The Stanwood City Council advanced four municipal projects during its Thursday meeting. They all passed unanimously, with Councilmember Tim Pearce absent.

The council approved a contract with Konneman Construction to add sidewalks and pedestrian ramps on 27th Place, between 102nd Ave and 100th Ave. These are currently no sidewalks or ramps in the area.

The sidewalks and ramps are intended to make the area around Stanwood Elementary school safer, according to city officials. It’s estimated cost is $133,775.

“I just think it’s great, my daughter actually goes to Josephine daycare close to Stanwood elementary,” Councilmember Dani Gaumond said. “It’s good to be safe for the kids.”

The city also took another step toward building the next section of Viking Way. The council approved a cultural resources assessment study of the project. The study will cost an additional $15,865, bringing the total cost of the project to $347,499.

The city’s National Environmental Policy Act permitting process is slated to finish completion, which city officials have said is slated to finish later this year.

The council approved this study as part of the city’s National Environmental Policy Act permitting process. The study will cost an additional $135,865, bringing the total cost of the project to $347,499.

Council approved this study to bring the project closer to completion, which city officials have said is slated to finish later this year.

Market street in Stanwood looked like this during one of the town’s gala days in 1913. The few blocks of businesses are the area’s retail hub for decades.

Ketchum’s Store, like others of that era, was practically a one-stop shopping center. Almost everything from pickled herring in barrels to shoes and trunks was available. Established in 1889, at the corner of Market and Irvine Streets, it was later purchased by Ketchum. Many years later, it became Rosser’s and in the 40s, was converted to Allan’s Cash Grocery. From left, in this 1911 view, are Olive Gilchrist, George and Charles Ketchum.

But just a block or so north of the highway are the main streets of Stanwood’s historic commercial core, which for decades was the most-used route through town. In the first half of the 20th century, shoppers and visitors could stroll the streets finding myriad stores, restaurants, banks, and other businesses.

Like so many communities affected by installation of the federal interstate system, the vitality of the downtown business scene was forever changed when traffic patterns shifted in the 1960s with the construction of Highway 532, connecting the Stanwood and Camano area to Interstate 5.

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