

**2011 Comprehensive Plan Update
Small Work Group Meeting
October 27, 2009**

Goal

Update the comprehensive plan goals and policies to be consistent with the multi-county planning policies (MPP) and Snohomish County planning policies (CPP).

Guiding Principals

- Provide city staff with policy direction to amend goals and policies for review by small groups.
- Keep goal and policy language simple and easy to understand. Use “plain” language. Mean what you say.
- Split long phrases and sentences into separate single sentence statements for easier reading.
- Eliminate unnecessary phrases in the goals and policies that belong in the city’s development regulations (e.g. “disallow or disapprove proposals that violate the original use intent...”)
- Update goals and policies to reflect multi-county planning policies (MPP) and Vision 2040
- Update goals and policies to reflect county-wide planning policies (CPP)
- Update goals and policies to reflect citizen input and feedback.

Small Work Group Assignments

1. Land Use/ Housing / Economic Development
2. Environmental/ Parks and Open Space / Shoreline and Critical Areas
3. Transportation / Utilities / Capital Facilities

Discussion Questions

Land Use Element (Chapter)

Vision 2040: The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.

Vision 2040 expects each city to take steps to further evolve one or more central places as mixed-use areas of residences, employment, shops, cultural facilities and entertainment. Centers should be walkable and have access to transit.

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1. Should the city de-commission (un-adopt) the Industrial Park Master Plan and use existing regulations to manage growth and development in the area north of US 2 between Sultan Basin Road and Rice Road?
2. Should the city continue to focus on the historic business district as the primary town center or should additional town center areas be developed at the east and/or west ends of Sultan on US 2?
3. Should the city add policies to encourage mixed-use development (different housing types with retail stores), multi-story structures, transit and pedestrian oriented design?
4. Should Sultan become the place to provide services to rural populations in unincorporated Snohomish County?
5. Should the city protect view corridors and scenic assets such as barns, sheds, fences and other features that provide unique landmarks in the natural landscape even if the property owner wants to eliminate the structure?
6. Should the city establish and enforce downtown design standards even if it increases the cost of opening a new business or storefront in Sultan?

Environmental Element (Chapter)

Vision 2040: The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutant, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the environment. Planning at all levels should consider the impacts of land use, development patterns and transportation on the ecosystem.

Note – No city goals and policies address air quality or climate change.

1. Should the city do the minimum, medium or maximum level of effort to protect our natural environment even if it means higher development costs and housing prices?
2. Should the city simply “promote” innovative design or adopt innovative environmentally sensitive development regulations to minimize the impacts to natural features?
3. Should the city do the minimum, medium or maximum level of effort to identify and address the impacts of climate change on the region even it means higher development costs and housing prices?
4. How should the city balance shorelines restoration requirements, floodplain regulations required under Federal and State law and the pressure to build or re-build in the floodplain?

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Transportation Element (Chapter)

Vision 2040: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.

Vision 2040 is built around the concept of regional growth centers. Communities and neighborhoods surrounding centers should have easy access to the regional system through transit, improved roadways, sidewalks, trails and paths.

Note – no city goals and policies address maintenance, management and safety; or sustainable transportation including protecting the system against disasters.

1. How should the city protect the taxpayers investment in the existing roadway system to maintain and preserve the system that is already in place?
2. Should new development be required to provide sidewalks, trails and bike lanes to connect neighborhoods to each other and to retail and cultural centers even if it increases the cost of new development?
3. Since tax dollars don't support developing new roadways, how should the city protect the transportation system against disaster and ensure residents can safely evacuate the city when necessary?
- 4.

D R A F T

**COMPARISON OF PUGET SOUND REGIONAL COUNCIL (PSRC) VISION 2040 MULTICOUNTY PLANNING POLICIES
SNOHOMISH COUNTY TOMORROW (SCT) COUNTYWIDE PLANNING POLICIES AND SULTAN PLANNING POLICIES**

Multicounty Planning Policies (MPPs)	Comparable Countywide Planning Policies (CPPs) Draft Policies Under Development by County	Comparison Sultan Planning Policies
Vision 2040 Goal: The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.		
<p>Urban Lands</p> <p>Goal: The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designation urban growth area.</p> <ul style="list-style-type: none"> ✓ DP-1 Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision. ✓ DP-2 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density. <p>Goal: The region, countywide planning bodies, and local jurisdictions will work together to set populations and employment growth targets consistent with the regional vision</p> <ul style="list-style-type: none"> ✓ DP-3 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: a) local employment targets, b) local housing targets based on population projections; c) local housing and employment targets for each designated regional growth center. ✓ DP-4 Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision. 	<p>DP-1 Maintain Urban Growth Areas (UGAs) which:</p> <ul style="list-style-type: none"> a. when aggregated, at a minimum shall accommodate the county's 20 year urban allocated population projection; b. include all cities within Snohomish County; c. can be supported by an urban level of service consistent with capital facilities plans for public facilities and utilities; d. are based on the best available data and plans regarding future urban growth including new development, redevelopment, and infill e. have identifiable physical boundaries such as natural features, roads, or special purpose district boundaries when feasible; f. do not include designated resource lands (e.g., agricultural or forest lands) unless the city or county has enacted a program authorizing transfer or purchase of development rights; g. have been evaluated for the presence of geographic and critical environmental areas; h. where possible, include designated greenbelts or open space within their boundaries and on the periphery of the UGA to provide separation from adjacent urban areas, rural areas, and resource lands; i. will consider the vision of each jurisdiction regarding the future of their community during the next 20 years; and j. are large enough to ensure an adequate supply of land for an appropriate range of urban land uses to accommodate the planned growth; and k. support pedestrian, bicycle and transit compatible design. 	<p>LU3 Goal: Create an effective land use management process</p> <p>Establish a planning and review document and process that recognizes Sultan's needs, and that effectively coordinates development efforts.</p> <p><u>LU 3.1 Planning unit boundaries</u></p> <p>Delineate planning unit boundaries using natural features, road or other physical improvements. Identify critical transition areas or points of conflict with adjacent properties or incompatible land uses, to be resolved in neighborhood planning processes, and respected in future development reviews.</p> <p><u>LU 3.2 Institutional master planning</u></p> <p>Establish an institutional planning review of land uses that may be conditionally allowed within residential areas including schools, churches, home occupations, incubator businesses, clubs and similar activities. Review proposed expansion plans including height, mass, traffic, noise, and other characteristics for residential neighborhood compatibility. Disallow or disapprove proposals that violate the original conditional use intent, that do not fit the scale of the neighborhood, and that will do harm to the residential integrity of the area.</p> <p><u>LU 3.3 Official land use plan</u></p> <p>Maintain a coded map overlay designating the preferred future developed state of the Sultan corporate limits and urban growth area. Define proposed categories of land use. Coordinate all implementing ordinances, programs, proposals and projects to conformance with the intentions of this official land use plan. Periodically update the plan</p>

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	<p>DP-2 Expansion of the boundary of an individual Urban Growth Area (UGA) to include additional residential, commercial and industrial land shall not be permitted unless supported by a land capacity analysis adopted by the County Council pursuant to RCW 36.70A.110. This analysis must show that:</p> <ol style="list-style-type: none"> a. the new UGA sizing does not exceed a 15% safety factor above the adopted target, b. the expansion otherwise complies with the Growth Management Act, c. the decision to expand includes consultation with appropriate jurisdictions in the UGA or Municipal UGA, and d. one of the following conditions are met: <ol style="list-style-type: none"> 1. The expansion is a result of the most recent buildable lands review and evaluation required by RCW 36.70A.215 and performed per policy GF-7. 2. The expansion is a result of the review of UGAs at least every ten years to accommodate the succeeding twenty years of projected growth, as projected by the state Office of Financial Management, and as required by RCW 36.70A.130(3). 3. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional residential land: <ol style="list-style-type: none"> (a) Population growth within the UGA (city plus unincorporated UGA combined) since the start of the twenty-year planning period, equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of the planning period. Acceptable sources of documentation are the most recent Snohomish County Tomorrow Growth Monitoring Report or the buildable lands review and evaluation (Buildable Lands Report). (b) An updated residential land capacity analysis conducted by city and county staff for the UGA confirms the accuracy of the above finding using more recent residential capacity estimates and assumptions, and any new information presented at public hearings by any jurisdiction that confirms or revises the conclusions is considered. 4. For expansion to include additional commercial and industrial land, the county and the city or cities within that UGA document that land consumption since the start of the twenty-year planning period, equals or exceeds fifty percent of the developable commercial or industrial land supply within the UGA at the start of the planning period. In UGAs where this threshold has not yet been reached, the boundary of an individual UGA may be expanded to include additional commercial or industrial land if the 	<p>to reflect changes, opportunities and desires.</p> <p><u>LU 3.4 Performance based zoning ordinance</u> Consider amending the zoning ordinance to utilize performance rather than dimensional standards. Define density based on the land's capable or environmentally suitable acreage rather than on the land's gross size or unqualified characteristics.</p> <p><u>LU 3.5 Environmental zoning designation</u> Consider amending the zoning ordinance to include an environmental zoning designation for sensitive lands and soils that should not be developed for urban use. Base the new environmental zone on performance standards that will allow uses that will not cause hazard or risk conditions. Include the buffer and transitional protections that are now defined in the Sultan, Snohomish County, and Washington State Office of Community Development critical areas ordinances in accordance with the requirements of the Washington State Growth Management Act.</p> <p><u>LU 3.6 Clustering and planned unit development provisions</u> Amend the zoning ordinance to allow clustering and planned unit residential developments where the objective is to allow for a variety of housing products, create common open space and/or conserve significant social characteristics of the land - like wooded areas and scenic views.</p> <p><u>LU 3.7 Rural/Urban Transition Area (RUTA)</u> Jointly create a Rural/Urban Transition Area (RUTA) with Snohomish County to preserve the existing, undeveloped character of the lands adjacent and north of the urban growth area. The purpose of the Rural/Urban Transition Area will be to prevent properties from being subdivided or otherwise altered into a use or pattern that:</p> <ul style="list-style-type: none"> • <u>could not be developed for additional urban uses</u> - should there ever be a need, and that • <u>would detract</u> - from the rural, agricultural character and

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	<p>expansion is based on an assessment that concludes there is a deficiency of larger parcels within that UGA to accommodate the remaining commercial or industrial growth projected for that UGA.</p> <p>✓ DP-3 Use land capacity analysis methods that are consistent among jurisdictions to calculate holding capacity as approved by the Snohomish County Tomorrow Steering Committee.</p> <p>DP-4 The regional growth, economic and transportation strategy (Vision 2040) should be implemented through a collaborative participatory planning process between the cities and the county that produces effective comprehensive plans and development regulations.</p> <p>✓</p>	<p>productivity of existing activities.</p> <p><u>LU 3.8 Interlocal agreements with Snohomish County</u></p> <p>Enter into an interlocal agreement with Snohomish County to jointly agree upon and coordinate the:</p> <ul style="list-style-type: none"> • <u>the proposed boundaries</u> - of the Sultan urban growth area, and • <u>suitable zoning protection</u> - of the lands within the proposed urban/rural transition area.
<p><u>Centers</u></p> <p>Goal: The region will direct growth and development to a limited number of designation regional growth centers</p> <ul style="list-style-type: none"> ✓ DP-5 Focus a significant share of population and employment growth in designated regional growth centers. ✓ DP-6 Provide a regional framework for designating and evaluating regional growth centers. ✓ DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritized to regional growth centers. Editor’s note: Everett, Lynnwood and Bothell Canyon Park are designated as “regional growth centers”. <p>Goal: The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.</p> <ul style="list-style-type: none"> ✓ DP-8 Focus a significant share of employment growth in designated regional manufacturing/ industrial centers. 	<p>DP-5 Accommodate growth and development in Snohomish County by designating a system of centers.</p> <p>DP-6 Develop a classification system for urban centers that both recognizes the centers designated by the Puget Sound Regional Council and allows designation of other centers according to their employment and community functions.</p> <p>DP-7 Local plans should designate, as appropriate, regional growth centers as well as regional manufacturing and industrial centers, pursuant to the regional growth strategy presented in Vision 2040.</p> <p>DP-8 [Version 1] Coordinate the designation and planning of urban centers with the appropriate transit planning agencies to foster well-designed transit oriented developments that will enhance economic development opportunities, address environmental goals, and reduce vehicle miles travelled.</p> <p>DP-8 [Version 2] Coordinate the designation and planning of urban centers with the appropriate transit planning agencies.</p> <p>DP-9 Develop regulations and incentives that encourage higher densities and employment concentrations so that the majority of growth locates within UGAs.</p> <p>DP-10 Ensure UGAs allow sufficient density of development, developable land, public facilities and public services to accommodate at least</p>	

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<ul style="list-style-type: none"> ✓ DP-9 Provide a regional framework for designating and evaluating regional manufacturing/ industrial centers. ✓ DP-10 Give funding priority - both for transportation infrastructure and for economic development – to support designated regional manufacturing/ industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/ industrial centers. County-level and local funding are also appropriate to prioritized to regional manufacturing/ industrial centers. Editor’s note: Paine Field is designated as “regional manufacturing/ industrial centers”. <p>Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</p> <ul style="list-style-type: none"> ✓ DP-11 Support the development of centers within all jurisdictions, including town centers and activity nodes. ✓ DP-12 Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region. ✓ DP-13 Direct subregional funding, especially county-level and local funds, to centers designated through county-wide processes, as well as to town centers, and other activity notes. <p>Editor’s note: VISION 2040 expects each city in the region to take steps to further evolve one or more central places as missed-use areas of residences, employment, shops, cultural facilities and entertainment. Centers should serve as the focal point of community, be walkable, and have access to transit.</p>	<p>90% of the projected population and 94% of the employment growth in Snohomish County. In addition, the allowed density should support transit services and the efficient utilization of infrastructure.</p> <p>DP-11.1 (part v.1) Integrate the desirable qualities of existing residential neighborhoods when planning for urban centers and mixed use developments within urban growth areas.</p> <p>DP-11.2 (part v.1) In urban centers, provide for efficient site development that integrates building use and design with non-motorized transportation and transit facilities as well as public open spaces.</p> <p>DP-11 (v.2) Respect the positive character of existing residential neighborhoods and non-residential areas when planning for urban centers and mixed use developments within urban growth areas. Develop planning and design processes implementing strategies to:</p> <ol style="list-style-type: none"> 1. require all new residential and commercial development to achieve a high level of quality pedestrian scaled, bicycle and public transit compatibility, 2. encourage positive infill development, and 3. enhance the existing high quality and positive community character and mix of uses. <p>DP-13 As a means of encouraging efficient use of non-residential land areas, local jurisdictions should provide incentives for multi-story commercial and mixed-use development.</p>	

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<p><u>Compact Urban Communities</u></p> <ul style="list-style-type: none"> ✓ DP-14 Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces. ✓ DP-15 Support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods. <p><u>Cities in Rural Areas</u></p> <p>There are a number of freestanding incorporated cities surrounded by rural lands throughout the region (e.g. Sultan). Under the Growth Management Act, these cities are part of the urban growth area. Cities in rural areas should also be the focal points of rural based industries and commerce. Schools and other institutions and facilities serving rural populations should be sited in rural cities. Commerce should cluster in the town center(s), which should be walkable and compact.</p> <ul style="list-style-type: none"> ✓ DP-16 Direct commercial, retail and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses. ✓ DP-17 Promote transit service to and from existing cities in rural areas. 	<p>DP-14 Promote and focus new compact urban growth within urban centers in order to use land efficiently, add certainty to capital facility investments, and allow timely and coordinated extension of urban services and utilities for new development. Coordinate the land use, capital facilities, and transportation elements of comprehensive plans in order to provide a full range of urban services in Urban Growth Areas.</p> <p>DP-15 Allow development within the incorporated and unincorporated portions of the UGA as follows:</p> <ul style="list-style-type: none"> a. City comprehensive plans shall include strategies and land use policies to achieve urban densities, provide for urban governmental services/ capital facilities, and program annexations within their respective Urban Growth Areas. b. The county will regulate development within the unincorporated portions of urban growth areas in a manner that does not preclude urban densities, based on strategies which will be developed as part of the joint comprehensive planning process for each urban growth area. These strategies will consider the unique development opportunities and constraints in each urban growth area and could range from development limitations in one area to the authorization of development at planned urban densities in those areas that have urban governmental services and capital facilities available. c. Development will be consistent with land use and capital facilities plans. <p>DP-16 In general, allow extension of urban infrastructure and urban levels of service only within Urban Growth Areas (UGAs). Extensions of sanitary sewer mains beyond UGAs may be allowed if shown to be necessary to protect basic public health and safety and the environment, when such extensions are financially supportable at</p>	<p><u>LU-1 Goal: Manage growth potentials</u></p> <p>Maintain a realistic balance between the land's capable, suitable potentials and Sultan's ability to provide urban services.</p> <p><u>LU 1.1 Capable areas</u></p> <p>Allocate urban development onto lands that are capable of supporting urban uses and/or that pose fewest environmental risks. To the extent necessary, locate urban uses away from lands or soils that have severe environmental hazards – such as the Sultan and Skykomish Rivers floodways.</p> <p><u>LU 1.2 Suitable areas</u></p> <p>Allocate urban development onto lands that are suitable for urban use and/or that have the least social value in an undeveloped state. To the extent necessary, locate urban uses away from sites that have significant archaeological, historical, cultural or special social significance.</p>

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	<p>rural densities and will not result in the inducement of future urban development.</p> <p>DP-17 Establish appropriate levels of service for public facilities and services for areas within Urban Growth Areas to achieve efficiency of service delivery while maintaining appropriate levels of service in rural and resource areas.</p> <p>DP-18 Adopt urban center policies to ensure the capital facility plans of jurisdictions and other service providers (public utility districts and transit agencies) within the Urban Growth Area will provide appropriate Level of Service for planned growth and urban center development.</p> <p>DP-19 Develop and coordinate compatible capital facility construction standards for all service providers within individual Urban Growth Areas.</p> <p>DP-20 City and county comprehensive plans should provide land use, economic development and housing policies that promote the location of employment areas and living areas in close proximity in order to maximize transportation choices and minimize vehicle miles travelled.</p> <p>DP-21 Develop comprehensive plan policies and development regulations that provide for the orderly transition of unincorporated to incorporated areas within Municipal Urban Growth Areas and Urban Growth Areas. Such policies may include urban design standards or guidelines. The County and affected cities should collaborate on the development of appropriate urban design measures, such as:</p> <ol style="list-style-type: none"> 1. Pedestrian orientation; 2. Compatibility and access among adjacent developments; 3. Appropriate open spaces and gathering places; 4. Adequate landscaping; 5. Attractive streetscapes and parking arrangements. 6. Historic Preservation; 	<p><u>LU 1.3 Serviceable areas</u></p> <p>Allocate urban uses onto capable, suitable lands that Sultan can provide sewer, water, storm, and other basic urban utilities. Delineate boundaries between areas that will always be rural and transition or reserve areas that may be included within the future expansion of the Sultan urban area – such as the lands north along Sultan Basin Road.</p> <p><u>LU 2 Goal: Create identity</u></p> <p>Define a pattern of urban development that is recognizable, provides an identity, and reflects Sultan values and opportunities.</p> <p><u>LU 2.1 Urban form</u></p> <p>Create a recognizable urban pattern that distinguishes between urban and rural, and establishes a harmonious relationship with the natural and man-made environment. Protect area differences in architecture, physical and social composition, visual character, and other features that make each part of the Sultan urban form unique and valuable – such as downtown Sultan.</p>


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	<p>7. Arts to enhance livability; 8. Health and well-being; and 9. Public safety.</p> <p>DP-22 Adopt policies that allow for infill and redevelopment of suitable areas in their comprehensive plans, development regulations, and design guidelines.</p> <p>DP-23 Encourage the use of innovative development approaches and techniques to provide for more compact quality urban communities. Examples of approaches include the use of mixed use zone districts, flexible parking standards, design guidelines and standards, floor area ratios, density and height bonuses for green buildings/design applications, low impact development techniques and relaxation of concurrency standards.</p>	
<p>Unincorporated Urban Growth Areas</p> <p>Goal: All unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.</p> <ul style="list-style-type: none"> ✓ DP-18 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation. ✓ DP-19 Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance... ✓ DP-20 Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach 	<p>DP-24 Identify all unincorporated urban growth areas with the exception of the Maltby Urban Growth Area with adjacent affiliated cities for annexation purposes and to discourage new incorporations.</p> <p>DP-25 Municipal Urban Growth Areas (MUGAs) shall be established within the Southwest Urban Growth Area (SWUGA) and documented in county and city comprehensive plans for the purposes of allocating population as required by GMA and delineating future annexation areas for each of the nine cities in the SWUGA as portrayed on the map in Appendix B. Inconsistent MUGAs may be reconciled between the affected cities within Snohomish County and the county. For purposes of DP-24, “affected cities” may also include cities located outside of Snohomish County only at such time that interlocal agreements between the affected cities and Snohomish County have been adopted by all parties pursuant to Countywide Planning Policy OD-12. MUGA boundaries that are congruent with the Southwest UGA boundary may be amended by agreement and action by the County and affected cities following consultation with the cities. MUGA boundaries that are not congruent with the Southwest UGA</p>	✓


[Editor’s Note: The proposal shown here deletes an old note that corrects an incorrect reference.]

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<p><u>Rural Lands</u></p> <p>Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.</p> <p>Editor’s Note – Policies DP-21 through DP-28 do not apply to Sultan as an incorporated city.</p> <p><u>Resource Lands</u></p> <p>Goal: The region will conserve its natural resource land permanently by designating, maintaining and enhancing farm, forest and mineral lands.</p> <ul style="list-style-type: none"> ✓ DP-29 Protect and enhance significant open spaces, natural resources, and critical areas. ✓ DP-30 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands. ✓ DP-31 Support the sustainability of designated resource lands. Do not convert these lands to other uses. ✓ DP-32 Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands. 	<p>boundary may be amended by agreement and action by the affected cities following consultation by the County. Legally binding agreements executed by the County and a city will define terms of the transfer of responsibilities for planning and/or development.</p> <p>DP-26 Coordinate among jurisdictions within a particular Urban Growth Area, the data, analysis and methodologies relating to the Levels of Service (LOS) standards for all public facilities and services, as required by GMA. Each jurisdiction may implement and monitor its own LOS standards in accordance with each jurisdiction's adopted comprehensive plan.</p> <p>Narrative: This sub-section of the Development Patterns section meets three purposes. First, it updates an existing countywide response to Growth Management Act (GMA) requirements. Second, it includes policies to support parts of the regional plan, Vision 2040, that go beyond state mandates. Third, it provides policies for issues that are specific to Snohomish County and its cities.</p> <p>GMA distinguishes between Rural Lands and Resource Lands. In rural areas, there is a mix of low intensity uses including; housing, agriculture, forested areas, recreation, and appropriately scaled business and services, often following historic development patterns. Resource Lands are primarily for agriculture, forestry, or mineral extraction. Other activities on resource lands are to be of a subordinate nature.</p> <p>In addition to distinguishing between rural and resource activities, Vision 2040 calls for cities in rural areas to “be the primary places for meeting service needs” as well as the “focal points of rural-based industries and commerce.”</p> <p>Beyond the guidance in GMA and Vision 2040, these Countywide Planning Policies (CPPs) give direction for coordination of local issues outside of the UGA that may arise between jurisdictions.</p> <p>The goal of these policies is to ensure a future that maintains the character of rural</p>	

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	areas, an active resource economy, and prosperous rural cities.	
<p>ELEMENTS OF ORDERLY DEVELOPMENT AND DESIGN</p> <p><u>Regional Design</u></p> <p>Goal: The region will use design to share the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</p> <ul style="list-style-type: none"> ✓ DP-33 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements. ✓ DP-34 Preserve significant regional historic, visual and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and area of special character. ✓ DP-35 Develop high quality, compact urban communities throughout the region’s urban growth area that impact a sense of place, preserve local character, provide for mixed uses and choices of housing types, and encourage walking, bicycling, and transit use. ✓ DP-36 Provide a wide range of building and community types to serve the needs of a diverse population. ✓ DP-37 Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adopting to changes or adverse events. ✓ DP-38 Design public buildings and spaces that contribute to a sense of community and a sense of place. ✓ DP-39 Identify and create opportunities to develop parks, civic places and public spaces, especially in or 	<p>DP-35 Preserve transit service between cities in rural areas and urban areas.</p> <p>DP-36 Encourage the use of transfer of development rights (TDR), the purchase of development rights, and conservation incentives. The objective is to focus growth in the Urban Growth Areas while lessening development pressure on rural and resource areas. Specific steps regarding TDR include:</p> <ol style="list-style-type: none"> a. Designating additional TDR sending and receiving areas, b. Developing zoning incentives to use TDR in urban areas not already designated as receiving areas, and c. Coordinating with efforts to establish a regional TDR program. <p>DP-37 Minimize the adverse impacts on resource lands and critical areas from storm water drainage, light and glare, and pedestrian, bicycle, and automobile traffic in designing new developments within towns and cities.</p> <p>DP-38 Design public buildings and spaces, transportation facilities, and infrastructure so they contribute to livability, a positive sense of place and community.</p> <p>DP-39 Develop high quality compact communities and centers which include the positive attributes of urban life including:</p> <ol style="list-style-type: none"> a. The arts, b. Historic preservation, c. Healthy activity areas, d. Civic places, open spaces and parks, e. Choices in housing types, f. A strong and resilient economy with adequate land area for jobs, g. A variety of transportation options, and h. Attractive landscaping. <p>DP-40 (v. 1) Design a transportation system and infrastructure which:</p> <ol style="list-style-type: none"> a. improves community’s quality of life and livability, and 	<p><i>DP-1 Goal: Protect valuable features of the manmade environment</i></p> <p>Blend new land uses with the features and characteristics that have come to be valued from past developments of Sultan's manmade environment. Enforce exacting performance standards governing possible land use developments on lands or sites, or possible conversions of existing buildings or sites that have unique social value. Use standards that guarantee into perpetuity the set-asides or protection methods that are selected to further the intent of this goal.</p> <p><u>DP 1.1 Historical/cultural sites</u></p> <p>Protect lands, buildings or other site features that are unique archaeological sites, historic areas, publicly designated landmark districts or buildings. Develop an historical plaque system identifying sites and buildings of interest in Sultan – particularly within the downtown district. Consider establishing special tax incentives or other financial assistance to help with historical building restoration and exhibition costs.</p> <p><u>DP 1.2 Special social or visual interest</u></p> <p>Enforce exacting performance standards governing possible land use development or possible alteration of existing building or sites that have socially valued, interesting or unique facilities or characteristics, including visual values. Identify acceptable adaptive reuse concepts and design and/or financial incentives that can be used to help with building or site modification costs – particularly within the downtown and floodway zones. Create a program that allows architecturally pleasing, older buildings to be relocated to other, more compatible sites when the structures can not be accommodated at present locations.</p> <p><u>DP 1.3 Scenic assets</u></p> <p>Protect lands, natural features or related activities, including agricultural structures like barns, sheds, fences, and other features that provide unique landmarks in the natural landscape. Protect lands or sites that have unique views or vistas of natural landforms and landmarks, particularly of the Wallace, Sultan, and Skykomish</p>

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<p>adjacent to centers.</p> <ul style="list-style-type: none"> ✓ DP-40 Design transportation projects and other infrastructure to achieve community development objectives and improve communities. ✓ DP-41 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements. ✓ DP-42 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development and design. ✓ 	<p>b. is sensitive to natural boundaries when doing community planning, development, and design elements with the recognition of the importance of the linear natural and manmade environment.</p> <p>DP-40 (v. 2) Design of transportation and infrastructure systems should improve a community’s livability.</p> <p>DP-41 Preserve land for future jobs in urban areas while providing opportunities for housing, parks, recreation, and other community services. The jobs/housing/services mix is very important for communities to achieve their planned densities.</p> <p>DP-42 Preserve industrial land for future industries and related jobs.</p> <p>DP-43 Each community should create places where people can live, work and play. Examples are Mill Creek Town Center, Downtown Everett, Harbor Point Village Center in Mukilteo and Downtown Edmonds.</p> <p>DP-44 In order for each community to meet its population and employment growth targets there needs to be the combined local, regional, and state commitment to fund the needed public infrastructure and urban services.</p> <p>DP-45 (v. 2) The process for establishing growth targets shall consider each community’s vision and its regional role as described in Vision 2040.</p>	<p>Rivers, and Cascade Mountains.</p> <p><u>DP 1.4 View corridors</u> Enforce exacting performance standards governing possible alterations of existing buildings or sites that provide unique or special landmarks, horizon references, or other interesting visual values. Enforce exacting performance standards governing possible land use development of lands or sites that have natural views or vistas of interesting scenic assets or features.</p> <p><u>DP 1.5 Buffer corridors</u> Maintain pleasing visual corridors along major roads to reflect natural beauty and a semi-rural atmosphere. Provide landscape screens, earth berms, and other natural material or design buffers, particularly about urban commercial or industrial uses that front or are visible from adjacent residential areas or roads or U.S. 2.</p> <p><u>DP 1.6 Open spaces</u> Protect lands, sites or improvements that have been or may be held in trust or common for parks, conservancies, recreation, or other open space preserves within Sultan's developing area. Enforce exacting performance standards governing possible alterations of existing sites that provide unique open or natural space buffers to more urban land use developments. Preserve, where possible and desirable, the open or natural space features within potential future land use developments – especially along the shorelines, bluffs, and wetlands.</p> <p><u>DP 1.7 Institutional lands</u> Protect lands, sites or improvements that have been improved for cemeteries, old farm, or military fortifications or similar public or pioneering purposes. Enforce exacting performance standards governing possible developments adjacent to sites that house schools and other institutional activities that may be sensitive to use intrusion and that provide a special physical place within Sultan's developed area.</p>

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		<p><i>DP 2 Goal: Create visual interest</i></p> <p>Create local visual identities and interests, retain natural landscape features, and generally develop a quality urban environment.</p> <p><i><u>DP 2.1 Visual identity</u></i></p> <p>Create special identities for unique districts or places, particularly of the Sultan downtown business district. Work with property owners to establish standards coordinating informational and advertisement signing, street trees, landscape materials, streetscape furnishings, building materials or styles, even colors, to create visual images that organize the disparate elements of the special district into a cohesive, pleasing identity.</p> <p><i><u>DP 2.2 Landscape</u></i></p> <p>Retain the natural landscape as much as possible in land development projects, including trees, site contours, natural drainage features, and other characteristics. Enforce replanting schemes and landscaping requirements, particularly along buffer or dividing zones with different uses, major arterial roads, and within parking lots and other large improved areas – especially along U.S. 2.</p> <p><i><u>DP 2.3 Architectural quality</u></i></p> <p>Where appropriate, and when downtown property owners desire, establish special overlay zones providing an architectural design review process. Provide illustrations of preferred concepts, solutions, materials, styles, and other particulars affecting quality architectural solutions within the downtown.</p> <p><i><u>DP 2.4 Coordinate preservation efforts</u></i></p> <p>Coordinate the land and financial resources that are available of Sultan, Snohomish County, Washington State, and other preservation oriented agencies within the Sultan Urban Growth Area in order to realize a more effective, balanced local system of historical and cultural heritage resources. Work with land trust and other preservation groups to acquire and protect development rights on sensitive lands, environments, viewpoints, habitats, and other</p>

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		<p>important resources.</p> <p><u>DP 2.5 Historical/cultural impact assessment methodology</u> With the participation of the Snohomish County and the Washington State Historical Office, develop a methodology for determining the design and historic impact of proposed development projects on sensitive heritage sites within the Sultan Urban Growth Area. The methodology could determine the potential facility design impacts that will be caused by a proposed urban development project, and an equitable design performance that is in accordance with the objective of the overlay design district standards.</p> <p><u>DP 2.6 Develop major gateways on U.S. 2 at 299th Street and Sultan Startup Road</u> – to indicate the edge of the developed Sultan urban area and establish a city identity.</p> <p><u>DP 2.7 Install landscaping along U.S. 2 through the developed downtown and commercial areas</u> – to control parking and access, and improve visual appearances.</p> <p><u>DP 2.8 Develop minor gateways into the downtown from 2nd, 5th, 8th, and Main Streets</u> – to indicate entry into the historic city center and establish a downtown identity.</p> <p><u>DP 2.9 Develop a downtown streetscape</u> – creating on-street parking areas, consolidating off-street parking lots, installing street trees, lights, benches, paving areas, and other design amenities.</p> <p><u>DP 2.10 Establish downtown design standards</u> – to govern and help create storefront and building character and amenities.</p>

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<p><u>The Built Environment and Health</u></p> <p>Goal: The region’s communities will be planned and designed to promote physical, social, and mental well being so that all people can live healthier and more active lives.</p> <ul style="list-style-type: none"> ✓ DP-43 Design communities to provide an improved environment for walking and bicycling. ✓ DP-44 Incorporate provisions addressing health and well-being into appropriate regional, countywide and local planning and decision making processes. ✓ DP-45 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint and mixed use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environment. ✓ DP-46 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people. ✓ DP-47 Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods. 	<p>DP-46 Encourage mixed use, pedestrian and bicycle friendly and transit compatible development in areas within the urban growth area designated for multiple residential and non-residential development.</p> <p>DP-47 Development Regulations should include standards addressing the physical and mental health, as well as physical safety, of residents and employees.</p> <p>DP-48 (v. 2) The County and cities should adopt land use standards and building regulations that support and promote a healthy and safe lifestyle.</p> <p>DP-49 The cities and the county should encourage policies that balance the needs for food production with the needs to protect critical areas and habitat of endangered species.</p>	
<p><u>Innovative Techniques</u></p> <ul style="list-style-type: none"> ✓ DP-48 Encourage the use of innovative techniques including, the transfer of development rights, purchase of development rights, and conservation incentives. Use techniques to focus growth within the urban area. ✓ DP-49 Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards. ✓ DP-50 Streamline the development standards and regulations for residential and commercial development, 		

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especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with regional vision.		
<p><u>Incompatible Land Uses</u></p> <ul style="list-style-type: none"> ✓ DP-51 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land ✓ Protect military lands from encroachment by incompatible uses and development on adjacent lands. ✓ Protect industrial lands from encroachment by incompatible uses and development on adjacent land. 	<p>DP-50 Protect industrial lands from encroachment by incompatible uses and development on adjacent land.</p> <p>DP-51 Land uses that generate hazards that conflict with safe flight operations should be discouraged adjacent to general aviation airports. Such land uses include those that attract birds, create visual hazards, discharge particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise conflict with aircraft patterns, or result in potential hazards to aviation.</p> <p>DP-52 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.</p> <p>DP-53 General aviation-related uses and economic development opportunities that support aerospace industries and general aviation should be encouraged adjacent to general aviation airports.</p> <p>DP-54 Land uses that support military uses should be encouraged adjacent to military lands while land uses that are incompatible with military uses should be discouraged.</p>	
<p><u>Concurrency</u></p> <ul style="list-style-type: none"> ✓ DP-54 Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level of service standards for transportation on the movement of people and goods instead of only the movement of vehicles. ✓ DP-55 Address non-motorized, pedestrian, and other multi-modal types of transportation options in concurrency programs – both in assessment and 		

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<p>mitigation.</p> <p>✓ DP-56 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.</p>		

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