RTCC Funding Application

Competition: Capital Project
Status: submitted
Submitted: May 23rd, 2019 4:27 PM
Prepopulated with screening form? Yes

Introduction

1. Project title
   Viking Way Phase 2

2. T2040 ids string
   N/A

3. Sponsoring agency
   Stanwood

4. Cosponsors
   N/A

5. Sponsoring agency certification acceptance status
   No

6. Ca sponsoring agency
   N/A

Contact Information

1. Contact name
   Shawn Smith

2. Contact phone
Project Description

1. Project scope

This project is the second and final phase of a larger 90th Avenue Extension and Viking Way. This request is for design and right of way funding. This will provide the design of the remaining Viking Way from the existing termination approximately 200 feet east of 92nd Avenue to 92nd Avenue. The design will be for a new road with curb, gutter, planter strips, street lighting and sidewalks on both sides. The right of way purchase will be for one property that is approximately 18,500 square feet.

Project Location

1. Project location

Viking Way & 92nd Ave

2. Project counties

Snohomish

3. Crossroad or milepost beginning

Viking Way, approximately 200 feet east of 92nd Avenue

4. Crossroad or milepost end

Viking Way and 92nd Avenue

Plan Consistency

1. Identified in local comprehensive plan

Yes

2. In comprehensive plan explanation

Transportation plan/transportation element of the comprehensive plan, transportation projects & programs, page 37.

3. Not in comprehensive plan explanation

N/A
Federal Functional Classification

1. Functional class name

08 Rural Minor Collector

Local and Regional Policy Support

1. Improvements or strategies

This project will help the City of Stanwood's rural town center by completing a road grid system in the Downtown Center and a large area of the Main Street Business II (MBII) Zone. The city's current project, 90th Avenue Extension is in the process of construction funding obligation, with construction expected to begin within year. This will construct Viking Way from 88th Avenue to the existing portion 200 feet west of 90th Avenue, and also construct 90th Avenue from 271st Street to Viking Way. The proposed phase will complete the last 200 feet of Viking Way. This will provide the city with another option for east west travel through downtown. This will eliminate the need to get on main street or on SR 532 to go from business to business. There are existing businesses that have the potential to be much stronger, and large undeveloped parcels that would be encouraged to develop.

The project is consistent with the City's Comprehensive Plan as follows:

• LUG 4 Develop Downtown Stanwood, defined as the area incorporating East Stanwood, the 271st Corridor, and West End as a Center consistent with Vision 2040 and recognize that this (Downtown) Center serves the City, surrounding agricultural area and Camano Island. (Page. LU-5)
• 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. (Page LU-8)
• LUP 6.1 Encourage mixed-use structures in the Downtown Center that combine residential and commercial uses where deemed appropriate. (Page LU-8)
• LUP 7 Develop a vital, attractively designed Downtown Center. (Page LU-8)
• LUP 7.1 The City recognizes the importance of a well-designed, aesthetically pleasing built environment in attracting customers to its commercial centers. (Page LU-8)
• LUG 8 Encourage pedestrian mobility in the Downtown Center (Page LU-8)
• LUP 8.1 Encourage a compact Downtown Center to facilitate easy pedestrian and bicycle access between shops, buildings and other neighborhoods. (Page LU-8)
• LUP 8.2 Strive for an atmosphere in the Downtown in which customers are encouraged to park their cars and walk. (Page LU-8)
• DT 3.10 Develop an east-west connector south of Main Street to support a grid system. (Page DT-13)
• DT 3.11 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. (Page DT-13)
• Strategy DT 3.11.a incrementally work toward completing a street and alley grid network.
(Pag e DT-13)
• Strategy DT 3.11.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. (Page DT-13)
• TP-1.7 – Develop an integrated road network throughout the city, particularly in downtown
and the UGA (as it is annexed). (Page TR-3)
• TP-1.8 – Encourage or require where appropriate a grid of through-streets to create a
transportation
system with east-west and north-south connections. (Page TR-3)
• TP-8.1 - Connect West District with East District with an inviting and functional connection.
(Page TR-3)
• TP-1.9 - Work toward completing an integrated street networks for automobiles and
pedestrians. (Page TR-3)
• Included as Project TR-23 Viking Way / 90th of the adopted Six-Year TIP (City Council
Resolution No. 2013-09)
• EDP-3.3 - Strive to create jobs in order to promote economic opportunity for Stanwood
citizens. (Page ED-2)
• EDP-3.8 - Stimulate public and private financing of improvement projects for immediate
and long-term objective of revitalization. (Page ED-3)
• 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 firm places of business. Such system improvements shall include multimodal
facilities, delivery routes and access, as well as, pedestrian and bicycle facilities. (Page
ED-3)
• EDP-7.2 - Encourage pedestrian mobility for shopping. (Page ED-4)

2. How project fits character

The project fits with the City’s vision for the Downtown Center, and the project itself will
help define and visually differentiate the City’s Downtown Center. The project intends to
promote access and circulation to multiple existing businesses as well as lands available
for new businesses to develop in Stanwood. The character of the Viking Way corridor will
promote an inviting pedestrian access experience and will be key to enhance visibility to
area residents and
other travelers on SR 532 that Stanwood has an excellent transportation system that is
grounded toward pedestrian mobility for enjoyment by all. Providing pedestrian pathways will
encourage use of Stanwood’s existing and proposed trails as well as linking these areas to
the local businesses.

The project will preserve Stanwood’s aesthetic and cultural elements historic to the
Downtown Center
through the application of the City MB II Zoning requirements, which provide the foundation
for
development consistent with the City’s long-range vision for the Downtown Center.
1. **Issues being addressed**

The Viking Way Phase 2 project is the critical link for this improvement. This will connect Viking Way to 92nd Avenue, at a location that will greatly improve the safety on 92nd Avenue. Currently there are un-aligned access points to the east and west off of 92nd Avenue. They are close to the signalized intersection at SR 532. This causes turning conflicts throughout the day. This project will align with the northern access into the 'QFC' shopping center, which will then allow us to close the existing access to the south. This will greatly improve the safety and congestion in this area.

2. **Provide better access**

This will provide another east west connection between 92nd Avenue and 88th Avenue. This will allow drivers to go between the 'QFC' shopping center, through the Viking Village shopping center, to Rite Aid, without going out to SR 532 or going to 271st (Main) Street. This will help to reduce congestion on the other east-west routes along with reducing emergency response times. This project will also align the intersection with the main entrance to the large commercial center to the west. This will help encourage pedestrians and bicyclist to utilize this roadway to go between businesses. This will also provide a connection to a trail system on the south side of SR 532 that will connect the park and ride to the Hamilton Landing park and boat launch. Allowing cyclist and pedestrians to get out of their cars to travel through and around town.

3. **Multimodal improvements**

The Viking Way Phase 2 project focuses on connecting the Historic areas of Stanwood while providing cohesion between all types of transportation. Adjacent to the area exists an Amtrak Station and park-and-ride lot serving Island County Transit and (Snohomish) Community Transit. Within the project scope fully compliant ADA ramps, sidewalks and crosswalks as well as installing a landscaped buffer to shield pedestrians from the roadway are included. The project will also create new route for bikers right through the heart of the City’s Downtown Center. Overall the project aims to improve access, reduce travel times and conflicts, and promote safety of all users. By providing sidewalks for cyclists and pedestrians, this will provide them a safe connection from the new trail system to be constructed in 2020 that will connect the park and ride lot to the Hamilton Landing Park and to the town centers along this corridor.

4. **Pedestrian improvements**

The Viking Way Phase 2 project focuses on connecting the Historic areas of Stanwood while providing cohesion between all types of transportation. Adjacent to the area exists an Amtrak Station and park-and-ride lot serving Island County Transit and (Snohomish) Community Transit. Within the project scope fully compliant ADA ramps, sidewalks and crosswalks as well as installing a landscaped buffer to shield pedestrians from the roadway are included. By providing sidewalks for pedestrians, this will provide them a safe connection from the new trail system to be constructed in 2020 that will connect the park and ride lot to the
Hamilton Landing Park and to the town centers along this corridor. They will be able to safely walk between shopping centers on pedestrian friendly sidewalks along this entire corridor.

5. **Contributes to demand management**

The Viking Way Phase 2 project will create sections in the Downtown Center where pedestrian facilities encouraged people to park their cars and walk to enjoy the businesses and amenities in Stanwood. The close proximity of the Amtrak station and the park-and-ride facility will increase transit service opportunities. The project lies within the Low/Moderate Individual Income area and will service these individuals and increase efficiency in transportation demand management.

**System Performance and Innovative Solutions**

1. **Improvements increase reliability**

   The Viking Way Phase 2 project will provide another east west route through downtown Stanwood. This will allow travelers to get between commercial centers without the need to get on SR 532 or 271st (Main) Street. This will also allow travelers along SR 532 to get off sooner in order to shop in town. This will allow for an alternate route during any disruption in flow along SR 532 or Main Street. By providing safe pedestrian and bicycle facilities, this will encourage people to get out of their cars and take additional vehicles off the road system.

2. **Improvements maximize efficiency**

   This project will provide a permanent connection between existing town centers and new and re-developed property along this corridor. It will also take traffic off of SR 532 and Main Street, since you need to use one of these to get to these businesses today. This project will also provide safe non-motorized facilities that will connect to the Amtrak station, park and ride lot, and the future trail (2020) connecting to the Hamilton Landing Park.

3. **Innovative concepts studied**

   This project will align with the main entrance to the large town center to the west. Currently their are un-aligned intersections along 92nd Avenue that cause frequent conflicts. This project will allow for the elimination of one of these intersection and align with the main entrance. This will greatly improve the safety in this area. Also, by providing an additional east west connection through downtown, this will allow for less vehicles on SR 532 and Main Street and help these to operate at better levels.

**Social Equity, Environmental Justice, and Public Health**

1. **Social groups being served**

   The proposed project is in the Consortium Area for Low/Moderate Income Individuals and therefore the project will provide direct benefit to those individuals. This project is in the downtown area of Stanwood and provides an alternative east west connection between
This will greatly benefit all commuters through town, and also commuters to Camano Island. It will benefit all of the commercial users by providing them easier access to the businesses along this corridor. By providing better access to un-developed and under-developed property, it will encourage development, which will provide employment opportunities and therefore benefit the unemployed and underemployed.

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Total Request: $432,500.00

**PSRC Funding Request**

**PE**

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Expected year of completion for this phase: 2021

**ROW**

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Expected year of completion for this phase: 2021

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Expected year of completion for this phase: 2022

**Summary**

1. Estimated project completion date

12/2022
2. **Total project cost**

$1,500,000.00

**PSRC Funding Request (cont'd)**

1. **Documents**

   budget.pdf

2. **Funds description**

   The RTCC funds are unsecured, based on the outcome of this process. The local funds for matching are currently available in the city's budget. The city does a 2 year budget cycle and currently it is for 2019 and 2020. I've attached the 2020 ending balance in the street construction and the transportation sales tax funds. These show ending balances in 2020 of more than enough for the design and right of way matching funds. The construction phase is not fully fundable within the existing budget. We are not requesting PSRC funds for construction, however, the city anticipates being able to fund construction with local funds by 2022 or 2023.

**Project Readiness**

1. **Requesting funds for planning or pe**

   No

2. **Preliminary engineering complete**

   No

3. **Preliminary engineering completion date**

   N/A

4. **Preliminary plans submitted to wsdot**

   No

5. **Preliminary engineering plans other**

   N/A

6. **Preliminary engineering plans estimated completion date**

   2021

**Environmental Impact**
1. Environment level doc
   Categorical Exclusion (CE)

2. Nepa doc approved
   No

3. Nepa approval date
   6/1/2021

Right of Way

1. Right of way required
   Yes

2. Parcel count
   1

3. Zoning in parcel area
   MBII

4. Possibility of condemnation
   We are currently requesting PE and ROW funding for 2021 or 2022. The construction schedule is such that we will construct after these two items are complete. We don't anticipate condemnation at this point, however, with only one parcel involved we anticipate less than a year for condemnation and we would construct after.

5. Experience in conducting right of way
   No

6. Consultant start time
   6/2021

7. Relevant right of way milestones
   Design - 6/2021
   Right of Way Plans - 6/2021
   Appraisal - 9/2021
   Offer - 10/2021
   Negotiation - 12/2021
Total Estimated Project Cost and Schedule

1. Construction funds requested
   No

2. Engineers estimate
   N/A

3. Engineers estimate document
   N/A

4. Environmental permits
   N/A

5. Pse approval
   N/A

6. Pse approval date
   N/A

7. Project to ad date
   N/A

Other Considerations

1. Additional aspects description
   N/A

2. Included innovative components
   N/A

3. Determining benefits process
   N/A

4. Final documents
# 5 Year Budget Comparison

**City Of Stanwood**  
**MCAG #: 0695**  
**Time: 15:22:05**  
**Date: 05/30/2019**  
**Page: 2**

## 103 Street Construction Fund

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| 594 | Capital Expenditures | 680,481.25 | 1,580,801.61 | 607,862.15 | 819,353.81 | 3,956,458.00 | 2,473,868.00 |
| 597 01 03 05 | Trf Out To Fund 305 | 102,500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 597 | Interfund Transfers | 102,500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 508 80 01 03 | Ending Cash & Investments | 0.00 | 0.00 | 0.00 | 0.00 | 202,877.00 | 443,517.00 |
| 999 | Ending Balance | 0.00 | 0.00 | 0.00 | 0.00 | 202,877.00 | 443,517.00 |

**Total Expenditures:** 782,981.25 | 1,580,801.61 | 607,862.15 | 819,353.81 | 4,159,335.00 | 2,917,385.00

**Fund Gain/Loss:** 127,041.47 | 492,222.34 | 814,122.76 | 268,863.47 | 0.00 | 0.00
# 5 Year Budget Comparison

City Of Stanwood  
MCAG #: 0695

## 108 Transportation Sales Tax Fund

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**Fund Gain/Loss:**  
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## 2020 Budget Position

### 103 Street Construction Fund

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**594 Capital Expenditures:**

|           | 2,693,193.00 | 0.00 | 2,693,193.00 | 0.00% |

### 597 Interfund Transfers

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**597 Interfund Transfers:**

|           | 0.00 | 0.00 | 0.00 | 0.00% |

### 999 Ending Balance

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**999 Ending Balance:**

|           | 52,696.00 | 0.00 | 52,696.00 | 0.00% |

**Fund Expenditures:**

|           | 2,745,889.00 | 0.00 | 2,745,889.00 | 0.00% |

**Fund Expenditures:**

<p>|           | 2,745,889.00 | 0.00 | 2,745,889.00 | 0.00% |</p>
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Downtown Center
Goal

LUG 4 Develop Downtown Stanwood, defined as the area incorporating East District, the 271st 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.

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 ground and upper floors.

LUP 4.5 Disallow outdoor storage as a primary use.

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 271st corridor.

Policies

LUP 5.1 Allow larger floor area ratios 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 271st 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.

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

Goal

LUG 6 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.

**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** New commercial developments may be required to provide open spaces for public gathering, seating and eating.

**LUP 7.8** Incentives supporting development in the Downtown Center 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 surrounding neighborhoods.

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

**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 District 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.
7. At Stanwood Middle School move fence inside the green space.

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

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

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

11. 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.

   a. Incrementally work toward completing a street and alley grid network.

   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.
A. Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

i. LOS D or better within urban areas.

ii. LOS C or better within rural areas.

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

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

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

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

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

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

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

ii. LOS E for two-way stop controlled intersections.

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

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

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

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

**TP-3.4** – Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.
7. At Stanwood Middle School move fence inside the green space.

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

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

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

11. 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.

   a. Incrementally work toward completing a street and alley grid network.

   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.
development, and resources to support targeted industry sectors.

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

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

Goal

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

Policies

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

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

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

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

EDP-3.5 – Provide incentives to attract new industry.

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

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

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

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

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

Goal

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

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

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

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

Goal

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

Policies

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

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

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

Goal

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

Policies

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

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

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

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

Goal

EDG-7 – Within Commercial Centers support amenities such as convenient parking,
Viking Way Phase 2

90th Avenue NW Extension - City of Stanwood

Completed in 2017

L2 Construct 2020