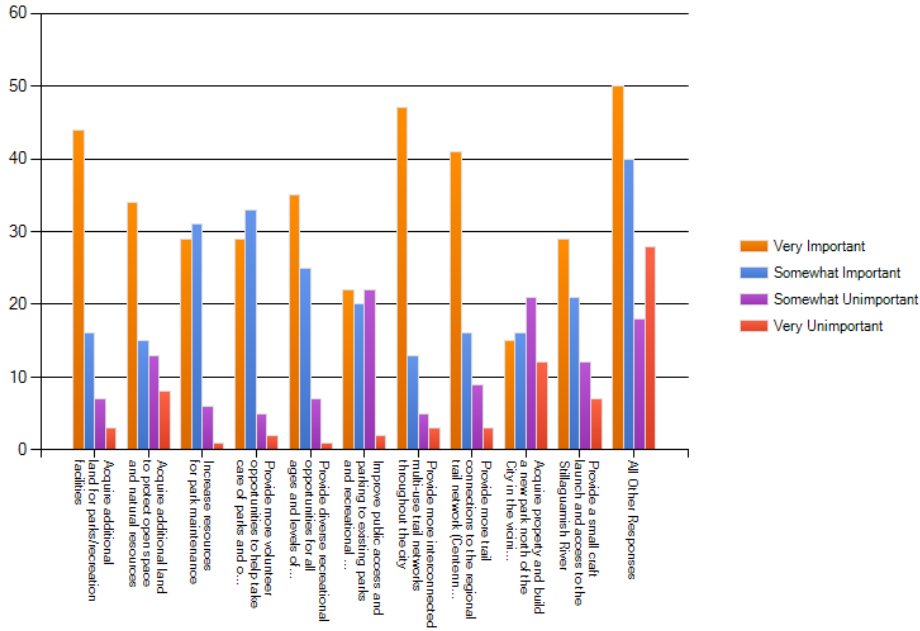




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How important is it to you for the City to undertake the following tasks over the next few years?

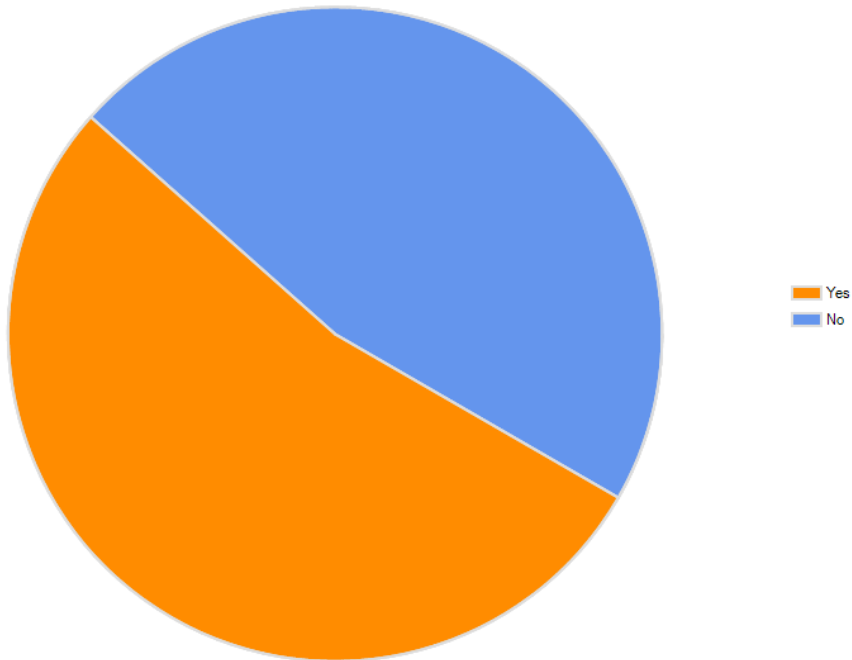


## Parks Recreation and Open Space Plan

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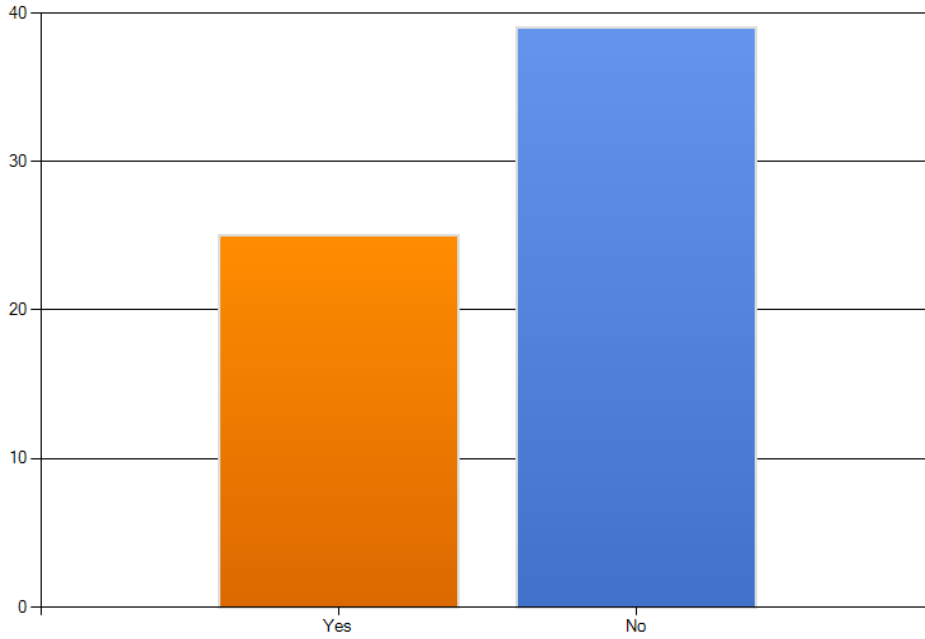
Should the City-owned lot next to City Hall be developed for park use?



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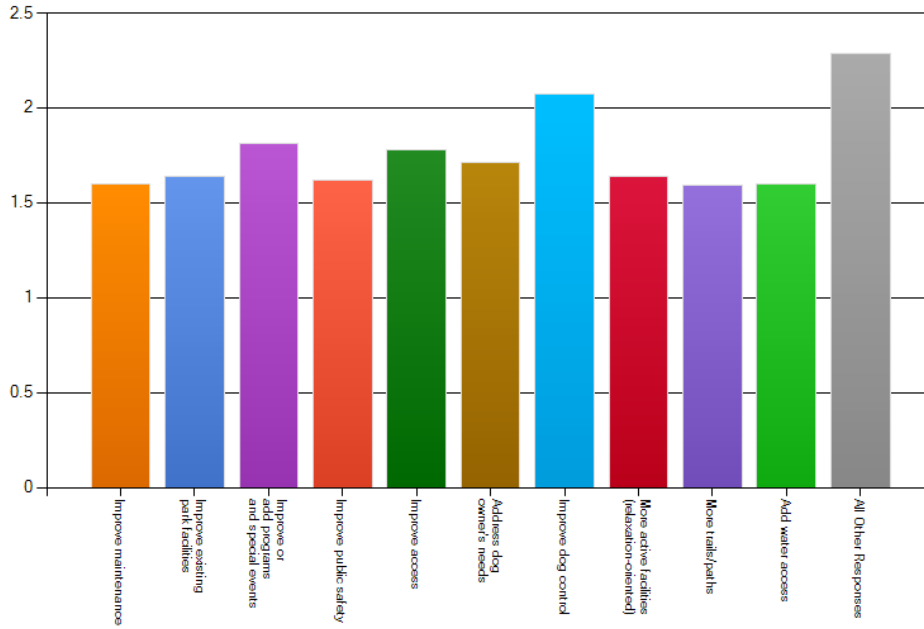
Would you like more private mini parks/tot lots for homeowner association use located in Stanwood residential neighborhoods?



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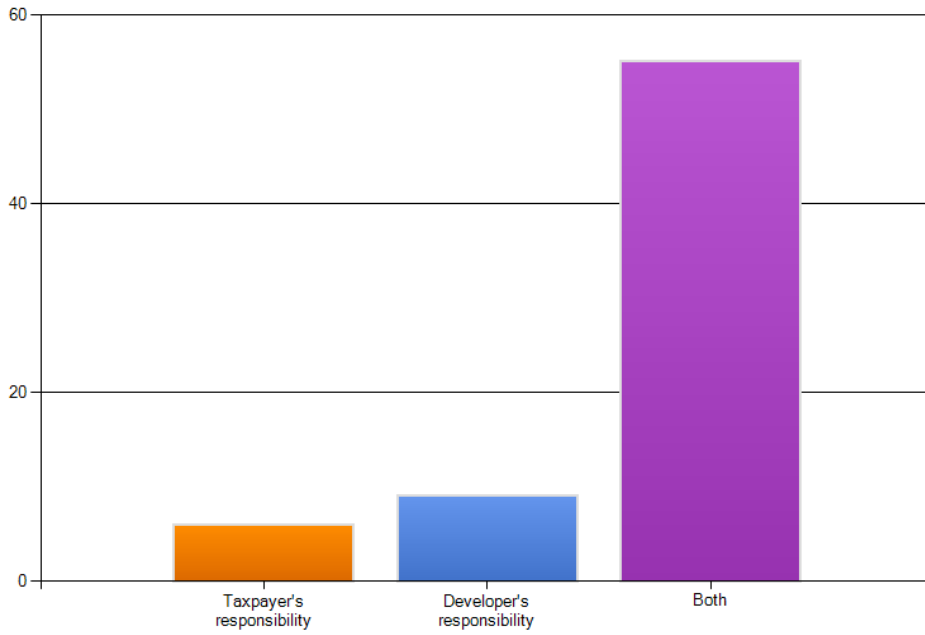
What changes, if any, would you and members of your household like to see in the Stanwood parks? (Select three changes that are the most important to you)



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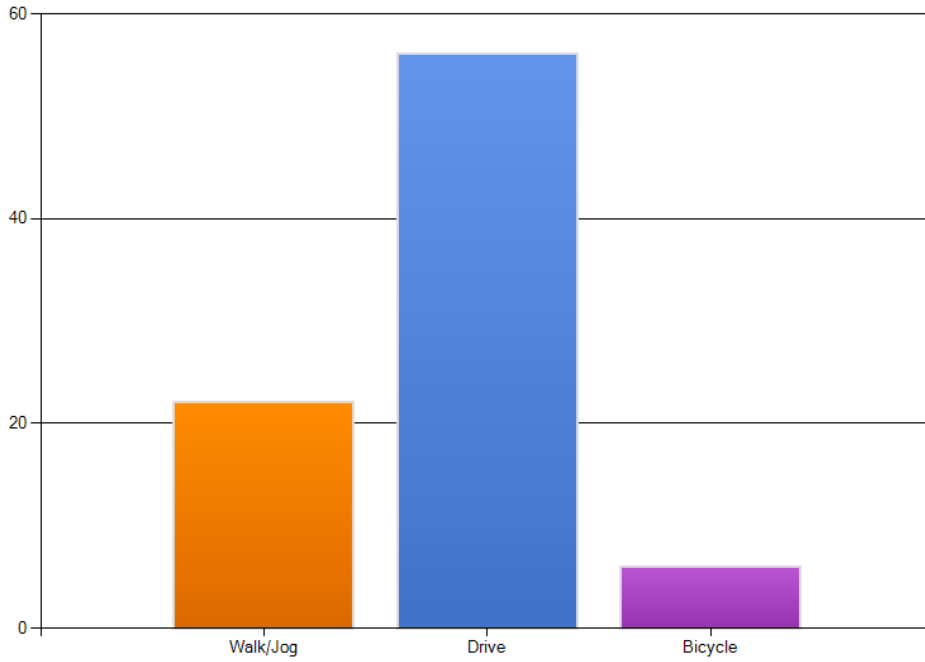
Who should be responsible for funding and the associated maintenance costs of new parks?



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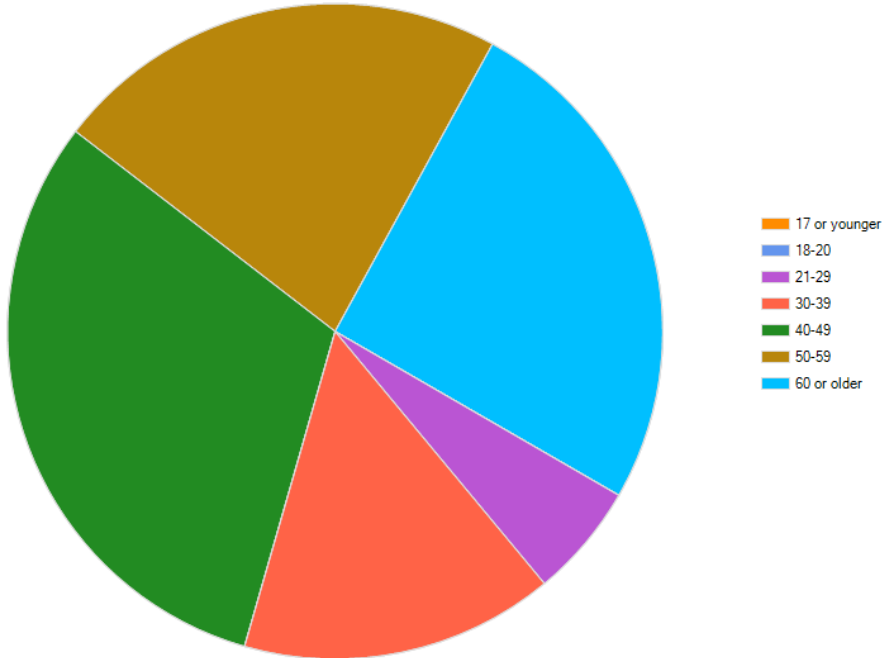
How do you usually travel to and from the park?



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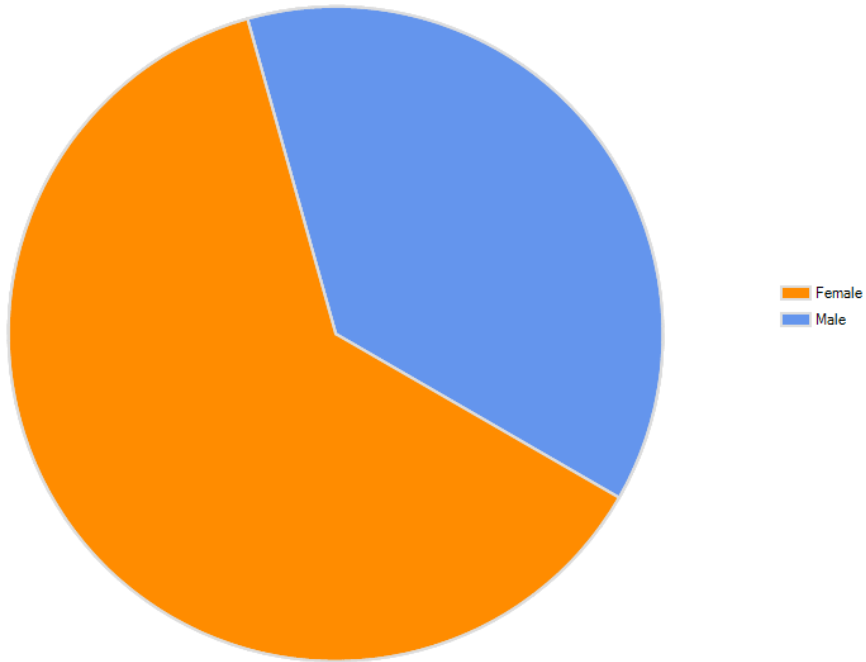
Which category below includes your age?



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What is your gender?

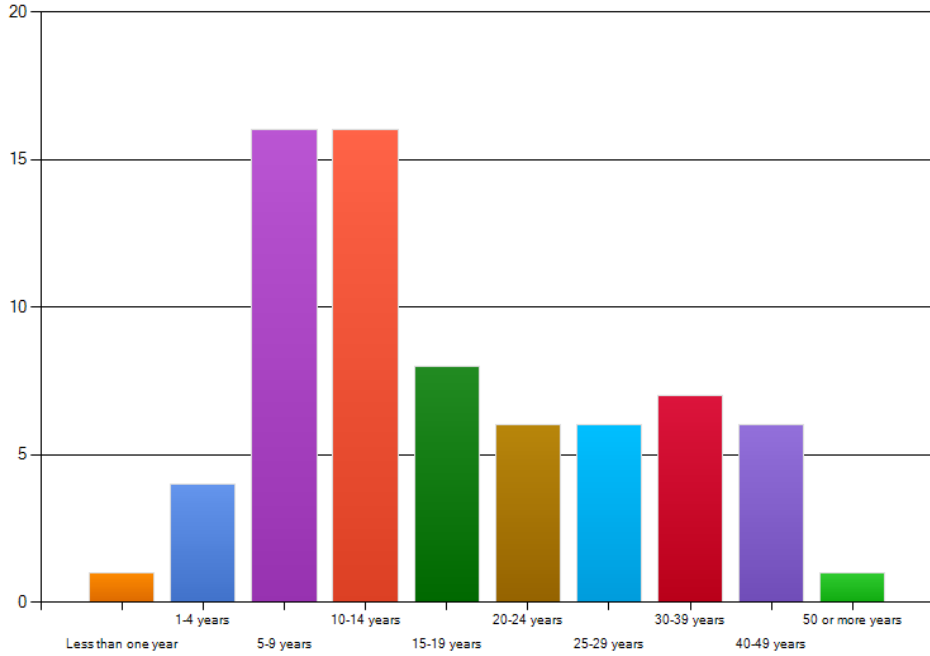




# Parks Recreation and Open Space Plan

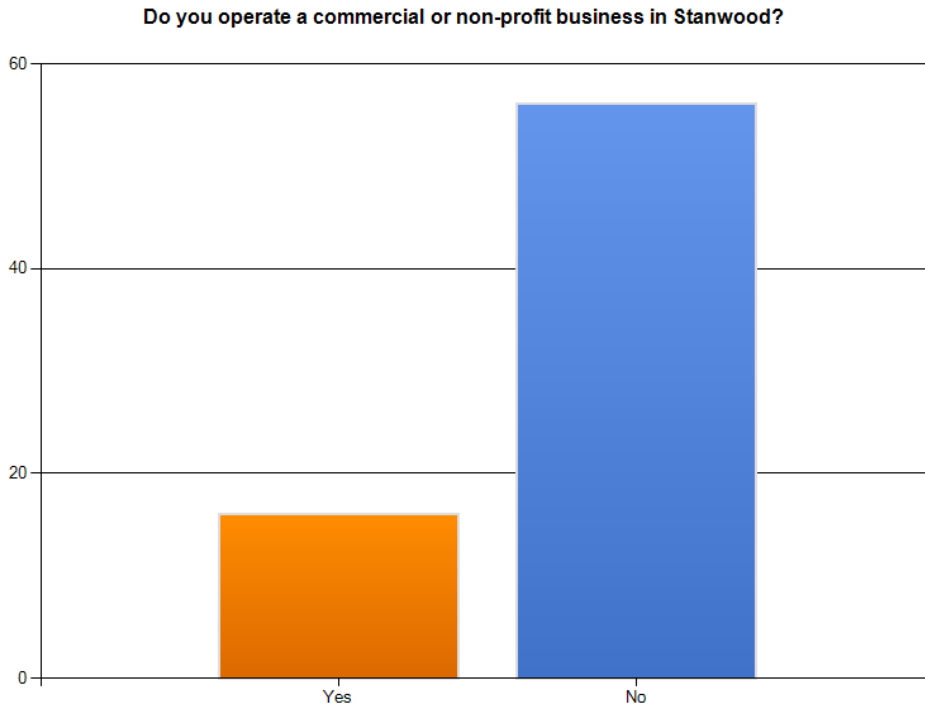
An Element of the Stanwood Comprehensive Plan

How long have you lived in the Stanwood area?



## Parks Recreation and Open Space Plan

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### Public Workshop Comments

The following comments were received from the public during the public workshop on September 24, 2012:

- Kayak launch on west side of riverfront property.
- 3 major city loops should connect and overlap.
- 3 major loops should include 1: waterfront, 2: Cedarhome, 3: Downtown/Heritage Park.
- Kayak/small craft launch at riverfront property or city property between Schuh Market and Twin City Foods.
- Heritage Park, Drainage Field 1
- Long riverfront bike trail (paved) on top of dikes.
- East to West along 271<sup>st</sup> Bike Route and Lane.
- Cedarhome retirement center has a trail loop at 276<sup>th</sup> street and could be connected up to Church Creek Park and surrounding areas with sidewalk improvements.
- Improvements are needed to Church Creek Park

# Parks Recreation and Open Space Plan

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## ONLINE 2012 PROS PLAN SURVEY COMMENTS

1.

I coach baseball, and football in Stanwood. The quality of baseball fields in our city is embarrassing. The fields do not drain properly, and the soil used in the infields are improper. I am amazed at some other small city fields, and embarrassed hosting a visiting team in Stanwood. Football: It is a constant fight between two youth football leagues a several soccer leagues in the city. Practice and gamer fields are hard to come by, and some are downright dangerous to play on because of holes, poor soil composition, poor drainage. Kids are twisting ankles, twisting knees, slamming their heads/bodies on rock hard soil. Something needs to be done! I grew up in Redmond when it was a small, back woods city and our fields were never as bad as they are in Stanwood.

2.

A great deal of Stanwood residents live outside of central downtown areas and have difficulty accessing parks due to the lack of walking/riding/biking trails. I have heard from more than a dozen parents that they drive to Arlington with their kids' bikes in the back of the truck so they can ride on the Centennial Trail. They have also said they usually go out to eat or watch a movie while they are there. If we had easy access to a similar trail in our town we might not lose as much business to local cities with more accessible/visible parks.

3.

I really have enjoyed using parks as my children grew. I would like to see more interconnected trails. The parking is fine...people could just walk to recreate. Use what we have and improve! Thanks for doing this.

4.

Improve trails and safety in wooded area of Church Creek Park.

5.

Could not correctly answer Question #2 since not given options between once a year and once a month (few times a year, should have been a choice) and between Once a Month and More than Once a Week (Few Times a Month, should have been a choice). This community needs safe, wide, paved trails for biking/walking/running activities. I do not consider any of the "three trails"; Stanwood-Village Loop, Pioneer Hwy Trail or Heritage Park Trail actual viable trails. Thanks.

6.

Please think of the entire district of Stanwood-Camano when you are planning parks and recreation. Our family is supportive of an additional tax to support parks and recreation throughout our community.

7.

Existing parks could be improved to increase usage and would love to see a dike topn trail system to access one of the key scenic amenities of the Stanwood area.

8.

## **Parks Recreation and Open Space Plan**

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in need of a recreation activity program for all ages in multi-sport capacities

9.

The playgrounds in Stanwood are lacking in safe play structures. Heritage park is too difficult for my small children, and Church Creek is woefully inadequate. Stanwood does a good job of keeping their ball fields in nice condition, but if we want to play we ALWAYS go out of town- usually to the Camano Island Rotary park where there is something for all of my kids, from the biggest (15) to my smallest (2), to do.

10.

River access should be a priority.

11.

We need more community parks but they need to be monitored, i.e. police and cameras for crime control. Some of the parks are nice but bike trails are needed along the rivers/dike. Free doggy pick up bags in parks and fines for those who don't use them. More tables, benches at parks and streets. Have volunteer gardens available for those who can't have them. Turn the wasted water runoff containments into usable park areas. (Foxhill, Pioneer hwy) Create usable paths to schools, encourage people to walk to stores businesses. remove school barriers (Port Susan Middle school) for Foxhill residents to walk to Haggans.

12.

love the murals it brightens up the city and there is an air of excitement amongst the store owners as well as shoppers. With the train stopping here now we need to create an atmosphere that will draw people in to spend a day or more and shop relax and enjoy.

13.

The empty lot on the corner by the bus station would make a great park area. The lot where the city Christmas tree was on display last year. Some trees and grass with tables. We need some space in downtown.

14.

The banner program is missed. They added a nice look to Stanwood and Camano Island. Maybe Stanwood could get a bunch of the snow goose banners by Candi Martin Baker made and hang them on the posts on Main Street.

15.

Need to improve empty lot across from train depot - would make a great park/sitting area for downtown. Get the arts guild involved for great ideas.

16.

Help business owners, not hinder like with the sign tax. The flowers are GREAT!!! The new trash cans are nice, let's keep them clean. Get business owners to NOT park in front of the stores in east Stanwood. When they do there is nowhere for ALL of our customers.

17.

This improvement is small and would improve the Downtown look -- it is an eyesore as is for visitors and locals as well.

18.

## Parks Recreation and Open Space Plan

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Two priorities for our household: provide more environmentally friendly outdoor recreation space for community and transform ugly, potentially dangerous empty lots into minimum use park space (benches and foliage)- especially the lot that greets train travelers to Stanwood.

19.

Charge reasonable day use fees for large events that use the parks. maintenance isn't free!

20.

Church Creek should not be closed on week days. When a city has two parks, and one is mainly ball fields, it is atrocious to have Church Creek closed. Church Creek is a beautiful park.

21.

When will the city do some thing with the empty lot that it owns on 74th Ave / Bayview Ln?

22.

The parks need help. Irrigation leaks at heritage park go left unnoticed, grass clippings and dog poop are left on the paths. I appreciate the opportunities to use the parks, but would like to see them cared for at a higher level.

23.

This year Stanwood Lacrosse and the local soccer organization attempted to do some reseeded at Heritage at our cost, but due to an inability to water the area to encourage growth we had to shelve the plan. Plumbing Heritage with accessible water spigots would make it possible for our organizations to help maintain the fields we use.

24.

access to the water and a small craft boat launch on the Stilly is the most important

25.

We would LOVE to have river/dike walking access in town!

26.

Parks are only used and enjoyed when they are well kept up, safe and enjoyable to be in. Without those things, we can build all the parks we want, but they still won't be enjoyed or used, and will only attract the wrong type of activity the city does not need or want. A good example is Church Creek and the well known drug activity there...a place I refuse to go to or let my children go to.

27.

I would like to see more walking/biking trails that connect the parks, and small parks so there is enough green space so as the community grows there will be ample park space.

28.

Question 8 A small park like setting across from the train depot, with a restroom a few benches a couple planter boxes maybe a table or bench with a cover as it rains a lot. the first thing peple on the train see when boarding or leaving is the dirt parking area that isn't even a parking area.

## Parks Recreation and Open Space Plan

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29.

Creative planning and responsible community development is definitely in order, to include building a hotel and a center gathering area in downtown Stanwood first, while at the same time planning recreational areas that will draw tourists and businesses to our area. Connectivity in planning should occur with representatives and leaders from Camano Island so that we can learn to support each others commerce.

30.

I go by all 4 parks at least once a week and check them out noticing their use, however I do not go into use any of them.

31.

Do not think of doing a park district. Keep the parks City parks and start charging big users (little league and soccer) what it really costs to have the fields ready for them to play on. Get money from Island county as well. many users of the city parks are from camano island

32.

We love Stanwood and hope for its overall growth over the coming years. It is sad that there does not seem to be that much park use in the area except for organized sports. Heritage Park is awesome but there is just so much open unused space. Perfect areas for off leash park. Thank you for this method of input. I saw it mentioned in the Crab Cracker.

33.

I support the idea of user fees for our parks/fields, with a reduced fee for City residents.

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## Appendix A Definitions

1. **Act** means the Growth Management Act as enacted in Chapter 17, Laws of 1990, 1<sup>st</sup> Ex. Sess., and Chapter 32, Laws of 1991, 1<sup>st</sup> Special Sess., State of Washington.
2. **Adequate public facilities** means facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.
3. **Adopt a comprehensive land use plan** means to enact a new comprehensive land use plan or to update an existing comprehensive land use plan.
4. **Agricultural land** means land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed. *Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock that has long-term commercial significance for agricultural production.* (fragment)
5. **Available public facilities** means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.
6. **Best available science (BAS)** means current scientific information used in the process to designate, protect, or restore critical areas that is derived from a valid scientific process as defined by WAC 365-195-900 through 925.
7. **Capacity** means the amount of additional dwelling units or jobs that is allowed under current zoning
8. **Capital facility** means a physical structure owned or operated by a government entity which provides or supports a public service.

9. **Characterized by urban growth** refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.
10. **City** means any city or town, including a code city.
11. **Concurrency** means that adequate capital facilities are available when the impacts of development occur. This definition includes two concepts - "adequate public facilities" and "available public facilities" as defined above.
12. **Consistency** refers to whether a feature of a plan or regulation is compatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.
13. **Comprehensive land use plan, comprehensive plan, or plan** means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.
14. **Contiguous development** means development of areas immediately adjacent to one another.
15. **Coordination** means consultation and cooperation among jurisdictions.
16. **Countywide Planning Policies (CPPs)** - A GMA policy document adopted in 1993 and amended thereafter by Snohomish County and its cities that provides guidance for issues related to urban growth areas, capital facility development, rural land use, housing, transportation and economic development.
17. **Critical areas** include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.



18. **Demand Management Strategies or Transportation Demand Management Strategies (TDM)** means strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies or telecommuting.
19. **Department** means the City of Stanwood Department of Community Development.
20. **Development regulations** means any controls placed on development of land use activities by a county or city, including, but not limited to, zoning ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances and binding site plan ordinances. A development regulation does not include a decision to approve a project permit applicant, as defined in RCW 36.70B.020, even though the decision may be expressed in a resolution or ordinance of the legislative body of the city.
21. **Domestic water system** means any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.
22. **Essential public facilities** means any facility as defined by WAC 365-195-340 and owned or operated by a unit of local or state government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission.
23. **Fair Share Housing** means to equitably distribute low and low-moderate income housing among urban and rural areas of Snohomish County. The purpose of the methodology is to ensure that concentrations of low-income housing do not continue to impact a few areas of the County.
24. **Financial commitment** means that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support

development and that there is assurance that such funds will be timely put to that end.

25. **Forest land** means land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.
26. **Geologically hazardous areas** means areas susceptible to erosion, sliding, earthquake, or other geological events., These areas pose a threat to the health and safety of citizens when incompatible development is sited in areas of significant hazard.
27. **Growth target** - A number adopted in the community's comprehensive plan indicating the number of persons, households, and jobs a jurisdiction intends to accommodate during the planning period.
28. **Growth Management Act** – see definition of “Act.”
29. **Lands suitable for development** - All vacant, partially-used, and under-utilized parcels that are: (a) designated for commercial, industrial, or residential use; (b) not intended for public use; and (c) not constrained by critical areas in a way that limits development potential and makes new construction on a parcel out of the question.
30. **Level of service** means an established minimum capacity of public facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.
31. **Long-term commercial significance** includes the growing capacity, productivity and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense use of the land.

32. **Market availability** means a variety of factors, such as willingness to sell, that contribute to whether or not a piece of land is for sale.
33. **Master planned resort** means a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.
34. **Minerals** include gravel, sand and valuable metallic substances.
35. **New fully contained community** is a development proposed for location outside of the initially designated urban growth areas which is characterized by urban densities, uses and services, and meets the criteria of RCW 36.70A.350.
36. **Partially-used land** - Partially-used parcels are those occupied by a use which contain enough land to be further subdivided without the need of rezoning. For instance, a single house on a 10-acre parcel, where urban densities are allowed, is partially developed.
37. **Planning period** means the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.
38. **Public facilities** include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.
39. **Public services** include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.
40. **Regional transportation plan** means the transportation plan for the regionally designated transportation system which is

produced by the regional Transportation Planning Organization.

41. **Regional Transportation Planning Organization (RTPO)** means the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.
42. **Rural lands** means all lands which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber, or the extraction of minerals.
43. **Sanitary sewer systems** means all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.
44. **Solid waste handling facility** means any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.
45. **Sufficient land supply** means the amount of land necessary to accommodate adopted population and employment forecasts or targets for the 20-year planning period, taking into account any appropriate factors.
46. **Transportation facilities** include capital facilities related to air, water or land transportation.
47. **Transportation level of service standards** means a measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety.
48. **Transportation system management (TSM)** means low capital expenditures to increase the capacity of the transportation

network. TSM strategies include but are not limited to signalization, channelization, and bus turnouts.

49. **Urban growth** refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.
50. **Urban growth areas** means those areas designated by a county pursuant to RCW 36.70A.110.
51. **Urban governmental services** include those public services and facilities historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.
52. **Utilities** means facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and those for the disposal of sewage.
53. **Vacant parcels** - Parcels of land that on which no structures exist or those that have buildings with very little value in comparison to the land value.
54. **Visioning** means a process of citizen involvement to determine values and ideals for the future of a community and to

transform those values and ideals into manageable and feasible community goals.

55. **Wetland** or **wetlands** are areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation adapted for life in saturated soil conditions, as determined in conformance with the Washington State Wetland Identification and Delineation Manual. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands may include those artificial wetlands intentionally created to mitigate conversion of wetlands, if permitted by the county or city.

**Appendix B Countywide Planning Policy Consistency Matrix**

Countywide Planning Policy	Related Stanwood Plan Goals and Policies	Local Considerations in Addressing the Countywide Policy
<b>Population and Employment</b>		
PE 1 - Establish a subcounty allocation of projected growth for unincorporated areas that is consistent with the goals of the Growth Management Act and the countywide planning policies.	LUG-1 To plan current and future land uses in accordance with the Washington State Growth Management Act and the values and vision of Stanwood residents and business people.	
PE 1. A - Direct future growth in unincorporated Snohomish County primarily into urban areas.	LUP 1.1 - Infill development should be directed to urban areas that are determined to be either underdeveloped or underutilized.	
PE 1.B - Reduce future growth rates in rural areas of the county.	LUP 14.2 - Concentrate new growth within or adjacent to existing development in the Stanwood UGA.	
PE 2 - Establish a process for monitoring and adjusting, if necessary, the population and employment growth targets.	LUP 14.6 - Collaborate with other jurisdictions within the UGA at least once every ten years to evaluate the effectiveness of the adopted Urban Growth Boundary.	
PE 2.A - Establish a target reconciliation process using the Snohomish County Tomorrow process to review and, if necessary, adjust the population and employment targets once the GMA comprehensive plans of jurisdictions in Snohomish County are adopted.	LUP 14.6 - Collaborate with other jurisdictions within the UGA at least once every ten years to evaluate the effectiveness of the adopted Urban Growth Boundary.	
PE 2.B - Establish a long-term target monitoring process through Snohomish County Tomorrow to review and, if necessary, adjust the population and employment targets	LUP 14.6 - Collaborate with other jurisdictions within the UGA at least once every ten years to evaluate the effectiveness of the adopted Urban Growth Boundary.	

<b>Land Use</b>		
LU 1 - Establish compact, clearly defined UGAs.	LUG 14 - Promote coordinated and efficient growth within the Stanwood Urban Growth Area (UGA). LUP 14.2 - Concentrate new growth within or adjacent to existing development in the Stanwood UGA.	
LU 1.A - Establish UGAs with sufficient capacity to accommodate the majority of the county's projected population and employment growth over the next 20 years.	LUP 13.2 - Ensure that the land supply necessary for 20-year employment projection is available. LU-14.2 - Concentrate new growth within or adjacent to existing development in the Stanwood UGA.	
LU 1.B - Designate urban reserve areas for future employment areas outside of and adjacent to UGAs to reserve a potential supply of urban land for employment land uses.	LU 16.3 (P) Rural/Urban Transition: The intent of this designation is to set aside lands that are likely or appropriate for long-term future expansions of the City's UGA. No amendments to the City's UGA shall be approved by the City unless the parcels are located within the Rural/Urban Transition. The City may consider amendments to this designation during its annual docketing process.	
LU 1.C - Establish and maintain a UGA boundary that provides a distinct edge between urban and rural land uses.	LUP 14.2 - Concentrate new growth within or adjacent to existing development in the Stanwood UGA.	
LU 1.D - Continue to support the joint city/county planning process and prepare and adopt detailed plans for unincorporated UGAs as needed.	LUP 14.4 - The City shall neither propose nor accept annexation outside the current Urban Growth Boundary, as delineated in cooperation with Snohomish County Tomorrow. LUP 14.5 - Collaborate with other jurisdictions within the UGA at least once every ten years to evaluate the effectiveness of the adopted Urban Growth Boundary.	



<p>LU 2 - Establish development patterns that use urban land more efficiently.</p>	<p>LUP 14.3 - Consider these criteria when determining commercial land use designations in the Stanwood UGA: Proposed development will be serviced with available/proposed extension of city capital facilities and utilities. Promote residential in-fill near downtown and create residential “villages/centers” near or around existing and future employment centers in the UGA. Proposed development is compatible with existing land uses.</p>	
<p>LU 2.A - Increase residential densities within UGAs by concentrating and intensifying development in appropriate locations.</p>	<p>LUP 14.3 - Consider these criteria when determining commercial land use designations in the Stanwood UGA: Proposed development will be serviced with available/proposed extension of city capital facilities and utilities. Promote residential in-fill near downtown and create residential “villages/centers” near or around existing and future employment centers in the UGA. Proposed development is compatible with existing land uses.</p>	
<p>LU 2.B - Encourage intensification and revitalization of existing and planned commercial and industrial areas.</p>	<p>LUP 5.1 - Encourage clustering of commercial land uses near intersections or near existing commercial areas.  LUP 12.1 - Over the next 20 years concentrate industrial development in the existing industrial centers while utilizing and enhancing the cities capital facilities and public utilities.  LUP 9.1 - Rehabilitate and revitalize the downtown by using adaptive reuse of existing commercial structures, preservation of historic sites and structures, and restoration of prominent places and features to ensure economic viability and community stability.  LUG 7 - To develop Stanwood's</p>	

<p>LU 3 - Encourage land use patterns that create connected, identifiable neighborhoods in UGAs.</p>	<p>LUG 1 - To plan current and future land uses in accordance with the values and vision of Stanwood residents and business people.                  LUG 8 - Create a connection between east and west business districts.                  LUP 8.1 - Encourage the integration of commercial, residential, and public uses along 271st Ave.</p>	
<p>LU 3.A - Revitalize or create identifiable, pedestrian oriented neighborhood areas with focal points, mixed-use centers, and employment areas that are linked with each other.</p>	<p>LUP 14.2 - Consider these criteria when determining commercial land use designations in the Stanwood UGA:                  Proposed development will be serviced with available/proposed extension of city capital facilities and utilities. Promote residential in-fill near downtown and create residential "villages/centers" near or around existing and future employment centers in the UGA.                  Proposed development is compatible with existing land uses.</p>	
<p>LU 4 - Establish compact, clearly defined urban centers consistent with Vision 2020 and the CPPs.</p>		<p>Not applicable. Stanwood is a small town or a sub-regional center. Stanwood does not contain or meet the definition of "urban center"; however many goals and policies encourage smart development concepts for compact, pedestrian-friendly development.</p>
<p>LU 5 - In cooperation with the cities and towns, create urban developments that are compatible with their surroundings, and provide a safe and desirable environment for residents, shoppers and workers.</p>	<p>LUP 9.2 - Encourage a compact community business district to facilitate easy pedestrian and bicycle access between shops, buildings and other neighborhoods within the urban growth areas.                  LUP 9.6 – Require new commercial development proposals to include the design and construction of walkways and/or sidewalks to integrate and link to</p>	

<p>LU 7 - Conserve agriculture and agricultural land through a variety of planning techniques, regulations, incentive and acquisition methods.</p>	<p>LUG 21 - Designate and protect any existing agricultural lands within the City, and protect existing agricultural land within the City and UGA and abutting the UGA boundary.  LUP 21.1 - Allow for the preservation of existing agricultural lands and the establishment of new agricultural lands in the SR 12.4 zone.  LUP 21.2 - Regulate incompatible land uses adjacent to existing agricultural lands.</p>	
<p>LU 8 - Identify and designate, conserve and promote sustainable use of valuable forest resource land in the county.</p>	<p>LUG 22 - Designate any existing forest and resource lands within the city, and protect forest and resource lands within the city and UGA and abutting the UGA boundary.  LUP 22.1 - Limit any incompatible land uses adjacent to existing and designated forest and resource lands in the city or lands in the UGA.</p>	
<p>LU 9 - Conserve mineral resource lands for commercial mineral extraction, minimize the detrimental effects of mineral extraction on the environment and other land uses, and plan for the eventual post-extractive use of mine sites.</p>	<p>LUG 22 - Designate any existing forest and resource lands within the city, and protect forest and resource lands within the city and UGA and abutting the UGA boundary.  LUP 22.1 - Limit any incompatible land uses adjacent to existing and designated forest and resource lands in the city or lands in the UGA.</p>	
<p>LU 10 - Identify and protect open space, natural and scenic resources, and shoreline areas.</p>	<p>LUG-19 - Promote retention of open space and recreational opportunities.  NF Goals and Policies: See entire Natural Features Element.</p>	
<p>LU 10.A - Identify and preserve an integrated open space network.</p>	<p>NFP 2.2 Work with other local jurisdictions to preserve and manage vegetated and open space corridors that extend beyond the City's boundaries, but are necessary to provide habitat</p>	

LU 11.A - Identify and document archaeological, historic, and cultural resources throughout Snohomish County.	LUG-20 - Encourage preservation of lands, sites, and structures of historic significance.	
LU 11.B - Preserve and enhance archaeological, historic, and cultural resources.	LUG-20 - Encourage preservation of lands, sites, and structures of historic significance.	
LU 11.C - Recognize the value of promoting cultural tourism as an economic development tool and as a stimulus to cultural resource preservation and enhancement.	EDP-1.3 – Assist in the promotion of community events and tourism.	
LU 11.D - Ensure that Snohomish County's land use policies encourage the social, economic and quality of life benefits of the arts.	EDP-1.3 – Assist in the promotion of community events and tourism. EDP-1.4 - Encourage businesses and recreational activities that promote tourism. ED-2 - To promote a strong, diversified and sustainable local and regional economy, respecting the natural environment and preserving or enhancing the quality of life in the community.	
<b>Housing</b>		
HO 1 - Ensure that all county residents have the opportunity to obtain safe, sanitary, and affordable housing.	HG-1 - To provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.	
HO 1.A - Ensure fair and equal housing opportunities.	HG-1 - To provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.	
HO 1.B - Ensure that a broad range of housing types is available in urban and rural areas.	HP-2.1 - Encourage the development of a full range of housing types to meet the needs of all citizens of Stanwood. HP-2.9 – Encourage a balance of	"Rural Areas" not applicable

<p>HO 1.D - Maintain an adequate supply of appropriately zoned developable land.</p>	<p>HP-4.1 - Rely on community input, the vision and values for Stanwood, and the assessed future housing needs to make changes in residential densities. Base recommended changes on:          - Existing residential zoning districts          - Land suitability and availability          - Existing land use patterns          - Available or planned capital facility/public service capacity</p>	<p>Urban "Market Factor" reserve (+/- 10%) will provide adequate supply.</p>
<p>HO 1.E - Strengthen interjurisdictional cooperative efforts to ensure an adequate supply of housing is available to all economic segments of the county.</p>	<p>HP-6.9 - Involve the Housing Authority of Snohomish County, Snohomish County's Office of Housing and Community Development, and other service providers in various housing programs.</p>	
<p>HO 2 - Encourage and respect the vitality and character of existing residential neighborhoods.</p>	<p>LUG 3 - To preserve Stanwood's character, scale and neighborhood quality as new development occurs.          HP-4.2 - Maintain quality of residential neighborhoods by providing a mix of housing types and densities.          HP-6.8 - Develop historical guidelines and promote preservation.          HP-6.5 - Continue to seek Community Development Block Grants (CDBG) and other funds in order to continue investments in older neighborhoods.          HP-6.6 - Continue to invest in the infrastructure of older neighborhoods.          HG-8 - Maintain residential character.</p>	
<p>HO 2.A - Ensure all county residents have the opportunity to reside in safe and decent neighborhoods.</p>	<p>HG-3 - To ensure strong, stable residential neighborhoods through public investment in infrastructure and in preserving existing housing units.</p>	
<p>HO 2.B - Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a</p>	<p>HP-4.4 - Allow mixed residential densities in subdivisions and planned developments where appropriate.          HP-2.3 - Allow housing units on the upper stories of commercial buildings in</p>	

<p>HO 3.A - Encourage land use practices, development standards, and building permit requirements that reduce housing production costs.</p>	<p>EDP-6.8 – Reward appropriate investment and redevelopment in downtown.          EDP 7.1 - Ensure that City licensing and permitting procedures and development regulations are coherent, fair, and expeditious.          EDP-7.4 - Expedite permits for projects that further goals and policies in this Element and that meet specific criteria, while still providing equitable service for all.</p>	
<p>HO 4 - Establish a process for adjusting fair share housing targets and housing strategies when required.</p>	<p>HP-1.6 - Accept and plan for Stanwood's "fair share" of the County's affordable housing needs as determined by the Snohomish County tomorrow planning process.</p>	
<p>HO 4.A - Establish a long-term monitoring process through Snohomish County Tomorrow to review and, if necessary, adjust fair-share housing goals and evaluate the progress of housing strategies.</p>	<p>HP-1.6 - Accept and plan for Stanwood's "fair share" of the County's affordable housing needs as determined by the Snohomish County tomorrow planning process.</p>	
<p><b>Transportation</b></p>		
<p>TR 1 - Develop transportation systems that complement the land use element of the county comprehensive plan.</p>	<p>TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility for all members of the community.</p>	
<p>TR 1.A - Prepare, in cooperation with the cities, the Washington State Department of Transportation (WSDOT), regional agencies, Community Transit, and Everett Transit, standards for public transportation services and facilities consistent with adopted road standards and the land use elements of the</p>	<p>TP-2.3 - 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-2.4 - Work with Island County and Snohomish County to ensure consistency of transportation plans</p>	

<p>TR 1.B - Prepare long-range plans for future highway and arterial roadways providing direct connections and adequate rights-of-way in consideration of existing and future development.</p>	<p>TP-7.1 – Maintain a transportation system inventory, level of service requirements, a concurrency ordinance, an assessment of growth impacts, and a needs analysis for SR 532. TP-7.3 - 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 that roadway.</p>	
<p>TR 1.C - Establish access and on-site circulation standards to maintain the safety and integrity of the arterial roadway system.</p>	<p>TP-1.1 - Improvements to existing street networks shall be planned 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-4.1 - Roadways, sidewalks, trails, bicycle paths, and other public circulation areas shall be designed to provide the highest level of safety.</p>	
<p>TR 2 - Provide public transportation services that are enhanced by the land use element of the county comprehensive plan.</p>	<p>TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility for all members of the community.</p>	
<p>TR 2.A - In cooperation with the cities, make the designated centers the focus of residential and employment growth and transportation investment in unincorporated county areas.</p>		<p>Not Applicable</p>
<p>TR 2.B - In cooperation with the cities, promote a variety of convenient transportation services to compact and attractively designed centers.</p>	<p>LUP-9.2 - Encourage a compact community business district to facilitate easy pedestrian and bicycle access between shops, buildings, and other neighborhoods within the urban growth area. TP-1.2 - Encourage land use patterns that</p>	

<p>TR 3 - Improve nonmotorized transportation facilities and services.</p>	<p>TG-5 - Plan for non-motorized facilities.                  TP-5.1 - Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas.                  TP-5.3 - The City adopts a conceptual trail system master plan that connects the central business district, residential neighborhoods, parks, schools, transit and other public and private facilities.</p>	
<p>TR 3.A - Plan, design, program, construct, and promote use of nonmotorized transportation facilities in Snohomish County and in cooperation with WSDOT and the cities.</p>	<p>LUP 9.2 - Encourage a compact central business district to facilitate easy pedestrian and bicycle access between shops, buildings, and other neighborhoods within the Urban Growth Area.</p>	
<p>TR 3.B - Ensure that new development accommodates non-motorized transportation facilities in its site planning.</p>	<p>LUP 9.2 - Encourage a compact central business district to facilitate easy pedestrian and bicycle access between shops, buildings, and other neighborhoods within the Urban Growth Area.</p>	
<p>TR 4 - Provide transportation services that enhance the health, safety, and welfare of Snohomish County citizens.</p>	<p>TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility for all members of the community.                  TP-1.3 Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.                  TP-4.1 - Roadways, sidewalks, trails, bicycle paths, and other public circulation areas shall be designed to provide the highest level of safety.</p>	
<p>TR 4.A - Cooperate with WSDOT, the cities, and transit operating agencies to</p> <p>disability, or income.</p>	<p>TP-4.2 - Local access streets shall be designed to provide maximum safety for</p>	



<p>TR 4.B - In cooperation with WSDOT and cities, develop programs to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.</p>	<p>TP-2.2 - Identify existing safety hazards, and give first priority for correction.                  TP-7.2 - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.</p>	
<p>TR 4.C - Coordinate with the cities and state to prepare procedures to monitor and control the movement of hazardous cargos or materials on transportation facilities within the county.</p>	<p>TP-7.2 - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.</p>	
<p>TR 4.D - Restrict direct vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow.</p>	<p>TP-7.2 - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.                  TP-7.3 - 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 that roadway.</p>	
<p>TR 4.E - Provide and maintain transportation facilities that enhance the safety of motorized and nonmotorized transportation.</p>	<p>TP-4.1 - Roadways, sidewalks, trails, bicycle paths, and other public circulation areas shall be designed to provide the highest level of safety.                  TP-5.2 - Where feasible, sidewalks shall be provided on both sides of all new and reconstructed public streets.</p>	
<p>TR 5 - Design transportation systems that are efficient in providing adopted levels of service.</p>	<p>TG-2 - Develop level-of-service and design standards that are consistent with surrounding jurisdictions.                  TP-2.1 - Maintain a LOS “D” standard for all residential roadways and an LOS “E” standard for commercial intersections and roadways.</p>	
	<p>TG-2 - Develop level-of-service and</p>	

<p>TR 5.B - Participate in programs aimed at reducing peak period traffic congestion, discouraging the use of single-occupant vehicles, and increasing use of public transportation.</p>	<p>TP-1.2 - Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles.                  TP-1.3 - Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.                  TP-1.5 - Work with the School District to encourage ridership on school buses.</p>	
<p>TR 5.C - Work to reduce parking demand by requiring accommodation within site plans for pedestrians, public transportation, ridesharing, and bicycles.</p>	<p>TP-5.4 - Include standards for development of non-vehicular facilities in the Public Works Standards. These should include, but are not limited to: bicycle parking facilities; sidewalks and paths; location and placement of crosswalks; landscaping to buffer facilities from automobile traffic; and recreational trails for pedestrians and bicycles.                  TP-5.7 - The municipal code shall include building site design criteria such as reduced setback requirements for through-easements (short cuts with sidewalks) for pedestrian and bicycle use while not adversely impacting the development of potential individual parcels. This will provide direct paths to schools, shopping centers, transit facilities and recreational facilities.</p>	
<p>TR 5.D - Participate with the cities, transit agencies, RTA and WSDOT in a cooperative planning process for public transportation and high-capacity transit.</p>	<p>TP-7.2 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.</p>	
<p>TR 5.E - Sponsor education programs with school districts regarding alternative modes of transportation.</p>	<p>TP-2.6 - Work with transportation agencies to establish public education programs to encourage public transportation usage.</p>	

<p>TR 6.A - In cooperation with the cities, prepare consistent criteria and procedures to avoid or mitigate adverse environmental impacts of transportation systems according to guidance provided by the State Environmental Policy Act.</p>	<p>TP-1.4 - Help minimize and mitigate adverse impacts of transportation services on designated critical areas and resource lands.</p>	
<p>TR 6.B - Comply with the requirements of the Federal Clean Air Act in developing the transportation system.</p>	<p>NFP-1.3 - Promote improved air quality through land use decisions and public facility sitings which create a compact and efficient community design, insofar as such design reduces the quantity and length of single occupancy vehicle trips.</p>	
<p>TR 6.C - Comply with the requirements of the Safe Drinking Water Act and the Clean Water Act in development of the transportation system (motorized and non-motorized). Water quality for municipal water supplies shall be preserved at the highest quality.</p>	<p>TG-1 - Help achieve land use and resource conservation goals which help relieve thraffic congestion and ensure safe, barrier-free mobility for all members of the community.                  TP-1.4 - Help minimize and mitigate adverse impacts of transportation services on designated critical areas and resource lands.                  NFG-7 - Protect and preserve groundwater resources for future generations.                  NFP-7.4 - Work with the State Department of Ecology to ensure that guidelines for wellhead protection are strictly enforced</p>	
<p>TR 7 - Prioritize and finance transportation improvements for the greatest public benefit.</p>	<p>CFG-3 - To enhance the quality of life through provision of capital facilities and public serivces to development in the city and urban growth area in a phased, efficient manner.</p>	
<p>TR 7.A - Jointly plan, in cooperation with other transportation providers (cities, WSDOT, transit agencies, and ferry system) adequate transportation systems such that development can proceed with order and according to the land use elements of local comprehensive plans.</p>	<p>TP-2.3 - Promote a working relationship with regional planning agencies, particularly the PSRC, to assure regional transportation plans are consistent and complementary to the Stanwood Comprehensive Plan.                  TG-7 – Plan for State transportation facilities as required by HB 1487.</p>	

<p>TR 7.B - Coordinate transportation improvement programming to equitably assign the costs of transportation system improvements associated with new development to developers, the county, and cities.</p>	<p>TG-2 - Develop level of service and design standards that are consistent with surrounding jurisdictions.                  TP-2.3 - 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-2.4 - Work with PSRC to have the City's Comprehensive Plan reviewed and approved by them.                  TP-2.5 - Work with Island County and Snohomish County to ensure consistency of transportation plans.</p>	
<p>TR 8 - Plan, develop, and maintain transportation systems through intergovernmental coordination.</p>	<p>TP-2.5 - Work with Island County and Snohomish County to ensure consistency of transportation plans.</p>	
<p>TR 8.A - Achieve consistency between the transportation element of the county's comprehensive plan and the countywide planning policies developed pursuant to the requirements of the Growth Management Act.</p>	<p>TP-2.5 - Work with Island County and Snohomish County to ensure consistency of transportation plans.</p>	
<p>TR 8.B - Achieve consistency between the long-range transportation plans and transportation improvement programs of the county and the region's growth management goals and policies.</p>	<p>TP-2.3 - 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.</p>	
<p>TR 8.C - Coordinate with state and regional transportation agencies the development of transportation facilities of statewide, regionwide, and countywide</p>	<p>TP-2.4 - Work with PSRC to have the City's Comprehensive Plan reviewed and approved by them.                  TP-7.2 - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their</p>	

<p>TR 9 - Enhance the movement of goods, services, employees, and customers.</p>	<p>TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility for all members of the community.                  TP-5.5 - Unimproved public rights-of-way shall be preserved when reasonable to assure they are available in the future for development of an interconnected network of safe, attractive pedestrian and bicycle access trails to employment, shopping, recreation and transit centers.</p>	
<p>TR 9.A - In cooperation with the cities, transit agencies and WSDOT, prepare congestion management solutions for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.</p>	<p>TP-7.2 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.                  TP-7.3 – 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 that roadway.</p>	
<p>TR 9.B - Ensure efficient movement and access of freight vehicles to/from designated centers, and across and through the Puget Sound region.</p>	<p>TP-7.2 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.</p>	
<p>TR 9.C - Preserve railroad rights-of-way for alternative uses (i.e., recreation and transportation) when continued rail service is not practicable.</p>	<p>TP-5.7 -- Support the preservation of railroad rights-of-way for alternative uses (e.g. recreation) when continued rail service is not practicable.</p>	
<p>TR 10 - Develop transportation systems that enhance the economic competitiveness of the county, Puget Sound region, and state.</p>	<p>TP-7.3 – 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 that roadway</p>	
	<p>TP-7.2 – Coordinate with WSDOT and</p>	

<p>TR 10.C - In cooperation with WSDOT and the cities, encourage continued and enhanced passenger rail transportation.</p>	<p>TP-1.3 -- Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.</p>	
<p>TR 10.D - Pursue transportation programs and policies that directly enhance the operating and capital resources of freight and passenger rail transportation.</p>	<p>TP-1.3 -- Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.</p>	
<p><b>Capital Facilities</b></p>		
<p>CF 1 - Develop a carefully planned program of county services and facilities that provides urban service within urban growth areas, rural service outside UGAs, and is within the county's financial capacity.</p>	<p>CFG-2 - To guarantee continuous, reliable, and cost-effective capital facilities and public services to development in the city and urban growth area in a phased, efficient manner.                  CFP-2.2 - Prohibit extension of capital facilities and public services beyond the City Limits unless the health, safety and welfare of the community necessitates an exception. Public services may be extended beyond City Limits providing an annexation agreement is in place.</p>	<p>"Rural service" only applicable to Snohomish County</p>
<p>CF 1.A - Establish level of service (LOS) standards for land transportation and other public facilities and services necessary for development and establish facility service guidelines for other county facilities and services. Both LOS standards and facility service guidelines should differentiate between urban and rural areas for appropriate county facilities.</p>	<p>CFP-4.1 - Ensure that concurrency is met for transportation, wastewater, drainage, and water at minimum for every new development.                  CFP-2.2 - Prohibit extension of capital facilities and public services beyond the Urban Growth Boundary unless the health, safety and welfare of the community and the environment necessitate an exception. Public services may be extended beyond City Limits providing an annexation agreement is in place (this last requirement may be waived by City Council).                  UTP-1.9 - Connect all new development within the City Limits to public wastewater and water systems.</p>	

<p>CF 1.B - Develop a six-year financing program for capital facilities that meets the requirements of the GMA, achieves the county's levels-of-service objectives for land transportation, and is within its financial capabilities to carry out.</p>	<p>CFP-1.2 - Maintain at least a 6-year plan to finance needed capital facilities within projected funding capacities. The Plan shall clearly identify sources of public money for capital facilities. If projected funding is inadequate to finance projected capital facilities needs based on adopted levels of service standards and forecasted growth, adjustments shall be made to one or more of the following:</p> <ol style="list-style-type: none"> <li>1. Revenue sources such as impact fees;</li> <li>2. The level of service standards;</li> <li>3. Land use element; or</li> <li>4. A combination of the three to achieve a balance between funding capacities and needed facilities. The Capital Improvement Program shall be updated annually.</li> </ol>	
<p>CF 1.C - Site county facilities which require urban infrastructure, serve primarily urban populations, and are urban in character within identified urban growth areas (UGAs).</p>	<p>CFP-4.4 – Prioritize capital improvement projects that best support growth at urban densities in order to maximize cost effectiveness and support appropriate urban development.</p>	
<p>CF 2 - Follow a facilities strategy which preserves and supplements, as necessary, the natural drainage ways and other natural stormwater systems to minimize run-off impacts from development.</p>	<p>NFP-6.5 - Consider updating the City's Capital Improvement Program to include projects to remove fish barriers, address storm water impacts, and make any other improvements considered necessary to promote achievement of PFC.</p>	
<p>CF 2.A - Establish with cities and other agencies the joint development and maintenance of a system of stormwater retention and detention facilities.</p>	<p>CFP-3.1 - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.</p> <p>CFP-6.1 - Encourage surrounding jurisdictions and districts to coordinate with the City for project planning.</p>	
	<p>CFP-4.4 – Prioritize capital improvement</p>	

<p>CF 3.B - Provide a system of environmentally compatible facilities of adequate number, geographic distribution, and capacity to encourage proper disposal of solid and minimum-risk wastes by county residents and businesses.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - Wastewater collection - 100% of Department of Ecology criteria for collection and treatment of wastewater.</p>	
<p>CF 3.C - Make available safe, effective, economical, and environmentally sound disposal techniques for moderate risk waste.</p>	<p>CFG-2 - To guarantee continuous, reliable, and cost-effective capital facilities and public services to development in the city and urban growth area in a phased, efficient manner.</p>	
<p>CF 4 - Develop and implement a coordinated program of facility expansion for the departments and agencies which together carry out the county's law and justice functions.</p>	<p>CFG-5 - To achieve consistency in capital facilities service standards within the Stanwood planning area for each public service provided by multiple purveyors.</p>	
<p>CF 4.A - Complete those capital improvement projects necessary to eliminate substantial existing space deficiencies in the law and justice facilities.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - Police Facilities - 480 square feet of office space per 1,000 population;</p>	
<p>CF 5 - Develop a long-range capital program to efficiently accommodate the county's projected staffing requirements for the general governmental departments and agencies.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - City Offices - 1,150 square feet per 1,000 population.</p>	
<p>CF 5.A - Update the six-year CIP to include a capital program to efficiently provide quality work space for existing and proposed staffing levels through the year 2005.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - City Offices - 1,150 square feet per 1,000 population.</p>	
<p>CF 5.B - Under the guidelines of the Regional Services Act, redefine county government to meet new county role under GMA.</p>		<p>Not Applicable</p>



<p>CF 6 - Create a system of parks to meet the needs of current and future residents for both community and regional recreational opportunities.</p>	<p>CFP-7.1 - Encourage general open space, neighborhood parks, and trails as integral components of development proposals.                  CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - Parks and Recreation - Neighborhood parks - 2.5 acres per 1,000 population;                  Community parks - 2.5 acres per 1,000 population; Trails - 2.33 acres per 1,000 population.</p>	
<p>CF 6.A - Acquire parklands and develop recreational facilities to meet existing and projected growth needs in accordance with the guidelines and priorities specified in the Comprehensive Park and Recreation Plan</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - Parks and Recreation - Neighborhood parks - 2.5 acres per 1,000 population;                  Community parks - 2.5 acres per 1,000 population; Trails - 2.33 acres per 1,000 population.</p>	
<p>CF 6.B - Implement the capital park acquisition and development priorities, using a wide range of funding sources. Augment local funding with outside sources, wherever possible in order to make the most efficient use of revenues</p>	<p>CFG-8 - To consider a range of financial resources to pay for capital facility improvements, including state and federal grants. Augment local founding with outside sources whenever possible for the most efficient use of revenues.</p>	
<p>CF 6.C - Monitor and maintain minimum LOS standards, as defined in the Comprehensive Park and Recreation Plan and the CFP, through adequate CIP funding and regulatory mechanisms.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:                  - Parks and Recreation - Neighborhood parks - 2.5 acres per 1,000 population;                  Community parks - 2.5 acres per 1,000 population; Trails - 2.33 acres per 1,000 population.</p>	
<p>CF 6.D - Ensure that park lands and facilities are maintained and operated in a safe and efficient manner.</p>	<p>CFP-7.2- Ensure that park lands and facilities are maintained and operated in a safe and efficient manner.</p>	
<p>CF 7 - Develop investment strategies for Paine Field to support and enhance</p>		<p>Not Applicable</p>

<p>CF 8 - Coordinate with noncounty facility providers such as cities and special purpose districts to support the future land use pattern promoted by this plan.</p>	<p>CFP-3.1 - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.</p>	
<p>CF 8 A - Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from special district and other major noncounty facility providers which are consistent with cities' and county comprehensive plans.</p>	<p>CFP-3.1 - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.</p>	
<p>CF 9 - Assist school districts in achieving desired level of service objectives for school facilities to serve existing and projected enrollments.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities: - Elementary Schools, Junior High Schools, Senior High Schools--utilize Stanwood-Camano School District Standards.</p>	
<p>CF 9.A - Ensure that the expansion of school facility capacity proceeds at a comparable rate with that of private residential development and demographic trends.</p>	<p>CFG-7 - To ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development. CFP-8.1 – Develop and adopt new impact fees or refine existing impact fees in accordance with the Growth Management Act as part of the financing for public facilities. Such financing shall provide for a balance between impact fees and other sources of public funds and shall not solely rely on impact fees. Public facilities for which impact fees may be collected shall include public streets and roads, public-owned parks, open space, and recreation facilities, school facilities, and fire protection</p>	
	<p>CFP-5.1 - Coordinate parks planning</p>	

<p>CF 10 - Assist fire districts in defining and achieving appropriate levels of service for fire protection service and facilities within the unincorporated areas of the county.</p>		<p>Not Applicable</p>
<p>CF 10.A - Work with cities and surrounding fire districts to identify appropriate levels of service for fire protection within each UGA that reflect existing and desired capabilities and the fiscal circumstances of the providers.</p>	<p>CFP-5.3 – Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.</p>	
<p>CF 10.B - Work with rural fire districts and water districts, to define levels of service for rural areas which reflect existing and projected development patterns and densities.</p>	<p>CFP-5.3 – Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.</p>	
<p>CF 11- Facilitate the siting of essential public facilities sponsored by public or private entities and whose location within unincorporated areas may be appropriate.</p>	<p>LUG-24 - Provide for the siting of essential public facilities as dictated by GMA.</p>	
<p>CF 11.A - Secure a consensus of Snohomish County jurisdictions on a design for a common siting process.</p>	<p>LUG 24 - Secure a consensus of Snohomish County jurisdictions on a design for a common siting process.</p>	
<p>CF 11.B - Identify and secure sites for county facilities that are consistent with the plans of the host community.</p>	<p>LUG-24 - Identify and secure sites for county facilities that are consistent with the plans of the host community.</p>	
<p><b>Utilities</b></p>		
<p>UT 1 - Enhance the efficiency and quality of service from utility providers through the coordination of utility, land use, transportation and natural environment planning.</p>	<p>UTG-1 - To ensure that utilities including water, sewer, drainage, garbage disposal, electricity, natural gas, telecommunications, cable television and satellite transmission are available or can be provided to serve the projected population growth within the planning area in a manner which is efficient and safe.</p>	

<p>UT 1.A - Achieve a more coordinated facility planning process among the various utility providers serving Snohomish County.</p>	<p>UTP-1.1 - If utility companies identify a need for major improvements to utility facilities, the City shall coordinate with those companies at the earliest possible stage of the planning for the needed facility. Coordination shall include consideration of alternatives to new facilities and alternative locations for the facilities.</p>	
<p>UT 1.B - Achieve and maintain consistency between utility system expansion plans and planned land use patterns.</p>	<p>CFG-5 - To achieve consistency in capital facilities service standards within the Stanwood planning area for each public service provided by multiple purveyors.</p>	
<p>UT 2 - Develop the water resources of Snohomish County to ensure the availability of a reliable, high quality water supply for all house-holds within the county in a manner that is consistent with the comprehensive plan and protection of the natural environment.</p>	<p>CFP-4.2 - Strive to maintain or achieve the following levels of service for capital facilities:          - Water Supply - 800 gallons per residential equivalent per day          - Water Distribution - 1,000 to 2,000 gallons per minute fire flow, depending on type of land use          - Water Storage - 800 gallons per day per residential equivalent plus 1 million gallons reserved for fire</p>	
<p>UT 2.A - Assure that all new residential developments can demonstrate the availability of a potable water supply meeting state water quality standards and of sufficient capacity to serve domestic requirements.</p>	<p>CFG-4 - To ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use based on locally adopted levels of service and in accordance with Washington State law.</p>	
<p>UT 2.B - Work with provider agencies to assist them in modifying their system plans as required to support the land use element of the comprehensive plan.</p>	<p>CFP-5.3 – Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.</p>	
<p>UT 3 - Develop an efficient system of</p>	<p>CFG-4 - To ensure that public facilities necessary to support new development</p>	

<p>UT 3.A - Work with cities and special districts to produce coordinated wastewater system plans for both incorporated and unincorporated areas within UGAs that are consistent with the land use element, UGA area plans, and city plans.</p>	<p>CFP-5.3 – Coordinate level of service standards with other public entities that provide public services within the Stanwood planning area.</p>	
<p>UT 3.B - Utilize wastewater system plans as a phasing mechanism for orderly development within UGAs in accordance with the countywide planning policies.</p>	<p>CFG-2 - To guarantee continuous, reliable, and cost-effective capital facilities and public services to development in the city and urban growth area in a phased, efficient manner. CFG-4 - To ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use based on locally adopted levels of service and in accordance with Washington State law.</p>	
<p>UT 3.C - Discourage inappropriate development patterns and densities in rural areas by restricting public sewer systems outside of designated urban growth areas.</p>	<p>CFP-2.2 - Prohibit extension of capital facilities and public services beyond the City Limits unless the health, safety and welfare of the community necessitates an exception. Public services may be extended beyond City Limits providing an annexation agreement is in place.</p>	
<p>UT 4 - Assist electric utility providers in fulfilling their public service obligations through planning for adequate system capacity to accommodate forecasted growth in a manner that is consistent with the comprehensive plan and protection of the natural environment.</p>	<p>UTP-1.1 - If utility companies identify a need for major improvements to utility facilities, the City shall coordinate with those companies at the earliest possible stage of the planning for the needed facility. Coordination shall include consideration of alternatives to new facilities and alternative locations for the facilities.</p>	
<p>UT 4.A - Update the utilities element at least every five years to reflect changing regulatory conditions,</p>	<p>UTP-1.8 - Update the Utilities Element at least every five years to reflect changing regulatory conditions, electric load forecasts, and technology in cooperation</p>	

<p>UT 5 - Enhance the efficiency and quality of utility service by coordinating facility planning among the various private utility purveyors serving Snohomish County.</p>	<p>CFG-5 - To achieve consistency in capital facilities service standards within the Stanwood planning area for each public service provided by multiple purveyors.</p>	
<p>UT 5.A - Utilize existing transportation and utility corridors to accommodate necessary transmission system expansions.</p>	<p>UTP-1.3 - Coordinate and promote co-location of utility lines by sharing trenches and, when appropriate, sizing ductwork/conduit for future growth, during installation of, or improvements to, utilities.</p>	
<p>UT 5.B - Facilitate utility system design practices that maximize user options and minimize the frequency and duration of service disruptions.</p>	<p>UTG-1 - To ensure that utilities including water, sewer, drainage, garbage disposal, electricity, natural gas, telecommunications, cable television and satellite transmission are available or can be provided to serve the projected population growth within the planning area in a manner which is efficient and safe.</p>	
<p>UT 5.C - Accommodate regional utility corridors and facilities through the common siting process.</p>	<p>UTP-1.3 - Coordinate and promote co-location of utility lines by sharing trenches and, when appropriate, sizing ductwork/conduit for future growth, during installation of, or improvements to, utilities.</p>	
<p>UT 5.D - Achieve and maintain consistency between private utility system expansion plans and planned land use patterns.</p>	<p>UTP-1.1 - If utility companies identify a need for major improvements to utility facilities, the City shall coordinate with those companies at the earliest possible stage of the planning for the needed facility. Coordination shall include consideration of alternatives to new facilities and alternative locations for the facilities.</p>	

<b>Economic Development</b>		
ED 1 - Maintain a local environment that encourages the expansion of existing industry and attracts new industry.	ED-2.4 - Provide incentives to attract new industry.	
ED 1.A - Provide a regulatory environment which facilitates growth of the local economy.	EDG-7 - To support local business through equitable and efficient licensing permitting procedures. EDP-7.1 - Ensure that City licensing and permitting procedures and development regulations are coherent, fair, and expeditious. EDP-7.4 - Expedite permits for projects that further goals and policies in this Element and that meet specific criteria, while still providing equitable service for all.	
ED 1.B - Support economic development by providing adequate levels of infrastructure and promoting technological advancements in public service and facility systems.	EDP-7.3 - To encourage active cooperation between the City and local businesses concerning economic development issues, particularly the support of those businesses which have specialized infrastructure, building design, transportation, or other needs.	
ED 1.C - Support economic development by promoting education and training opportunities for the work force.	EDP-1.5 - Where appropriate, participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Stanwood.	
ED 2 - Encourage expansion of the commercial, industrial, and service sectors of the local economy.	LUG 13 - Promote additional industrial area.	
ED 2.A - Provide opportunities for job creation through the expansion of existing and future potential industries.	EDP-2.1 - Identify sectors of the economy within Stanwood where opportunity might exist to create additional jobs and identify potential strategies for attracting employment. In particular, provide a supportive business	

<p>ED 2.B - Provide programs to help ensure the sustainable economic use of timber, agricultural, and mineral resources as well as recycled resources.</p>	<p>EDG-3 - To encourage economic development activities which take into consideration the area's natural resources, public services, and facilities.</p>	
<p>ED 2.C - Maximize the growth potential of local port and airport resources through continued commitment of public financial resources, improved transportation access to the physical sites, and aggressive marketing.</p>	<p>EDP-4.2 - Promote transportation system improvements that ensure efficient transport of goods and convenient access for employees, and customers to and from places of business. Such system improvements shall include transit facilities and services, and pedestrian and bicycle facilities.</p>	
<p>ED 2.D - Provide opportunities for the creation of home-based businesses.</p>	<p>ED-2.3 - Allow for the development of home-based businesses.</p>	
<p>ED 2.E - Promote the growth of tourism resources as a clean, nonpolluting, and sustainable provider of jobs and markets in Snohomish County.</p>	<p>EDP-1.3 – Assist in the promotion of community events and tourism. EDP-1.4 - Encourage businesses and recreational activities that promote tourism.</p>	
<p><b>Natural Environment</b></p>		
<p>NE 1 - Protect and enhance the natural environment while planning for and accommodating growth.</p>	<p>NFP-3.5 - Concentrate urban land uses in areas with fewer environmental constraints to reduce intrusion into critical areas. LUG 16 - Future land use designations shall ensure the optimum use of the land for present and future generations while minimizing the threat to the natural environment.</p>	



<p>NE 1.A - Identify, designate, classify, and protect critical areas.</p>	<p>NFP-3.1 – Protect the functions and values of Stanwood’s critical areas by maintaining and updating the Critical Areas Regulations that are consistent with the best available science, while maintaining Stanwood’s unique character. Designation and classification of critical areas should be consistent with the most recent systems and protocols prepared by the appropriate state and federal agencies.</p> <p>NFP-3.2 – Prepare an updated City-wide comprehensive map and inventory of critical areas, including identification of natural corridors and open space that should be retained and maintained to provide connectivity and migration routes between critical areas and other designated open space.</p>	
<p>NE 1.B - Provide clear and understandable direction to citizens, developers, and property owners and reduce uncertainty, delay, and inconsistencies in county environmental regulations.</p>	<p>EDP-7.1 Ensure that City licensing and permitting procedures and development regulations are coherent, fair and expeditious.</p>	
<p>NE 1.C - Protect the environment through a comprehensive program that includes voluntary activity, education, incentives, regulation, enforcement, restoration, monitoring, acquisition, and intergovernmental coordination.</p>	<p>NFG-2 - To promote inter-jurisdictional stewardship of the natural environment for future generations.</p> <p>NFP-3.9 – Critical areas regulations are intended to protect environmentally sensitive portions of properties without unduly limiting development on environmentally unconstrained portions. The City recognizes that in order to be effective, this approach relies heavily on enforcement of critical areas regulations. The City shall monitor developments containing critical areas for any degradation to those critical areas resulting from violations of regulations.</p>	

<p>NE 1.D - Preserve, protect, and restore critical areas by regulating development within these areas and their buffers. Mitigate unavoidable adverse impacts when protection cannot be completely achieved.</p>	<p>NFP-3.8 - Preserve and maintain sensitive and critical areas in as natural a state as possible, discouraging alterations when alternatives exist. When impacts to critical areas or their buffers are proposed, require applicants to demonstrate that no reasonable alternative exists and document their mitigation sequencing process and results.</p>	
<p>NE 3 - Maintain or restore aquatic ecosystems and associated habitats and aquifers through the development and implementation of a comprehensive protection program.</p>	<p>NFP-6.2 – Give special consideration to protection measures necessary during review of all development proposals:</p> <ol style="list-style-type: none"> <li>1. Inappropriate areas such as unstable slopes, wetlands, areas of high habitat value, areas already in a proper functioning condition.</li> <li>2. Stormwater discharge impacts on water quality and quantity and stream flow patterns in the watershed.</li> <li>3. Riparian areas protected to attain or maintain “properly functioning condition” (PFC). Compensatory mitigation should be provided to offset unavoidable damage.</li> <li>4. Stream crossings.</li> <li>6. Wetlands, wetland buffers, and wetland function should be protected.</li> <li>7. Permanent and intermittent streams’ ability to pass peak flows should be preserved. Landscaping with native vegetation should be stressed to reduce the need to water and apply herbicides, pesticides, and fertilizer.</li> <li>8. Erosion and sediment run-off during (and after) construction.</li> <li>9. Demands on the water supply affecting the flows salmon need.</li> </ol>	
<p>NE 3.A - Develop a system of incentives to encourage landowners and developers to voluntarily protect aquatic eco-systems and aquifers.</p>	<p>NFP-3.11 – Explore the possibilities of utilizing the Public Benefit Rating System as a tax incentive program to preserve high quality natural habitats.</p>	

<p>NE 3.B - Provide for the involvement of a well-informed citizenry in the development of programs and ordinances for the protection of aquatic ecosystems and aquifers.</p>	<p>NFP-3.10 – Support public education programs that encourage individuals and businesses to prevent pollution from sources such as household hazardous waste, boating activities, and pesticides and fertilizers on gardens and lawns.</p>	
<p>NE 3.C - Incorporate aquatic ecosystem and aquifer protection in the development of UGA and Rural/Resource Plans.</p>	<p>NFG-7 – Protect and preserve groundwater resources for future generations.</p>	
<p>NE 3.D - Ensure the use of environmentally sensitive development practices to minimize the effects of population and employment growth on the aquatic ecosystems through adoption of development regulations and a variety of voluntary and educational programs.</p>	<p>NFP-3.6 - Apply environmentally sensitive site design and construction methods to protect critical areas and their buffers. Designs should seek to allow recharge of groundwater and reduce harmful short-term and long-term runoff through lot clustering, impervious surface limitations, and vegetation preservation, among others.</p>	
<p>NE 3.E - Coordinate aquatic ecosystem and aquifer planning and monitoring activities with other affected governments and tribes.</p>	<p>NFP-2.1 - Work with other local, state, and federal jurisdictions on regional environmental issues such as surface and ground water quality and quantity and the maintenance/enhancement of the Stillaguamish River, Church Creek and Douglas Creek.</p>	
<p>NE 3.F - Acquire land or expend funds to protect and restore critical aquatic ecosystems which cannot be protected by any other methods.</p>	<p>NFP-6.5 – Consider updating the City's Capital Improvement Program to include projects to remove fish barriers, address storm water impacts, and make any other improvements considered necessary to promote properly functioning conditions (PFC).</p>	

<p>NE 4 - Protect and maintain elements of the environment including clean water, natural vegetation, and habitat corridors through adopted development regulations and a variety of educational, voluntary and incentive programs.</p> <p>NE 4.A - Federally endangered and threatened plant, fish, and wildlife species should not become increasingly imperiled or extinct as a result of land use changes, habitat alteration, and other human activities.</p>	<p>NFP-3.9 – The City shall monitor developments containing critical areas for any degradation to those critical areas resulting from violations of regulations. Any violations of the Critical Areas Regulations will be aggressively pursued by the City.</p> <p>NFP-6.4 - Incorporate Department of Ecology’s updated Stormwater Management Manual for Western Washington and the Puget Sound Water Quality Action Team’s Puget Sound Water Quality Management Plan into the City’s manuals and practices. Consider incorporating or adapting other regional programs into the City’s manuals and practices.</p> <p>NFG-6- Protect species listed as threatened or endangered under the Endangered Species Act.</p> <p>NFP-6.1 - Work with the National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), Washington Department of Fish and Wildlife (WDFW), other state agencies, and neighboring jurisdictions to protect federally listed and state priority species and habitats.</p>	
<p>NE 4.B - Encourage voluntary protection of natural areas which support fish and wildlife by providing incentives and educational information.</p>	<p>NFP-3.10 - Support public education programs that encourage individuals and businesses to prevent pollution from sources such as household hazardous waste, boating activities, and pesticides and fertilizers on gardens and lawns.</p>	
<p>NE 4.C - Provide educational programs designed to increase public awareness of the habitat needs of local fish and wildlife species and offer public involvement opportunities in the development and implementation of habitat protection programs.</p>	<p>NFP-3.10 – Support public education programs that encourage individuals and businesses to prevent pollution from sources such as household hazardous waste, boating activities, and pesticides and fertilizers on gardens and lawns.</p>	

<p>NE 4.D - Protect the important elements of fish and wildlife habitat through habitat-sensitive land use planning, development guidelines and regulations, and appropriate forest practices.</p>	<p>NFP- 1.4 - Encourage the protection of the natural environment and open space through the use of clustering (Planned Residential Developments [PRDs] ). NFP-1.5 – Consider the use of density transfers or other incentives to promote clustering for the protection of critical areas and open space.</p>	
<p>NE 4.E - Coordinate with the state department of fish and wildlife and other agencies and tribes to protect, manage, and monitor the status of fish and wildlife resources.</p>	<p>NFP-6.1 - Work with the National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), Washington Department of Fish and Wildlife (WDFW), other state agencies, and neighboring jurisdictions to protect federally listed and state priority species and habitats.</p>	
<p>NE 4.F - Promote the restoration of important habitat areas which have been degraded and investigate funding options for acquisitions of habitat areas where any potential development would result in unavoidable destruction of habitat value.</p>	<p>NFP-6.5 – Consider updating the City's Capital Improvement Program to include projects to remove fish barriers, address storm water impacts, and make any other improvements considered necessary to promote properly functioning conditions (PFC).</p>	
<p>NE 4.G - Encourage the protection of rare plant species and native vegetated areas through voluntary means and in adopted regulations.</p>	<p>NFP-3.4 - Preserve and enhance the composition, diversity and structure of vegetation of the Church and Douglas Creek corridors and the Stillaguamish River corridor as essential for fish and wildlife habitats. Prohibit the introduction of non-native and invasive plant species into streams, wetlands and <del>their buffers</del></p>	
<p>NE 5 - Reduce the potential for physical injury and property damage associated with flooding.</p>	<p>NFP-1.6 - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.</p>	
<p>NE 5.A - Protect natural water storage</p>	<p>NFP-3.6 - Apply environmentally sensitive site design and construction</p>	

<p>NE 5.B - To protect public health, safety and welfare and to reduce flood damage, floodplain regulations shall limit uses and development activities in the flood-plain.</p>	<p>NFP-1.6 - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.</p>	
<p>NE 6 - Minimize damage to life, property, and resources caused by disrupting geologically hazardous areas or by locating development in areas subject to natural geologic processes</p>	<p>NFP-1.6 - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.</p>	
<p>NE 6.A - Consider the presence of geologic hazard areas in development regulations and land use decisions.</p>	<p>NFP-1.6 - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.</p>	
<p>NE 6.B - Develop public and agency awareness of the geologic site factors and development practices that increase the risk of damage to life, resources, and property from seismic, volcanic, landslide, and erosion events</p>	<p>NFP-1.6 - Promote appropriate uses and design techniques to minimize the risk to human life, property, and public facilities in geologically hazardous and frequently flooded areas.</p>	
<p>NE 7 - Promote and enhance regional air quality by reducing air pollution emissions associated with land uses and transportation in accordance with national, state, regional, and local policies and standards.</p>	<p>NFP-1.3 - Promote improved air quality through land use decisions and public facility sitings which create a compact and efficient community design, insofar as such design reduces the quantity and length of single occupancy vehicle trips.</p>	
<p>NE 7.A - Minimize stationary pollution emissions from new and potential commercial and industrial sites as well as emissions associated with residential activities.</p>	<p>NFP-1.3 - Promote improved air quality through land use decisions and public facility sitings which create a compact and efficient community design, insofar as such design reduces the quantity and length of single occupancy vehicle trips.</p>	
<p>NE 7.B - Coordinate county land use and transportation plans to avoid or reduce potential air pollution emissions and concentrations.</p>	<p>TP-1.2 - Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles shall be encouraged. TP-1.4 - Help minimize and mitigate adverse impacts of transportation services on designated critical areas and resource lands.</p>	

<p>NE 7.C - Work with regional bodies such as the Puget Sound Air Pollution Control Agency, the Puget Sound Regional Council, and tribes to attain national, state, and regional air quality goals and to leverage federal and state programs and funding that promote clean air protection and enhancement.</p>	<p>TP-1.7 - Work with local, state, and regional agencies to achieve air quality goals.</p>	
<p>NE 8 - Conserve energy including nonrenewable energy resources while promoting the development and utilization of renewable energy resources.</p>	<p>UTP-1.5 - Promote conservation measures to reduce the need for additional utility facilities in the future.</p>	
<p>NE 8.A - Promote development patterns and land uses that reduce or mitigate adverse impacts on energy consumption.</p>	<p>NFP- 1.4 - Encourage the protection of the natural environment and open space through the use of clustering (Planned Residential Developments [PRDs] ).</p>	
<p>NE 8.B - Emphasize conservation of energy over development of new resources.</p>	<p>CFP-5 - Conserve water by promotion of programs to conserve and minimize use.</p>	
<p>NE 9 - Minimize the exposure of citizens to the physiological and psychological dangers of excessive noise.</p>	<p>LUP 10.2 - The negative impacts of noise, light, glare, dust and other effects must be mitigated when considering the development of an industry.</p>	
<p>NE 9.A - The county shall work to control noise associated with growth and development and to encourage increased land use compatibility.</p>	<p>LUG 10 - Discourage conflicts with abutting land uses. LUP 10.1 - Discourage industrial development that interferes with residential and commercial land uses in close proximity.</p>	
<p>NE 10 - Provide for solid and hazardous waste reuse, recycling, treatment, and disposal in a manner that provides for efficient and cost-effective reuse of waste resources and reduces detrimental effects on environmental health and safety.</p>	<p>UTP-1.5 - Promote conservation measures to reduce the need for additional utility facilities in the future.</p>	

<p>NE 10.A - Provide for safe, efficient and cost effective disposal of solid waste while limiting impacts on human and natural resources.</p>	<p>UTG-1 - To ensure that utilities including water, sewer, drainage, garbage disposal, electricity, natural gas, telecommunications, cable television and satellite transmission are available or can be provided to serve the projected population growth within the planning area in a manner which is efficient and safe.</p>	
<p><b>Interjurisdictional Coordination</b></p>		
<p>IC - Promote the coordination of planning, financing, and implementation programs between the county and local jurisdictions including tribal governments.</p>	<p>CFP-9 - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.</p>	
<p>IC 1.A - Continue participation in the joint planning processes.</p>	<p>LUP-1.2 - Continue to participate in regional planning efforts, such as Snohomish County Tomorrow.</p>	
<p>IC 1.B - Work with cities and towns to provide for the orderly transition of unincorporated to incorporated areas within UGAs.</p>	<p>LUP 14.5 - The City shall neither propose nor accept annexation outside the current Urban Growth Boundary, as delineated in cooperation with Snohomish County Tomorrow.  LUP 15.5 - Evaluate proposed annexations based on the following criteria:  A. The ability of the City to provide public services;  B. Balance between the provision of jobs and the availability of housing.  C. Governmental structure.  D. Costs to serve the proposed annexation.  E. Future improvements to the resultant City of Stanwood services.  F. Whether city services are used.  G. Efficient delivery of emergency and public services.   J. Logical city boundaries.</p>	



<p>IC 1.C - Cooperate with local jurisdictions to access and distribute regional financial resources.</p>	<p>CFG-8 - Consider a range of financial resources to pay for capital facility improvements, including state and federal grants. Augment local founding with outside sources whenever possible for the most efficient use of revenues.</p>	
<p>IC 1.D - Ensure that county and city development regulations are consistent within UGAs.</p>	<p>LUP-1.2 - Continue to participate in regional planning efforts, such as Snohomish County Tomorrow.  LUG-14 - Promote coordinated and efficient growth within the Stanwood Urban Growth Area (UGA).  LUP-15.13 - Explore creative ways to facilitate the transition of government services, especially public safety, transportation, parks and recreation, land use and development.</p>	
<p>IC 1.E - Promote interjurisdictional planning and implementation of capital facilities.</p>	<p>CFP-3.1 - The City will participate with other jurisdictions, agencies, and districts to assess the long-term financial impacts of comprehensive planning, implementation measures, and annexations.</p>	

## Appendix C: Land Use Capacity Analysis

### Land Supply Analysis

#### Land Supply

Supply is the amount of land available for future growth. If the amount of land available for future growth is insufficient or is the wrong kind of land, (ie flood area, wetlands), the resulting increased prices for land discourage growth. If too much land is available, then the City may be burdened with providing expensive infrastructure and little revenue. Creating the right balance is the goal of the decision making process.

#### Residential Capacity within the City

The total residential net acres inside the city limits of Stanwood that are vacant, partially used or re-developable is 89 acres. Vacant land recently subdivided or approved for development was not included in the net acreage calculation. The *Snohomish County Buildable Lands Data* accounted for unbuildable areas, which included critical areas and utility easements. This allows for an additional 535 dwelling units, and 1,361 persons.

**Table APC-1 Residential Land Availability within the City**

Market Availability Reduction Factor	Vacant Land	Partially Used Parcels	Redevelopable Parcels	Total Net Acres
15% for Vacant Land	50.50 ac <b>(42.93 ac)</b>	--	--	<b>42.93 ac</b>
30% for Partially Used and Redevelopable Parcels	--	36.99 ac <b>(25.89 ac)</b>	28.63 ac <b>(20.04 ac)</b>	<b>45.93 ac</b>
				<b>88.86 ac</b>

1. Market availability reduction factors following the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, methodology.
2. Calculations do not include "vacant building lots recently subdivided or approved. This accounts for 52.981 net buildable acres.
3. Data is based on the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, January 14, 2003
4. Calculations use "buildable acres" or net acres, which excludes critical areas and utility easements.

**Table APC-2 Residential Land Capacity within the City**

Net Acres	20% Reduction	Net DU/Acre	Dwelling Units	96% Occupancy Reduction	Persons Per Dwelling Unit	Total Persons
88.86	71.09	7.53	535	514	2.65	1,362

1. Net acres is further reduced by 20 percent for infrastructure.
2. Dwelling units per acre is a net average of all zones.
3. Based on U.S. Census, average household size of 2.65 dwelling units.
4. A 96 percent occupancy rate is applied to the number of dwelling units before total persons is calculated.

### Commercial Capacity within the City

The total commercial net buildable acres inside the city limits of Stanwood that is vacant, partially used or re-developable is 36.59 acres. This number is reduced to 29.13 net buildable acres once market availability factors are applied.

**Table APC-3 Commercial Land Availability within the City**

Market Availability Reduction Factor	Vacant Land	Partially Used Parcels	Redevelopable Parcels	Total Net Acres
15% for Vacant Land	23.45 ac <b>(19.93 ac)</b>	--	--	<b>19.93 ac</b>
30% for Partially Used and Redevelopable Parcels	--	12.49 ac <b>(8.74 ac)</b>	.65 ac <b>(.46 ac)</b>	<b>9.2 ac</b>
				<b>29.13 ac</b>

1. Data is based on the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, January 14, 2003
2. Market availability factors following the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, methodology
3. Calculations use "buildable acres" or net acres, which does not include critical areas or utility easements.

### Industrial Land Availability within the City

The total industrial net acres inside the city limits of Stanwood that are vacant, partially used or re-developable is 20.94 acres. This number is reduced to 16.98 net buildable acres once market availability factors are applied.

**Table APC-4 Industrial Land Availability within the City**

<b>Market Availability Reduction Factor</b>	<b>Vacant Land</b>	<b>Partially Used Parcels</b>	<b>Redevelopable Parcels</b>	<b>Total Net Acres</b>
15% for Vacant Land	15.52 ac <b>(13.19 ac)</b>	--	--	<b>13.19 ac</b>
30% for Partially Used and Redevelopable Parcels	--	5.42 ac <b>(3.79 ac)</b>	--	<b>3.79 ac</b>
				<b>16.98ac</b>

1. Data is based on the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, January 14, 2003
2. Market availability factors following the Snohomish County Tomorrow, Buildable Lands Report, Scenario A, methodology
3. Calculations use "buildable acres" or net acres, which does not include critical areas or utility easements.

## **Commercial and Industrial Land Capacity**

Calculating commercial and industrial capacity is deceptively simple. While the formula or model is clear, most of the factors cannot be known with certainty. Therefore, it is necessary to make certain assumptions and generalizations that will represent a reasonable estimate. For the purposes of these calculations, the following average employees per net acre based on historical averages will be used:

**Table APC-5- Averages for Employees Per Net Acre**

<b>Stanwood Zoning</b>	<b>Avg. Employees per Net Acre</b>
MBI	<b>21</b>
MBII	<b>18</b>
NB	<b>21</b>
GC	<b>16</b>
GI	<b>34</b>
LI	<b>23</b>

**Table APC-6 Commercial and Industrial Land Capacity**

Net Acres	Zone	Avg. Employees per AC	Total Employment Capacity
.79	MBI	21	17
13.87	MBII	18	250
.18	NB	21	4
12.88	GC	16	206
8.49	GI	34	289
7.66	LI	23	176
			<b>942</b>

1. Data based on Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan, 14, 2003
2. Net acres includes a 5% reduction for public lands and infrastructure.
3. General Industrial (GI) includes 4.032 acres for AEO.
4. Acreage is based on “buildable acres” or net acres.

### Urban Growth Area

The total net acres within the City’s UGA that is vacant, partially used or re-developable that can be used for residential uses is 339.17 acres.

**Table APC-7 Residential Land Availability within the UGA**

Market Availability Reduction Factor	Vacant Land	Partially Used Parcels	Redevelopable Parcels	Total Net Acres
15% for Vacant Land	153 ac <b>(130.24 ac)</b>	--	--	<b>130.24 ac</b>
30% for Partially Used and Redevelopable Parcels	--	271.28 ac <b>(189.9 ac)</b>	112.90 ac <b>(79.03 ac)</b>	<b>268.93 ac</b>
				<b>399.17 ac</b>

1. Data based on Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003.
2. Market availability reduction factors following the *Scenario A* Buildable Lands methodology.
3. Recently subdivided parcels are not included.
4. Calculations are based on “buildable acres” which does not include critical areas or utility easements.

Existing residential land in the UGA will house a total of 3,339 population, as shown below.

**Table APC-8 Residential Land Capacity within the UGA**

Net Acres	20% Reduction	Net DU/Acre	Dwelling Units	96% Occupancy Reduction	Persons Per Dwelling Unit	Total Persons
399.17	319.34	4.11	1,312	1,260	2.65	3,339

1. Net acres is further reduced by 20 percent for public lands and infrastructure.
2. Dwelling units per acre is the historical net density of the SR 9.6 zone.
3. A 96 percent occupancy rate is applied to the number of dwelling units before total persons is calculated.
4. Based on U.S. Census, average household size of 2.65.

The preferred land use alternative provides for minor expansions of the City’s UGA in order to assist in meeting the County’s countywide population allocation. This expansion allows for an additional 811 population.

**Table APC-9 Residential Land Capacity within UGA Expansion areas**

Area/Zone	Net Acres (includes 20% Reduction)	Net DU/Acre	Dwelling Units	96% Occupancy Reduction	Persons Per Dwelling Unit	Total Persons
East 9,600	52.68	4.11	217	208	2.65	551
South MR	7.24	18.74	136	131	2	260
<b>Total</b>	<b>60.12</b>		<b>353</b>	<b>339</b>		<b>811</b>

1. Net acres is reduced by 20 percent for public lands and infrastructure.
2. Dwelling units per acre reflects the historical net density of the zone.
3. A 96 percent occupancy rate is applied to the number of dwelling units before total persons is calculated.
4. Based on U.S. Census, average household size of 2.65 for SFR and 2 for MR.

Commercial and industrial land within the UGA is 28.53 acres of buildable land. This has a capacity for 755 employees.

**Table APC-10 Commercial and Industrial Land Availability within the UGA**

<b>Market Availability Reduction Factor</b>	<b>Vacant Land</b>	<b>Partially Used Parcels</b>	<b>Redevelopable Parcels</b>	<b>Total Net Acres</b>
15% for Vacant Land	16.18 ac (13.75 ac)	--	--	13.75 ac
30% for Partially Used and Redevelopable Parcels	--	21.12 ac (14.78 ac)	--	14.78 ac
				<b>28.53 ac</b>

1. Data based on Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003.
2. Market availability reduction factors following the *Scenario A* Buildable Lands methodology.
3. Calculations are based on "buildable acres" or net acres.

**Table APC-11 Commercial and Industrial Land Capacity within the UGA**

<b>Net Acres</b>	<b>Zone</b>	<b>Avg. Employees per AC</b>	<b>Total Employment Capacity</b>
1.24	NB	21	26
13.36	GI	34	454
12.52	Urban Industrial	22	275
<b>Total:</b>			<b>755</b>

1. Data based on Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003.
2. Net acres includes market availability reduction factors and a 5 percent reduction for public lands and infrastructure.
3. Average employees per acre based on historical data in Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003.

The preferred land use alternative shows a 63.02-acre expansion of the UGA for light industrial development. This allows for an additional 1,160 employees. When this area is included, a total of 2,857 employees can be accommodated, which will meet the city's 2025 target of 1,939 additional jobs.

**Table APC-12 Industrial Land Capacity within UGA Expansion Area**

Net Acres	Zone	Avg. Employees per AC	Total Employment Capacity
50.42	LI	23	1,160
<b>Total:</b>			<b>1,160</b>

1. Net acres includes market availability reduction factors and a 5 percent reduction for public lands and infrastructure (20% total).
2. Average employees per acre based on historical data in Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003.

## Demand for Residential Land

Demand is the City’s future requirement for land to satisfy its need for balanced growth. Within the City of Stanwood and the UGA, the population is expected to increase by 4,755 persons for a total population of 8,840 by 2025. Based on the chosen growth targets for 2025 the City needs to provide housing for an additional 1,794 people. This means that vacant, partially used and re-developable parcels need to accommodate an additional 1,794 dwelling units. Current land capacity within the City and the UGA provides for 1,847 people and is sufficient to meet targeted growth goals for 2025.

Minor expansion of the UGA provides for much needed multi-family housing as well as land needed for Snohomish County to meet its overall countywide population targets.

## Demand for Land and Employment

The City of Stanwood employment target for 2025 is 5,550 jobs. The City’s planning area currently provides 3,611<sup>1</sup> jobs. To meet its 2025 targeted employment number the City needs an additional 1,939<sup>2</sup> jobs. Land that is vacant, partially used or re-developable within the City could support an additional 942 jobs over 20 years. The City’s UGA could support an additional 755 new jobs over 20 years. The combination of land with the City and UGA could provide a total of 1,697 additional jobs over the next 20 years. The preferred alternative Comprehensive Plan map shows the addition of approximately 63 acres of land zoned light industrial to increase industrial land,

<sup>1</sup> Source: Snohomish County Tomorrow, Buildable Lands Report, Scenario A, Jan. 14, 2003; estimate for 2003 based on 2000 estimate and 6.7 percent growth rate.

<sup>2</sup> Future employment needs is based on the 2025 employment target (5,550) minus the current number of jobs within Stanwood (3,611) equals additional employment needs (1,939).



currently needed within the city. This acreage will allow the City to meet its 2025 employment target.

*Residential Assumptions*

1. Future population numbers are based on the targeted growth for 2025 as chosen by the City of Stanwood (City, 5,650 and UGA, 3,190);
2. Based on the U.S. Census the average household size is 2.65;
3. The net densities are based on historical development within the city and are applied as follows:

<b>Zone</b>	<b>DU/acre</b>
MR	18.74
SR 12.4	4.02
SR 9.6	4.11
SR 7.0	6.22
SR 5.0	9.84

4. Market availability factors included 15% for vacant land and 30% for partially used or Redevelopable parcels;
5. Vacant land recently subdivided or approved for development was not included in the calculations, because it is either developed or in the process of being developed.
6. A 20 percent reduction is applied to residential lands for public uses and infrastructure, including roads, drainage, and recreation/open space.

*Commercial and Industrial Assumptions*

1. Available land for commercial and industrial land uses is based on Snohomish County Buildable Lands Report data for the City of Stanwood, Scenario A;
2. Market availability factors included 15% for vacant land and 30% for partially used or Redevelopable parcels;
3. To calculate the average employees per acre, figures based on historical averages are used. For Urban Industrial land in the currently unincorporated area, 22 employees are used, per Snohomish County Tomorrow Buildable Lands Report, 2003.

## **Appendix D Essential Public Facilities Interlocal**

## Appendix E: Reasonable Measures Analysis

### Background

GMA attempts to promote compact urban growth by requiring that reasonable measures are implemented prior to expanding the urban growth boundary. A list of reasonable measures has been developed by the State (CTED), and adopted as an “Interim” list by Snohomish County Tomorrow pursuant to direction in Countywide Planning Policy UG-14. The list is reprinted below with an attached discussion on whether the measure has been implemented and how, or if it is inappropriate for Stanwood.

### Reasonable Measures Matrix

The following matrix contains a summary of the reasonable measures adopted by Snohomish County Tomorrow. Where the measure is implemented, it is shown by the code and section of the development regulation(s) that implement it.

**Table APE-1 Matrix of Reasonable Measures**

Reasonable Measure	Summary Description	Implemented by policy or code section(s)	Determination of Sufficiency
<b>Measures to Increase Density</b>			
<b>Measures that Increase Residential Capacity</b>			
Permit Accessory Dwelling Units	Communities use a variety of terms to refer to accessory dwellings: “mother-in-law” or “granny” flats, among others. All of these terms	Implemented, in single family	Available on 800-1200 acres of

(ADUs) in single family zones.	refer to an independent dwelling unit that shares, at least, a tax lot in a single-family zone. Some may be incorporated into the primary structure; others may be in accessory structures. Accessory dwellings can be distinguished from “shared” housing in that the unit has separate kitchen and bathroom facilities.	residential zones; SMC Sections 17.30.020; 17.35.020; 17.40.020	land, but liable to be fairly limited as private covenants may restrict. Best for older neighborhoods.
Provide Multifamily Housing Tax Credits to Developers	Local governments can provide tax credits to developers for new or rehabilitated multi-family housing. Tax credits provide an incentive by reducing future tax burden. This policy encourages multifamily housing, primarily in urban centers. Primarily applicable in larger cities and typically offered for projects that meet specific criteria. Local governments can partner with land trusts and other nongovernmental organizations to leverage limited public resources in preserving natural resource lands.	No. Usually applied in larger cities.	Not effective.
Provide Density Bonuses to Developers	The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This policy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.	Yes, in alternative code for Traditional Neighborhood Developments; SMC Sections 17.95.010 – 17.95.070	Good potential for increasing density up to 12 du/ac – available on some 400 acres of land.
Transfer/Purchase of Development Rights	Intended to move development from sensitive areas to more appropriate areas, development rights are transferred to “receiving zones” and can be traded. The zoning code identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed). Can protect rural resource lands, reduce sprawl outside UGAs, protect critical areas. They encourage more efficient use of land. Can be used to preserve open space, including farmland and forests, or to mitigate	No.	Not effective on small scale, though city will monitor possible participation in model County program.

	development in areas where natural hazards exist.		
Allow Clustered Residential Development	Clustering allows developers to increase density on portions of a site, while preserving other areas. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review. Clustering may allow more efficient use of land. The technique also encourages a neighborhood feeling. It allows critical areas to be protected while still permitting both urban and rural development.	Yes, in alternative code for Traditional Neighborhood Developments; also new PRD ordinance. SMC Sections 17.95.010 – 17.95.070; 17.95.445-.460	PRD ordinance has good potential for use; expanded program allows for use in most SF zones. TND code more specialized.
Allow Co-housing	Co-housing communities balance the traditional advantages of home ownership with the benefits of shared common facilities and connections with neighbors. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. It provides another choice in a variety of housing options. Can be used to preserve particular tracts of land, preserving open space. Can also be used as an affordable housing option.	No.	
Allow Duplexes, Townhomes, and Condominiums	Can increase overall density of residential development and encourage a higher percentage of multi-family housing. Implemented through the zoning code and lists these housing types as outright allowable uses in appropriate residential zones. Can increase overall density of residential development. They provide additional affordable housing options and allow more residential units than would be achieved by detached homes. They allow residents to downsize their residences while staying in their communities as they age.	Yes, in higher density residential zones. SMC Sections 17.45.020 and 17.50.020	Excellent source of increased density, allowed in SR 5.0 and MR zones (as well as TND alternative code).
Increase Allowable Residential	This approach increases holding capacity by increasing allowable density. Gives developers the option of building to higher densities.	Yes, approximately 400	Increased residential

<p>Densities</p>	<p>Implemented through the local zoning or development code. Higher densities increase residential land holding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective. Smaller lots can yield more housing options for low-income residents.</p>	<p>acres of 3.5 du/ac has been redesignated to allow 4 du/ac. Also, increased densities in alternative code for Traditional Neighborhood Developments and PRD Cottage Code; SMC Sections 17.95.010 – 17.95.070; 17.95.450</p>	<p>densities allowed in TND code and PRDs for cottage development. Both specialized with moderate opportunities.</p>
<p>Mandate Maximum Lot Sizes</p>	<p>Places an upper bound on lot size and a lower bound on density. A residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre. Ensures minimum densities in residential zones by limiting lot size. Places bounds on building at less than maximum allowable density. Promotes appropriate urban densities, efficiently use limited land resources, reduce sprawl development, and reduce cost of delivering urban services to very low-density neighborhoods.</p>	<p>No.</p>	
<p>Mandate Minimum Residential Densities</p>	<p>Typically applied in single-family zones and places a lower bound on density. In SR zones, minimum residential densities are typically implemented through maximum lot sizes. In MF zones they are usually expressed as a minimum number of dwelling units per net acre. Implemented through zoning code provisions. Increases land holding capacity. Reduce sprawl, eliminate underbuilding in</p>	<p>No.</p>	

	residential areas, and make provision of services more cost effective.		
Reduce Street Width Standards	Intended to reduce land used for streets and slow down traffic. Most commonly applied on local streets in residential zones. Make more land available to housing. They slow neighborhood traffic and increase livability. They are more pedestrian friendly, enhance the sense of neighborhood, and can lower capital and maintenance costs. Land used for streets and other public facilities ranges from 15% to 30% or more depending on the type of development. Narrow streets can reduce land used for streets by 25% resulting in a decrease 5%-10% in total land consumption.	Yes, in alternative code for Traditional Neighborhood Developments; SMC Sections 17.95.010 - 17.95.070	Aids in more efficient use of land.
Allow Small Residential Lots	Small residential lots are generally less than 5,000 sq. ft. Allows individual small lots within a subdivision or short plat. Allowed outright in the minimum lot size and dimensions of a zone, or implemented through the subdivision or planned unit development ordinances. Intended to increase density and lower housing costs. Small lots limit sprawl, contribute to the more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.	Yes, in higher density residential zones and PRDs for cottages. SMC 17.45.040 and 17.50.040	Moderately good source of increasing density.
Encourage Infill and Redevelopment	Maximize use of lands that are fully-developed or underdeveloped. Make use existing infrastructure. Can reduce sprawl development by reusing land within developed areas and where services are already provided, contributing to more efficient use of land. Infill and redevelopment can increase density of development, but does not always have that effect. Infill can achieve a number of community objectives, such as redevelopment of blighted areas, creation of a vital and viable business district, increased housing densities, and broader shopping opportunities.	Yes. 400 acres in UGA redesignated to SR 4 du/ac, with option for higher intensity traditional neighborhoods.	Comprehensive Plan Land Use and Economic Development Policies
Enact an inclusionary zoning	Inclusionary zoning requires developers to provide a certain amount of affordable housing in developments over a certain size.	Yes, in alternative code	Will aid in affordability; but

ordinance for new housing developments	Inclusionary zoning is applied during the development review process. Provides affordable housing on an incremental basis. Can reduce the need for government-assisted housing. Encourages affordable housing types to be dispersed throughout the community. It would provide another housing option for a variety of demographics within a community.	for Traditional Neighborhood Developments; SMC Sections 17.95.010 – 17.95.070	fairly specialized applicability.
Plan and zone for affordable and manufactured housing development	This policy would add manufactured housing as an outright use in specified residential zones. This policy ensures that land is available for this housing type. Affordable and manufactured housing tends to be smaller than other housing types, and can be built to a higher density. Manufactured housing is an affordable housing type for many households. The policy expands housing choices for low-income residents. As an outright use in the zoning code, potential NIMBY issues with manufactured housing can be avoided.	Yes, manufactured homes allowed in all residential zones.	Moderate: Not historically used much, and availability limited in new subdivisions due to private covenants.
<b>Measures that Increase Employment Capacity</b>			
Develop an Economic Development Strategy	An economic development strategy (1) identifies desired types of businesses, and (2) identifies the land needs of those businesses. Can be incorporated into the economic element of local comprehensive plans, or can be stand-alone policy documents. An economic development strategy can identify potential future business growth in the community, allowing planners to encourage clustering of appropriate businesses, which improves land use efficiency. A good strategy will help implement the community vision, consistent with resource considerations.	Yes.	Economic Development Element of Comprehensive Plan
Create Industrial Zones	Industrial zoning is intended to limit uses on specific sites to appropriate industrial uses. Some cities have ordinances that specify what types of industries can locate on specific sites. This measure is implemented through the local zoning ordinance. These limits help ensure that industrial land can be saved for future industrial needs.	Yes. SMC 17.72 and 17.75	Very effective: New lands available for development, which typically



	Local governments can also plan for more efficient land use. Creating industrial zones can reduce conflicts between land uses and allow planning for appropriate infrastructure to serve industrial sites.		brings 22 employees/ acre.
Zone areas by building type, not by use	A local jurisdiction can alter its zoning code so that zones define the physical aspects of allowed buildings, not the uses within those buildings. This zoning approach recognizes that many land uses are compatible and locate in similar building types. For example, a manufacturing firm may have similar space requirements as a print shop. Zoning areas by building type can ensure continuity in the types of structure and provides flexibility to building owners in leasing. A more flexible zoning code can make development easier, furthering economic development goals.	No.	
Develop or strengthen local brownfields programs	Provide policies or incentives to encourage the redevelopment of underused industrial sites, known as brownfields. Implemented through provisions in zoning that provide incentives such as expedited permitting or reduced fees, or through targeted public investments. Brownfields provide redevelopment opportunities. Moreover, many brownfields are large sites that can be master planned in ways consistent with other policies. Redevelopment of industrial sites to more productive uses, reducing need for greenfields, thus limiting sprawl.	No.	Not applicable to Stanwood.
<b>Measures that Support Increased Densities</b>			
Encourage the Development of Urban Centers and Urban Villages	An urban center or urban village provides mixed uses. Residences are near retail, parks, schools, and urban amenities. Create integrated, more complete, and inter-related neighborhoods. Often implemented through specific area or downtown plans and may require public investment. Provide locally-focused shopping and urban amenities together with increased densities which reduce dependence on SOVs. They are a more efficient use of land,	Yes, in downtown zones and mixed use overlay. SMC 17.60; 17.65; 17.79	Currently underused, but provides excellent opportunity for increased density.

	encourage more transportation or mobility options (due to connected streets), and provide for urban services more cost-effectively.		
Allow Mixed Uses	Zoning code would specifically allow multiple uses in a zone, instead of all residential, or all commercial. Mixed uses can be vertical (i.e., multiple uses within a single building) or horizontal (i.e., multiple uses in a given geographic area). Provide a broader variety of housing options, allowing people to live, work, and shop in nearby areas. Encourage more pedestrian and transit-friendly access, make goods and services accessible to non-drivers, and reduce peoples' dependence on vehicles for mobility.	Yes, in downtown zones and mixed use overlay. SMC 17.60; 17.65; 17.79; also in Traditional Neighborhood Code.	Excellent opportunity for more intense use of existing land.
Encourage Transit-Oriented Design	The goal of transit-oriented development is to create development patterns that complement transit. Transit-oriented development allows people to more easily use transit systems and helps businesses near transit stations be more accessible. When done well, the result will be desirable urban neighborhoods. Transit allows denser development with less traffic, reduces dependence on SOVs, and provides transportation options for broader segments of the population who cannot drive (elderly, disabled, children, low-income without vehicles, etc.).	Yes, in Transit Overlay (East End of Downtown). SMC 17.77.	Moderate opportunity as applied on limited acreage.
Downtown Revitalization	Downtown revitalization includes redevelopment of blighted areas, developing a viable business district, and improving retail opportunities. It provides housing and employment options, reduces sprawl development by reusing land within developed areas and where services are already provided, increases economic opportunities, and contributes to more efficient use of land.	Yes. Downtown Sub-Element and Economic Development Element of Comprehensive Plan	Moderate: highly encouraged in comprehensive plan but limited programs to implement.
Require Adequate Public Facilities	Require developers to provide adequate levels of public services, such as roads, sewer, water, drainage, and parks, as a condition of development. Ensures that public facilities are sufficient to	Yes. Capital Facilities Element	Excellent opportunity.

	<p>accommodate impacts of development. Increases cost of development, thereby encouraging more efficient use of land. Adequate public facilities requirements are included as a condition of permit approval. Can reduce costs borne by existing residents to fund expanded sewage, water, roads, and other urban services. Can also help guide the geographic location of growth.</p>	<p>(policies); concurrency required in SMC 17.148; and Public Works Standards</p>	
<p>Specific Development Plans</p>	<p>Work with landowners, developers, and neighbors to develop a detailed site plan for development of an area. Allow streamlined approval for projects consistent with the plan. Results in a plan for a specific geographic area that is adopted as a supplement jurisdiction’s comprehensive plan. Allows small-area specific plans that are responsive to local conditions. Allows a local vision for a site to be developed in a coordinated fashion. Can help create developments that are attractive, safe, and consistent with neighborhood character, historic preservation, or other desired features.</p>	<p>No.</p>	<p>Not used. Likely to be contrary to efficient use of land and elongates process, though may achieve other goals.</p>
<p>Encourage Transportation-Efficient Land Use</p>	<p>Encourage patterns of land development that encourage pedestrian, bike, and transit travel. Implemented through consideration of the geographic distribution of planned land uses and densities. Transportation-efficient land use allows denser development with less traffic congestion, reduces dependence on single occupancy vehicles (SOV), and provides transportation options for broader segments of the population who cannot drive (elderly, disabled, children, low-income without vehicles, etc.). Can reduce automobile trips and need for street improvements.</p>	<p>Yes, in downtown zones and mixed use overlay. SMC 17.60; 17.65; 17.79. Also in Transit Overlay (East end of Downtown Stanwood).</p>	<p>Moderate: Highly encouraged, although until transit more widely used/provided, may not be effective in small town.</p>
<p>Urban Growth Management Agreements</p>	<p>Identify a lead jurisdiction for growth management inside urban growth areas. The urban growth area can include city and county land. The agreements define lead responsibility for planning, zoning,</p>	<p>No.</p>	<p>Low: Not used, per se, though city and county</p>

	and urban service extension within these areas. The agreements exist between various government jurisdictions and specify jurisdiction over land use decisions, infrastructure provision and other elements of urban growth. Can reduce sprawl by ensuring new development is contiguous to existing development. Results in better coordinated planning and implementation.		have recent interlocal agreement on development.
Create Annexation Plans	In an Annexation Plan, cities identify outlying areas that are likely to be eligible for annexation. The Plan identifies probable timing of annexation, needed urban services, effects of annexation on current service providers, and other likely impacts of annexation. Prioritizes areas for future city boundary expansions. Allows for efficient provision of urban services and encourages efficient urban patterns. Annexation Plans provide residents more information about likely changes in jurisdictional authority and urban services.	Yes, in Land Use Element of Comprehensive Plan.	Low: moot as development occurring under county's jurisdiction.
Encourage developers to reduce off-street surface parking	This policy provides incentives to developers to reduce the amount of off-street surface parking through shared parking arrangements, multi-level parking, or use of alternative transportation modes. Reduces surface parking – a major use of land. Less land used for parking can improve the overall land holding capacity – particularly for commercial lands. Reduces impermeable surfaces, reducing water run-off.	Yes, in MB-I zone of downtown. SMC 17.105.100 - 17.105.110	Moderately helpful (many parking needs exceed code requirements).
Implement a program to identify and redevelop vacant and abandoned buildings	Many buildings sit vacant for years before the market facilitates redevelopment. This policy encourages demolition and would clear sites, making them more attractive to developers and would facilitate redevelopment. It reduces sprawl development by reusing land within developed areas. Where services are already provided, the policy contributes to a more efficient use of land, although it doesn't necessarily lead to higher density development on individual sites. The policy can reduce blighted areas, and addresses safety issues that are frequently associated with vacant buildings.	No.	

Concentrate critical services near homes, jobs, and transit	This policy would require critical facilities and services be located in areas that are accessible by all people. For example, a hospital could not be located at the urban fringe in a business park. This policy would be implemented through provisions in the local zoning ordinance pertaining to siting specific critical services. Makes critical services more accessible, can reduce automobile trips. Maintaining critical services near existing development helps maintain viable residential and business districts, minimizing demand for new developments at the urban fringe.	No.	
Locate civic buildings in existing communities rather than in greenfield areas	Local governments "lead by example" by making public investments in desired areas, or redeveloping target sites. Civic buildings provide an anchor for other development and can form the core of a community. Civic buildings can encourage other desired development types. Local governments can "lead by example" by making public investments in desired areas, or redeveloping target sites. Civic buildings contribute to the vitality of a neighborhood. Employees in those buildings purchase nearby services, increasing demand for private business in the area.	Yes, in Civic Commons Overlay. Downtown Sub-Element of Comprehensive Plan; SMC 17.76.	Excellent opportunity as new City Hall and Library planned for downtown Stanwood.
Implement a process to expedite plan and permit approval for smart growth projects	Streamlined permitting processes provide incentives to developers. This policy would be implemented at the development review phase. Can help direct the type and location of growth. Can also facilitate smart growth in markets where conditions are marginal for success. Smart growth addresses a variety of other planning goals: reduced reliance on autos, mixed-use development, higher densities are a few.	No, though smart growth allowed under alternative Traditional Neighborhood Code.	
<b>Measures to Mitigate the Impact of Density</b>			
Design Standards	Preserve and enhance the character of a community or district. Typically implemented in development code. Some cities have	Yes, in architectural	Moderate opportunity:

	design review boards in addition to the planning commission. They help ensure development is attractive, safe, and consistent with neighborhood character, historic preservation, or other desired features. Good design standards can make a dense development aesthetically pleasing and attractive to home buyers and can mitigate the impact of higher density.	design standards SMC 17.112. Policies in Land Use and Housing Elements	design standards need strengthening without adding costs to development.
Urban Amenities for Increased Densities	Amenities include parks, trails, waterfront access, and cultural centers. Such amenities are typically implemented through the parks plan, the downtown plan, specific area plans or other public investments. Some cities require amenities to be included with larger projects. The goal of urban amenities is to contribute to the overall design vision of the community and promote livability in denser areas. Amenities can contribute to the vibrancy of downtown areas, helping other goals such as downtown revitalization.	Yes. Downtown Sub-Element of Comprehensive Plan	Good opportunity to provide attractive amenities.
Conduct community visioning exercises to determine how and where the community will grow	Community visioning processes attempt to build consensus around the type, amount, and location of future development. Visioning exercises are typically included at the beginning of a comprehensive planning process and are used to update plan goals and objectives. Can identify areas of consensus on other reasonable measures. Can reduce challenges and delays to development, can facilitate desired types of development, and can add certainty to the development review process. Visioning can lead to a more coherent comprehensive plan and can build public support for the plan.	Yes. Introduction to Comprehensive Plan. Also, Downtown Sub-Element.	Completed in 1993 and 2003; subject to implementation.
<b>Other Measures</b>			
Mandate Low Densities in Rural and Resource Lands	Limit development in rural areas by mandating large lot sizes. Preserve lands targeted for future urban area expansion. Low density urban development in fringe areas have negative impacts of future densities and increase the need for and cost of roads and	No. N/A.	

	<p>infrastructure. Lower densities outside urban areas protect resource lands and promote development within urban areas where services are cost effective to provide. Reduce sprawl development, reduce reliance on cars for transportation. Protects farm and forest lands from development, preserving open space.</p>		
<p>Urban Holding Zones</p>	<p>This policy identifies sites for future expansion and limits development to preserve options in those sites. This policy would be implemented through a specific zone or overlay. Urban holding areas would be identified on a map. Land in sizes suitable for future urban scale development is protected from sprawl development until municipal services are available to the site. Temporarily protects open space at the edge of urban development. Cities can expand urban services in an efficient and cost-effective manner.</p>	<p>No; denied by County.</p>	
<p>Capital Facilities Investments</p>	<p>Investment in public facilities can be effectively used to guide the location of growth. Implemented through capital improvement plans and the local capital budgeting process. Phased, infill development is more cost effective than sprawl and helps retain rural and natural resource lands. Adequate infrastructure to support compact urban growth will help UGAs be livable, attractive places. Outside UGAs, rural lifestyles can be maintained better when infrastructure investments provide for rural needs without encouraging urban encroachment. Reduce infrastructure costs.</p>	<p>Yes. Policies in Capital Facilities Element of Comprehensive Plan.</p>	<p>Moderate-good opportunity.</p>
<p>Environmental Review and Mitigation Built into the Subarea Planning Process</p>	<p>Building environmental review and mitigation into the subarea planning process can address key land use concerns at a broader geographic scale, streamlining review and approval of individual developments. This approach expedites a project's permitting decisions while ensuring that infrastructure and environmental considerations are addressed during the planning phase. Protect critical natural areas.</p>	<p>No.</p>	

<p>Partner with nongovernmental organizations to preserve natural resource lands</p>	<p>Local governments can partner with land trusts and other nongovernmental organizations to leverage limited public resources to preserve natural resource lands. Two work together to acquire lands or place conservation easements on them. Land trusts have more flexibility than local governments in facilitating land transactions. Implemented through long-term partnerships. Protects natural resource land from development, constrains urban development to other areas, preserves open space and natural areas in desired locations</p>	<p>No.</p>	

**Conclusions**

Many new programs are proposed in the City’s 2004 GMA Update to the Comprehensive Plan and Development Regulations. These include mixed use zoning overlays, traditional neighborhoods with increased densities, Planned Residential Developments (PRDs), and transit-oriented development. Utilization of these creative programs will greatly enhance the city’s ability to accommodate urban-level and increased densities within the proposed urban growth boundary.



## Appendix F: References

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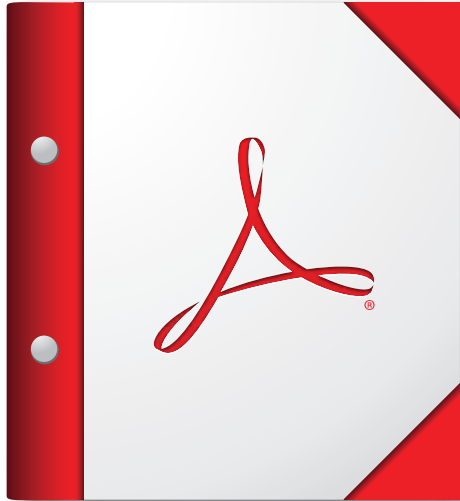
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