



# City of Sultan Comprehensive Plan

## Appendix I 2004 Comprehensive Plan Update

## **Appendix I: 2004 Comprehensive Plan Update**

### **Planning background**

The comprehensive plan for the City of Sultan was adopted by City Council in October 1994. The 1994 plan analyzed natural features, land use, transportation, parks and open space, community facilities, shorelines, intergovernmental relations, and annexations. The planning document identified planning goals and policies, land use alternatives, zoning classifications, and other implementation particulars with which to manage growth within the Sultan planning area.

### **Conditions have changed considerably since the development and adoption of the 1994 comprehensive plan:**

- **Population within Sultan's municipal limits** - increased from about 2,236 persons in 1990 to an estimated 2,955 persons in 1999 averaging an annual rate of 3.2 percent over the past 10 years. This rate is above what was projected in the 1994 plan – not accounting for possible annexations.
- **Commercial and industrial land potentials** – could be increased significantly with the adoption of the proposed Sultan Industrial Park Master Plan.
- **Pending changes in the Endangered Species Act (ESA) and FEMA floodplain designation** – could affect riverfront buffer, open space allocations, park lands and trails, and other habitat issues.
- **Possible improvements to SR-2** - could affect downtown access and development opportunities.
- **And, implementation of any of the above** – could affect future city fiscal resources and budgetary planning.

### **The plan update process**

As a result of these changes, the Sultan City Council asked the Planning Commission to update the 1994 comprehensive plan. With the help of city staff and a consultant, the Planning Commission will soon review environmental conditions and capabilities, economic trends and requirements, population projections, land use patterns, park, and transportation requirements. The Commission will develop alternative comprehensive plan concepts based on the results of the analysis work.

Before starting work on the plan, however, the Commission will conduct a public survey of all households within the urban growth area. The survey will ask you to evaluate existing conditions, indicate shopping behaviors and needs, and identify other items to be considered in the planning process. **Your opinions and priorities will be an important part of the planning process. Please return the completed survey when you receive it in the mail in early December.**

**In addition, the Commission will host a planning workshop at 7:00 pm on the 8th of January in the Sultan High School Commons where you may help brainstorm possible new planning policies for the area.** The Commission, city staff, and consultant will use the results of the brainstorming session to develop detailed planning concepts for review in early 2002.

**Please call Donna Murphy or Rick Cisar at 793-2231 to reserve a seat at the brainstorming workshop** – or if you have any questions about the planning process, public survey, brainstorming workshop, or any other particulars of the plan update process.

## Sultan Comprehensive 2004 Plan Update

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### **The plan update process**

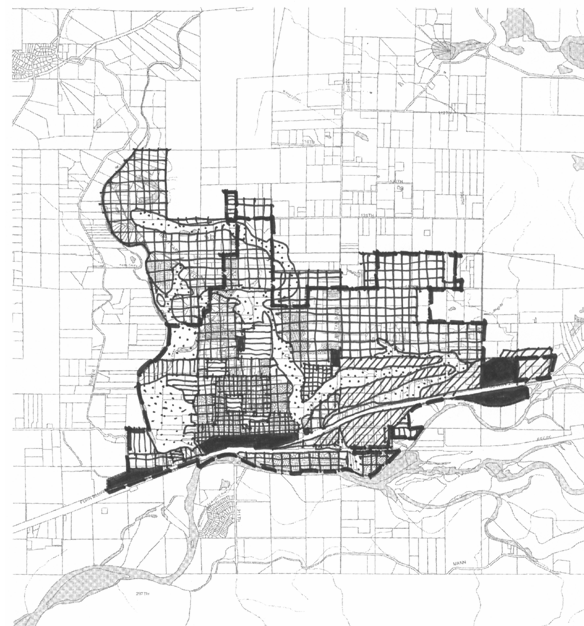
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### **Alternative 0: No-action alternative (present plan and zoning policies)**

The Washington Administrative Code requires a no-action alternative be considered within the environmental review process. Under a no-action alternative, the prevailing 1995 Snohomish County

adopted UGA and 1994 Sultan Comprehensive Plan would remain in affect and all Sultan planning and implementation policies would be coordinated with the 1994 plan. The present plan and policies or no-action alternative would result in the following:

- **Downtown** - mixed-use development including higher density retail, office, and residential uses would be located along Main Street.
- **Convenience commercial uses** – would be located along SR-2 at the intersection with 299th Avenue SE at the west edge of the city, and Rice Road at the east edge of the city.
- **Neighborhood commercial uses** – of limited size and scope, may be located on the plateau on Sultan Basin Road to provide for local resident services.
- **Industrial and business uses** – would be located along Cemetery Road and SR-2 between Sultan Basin Road and Sultan Startup Road.



1995 Sultan UGA

1995 Urban growth area  
 Residential low density  
 Residential medium density  
 Residential high density  
 Commercial  
 Office/Industrial  
 Institutional  
 Parks  
 2002 City limits  
 1995 UGA boundary

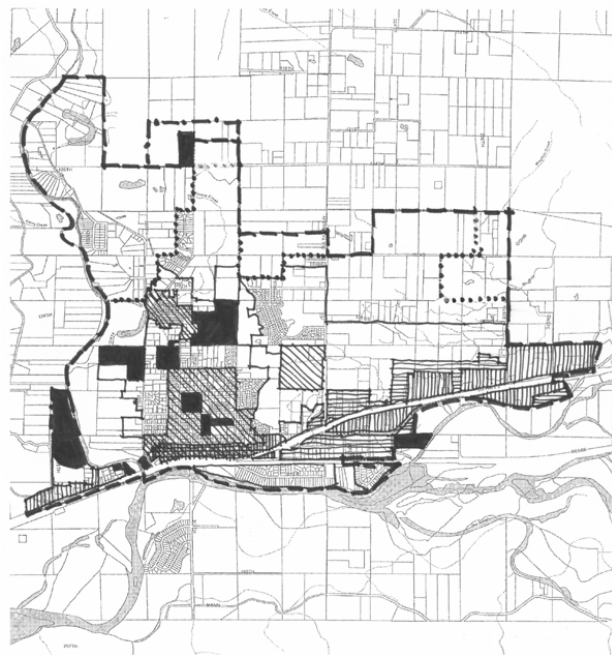
- **Urban-density residential uses** – would be located adjacent to the downtown between 3rd and 8th Streets, Alder and High Streets in the Sultan River valley, and on the plateau on the west side of Sultan Basin Road.

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- Moderate-density residential uses – would be located throughout the rest of the city except adjacent to steep hillsides, wetlands, and other sensitive areas.
- Arterial roadway network – would generally remain focused on SR-2 with a minor grid in the Sultan River valley and an incomplete road network on the plateau.
- Transit system – would retain the park-and-ride lot on 10th Street with bus service to Everett and transfers to service to the rest of Puget Sound.

### **Alternative 1: Low growth scenario**

The low growth alternative would continue to develop land within the current urban growth area in accordance within the general land



use designations that were defined in the 1994 Sultan Comprehensive Plan and recently approved Industrial Park Master Plan.

*In addition, the low growth scenario would resolve some property line issues along the north boundary of the urban growth area that would increase some residential development opportunities.*

The low growth scenario would generally retain the same development concept as the no-action alternative but to different intensities at strategic sites in the city. Compared with

the no action alternative, the low growth scenario would result in the following:

- Downtown – *higher intensity* mixed-use development including higher density retail, office, and residential uses *could be* located along Main Street.
- Convenience commercial uses – would remain located along SR-2 at the intersection with 299th Avenue SE at the west edge of the city, and Rice Road at the east edge of the city.
- Neighborhood commercial uses – of limited size and scope, *may remain* located on the plateau on Sultan Basin Road to provide for local resident services.
- Industrial and business uses – would remain located along Cemetery Road and SR-2 between Sultan Basin Road and Sultan Startup Road.
- Urban-density residential uses – would be located along the edge of the plateau north to 138th Street and possibly in clustered developments along the edge of the plateau wetlands *rather than* adjacent to the downtown between 3rd and 8th Streets, Alder and High Streets in the Sultan River valley.
- Moderate-density residential uses – would be located *adjacent to the downtown between 3rd and 8th Streets, Alder and High Streets in the Sultan River valley to compliment historic development patterns* and throughout the rest of the city except adjacent to steep hillsides, wetlands, and other sensitive areas.
- Arterial roadway network – would create a *north-south grid focused on 1st Street, 8th Street, Sultan Basin Road, and Rice Road and an east-west alignment adjacent to Pacific Northwest Pipeline to provide access between old town and the plateau that would not be dependent on SR-2.*
- Transit system – would retain the park-and-ride lot on 10th Street with bus service to Everett and transfers to service to the rest of Puget Sound, *and a possible freight and long term passenger rail service.*

### **Alternative 2: Moderate growth scenario**

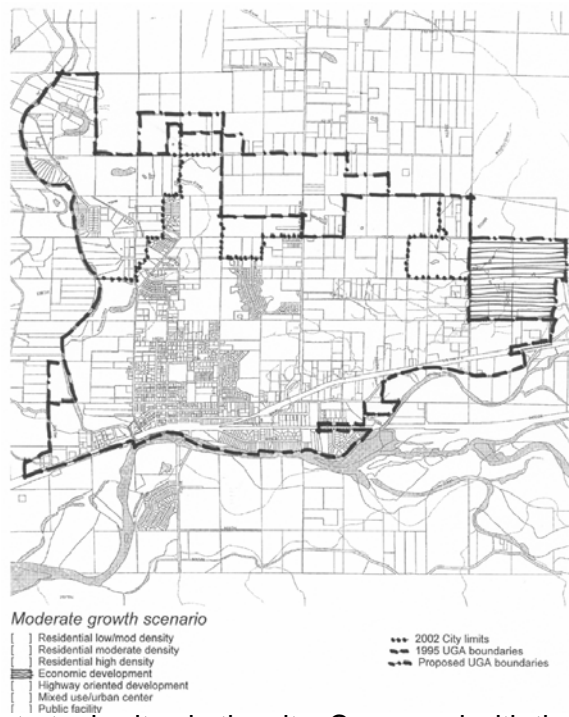
Like the low growth option, the moderate growth alternative would continue to develop land within the current urban growth area in accordance within the general land use designations that were defined in the 1994 Sultan Comprehensive Plan and recently approved Industrial Park Master Plan. The moderate growth scenario would also resolve some property line issues along the north boundary of the urban growth area that would

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increase some residential development opportunities.

*In addition, the moderate growth scenario would extend the north boundary of the urban growth area to coincide with the Pacific Northwest Pipeline corridor that would increase residential development opportunities.*

Like the low growth alternative, the moderate growth scenario would generally retain the same development concept as the no-action alternative but to different intensities at



strategic sites in the city. Compared with the low growth alternative, the moderate growth scenario would result in the following:

- Low and moderate-density residential uses – would be extended north on the plateau to the new urban growth area boundary coinciding with the Pacific Northwest Powerline alignment.

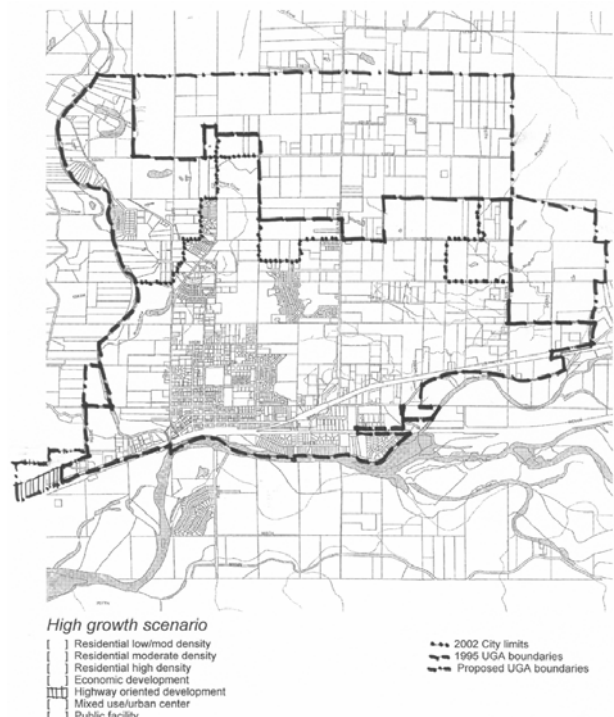
### **Alternative 3: High growth scenario**

Like the low and moderate growth options, the high growth alternative would continue to develop land within the current urban growth area in accordance within the general land use designations that were defined in the 1994 Sultan Comprehensive Plan and recently approved Industrial Park Master Plan. Like the low and moderate growth options, the high growth scenario would also resolve some

property line issues along the north boundary of the urban growth area that would increase some residential development opportunities.

*In addition, the high growth scenario would extend the north boundary of the urban growth area to coincide with 124th Street that would increase residential development opportunities. The high growth scenario would also increase the west boundary of the urban growth area to include additional land along SR-2 that would increase commercial development opportunities.*

Like the low and moderate growth alternatives, the high growth scenario would



generally retain the same development concept as the no-action alternative but to different intensities at strategic sites in the city. Compared with the moderate growth alternative, the high growth scenario would result in the following:

- Low and moderate-density residential uses – would be extended north on the plateau to the new urban growth area boundary at 124th Street.
- Convenience commercial uses – would be expanded west from SR-2 at the intersection with 299th Avenue SE.

### **Proposed actions**

The proposed action is to adopt and implement the Comprehensive Plan Update

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as described in this document including the selection of a preferred growth scenario. Plan adoption will amend current Sultan policies governing the environment, shoreline management, land use, economics, transportation, design resources, parks and recreation, public services, and utilities to conform with the preferred growth scenario to be selected.

Implementation actions will eventually revise critical area, zoning, subdivision, shoreline, capital improvement program, and other Sultan ordinances and regulations to comply with the preferred growth scenario's policies.

The following specific implementation actions have been included within the proposed Sultan Comprehensive Plan Update:

### **General**

**1: Do not expand city limits or allow major additional residential development within the urban growth area boundaries** - until or unless the economic/fiscal strategies produce public tax revenues sufficient to support additional urban populations and services.

**2: Limit potential population growth that could occur from development or annexation within city boundaries** – until or unless an employment and tax base has been created.

**3: Complete development** - of the available lands that are within present city limits.

**4: Develop to the maximum extent practical** - the industrial park master plan proposals for commercial, industrial, office, and other economic opportunities within the available and environmentally capable lands along the SR-2 corridor between Sultan Basin and Sultan Startup Road.

**5: Resolve urban growth boundaries** - to include housekeeping proposals and a 20-year growth allocation.

### **Environmental concepts**

**6: Restrict urban or dense development on lands and soils with severe environmental limitations** - such as wetlands, flood hazards, steep or unstable slopes, landslide, erosion, and other hazards to reduce risk to potential occupants and the rest of the community. *Update critical area maps using advanced GIS and global positioning data and create a critical area overlay on zoning maps.*

**7: Conserve those lands and soils that have socially valuable characteristics** - such as historic features, scenic vistas, and unique natural areas to preserve Sultan's character. *Designate socially valuable landmarks and sites on an overlay of land use plan and zoning maps.*

**8: Restrict high density development within the Sultan and Skykomish River floodways** - to reduce risk and damage from flooding, especially should the Sultan Dam fail. *Adopt the non-structural flood reduction program and initiate acquisition of repetitive flood loss properties within the floodway zone.*



**9: Direct urban development to those lands and soils that are most environmentally capable of being developed for urban uses** – including land along the east segment of SR-2 and on the plateau to reduce risk and maximize land use potential. *Designate high-density residential development zones on the plateau.*

### **Open space and conservancies**

**10: Conserve the steep bluffs as wooded natural areas** - to reduce landslide hazard, conserve wildlife habitat, and preserve the woodlands scenic values. *Create hillside/woodland cluster provisions.*

**11: Conserve the Sultan Riverfront between River Park, Osprey Park, and the Oxbow in open space** – to reduce flood risk, protect wetland and wildlife habitat, preserve scenic value, and provide public access. *Acquire repetitive flood loss properties for habitat.*

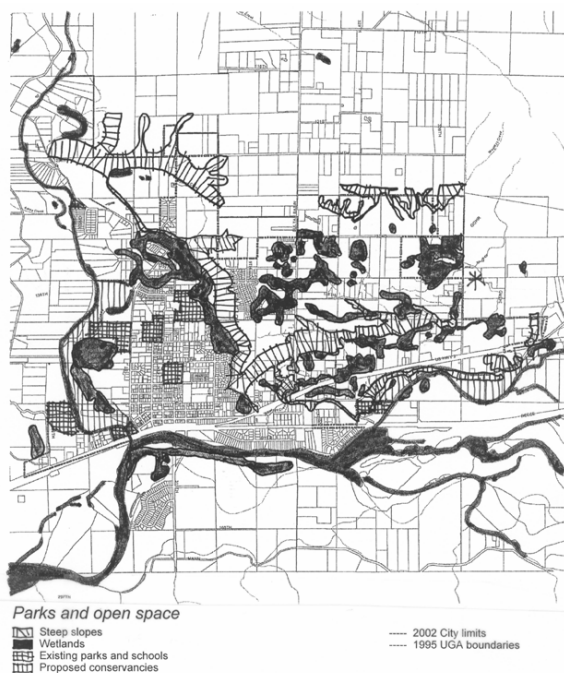
12: Conserve both sides of the Skykomish River between the Sultan River and 8th Street – to protect wildlife habitat, preserve scenic value, and provide public access. *Acquire repetitive flood loss properties for habitat.*

13: Conserve the north bank of the Wallace River/Sprague Slough from Cemetery Park to the end of Sultan Startup Road – to reduce flood risk, protect wildlife habitat, preserve scenic value, and provide public access. *Acquire repetitive flood loss properties for habitat.*

14: Conserve the Wagley's Creek corridor and adjacent wetlands from Sultan Basin Road across Rice Road and to the edge of the plateau at Pacific Northwest Pipeline – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access.

15: Conserve the wetlands located at the bottom of the plateau slope from Fir Street through the high school to the Oxbow – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access.

16: Conserve the wetlands located on top of the plateau from Kessler to Rice Road – to reduce flood risk, protect wildlife habitat, improvement surface water quality, preserve scenic value, and provide public access.



**Park and recreation concepts**

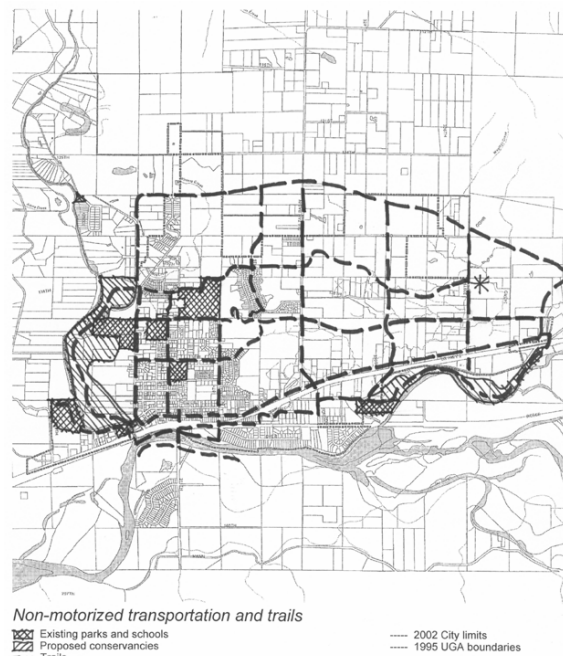
17: Improve existing school and city park sites – enhancing existing picnic facilities and shelters, outdoor fields and courts, indoor gymnasiums and meeting rooms for public use.

18: Develop neighborhood park sites on the plateau – with access to the trail network and open spaces, and playground and picnic facilities for residents of new local housing areas.

19: Develop a community park site on the plateau – with access to the trail network and open spaces, and recreational courts and fields for citywide resident use.

**Transportation – on and off-road hike and bike trails**

20: In general, develop a local on and off-road hike and bike trail grid – that provides flexible north-



south and east-west access routes between the Sultan River valley, the plateau, and across SR-2 and to parks, schools, and employment centers.

21: Develop a Pipeline trail on or adjacent to the Pacific Northwest Pipeline – to create a northern loop trail (and emergency evacuation route) between connect the Sultan River valley, the plateau, and Rice Road.

22: Develop a Willow Avenue/Bryant Road sidewalk/trail to Rice Road – to create an east-west trail connection (and emergency evacuation

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route) from 1st Street past the high school and through the wetlands to Rice Road.

23: Develop a High Street/Kessler Drive/140th Street sidewalk/trail to Rice Road – to create an east-west trail connection (and emergency evacuation route) from Osprey Park and 1st Street past the middle and high schools and along the edge of the plateau to the employment centers at Rice Road and SR-2.

24: Develop a Fir Street sidewalk/trail to Kessler Drive – to create an east-west trail connection (and emergency evacuation route) from 1st Street past the elementary school to the plateau and the Kessler Drive trail.

25: Develop a north-side SR-2 trail – to provide an east-west trail connection from Sportsmen Park across the SR-2 bridge to River Park then through the edge of the downtown and the business uses along Wagley's Creek and Rice Road to Sultan Startup Road.

26: Develop Skykomish River trails – along both sides of the river using trail alignments from River Park under the BNSF trestle and across JW Mann Road bridge.

27: Develop a south-side SR-2/Wallace River trail – from JW Mann Road bridge through the road-side park to Foundry Drive and Cascade View Drive past Cemetery Park to the end of Sultan Startup Road.

28: Develop a west-side Sultan River Trail - from the SR-2 bridge through Sportsmen Park to Reese Park.

29: Develop an east-side Sultan River Trail – from River Park around the wetlands and through Osprey Park to the Oxbow and a connection to Willow Avenue trail.

30: Develop 1st Street sidewalks and bike lanes – from Main Street past River and Osprey Parks to a connection with the Pacific Northwest Pipeline trail.

31: Develop 4th Street sidewalks and bike lanes – from Main Street past the elementary, middle, and high schools to the Willow Avenue trail.

32: Develop 8th Street sidewalks and bike lanes – from SR-2 across the Fir and High Street trails to the high school.

33: Develop a North Kessler Drive trail – from Kessler Drive across the Fir and High Street trails to the Pipeline trail.

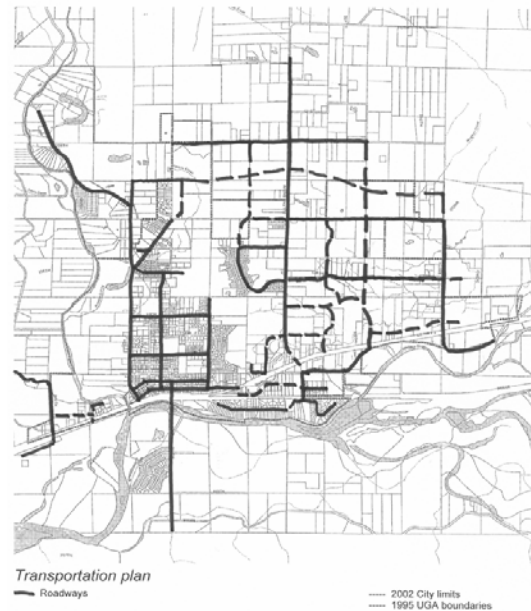
34: Develop Sultan Basin Road sidewalks and bike lanes – from the end of Foundry Drive across SR-2 and the Kessler, Bryant, and Pipeline trails to the top of the plateau at 124th Street.

35: Develop a Cascade View Drive/330th Avenue trail – from the Wallace River/Sprague Slough past Cemetery Park and across SR-2 through the employment uses along Wagley's Creek to the top of the plateau and across the Kessler to the Pipeline trail.

36: Develop a Rice Road trail – from the end of Sultan Startup Road across SR-2 to the Pipeline trail.

### Transportation – city roadways

37: In general, develop a local street grid - that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across SR-2.



38: Develop an east-west roadway on or adjacent to the Pacific Northwest Pipeline – to create a northern loop road (and emergency evacuation route) between the Sultan River valley, the plateau, and Rice Road.

39: Develop a partial east-west roadway extension of 140th Street - to provide access across the top of the plateau to about 330th Street.

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40: Develop east-west roadway segments parallel to Wagley's Creek on the north side of SR-2 - to provide access for business development of these parcels.

41: Complete an east-west connection of Main and 149th - to provide access for properties between SR-2 and the BNSF tracks.

42: Complete an east-west connection of Dyer to Skywall Drive - to provide access for properties between BNSF tracks and the Skykomish River.

43: Develop a north-south roadway of Kessler Drive - to provide access along the edge of the plateau.

44: Develop a north-south roadway at about 328th Ave - to provide access through the center of the plateau and between the Pacific Northwest Pipeline Road and SR-2.

45: Develop a north-south roadway of 330th - to provide access through the center of the plateau and between the Pacific Northwest Pipeline Road and SR-2.

46: Extend Rice Road to the Pacific Northwest Pipeline Road - to create a connection with SR-2 and a loop road between the plateau and the Sultan River Valley.

### Transportation – city roadways

47: In general, limit future access to SR-2 - to control cross traffic and potential congestion on this vital corridor.

48: In general, make more effective use of existing SR-2 cross streets - by consolidating the number of crossings and connecting the roadways into a grid network.

49: Create an interior access road at 229th Avenue – to access existing roadside commercial uses and reduce curb cuts on SR-2.

50: Limit downtown access to SR-2 – to 2nd, 5th, 8th, and Main Streets to reduce congestion.

51: Realign Sultan Basin Road's intersection with SR-2 - to create a through road connection with Foundry Drive.

52: Realign Cascade View Drive's intersection with SR-2 – to create a through road connection with 330th Avenue.

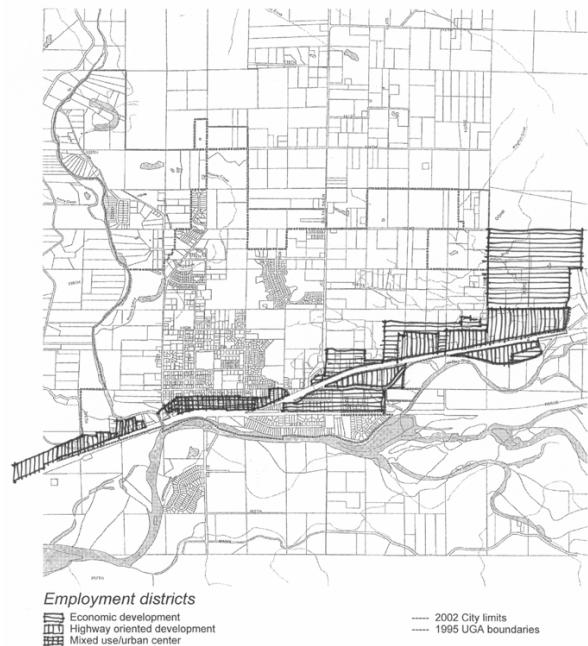
### Land use/economics – employment areas

53: Designate downtown Sultan - for mixed-use office, commercial, and residential uses to maximize local services and the historical pedestrian-oriented village center.

54: Designate the north side of SR-2 between Sultan Basin Road and 339th Ave – for office and business use because these lands provide the most amenities but the least accessible traffic patterns.

55: Designate the south side of SR-2 and Cascade View Drive between 10th Street and Sultan Cemetery – for lower density industrial uses to reflect current land use patterns.

56: Designate the land between SR-2 and Cascade View Drive, and Sultan Basin Road and



330th Ave – for commercial and retail uses because this site has the most visibility and flexible access.

57: Designate the north side of SR-2 between 339th and 140th Street – for commercial and retail uses because this site has the most flexible access to the plateau and SR-2 and the greatest retail development capacity.

58: Designate the south side of SR-2 and Sultan Startup Road – for commercial and business uses because this site has the most visibility and flexible access.

59: Designate land on upper Sultan Basin Road – for a small mom-and-pop or neighborhood

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commercial use to service residential areas on the plateau.

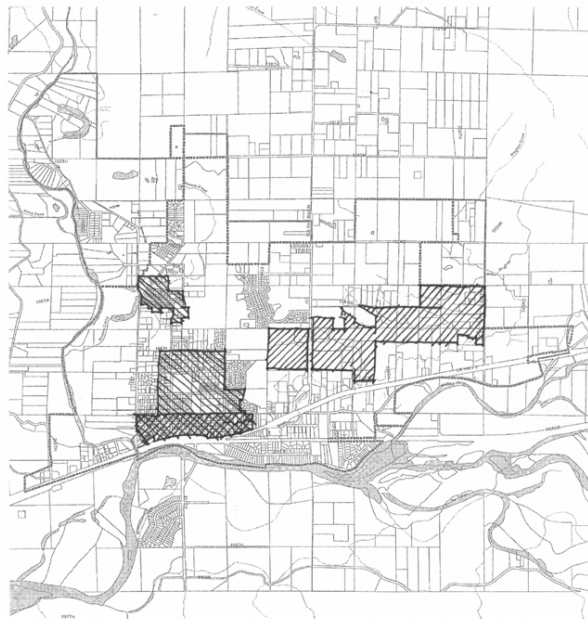
60: Designate land on SR-2 at 299th Ave – for commercial services as this site has visibility and could have back-door access.

### **Housing – housing product types**

61: Allow the installation of **manufactured housing units** – on single family lots to reduce housing costs.

62: Develop more **detached** single family housing types including **village, patio, and mother-in-law units especially within older developed areas** – to reduce development costs, increase choice, achieve higher densities, but still maintain a low-density scale and appearance.

63: Develop **attached** single family housing types including **duplex, quadplex, garden, row or townhouses** – to reduce development costs, increase choice, achieve higher densities, but still maintain a moderate-density scale and appearance.



64: Develop **multiple** family housing types including **multipleres, townhouses, and some garden apartments** – to increase choice and achieve higher densities in newly developing areas.

65: Develop **mixed-use** projects that provide housing over ground floor commercial or office

activities, particularly within the downtown – to increase choice and achieve higher densities within a village or pedestrian-oriented environment.

### **Housing – design concepts**

66: Allow **smaller single family lot sizes** – in order to increase density, but maintain single family building scale and character in existing neighborhoods.

67: Cluster housing developments – to protect sensitive environmental areas, increase open space amenities, and reduce development costs.

68: Develop new housing with **shared access streets and parking lots** – to make more effective use of the roadways and reduce development costs.

### **Housing – locations**

69: Develop vacant lands on the Sultan River valley floor and in older neighborhoods with **single family housing product types** – to retain and protect existing low-density areas and reduce risk exposure on flood prone lands.

70: Develop moderate to higher density housing product types on the edge of the plateau bordering the proposed new commercial and employment areas – to increase housing choice and density on environmentally capable lands.

71: Develop **mixed-use structures with upper story housing in the downtown** – to increase housing choice and density within a pedestrian-oriented environment.

### **Public facilities**

72: Develop a new **police and fire station complex on the plateau** – to provide emergency management in case of a natural disaster within the Sultan and Skykomish river corridors, and from SR-2 or BNSF railroad activities.

73: Relocate **public works yard operations to the plateau** – to provide emergency response and management in case of a natural disaster within the Sultan and Skykomish river corridors, and from SR-2 or BNSF railroad activities.

74: Create a **storm water management utility** – to oversee the management and quality of wetland and storm water retention systems on the valley floor and plateau.

### **Urban design**

75: Develop **major gateways on SR-2 at 299th Street and Sultan Startup Road** – to indicate the

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edge of the developed Sultan urban area and establish a city identity.

*76: Install landscaping along SR-2 through the developed downtown and commercial areas – to control parking and access, and improve visual appearances.*

*77: Develop minor gateways into the downtown from 2nd, 5th, 8<sup>th</sup>, and Main Streets – to indicate entry into the historic city center and establish a downtown identity.*

*78: Develop a downtown streetscape – creating on-street parking areas, consolidating off-street parking lots, installing street trees, lights, benches, paving areas, and other design amenities.*

*79: Establish downtown design standards – to govern and help create storefront and building character and amenities.*

### **Documentation**

To avoid unnecessary duplication, the proposed Comprehensive Plan Update is combined with a Draft Environmental Impact Statement identifying existing conditions, impacts, and mitigation measures. The Draft Environmental Impact Statement also outlines the impacts of each of the alternative no-action, low, moderate, and high growth scenarios developed during the planning process.

The reader may wish to review the descriptions of existing conditions within the Draft Environmental Impact Statement before evaluating the proposals within the plan. The reader may then review the impacts, mitigating measures, and alternatives identified within the Draft Environmental Impact Statement while considering the merits of the alternative low, moderate and high growth scenarios.

### **Remaining tasks**

This proposed Comprehensive Plan Update including the no-action, low, moderate, and high growth scenarios will be reviewed at a public hearing to be conducted by the Sultan Planning Commission in accordance with the provisions of Chapter 35.63 of the Revised Code of Washington concerning the adoption of public comprehensive plans.

Accounting for public comments, the Sultan Planning Commission will forward public hearing findings and the Commission's recommendations to the Sultan City Council for action.

The Sultan City Council will conduct a public hearing, consider comments and adopt a final Comprehensive Plan Update including the selection of a preferred growth scenario.

Commencing with the City Council's adoption of a preferred plan, various city agencies will initiate the specific actions outlined within the implementation program dealing with the selected growth scenario. Depending on the implementation particulars involved, such as ordinance or regulation revisions, the Sultan Planning Commission and City Council may conduct additional public hearings before adopting revised documents in accordance with established city procedures and requirements.

***Please call or e-mail Rick Cisar or Donna Murphy at 793-2231 or [rick.c@cityofsultan.com](mailto:rick.c@cityofsultan.com) or [donna.m@cityofsultan.com](mailto:donna.m@cityofsultan.com) for information on the combination Plan/Draft Environmental Impact Statement and subsequent Planning Commission hearing on the 15th of April at City Hall.***

## Alternative plan comparison

<b>Acreeage</b>	<i>UGA Plan</i>	<i>Low</i>	<i>Moderate</i>	<i>High</i>
Gross	2,240.4	2,306.6	2,704.8	3,515.5
Unbuildable	790.6	794.2	894.5	954.7
Gross buildable	1,362.8	1,424.8	1,713.7	2,455.2
Surplus buildable	432.0	437.2	655.1	1,072.0
<b><i>Dwelling units</i></b>				
Existing	1,502	1,504	1,533	1,598
Additional – platted	75	75	75	75
Additional – pending projects	109	109	109	109
Additional – vacant land	1,298	1,299	1,299	1,299
Additional – infill (partially used)	2,152	2,176	2,745	4,644
Additional – redevelopment	543	586	586	585
Additional – city overwrite notes	35	35	35	35
Subtotal additional housing	4,213	4,281	4,850	6,748
Less public infrastructure	3,944	4,009	4,549	6,353
Less market availability	2,888	2,934	3,285	4,458
Total existing and additional	4,390	4,438	4,818	6,056
<b><i>Population</i></b>				
Existing dwelling units	1,502	1,504	1,533	1,598
Population existing	3,808	3,814	3,898	4,087
Dwelling unit capacity	4,390	4,438	4,818	6,056
Dwelling units occupied	4,176	4,222	4,582	5,769
Population holding capacity	10,984	11,119	12,164	15,606
Difference – numbers	7,176	7,305	8,266	11,519
Difference – percent	188%	192%	212%	282%
<b><i>Employment</i></b>				
Existing	1,449	1,449	1,449	1,449
Additional – pending projects	30	30	30	30
Additional – vacant	1,134	1,134	1,440	1,555
Additional – infill (partial use)	623	623	1,242	1,242
Additional – redevelopment	0	0	0	196
Additional – city overwrite	150	150	150	150
Subtotal additional employment	1,875	1,875	2,800	3,111
Less public infrastructure	1,663	1,663	2,542	2,837
Less market availability	1,320	1,320	2,112	2,346
Total existing and additional	2,769	2,769	3,561	3,795
Differences – numbers	1,320	1,320	2,112	2,346
Differences – percent	91%	91%	146%	162%
<b><i>Employ/population multiplier</i></b>				
Existing – base	702	702	702	702
Existing – service	747	747	747	747
Existing – total	1,449	1,449	1,449	1,449
Existing – % base/all emplmnt	48%	48%	48%	48%
Existing – ratio employ/pop	2.6	2.6	2.7	2.8
Capacity – base	907	907	1,698	1,933
Capacity – service	1,862	1,862	1,862	1,862
Capacity – total	2,769	2,769	3,561	3,795
Capacity – % base/all emplmnt	49%	49%	48%	51%
Capacity – ratio employ/pop	4.0	4.0	3.4	4.1
<b><i>Hybrid of scenario 1 and 3</i></b>				
Capacity – base	907	907	1,698	1,933
Capacity – service	1,862	1,862	1,862	1,862
Capacity – total	2,769	2,769	3,561	3,795
Capacity – total population	10,984	11,119	11,119	11,119
Capacity – ratio employ/pop	4.0	4.0	3.1	2.9

Source of parcel data: Snohomish County Buildable Lands Analysis

## City of Sultan Comprehensive Plan

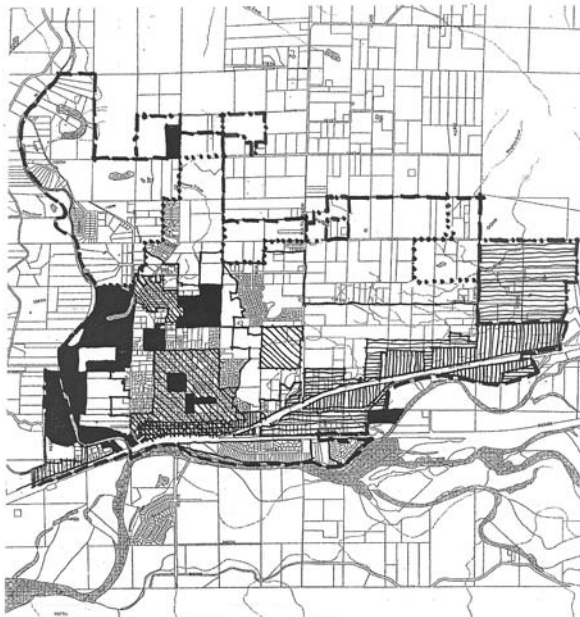
Sultan City Council asked the Planning Commission to update the 1994 comprehensive plan. The Commission developed 3 alternative plan concepts based on the results of analysis work, a public survey, and public workshops conducted at the start of the planning process.

The Commission reviewed draft and final environmental impact statements (EIS) on the alternative concepts, and conducted 2 public hearings and numerous workshops on the EIS and alternative concepts.

Following is a brief description of the recommendations the Planning Commission will be forwarding to the City Council for hearings and adoption.

### **Planning Commission Recommendation: Hybrid scenario**

Under the Planning Commission's recommendation, the urban growth area would include the boundaries and designations that were generally defined in the 1994 Sultan Comprehensive Plan and recently approved Industrial Park Master Plan.



*In addition, the recommended hybrid scenario would resolve some property line issues along the north boundary of the urban growth area that would marginally increase some residential development opportunities.*

*In addition, the hybrid scenario would also increase the east boundary of the urban growth area to include additional land along Rice Road that would significantly increase economic development opportunities.*

### **Proposed actions**

The proposed action, if approved by City Council, will adopt the Comprehensive Plan Update and eventually revise critical area, zoning, subdivision, shoreline, capital improvement program, and other Sultan ordinances and regulations to comply with the preferred growth scenario's policies.

Following is a sample listing of some of the 74 specific implementation actions that would be implemented by the Planning Commission's proposed Sultan Comprehensive Plan Update:

### **Environmental concepts**

**6: Restrict urban or dense development on lands and soils with severe environmental limitations** - such as wetlands, flood hazards, steep or unstable slopes, landslide, erosion, and other hazards to reduce risk to potential occupants and the rest of the community. *Update critical area maps using advanced GIS and global positioning data and create a critical area overlay on zoning maps.*

**Open space and conservancies**

11: Conserve the Sultan Riverfront between River Park, Osprey Park, and the Oxbow in open space – to reduce flood risk, protect wetland and wildlife habitat, preserve scenic value, and provide public access.



*Park, recreation, and open space*

*Acquire repetitive flood loss properties for habitat.*

**Park and recreation concepts**

19: Develop a community park site on the plateau – with access to the trail network and open spaces, and recreational courts and fields for citywide resident use.

**Transportation – on/off-road hike/bike trails**

20: In general, develop a local on and off-road hike and bike trail grid – that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across SR-2 and to parks, schools, and employment centers.

**Transportation – city roadways**

37: In general, develop a local street grid - that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across SR-2.