



## **CITY OF STANWOOD COUNCIL AGENDA EXPANDED STAFF REPORT**

**ITEM NUMBER:** 9.a.

**DATE:** January 22, 2026

**SUBJECT:** Brick Road Concept Design

**CONTACT PERSON:** Patricia Love, Community Development Director

**ATTACHMENTS:**

1. Brick Road Exhibit
2. Brick Road Traffic Analysis Summary
3. West Downtown Parking Study Summary
4. Brick Road Drainage Issues

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### **ISSUE**

The purpose of this item is for City Council to review and consider acceptance of the Brick Road Design concept plan.

### **BACKGROUND**

On November 13, 2025, the Stanwood City Council held a joint workshop with members of the West End business community to discuss the proposed design of the Brick Road segment located between 102nd Avenue and Augusta Avenue in downtown Stanwood. The workshop was intended to provide an opportunity for the Council and business owners to openly discuss their perspectives, identify priorities, and ideas for revitalizing the historic road.

The primary purpose of the meeting was to establish clear design expectations and confirm key priorities for the Brick Road project, including project vision, roadway alignment, aesthetics, and pedestrian safety for downtown Stanwood.

The discussion resulted in the Council and business community agreeing on three primary themes: Preserve “Old Stanwood”, Create a Pedestrian Friendly Event Space, and Promote Business Visibility and Vitality. As a result the following phased plan was created:

#### **Phase 1: Immediate (0-3 Months)**

Quick actions that can be implemented with minimal cost and no construction.

### Phase 2: Near-Term (4–12 Months)

Improve safety, manage traffic, and enhance visibility in the West End.

### Phase 3: Mid-Term (1–2 Years)

Finalize engineering design that preserves the historic brick, reduce impacts to on-street parking and prepare the corridor for construction.

### Phase 4: Construction (3–5+ Years)

Reconstruct corridor elements with minimal business disruption while preserving Old Stanwood's character and improving event viability.

## **DISCUSSION**

### ***Brick Road Design:***

In response to direction provided at the joint Council–Business Community meeting, the brick road alignment has been reconfigured as follows:

- Preserve as much of the historic brick as possible. While some minor impacts are unavoidable, they will be minimal.
- Maintain the north sidewalk in its existing location, with reconstruction to meet ADA standards.
- Rebuild and widen the south sidewalk, incorporating street trees.
- Install decorative pavers at sidewalk corners and crosswalks, consistent with the recently completed 88th Avenue / 271st Street intersection.
- Replace existing concrete and asphalt patches with brick to closely match the historic appearance.
- Retain on-street parking on both the north and south sides of the street.
- Relocate utility poles out of the sidewalk and into small bump-outs. While this will cover some historic brick, it allows the entire sidewalk to be ADA compliant.
- Provide drainage collection beneath the sidewalk using slot drains rather than traditional catch basins, reducing construction impacts to the historic brick. Examples of a slot drain is shown below.



Staff met with West End business owners on January 8, 2026, to review the revised brick road design. Overall, the business owners expressed support for the design, noting that it addresses their primary concerns, including parking, sidewalk accessibility, drainage, and preservation of the historic brick.

As the project moves forward, they requested that the City consider the following additional elements:

- *Improved Lighting*: Add poles for overhead string lighting similar to those installed at the East End mid-block crossing.
- *Removable Bollards*: Install removable bollards to support events and increase pedestrian use of the roadway.
- *Left-Turn Restrictions*: Consider eliminating the left-turn movement from 270th Street onto 102nd Avenue.
- *Traffic Calming*: Evaluate raising the crosswalks on 102nd Avenue to be level with the sidewalks.

### ***Other Issues Raised During the Joint Meeting:***

#### ***Traffic Speed and Safety***

Speeding was identified as a concern during discussions about the Brick Road. In response, staff conducted a speed study on 270th Street NW. The study showed an average vehicle speed of approximately 13 mph in a 25 mph zone, with no enforceable speeding violations recorded during the study period. The fastest recorded speed was 34 mph, below the enforcement threshold. These results indicate that speeding is not currently a significant issue on the Brick Road.

The most likely cause of the building shaking experienced by the business owners is vehicle traffic traveling over the uneven surface of the brick roadway, combined with the high groundwater table beneath the road. These conditions can contribute to vibration being transmitted from the roadway to adjacent structures. Both factors will be further evaluated and addressed as part of the engineering design process.

#### ***Parking Availability***

Parking availability was another key concern raised by the businesses owners. Staff conducted a parking study during both peak and slower periods and found that overall parking availability is adequate and not a limiting factor. However, in having discussions with business owners and Council, staff have learned that public parking signage is not clear or easily visible.

To address this, staff has purchased standardized public parking signs for City parking lots and on-street parking areas. Staff is currently in the process of installing these signs. Improved signage will help visitors more easily identify available public parking, supporting downtown businesses and visitor access.



#### *Heavy Vehicles and Brick Preservation*

During the Council Workshop, business owners expressed concern about the impact of heavy trucks and freight traffic on the historic brick roadway. To help preserve the historic brick in good condition, staff is working on establishing a designated haul route that will direct large trucks and freight vehicles to use alternate routes. The draft ordinance has been reviewed by the Public Works and Community Development Committees and will be forwarded to the full Council for consideration soon.

#### **FINANCIAL ANALYSIS**

An estimated cost of construction will be developed with the engineering design work. However, staff does anticipate that the construction of the full roadway segment, 102<sup>nd</sup> to Camano Street, will need to be funded and built in phases.

#### **CITY COUNCIL OPTIONS**

- 1) Council acceptance of the Brick Road concept plan as presented.
- 2) Request changes to the concept plan.

#### **RECOMMENDED MOTION**

**“I MOVE TO ACCEPT THE BRICK ROAD CONCEPT DESIGN PLAN AND TO CONTINUE WITH FINAL DESIGN, ENGINEERING AND PERMITTING.”**