



City of Sultan Comprehensive Plan

Appendix M Industrial Park Master Plan

APPENDIX M – INDUSTRIAL PARK MASTER PLAN

CITY OF SULTAN
Sultan, Washington

Ordinance 781-02

AN ORDINANCE OF THE CITY OF SULTAN CITY COUNCIL, AMENDING THE COMPREHENSIVE PLAN AND UNIFIED DEVELOPMENT CODE AND ADOPTING THE INDUSTRIAL PARK MASTER PLAN AND FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND DEVELOPMENT CODE AMENDMENTS.

WHEREAS, the City of Sultan adopted a Comprehensive Plan on October 11, 1995 in accordance with the Growth Management Act; and

WHEREAS, the City of Sultan has been working with stakeholders since January 1997 to prepare a master plan for the area identified as the Sultan Industrial Park attached as exhibit "A"; and

WHEREAS, substantial analysis of existing land use, real estate market demand, traffic conditions, and environmental features was completed; and

WHEREAS, a number of possible land use and transportation alternatives were prepared, presented to the community, and evaluated;

WHEREAS, a Draft Master Plan and Draft Supplemental Environmental Impact Statement was prepared to review the environmental impacts of the alternatives; and a public hearing was held on the Draft; and

WHEREAS, several City Planning Commission and City Council workshops were held to obtain stakeholders' requests for specific land use designations; and

WHEREAS, a "Recommended Master Plan" and Final Supplemental Environmental Impact Statement was prepared for public review; and

WHEREAS, the Planning Commission held two public hearings on March 19 and April 2, 2002 to obtain public comments on the "Recommended Master Plan"; and

WHEREAS, the Planning Commission at a regular meeting on April 16, 2002 reviewed and considered the proposed Master Plan recommendations and testimony received at the two public hearings in order to prepare a recommendation to the City Council; and

WHEREAS, the Planning Commission on April 16, 2002 passed a resolution recommending adoption of the Master Plan by the City Council; and

WHEREAS, the City Council conducted a Public Hearing on May 15, 2002 to obtain additional public comments and consider the recommendation of the Planning commission; and

WHEREAS, the City Council reviewed the Master Plan and considered the recommendation of the planning commission and public hearing comments,

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SULTAN, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The following amendments to the Comprehensive Plan, as recommended by the Planning Commission, are hereby adopted to amend Section II: Plan Elements, by adding a new element entitled " Industrial Park Sub Area Plan". The amendments hereby adopted are attached to this Ordinance and by this reference incorporated herein as though fully set forth at this point, and made part of the Plan Section II.

Section 2. The land use map of the City of Sultan's Comprehensive Plan and zoning map are hereby amended to incorporate the zoning designations and locations of "Map #3 dated April 8, 2002.

Section 3. The Master Plan recommends the Highway-Oriented and Economic Development zoning districts of the Unified Development Code of the City of Sultan be amended to incorporate the "Recommended Zoning Use Changes" of Table 3-1, Chapter 3 of the Industrial Park Master Plan. The City Council directs staff to prepare an ordinance amending the Unified Development code to implement this recommendation.

Section 4. The City Council hereby directs City Staff to continue with further analysis of the sub area plan to implement the various recommendation of the Industrial Park Master Plan, not included in this ordinance, and to incorporate those provisions and amendments into future Comprehensive Plan and Unified Development Code revisions.

Section 5. Effective Date. This ordinance shall be in full force and effect five days after publication as required by law.

REGULARLY adopted this 5th day of June 2002.

C.H. Rowe

C.H. Rowe, Mayor

ATTEST:

Laura J. Koenig-----

Laura J. Koenig, Clerk/Treasurer

Approved as to form:

Thom H. Graafstra

Thom H. Graafstra, City Attorney

Published: June 11, 2002

Signed copy on file in the Office of the City Clerk



RECOMMENDED INDUSTRIAL PARK MASTER PLAN

and

*FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT*





RECOMMENDED INDUSTRIAL PARK MASTER PLAN And Final Supplemental Environmental Impact Statement

March 7, 2001

This document represents the recommended goals, policies, regulations, and standards for the Sultan Industrial Park subarea. This builds on the findings and conclusions of the 2001 *Draft Master Plan and SEIS*; the October public hearing and written comments on the environmental impact analysis; and the Planning Commission - City Council November workshops. As a result of the workshops, the City staff and consultants have prepared these recommendations for further public review and adoption. The FSEIS (Appendix A) addresses the responses to the public comments on the DSEIS.

This recommended plan will be subject to the following steps:

- State agency review required by the Growth Management Act will commence with the distribution of the document. Agencies have 60 days to provide comments.
- The Sultan Planning Commission will hold a public hearing on the Master Plan and then make its recommendations to the City Council. **The Planning Commission hearing is scheduled for Tuesday, March 19 at 7:00 PM at the Sultan City Hall.**
- The Sultan City Council will hold a public hearing on the Planning Commission recommendations and adopt the Master Plan. The Council Hearing is expected to be held in April.

Questions should be addressed to Rick Cisar, Director of Community Development, City of Sultan.

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RECONNAISSANCE REPORT

AND STREAM AND WETLAND BUFFER CONSIDERATIONS FROM AN ESA PERSPECTIVE

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RECOMMENDED INDUSTRIAL PARK MASTER PLAN

INTRODUCTION & SUMMARY

PURPOSE & INTENT

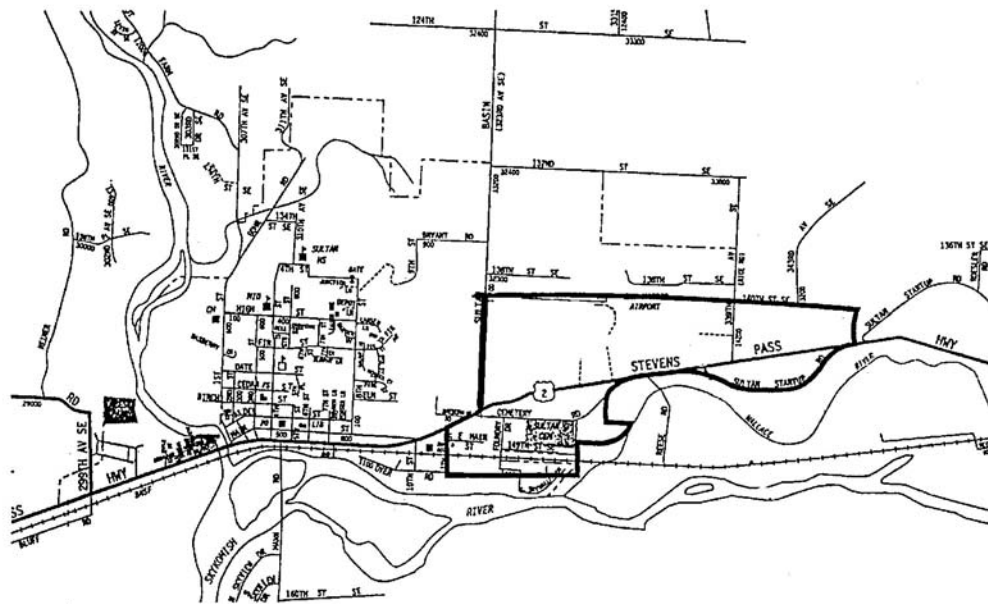
The City of Sultan has engaged in planning for the long-term development of the Industrial Park area since 1997. This program has involved providing sanitary sewer service to the area through Local Improvement District 97-1; preparing market and traffic analyses and forecasts; considering alternative land use and zoning for the area; and preparing this Master Plan. The primary objectives of this initiative are to create opportunities for private investment in businesses that will employ area residents and improve the City's fiscal condition.

This Master Plan is intended to become part of the Sultan Comprehensive Plan, providing guidance for project-level planning, design and development. It contains policies, regulations, and standards that have been tailored to the specific characteristics of the Industrial Park.

MASTER PLAN AREA

The Master Plan area is illustrated in Figure 1-1. The Sultan Industrial Park is the eastern portion of the City lying east of Sultan Basin Road on the north and south sides of SR 2. Sultan is within Snohomish County and the Skykomish Valley. The Industrial Park is approximately 1.5 miles long (east-west) and 0.6 miles wide (north-south). The planning area is also identified as Local Improvement District (L.I.D.) #97-1. Approximately 360 acres comprise the area.

Figure 1-1
STUDY AREA



This document is the Industrial Park Master Plan Element of the Sultan Comprehensive Plan. The *Draft Industrial Park Master Plan and Supplemental Environmental Impact Statement, August 27, 2001* is an appendix (B) to this document. The draft contains the technical findings and conclusions of the economic and physical environmental analysis that was prepared to support the plan. It also describes the planning process and public outreach that produced the plan.

GROWTH MANAGEMENT PLANNING AND ENVIRONMENTAL REVIEW

The state Growth Management Act (GMA) provides the opportunity for local jurisdictions to adopt subarea plans into their comprehensive plans. In addition, the GMA and the state Environmental Policy Act (SEPA) provide the opportunity for planning and environmental review to be conducted at the same time, using the findings and conclusions of the environmental review to inform and focus the outcome of the plan. This has been the method used to create the Master Plan. Generally, the level of detail possible to achieve in a comprehensive planning effort is less than that possible for a project-level plan for a specific site. In the case of the Master Plan, the level of detail achieved is a hybrid. Some site-specific information was used to weigh the environmental impacts of different development scenarios. However, it was not possible to do so for all sites and possible future activities. As a result, the Master Plan establishes thresholds or standards that will be used to assess whether project proposals are consistent with the plan policies.

The Master Plan balances certainty and flexibility. Project applicants wish to know what is required of them and how the City can expedite their permits. On the other hand, individual site conditions and the characteristics of the market make it difficult for the City to anticipate and accommodate all possible types and scales of development. In addition, there are

outside influences on permitting. The Draft (Chapter 2) described all of the permits that the City and state and federal agencies may require for development.

Three categories of permitting actions are probable for projects within the Industrial Park: Land Use Permits, Site Development Permits and Building Permits. The objective of the Master Plan is to anticipate as many possible future types of applications and to provide means for the City and other permitting agencies to expedite approvals.

It is not possible to anticipate all types of applications, nor is it possible to create a complete database of information sufficient to guarantee that all permit conditions can be addressed at the Master Plan level. The Master Plan can establish thresholds for certain types of possible project impacts below which mitigation conditions can be identified through regulations, and above which, further analysis and/or mitigation may be necessary.

For example, a project that generates peak hour trips at an intersection may be approved if the additional trips do not reduce the level of service at the intersection and the traffic impact fees associated with anticipated future needs are paid. However, if the project is expected to result in a reduction of LOS at the intersection, the applicant may be required to provide further traffic analysis and agree to specific mitigation actions such as channelization or signalization.

The Master Plan anticipates the following permits, either already part of the Sultan Unified Development Code, or to be added:

Land Use Permits

- Land Subdivision
- Planned Development
- Binding Site Plans
- Conditional Use Permits

Site Development Permits

- Hydraulic Permits for stream crossings
- Shoreline Substantial Development permits
- Wetland-related permits (JARPA)
- Highway access permits
- Clearing and Grading and Vegetation Removal permits
- Forest Practices permits
- 404 Wetland Fill permits
- Drainage Permits (NPDES)

Building Permits

- Design Review
- Variances

While the Master Plan cannot address all of these to the extent of ensuring that projects are “permit-ready”, it does provide a wealth of information that can be used to make many projects “application-ready”. Since there are so many conditions that influence the planning and design of development projects, the Master Plan also provides the opportunity for applicants and City to engage in early discussions and shape the proposals within a range of

flexibility provided by the ability to interpret the application of regulations, mitigation conditions, and guidelines.

Projects that are consistent with the Plan may qualify as “planned actions” under SEPA. In those instances, the City will apply the mitigation measures established in the Plan and additional SEPA procedures will not be required. This does limit public scrutiny of the permit process to some extent. Designating projects as planned actions shifts much of the project-related environmental review to verifying consistency with the Plan at pre-application stages. The City will work with project applicants at that time to identify suitable project design and mitigation measures that can be used to address environmental impacts.

In addition to the regulatory, permitting features described here, the Master Plan also calls for new implementation strategies for public/private partnerships to address capital facility improvements financing, open space and natural resource conservation, and marketing. These are intended to go beyond the basic City responsibilities of project review and approval.

PLANNING PROCESS

Following the release of the Draft Master Plan and SEIS, the City Council conducted a public hearing on the environmental impact statement in two parts – October 4, 2001 and October 16, 2001. The hearing provided the opportunity for citizens to offer testimony commenting on the document’s findings. Written comments were also received during the review period. **Appendix A - Final Supplemental Environmental Impact Statement** contains the transcript of the hearing and copies of the written comments. The City’s responses to the comments and corrections to the DSEIS are also included in the FSEIS. **Appendix C – Stream and Wetland Reconnaissance Report and Stream and Wetland Buffer Considerations** contains a report on further environmental analysis of wetland, stream and habitat characteristics of the area produced since the Draft was issued.

After the environmental review comment period closed, the City Council and Planning Commission held two workshops in November (8 and 19) to hear from the public regarding the alternatives that were included and evaluated in the Draft. The workshops resulted in a recommended “preferred alternative” that is described in this document. The preferred alternative blends together aspects of the 3 land use alternatives, transportation alternatives, and implementation alternatives that were considered previously.

Public hearings will be conducted in March and April, 2002 prior to Planning Commission deliberations and City Council adoption of the Master Plan.

RECOMMENDED MASTER PLAN

Chapters 2 and 3 contain the description of the recommended master plan and implementation measures that are intended for adoption. The master plan elements include policies and strategies for land use, transportation, capital facilities, open space, and environmental protection. The implementation chapter describes the recommended changes to the zoning regulations and procedures for project permit review and approval. As the Sultan Comprehensive Plan is further amended in 2002, additional analyses of related city-wide housing supply and demand, capital facilities needs, and transportation systems will be conducted. These may result in the need to re-consider some of the policies or regulations in the Master Plan if they suggest different conclusions about the relationship of growth within the Industrial Park and overall growth within the City and the Urban Growth Area.

RECOMMENDED INDUSTRIAL PARK MASTER PLAN

MASTER PLAN ELEMENTS

This chapter describes the recommended Master Plan. It is organized into sections that generally parallel the Sultan Comprehensive Plan elements: land use, transportation, and capital facilities. Recommendations for policy changes pertaining to housing, economic development and utilities are included in these sections. Since open space and related habitat issues are so critical to the subarea plan, separate open space and environmental elements have been included here.

The alternatives examined in the Draft included physical land use and transportation options, public investment options, and regulatory implementation options. The recommended Master Plan focuses primarily on the policies that will guide the physical and regulatory framework for development. Public and private investment strategies may range depending upon the pace of development that will occur over the next few years. The City intends to work with property owners and developers to establish methods for financing needed infrastructure improvements.

LAND USE ELEMENT

INTRODUCTION

This section of the Chapter contains the recommended configuration for land use designations within the Industrial Park; an overview of recommended changes to the application of the current Highway Oriented (HO) and Economic Development (ED) zoning districts, and policy amendments to the Comprehensive Plan.

VISION

The Draft Master Plan contained a proposed vision statement aimed at describing the eventual future completion of the Industrial Park. That statement is as follows:

By 2020, the Sultan Industrial Park area will be substantially developed with a mix of businesses including manufacturing, distribution, and technology-based industry; community-serving and visitor-oriented retail and personal services; offices; hotels; recreational vehicle accommodations; and dining and entertainment venues. Buildings will house freestanding single operations, business and industrial parks, and multi-tenant flexible space users. The upper terrace along the northern portion of the area will be developed for mixed office and medium density residential uses taking advantage of views and access from Sultan Basin Road.

SR 2 will be a busy urban arterial providing both state highway functions as well as local access. The highway will be improved with intersection signals, turning lanes, curbs, gutters, and sidewalks. Access and egress serving businesses will be designed to serve multiple properties. An internal network of public streets will connect uses on the north side of the highway and provide for traffic circulation connections to Sultan Basin Road and Rice Road as well as to signalized intersections with SR 2. These streets will be landscaped, provide for pedestrians and bicycles, and connect open spaces.

The natural environment will be enhanced using the Wagley's Creek corridor and associated wetlands to create habitat and open spaces that will provide green relief from the intensively developed areas. Regional

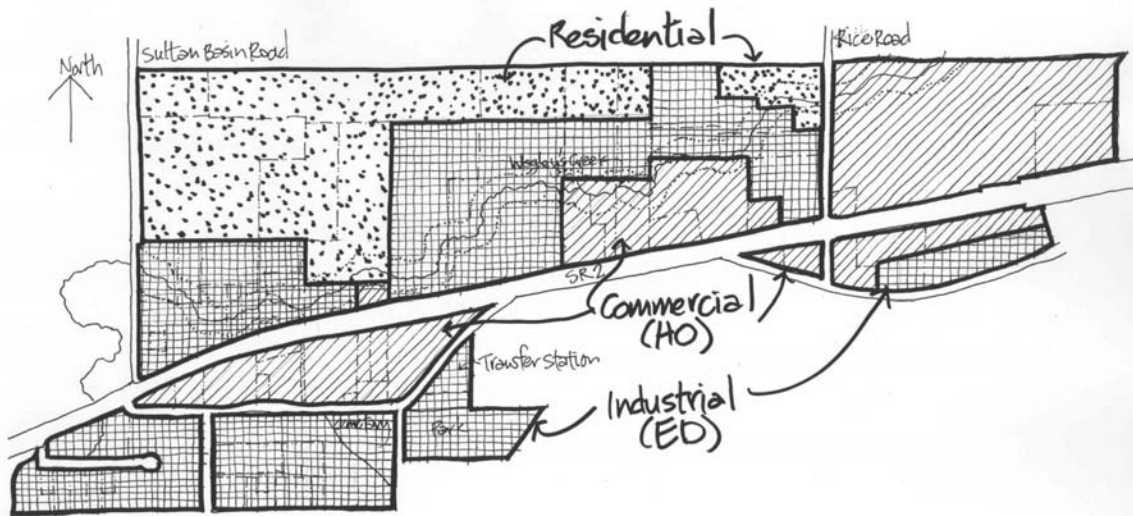
stormwater detention ponds will be integrated into this system using biofiltration to clean the water before it reaches the natural areas.

Buildings, parking lots, signage, and landscaping will be designed to show a flexible but collective “look” of the area that will say “you have arrived in Sultan” to travelers passing through on the highway.

Hundreds of jobs will be filled by local residents who will be able to commute to work in a few minutes, some by foot or bicycle. Sales tax, business and occupation tax, and property tax revenues to the City will support increased city services to all of Sultan.

This vision looks ahead 15-20 years into the future. The actual ultimate buildout of the area may take longer, depending upon the economy and the demand for land to accommodate new development and expansion of existing businesses.

Figure 2.1
Recommended Preferred Land Use Designation



LAND USE AND ZONING MAPPING

Figure 2.1 shows the recommended preferred alternative for land use in the area. This configuration is different from the alternatives described in the Draft, primarily due to the larger area devoted to medium density residential uses. During the workshops, a number of property owners and development representatives stated that a portion of the area north of Wagley’s Creek was better suited to residential uses due to the topography, view potential, and adjacency to existing and pending residential uses to the north. Table 2.1 shows the area estimates for each of the land use designations and Table 2.2 shows the comparison of the Preferred Alternative with the alternatives described in the Draft. These areas do not include existing street and highway right of ways. Known undevelopable areas such as the Wagley’s Creek corridor and identified wetlands are not included.

Table 2.1
Preferred Alternative Land Use Designations
(Acres)

AREA	ZONES			TOTAL
	E D	H O	MDR	
North of SR 2, between Sultan Basin Road & Rice Road	67.8	12.8	75.8	156.4
North of SR 2, East of Rice Road		36.3		35.3
South of SR 2, East of Rice Road	7.8	12.8		20.6
South of SR 2 & North of Cascade View Drive		21.0		21.0
South of Cascade View Dr. & West of Foundry Rd.	20.0			20.0
South of Cascade View Dr. & East of Foundry Rd.	37.2*			37.2*
TOTAL	132.8	82.9	75.8	290.5*

*includes approximately 17.5 Acres in city and county ownership

Table 2.2
Alternative Comparison
(Acres)

ZONE	EXISTING CONDITIONS	RETAIL EMPHASIS	MANUFACTURING EMPHASIS	RECOMMENDED PREFERRED
H O	40.5	82.7	67.2	82.9
E D	224.1	156.5	207.4	115.3
M D R	10.3	35.7	0	75.8

*does not include city and county owned land

The Preferred Alternative zoning overlay has the following added characteristics:

The market analysis described in the Draft identified future land demand for commercial and industrial development. No estimate of demand for residential land was made, but there apparently is a strong demand based on recent development activity within the City. The increase of residential land capacity by 65.5 acres would enable the eventual development of 300-500 dwelling units depending upon whether they are single-family detached, attached or multifamily units. Site constraints such as slopes, wetlands, and streams will likely inhibit this potential, and the market for new housing will be influenced by the pace of new job creation, the economy, and the competition offered by other housing opportunities in and around the City. New job creation within the Industrial Park should also provide existing residents with the opportunity to work nearer their existing homes.

Commercial and industrial land uses in the HO and ED zones should be allowed to develop in an intermixed fashion so long as individual uses do not conflict with, or impact neighboring uses. This would result in a greater degree of flexibility in mixing land uses to accommodate the broader range of uses identified in the economic analysis.

During the process of formulating and discussing the alternatives, the stakeholders asked how it would be possible to enable a higher degree of mixed commercial and industrial uses within the area. The group believes that highway frontage area should be reserved for retail commercial uses, consistent the findings of the economic analysis. However, some existing industrial uses exist along the highway. In addition, established industrial businesses within

the area are concerned about the potential of creating conflicts if non-industrial uses are allowed to locate next to them resulting in complaints about noise, trucks, etc.

The Master Plan recommends re-assigning permitted land uses to the HO and ED zones to avoid conflicts either by outright location provisions, or through a more flexible design review and conditioning approach. Changes to the current zones should include:

- Prohibit residential uses in the ED and HO zones. Existing residences would be legal non-conforming uses.
- Some uses currently permitted only in the HO zone should be added to the ED zone as outright permitted or conditional uses. This will create a richer mix of non-retail uses off of the highway, promoting development in the form of office or business parks.
- Many of the retail commercial uses currently allowed in HO should be allowed under the condition that smaller establishments be part of planned retail centers subject to design review guidelines for building and parking siting, landscaping, lighting and signage. Larger establishments could be “free-standing”, but still subject to design review. This would also discourage isolated development of small retail establishments that should be located along Main Street in downtown Sultan.
- Some public uses should be conditional in the HO zone since they use land that is more valuable for commercial uses.
- Wholesale/Storage/Distribution uses currently allowed in the HO zone should be prohibited.

Moderate density (MD) residential uses are recommended for the northwestern portion of the area. In this zone, hotel-, retail-, personal service-, and business/professional service uses allowed in the MD zone elsewhere in the City should be prohibited in new residential development to ensure concentration of those uses at the base of the hill along the highway and south of the highway. Implementation of these recommendations is described in Chapter 3.

LAND USE POLICIES

The Sultan Comprehensive Plan contains goals and policies and a land use map to direct future growth within the City. The Economic Development Element of the City's comprehensive plan contains goals and policies that relate to the intent of the Industrial Park Master Plan although the primary focus of these goals and policies addresses the enhancement and promotion of development in the Central Business District. These goals and policies address the importance of retaining commerce and industry and encouraging diversification of the economy. The Master Plan vision of hundreds of jobs being filled by local residents who will be able to commute to work in a few minutes as well as the resulting increase in tax revenues to the City is consistent with these goals and policies.

New policies under Economic Development Goal I specific to enhancing and promoting development in the Industrial Park as a foundation for the adoption of implementation strategies such as zoning changes, capital facilities improvements, and incentives to attract new business are recommended as follows:

- **Goal I: Actively support the retention of commerce and industry and encourage diversification of the economy.**
 - *Amend Policy A to adjust the forecast for new jobs as part of the Comprehensive Plan update in 2002.*

- *Add a new Policy D: Implement a comprehensive subarea planning and development program within the Industrial Park. The program should include: land use and zoning changes to encourage the development of job-producing businesses; project permit approval procedures designed to expedite compatible development; infrastructure improvement phasing to maintain area concurrency; and a marketing strategy.*

The Land Use Element contains goals, policies and strategies that relate to the intent of the Industrial Park. Some of these goals and policies address the importance of effectively managing future development so that it aids in the economic growth of the City while at the same time being sensitive to environmental constraints in the area. The Master Plan vision for enhancing the natural environment by using the Wagley's Creek corridor and associated wetlands should be incorporated as a strategy to create habitat and open spaces. Policy II.A and its related strategy could be updated to include strategies for developing near environmentally sensitive areas.

- **Goal II: Effectively manage future development by designating appropriate areas for new growth that do not compromise environmental integrity, is responsive to market needs, and is consistent with sound land planning policies and lifestyle choices.**
 - *Amend Policy A: Private development near environmentally sensitive areas shall protect such areas from impacts, or shall mitigate impacts according to City critical areas policies, standards and regulations.*
 - *Add Strategy 2: Development within the Industrial Park subarea shall comply with specific environmental protection and enhancement measures adopted in the Master Plan. The City shall implement a program of incentives to encourage creative site design and development that achieves project-level measures that meet or exceed the standards. These incentives include, but are not restricted to, transfer of development rights and buffer averaging.*

As the 2002 Comprehensive Plan update process proceeds, information from the analysis of buildable lands capacity, population, housing, and employment forecasts to the Year 2022, and economic factors may suggest further specific policies and strategies for the Industrial Park.

TRANSPORTATION ELEMENT

INTRODUCTION

This section includes recommended policies and strategies for transportation facility improvements within the Industrial Park. Using the same assumptions for land use trip generation that were used in the Draft, the Preferred Alternative was evaluated to estimate its trip generation impacts. This evaluation is for the entire Industrial Park subarea at full buildout. This condition is not expected to occur for 15-20 years. However, the estimate is useful in comparing the relative differences between the land use alternatives and in defining strategies for needed improvements that can address incremental development. Tables 2.3 and 2.4 show the comparison of the alternatives' trip generation estimates.

**Table 2.3
Land Use Alternatives
Weekday Trip Generation**

	EXISTING CONDITIONS	RETAIL EMPHASIS	MANUFACTURING EMPHASIS	RECOMMENDED PREFERRED
<u>Net</u> <u>New</u>				
<u>Trips</u>				
• Daily	26,427	40,889	38,364	29,669
• AM Peak	1,984	3,043	3,401	2,404
• PM Peak	3,098	4,994	5,021	3,555

In 2000, the Daily Trip Generation within the area was 1,914, the AM Peak was 202, and the PM Peak was 214.

Table 2.4
**Land Use Alternatives
Weekend (Sunday) Trip Generation**

	EXISTING CONDITIONS	RETAIL EMPHASIS	MANUFACTURING EMPHASIS	RECOMMENDED PREFERRED
<u>Net</u> <u>New</u>				
<u>Trips</u>				
• Daily	11,588	19,537	15,065	12,901
• Peak Hour	1,597	2,890	2,048	1,666

In 2000, the Daily Trip Generation within the area was 1,119, and the Peak was 91.

The trip generation estimates for the Preferred Alternative would result in somewhat more traffic than development under the existing zoning, but considerably less than development under the Retail Emphasis and Manufacturing Emphasis alternatives. The Preferred Alternative would likely result in better intersection levels of service than the Retail and Manufacturing alternatives, or could reduce the requirements for additional turning lanes at the major intersections. Widening of SR-2, related intersection improvements, and improved internal circulation with appropriately-located highway access would still be necessary to accommodate these volumes. The timing relationship between the pace of development-related traffic and these improvements will require further analysis as described below.

HIGHWAY IMPROVEMENTS

In order to plan for city and state sponsored transportation improvements to address growth within Sultan’s urban growth area, including the Industrial Park, the Comprehensive Plan 2002 update should include an analysis of current and projected traffic generation; a revised identification of necessary improvements; and a funding strategy for improvements to be completed in the next two Six-Year Transportation Improvement Program cycles. The Comprehensive Plan is required to address the City’s role in meeting local impacts on “transportation facilities and services of statewide significance” (RCW 47.06.140). As a Highway of Statewide Significance, level of service standards (LOS) for SR 2 are established by the state, working in consultation with the Puget Sound Regional Council and the City. As stated in the vision, the City hopes that the LOS will eventually be more reflective of the highway’s urban arterial configuration with lower speed limits and greater attention to pedestrian safety.

The City is well aware of the state funding constraints that have prohibited timely solutions to the existing problems described in the Draft. The Master Plan is intended to facilitate a concurrency management system that can link needed incremental improvements to the pace of development. Since Highways of Statewide Significance are exempt from concurrency standards, the City hopes to work with WSDOT to define an equitable means of coordinating local mitigation measures with state programs.

Assessment of future trips originating within the City and destined for the Industrial Park is highly dependent upon the land uses established there and the relationships of those uses to the shopping or employment needs of the community. The urban growth boundary limits the City's responsibility for planning future improvements. A cooperative effort of Snohomish County, Sultan, and WSDOT will be necessary to initiate such planning. Snohomish County has included a "Corridor Improvements Study" to the *Unified List of Critical Transportation Projects Within Snohomish County, 2002 Legislative Session*. This represents the interests of the cities along SR 2 and the County in gaining state financial support to move ahead with planning for these improvements.

The Master Plan is intended to provide a means for monitoring future development and compiling trip generation and intersection performance information so that the need for signalizing the intersections can be projected in a timely fashion, leading to improvements that precede degradation of the level of service.

The information and analysis prepared for the Industrial Park should be incorporated into the Comprehensive Plan update. The City is proceeding with preliminary design for improving the SR 2/Sultan Basin Road intersection. Improvements to the SR 2/Rice Road intersection will be constructed in 2002 as part of the mitigation for the McDonald's Restaurant project. The City and Washington State Department of Transportation (WSDOT) are discussing an interlocal agreement that will establish respective roles and responsibilities related to these issues. The City has signed a similar agreement with Snohomish County. The City is anticipating WSDOT technical assistance in planning for future improvements to SR 2 throughout the entire length of the highway inside the City that can be incorporated into the Comprehensive Plan.

INTERNAL CIRCULATION AND ACCESS

The timing of highway and scale of improvements to SR 2 related to development within the Industrial Park will be affected by improvements to internal circulation and connections to the highway. The Preferred Alternative addresses this with the following:

Access and circulation within the area involves state, City, and private planning and funding. The long-term improvement needs of SR 2 will involve a combination of intersection and roadway improvements to address trips generated within the corridor as well as "through" trips. Highway frontage improvements will eventually involve pedestrian and storm water facilities, and possibly, frontage roads or shared driveways accessing several projects to minimize individual driveways. Internal circulation within the area involves creating a new street that can serve development and connect Sultan Basin Road and Rice Road.

North Connector Street

Figure 2-2 shows the preferred alignment for a new street that will pass through the area north of Wagley's Creek, connecting Sultan Basin Road and Rice Road. This street will involve a 60-foot right-of-way and be initially constructed with 2 travel lanes, sidewalks/trails, and storm drainage facilities. It could also be designed with center landscaped median and left turn lanes as necessary. Generally, the new street will follow the alignment of the sewer line, utilizing existing easements to make up the right-of-way. The location of the intersection with Rice Road has been established based on communications with property owners in that area. Two alternative intersection locations and related roadway alignments are shown at Sultan Basin Road. The final location of this intersection will be dependent upon the plans of the property owners there. The figure also shows the location of the proposed conceptual re-alignment of Sultan Basin Road - SR 2 intersection. This latter improvement is currently being designed.

Figure 2-2
Industrial Park Connector Street

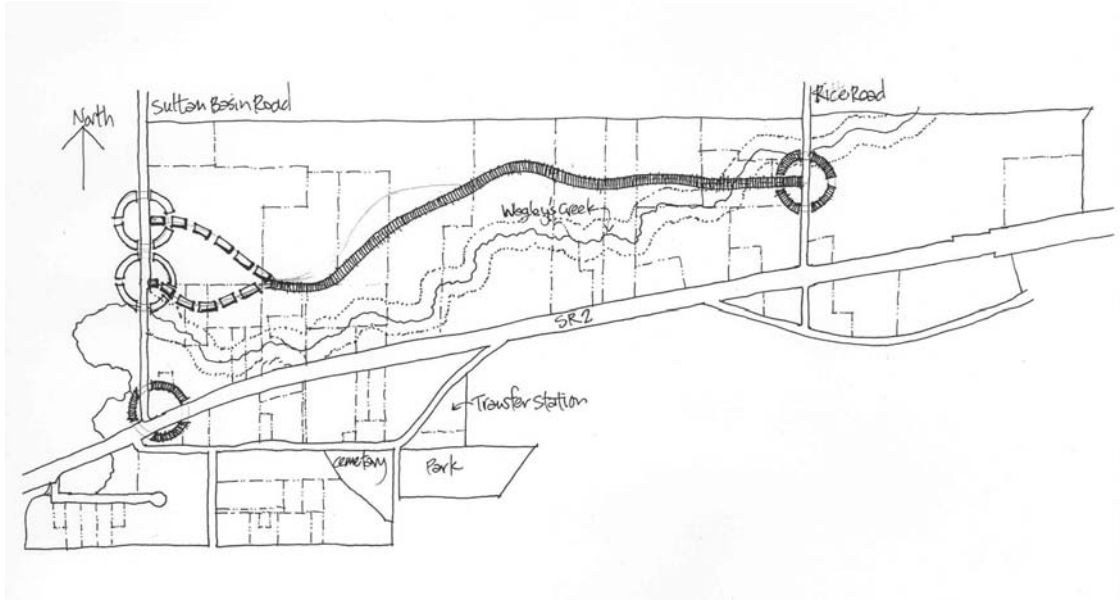


Figure 2-3 illustrates the relationship of the recommended connector street to the Wagley's Creek habitat corridor. The exact spacing of the roadway, trail, and storm water management facilities should be determined during the subsequent design stage in collaboration with affected property owners and developers. Figure 2-4 shows a possible configuration of intersections where the connector street meets or crosses other streets, including Sultan Basin Road and Rice Road. These intersections will become the gateways for development projects north of Wagley's Creek and thus have significant potential for marketing those projects.

Figure 2-3
Wagley's Creek Corridor Concept

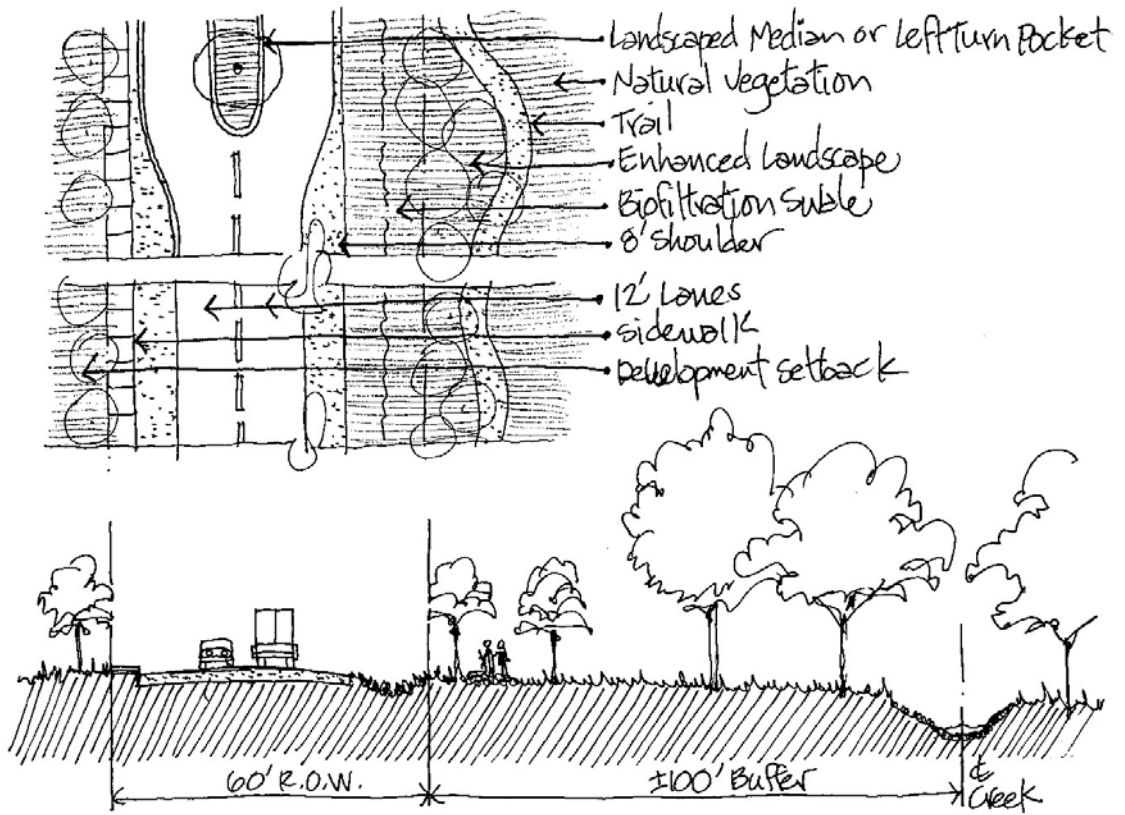
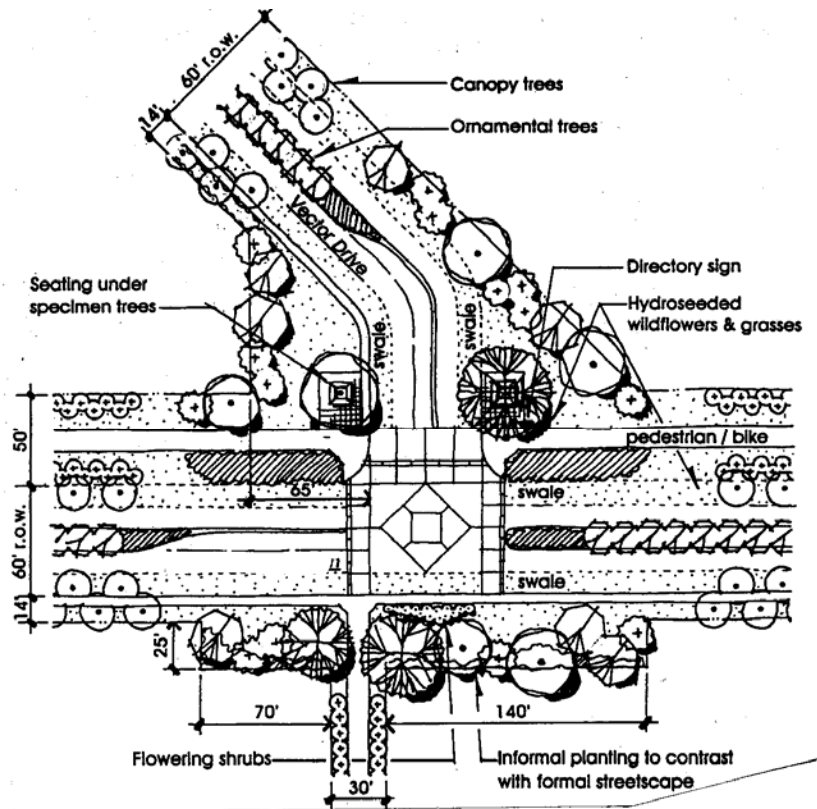


Figure 2-4
Connector Street Intersection Concept



This concept should be refined as part of the Connector Street design work.

SR 2 Access

Direct highway access requirements for development projects located adjacent to SR 2 should be established. Currently, the City reviews and approves individual project applications including access considerations. WSDOT comments on these, but the permit authority lies with the City. Recognizing that this type of access should be limited to protect the function of the highway and provide access suitable for larger-scale development, the Master Plan contains recommendations for amendments to current policies and standards.

- Common Driveways – Where possible, adjacent projects should develop and use common driveways. This would involve shared traffic analyses and design of access facilities and related frontage improvements.
- Frontage Roads – Where several development projects are planned, or where land subdivision is proposed, the City should encourage the proponents to plan for frontage roads that would collect all internal traffic and provide highway connections that can be designed to consolidate turning movements and future traffic control measures.
- Large Projects – Where large parcels or several smaller parcels fronting on SR 2 are master planned for large projects, the designs of such projects should minimize highway

access using common driveways or frontage roads serving all of the multiple uses or activities within them.

Internal Circulation South of SR 2

The Master Plan does not anticipate the development of any new streets south of SR 2. The location and right-of-way widths of East Main Street, Cascade View Drive, and Foundry Road appear adequate for the development pattern in this area. Development or redevelopment projects proposed between SR 2 and Cascade View Drive will be encouraged to use Cascade View Drive for access. As planning for projects in this southern area proceeds, the City should work with the applicants to determine the necessary phasing of street improvements such as paving, drainage, sidewalks, lighting, and landscaping that will result in the streets providing safe and attractive access to the properties served.

TRANSPORTATION POLICIES

Several recommended amendments and additions to the adopted Comprehensive Plan policies and strategies are included in the following. These are intended to provide the basis for the recommendations discussed above.

- *Goal III: Improvement of streets and highways must not impair the safe and efficient movement of bicycles and pedestrian traffic.*
 - Amend Strategy 1 of Policy D: Streets which should be striped to provide a bicycle lane separate from parking and travel lanes are: (1) Shoulder of SR 2 through the planning area except within the Industrial Park subarea, where bicycle facilities shall be designed into street improvement and frontage improvement projects as identified in the Master Plan; (2) Fourth Street, (3) First Street, and (4) Eighth Street.
- *Goal IV: Streets shall be located, designed, and improved in a manner which will minimize and mitigate adverse impacts on designated critical areas.*
 - Add Policy B: Planning and design of the Industrial Park north collector street should incorporate specific best management practices identified in the Master Plan for the Wagley's Creek Corridor.
- *Goal V: Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, that protects the investments which have been made in the existing transportation facilities and services, maximizes the use of these services, and promotes orderly and compact growth.*
 - Amend Policy A to acknowledge that the state sets the Level of Service Standard for SR 2.
 - Amend Policy B: The City shall not issue development permits where the project requires transportation improvements which exceed Sultan's (or the State's in the case of SR 2) ability to provide and maintain them in accordance with the adopted level of service. Projects consistent with the Industrial Park Master Plan may meet concurrency standards through a range of strategies identified therein.

- Add a new Policy C: SR 2 highway and intersection improvements, access, and internal circulation improvements identified in the Industrial Park Master Plan shall be used as project mitigation measures to address specific impacts of development proposals. Funding and financing of improvements shall be identified in the Six-Year Plan.
- *Goal VI: Ensure that truck traffic does not impede the through-movement of traffic within the City limits.*
 - Amend Policy A: New industrial uses or projects within the Industrial Park shall provide street and frontage improvements consistent with the Master Plan

CAPITAL FACILITIES ELEMENT

INTRODUCTION

The existing Comprehensive Plan identifies the inventory of existing capital facilities (circa 1994), establishes level of service standards, capital improvement needs, and goals, policies and strategies for capital facilities. A description of potential funding sources is also included. The element will be substantially amended during the Comprehensive Plan update process in 2002 as conditions have changed substantially in the 5+ years since 1995. With this in mind, the following recommendations are intended to support capital facilities needs within the Industrial Park for the next 6 years and may be modified as part of the overall update.

FACILITY NEEDS

Recreation

The Preferred Alternative would enable development of approximately 300 - 500 new residential units within the Industrial Park during the next 15-20 years. Using the adopted level of service standards for parks, this amount of development would result, at minimum, in the need for a tot lot, 2.5 – 5.0 acres of neighborhood park space, and 2.5 acres of district park space. In addition, the availability of recreation facilities such as playfields, tennis courts, and trails in the parks is a part of the overall capital facilities picture.

Application of these standards should be flexible given the uncertainty of the outcome of the update. Instead, residential project applications within the subarea should be subjected to review of proposed recreation mitigation strategies. These may include provision of recreation facilities within the projects; payment of mitigation fees for city improvements; participation in future facility financing through “no-protest” agreements; or dedication of land for usable open space or recreation purposes.

The Wagley’s Creek Corridor includes 12-16 (or more) acres of undevelopable land containing the Creek, wetlands, and required buffers. The actual extent of the Corridor will be subject to the specific buffer widths associated with the stream reaches and individual wetlands. The corridor concept involves planning for restoration, preservation and enhancement of the habitat as well as possible integration of some recreation activities such as wildlife interpretation stations and trails within the buffers. Project applicants should be encouraged to participate in this strategy as a means of mitigating their impacts on City recreation facilities as described in Chapter 3.

Utilities

- Water Supply - Additional water supply service within the area will be necessary to support the eventual full buildout. The estimated average daily demand for the Preferred Alternative is 0.33 million gallons, an increase of 1,700% over the present 0.02 million gallons being provided to the area. The peak hourly demand would increase to 0.99 million gallons per day. In addition to planned water system improvements, this demand will result in the need to construct a new water main loop in the Industrial Park. The water main should be incorporated into the alignment of the recommended collector street described in the Transportation Element. Sultan’s 2001 agreement with the Snohomish County PUD for water supply ensures that enough water will be available for this and other growth in the City.

- Sanitary Sewer - The recently-completed sanitary sewer main in the subarea will support the estimated level of full development. Planned improvements to the Sultan Wastewater Treatment Plant will upgrade the capacity of the plant to treat the volume of wastewater increases resulting from development throughout the City.
- Storm Drainage - The City will adopt a Surface Water Management Plan in 2003. This will be the basis for establishing a Storm Water Utility and regulations and standards for storm water management facilities, best management practices, and operational procedures. Development permit applications will be reviewed and approved according to these requirements. Within the Industrial Park, it is anticipated that specific best management practices for storm water management related to Wagley's Creek will be part of the system and may include provisions for regional detention, treatment and infiltration.

Other Public Facilities

- Schools – Under the Preferred Alternative, about 300 - 500 new homes would be developed within the Industrial Park. These would create demand for additional school facilities. These impacts would be addressed by impact fee payments collected by the City and passed on to the Sultan School District.
- Public Safety – While development within the subarea will increase the demand for police and fire protection, no specific facility needs associated with these services have been identified. No police or fire stations are anticipated to be located in the subarea. Expansion of existing facilities or development of new facilities elsewhere in the City would be financed through general bonds or levies.

SIX-YEAR PLAN

The following table lists the specific capital facilities associated with the Industrial Park that should be incorporated into the City's overall Six Year Plan.

Table 2.5
Industrial Park Six-Year Capital Facilities Needs
(New projects identified in the Master Plan)

PROJECT	TIMING	FUNDING
<u>North Collector Street</u>	2002-03 Corridor Plan* 2002-05 Right-Of-Way acquisition 2003- Construction	Developer contributions or construction and/or local improvement district
Water Supply Main	See above	See above
Storm Water Management Facilities	2002-03 Area-wide Plan 2003- Construction	See above
Street and Frontage Improvements	2002-03 Development Standards 2003- Construction	See above

*Unless the proposed "Everett to Stevens Pass Corridor Study" included in Snohomish County's *Unified List of Critical Transportation Projects with Snohomish County, 2002 Legislative Session* is funded. In that case, the entire corridor would be studied over the period 2002-2007.

The next six years should be devoted to refining and detailing these recommendations and incorporating them into current City codes and standards and capital financing programs. Then, as individual project applications are submitted, the City can work with the developers to determine the phasing and financing of facility improvements associated with the proposals.

CAPITAL FACILITIES POLICIES

No additional capital facilities policies are anticipated as necessary to implement the Master Plan, since the existing policies address concurrency and phasing of facilities to meet new demands. Given the recent history of public/private infrastructure financing in the Industrial Park as well as the additional facility demands in the subarea, a new strategy is recommended.

- *Goal III: Ensure that the Capital Facilities Element, financing and Land Use Element of this plan are consistent with each other.*
 - Add a new Strategy 1: Initiate a program for public/private coordination of planning, design and construction of new infrastructure within the Industrial Park and the related financing of facilities benefiting proposed development projects.

OPEN SPACE ELEMENT

INTRODUCTION

While the Sultan Comprehensive Plan does not contain a separate open space element, some of the goals, policies and strategies in the Land Use and Capital Facilities Elements provide a framework for the City's long-term enhancement of the open space system. Within the Industrial Park, open space is a major determinant of the pattern of land use, access and circulation routes, and a major amenity that will support marketing the subarea to outside developers and users. This element therefore highlights policies and strategies from the other elements so that project applicants will understand the important principles that are the foundation for integrating public and private investment in the subarea.

Designated open space within the Industrial Park includes natural features such as streams and their flood plains, wetlands, steep slopes, required buffers, the City Park and Cemetery. Other open space components anticipated in the Master Plan include other public or private parks and buffers, storm water ponds, and pedestrian trails. Realizing the vision will be dependent upon using this concept to guide incremental development.

OPEN SPACE STRATEGY

As the City moves toward implementation of the Master Plan and planning for the North Collector and other transportation-related improvements and the Surface Water Management Plan take shape, design guidelines for integrating landscaping and site features into private development projects should be added to the City's current codes and standards. These guidelines will be used in project Binding Site Plan approvals and Development Agreements to frame approval conditions. This will improve the City's capacity to address open space and park and recreation development at the project level.

OPEN SPACE POLICIES

- *Land Use Goal III: Provide an opportunity for commercial and industrial development to aid in the economic growth of Sultan without degrading the natural environment or existing residential areas.*
 - Add a new Policy C: Implement a comprehensive approach to integrating all aspects of existing and planned open space within the Industrial Park to create a system of protected natural/critical areas, enhanced buffers, trails, and active and passive recreational spaces and facilities. Strategies to be employed in this approach will include critical areas regulations, development project incentives, and public/private partnerships for financing land or conservation easement acquisitions and related improvements.
 - Add a new Strategy 1 under Policy C: Create open space principles and guidelines for the Industrial Park for site design and landscaping using best management practices, storm water management standards, and other provisions of City codes and standards, supplemented with site specific requirements as established in the Master Plan.
 - Add a new Strategy 2 under Policy C: Adopt Transfer of Development Rights provisions for projects impacted by critical areas in the update of Title 16 of the Unified Development Code. The TDR program will be intended to provide relief to project proponents by allowing development rights to be transferred to other receiving properties within the Industrial Park and/or to enable flexibility in the application of the development standards within single parcels in order to protect critical areas.

ENVIRONMENTAL ELEMENT

INTRODUCTION

Environmental impacts and mitigating measures of the proposal in terms of full buildout under existing zoning, and the Retail Emphasis and Office/Manufacturing Emphasis Alternatives were identified in the DSEIS. The Preferred Alternative that is being recommended for adoption will have similar impacts to those of the Existing Conditions Alternative.

The Land Use and Transportation Elements provide comparisons of the buildout potentials and trip generation of the alternatives. The FSEIS contained in Appendix A includes responses to comments on the analysis included in the DSEIS. Appendix C is a site characterization report on further habitat studies completed since the DSEIS was published. It supplements the analysis in the DSEIS. Both the DSEIS and FSEIS will be used to assess the impacts and need for associated mitigation for individual project proposals in the Industrial Park.

“Industrial Park Corridor Stream and Wetland Reconnaissance Report” and “Stream and Wetland Buffer Considerations from an ESA Perspective”

Appendix C contains two documents prepared by Steward and Associates to provide further site information and guidance on protection of the important fish and wildlife habitat resources in the Industrial Park. The following summarizes the key findings, conclusions and recommendations. The *Reconnaissance Report* is more than a documentation of site

investigations. It also provides an analysis of the existing conditions of Wagley's Creek, its tributaries and side channels, and recommends steps toward regaining "properly functioning" habitat conditions. Additional wetland areas are described and a summary description of federal agencies' oversight responsibilities as they relate to threatened and endangered species is provided.

The *Buffer Considerations* document elaborates further on the existing baseline conditions of the streams and wetlands in terms of the opportunities and constraints associated with habitat considerations for Chinook and Coho salmon and bull trout. The focus of this report is on the protective "buffer" areas that should be established around stream and wetland areas. The Wagley's Creek riparian area is characterized by segments that are "moderately healthy", "seriously impacted, but vegetated", and "severely deprived of riparian vegetation". The document describes issues and objectives related to the establishment of buffer areas and provides preservation and restoration recommendations that are designed to move stream and wetland conditions closer to the benchmark of "properly functioning".

The implementation of the methods described in this report will be dependent upon the City's role as defined in several changing federal and state legislative arenas.

- First, the City must update its critical areas regulations as part of the 2002 Growth Management Act comprehensive plan review mandate. The current adopted critical area regulations (Chapter 16.10 SMC) must be revised to include references to "best available science" regarding performance measures used to protect public health and safety and the resources.
- Second, the City must adopt "forest practices" regulations in assuming responsibility for permitting certain types of forest activities currently under the authority of the state Department of Natural Resources.
- Third, the City must comply with the ESA 4(d) rule as discussed in Appendix D. This latter responsibility is complicated by the evolving nature of the Puget Sound urban jurisdictions' work on crafting a regional framework for salmon recovery. Snohomish, King and Pierce Counties are formulating this approach called the "Tri-County Agreement". Sultan's, and other small cities' roles and responsibilities are still ambiguous in this context.

Therefore, recommendations for buffer widths and other standards that are discussed in the *Buffer Considerations* report should be used in further City analysis associated with the above.

Project Review

The findings and conclusions of the environmental review provide a basis for determining whether or not, or to what extent, private and public project proposals are consistent with the Master Plan and other City codes and standards as well as those of other agencies with permitting authority.

If proposals can demonstrate that they will not create adverse impacts beyond those identified in the SEIS, and that any adverse impacts will be adequately mitigated through the adopted regulations, design review, and other approval conditions, then no further SEPA procedures will be necessary. Typically, such projects will be expected to prepare some traffic analysis, provide wetland delineations (for wetlands not delineated in the Master Plan), and document all potential impacts and proposed mitigation measures. These projects will

qualify as planned actions and permit review and approval will be processed according to the provisions of the planned action ordinance.

Apart from the impacts of new development on the built environment (transportation, housing, parks, utilities, etc.) as described in this chapter, the other significant environmental elements to be addressed during project permitting include impacts on surface water (streams and wetlands), and fish and wildlife habitat. Chapter 3 contains recommendations for permit application review and approval procedures that will use the information in the Master Plan and SEIS to protect these resources. Two sets of tools will be used:

Regulations – Code requirements and performance standards applied to land use and building permits. These are adopted in the Sultan Municipal Unified Development Code (UDC) to regulate development involving:

- 16.10.050 Hillside Development and Geologically Hazardous Areas
- 16.10.060 Recreational and Open Space
- 16.10.070 Vegetation Protection
- 16.10.080 Streams and Wetlands
- 16.10.090 Fish and Wildlife Habitat
- 16.10.100 Wellfield/Groundwater Protection
- 16.10.110 Stormwater Management Performance
- 16.10.120 Shoreline Management
- 16.10.130 Floodplain Protection
- 16.10.140 Landscape Performance

These code provisions establish standards for protection of the resources and procedures for establishing mitigation measures when development interferes with the resources. As part of the Comprehensive Plan Update 2002 process, the City must review these provisions and update them to incorporate “best available science” in accordance with WAC 365-195-900. This will involve a review and amendment of the applicable sections of the UDC incorporating recent scientific information. This will also provide a more thorough level of consistency between City regulations and federal and state agencies’ rules and standards.

Integrated Development Planning – The Master Plan also establishes procedures for project design and permitting within the Industrial Park. Chapter 3 recommends measures such as the Wagley’s Creek Conservation Corridor, Binding Site Plans, and Development Agreements that will be employed to address project-level impacts and associated mitigations early in the design process.

RECOMMENDED INDUSTRIAL PARK MASTER PLAN IMPLEMENTATION

INTRODUCTION

This chapter of the Master Plan includes recommended code, design standard, and permit procedure changes designed to support the implementation of development within the Industrial Park. Four key strategies are recommended to govern development within the area.

ZONING CODE OVERLAY

Adoption of the Master Plan will implement the Industrial Park Overlay District. Within the District, some uses currently permitted in the HO and ED zones will be changed so that development will not compete with the City's adopted goals and policies for the economic revitalization of the downtown Main Street area and will also enable new development within the Industrial Park to more flexibly accommodate the uses identified in the Phase 1 market analysis.

The following table shows proposed changes to the Industrial Park Overlay District Economic Development (ED) and Highway Oriented (HO) zones. The intent of these changes is to enable a higher degree of mixed commercial and industrial uses within the area. The Overlay District is shown in Figure 2.1.

The table shows how uses have been re-assigned to the two zones to avoid conflicts either by outright location provisions, or through a more flexible design review and conditioning approach. The table contains a list of all uses currently identified in the UDC for the ED and HO zones in the first column. Each of the zones has two columns. The "**Permitted Now**" columns indicate (Y) if the listed uses are currently allowed in the zones. The "**Changes**" columns indicate the proposed amendments related to these uses and zones. While the basic building height and setback provisions of the zoning code will continue to apply, the site plan review process described in this chapter will enable the City be more flexible in interpreting the standards during the permitting process. Five main types of recommendations are included in the table.

1. Prohibit residential uses in the ED and HO zones except for accessory caretaker residences. Existing residences will be legal non-conforming uses.
2. Some uses currently permitted only in the HO zone have been added to the ED zone as outright permitted or conditional uses. This creates a richer mix of non-retail uses off of the highway, promoting development in the form of office or business parks.
3. Many of the retail commercial uses currently allowed in the HO zone should continue to be allowed under the condition that smaller establishments be part of planned retail centers and therefore be subjected to better design review guidelines for building and parking site planning, pedestrian amenities, landscaping, lighting and signage. Larger establishments could be "free-standing", but will still be subject to design review. This should also discourage isolated development of small retail establishments that should be located along Main Street.
4. Some public uses would be conditional in the HO zone since they use land that is more valuable for commercial uses.
5. Wholesale/Storage/Distribution uses currently allowed in the HO zone should be prohibited.

Table 3-1

Recommended Zoning Use Changes

LAND USE	HIGHWAY-ORIENTED		ECONOMIC DEVELOPMENT	
	<i>Permitted Now</i>	<i>Changes</i>	<i>Permitted Now</i>	<i>Changes</i>
<i>Residential</i>				
• Attached Dwellings	Y	Eliminate these uses in Highway-Oriented		
• Zero-Lot Line Dwellings	Y			
• Multi-Family Dwellings	Y			
• Home Occupations	Y			
• Accessory Buildings/Structures	Y			
• Boarding/Rooming Houses	Y			
• Residential Treatment Facility	Y			
• Caretaker Residences		Permitted Accessory Uses		Permitted Accessory Uses
<i>Hotels and Guest Rooms</i>				
• Apartment Hotels	Y		Conditional Uses in Economic Development subject to inclusion in a master site planned development approval	
• Hotels	Y			
• Motels	Y			
• Bed & Breakfasts	Y			
• Guest Houses	Y			
<i>Wholesale Trade</i>				
• Pawnshops	Y	Permitted subject to inclusion in a planned retail center Establishments larger than 10,000 g.s.f. may be free-standing		
• Bakeries	Y			
• Apparel & Accessories Shops	Y			
• Florists & Plant Nurseries	Y			
• Gift Shops	Y			
• Books & Stationery Stores	Y			
• Electrical & Electronic Products	Y			
• Furniture Stores	Y			
• Handicraft, Craft, & Artisan Shops	Y			Y
• Home Building Supply	Y			Y
• Grocery Stores/Supermarkets	Y			
• Household Item Stores	Y			
• Office Furnishings & Equipment	Y			
• Photographic Equipment/Cameras	Y			

LAND USE	HIGHWAY-ORIENTED		ECONOMIC DEVELOPMENT	
	<i>Permitted Now</i>	<i>Changes</i>	<i>Permitted Now</i>	<i>Changes</i>
• Sporting Goods	Y			
• Auto Service Stations	Y			Conditional Use
• Car Washes	Y			
• Auto Sales & Service	Y			
• Auto Rental	Y			Conditional Use
• Shopping Centers	Y	<i>Permitted subject to inclusion in a planned retail center</i> Establishments larger than 10,000 g.s.f. may be free-standing	Y	
• Retail Food Establishments	Y			
• Pharmacies	Y			
• Bars/Taverns/Cocktail Lounges	Y			Conditional Use
• Flea Markets	Y	<i>Permitted subject to inclusion in a planned retail center</i> Establishments larger than 10,000 g.s.f. may be free-standing		
• Theaters/Museums/Galleries	Y			
• Public Transit Facilities	Y	Terminals permitted Storage & Maintenance Prohibited		Permitted
• Agricultural Produce Stands	Y	Permitted Temporary Use as part of a planned retail center		
• Video Rentals & Sales	Y	<i>Permitted subject to inclusion in a planned retail center</i> Establishments larger than 10,000 g.s.f. may be free-standing		
• Parking Structures	Y	Permitted Accessory Use		Permitted Accessory Use
Personal Services				

LAND USE	HIGHWAY-ORIENTED		ECONOMIC DEVELOPMENT	
	<i>Permitted Now</i>	<i>Changes</i>	<i>Permitted Now</i>	<i>Changes</i>
• Barber Shops	Y	<i>Permitted subject to inclusion in a planned retail center</i>		
• Beauty Shops	Y			
• Health Clubs	Y			
• Private Clubs	Y			
		Establishments larger than 10,000 g.s.f. may be free-standing		
• Funeral Homes/Mortuaries	Y			Permitted
• Shoe Repair Shops	Y	<i>Permitted subject to inclusion in a planned retail center</i>		
• Opticians	Y			
		<i>Establishments larger than 10,000 g.s.f. may be free-standing</i>		
• Automobile Repair & Service	Y	Limited to fuel dispensing and inside minor repairs	Y	Limited to inside major repairs and body work
• Laundromats/Laundry & Dry Clean	Y	<i>Permitted subject to inclusion in a planned retail center</i>		
		<i>Establishments larger than 10,000 g.s.f. may be free-standing</i>		
• Day Care Centers	Y			Permitted
• Veterinarians/Kennels & Shelters	Y			Permitted
• Banks	Y			
Business & Professional Establishments			Y	
• Advertising Agencies	Y	To be combined as "Business & Professional Offices"		Permitted as "Business & Professional Offices"
• Accounting Services	Y			
• Legal Services	Y			
• Finance, Insurance & Real Estate	Y			
• Health Care Facilities	Y		Y	
• Employment Services	Y			
• Travel Agencies	Y			
• Professional Consultants	Y			
• Printing/Publishing/Photo	Y		Y	
Government Services, Utilities & Quasi-Public Facilities				
• Libraries	Y			Permitted

LAND USE	HIGHWAY-ORIENTED		ECONOMIC DEVELOPMENT	
	<i>Permitted Now</i>	<i>Changes</i>	<i>Permitted Now</i>	<i>Changes</i>
• Government Offices	Y			Permitted
• Post Offices	Y			Permitted
• Police/Fire Stations	Y			Permitted
• Lift Stations/Wells/Pumps	Y	Conditional Use		Permitted
• Substations	Y	Conditional Use	Y	Generating Plants Permitted
• Houses of Worship	Y	Conditional Use		Conditional Use
• Transmission Lines	Y	Conditional Use	Y	
Recreational & Entertainment Facilities				
• Ball Parks	Y			Permitted
• Urban Parks	Y			Permitted
• Night Clubs	Y	Combine w/ Bars/Restaurants, etc		
• Game/Video Arcades	Y	<i>Permitted subject to inclusion in a planned retail center</i> Establishments larger than 10,000 g.s.f. may be free-standing		
<i>Miscellaneous Facilities</i>				
• Recreational Vehicle Parks	Y			Permitted
<i>Manufacturing</i>				
• Food Processing	Y	Permitted in conjunction with retail sales of food or beverage products.	Y	
• Freezer Storage/Plant Production & Store.			Y	
• Cold Mills/Fertilizer				
• Apparel/Finished Products			Y	
• Building Construction Yards			Y	
• Electrical/Electronics		Conditional Uses	Y	
• Metal Products			Y	
• Computer Equipment			Y	
• Leather Products			Y	
• Lumber & Wood Products			Y	
• Medical/Optics/Watches/Clocks			Y	
• Rubber & Plastics			Y	

LAND USE	HIGHWAY-ORIENTED		ECONOMIC DEVELOPMENT	
	<i>Permitted Now</i>	<i>Changes</i>	<i>Permitted Now</i>	<i>Changes</i>
• Stone, Clay, Glass, Concrete			Y	
• Transportation Equipment			Y	
<i>Wholesale/Storage/Distribution</i>				
• Wholesale Commercial	Y			Y
• Equipment Sales & Storage		Prohibited		Y
• Warehousing				Y
• Freight Distribution				Y
• Mini-warehouse/Storage				Y
• Public Transit Storage & Maintenance				Y
• Moving Van & Storage Facilities				Y
<i>Industrial Services</i>				
• Towing & Wrecking				Y
• Janitorial Services				Y
• Laundries				Y
<i>Public Utilities</i>				
• Electrical Generation Plants				Y
• Sewage Treatment Plants				Y
• Solid Waste/Recycling				Y
• Petroleum Products Storage & Distribution				Y
<i>Miscellaneous Associated Uses</i>				
• Airports, Landing Fields, Heliports				Y
• Adult Entertainment		<i>Permitted subject to inclusion in a planned retail center</i>		Y
• Tattoo Parlors			<i>Establishments larger than 10,000 g.s.f. may be free-standing</i>	Y

Residential Uses Within the Industrial Park

In the northwestern portion of the Overlay District designated for moderate density (MD) residential uses, all hotel-, retail-, personal service-, and business/professional service uses are prohibited. Such uses should be concentrated at the base of the hill along the highway.

DEVELOPMENT REVIEW PROCESS

Binding Site Plan

All projects within the Industrial Park will be approved through a binding site plan procedure. Currently, the Sultan development code (Chapter 21.06 SMC) contains provisions for binding site plan approval of land divisions. These provisions should be broadened to apply to all development within the Industrial Park to consolidate permit review procedures for the division of land, project site design including lot configurations, building location and design, street improvements, utilities, parking, storm water management, open space, landscaping, signage, and other elements of total project design, as well as provision of infrastructure through Development Agreements. This requires submittal of complete applications as described in SMC 21.06 as well as the planned action checklist described later in this section.

Buffers Between Uses

During the site plan development and review process, the City and project proponents will negotiate design treatments for ensuring that more intensive uses do not conflict with or impact adjacent less intensive uses. Generally, manufacturing uses that involve the generation of noise, dust, smoke or other emissions, or require outdoor activities or freight vehicle maneuvering should be buffered from retail, hotel, residential and office uses. Techniques for buffering include setbacks, walls, fences, landscaping (for visual relief), berms, and the location of impact-producing activities, fixtures, or areas on portions of sites away from the adjacent less intensive uses. Natural site features such as topography can also be used.

Wagley's Creek Conservation Corridor

A conservation corridor is established along Wagley's Creek. The purpose of the corridor designation is to provide for specific site plan review and approval procedures for projects within 150'-200' of the ordinary high water of the creek. This does not replace the provisions of Chapter 16.10 of the SMC regulating critical areas, specifically fish and wildlife habitat areas. The buffer widths and other requirements of that chapter apply, except that the more detailed character of the stream and adjacent habitat has been delineated and therefore enables more discrete application of protection features to be used during project review. Projects proposing development between the stream and wetland buffers and the conservation corridor boundary will be required to provide detailed site investigations; identify environmental impacts; and propose suitable mitigation in order to satisfy the Master Plan policies and guidelines. Projects that do not propose development within the conservation corridor boundary may qualify for density transfer credits, relief from parking standards, or other incentives.

Property owners and project applicants will also participate in formulating an open space and conservation plan (OSC) for the corridor under the City's leadership. The OSC Plan is intended to direct site acquisition, plans, designs, and standards for habitat restoration and conservation and mitigation within the corridor. Examples of the features the OSC Plan may cover include: regional stormwater management facilities, water quality treatment, removal of culverts and other impediments, wetland mitigation/replacement, trails, passive open space, interpretive features, re-vegetation, and placement of large wood debris, gravel, and other habitat enhancements. It is the

intention of the City to engage the community in this work, building on recent volunteerism.

Development Agreements

The SMC should be amended to include provisions for Development Agreements. These are contracts between the City and project proponents that define the responsibilities for public agencies and developers pertaining to:

- Phasing of infrastructure improvements;
- Financing agreements such as impact fees, “no-protest” agreements, “late-comers” agreements, bonding, etc.;
- Design provisions and conditions for site development and buildings; and
- Monitoring programs related to environmental mitigations

Approved binding site plans including all conditions of approval will be recorded by the County Auditor. Approvals should be by administrative determination subject to appeal to the Hearings Examiner.

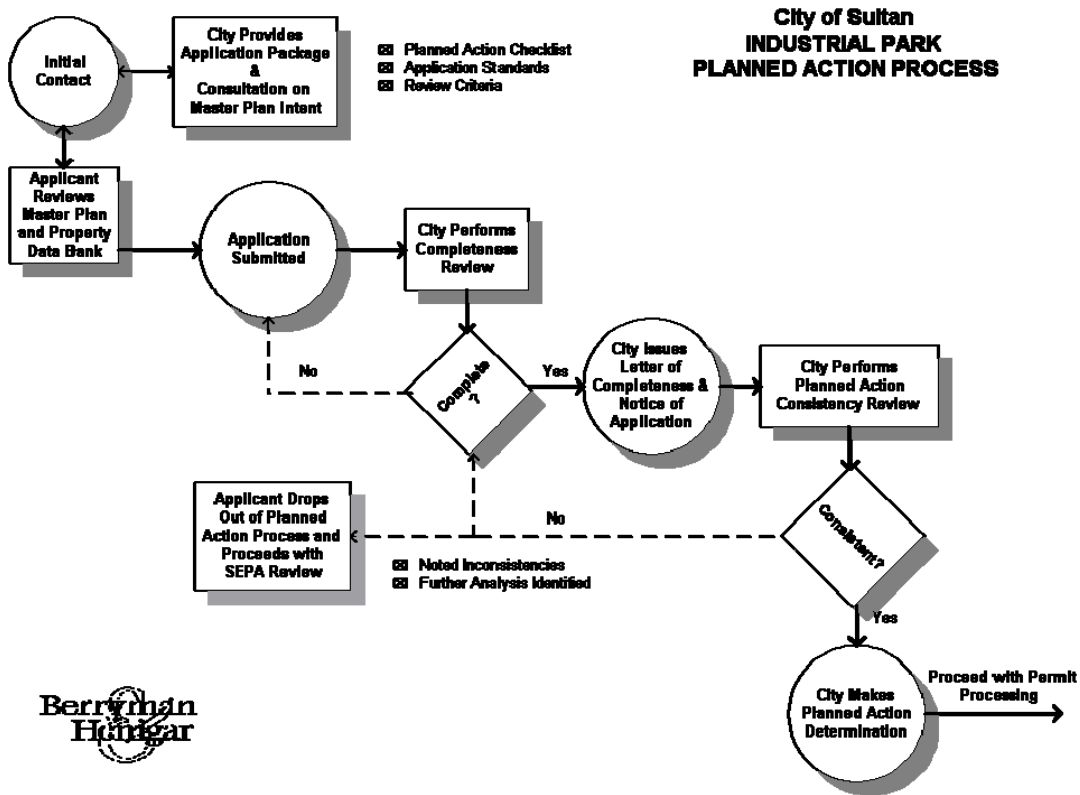
Environmental Review

As part of development project approvals in the area, the City will initiate procedures including consultation with project proponents to establish site-specific design requirements based on the environmental information contained in the Plan. Impacts on Wagley’s Creek, ground water, wetlands, the habitat, as well as the transportation system and public services will be identified early in the design process and mitigation measures resulting from the Master Plan environmental review will be applied to them. If the City and proponents agree on a mutually acceptable plan for mitigation, the project will not be subjected to further SEPA procedures. If additional information is needed to making such determinations, the proponent will provide the analysis as the City’s direction. The design guidelines will be used to integrate project mitigation measures into the overall Plan.

An outline for a “planned action” ordinance and a proposed planned action checklist that will enable the City to expedite the permitting process through SEPA are included in the following. Figure 3.1 shows the recommended review process.

Figure 3-1

Industrial Park Development Review Process



PLANNED ACTION ORDINANCE OUTLINE

Application

Projects proposed as planned actions shall meet the requirements of the SMC and be accepted by the City as meeting the provisions of the Master Plan before they are entitled to subsequent review and approval. Acceptance means that the proposal has been found to be consistent with the Master Plan and SEIS, the Comprehensive Plan and related environmental analyses; that the significant adverse environmental impacts have been adequately analyzed as part of the Master Plan and SEIS; and that required and appropriate mitigation measures have been identified and applied.

Projects that are not identified as planned actions herein; proposals that the City determines do not meet the requirements of this Chapter; or whose environmental impacts have not been addressed in the Master Plan and SEIS, shall not qualify as planned actions, but may proceed in the standard review process and may use or incorporate relevant portions of the environmental documentation prepared for the Master Plan.

Planned actions may involve public or private projects within the Industrial Park as identified in the Master Plan including, but not limited to: Permitted uses in the Highway Oriented, Economic Development and Moderate Density zones, public or private infrastructure improvements, and habitat conservation or enhancement activities.

Review Procedures

Applications for all proposed planned actions shall meet the application requirements of the City. Applications shall clearly identify the nature of the planned actions; its applicability to the Master Plan; and its consistency with the SEIS according to forms and directions provided by the City, including the Planned Action Checklist.

The Director shall determine when the application is complete in accordance with City Requirements.

The Director shall determine whether proposals are consistent with, and meet all, of the procedural and substantive criteria and requirements specified herein. Planned action consistency reviews shall include the following:

- Whether the proposal is consistent with the Master Plan, SEIS, and other zoning or land use provisions applicable to the proposal.
- Whether the intensity of the proposed activity is consistent with the intensity of activities anticipated in the Master Plan and SEIS; and whether the environmental impacts of the proposed activity fall within the thresholds of impacts addressed in the Master Plan and SEIS.
- Whether the mitigating measures for environmental impacts contained in the Master Plan and/or the SMC adequately address the anticipated impacts of the proposal.
- Whether the proposal is in compliance with all other applicable local, state, and federal regulations and development standards.

Upon completing the planned action consistency review, the Director shall make written findings and conclusions of the determination of consistency and provide notice of the decision in accordance with City requirements.

Project proponents of proposals found to not meet the planned action criteria shall be notified that additional SEPA analysis will be required to address environmental impacts unforeseen in the Master Plan and SEIS.

Substantive Criteria

All planned actions within the Industrial Park shall meet the following criteria; *provided* that the City may require additional information and may consider additional factors and criteria deemed necessary to carry out the terms of this section:

- Proposals shall meet all of the requirements for planned actions under this section, RCW 43.21.031 and RCW Chapter 36.70A.
- Proposals shall be located within the boundaries of the Industrial Park as set forth in the Comprehensive Plan.
- Proposals shall comprise land uses or activities described in the Master Plan and SEIS and allowed by the UDC; shall be within the range of environmental impacts and mitigation measures identified in the Master Plan and SEIS; and shall be determined by the City to implement the intent of the Master Plan and Comprehensive Plan.
- Proposals shall be consistent with the property zoning and UDC for the location.
- Significant adverse environmental impacts of the proposals shall not exceed those described and analyzed in the Master Plan and SEIS; shall have been adequately

addressed by the mitigation measures adopted in the Master Plan and SEIS; and shall be specifically addressed within the binding development agreements between the City and project proponents; *provided* that other applicable requirements and conditions of the UDC which require or impose mitigation for significant adverse environmental impacts may be applied at the City's determination.

- Essential public facilities shall not be planned actions.

Approvals

Planned actions may be approved without SEPA threshold determinations or further SEPA procedures. However, all approved planned actions shall be subject to the requirements of the Master Plan and the UDC to incorporate approval conditions that mitigate impacts.

Approved planned actions shall be subject to all permit requirements applicable under City, state, and federal statutes and shall not be excused from meeting those requirements apart from the SEPA process.

Approved planned actions shall be subject to mitigation conditions defined in the Master Plan and SEIS. Where these mitigation conditions differ from those of other City development code provisions; the conditions applicable to the Master Plan and SEIS shall apply.

For purposes of appeals, the Director's determination that a proposal qualifies as a planned action shall be considered an administrative interpretation under the UDC.

Promulgation of Rules

The Director is authorized to promulgate rules and procedures necessary for the implementation of this chapter.

Environmental Documents for Planned Actions

The Industrial Park Master Plan and SEIS, including all identified and/or potential mitigation measures, are hereby incorporated into this chapter and adopted by this reference as though set forth in full. The Master Plan and SEIS, together with the UDC shall provide the framework for the decision by the City to impose mitigation conditions on planned actions. Other environmental documentation and studies referenced in the Master Plan and SEIS may be used to assist in analyzing impacts and establishing specific mitigation measures.

Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portion of this ordinance or its application to any other person or situation. The Sultan City Council hereby declares that it would have adopted this ordinance and each section, subsection, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more sections, subsection, paragraph, sentence, clause, or phrase be declared invalid or unconstitutional.

This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the term of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents. Notwithstanding any language used in this ordinance, it is not the intent of this ordinance to create a duty and/or

cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.



INDUSTRIAL PARK PLANNED ACTION CHECKLIST

The City of Sultan Industrial Park Master Plan has been adopted into the Comprehensive Plan (Ordinance # _____). The Master Plan was prepared with an integrated planning and environmental review process under the Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA) (RCW 43.21C). It contains policies, standards, design guidelines and environmental thresholds intended to direct development project proposals to ensure their consistency with the Comprehensive Plan and state statutes. The purpose of this checklist is to provide the applicant and the City with this assurance or to indicate areas of inconsistency that must be addressed by further environmental review. If the City determines that the proposal is consistent, further SEPA procedures will not be necessary. Project approvals within the Industrial Park will be through Binding Site Plans regulations. Please review the provisions of that title for additional submittal requirements.

APPLICATION NUMBER (provided by City)

PROJECT NAME

APPLICANT (Name, Address, Telephone/Fax/Email) If applicant is not property owner, provide owner and agent information)

PROJECT ADDRESS AND LEGAL DESCRIPTION

DATE OF PRE-APPLICATION MEETING (Attach minutes of meeting including names of attendees)

PROJECT DESCRIPTION (Written summary of project objectives including number and type of dwelling units; gross square feet of building area and impervious surfaces; number of parking spaces; project phasing; and other descriptive information as required by SMC _____).

CONSISTENCY WITH INDUSTRIAL PARK MASTER PLAN POLICIES (Provide a brief written response describing the project's consistency with the adopted policies contained in the Comprehensive Plan.)

PLANNED ACTION ENVIRONMENTAL THRESHOLD CHECKLIST

The Industrial Park Master Plan and environmental review defined the anticipated environmental impacts and mitigating measures associated with the SEPA environmental elements that were identified during the scoping process. Environmental thresholds were established to be used by the City to determine whether project level impacts are appropriately addressed by the Master Plan design standards and guidelines, or if not, what additional information may be required before the application can be further processed. Your answers to the following questions should therefore be based on a thorough review and understanding of the Master Plan.

ELEMENTS OF THE NATURAL ENVIRONMENT

Earth

Do you intend to comply fully with City temporary erosion and sedimentation control procedures during construction?

Do you intend to comply fully with City codes and standards for seismic and foundation design?

If the answer to either of these questions is other than yes, please provide information regarding the proposed alternative measures to ensure compliance with the applicable codes and standards.

Surface Water Quantity

Do you intend to comply fully with City standards for stormwater detention and the release of water into the natural drainage system? (Provide conceptual detention location, design and stormwater design calculations.)

Surface Water Quality

How do you intend to ensure that stormwater release will not contain pollutants harmful to receiving surface or ground waters? (Provide design information including descriptions and illustrations of proposed oil-water separators, biofiltration methods and other methods to be used. If release is proposed adjacent to wetland or stream buffers, provide information showing how this will be incorporated into the buffer enhancement and preservation. Provide your proposed Best Management Practices for water quality.)

Ground Water Quantity

Describe how your design approach will ensure the level of ground water budget necessary to protect Wagley's Creek flows and wetlands water levels.

Ground Water Quality

Make sure that your answers to the surface water quality question addresses ground water quality.

Habitat

Does your proposal protect the existing on-site habitat as required by UDC 16.10.070 (outside of wetlands and streams and their associated buffers)? (If not, explain how you intend to compensate.)

Wetlands

Have you prepared a wetland delineation by a certified wetland scientist and received approval by the U.S. Army Corps of Engineers? (Attach a copy of the report, surveyed delineation map with buffers, and Corps response.)

Do you plan to fill or otherwise disturb on-site wetlands or buffers? (If so, provide a plan for mitigation/replacement in accordance with UDC 16.10.080.)

Would you participate in an Industrial Park Wetland Mitigation Bank if one were to be established? (If so, provide indication of your level of participation.)

Do you plan to use wetland buffers for trails, water quality biofiltration, or other functions? (If so, identify these on the wetland mitigation or landscape plan.)

Aquatic Communities

(To be addressed as part of the water quality and wetlands submittals.)

Plant Communities

Provide a conceptual landscape plan showing how existing native plants will be integrated into the development and/or how you intend to use native plants to enhance the landscape and provide or enhance habitats.

Air Quality

Provide a statement regarding how the proposal addresses air quality standards including emissions from space heating devices or other equipment and how transportation demand management will reduce vehicular trips.

ELEMENTS OF THE BUILT ENVIRONMENT

Residential Density

What are the proposed minimum and maximum densities proposed?

Do you intend to cluster residential densities on-site to protect site features or otherwise improve the design? (If so, and your project abuts adjacent lower-density residential areas, show how you intend to buffer your project.)

Residential Site Coverage and Building Heights

What percentage of the site will be covered by impervious surfaces (buildings, parking lots, driveways, sidewalks, and other paved areas)? (If this area is greater than 50%, provide conceptual design information to show how the site will be treated to mitigate impacts of this additional coverage.)

Show building heights on your site plan. (If any buildings are proposed to be greater than 40 feet in height, show how you intend to address the increase through buffering or other techniques. If the increased height is proposed to provide ground floor retail space, show how the location of the retail uses is consistent with the Master Plan.)

Non-residential Development Intensity

Would your proposal result in a floor area ratio (FAR) greater than 0.40? (If so, show how your site design provides for meeting the Master Plan policies and standards at this higher level of use.)

Does this increase in development intensity include structured or below-grade parking? (If so, describe how this will reduce impervious surface or otherwise off-set site FAR.)

Do you intend to use the critical areas Transfer of Development Rights option? (If so, describe the amount of rights to be transferred; the sending and receiving parcels if different; and the agreement you propose to establish between the parcel owners if different.)

Non-residential Development Height

Show proposed building heights on your site plan. (If any buildings are proposed to be greater than 50 feet in height, show how you intend to address the increase through buffering or other design techniques. If the increased height is related to a specific use, show how the location of the use is consistent with the Master Plan.)

Aesthetics

Does your proposal comply with the Industrial Park Design Guidelines? (Provide a brief written description in addition to site and building design conceptual drawings and finish material and color samples.)

Population

What is the expected resident population of your proposal? (Provide demographic information including household sizes and income levels based on proposed dwelling unit sizes and rent/sales prices.)

Housing

Does your proposal require the displacement of any current residents? (If so, provide information regarding your plans to address the impacts, if any.)

Do you intend to provide affordable housing within the project? (If so, provide information regarding the number of units, household demographics to be accommodated, and pertinent design information.)

Employment

What is the expected employment level of your proposal? (Provide information regarding new vs. existing employees).

Will the proposal result in the displacement of any existing jobs? (If so, provide information regarding your plans to address these impacts, if any.)

What are the expected wage/salary levels for the employees?

Vehicular Trip Generation

What are the anticipated daily and peak-hour trip generation rates that will result from your project? Are they consistent with the assumptions used in the Master Plan? Will they exceed the following thresholds for land use codes from the Institute of Traffic Engineers (ITE) Trip Generation Manual (6th Edition, 1997)?

Office:	Code 710
Manufacturing:	Codes 140 and 150
Retail:	Code 820
Lodging:	Code 320
Residential:	Code 210

(If the projected trip generation rates exceed these thresholds, provide additional analysis based on the Master Plan model.)

Provide information describing your proposed travel demand management measures.

Do you agree to pay the transportation impact fees adopted in the Master Plan? (If not, provide analysis supporting how your project differs from the assumptions used to develop the fees and/or specific impact measures that you propose to replace the fees.)

Internal Circulation

The Master Plan identifies a general location for a new “North Connector Street” and measures for managing access to SR 2 such as shared access, frontage road, and cross-access easements. Show how your proposal is consistent with these provisions as applicable. (Otherwise, provide analysis and alternative designs that meet the intent of the Master Plan.)

Public Transportation

Does your project design include provisions for transit frontage improvements consistent with City and transit agency standards where transit service is anticipated? (If not, how do you intend to accommodate transit service?)

Parking

Show how you intend to accommodate on-site parking in your plan.

Does your proposal comply with the parking requirements of UDC 16.10.030?

Do you wish to qualify for a parking waiver to offset site requirements associated with critical area provisions? If so, provide evidence that your proposed parking will support the project.

Schools

If you are proposing residential development, do you intend to pay school impact fees as required by the City? (If not, provide analysis to prove that your project school impacts are other than those upon which the City’s fees are based.)

Parks

How do you intend to address the proportionate share of the Industrial Park’s projected need to public recreational space? (This may include contribution of land, site

development construction, or funds to the City's park account. If you intend to provide site area or on-site facilities, indicate these on your site plan.)

Public Services

Are you prepared to work with the City and other Industrial Park owners and developers to install improvements within rights-of-way and easements as established in the Master Plan? Are you prepared to participate in area-wide improvement programs such as Local Improvement Districts? (If your project requires special phasing or other means to acquire services, indicate how you intend to address this.)

Other

Please add any other information that will assist the City in reviewing your application.

Thanks for your participation!

ENVIRONMENTAL THRESHOLDS

Based on the analysis contained in this Master Plan, environmental thresholds can be adopted for use in determining whether project proposals qualify as planned actions.

DESIGN REVIEW

The Draft Master Plan contained a description of proposed guidelines for design review within the Industrial Park. The City has initiated a process to revise its design review program. During that process, the recommendations for specific design guidelines applicable to the Industrial Park should be included. In the meantime, the interim guidelines for use as part of the Binding Site Plan review procedures should be used.

MONITORING

The Development Agreement, including the project-specific Planned Action Checklist and Binding Site Plan Approval, will constitute a basis for assigning roles and responsibilities that will guide project development, related off-site improvements, and monitoring. Monitoring may include a broad range of activities including City capital facility improvement implementation keyed to assuring the concurrency of services with cumulative demand. Monitoring of site landscaping within private projects as well as within public rights-of-way will be important to ensure that proper performance of the planting is occurring and that proper maintenance is being done. The most critical form of monitoring will be related to site-specific observation of mitigation of impacts to wetlands, stream corridors, and habitats. The following monitoring activities should be implemented as part of any of the proposed land use action alternatives:

- Vegetation within the Wagley's Creek corridor should be monitored before and after construction as part of a mitigation monitoring plan to ensure that plant community composition remains stable. Monitoring should detect changes related to alterations of wetland hydroperiod.
- Pre- and multi-year post-construction monitoring for hydroperiod deleterious effects should also be completed to ensure that there are no impacts, with a contingency plan in place in the event of failure in this regard.
- Using pre-construction monitoring, monitoring during construction, and multi-year post-construction monitoring, evaluate the status of amphibians and animals on site, and implement contingency planning in the event of catastrophic declines in monitored populations.

- Conclusions of this monitoring may suggest the further inclusion of special wildlife features wherever appropriate, including more snag trees, down logs, nest boxes and cavities, brush piles, loafing/sunning structures or logs or rocks in remaining habitats and at built storm detention facilities, and plant development features with native vegetation with food or cover value for wildlife.

The *Final Construction Corridor Restoration Plan, City of Sultan LID 97-1 Sewer Line, March 2001* by Jones & Stokes defines specific monitoring objectives and standards that can be used to define monitoring program provisions for the Industrial Park.

MARKETING PROGRAM

The City of Sultan and the Snohomish County Economic Development Council (EDC) have initiated a process to design and implement a marketing program for the Industrial Park. The process involves a series of workshops with the stakeholders modeled after those used to formulate the Master Plan. The EDC is providing technical support and guidance in completing the following steps:

1. Examine the marketing background and outline the situation overview;
2. Establish the overall marketing goal;
3. Define specific targets and segments;
4. Define clear and specific marketing objectives;
5. Understand key targets and segments;
6. Develop guiding principles or positioning frameworks;
7. Develop a strong messaging strategy; and
8. Develop a marketing communications plan.

Much of Task 1 has been completed through the economic analysis described in the market analysis in the Draft Master Plan. That analysis includes conclusions about Sultan's "strengths, weaknesses, opportunities, and threats" and the development potential for retail, hospitality, and industrial businesses. The marketing program will build on those conclusions and refine the analysis to address more recent experience known to the EDC.

The marketing program will be designed to integrate economic development and community quality-of-life enhancement over the next five years using this Master Plan and other City initiatives for recruiting new businesses, retaining and supporting expansion of existing businesses, enhancing the capacity of the workforce, and aligning City infrastructure improvements and permitting processes with the recommendations of this Plan.

The EDC will also work with the City and the stakeholders to generate methods and protocols for informing prospective developers, investors, and businesses of the opportunities in Sultan. This communication will range from on-going EDC countywide marketing activities to targeted media materials and presentations specific to Sultan.



INDUSTRIAL PARK MASTER PLAN

*FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT*



July 1, 2008

**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
CITY OF SULTAN RECOMMENDED INDUSTRIAL PARK MASTER PLAN**

This document is the FSEIS for the Master Plan. This section provides the SEPA information related to the public review of the Draft. It includes comments offered during the public review of the Draft and the responses to the comments as well as further information that has become available since the Draft was issued.

The DSEIS and this FSEIS comprise the record of environmental review for the Master Plan. The City will use the entire body of information in reviewing proposed projects within the subarea to determine if the SEIS provides adequate information on environmental impacts and mitigation pursuant to SEPA. Chapter 3 Implementation of the Recommended Master Plan contains a description of the procedures to be used.

Since the Master Plan and SEIS were formulated in an integrated process, readers are encouraged to refer to the entire file when seeking information. For example, the Master Plan uses information from the SEIS to establish environmental thresholds that will guide project review and the SEIS uses information from the Master Plan such as design guidelines to shape mitigating measures associated with impacts.

Pursuant to WAC 197.11.235, integrated GMA/SEPA subarea plans may be organized in any appropriate format that will optimize the readability of the document while economizing its size. This has been the basis for the following.

FACT SHEET

City of Sultan Industrial Park Master Plan

Proposed Action

The City of Sultan proposes to adopt a subarea plan for the Industrial Park located along SR 2 generally between Sultan Basin Road and Rice Road. The Master Plan would provide for a greater level of land use, transportation, capital facilities policies and strategies than currently exists within the adopted Comprehensive Plan. In addition, development code amendments and design guidelines are proposed to enable future development to be of a higher quality than can be provided through existing regulations.

SEIS Required

The City has determined that adverse impacts on the environment are likely to result from the proposed action. An environmental impact statement (SEIS) is required under RCW 43.21C.030(2)(c). This environmental review is a supplement to the 1994 Environmental Impact Statement for the Comprehensive Plan. As such, analysis, findings and conclusions contained in that earlier document provide information necessary to address environmental impacts of the proposed subarea plan alternatives, supported by additional information to address impacts that were not anticipated in the 1994 document.

Alternatives

Four land use alternatives are reviewed in the SEIS. The alternatives are formulated to examine the range of land use and related infrastructure options that can address the demand for commercial and industrial land and the existing natural environmental features within the area.

Alternative 1 – “Existing Conditions”: This alternative involves maintaining the current zoning and encouraging higher intensity non-residential uses.

Alternative 2 – “Retail Emphasis”: This alternative would increase the amount of land dedicated to retail and hospitality uses and additional residential development.

Alternative 3 – “Office/Manufacturing Emphasis”: This alternative would increase the amount of land devoted to office and industrial uses with a smaller complement of commercial area. No residential development would be allowed.

Preferred Alternative: Following public review of the Draft Master Plan and SEIS and subsequent Planning Commission and City Council workshops, a preferred alternative was produced, reflecting those meetings and discussions. The Recommended Master Plan describes this alternative.

<i>Location</i>	<i>The Sultan Industrial Park is the eastern portion of the City lying east of Sultan Basin Road on the north and south sides of SR 2. The area is approximately 1.5 miles long (east-west) and 0.6 miles wide (north-south) Sultan is within Snohomish County and the Skykomish Valley. The planning area is also identified as Local Improvement District (L.I.D.) #97-1.</i>
Proponent	City of Sultan 319 Main Street P.O. Box 1199 Sultan, Washington 98294
Responsible Official & Contact Person	Rick Cisar, Director of Community Development (360) 793-2231
Required Approvals	<i>City Council adoption pursuant to</i> Planning Commission recommendation and review by the Washington State Department of Community Trade and Economic Development
Authors and Principal Contributors	City of Sultan Planning Department Berryman & Henigar David Hamlin & Associates Property Counselors
Location of Background Information	City of Sultan (Address Above)
Date of Issue	DSEIS: August 27, 2001 FSEIS: March 7, 2002
Comment Period	August 31 – October 16, 2001
SEPA Public Hearing	October 4 and 16, 2001

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INDUSTRIAL PARK MASTER PLAN
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

COMMENTS AND RESPONSES

This section contains the record of written comments and oral public testimony pertaining to the DSEIS on the Draft Industrial Park Master Plan. The public comment period ran from August 31, to October 16, 2001. A two-part public hearing was conducted on October 4 and 16, 2001.

Written comments from three agencies and 4 citizens were received. Five citizens made oral comments.

In the following, the written and oral comments are numbered with following responses also numbered accordingly. The responses start with short italicized phrases from the beginning of the comments. Where the term “Comment acknowledged” is used, this indicates that the comment is not directly relevant to the environmental review unless additional text follows.

(Note: The original comment letters are not included in the following. The specific number comments are abstracted. The letters can be viewed at the Sultan City Hall.)

1. “A Corps permit may be necessary . . .”

Comment acknowledged. While adoption of the Master Plan and implementing regulations is not a project action, certain public infrastructure improvements will be identified in the capital facilities element. These improvements, as well as private projects consistent with the plan will require Corps permits if work in waters of the U.S. is involved in their execution. A major objective of the Master Plan is to provide as much information as possible on the features within the area so that individual project permitting can be expedited.

2. “We highly recommend that all applicants . . .”

Comment acknowledged. The Master Plan recommends that the City take a more assertive role in assisting project applicants to formulate development proposals and coordinate permit review among all non-city agencies with jurisdiction.

State of Washington Department of Ecology – October 1, 2000

(Note that the October 3, 2000 letter attached to this SEIS comment letter was written to the City during the scoping period and prior to the release of the Draft Master Plan and SEIS.)

1. “Ecology is encouraged by the language . . .”

Comment acknowledged. It is correct that additional wetlands exist within the area, beyond those identified in the Draft. Further field investigations have been conducted to better characterize the nature and extent of these habitats. A report on the findings of this work is included as Appendix ___. While resources were inadequate to complete delineations and associated surveying and mapping, the additional information will support applicants and the City in defining the need for further site-specific analyses at the project planning level. Current City policies and regulations are intended to minimize the loss of wetlands through avoidance and mitigation. The Master Plan proposes to increase the emphasis on these strategies. This is the basis for the assumption that wetland impacts associated with the alternatives will be similar since these policies and regulations would apply to them all.

2. “Based on a conversation with Roger Wagoner . . .”

Section 16.92.010 of the Sultan Municipal Code adopts the most recent *Stormwater Management Manual for Western Washington* automatically whenever the manual is updated by the state Department of Ecology. The City has initiated drafting a stormwater management plan for adoption in 2002 or 2003. That plan will provide policies, strategies, and regulations for implementing a storm drainage utility with the responsibility for permitting and/or construction of all stormwater improvements, maintenance and operation. Best management practices (BMP) for collection, detention, treatment and release of stormwater will part of this plan. Appendix C contains a suggested potential BMPs related to the Wagley’s Creek corridor. Volume V – Runoff Treatment BMPs of the Manual provides design criteria and standards for sizing, location and configuration of stormwater facilities such as wet ponds, swales, and infiltration basins and trenches.

3. “The proposed wetland buffer area for the wetlands . . .”

The minimum buffer width was inadvertently left out of the Draft. The current adopted City “standard” buffer widths for wetlands is as follows:

<i>Wetland Category</i>	<i>Width</i>
1	100’
2	75’
3	50’
4	25’

(SMC 16.80.040)

These widths are the minimums until such time as the City adopts updated critical areas regulations as part of its Growth Management Act 2002 process. Project level buffer width determinations will be made based on the specific assessment of the functions and values of the affected wetlands subject to development proposals.

4. “The SEIS mentions (p.120) that some isolated wetlands . . .”

Comment acknowledged. See also: response to Corps of Engineers comment #1.

5. “Ecology understands that the IPMP . . .”

Comment acknowledged.

6. “The SEIS notes that there will be . . .”

Comment acknowledged.

7. “Finally, Ecology agrees with the . . .”

Comment acknowledged.

8. “In summary, Ecology is disappointed that the SEIS . . .”

Comment acknowledged. Some further site reconnaissance has been conducted and is documented in Appendix C. The City intends to facilitate communication and coordination between project applicants and Ecology during planning and permitting activities.

Washington State Department of Transportation – October 15, 2001

1. “WSDOT recognizes the City’s desire to provide . . .”

Comment acknowledged. As a Highway of Statewide Significance, level of service standards (LOS) for SR 2 are established by the state, working in consultation with the Puget Sound Regional Council and the City. As stated in the vision, the City hopes that the LOS will eventually be more reflective of the highway’s urban arterial configuration with lower speed limits and greater attention to traffic and pedestrian safety.

2. “Future SR 2 Improvements . . .”

Comment acknowledged. The City is well aware of the state funding constraints that prohibit timely solutions to the problems described in the Draft. The Master Plan is intended to facilitate a concurrency management system that can link needed incremental improvements to the pace of development. Since Highways of Statewide Significance are exempt from concurrency standards, the City hopes to work with WSDOT to define an equitable means of coordinating local mitigation measures with state programs.

3. “Traffic Analysis . . .”

Assessment of future trips originating within the City and destined for the Industrial Park is highly dependent upon the land uses established in the IP and the relationships of those uses to the shopping or employment needs of the community. The traffic analysis could not factor such trip generation into the analysis, except for the assumptions described starting on page 4-29. While the merit of a future connection between the eastern and western portions of the City is acknowledged, the practicality of building such a connection is very questionable. Barriers that would have to be overcome include steep hills, streams, and the Burlington Northern Railroad line. In addition, the urban growth boundary and Sultan’s city limits limit the City’s responsibility for planning future connections. A cooperative effort of Snohomish County, Sultan, and WSDOT would be necessary to initiate such planning.

4. “The assumption is also made that all . . .”

Comment acknowledged. The Master Plan is intended to provide a means for monitoring future development and compiling trip generation and intersection performance information so that the need for signaling the intersections can be projected in a timely fashion, leading to improvements that precede degradation of the level of service.

5. “Once the City has determined the final land use . . .”

Comment acknowledged. The City is anticipating WSDOT technical assistance in planning for future improvements to SR 2 throughout the entire length of the highway inside the City.

6. “Site Access . . .”

Comment acknowledged. See #5 above.

7. “Sky Harbor Airport . . .”

The existing airfield is a privately-owned, unimproved facility that currently supports very limited general aviation activity. The property owner intends to close the airport and redevelop the site in other uses in the near future.

Christine Wakefield Nichols – October 1, 2001

1. “I object to any further action . . .”

This comment addresses the planning process, not the environmental review of alternatives.

2. “The City of Sultan does not have . . .”

See response to Comment #1.

3. “This is a comprehensive planning process document . . .”

See response to Comment #1.

Bob Hazelbrook – October 3, 2001

(Note: Mr. Hazelbrook faxed these comments to the City and also read them into the record at the public hearing.)

1. “Page 2 of 2 – 2.9-15 in which the biological assessment states . . .”

The City acknowledges the fine work performed by Mr. Hazelbrook and other volunteers to mitigate the fish passage and habitat issues described in the 1999 Biological Assessment cited in the Draft. The subsequent habitat reconnaissance described in Appendix C is partially based on information provided by Mr. Hazelbrook.

Kathryn McDonald – October 16, 2001

1. “I believe that an Environmental Impact Statement . . .”

The supplemental environmental impact statement (SEIS) for the Industrial Park Master Plan is prepared under the provisions of the State Environmental Policy Act (SEPA). The National Environmental Policy Act (NEPA) regulates the environmental review of actions that are the responsibility of the federal government, including local projects with federal funding. Since local comprehensive planning is regulated by the state under the Growth Management Act, environmental review of plans falls under the purview of SEPA. Individual projects that impact waters of the U.S. might trigger the need for further environmental review under NEPA as determined by the Corps of Engineers. The City is unaware of any federal requirement for compliance with NEPA under the Endangered Species Act as part of its comprehensive planning responsibilities.

2. “I do not believe that this project . . .”

The City’s participation in the Non-Project Review Form Pilot Program (NPRF) ended when work on the SEIS commenced. The NPRF was used to support the public scoping process that determined the extent of the environmental review to be conducted after the SEPA Determination of Significance was made. The sequence of environmental review is described on pages 1.2 and 4.1 of the Draft.

3. “This document fails to disclose the presence of . . .”

Comment acknowledged. See the responses to Bob Hazelbrook Comment #1 and Appendix C.

4. “Because the Biological Assessment and the . . .”

A biological assessment or a NEPA environmental assessment on the impacts of adoption of the Master Plan would not provide any more specific information than the SEIS. Biological assessments may be necessary to address the site-specific impacts of individual projects. The baseline condition of the area for assessing project impacts will be that documented in this SEIS or following the restoration work, depending upon the timing of permit applications.

5. "Many of the mitigation measures provided . . ."

The purpose of describing possible mitigation measures in the SEIS is to identify the range of these measures that could be included in the adopted Master Plan as policies or regulations. Following the release of this Final SEIS and Recommended Plan, the City will conduct public hearings and adopt the policies and regulations that are determined to be most effective in guiding the future development of the area.

6. "Requirements of Rule 4(d) . . ."

The specific requirements of the 4(d) Rule as it applies to local comprehensive planning and regulation are still in formation. Work at the state, regional and county level is underway to define this. As part of the Comprehensive Plan Update, the City will be addressing this issue, although it is very likely that compliance with the 4(d) rule will be an on-going process for several years. Appendix C contains some further information regarding the City's obligations.

7. "Please explain 'appropriate mitigation for property rights' . . ."

The law requires local government to compensate private property owners if plans or regulations eliminate the economic value of their property. The City wishes to avoid this circumstance.

8. "The document states (p.2.8) that the information . . ."

See responses to Comments #1 and #3 above.

9. "On page 2.10 is a reference to a nesting pair of bald eagles . . ."

700 – 800 feet (Location provided by the U.S. Fish and Wildlife Service as T27N R08E S04).

10. "P.S. Kurt Beardslee of Washington Trout . . ."

No comments on the DSEIS from Mr. Beardslee were received, either in writing or orally at the public hearing. He is invited to participate in the adoption process including public hearings to be scheduled in early 2002.

Kistenmacher/Storm – October 16, 2001

1. "Environmental Considerations . . ."

The documents referenced: SEPA Checklist; Economic Development Administration Biological Assessment; Joint Aquatic Resources Permit Application; and NEPA Environmental Assessment (EA) were prepared in support of the L.I.D. and were based on technical reports including research,

analysis, and field data prepared by certified experts in biological sciences. This work was produced in consultation with federal and state resource agencies. Letters confirming this communication are contained in the technical reports. It is true that not all of resources within the area have been identified. This work is ongoing and will require further analysis at the project permitting level. See response to Department of Ecology Comment #1. The restoration plan for the L.I.D. construction impacts has been approved by the Corps of Engineers. The mitigation plan for the unanticipated impacts to the wetlands caused by the sewer line construction is now in the preliminary design and consultation phase.

2. “Highway 2 . . .”

The Master Plan is expected to guide development within the Industrial Park over the next 15-20 years. Traffic impact analysis included in the Draft is based on full buildout which may occur within that time frame, or may take longer, depending upon the demands of the private market. The Master Plan would provide a means for compiling, monitoring, and assessing incremental increases in traffic in order for the City, Puget Sound Regional Council and WSDOT to address level of service issues. See responses to WSDOT Comments #1-6.

3. “Internal Feeder Road Alternatives . . .”

Comment acknowledged.

4. “This EIS is not consistent . . .”

While the Comprehensive Plan is based on citizens’ wishes to maintain a rural lifestyle; under the Growth Management Act, the City is urban in the sense that the density and intensity of development must be greater than that allowed in unincorporated areas outside of the urban growth boundary. As a result, the City must plan to accommodate population and economic growth and provide urban-level services within its boundaries. The market and economic analysis prepared for the Master Plan projects the demand for office and manufacturing land to be much higher than the demand for commercial land, although the estimated value for commercial land is estimated to be greater than the value of office/manufacturing land.

5. Although the 1995 Comp Plan . . .”

See response to comment #4 above.

6. “Approximately 6,000 survey questionnaires . . .”

Comment acknowledged.

7. “This explains why the EIS . . .”

See response to Comment #4 above.

8. “Sultan Municipal Code . . .”

Title 17 Environment of the SMC regulates the City’s application of the State Environmental Policy Act (SEPA). Section 17.04.140 Environmental Impact Statement –Adoption by, contains language adopting Chapter 197-11 of the

Washington Administrative Code (WAC) by reference. This chapter of the WAC is the SEPA rule for the administration of the EIS process. Several specific sections of the WAC have been used to guide the preparation of this SEIS. These include:

- 197-11-060 (5) Phased Review;
- 197-11-090 Supporting Documents;
- 197-11-164 Planned Actions;
- 197-11-210, -228, -230, -232, and -235 SEPA/GMA integration;
- 197-11-442 and -443 Contents of an EIS on nonproject proposals; and
- 197-11-620 Supplemental environmental impact statement – Procedures;

9. “Quality of Life . . .”

The Draft Master Plan proposes implementation of permit approval procedures and standards that would require projects to be subjected to site plan and design review. These are described in Chapter 5.

10. “Based on the above points . . .”

Adoption of the Master Plan would not be a project-level action, although the objective is to simplify and expedite future project-level actions using the information in the plan. Clearly, further site-specific analysis will be necessary to support some project approval actions. The Master Plan and implementing regulations provide the framework for these analyses to be determined.

11. “Most of us live in Sultan . . .”

Comment acknowledged.

Chris Wakefield Nichols – October 16, 2001

1. “Environmental Review . . .”

Comment acknowledged.

2. “Although it is admirable that the plan . . .”

Adoption of site planning and design standards and guidelines specific to the Industrial Park in addition to city-wide regulations would provide the basis for tailoring project approval conditions to protect the resources in more creative ways than are currently possible using the provisions in the Unified Development Code.

3. “According to the report . . .”

The “other constraints” include steep slopes, Wagley’s Creek and buffer, as well as existing development in place. The effects of the Master Plan on the constraints would be to provide planning and design standards (as above). See response to Department of Ecology Comment #1.

4. “Although the plan states it is compliance . . .”

Provisions of Chapter 16.84 Fish and Wildlife Habitat of the SMC regarding habitat management plans provide guidance for site-specific development project

approval actions. The Master Plan would integrate these provisions into preliminary project planning and design so that the City and project proponents would be able to address these provisions earlier in the process and link them with other development elements such as building orientation, parking locations, and stormwater management. Since the site-specific development characteristics of individual properties are unknown at this time, a habitat management plan prepared now would be very general.

5. “A year ago 4-26-2000 . . .”

See response to Kistenmacher/Storm Comment #1.

6. “The Draft plan states that habitat . . .”

The Master Plan is intended to provide design standards and regulations that will limit wetland filling, tree removal and impervious surface coverage, or to provide mitigation strategies and techniques that can be used to offset these impacts. Industrial and commercial land uses do however, result in the loss of vegetation and the construction of buildings and parking lots and driveways. The City has initiated the preparation of a stormwater management plan. This will lead to the formation of stormwater utility that will have the authority to charge fees based on impervious surface coverage of parcels within the City and use those funds to manage, maintain, and construct facilities to control flooding and maintain water quality. The stormwater management plan will also include best management practices that can be used to guide the design and placement of facilities such as detention/retention ponds, swales, and infiltration basins.

7. “Wagley’s creek and it’s surrounding habitat . . .”

The Master Plan would reinforce current City policies and regulations for the protection of the Wagley’s Creek corridor and connections to upland habitat areas through the site design review process.

8. “The plan indicates that traffic impacts . . .”

Comment acknowledged. The adopted Master Plan is expected to contain policies and standards that would limit individual driveway access to SR 2, using new streets, frontage roads, or joint driveways serving several properties.

9. “The Draft plan actually recommends . . .”

The costs of highway and stormwater improvements directly attributable to individual projects should be borne by those projects through impact fees, local improvement districts, or other forms of cost-sharing. In some cases, new infrastructure located in the Industrial Park may serve the community at large. In those cases, the cost of the facilities or portions serving the community would be funded by the City through the general fund, utility fees, bonding, or other forms of municipal finance or by grants.

10. “It is good that the plan envisions . . .”

Comment acknowledged.

11. “Public involvement . . .”

The meetings held during the planning process were advertised and open to the public. In particular, 7 open houses were held in the period January 2000 to February 2001. A SEPA public hearing was conducted in October, 2001. Public hearings leading to the adoption of the Master Plan will be conducted in early 2002.

12. "The Planning Commission is the 'citizen advisory' . . ."

The Planning Commission and City Council held joint public workshops on the plan alternatives in November, 2000. Further workshops and public hearings by both bodies are planned for early 2002.

13. "Although claiming to include quantities . . ."

Planning Commissioners were invited to participate in the open houses and stakeholder meetings throughout the process.

14. "The comprehensive plan is scheduled to be revised . . ."

Comment acknowledged.

15. "Zoning changes should be considered . . ."

The Master Plan is being prepared as a subarea plan using comprehensive planning methods mandated by the Growth Management Act (RCW 36.70A.030). Subarea plans and related zoning changes may be adopted at any time, outside of the regular comprehensive plan updating process. The pipeline portion of the sewer L.I.D. is complete and operational.

16. "Elements of this plan are interesting . . ."

The Draft Plan was intended to present a wide variety of options for addressing land use, transportation, capital facilities, natural features, and economic objectives and issues. The environmental review has provided comparative evaluation of the options. The November workshops enabled the Planning Commission and City Council to engage in discussion of these options and provide feedback to the staff. The next step of the process was to prepare this preferred plan and FSEIS. The preferred plan is the staff recommendation for the Master Plan to be addressed in the upcoming public hearings.

Public Hearing Oral Comments

October 4, 2001

The joint Planning Commission/City Council public hearing on the SEIS was convened at 7:00 PM by Mayor Rowe. Council members attending included Eslick, Ostrom, Porter, McPherson, Raney, Criswell, and Broughton. Planning Commissioners included Kraut and Seehuus. Mayor Rowe and Councilmember Porter disclosed their ownership of property in the Industrial Park. Donna Murphy, City Economic Development Manager described the intent of the Master Plan. Roger Wagoner, consultant, explained the purpose of the hearing to obtain public comments on the Draft SEIS.

The following comments have been abstracted from the hearing recording.

City of Sultan Recommended Industrial Park Master Plan

Bob Hazelbrook – 33101 Sultan Basin Road, Sultan, Washington

Mr. Hazelbrook read his October 3, 2001 letter into the record (see prior section). Following, Mayor Rowe asked Mr. Hazelbrook if: “Somebody said that salmon didn’t go east of the Basin Road?” Mr. Hazelbrook replied by re-reading the statement from the SEIS and added: “Within 150’ of Rice Road last year there were four redds. Anybody could see them. The prior (SEIS) statement is a misrepresentation. I’d be happy to take whoever wrote it out and show them what a salmon looks like.”

Response

See response to Mr. Hazelbrook’s written comments in preceding section.

Paul Bilbruck, Sultan

I’m Paul Bilbruck. I’m a landholder from the east side of town and also on the Economic Development Council for Sultan. One thing that was of interest to us, and I felt very strongly about, was . . . it’s not actually an environmental issue, but according to all of the alternatives we’re dealing basically . . . instead of having commercial on the north side of the highway, all the way along, so we can utilize secondary streets to limit the amount of traffic that goes out on Highway 2. We’re dealing with different zonings. We feel we need to change the zoning to commercial to adequately coincide with the downtown area which has Main Street as the secondary street, and the people from the basin and that area would have an access to come down into the commercial area on the east end, and have basically a throughway into the downtown without having to get on the highway. We all feel this would cut down on a lot of traffic congestion and cut down on the intersections we need for Highway 2. That’s our main thing with the alternatives. It’s just that we need, if we’re going to have a town and a combined city, you have commercial on the main thoroughfare but have secondary streets. On the south side of the highway, in the industrial area, I believe it’s Cascade View Drive, and that takes care of the secondary traffic out of the industrial area and up into the commercial area. Likewise, we need to at least commercialize those areas so we can set aside for a future use of a 60-foot right-of-way to parallel Highway 2.

Response

The Recommended Master Plan contains preferred land use and circulation alternatives including a recommended alignment for a new street north of Wagley’s Creek to provide access to that area. The preferred alternatives are described in Chapter 2.

Development of a “throughway” connecting the Industrial Park to downtown Sultan is not currently part of the City’s Comprehensive Plan transportation improvement program. Topographic constraints have inhibited this concept from planning up to this point. See response to Item 3 of the WSDOT (Chris Picard) letter in the previous section.

Mike Ingalls, Sultan

I'm Mike Ingalls, a business owner on Cascade View Drive. I have a question incorporated with a statement. It appears reading the EIS, we have a foggy issue. That is, (right behind Donna on the wall) how does the EIS address West Side Option A, Option B, Option C and eastside access? It appears that it doesn't. Am I correct there?

Roger Wagoner answered the question, stating that the EIS assumes at full buildout, when all parcels are developed, that there will have to be a new north road connecting to Rice Road and/or Sultan Basin Road and/or another way of connecting to the highway. It's pretty clear that environmental issues with the creek and wetlands make it virtually impossible to build more creek crossings. That makes good sense because it keeps the traffic generated by development north of the creek there, connecting with the two arterials at the ends with proper intersections at the highway where signals can control the flows.

Mr. Ingalls responded: What you're really telling me is that you haven't looked at the impact of what will transpire because we have three or four options and we may be looking at an option of least resistance or we may be looking at , depending on where we're coming from . . . It's affected by economics, it's affected by the EIS. It seriously affects the EIS if the alternatives involve crossing Wagley's Creek and it involves the Mill Pond area. Even the Wagley's Creek bridge issue and the Mill Pond issue are an EIS consideration. It appears to me that you completely skirt that issue. I didn't see anything in here. Am I completely incorrect?

Roger Wagoner responded by saying that while there was not a lot of technical analysis in the EIS as to where the road should be or how big it should be is because we don't know what most of the property owners want to do with their property, or how soon. What we have done is present the different options to get at this problem. One way to proceed is for the City to decide where the road should be and then every developer who comes along would have to dedicate right-of-way and build their portion. That's fairly typical for most jurisdictions. Another way is to have the owners in the area who would benefit from such a road get together with the City and just like the sewer LID, do an LID for the road. They could decide together where the best alignment should be and figure out how to finance it. One problem with the incremental property-by-property approach is that if you're in the middle, and build your portion, you don't have much to say about what happens on the ends and when you will be connected. That's what the upcoming workshops will be for.

Mr. Ingalls responded: My response is that sometimes these are the most difficult, sticky-wickets if you will. For example, Mr. Porter here . . . this is not a workshop, it's a hearing, but since we're done with testimony and taking questions . . . I could find myself in complete alliance with Mr. Porter who could be a champion of ecology insofar as Wagley's Creek is concerned particulaly, and I'm not saying this sarcastically. I'm saying economic interests direct how environmentally interested we get. For example, if that road intersection decides to be right in the middle of your property and impact your livelihood, you may become the champion of not crossing Wagley's Creek to intersect there.

Mr. Porter responded by saying that he didn't have any property on that (north) side of the highway.

Mr. Ingalls followed: If Sultan Basin Road comes down or is diverted or a new road comes right out at a new intersection that crosses your property and intersects with Cascade View Drive, you would be impacted.

Response

The Transportation Element and the Capital Facilities Element of the Recommended Master Plan (Chapter 2) and the Implementation Chapter (3) describe the preferred alignment and approach to developing the new street north of Wagley's Creek. The City has begun to examine the re-alignment of the Sultan Basin Road/SR 2 intersection. That project will affect access to properties on both sides of SR 2. When alternatives have been drafted, environmental review will be conducted to identify those impacts and necessary mitigation.

Mr. Porter clarified that he owned six acres in the area.

No further testimony was offered related to the EIS. It was stated that the hearing would be continued on October 16th, at which time further public testimony would be heard.

The remainder of the meeting involved group discussion of information such as Wagley's Creek characteristics, state and local transportation plans, the economy, and the remaining steps in the Master Plan process.

October 16, 2001

The hearing was re-convened by the Mayor at 7:00 PM with introductory remarks by Mr. Wagoner. Council members present were: Ostrom, Porter, McPherson, Raney, Criswell, and Broughton. Planning Commissioners present: Kraut.

Barry A. Hammer, 1802 Pacific Ave., Everett, WA

I'm Barry Hammer, owner of the Sultan Airport. I didn't receive the packet until this afternoon. The staff was real kind in getting it to me. I didn't have time to get into it in detail. The purpose of my talk is to explain that on my property I've got two distinct uses. The upper level is the runway. My consultants have strongly recommended that the most logical and highest and best use of that be some sort of residential. I've been working with the adjoining project, Ron Bennett's project, which has been approved by the City Council to provide ingress and egress. Everyone I've talked to over the last several years leads me to believe there would be no objection to ultimately that being rezoned. Although that's not a topic for this meeting, I just wanted to put that in the background. The lower part should be compatible with other uses the Council would address.

It appears the area of concern is going to be traffic. I've taken a quick look at the proposal. It does not appear that traffic for the upper use being residential would be an insurmountable problem. I'd like to put in my two cents that in my view and the consultant's views that it would not be insurmountable. As far as environmental issues go, that's the only

one I see that I'd like to express clearly to the Council. I think it would be compatible to have residential up there. On my lower part I've got Wagley's Creek. I'm stuck like the City is with all of the environmental restrictions that go along with Wagley's Creek. There's also been some talk, apparently, about using maybe using some of my land to come across the creek to tie in. I haven't had any detailed talks with the city engineers or consultant about that. I just wanted to bring that before the Council that it's a project I see would fit in very comfortably with plan for the City of Sultan.

Response

Comments acknowledged.

George Webster, 16355 Densmore N., Shoreline, WA.

My name is George Webster, an environmental consulting engineer. I have a number of clients impacted by your planning and whatever happens along the way here in the Industrial Park. The environmental impacts of crossing Wagley's Creek are, in my mind, the major challenge. Option C, for Westside Option C access which utilizes the existing Sultan Basin Road and Rice Road with a crossing on the private road that presently exists over Wagley's Creek on the east side is one of the best options, I believe. Our clients are willing to work with you on the use the existing road. I think this would provide time and cost savings.

Again, there's one problem I have with the things we're not suppose to talk about. The zoning and Comprehensive (land use) Plan need to be factored into these areas more than they are. The Comprehensive Plan will take out much of the area adjacent to Wagley's Creek as shown. That needs to be indicated in all of these different options: Alternatives 1, 2, and 3, so you can see them a lot better. We need to coordinate the Industrial Park and the Comprehensive Plan together.

Response

The preferred circulation alternative is consistent with Westside Option C. It would result in a new street along the alignment of the existing road and would include reconstructing the creek crossing in accordance with appropriate standards to improve the fish passage characteristics of the affected portion of Wagley's Creek and associated wetlands.

The Master Plan will be adopted as an amendment to the Sultan Comprehensive Plan and Unified Development Code. As the Plan and Code are updated in 2002, the City may have to consider further amendments to integrate the overall city-wide plans and regulations and the Industrial Park provisions.

Mr. Kraut submitted a letter from Christine Nichols for the record.

No further comments being offered, the public hearing was closed with the statement that while written letters would not be read at the hearing, they would be available for public review at City Hall, and would be included in the FSEIS.