NEW COVER

City of Sultan Comprehensive Plan

Adopted March 31, 2004
(Revised September, 2008)

INTRODUCTION

The City Council and Planning Board are pleased to provide you with a copy of the 2008 revision of the adopted 2004 Comprehensive Plan Update (March, 2004). The City Council, Planning Board, City Staff and professional consultants have worked hard to make revisions to the 2004 Comprehensive Plan to assure Sultan's vision for the future as outlined in the Plan meets the mandates of the State Growth Management Act (GMA). The City is committed to meeting the goals and policies of GMA. We believe the proposed revisions contained in the revised 2008 Plan meet these standards. The City Council and I look forward to carrying out this vision through revised development regulations, programs and incentives to attract quality growth to our community.

The attached revised 2004 Plan shows proposed revisions in legislative mark-up. Deleted text is shown as ~~strikethrough~~ and new text is underlined. We also have included a section on "What has Changed?" to allow an easy overview of proposed revisions. Between July 1 and September 2, 2008 we ~~are asking~~ asked citizens, agencies and stakeholders to comment on the proposed revisions so the result is a Plan that meets the requirements of the Growth Management Act. This Final Draft is the result of these comments.

~~We look forward to hearing your comments. Most important, we~~ We look forward to the coming years as good, sound and well-planned population and economic growth takes place in the City of Sultan.

Sincerely,

Carolyn Eslick, Mayor
City of Sultan

HOW TO READ THIS PLAN

Important to this revision is a clear understanding of what has changed since the 2004 Plan was adopted. This revision is intended to address specific topics and to leave the balance of the 2004 Plan unchanged. Even so, some portions of the Plan, although not changed, have been reorganized to better convey the goals, policies and vision for Sultan.

Changes in the Plan are organized as follows:

- ~~Strikethroughs~~ and underlines show what text has been removed from the 2004 Plan and added to the 2008 Plan.
- Where text has been moved, strikethroughs show where the text was originally located and underlines show its new location. The original and new locations are identified with explanatory notes.
- If there is no notation next to a strikethrough, the text has been eliminated from the Plan.
- Maps which were in the 2004 Plan remain, except where specific notations are made that a map has been deleted.

During the comment period on the Draft Plan, other changes and edits have been proposed. These are indicated by a ~~double strikeout~~ or double underline.

All revisions in the Draft Plan issued July 1, 2008 are proposals only. The public comment period ended September 2, 2008. The Planning Board and City Council held a joint public hearing on September 9. On that date, the Planning Board recommended to the Council that it adopt proposed revisions. ~~and hearings will now be held by the Planning Board and City Council.~~ The Council will hold a public hearing on the revised Plan on September 25, 2008 and will then take action on proposed changes in adopting the 2008 Revision. Only at that time will changes be adopted.

City Officials – 1 November 2008

Carolyn Eslick, Mayor	Steve Slawson
Bruce Champeaux	Ron Wiediger
Jim Flower	Kristina Blair
Sarah Davenport-Smith	Dale Doornek

City Officials – 31 March 2004

Ben Tolson, Mayor	John Seehuus
Bruce Champeaux	Jim Flower
Robert Criswell	Jeff Everett
Dusty Boucher	Derek Boyd

City Officials – 31 December 2003

CH Rowe, Mayor	Jeff Everett
Dusty Boucher	Perry McPherson
Bruce Champeaux	Jim Porter
Rob Criswell	Mark Raney

Planning Board 2007-2008

Kurt Latimore, Chair	George Schmidt
Charles Van Pelt	Sarah Davenport-Smith
Jeff Coffer	Scott Zaffron

Planning Commission 2004

Janie Botting	Jeff Kirkman
Bart Dalmasso	Ron Kraut
Josie Fallgatter	John Seehuus
Tom Green	Ray George

City/UGA residents 2004

Margaret Skoglund	Loretta Storm
Paul Tortorice	Ray Kistenmacher
Marion Hamilton	Gordon MacDonald
Cathy Holland	Mary Lowry
Jeff Kirkman	Clifford Morris
Jerry Lehman	Ron Kraut
Wendall Smith	Everrett Cap
Hans de Beer	Cliff Row
Barbara McPherson	Michael Kelly
Sue Shawger	Joe Downs
Steve Gohl	Tim Albers
Al Dempsey	Alfred Downs
Kay George	Kelly Korn
Steven Fox	Garth York
Jean Roberts	Bart Dalmasso
Elizabeth Kirkman	Al Robinson
Bob Ostrom	M Halverson
Mark Falgatter	Cole Auckland

City Staff 2008

Deborah Knight, City Administrator	Connie Dunn, Public Works Director
Brad Collins, Interim Community Development Director	Jon R Stack PE, City Engineer
Donna Murphy, Grants Coordinator	Cyd Donk, Permit Assistant
Laura Koenig, Clerk/Treasurer	

City Staff 2004

Rick Cisar, City Planner	Connie Dunn, Public Works Director
Donna Murphy, Grants Coordinator	Jon R Stack PE, City Engineer
Craig Bruner, Building Official	Cyd Donk, Permit Assistant
Laura Koenig, Clerk/Treasurer	Tom Graafstra, City Attorney

Other Agencies

Stephen Toy, Snohomish County	Babby Elaine, PSE

Consultants 2008

Reid H. Shockey, AICP, Shockey/Brent, Inc.	Dean Franz, PE, Perteet Inc.
Andrew Lane, Cairncross & Hempelmann, P.S.	John Wilson, PE, BHC Consulting
Eric Irelan, PE, Perteet Inc.	Pat Dugan, Dugan Consulting Services
Tadd Giesbrecht P.E. Brown and Caldwell	Brad Collins, Perteet, Inc.

Consultants 2004

Tom Beckwith AICP, Director	Dean Kuntz, Landscape Architect
Juliet Vong ASLA, Landscape Architect	

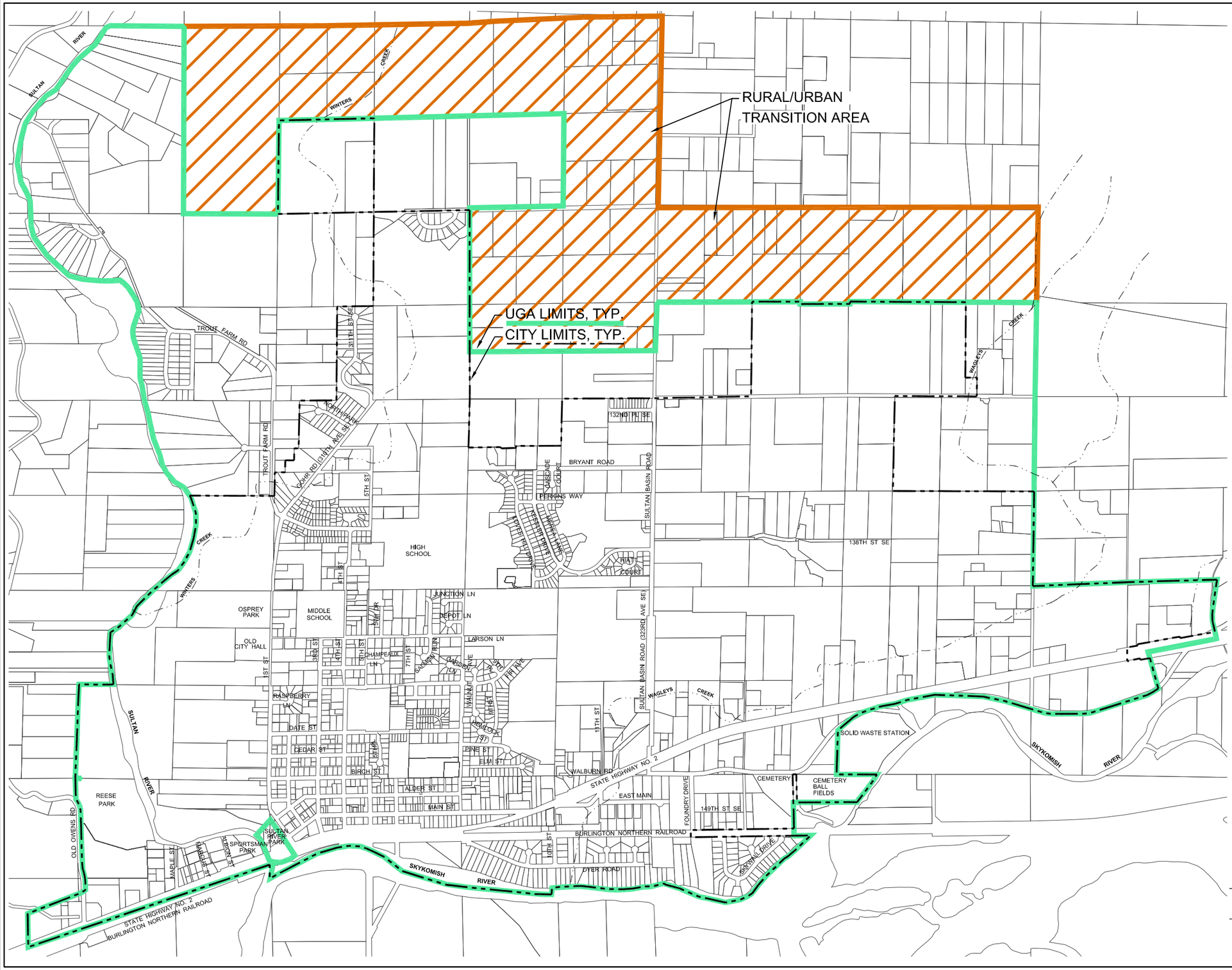
Table of Contents

List of Figures

List of Tables

List of Appendices

Appendix F: Transportation
Appendix G: Capital Facilities Plan
Appendix H: 2004 Comprehensive Plan Survey
Appendix I: 2004 Comprehensive Plan Update
Appendix J: 2004 Environmental Impact Statement
Appendix K: 2008 Supplemental Draft Environmental Impact Statement (SEIS) Summary
Appendix K-1: Final SEIS
Appendix L: CTED GMA Checklist
Appendix M: Industrial Park Master Plan
Appendix N: Documents Adopted by Reference
Appendix O: Water and Sewer Plan Amendments



NORTH

BASE & UTILITY INFORMATION
PROVIDED COURTESY OF:

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This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency or completeness of data depicted on this map.
Parcel boundaries obtained from Snohomish County Assessor, January 2006
Critical Areas are approximate and based upon the 2007 Buildable Lands Report prepared by Snohomish County Planning & Development Services–Long Range Planning

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PREPARED FOR EXPRESS USE BY:
The CITY of SULTAN, WA

SULTAN WASHINGTON

ISSUE DATE: 09.2008

URBAN AREA VICINITY MAP

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE 1

1 Introduction

After a long history as a small Skykomish Valley community, rich in heritage and proud of its rural culture, Sultan is emerging as an important residential and commercial center along U.S. 2. It holds promise as a place where residents want to work and our region's workers want to live. On the edge of the Seattle-Everett metropolitan region, Sultan is defining its 21st Century role. Over the next twenty years it will likely double both its population and its employment base. As with all communities in Washington, how, not if, this happens will define Sultan's future for many decades to come.

Our community both desires and is required to plan this future according to the State's Growth Management Act (Act). The Act provides a framework for blending projected growth with the key elements needed to accommodate it. Parks, utilities, services, roads, open space and protections for our environment all must be brought together in a Comprehensive Plan. Sultan is committed to this process and has participated willingly in meeting GMA requirements since 1994.

Until 2004, all communities planning under the Growth Management Act had to update their comprehensive plans every ten years (it is now every seven years). This is to assure that the Plan remains relevant to what has changed since the last update. Sultan adopted its original GMA Comprehensive Plan in 1994 and adopted an update in 2004. For the most part, the 2004 Plan remains intact. However, adjustments are necessary to the 2004 Plan in 2008. The changes are summarized below and are contained throughout this 2008 revision.

The 2008 Plan Revision

The 2008 revisions are in response to orders from the Central Puget Sound Growth Management Hearings Board in three cases: *Fallgatter v. Sultan (Fallgatter V)*, CPSGMHB 06-3-0003; *Fallgatter v. Sultan (Fallgatter CFP)*, CPSGMHB 06-3-0034; and *Fallgatter v. Sultan (Fallgatter IX)*, CPSGMHB 07-3-0017 (referred to as "Compliance Orders").

The 2008 revisions are limited to those amendments necessary to bring the City into compliance with the GMA as set forth in the Compliance Orders. The Compliance Orders require the City to address its capital facilities plan and financing strategy, its transportation improvement financing strategy, levels of service standards, and implementing development regulations. More specifically, the following issues were addressed:

- Allocating new development among those buildable portions of the various land use districts identified on the Land Use Map.
- Developing, confirming, or modifying "level of service" standards for future capital facilities through 2025.
- Based on adopted level of service standards, identifying what capital facilities will be needed, and when, to adequately serve the future population, housing and employment through 2025.

- Assessing the cost of providing capital facilities measured against the projected financial resources of the City.
- Developing a Transportation element and Capital Facilities element which coordinates improvements with the pace of growth.
- Developing a Six-Year Transportation Improvement Plan (TIP).
- Developing a Capital Facilities Plan (Year 2025) and Six-Year Capital Improvements Plan (CIP) that balances cost with estimated funding.
- Evaluating land use and growth assumptions in the 2004 Plan.

These revisions have been made to the 2004 Plan and are now presented for public review. Where changes have occurred in the review Draft, they have been highlighted for better public understanding. Upon adoption in September 2008, they will become part of the officially adopted 2004 Plan.

The 2004 Plan

The choices that confront Sultan at the present time are significant and could dramatically alter the area's character and quality of life if not planned. This plan is a proposed method of deciding between the choices that are available to Sultan and of programming future changes in directions that are of most benefit to Sultan residents.

Urban Growth Area

The Sultan urban growth area includes the lands that Sultan may feasibly provide future urban services and those surrounding areas that directly impact potential development conditions within Sultan's corporate limits.

The Sultan urban growth area is generally described as the lands generally located on the:

- ***north*** - by 124th Street SE/Glidden Road,
- ***east*** – by the Wallace River and Sultan Startup Road, along U.S. 2, and variable between Rice Road and Sultan Basin Road north of 132nd St. NE.
- ***south*** – by the Skykomish River,
- ***west*** – by 299th Avenue SE and the Sultan River, and
- ***watershed*** – a noncontiguous 362.9 acre parcel located on Sultan Basin Rd.

The urban growth area may also be described as the lands located within portions of:

- ***Sections 27-34*** - of Range 8 East, Township 28 North,
- ***Sections 3-6*** - of Range 8 East, Township 27 North, and
- ***Sections 9 and 16 (watershed)*** – of Range 8 East, Township 28 North.

Public involvement

The Sultan Planning Commission (now Planning Board), Community Development Department, and a consultant team conducted a series of public involvement tasks in 2004 and again in 2007 and 2008. ~~including:~~

2004 ~~Efforts~~Public Involvement

- ***public announcements*** – consisting of newsletter articles mailed to all residents, and e-mail notices sent to all workshop participants.
- ***public workshops*** – reviewing planning area social, economic and physical conditions, brainstorming alternative development strategies, reviewing development plans, and establishing implementation program priorities.
- ***public surveys*** – at the beginning of the process to determine resident concerns and opinions about existing conditions, and at the end of the process to establish priorities.

Appendix H of this 2008 Revision presents these surveys.

2008 Public Involvement

As a result of the Hearings Board ruling, a significant public involvement process was carried out during 2007-08 (Appendix K). The process has set a model for how the public will be involved in the City's Comprehensive Plan, capital facilities planning and ongoing plan amendment and development review processes in the future. The most inclusive, up to date methods have been employed throughout the revision process. Included were:

- public announcements – consisting of newsletter articles, web site postings, e-mail notices sent to parties of record, and postings at City Hall.
- public workshops – several open houses were held by the City to update citizens on the Plan revision process.
- Planning Board meetings: since 2006, virtually every Planning Board meeting provided time on the agenda for either progress briefings or in-depth discussions of the revision process. Time was allocated at each meeting for the public to comment and have its questions addressed.
- City Council and Planning Board meetings – beginning in early 2008, joint meetings were held with the City Council and Planning Board to review progress on the revised Plan, offer input to technical and policy analyses and listen to audience input.
- Working drafts: whenever timely, working drafts of Plan sections were shared with the Planning Board, Council and public for their review and comment. Although unofficial, these drafts were an excellent vehicle for input to the consultant team to ensure that they stayed "on task" and "on message" in making revisions to the Plan and in meeting the Growth Management Hearings Board time schedule for a September completion.

In all, over 50 meetings were held as the 2008 revisions were developed[1]. All means were used to provide transparency to the process. The proposals outlined within this report represent consensus opinions agreed upon by the public participants of the process.

Documentation

To avoid unnecessary duplication, ~~this proposed~~ the 2004 Comprehensive Plan Update was combined with a Draft Environmental Impact Statement identifying

[1] See Appendix K for a list of meetings and dates.

existing conditions, impacts, and mitigation measures. The 2004 Draft Environmental Impact Statement also outlined the impacts of each of the alternative no-action, low, moderate, and high growth scenarios developed during the planning process. A Final EIS was adopted as part of Plan adoption in 2004 (See Appendix J). For the 2008 revision, a Supplemental EIS is being issued (See Appendices K and K-1 for the 2008 SEIS Summary of the integrated SEPA/GMA review.").

Completed tasks

This 2004 Comprehensive Plan Update including the no-action, low, moderate, and high growth scenarios was reviewed at ~~2~~ two public hearings conducted by the Sultan Planning Commission in accordance with the provisions of Chapter 35.63 of the Revised Code of Washington concerning the adoption of public comprehensive plans. Accounting for public comments, the Sultan Planning Commission ~~will~~ forwarded public hearing findings and the Commission's own recommendations to the Sultan City Council for action.

The Sultan City Council conducted ~~2~~ two additional public hearings, considered comments, and adopted ~~this final~~ the 2004 Comprehensive Plan Update including the selection of a preferred growth scenario in accordance with the provisions of Chapter 36.70A of the RCW. Adoption occurred in March, 2004. This 2008 Revision does not change the preferred growth scenario.

Commencing with the City Council's adoption of ~~this~~ the preferred plan, various city agencies ~~will~~ initiated ~~the~~ several specific actions outlined within the implementation program dealing with the selected growth scenario in accordance with the provisions of Chapter 36.70A of the RCW and the Washington State ~~Legislature's~~ Growth Management Act. ~~Depending on the implementation particulars involved, such as ordinance or regulation revisions, the Sultan Planning Commission Board and City Council may conduct additional public hearings before adopting revised documents in accordance with established city procedures and requirements.~~

What Has Changed?

The proposed 2008 revisions to the Comprehensive Plan are intended to address Growth Management Act compliance issues identified by the Growth Management Hearings Board. The revisions, for the most part, deal with capital facilities planning. Portions of the Plan dealing with this issue were adjusted as necessary to ensure up to date information and consistency between the Plan and supporting capital facility plans (e.g. roads, utilities). Following is a summary of changes readers will see between the 2004 and 2008 plans.

Plan Structure and Format

Although the structure and format of the Plan are not GMA compliance issues, the proposed reorganization improves the readability of the Plan and complements the revisions necessary for compliance. The 2004 Plan had goals and policies located both in the Plan itself and in its various appendices. The 2008 Plan clusters most goals and policies in sections related to their purpose and content.

Some sections in the 2004 Plan (e.g. Section 2.5--Economics) have been integrated with other sections (e.g. Section 2.2 -- Population and Economic Development).

Population, Housing and Employment

The 2004 EIS provided a substantial listing of past trends and future demographic forecasts. The 2008 Plan revision reviewed and in some cases revised these figures. Changes were not significant, particularly as they affected the updated capital facilities planning analyses. The exception involved the 2004 Plan's estimate of 1,500 existing jobs in Sultan. This figure should have been 1,010. The 2025 employment estimate of 2,000 employees did not change.

Greater attention was devoted to the Housing element to ensure that a range in density, type and pricing was provided in the Land Use Plan. An accurate assessment of future housing need is crucial in determining the capital facilities needed to serve the 2025 population.

Land Area

The 2004 Plan indicates that the corporate city limits contain 2,557 acres which is inaccurate. The total UGA area to be served by infrastructure by 2025 has been recalculated and in 2008 totals 2,304 acres.

Critical Areas and Buildable Lands

Sultan developed a detailed inventory of the GMA defined critical environmental and resource lands within the Sultan proposed urban growth area in 1994. For the 2008 compliance revision, a more precise analysis of the actual amount of buildable lands was conducted to confirm the ability of the UGA to accommodate 2025 growth.

In 2004, the City had not revised its Critical Areas Ordinance to include "best available science" as part of its GMA update responsibilities. The ordinance has since been adopted.

Shoreline Management

The City is in the final stages of adopting a new Shoreline Master Program (SMP). It is undergoing final review by the Department of Ecology.

Transportation

The proposed compliance revisions include an extensive re-write of the City's Transportation element. A revised Arterial Street Map (Figure T-1) was developed and the City's Level of Service was changed from LOS "B" to LOS "D". A reduction in LOS means that there will be some increase in traffic congestion, but the construction costs for streets will be lessened.

The revised 2008 Transportation Element of the Comprehensive Plan is better integrated with other capital facilities plans, including the programming of over $155 million in transportation improvements through 2025.

A revised Arterial Street Map (Figure T-1) is included that shows the functional classification of existing and proposed new streets as local streets, collector street, or arterial streets.

Revised arterial street standards are also proposed. These revised standards were an integral part of capital cost estimating contained in the Transportation Improvement Plan (TIP) and Capital Improvement Program (CIP)

New streets within the City will include sidewalks and in some cases bike lanes or multipurpose trails on routes identified in the plan.

By 2025 the City will construct one or more streets connecting the plateau to the downtown core in order to reduce reliance on U.S. 2 for local traffic circulation and to distribute traffic more evenly though the City. A route analysis project to select the most feasible road alignment(s) may be necessary. No specific routes have been selected.

The plan shows future transit streets where transit buses could travel to serve developing areas of the City along with a basic bus stop design.

Traffic Impact Fees would increase from $1837 to $5272 per “peak hour trip”. Over the next 18 years this increase will mean an increase of about $13 million in City transportation revenues.

The 2004 Plan anticipated improvements to U.S. 2, but in early 2008 a more specific Route Development Plan has been adopted as the result of work by WSDOT and other stakeholders. The first phase of safety improvements (centerline rumble strips) has been completed.

Public Utilities

A significant GMA compliance issue identified by the Growth Management Hearings Board was that the City’s planning for capital facilities was not adequate to demonstrate that anticipated future growth could be accommodated. To correct this deficiency, the future project information outlined in the 2004 Plan and EIS has changed substantially, as have the capital cost estimates. These changes are discussed in each of the Plan sections and are summarized in Section 3.4 (Capital Facilities Plan). Adoption of the Plan and Capital Facilities Plan (CFP) in late 2008 will not only meet the mandates of the Hearings Board, but will also ensure that the impacts of growth as projected in 2004 will be properly mitigated by a well-planned infrastructure system.

Code revisions are being proposed to clarify when and how property owners will be expected to pay fair-share costs for extension of the planned sewer and water systems.

Sewer System

By 2025, sewer service will be available to all properties in the City and in the City's urban growth area. ~~All properties that develop or redevelop within the UGA will be required to connect to the City sewer system as new on-site sewage systems will not be allowed.~~

New sewer extensions may require some property owners to participate in utility local improvement districts.

Where a new sewer pipe is extended past a parcel with existing development using an on-site sewage system, the property owner will be required to pay for the benefit conferred by the sewer pipe but will not be required to actually connect and pay monthly service charges unless or until the on-site system fails, the property owner wishes to connect~~, or the property is sold or changes ownership, or the existing structure is remodeled under a City building permit~~

Parcels with existing development using on-site sewage systems where a sewer is available are not required to connect to the sewer unless the on-site system fails, ~~or the existing structure is remodeled, the property is sold or changes ownership~~ or the property owner wishes to connect. Determination of on-site sewage system failure is the responsibility of the Snohomish County Health Department District.

Property owners with functioning septic systems ~~may be allowed to~~ must pay a hook up fee for utilities extended past their properties ~~without~~ but will not have ~~having~~ to connect. These owners may be required to sign annexation or non-protest ULID agreements; and may be required to abandon their septic systems when new construction occurs on their property.

Design criteria have been revised to better reflect the standards to be used by the City in designing sewer improvements. The sewerage piping system will be designed to contain all flow projected to enter the sewer system during a 10-year, 24-hour, storm event; and peak hour flow will be contained within the pipes as flowing full without surcharging flow up into manholes.

Increased wastewater treatment capacity will be provided by a membrane bioreactor process that will be paid for by new development through increased capital facilities charges as defined by the recent sewer rate study.

Reclaimed water from the wastewater treatment facility may become available to some customers for irrigation use or other non-potable purposes in lieu of potable water from the City water system.

Sewer extensions to some properties will be served through new local sewage pump stations, which will be built in the local neighborhood resulting in some minor noise and visible appurtenances.

Non-residential development that increases local employment and residential infill where sewers already exists will continue to be given precedence for available new sewer connections.

Water System

A defined water service area has been identified for the City and water service will not be provided to properties outside that boundary.

Standards for fire flow rates have been reduced to levels established by the National Fire Code, which may mean that a lower, but still safe rate of water flow may be available to fight fires at some properties. The water distribution system will be designed to deliver a fire flow of 1,000 gallons per minute (GPM) at fire hydrants in residential areas, and 1,500 GPM in non-residential areas.

Property owners within the water service area desiring water service from the City will be required to annex into the City.

Property owners with existing private wells desiring to connect to the City water system and retain their private well for irrigation will be required to keep the private well irrigation system physically separate from the City water system as a backflow prevention valve will not be an accepted separation.

Fire walls and fire sprinklers will be required in some non-residential structures at property owner expense.

New development will pay to construct a new Northeast Reservoir within the next decade, either as a condition of plat approval or through General Facilities Charges.

Reclaimed water from the wastewater treatment facility may become available to some customers for irrigation use or other non-potable purposes in lieu of potable water from the City water system.

Stormwater Management

The City created a stormwater utility to provide revenue for stormwater improvements and maintenance.

The level of service is for new storm pipes and channels to be able to convey the peak flow resulting from a 25 year storm event, and for existing pipes and channels to be able to convey the peak resulting from a 10 year storm event.

Improvements are planned for several existing stormwater problem sites. These could include replacement of undersized culverts, and elimination of standing water in streets at select locations.

Improvements will be made to culverts along Wagleys Creek and Winters Creek. A stormwater utility fee was implemented with a monthly charge on each developed property based on the amount of impervious surface.

Stormwater quality treatment will be provided for select areas in the city, within older street sections.

Money will be budgeted for routine maintenance of storm catch basins, pipes and culverts. This includes cleaning and removal of debris.

Parks and Recreation

To achieve GMA compliance, significant changes have been made to the Parks and Recreation Element of the Comprehensive Plan.

- The inventory of parks has been realigned to more accurately reflect what facilities are available. The number and types of new parks have been reduced from the 2004 Plan.
- City facilities were separated from school district and other ownerships to better integrate capital costs with other City needs. The former Level of Service standard, which totaled 42.6 acres per 1,000 residents and included non-City facilities, now includes only City park facilities. Mini-parks (one acre or smaller) have been removed from LOS calculations.
- Small play areas will be built as part of new housing developments. Fewer City-owned "mini-parks" will be built by the City. Maintenance of neighborhood play areas may fall on Homeowners Associations and will not be maintained by the City.
- The main goal of the next Six Year Capital Improvements Plan will be to acquire property for a new community park, although actual construction may not occur until after 2015. Within ten years Sultan may see a new Community Park on the Plateau.
- The City will invest about $30,000 a year in new or improved trails.
- The Park Impact Fee for new development will decrease slightly from $3,415 per house to $3,175. Over the next 18 years this will mean a reduction of about $415,000 in park revenue.

Police Services:

Police Level of Service (2.6 officers per 1,000 residents) is discussed in the 2004 Plan, but is proposed for elimination as a code requirement in 2008. In other words, having 2.6 officers per 1,000 residents will no longer be a condition of development approval. The City will strive to provide a high level of qualify public safety service, but must balance police expenditures with other needs in the community. With elimination of the 2004 Level of Service standard of 2.6 officers per 1000 residents:

- Overtime costs may increase to fill vacant shifts as a result of vacation, sick and training time.
- The police force would focus efforts on reactive patrol (i.e. answering calls) rather than proactive patrol (i.e. looking for violations).
- The focus would be on responding to emergency calls. Citizens may wait longer for a response to non-emergency calls such as identity theft.
- Response times are slower as fewer officers cover more territory.
- Officers may not be available at the police station.
- Follow-up investigations on open cases may be delayed.
- Community policing - house checks, meetings with business owners, block watch, etc., may receive less attention.

Capital Finance Strategy

The 2008 Plan revisions include a comprehensive financial strategy that outlines a viable approach to funding the facilities necessary to support development as well as providing funding for other important community facilities to the year 2025. This strategy is based on an analysis of the city's financial capacity, the potential for grant assistance and the opportunity for developer financing of projects need for new development. The financial strategy assumes that 15% of the street projects that are necessary for development will be funded by state and federal grants. Almost all of these are assumed to be for projects related to U.S. 2. It is assumed that 90% of these projects will be by grants. Other capacity projects assume 50% grant funding.

Impact Fees

To achieve GMA compliance, development impact fees have undergone a complete review as part of the 2008 revision to assure a significant revenue source related to needs created by new growth. Transportation fees will increase and park fees will be slightly lower, ~~reduced~~ to reflect the lower level of service proposed in the 2008 revision.

Impact fees proposed for adoption in 2008 are as follows:

Development Impact Fees Changes

	Current	Proposed
Parks (Per Dwelling)	$3,415	$3,175
Transportation (Per Peak Hour Trip)	$1,837	$5,272

Plan Policies

Goals and policies in the Plan have remained unchanged for the most part, but some changes were made as necessary to be consistent with Plan revisions listed above.

2 Comprehensive Plan

2.1 Process Objectives

The following objectives define the purpose of this comprehensive planning process and the goals for future planning efforts:

1 Comply with state laws
Comply with all state planning and community development requirements including Chapter 35.63 of the Revised Code of Washington (RCW) concerning public planning and the provisions of the Growth Management Act Chapter ~~35.60A~~36.70A of the Revised Code of Washington (RCW). Ensure minimum standards are maintained, that local properties may be insured, and that Sultan may be eligible for development grants, loans, and other borrowings.

2 Guide decisions
Provide logical, reasoned goals, policies, plans and proposed programs, regulations and implementation devices that Sultan's elected and appointed administrative officials may use to make public decisions.

3 Resolve problems
Identify major social, economic, and environmental problems and opportunities that future plans and programs may resolve or take advantage of.

4 Promote understanding
Describe and explain the nature, relationship, choices, implications, and opportunities involved in urban development so that Sultan residents may evaluate and select preferred future conditions.

5 Encourage participation
Incorporate citizen input to determine issues, obtain preferences, make decisions and provide support for the implementation of proposed plan contents.

6 Implement desired consequences
Identify required actions, programs, projects, control and management devices, costs and consequences, time schedules, and responsibilities necessary for the effective implementation of preferred plan contents.

7 Determine the future
Describe and select the sequence, pattern, location, and characteristics of desired future development conditions and probable impacts on environmental, economic, and social conditions.

8 Update products
Continuously review the contents of the selected plan and implementation devices, including interlocal agreements with Snohomish County, Sultan School

District, and other agencies, to revise or expand the contents to ensure consistency with Sultan's needs and to reflect changes in conditions or desires. When City Council determines it appropriate and necessary, amend the Comprehensive Plan, CFP, and any other supporting documents to comply with an emergency situation not covered in annual update procedures outlined in RCW 36.70A.130 and WAC 365-195-630(2).

9 Coordinate efforts

Monitor other agency activities, including actions within unincorporated areas by Snohomish County, Washington Departments of Transportation, Wildlife, Ecology, and others that concern the Sultan urban growth area and coordinate local efforts to realize practical consequences and to make effective use of mutual resources and interests.

10 Involve the private sector

Include the private sector in future Sultan area planning events and involve private market resources to the maximum extent possible in plan implementation tasks to create efficiencies, realize beneficial relationships and promote the common good.

11 Ensure equal opportunity

Adopt ordinances and promote measures that will ensure equal access and opportunity regardless of race, sex, socioeconomic status or physical capability.

12 Ensure consistency

Base planning on a common set of projections regarding future population, housing, employment and other factors. The assumptions on Table 1 are used as the basis for this 2008 Plan revision. The development of these assumptions is discussed in subsequent chapters. These assumptions are consistent with the population, housing and employment estimates from Snohomish County and the State of Washington.

Table 1: Planning Assumptions

	1990	2000	2004	2005	2006	2007	2010	2012	2014	2025
Population (City)	2,227	3,344	3,814	4,225	4,440	4,530	5,874	6,382	7,386	11,119
Population (UGA)[1]	2,683	3,695			4,785		6,066	7,300	8,028	11,119
Housing Units (City)					1,713	1,739	2,066	2,505	2,920	4,464
Housing Density[2] Single Family Multiple Family				4.11 10.60						
Average Household Size (includes 5% vacancy rate)		2.78		2.78	2.78	2.74	2.71	2.68	2.66	2.62
Housing Vacancy Rate		5.00%		5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Employment					1,010					2,000
UGA Area (Acres)						1,966				2,304.1
-- Buildable						953.75				953.75
--Unbuildable						1,350.4				1,350.4

Sources: Snohomish County Buildable Lands Report , State Office of Financial Management (OFM), City estimates

1. Changes occurred in UGA boundaries after 1990 that affect total population in various years.
2. Housing Density calculated by dividing developed residential land area (Table LU-1) by total number of units

2.2 Population and Economic Development

Each comprehensive plan shall include a plan, scheme, or design for…

A land use element …(to) include population densities, building intensities, and estimates of future population growth.

-- RCW 36.70A.070 (1) GMA Mandatory Elements

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs

-- RCW 36.70A.070 (7) GMA Mandatory Elements

In revising the 2004 Comprehensive Plan to comply with the Compliance Orders, population and employment estimates were updated for the 2008-2025 planning period. This is important input to capital facilities planning and the Future Land Use Map. Population allocation is based on State OFM[2] estimates that were, in turn, assigned to the cities by Snohomish County. The Growth Management Act requires that cities develop plans consistent with these estimates.

Population

Past Population Growth

Sultan was incorporated as a municipal jurisdiction in 1905 with a resident population of 576 persons. The resident population increased on a gradual basis averaging 1.5 to 1.8% per year from 1910 to 1940. The population declined by 1.6% between 1940-1950 and increased 0.1% from 1950-1960. The resident population increased at a rate considerably higher than the surrounding county between 1960 and 2000 as corporate boundaries expanded. The population grew an average of 3.1 to 4.1% per year from 1960-2000. In 2000, 3,695 persons resided within the Sultan UGA of which 3,344 persons resided within the city limits.[3]

[2] Office of Financial Management

[3] Office of Financial Management, Forecasting Division, June 2007 and *"Snohomish County Buildable Lands Report, 2007.*

Future Population Growth

The Puget Sound Regional Council expects the Skykomish Valley, east of Monroe will eventually support 17,026 persons by the year 2010, 20,549 persons by the year 2020, and 23,977 persons by the year 2030. The projected Sultan population of 11,119 [4] in 2025 would represent about half of these residents.

By the year 2012, the County's Buildable Lands Report (BLR) expects approximately 7,300 persons will reside in the Sultan UGA of which 90% will reside in the city limits. The BLR further expects the current UGA will eventually support a population of 11,119 persons at build-out in 2025. It is assumed that the entire UGA will be incorporated into the City by that time. This is an official population estimate and is used by the City for its growth and capital facilities planning (See Table 1).

Figure 2 shows how population and employment estimates were distributed throughout the UGA for capital facilities planning. This distribution was based on the Future Land Use map designations and a buildable lands analysis. Through this process, the City confirmed that the UGA is appropriately sized to accommodate 2025 population and employment.

Economic Development

As the City develops policies, zoning and infrastructure for its future population and housing needs, it must make adequate provision for future Economic Development as well. The 1990 Washington State Growth Management Act (GMA) established the following statewide economic development goal:

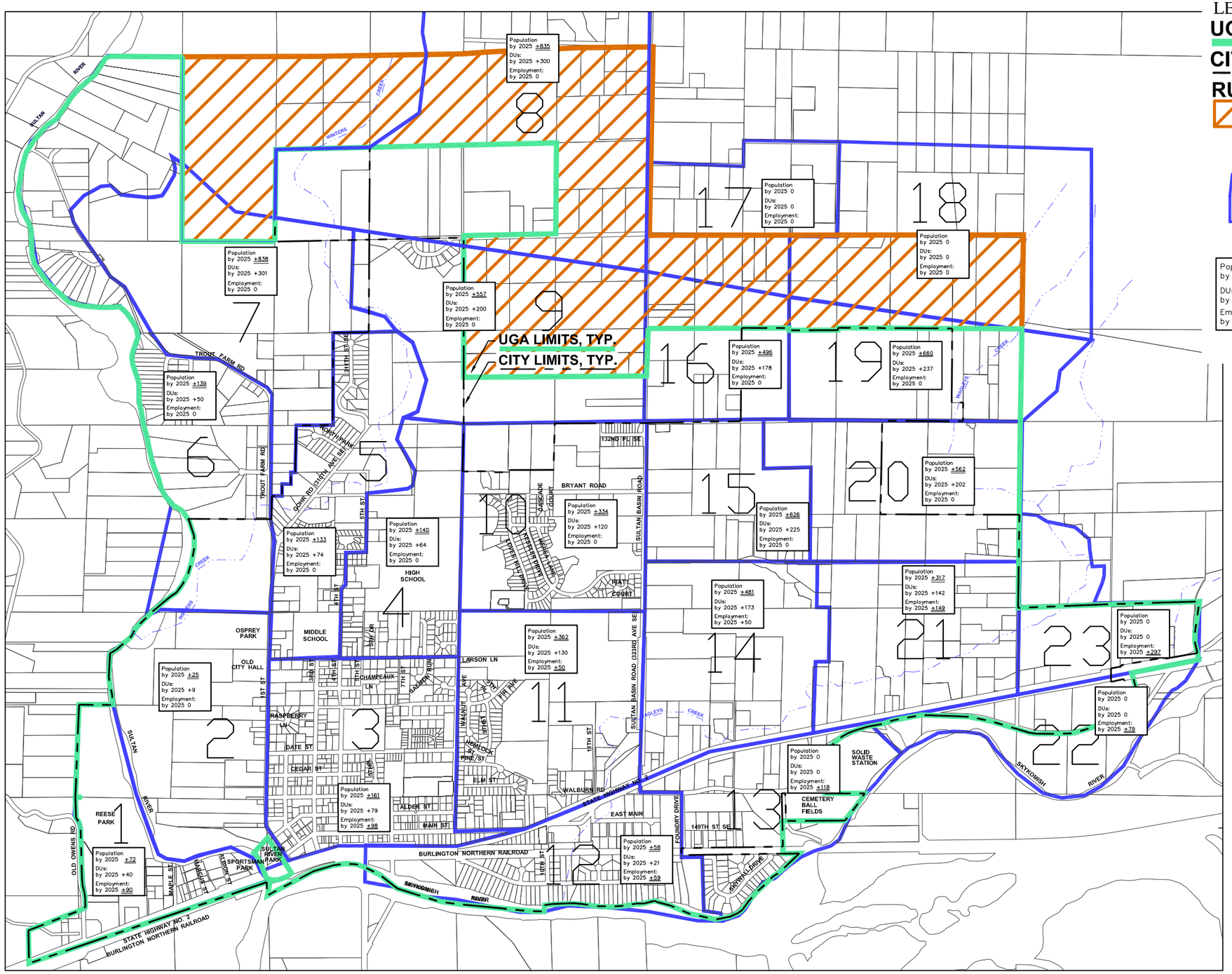
> *Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all residents of the state, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state's natural resources, and local public services and facilities.*

Among other things, the Economic Development goals and policies of the Comprehensive Plan establish an economic vision for the community and express support for the core goal of the local and State planning principles. In Sultan those goals are to:

- Increase employment to reduce commutes.
- Provide a sound tax base.
- Encourage small business.
- Revitalize existing properties.
- Capture existing sales tax.
- Reduce commute to retail centers.
- Market retail & industrial land opportunities.

Sultan's goal is to promote job growth somewhat in proportion to the demographic of local workers to reduce the home-to-work commute.

[4] The current population estimate is an updated figure from the 11,591 figure found in the City's 2004 Plan. New 2025 population targets were adopted in Appendix B of the Countywide Planning Policies by County Council on Feb. 11, 2004.



LEGEND

UGA LIMITS, TYP.

CITY LIMITS, TYP.

RUTA

18 **TRAFFIC ANALYSIS ZONE (TAZ)**

Population by 2025 +362
DUs: by 2025 +130
Employment: by 2025 +50

POPULATION HOUSING & EMPLOYMENT ESTIMATES

NORTH

BASE & UTILITY INFORMATION PROVIDED COURTESY OF:

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Critical Areas are approximate and based upon the 2007 Buildable Lands Report prepared by Snohomish County Planning & Development Services--Long Range Planning

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SULTAN WASHINGTON

ISSUE DATE: 09.2008

PROJETED INCREASE 2006 TO 2025 POPULATION, HOUSING & EMPLOYMENT

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE 2

Sultan's Economic History

Historically, forest and mineral resources, manufacturing and associated industries have provided the "primary jobs" for the community. However, long-term strength of a local economy is built upon diversification of a community's business base and a planning process that allows for timely and efficient response to changing market conditions and demands. Diversification of the employment base is very important to the stability and quality of life in the Sultan community.

Consequently, the Sultan community has pursued a policy of developing an industrial base for basic manufacturing and business, while building a service industry for local residents and travelers along U.S. 2. The City adopted its Industrial Park Master Plan for the area between Sultan Basin Road and Rice Road (see Appendix M.) Mixed-use commercial areas (allowing various levels of commercial and residential activity) have been designated along U.S. 2 and in the historic downtown area. ~~The City is actively pursuing development in these economic centers.~~

Existing Employment

Table 2: 2007 Employment City of Sultan

Occupation	No.
Education	243
Manufacturing	232
Services	228
Retail	77
Construction/Resource	68
Government	49
WTU (Wholesale Trade, Transportation & Utility)	42
FIRE (Finance, Insurance, Real Estate)	16
Other	15
Total	1,010

Source: Puget Sound Regional Council, 2007

According to the US Census, in the year 2000 Sultan's population of people over the age of 16 yrs was 2,349; of which, 1,736 or 74% were employed. About 94% of these worked in jobs outside of Sultan.

In 2006, there were approximately 1,010 jobs located in Sultan.[5]. In 2025, the County's Buildable Lands Report and the City's Comprehensive Plan estimate an increase to 2,000 jobs in Sultan. Figure 3 depicts the location of commercial and industrial land uses both now and in the future. Most of the 1,000 additional jobs the community will be located in these areas.

[5] Buildable Lands Report, 2007

Table 2 presents a breakdown of employment by category in 2006. The numbers do not match the 1010 job number above because they are taken from State Employment Security records which exclude self-employed workers, proprietors, CEOs, and other non-insured workers. Table 3 compares the employment of Sultan residents ("Sultan's Labor Force") with the jobs located in the community. Sultan's goal is to promote job growth somewhat in proportion to the demographic of local workers to reduce the home-to-work commute.

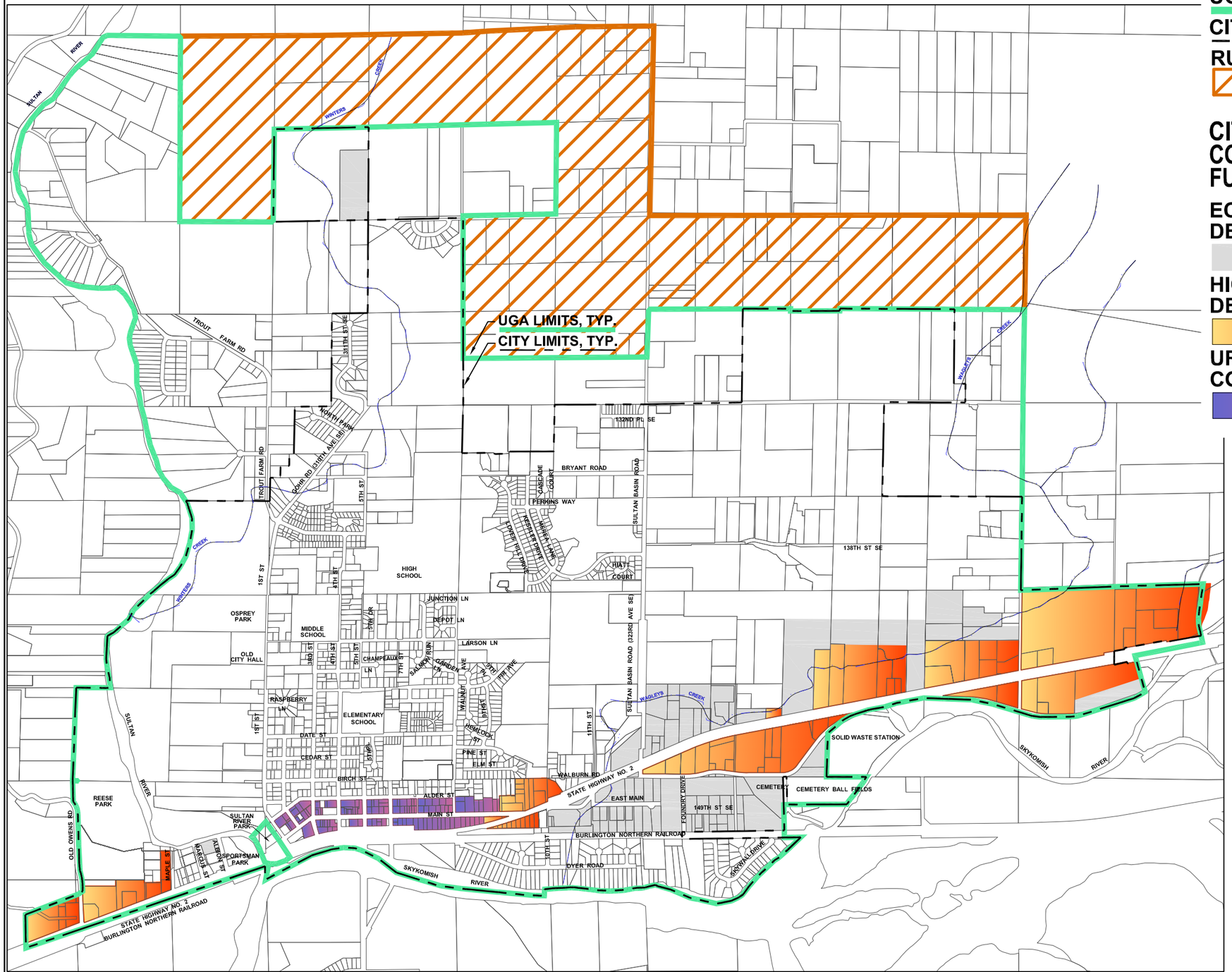
Table 3: Job Location in Sultan

Industry	Jobs Located in Sultan	Sultan's Labor Force
Manufacturing	12%	20%
WTU	7%	5%
Retail	22%	11%
FIRE*	24%	6%
Government/Education	34%	26%
Other		32%

*
FIRE = Finance, Insurance and Real Estate
Source: US Census 2000

Strengths and Challenges in Sultan's Economy

The population and employment statistics discussed above suggest certain strengths and weaknesses in Sultan's economic base. On the positive side, Sultan has a large labor force consisting of approximately 75 percent of its adult population over the age of 16 years. Its employment base and resident labor force are engaged in a wide range of different jobs and occupations. Approximately 50 percent of the resident labor force has post high-school educations with nearly 20 percent possessing college degrees.



LEGEND

UGA LIMITS, TYP.

CITY LIMITS, TYP.

RUTA

CITY OF SULTAN COMMERCIAL ZONING AND FUTURE LAND USE

ECONOMIC DEVELOPMENT (ED)

HIGHWAY ORIENTED DEVELOMENT (HOD)

URBAN COMMERCIAL (UC)

NORTH

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ISSUE DATE: 09.2008

FUTURE COMMERCIAL LAND USE

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE 3

Posing challenges to Sultan are its location relative to jobs for residents. A large portion of Sultan's income is spent on commuting costs. The average commuter living in Sultan travels approximately 60 miles per day. The cost of commuting in 2005 represented approximately 7.8 million dollars a year. Fuel inflation since then has increased by over 20% totaling an estimated $9.6 million or about 12 percent of Sultan total income base.

Approximately 55% of Sultan's households spend 35 percent or more of their household income on mortgage or rental payments, which is an indication of excessive housing costs.[6] Reducing housing and commuting costs would increase the local economy's income base.

Sultan must work to improve the existing imbalance in its jobs-to-housing ratio. Ideally, this ratio is one job for each household. Sultan had approximately 1,010 jobs in 2006 and 1,713 households which equates to a 0.58 jobs/housing ratio. Sultan would need approximately 3,650 jobs to maintain a balanced jobs-to-housing ratio by the year 2025. The success of its economic development plan could be measured by increasing the jobs/housing ratio.

Goals and Policies

The following goals and policies are based on the analysis of existing conditions and the results of workshop planning sessions:

Goal: Develop a sound fiscal base
Help market local socioeconomic resources to increase employment opportunities, develop office and industrial park properties, and provide Sultan a sound tax base.

1 Job creation
Help create employment opportunities within the Sultan economy, particularly for residents who now commute to other distant employment areas within Snohomish and King Counties. Participate with other public agencies and private interests in marketing development projects, labor force training programs, and other efforts to attract new businesses to the Sultan area.

2 Site identification
Work with other public agencies and private interests to identify and promote sites that can be suitably developed for a variety of local employment projects including business and industrial parks, office and professional centers, specialized commercial and entertainment centers – as proposed within the recently adopted Sultan Industrial Park Master Plan (Appendix M).

3 Site efficiencies
Work with property owners to determine the effective development capacity of sites having employment center possibilities. Determine the costs involved with providing sewer, fire and police protection, access roads, recreational areas, and other Sultan services and amenities versus the public benefits that may be realized by the creation of local jobs and tax potentials.

[6] U.S. Census Bureau, 2000

~~***4 Site priorities***~~
~~Rank possible sites using a priority system that reflects the possible cost/benefits associated with providing Sultan services. Allocate Sultan services, sewer in particular, to sites that provide the greatest possible returns, unless private property owners can assist with the costs involved in extending or providing service.~~

~~5~~ 4 Capture revenues
Withhold Sultan services, sewer in particular, unless potential property developers agree to annexation and the payment of local property or other revenue taxes, and associated road, school, and park impact fee assessments.

Goal: Increase local economic opportunities
Support local business development efforts, property investment projects and programs, and protect Sultan economic opportunities.

~~6~~ 5 Small business development
Encourage local business development opportunities, particularly for small start-up business concerns that may be owned or employ Sultan residents. Promote the local use of special small business financing and management assistance programs. Help identify facilities that may be used for small business start-ups including older structures that may be suitably reused for business purposes – particularly within the downtown area.

~~7~~ 6 Property revitalization
Assist with special planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize the existing downtown business district within Sultan. Help structure local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, and other actions that will revitalize opportunities.

~~8~~ 7 Financial programs
Help local private groups to structure special improvement districts including parking and business improvement authorities, local improvement districts, or other programs necessary to the effective revitalization of the existing downtown business district of Sultan. Participate in special public/private ventures when such ventures provide public benefits and are appropriate to Sultan's long range goals.

~~9~~ 8 Future development opportunities
Monitor proposed urban zoning designations and developments elsewhere within the Skykomish River Valley. Determine market requirements and potentials for commercial, office, and industrial uses to protect Sultan's interests in the allocation of future development opportunities. Protect existing commercial and business developments within the Sultan area from over-zoning.

~~10~~ 9 Base employment land allocations
Reserve certain capable lands and sites for employment related developments as proposed within the Sultan Industrial Park Master Plan. Provide a suitable supply of commercial, retail, business, office, and industrial lands that will provide for all Sultan area sustenance requirements and reduce commuting requirements to outside areas for base related employment opportunities.

~~11~~ 10 Sustenance requirements
Create local employment, shopping, and other urban service activities that will reduce Sultan's dependence upon and local resident travel requirements outside of the area.

~~12~~ 11 Economic promotion(s)
Establish a local marketing strategy for Sultan's downtown and industrial business districts. Develop a detailed strategy for marketing and promoting the development of Sultan's commercial and industrial land opportunities.

General

12 Do not expand city limits or allow major additional residential development within the urban growth area boundaries until or unless the economic/fiscal strategies produce public tax revenues sufficient to support additional urban populations and services. ***(Relocated from 3. Implementation Tasks)***

13 Limit potential population growth that could occur from development or annexation within city boundaries until or unless an employment and tax base has been created. ***(Relocated from 3. Implementation Tasks)***

14 Complete development of the available lands that are within present city limits. (Relocated from 3. Implementation Tasks)

15 Develop to the maximum extent practical the industrial park master plan proposals for commercial, industrial, office, and other economic opportunities within the available and environmentally capable lands along the U.S. 2 corridor between Sultan Basin and Sultan Startup Road. ***(Relocated from 3. Implementation Tasks)***

16 ~~13~~: Resolve urban growth boundaries to include housekeeping proposals and a 20-year growth allocation. ***(Relocated from 3. Implementation Tasks)***

The following policies are relocated from the Action Plan in the 2004 Plan

17 Former 62: Designate downtown Sultan - for mixed-use office, commercial, and residential uses to maximize local services and the historical pedestrian-oriented village center.

18 Former 63: Designate the north side of U.S. 2 between Sultan Basin Road and 339th Ave – for office and business use because these lands provide the most amenities but the least accessible traffic patterns.

19 Former 64: Designate the south side of U.S. 2 and Cascade View Drive between 10th Street and Sultan Cemetery – for lower density industrial uses to reflect current land use patterns.

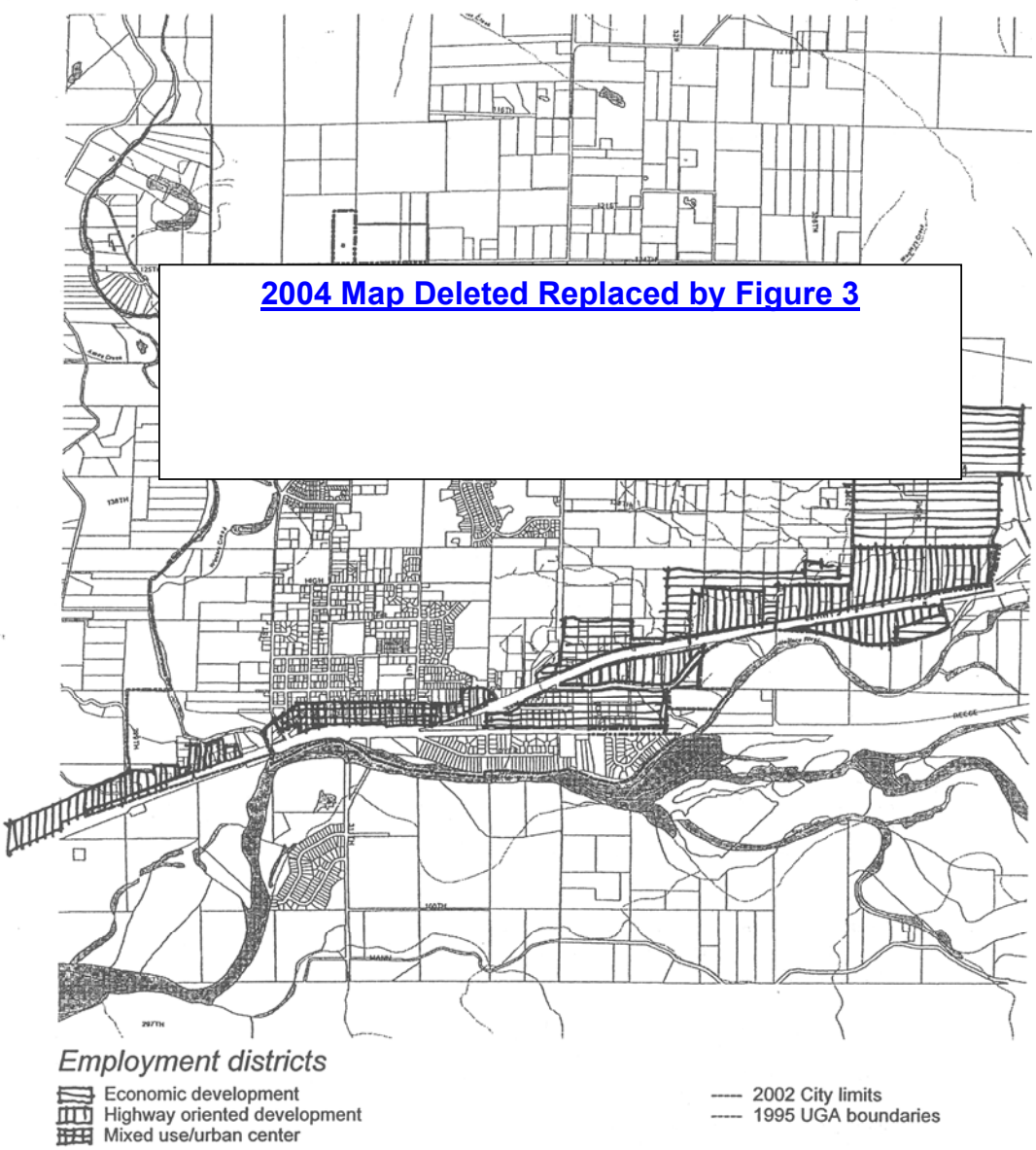
20 Former 65: Designate the land between U.S. 2 and Cascade View Drive, and Sultan Basin Road and 330th Ave – for commercial and retail uses because this site has the most visibility and flexible access.

21 Former 66: Designate the north side of U.S. 2 between 339th and 140th Street – for commercial and retail uses because this site has the most flexible access to the plateau and U.S. 2 and the greatest retail development capacity.

22 Former 67: Designate the south side of U.S. 2 and Sultan Startup Road – for commercial and business uses because this site has the most visibility and flexible access.

23 Former 68: Designate land on upper Sultan Basin Road – for a small mom-and-pop or neighborhood commercial use to service residential areas on the plateau.

24 Former 69: Designate land on U.S. 2 at 299th Ave – for commercial services as this site has visibility and could have back-door access.


2004 Map Deleted Replaced by Figure 3
Employment districts
Economic development
Highway oriented development
Mixed use/urban center
2002 City limits
1995 UGA boundaries

~~Employment holding capacity (Deleted)~~

REPLACED WITH NEW TABLE LU-3

Source of parcel data: Snohomish County Buildable Lands Analysis

~~Acreage~~	*Adopted Plan*
~~Gross~~	~~2,669.5~~
~~Unbuildable~~	~~794.2~~
~~Gross buildable~~	~~1,424.8~~
~~Surplus buildable~~	~~437.2~~
Population	
~~Existing dwelling units~~	~~1,504~~
~~Population existing~~	~~3,814~~
~~Dwelling unit capacity~~	~~4,438~~
~~Dwelling units occupied~~	~~4,222~~
~~Population holding capacity~~	~~11,122~~
~~Difference – numbers~~	~~7,308~~
~~Difference – percent~~	~~192%~~
Employment	
~~Existing~~	~~1,449~~
~~Additional – pending projects~~	~~30~~
~~Additional – vacant~~	~~1,555~~
~~Additional – infill (partial use)~~	~~1,242~~
~~Additional – redevelopment~~	~~196~~
~~Additional – city overwrite~~	~~151~~
~~Subtotal additional employment~~	~~3,112~~
~~Less public infrastructure~~	~~2,837~~
~~Less market availability~~	~~2,346~~
~~Total existing and additional~~	~~3,796~~
~~Differences – numbers~~	~~2,347~~
~~Differences – percent~~	~~162%~~
Employ/population multiplier	
~~Existing – base~~	~~702~~
~~Existing – service~~	~~747~~
~~Existing – total~~	~~1,449~~
~~Existing – % base/all emplmnt~~	~~48%~~
~~Existing – ratio employ/pop~~	~~2.8~~
~~Capacity – base~~	~~1,933~~
~~Capacity – service~~	~~1,863~~
~~Capacity – total~~	~~3,796~~
~~Capacity – % base/all emplmnt~~	~~51%~~
~~Capacity – ratio employ/pop~~	~~2.9~~

2.3 Environment

Relocated from 2.2 verbatim. Revisions shown in ~~strikeout~~/underline format

Sultan contains diverse types of land, some suitable for development, some not. The Growth Management Act (RCW 36.70A) requires that sensitive lands and critical areas be avoided if at all possible as development occurs. The Growth Management Act identifies critical areas as:

- Wetlands
- Recharge areas affecting aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas (steep or unstable slopes)

Sultan has many of these features throughout the 2,304 acres contained within its Urban Growth Area. ~~Only~~ Therefore, a portion of this area is ~~therefore~~ available to accommodate residential and commercial development. Knowing where these areas are is essential to the design of the Future Land Use Map, development regulations and capital facilities plans. Figure 4 compares critical area locations to the City's Land Use Map. Table E-1 shows the distribution of critical areas and developable lands among the UGA Land Use Districts. The table shows that of 2,304 acres in the UGA, 1,350 acres are sensitive lands. More detailed discussion of sensitive and buildable lands can be found in Appendix B.

Table E-1: Environmentally Sensitive Areas (in acres) Sultan UGA (See Figure 4)

Total UGA (Acres)	**2304.1**	**1350.4**	**954.85**
Land Use District	**Total Area**	**Sensitive**	**Buildable**
Residential Total	1,972.6	1,191.05	781.55
Low-Moderate Density	1,234.6	844	390.6
Moderate Density	581.7	340.3	241.4
High Density	156.3	6.75	149.55
Commercial Total	333.6	159.3	173.3
Highway Oriented	166	58	108.4
Urban Center	19.8		19.8
Economic Development	145.7	101.3	45.1

Some error due to rounding Source: See Table 11, Appendix B

Goals and Policies

The following goals and objectives are based on an analysis of environmental conditions and the results of workshop planning sessions:

Goal: Respect the natural environment
Maintain a harmonious relationship between the natural environment and Sultan's proposed future urban development. Enforce exacting performance standards governing possible developments within land or soil areas that are subject to moderate and severe hazards using best available science in accordance with RCW 36.70A.172 and WAC 365-195, Section 9. In accordance with GMA guidelines (RCW 36.70A.030(5), critical areas subject to moderate and severe risk include wetlands, areas with a critical recharging affect on aquifers, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

1 Tributary drainage
Improve and enhance perennial streams, ponds, springs, marshes, swamps, wet spots, bogs and other surface tributary collection areas from land use developments or alterations that would tend to alter natural drainage capabilities, contaminate surface water run-off or spoil the natural setting. Establish buffer zones of official or legal standing that are wide enough to maintain and preserve the growth of native plants and materials that perform natural biological functions particularly along the Wallace, Sultan, and Skykomish Rivers, Winters and Wagley's Creeks, and extensive wetlands within Sultan. Wetlands ~~should~~ will be rated consistent with the Washington State Department of Ecology's Wetlands Rating System for Western Washington (Publication No. 93-074).

2 Stream and drainage corridors
Improve and enhance buffer zones along the banks of perennial streams, creeks and other tributary drainage systems to allow for the free flow of storm run-off and to protect run-off water quality. Establish buffer zones of official or legal standing that are wide enough to maintain and preserve the natural biological functions of streams draining into the Wallace, Sultan, and Skykomish Rivers, Winters and Winters and Wagley's Creeks, and their tributaries.

3 Floodplains
Protect alluvial soils, retention ponds and other floodplains or flooded areas from land use developments that would alter the pattern or capacity of area floodways, or that would interfere with the natural drainage process – particularly within the Sultan and Skykomish River floodplains.

4 Dams and beaches
Enforce control zones and exacting performance standards governing land use developments around retention pond dams, and along shorelines to protect against possible damage due to dam breaches, severe storms and other natural hazards or failures – particularly along the Sultan River within the impact zone of a Sultan River (Jackson) Dam failure.

5 Impermeable soils
Protect soils with extremely poor permeability from land use developments that could contaminate surface water run-off, contaminate ground water supplies, erode or silt natural drainage channels, overflow natural drainage systems, and otherwise increase natural hazards.

6 High water table and aquifer recharge
Protect soils with high water tables and over aquifers from land use developments that create high surface water run-off with possible oil, grease, fertilizer or other contaminants that could be absorbed into the ground water and aquifer system.

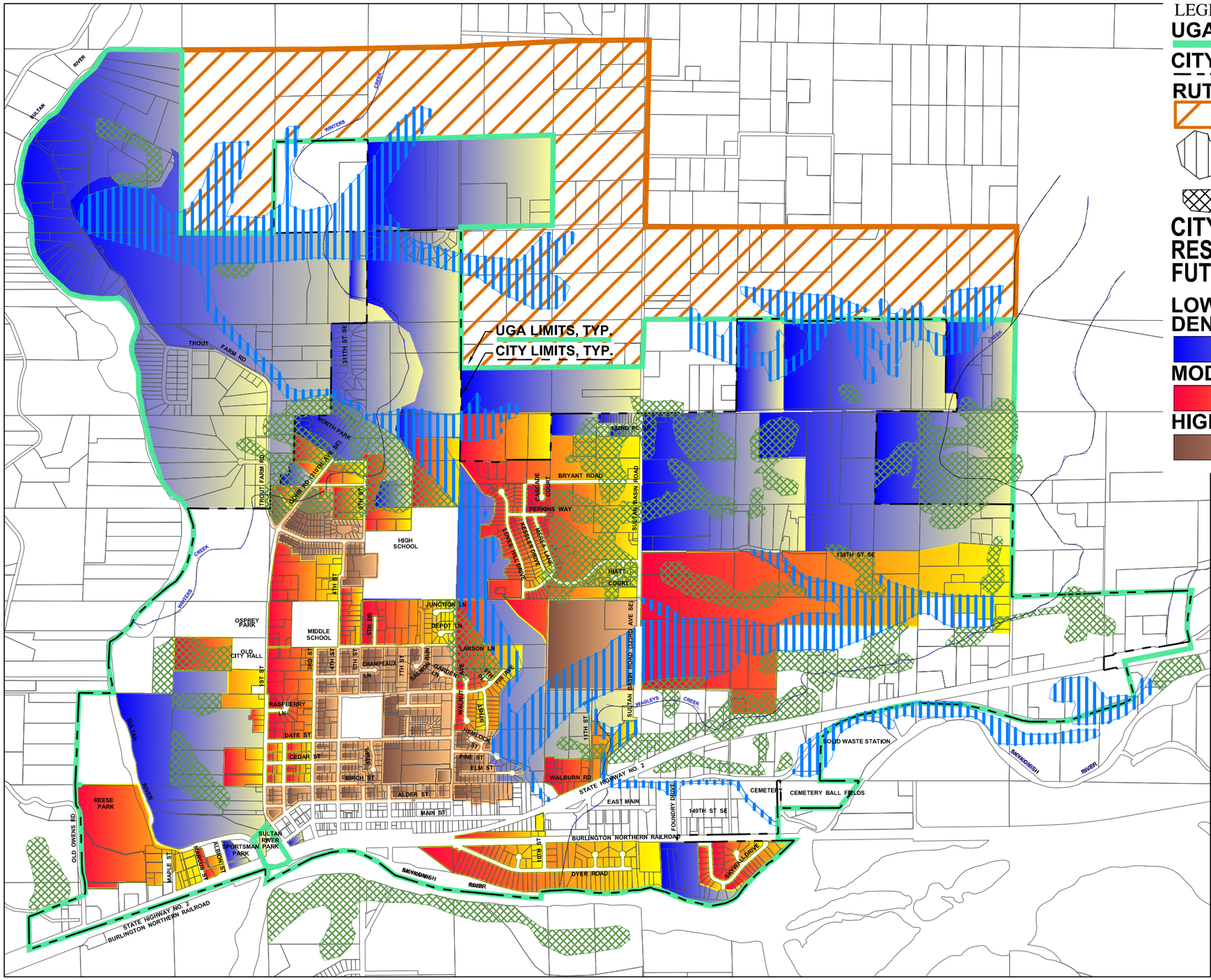
7 Non-compressive soils
Protect soils with very poor compressive strengths, like muck, peat bogs and some clay and silt deposits, from land use developments or improvements that will not be adequately supported by the soil's materials – particularly along the Winters and Wagley's Creeks corridor.

8 Bedrock escarpments
Enforce exacting performance standards governing land use developments on lands containing shallow depths to bedrock or bedrock escarpments, particularly where combined with slopes that are susceptible to landslide hazards.

9 Landslide
Protect soils in steep slopes composed of poor compressive materials, or have shallow depths to bedrock, or have impermeable subsurface deposits or that contain other characteristic combinations that are susceptible to landslide or land slumps – particularly along the bluff between the Sultan River valley floor and the upper plateau.

10 Erosion
Enforce exacting performance standards governing possible land use developments on soils that have moderate to steep slopes that are composed of soils, ground covers, surface drainage features or other characteristics that are susceptible to high erosion risks – particularly along the bluff between the Sultan River valley floor the upper plateau.

Goal: Conserve natural resources and activities
Conserve and protect natural areas within the environment to provide a continuing place for wildlife that are representative of Sultan's ecological heritage. Protect shoreline, agricultural, and timber production activities that produce a valued natural and economic product and that reflect Sultan's historical origins. Enforce exacting performance standards governing possible land use developments on lands or sites ~~that may be planned to include~~ with documented wildlife habitat value.



LEGEND

UGA LIMITS, TYP.

CITY LIMITS, TYP.

RUTA

STEEP SLOPES

WETLANDS

CITY OF SULTAN RESIDENTIAL ZONING AND FUTURE LAND USE

LOW TO MODERATE DENSITY (LMD)

MODERATE DENSITY (MD)

HIGH DENSITY (HD)

NORTH

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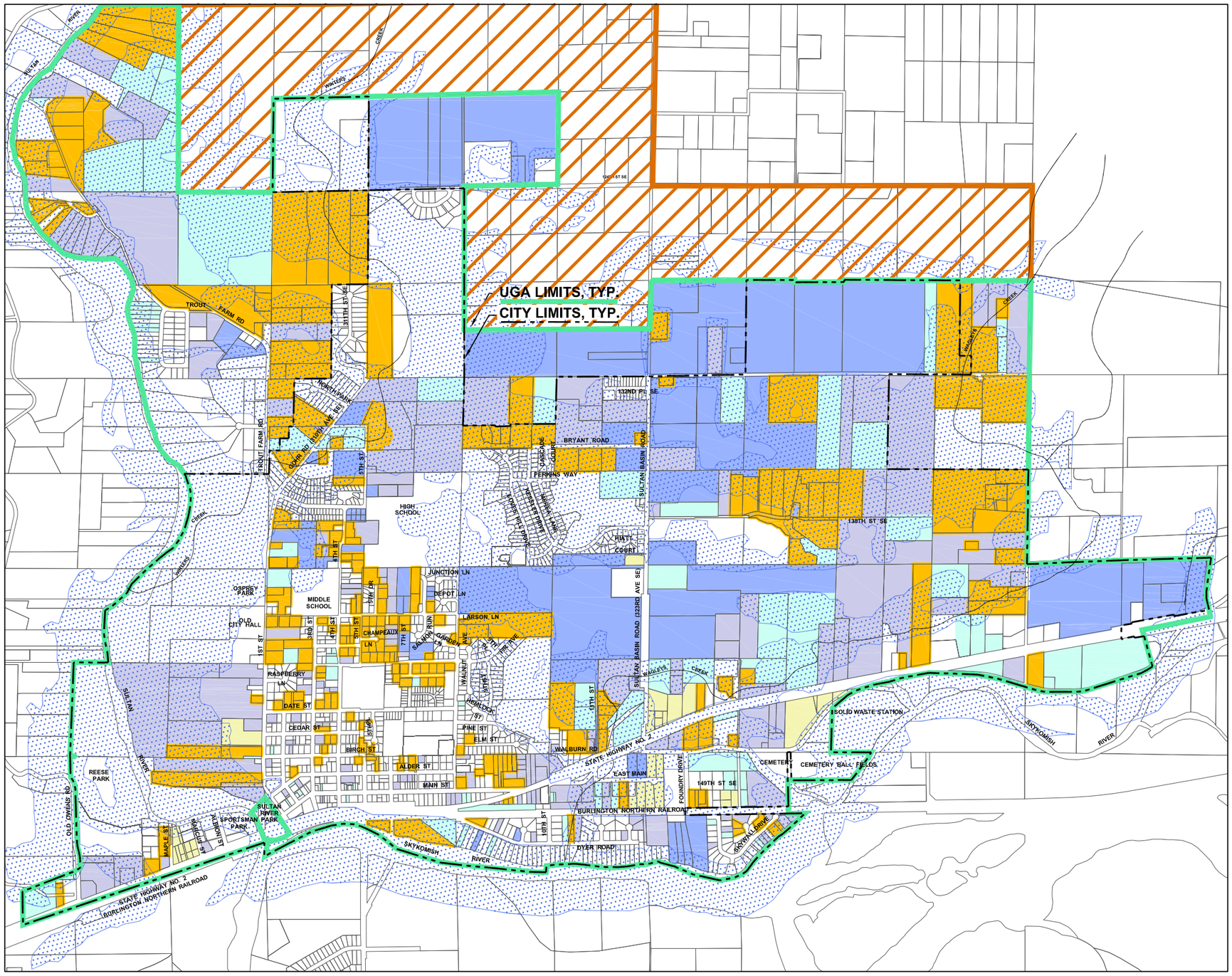
ISSUE DATE: 09.2008

FUTURE RESIDENTIAL LAND USE W/ CITY CRITICAL AREAS

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE 4



LEGEND

UGA LIMITS, TYP.

CITY LIMITS, TYP.

RUTA

CRITICAL AREAS, BUFFERS AND EASEMENTS

2006 SNOHOMISH COUNTY LAND USE DESIGNATIONS

PENDING DEVELOPMENT

INCOMPLETE PENDING

REDEVELOPABLE

PARTIALLY USED

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ISSUE DATE: 09.2008

LAND STATUS AS OF FALL 2007
W/ SNOHOMISH COUNTY CRITICAL AREAS

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE 4a

11 Shoreline resources
Protect the waterfront lands, improvements and features that support waterfront and waterway activities along the Wallace, Sultan, and Skykomish Rivers shoreline. Enforce exacting performance standards governing possible land use development of, or adjacent, existing recreational boat landings and docks, fishing access areas, and beaches.

12 Agricultural resources
Enforce exacting standards governing possible land use development of, or adjacent, existing agricultural areas and activities. Promote the use of clustered development patterns, common area conservancies, negative growth areas and other innovative concepts that conserve or allow, the possible coexistence of rural, agricultural activities within or adjacent to Sultan's developing urban area – particularly along the U.S. 2 highway corridor.

~~***13 Mining resources***~~
~~Enforce exacting performance standards governing the possible establishment and operation of mineral extraction activities where allowed. Require the use of landscaped buffer areas and other methods that shelter and physically and visually screen surrounding areas from mineral extraction sites. Require the prior development, approval, and performance guarantees of suitable and environmentally appropriate reclamation and rehabilitation plans for proposed mineral extraction sites and activities.~~

14 Open space wildlife habitat
Enforce exacting standards governing the land use development of existing, natural open space areas that contain prime wildlife habitat characteristics – particularly along the Wallace, Sultan, and Skykomish Rivers. Promote the use of clustered development patterns, common area conservancies, and other innovative concepts that conserve or allow, the possible coexistence of natural, open space areas and corridors within or adjacent to Sultan's developing urban area and between the Sultan urban growth area and surrounding unincorporated rural areas.

15 Wetland wildlife habitat
Protect lands, soils or other wetland areas that have prime wildlife habitat characteristics – especially the extensive wetlands located within the urban growth area. Promote the use of site retention ponds, natural drainage methods, and other site improvements that conserve natural drainage features and increase wetland habitats. Establish exacting performance standards governing the preservation of wetlands and drainage corridors, steep slopes and wooded areas as natural habitats and wildlife migration corridors. Control adverse impacts associated with land development and reduce the amount of natural cover and habitat that would otherwise be reduced or destroyed.

16 Woodland wildlife habitat
Protect lands, soils or other wooded areas that have prime woodland habitat characteristics – especially the bluff between the Sultan River valley, Winters and Wagley's Creeks, and the upper plateau. Promote the use of buffer zones and corridors, common areas, trails and paths, and other innovative concepts that conserve or increase woodland habitats. Promote the use of clustered development patterns, common area conservancies, and other innovative concepts that conserve or allow the possible coexistence of wooded corridors within or adjacent to Sultan's developing urban area and between the Sultan urban growth area and surrounding unincorporated rural areas.

17 Urban flora and fauna
Incorporate performance oriented development standards that retain and enhance natural flora and fauna within Sultan's urban environment – especially the wetland and wooded habitat areas. Promote the retention and/or vegetation of tree stands and wooded areas, landscaped buffer areas and yards, site and area shrubbery, and other natural and established plantings that provide greenery, habitat, visual interest and relief within Sultan's developed areas. Establish design standards that will replant buffer and developed areas with natural landscape materials and settings that will reestablish wildlife habitats affected by development constructions.

Goal: Land management policies
Allocate and manage the land's environmental capability and suitability in the most reasonable and effective manner. Allow innovation and flexibility, yet ensure the environment is not degraded or that urban use does not create public hazards or nuisances.

18 Best-to-least capability allocation policies
As much as possible, allocate high density urban development onto lands that are optimally suitable and capable of supporting urban uses, and/or that pose fewest environmental risks – including the periphery of the upper plateau. To the extent necessary, allocate urban uses away from lands or soils that have severe environmental hazards – such as flood hazard. Designate lands and soils with severe limitations for low intensive rural uses or leave in the natural state - particularly wetlands, drainage corridors and lands with seasonal high water tables or over aquifers.

19 Performance criteria
As much as practical, incorporate environmental concerns into performance standards rather than outright restrictions. Use review processes that establish minimum performance criteria that developers must satisfy in order to obtain project approvals, and hold the developer ~~liable~~ accountable for the successful accomplishment of proposed performance requirements. As much as possible, allow for innovation and more detailed investigations, provided the end result will not risk environmental hazards or otherwise create public problems or nuisances.

20 Sensitive lands review ordinance
Maintain a sensitive land review process that requires proposed development projects meet minimum performance standards that recognize land and soil limitations and capabilities. The standards should be consistent with soil capabilities and the land use allowances provided in the underlying zoning assumptions. The standards should also be consistent with those standards defined in Snohomish County's ~~Sensitive~~ Critical Areas Ordinance to provide consistent standards between the unincorporated and to-be-annexed portions of the Sultan urban growth area[7].

Goal: Urban use operating standards
Establish minimum acceptable performance standards governing noise, air, light, glare, and other operating characteristics or permitted urban uses that affect the quality of the manmade environment.

[7] The City adopted a Critical Areas Ordinance in 2006.

21 Noise - development characteristics
Promote the use of materials with extra acoustical properties in building developments, landscape and earth berm buffers in site improvements, and other innovations that will reduce noise impacts on residential developments, particularly along U.S. 2 and Sultan's other major traffic corridors.

22 Noise - operating characteristics
Protect urban residential areas from obnoxious or distracting noises, particularly during evening hours, and especially of a kind created by controllable activities. Enforce exacting performance standards governing possible land use developments that create noise that can exceed acceptably defined levels.

23 Groundwater
Prevent groundwater contamination risks. To the extent practical, cooperate with Snohomish County and other public agencies to create and implement plans that will prevent future developments in high-risk areas.

24 Stormwater - development standards (See also Stormwater Policies, Section 3.2C)
Prevent surface water contamination and erosion of natural surface drainage channels due to ill-conceived or poorly designed urban development. Promote the use of stormwater retention systems and holding areas, natural drainage and percolation systems, permeable surface improvements, clustered developments, and other concepts that will reduce stormwater volumes and velocities.

25 Stormwater - operating standards (See also Stormwater Policies, Section 3.2C)
Enforce exacting performance standards governing the use of stormwater runoff, fertilizers, herbicides, pesticides, dumping of wastes, trapping of greases and other byproducts, and other pollutants from grounds improvements, oils, greases and other pollutants from impervious surfaces. Such contaminants can be carried into the natural drainage system and spoil the quality of surface water bodies, particularly impacts that result from temporary construction and development activities. As much as possible, treat stormwater with natural filtering methods including the use of open drainage swales and detention ponds, and biofiltration systems to settle out and trap pollutants.

26 Air - operating standards
Enforce exacting performance standards governing the emission of carbons, gases or other particles into the atmosphere; and the creation of burnt materials, smoke, dust or other polluting byproducts that could degrade air quality. ~~Develop and adopt an ordinance to regulate the burning of wood in stoves and fireplaces during temperature inversion conditions.~~

27 Restrict urban or dense development on lands and soils with severe environmental limitations - such as wetlands, flood hazards, steep or unstable slopes, landslide, erosion, and other hazards to reduce risk to potential occupants and the rest of the community. Update critical area maps using advanced GIS and global positioning data and create a critical area overlay on zoning maps. (Relocated from 3. Implementation Tasks)

28 Conserve those lands and soils that have socially valuable characteristics - such as historic features, scenic vistas, and unique natural areas to preserve Sultan's character. Designate socially valuable landmarks and

sites on an overlay of land use plan and zoning maps. (Relocated from 3. Implementation Tasks)

29 Restrict high density development within the Sultan and Skykomish River floodways - to reduce risk and damage from flooding, especially should the Sultan Dam fail. Adopt the non-structural flood reduction program and initiate acquisition of repetitive flood loss properties within the floodway zone. (Relocated from 3. Implementation Tasks)

30 Direct urban development to those lands and soils that are most environmentally capable of being developed for urban uses – including land along the east segment of U.S. 2 and on the plateau to reduce risk and maximize land use potential. Designate high-density residential development zones on the plateau. (Relocated from 3. Implementation Tasks)

31 Conserve the steep bluffs as wooded natural areas - to reduce landslide hazard, conserve wildlife habitat, and preserve the woodlands scenic values. Create hillside/woodland cluster provisions. (Relocated from 3. Implementation Tasks)

32 Conserve the Sultan Riverfront between River Park, Osprey Park, and the Oxbow in open space – to reduce flood risk, protect wetland and wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat. (Relocated from 3. Implementation Tasks)

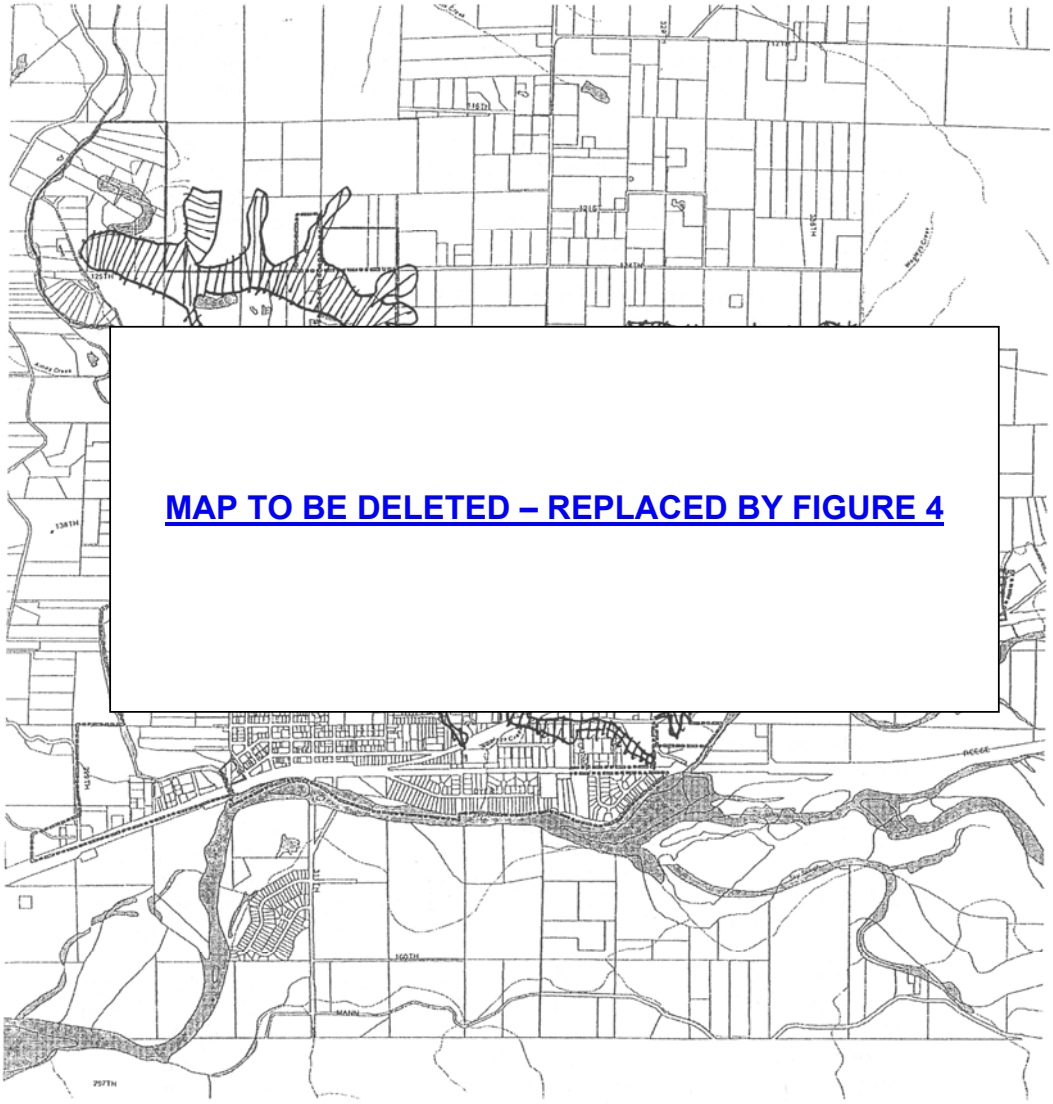
33 Conserve both sides of the Skykomish River between the Sultan River and 8th Street – to protect wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat. (Relocated from 3. Implementation Tasks)

34 Conserve the north bank of the Wallace River/Sprague Slough from Cemetery Park to the end of Sultan Startup Road – to reduce flood risk, protect wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat. (Relocated from 3. Implementation Tasks)

35 Conserve the Winters and Wagley's Creeks corridor and adjacent wetlands from Sultan Basin Road across Rice Road and to the edge of the plateau at Pacific Northwest Pipeline – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access. (Relocated from 3. Implementation Tasks)

36 Conserve the wetlands located at the bottom of the plateau slope from Fir Street through the high school to the Oxbow – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access. (Relocated from 3. Implementation Tasks)

37 Conserve the wetlands located on top of the plateau from Kessler to Rice Road – to reduce flood risk, protect wildlife habitat, improvement surface water quality, preserve scenic value, and provide public access. (Relocated from 3. Implementation Tasks)



MAP TO BE DELETED – REPLACED BY FIGURE 4

Steep slopes

Slopes over 20%

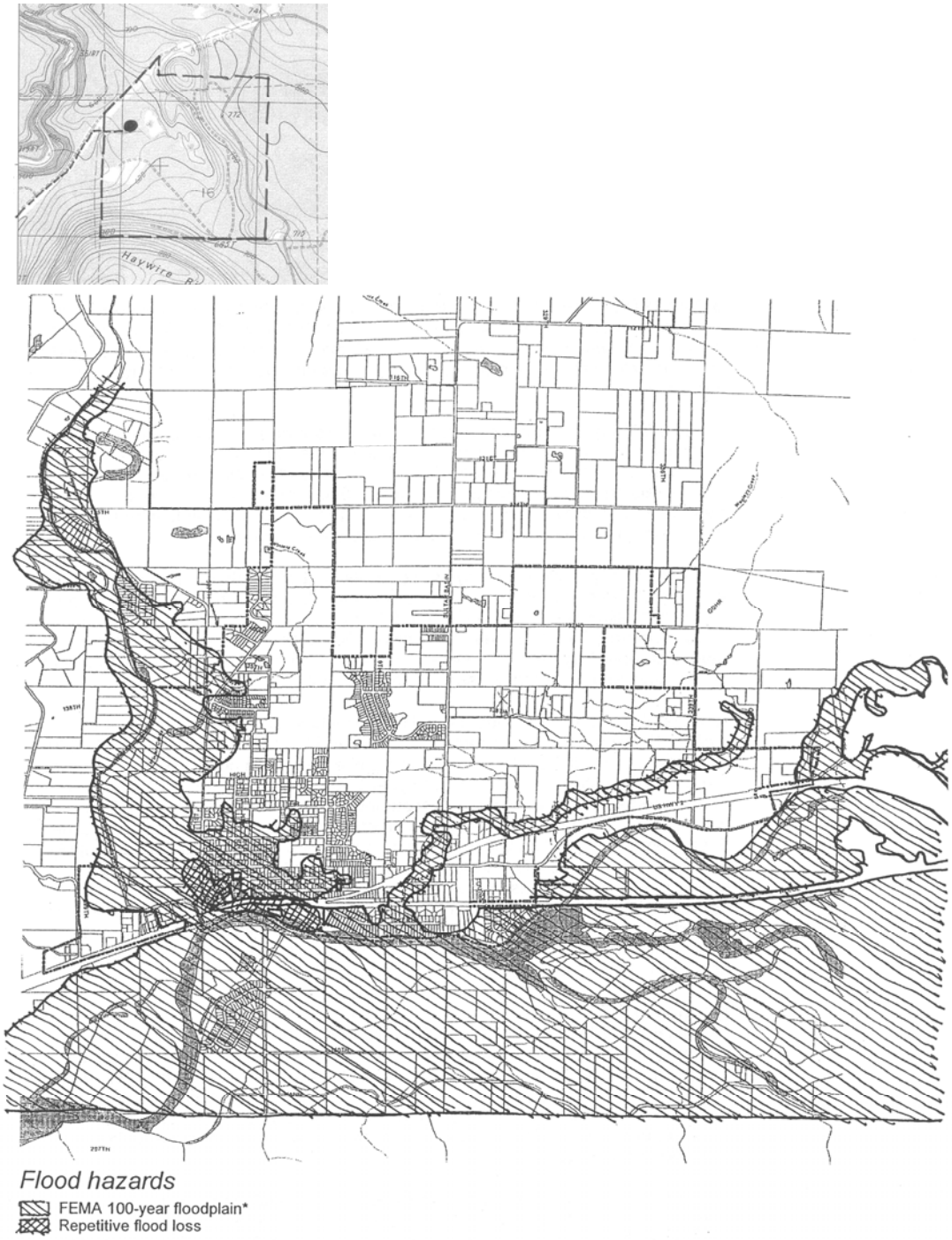


Figure 5: Flood Hazards

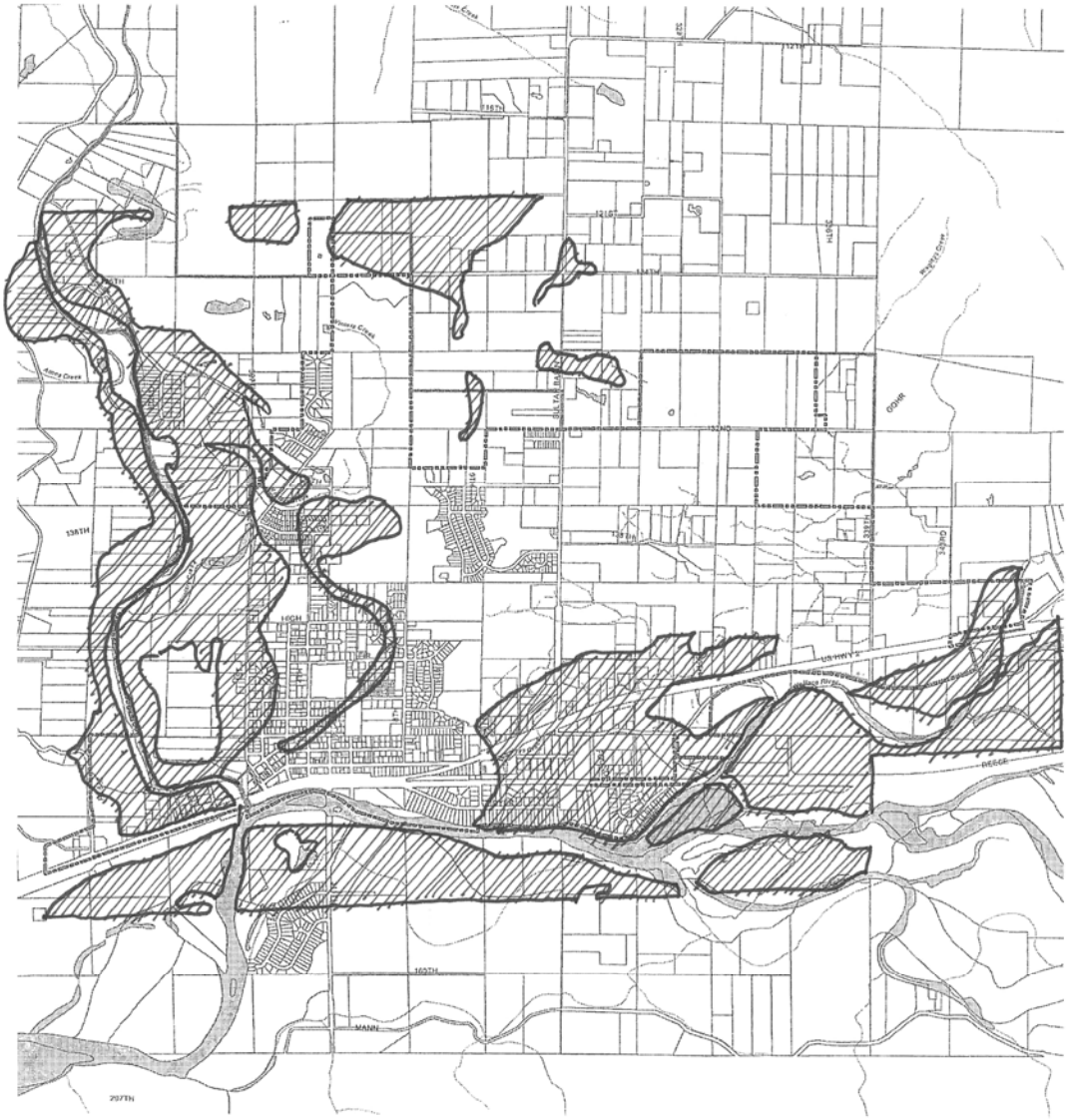
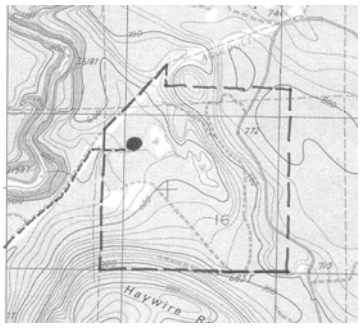


Figure 6: Aquifer Recharge - 1994 Plan



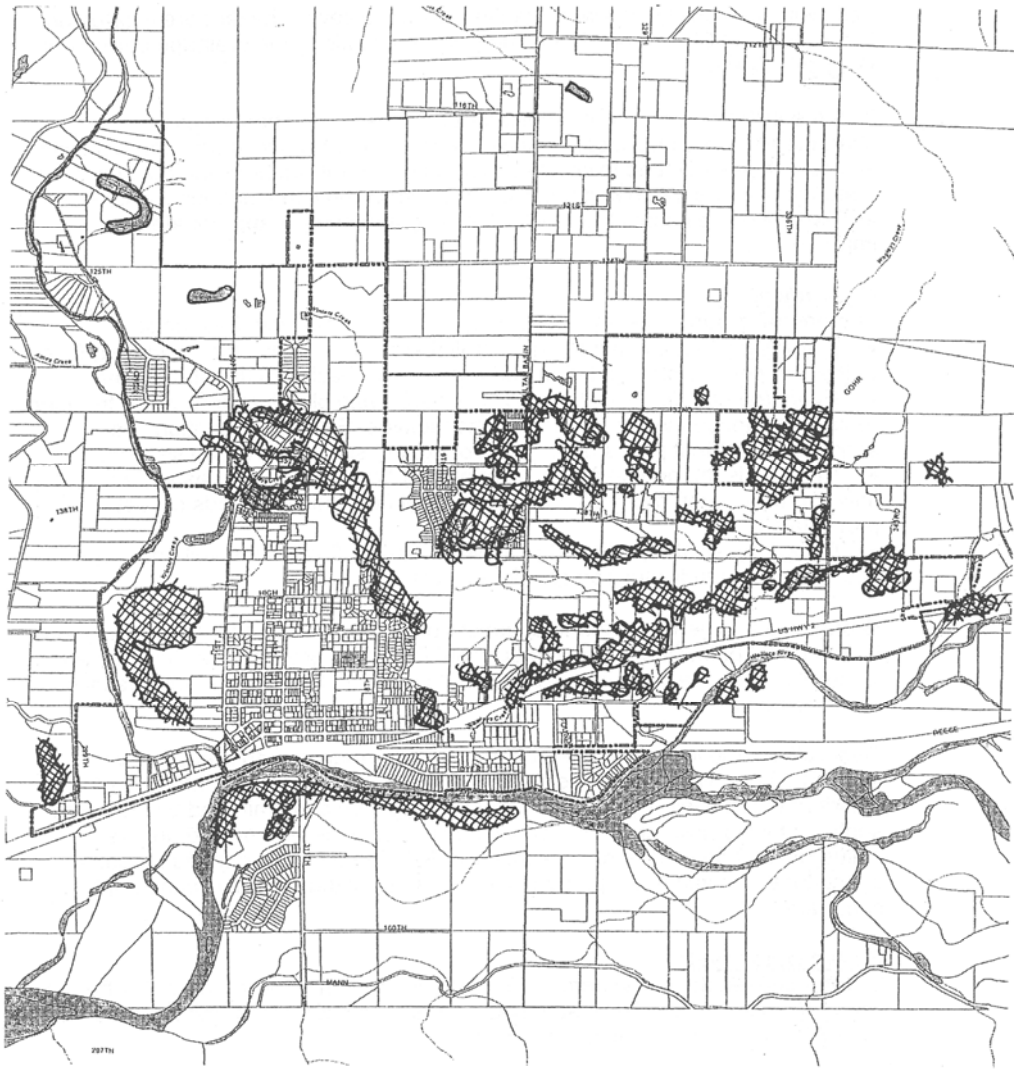


Figure 7: Wetlands

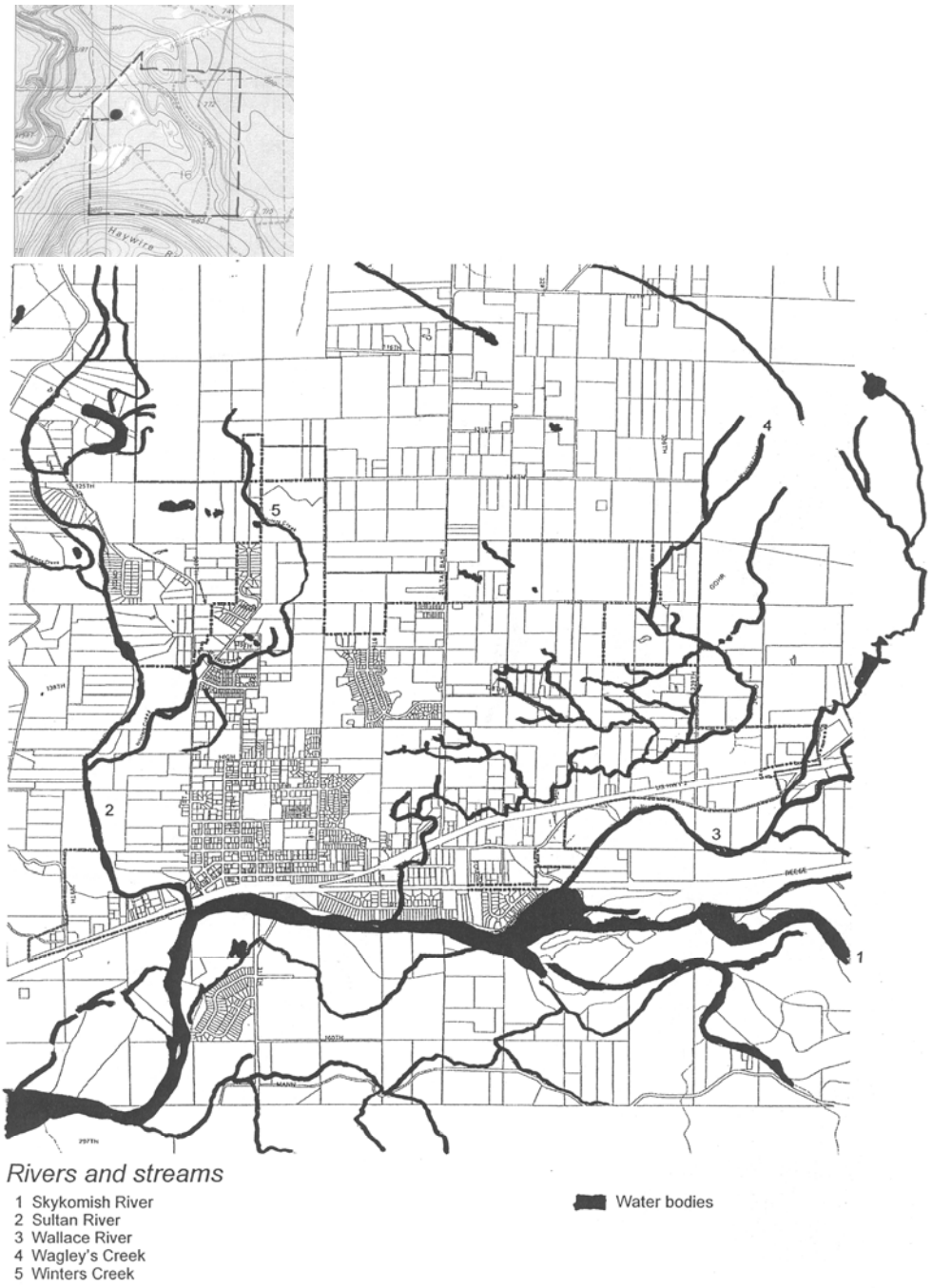


Figure 8: Rivers and Streams

2.4 Housing

Relocated from Section 2.6.
Revisions shown in ~~strikeout~~/underline format

> *A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.*
>
> -- RCW 36.70A.020 (2) GMA Mandatory Elements

Table H-1: Sultan Housing Unit Inventory

	Total	1 Unit	2+ Units	MH/Spec*
2000	1,291	908	147	236
2001	1,469	1,080	151	238
2002	1,526	1,135	153	238
2003	1,564	1,141	185	238
2004	1,590	1,155	197	238
2005	1,621	1,184	199	238
2006	1,713	1,268	207	238
2007	1,739	1,283	218	238

* Mobile Homes/Special
Source: OFM, July 12, 2007

Sultan's expected population will require a diverse range of housing. The types and density of housing are crucial elements of this Plan. The City must be ready to accommodate the types of housing needed and, depending on the type and density, will dictate how much land is allocated to different land use zones. This distribution will, in turn, affect how capital facilities and services will be provided.

There is, and will be, a need for additional affordable housing units to accommodate current and future populations. The term "affordable housing" applies to the adequacy of the housing stock to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets, but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate housing available for the needs of middle and lower income persons.

According to the Growth Management Act[8], a Housing Element must, at a minimum, include the following:

[8] RCW 36.70A.070(2)

(a) an inventory and analysis of existing and projected housing needs;

(b) a statement of goals, policies and objectives for the preservation, improvement and development of housing;

(c) identification of sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes and foster care facilities;

(d) adequate provision for existing and projected housing needs for all economic segments of the community.

Sultan's 2008 Comprehensive Plan revision addresses these objectives as a foundation of its capital facilities planning element.

Housing Profile

Sultan's population within city limits grew from 2,227 in 1990 to 3,344 in 2000 which is a 49.6 percent increase[9]. The percentage of housing units owned in 1990 rose from 64.7% to 72.4% in the year 2000. The County's 2002 *Growth Monitoring Report* notes that Sultan fell from having the 4th most affordable home sales between 1995 and 1997, to the 7th most affordable between 1998 and 2000. Although renters are generally paying less of their monthly incomes compared to the remaining portion of Snohomish County, almost half of all renters are paying more than 30%, above the threshold for "affordable housing" (28%).

Housing in Sultan can be characterized as follows:

- *The percent of owner occupied housing units* was 72% in Sultan in the year 2000, compared with 68% in Snohomish County, 62% in Puget Sound, 65% in Washington State, and 66% in the United States.
- *The percent single-family detached units of all structures* was 68% in Sultan compared with 62% in Snohomish County, 60% in Puget Sound, 62% in Washington State, and 60% in the United States.
- *The percent mobile homes or trailers area of all structures* was 18% in Sultan compared with 7% in Snohomish County, 5% in Puget Sound, 8% in Washington State, and 8% in the United States.
- *Median value* Sultan has 83% of its housing stock concentrated within the $100-199,999 value ranges compared with 50% in Snohomish County, 44% in Puget Sound, 49% in Washington State, and 39% in the United States - possibly reflecting the City's higher percentage of mobile and manufactured housing stock.
- *The median cost of renter occupied housing units* was $588 in Sultan compared with $691 in Snohomish County, $660 in Puget Sound, $663 in Washington State, and $602 in the United States.

Housing Affordability in Sultan

It is Sultan's policy to use the ratio of income to housing costs as a measure of affordability. When housing costs exceeds 30% of a total household's income; the housing is no longer considered affordable.[10] A rental unit is considered

[9] Housing Evaluation Report, 2002.
[10] American Planning Association, Policy Guide on Housing, 2006.

affordable for a household if the annual rent is less than or equal to 30% of the household's annual income. With a median income in Sultan of $47,600 (2007), this equates to approximately $1,100 per month. This would allow purchase of an approximately $180,000 home. The median value of owner occupied housing units was $160,800 (2002). Allowing for price inflation between 2002-2007, it would appear that, on average, there exists reasonable affordability of housing in Sultan. This is due to a stable stock of existing housing and a higher-than-average percentage of modular or mobile homes. New construction will be more affordable to higher income brackets. Median value of new housing in 2007 was $310,000. Higher density cluster housing in Planned Residential Developments could provide lesser priced homes.

Future Housing Need

Two important factors are used in projecting future housing needs: population growth and the community's economic profile. The City of Sultan's population in 2007 was 4,530 within city limits growing to 11,119 in 2025. The 2000 Census reported an average household size of 2.78 persons. The household size is assumed to decline to 2.62 by 2025 (Table 1) With an assumed average housing vacancy rate of 5%, a total demand for 4464 housing units is indicated for 2025. This is an increase of 2,725 units over the 1,739[11] that existed in 2007.

Goals and Policies

The following Housing goals and objectives are based on an analysis of existing housing conditions and the results of workshop planning sessions.

Goal: Manage growth potentials
Maintain a realistic balance between the land's capable, suitable potentials and Sultan's ability to provide housing choices and opportunities.

1 Growth management priorities
Determine the developable acreage contained within the prescribed Sultan urban growth area. Determine population or land use holding capacities and service requirements of proposed urban expansion areas. Establish priorities between the areas to control the extension of services and the timing of acceptable development proposals or public improvement projects.

~~***2 Infrastructure service policies***~~
~~Prioritize the delivery of sewer and other services to those planning areas that service the most capable soils able to support a variety of higher density, more innovative types of housing choices. Allocate Sultan's infrastructure capacity to those lands that can provide the most housing and employment related opportunities.~~

Goal: Create identity
Define a pattern of urban development that is recognizable, provides an identity, and reflects Sultan values and opportunities.

3 Neighborhood planning areas
Define and protect the integrity of small planning areas, particularly residential neighborhoods that have common boundaries, uses, and concerns using

[11] Office of Financial Management, Forecasting Division, 2007.

transition land use areas and landscape buffers. Encourage neighborhood property owners, including residents of lands that may annex to Sultan, to participate in the creation of local plans that may detail public improvements, zoning issues, and other planning concerns.

4 Special districts
Establish special zoning districts that may distinguish unique land use concerns and utilize special or extra planning and design reviews. Special districts could be established for a Sultan downtown business district.

Goal: Promote diversity
Create district definitions, review and approval processes that allow for innovation and performance.

5 Innovative districts
Establish special planning procedures to govern the review and approval of innovative land use developments.

Establish special planning development procedures for industrial or business parks, mixed density residential developments, special business district projects, or other proposals that may be submitted and considered.

6 Housing choice
Expand housing district and code definitions to allow a broad choice of housing types, locations~~, tenures~~ and prices. Provide housing opportunities for every type, age, physical and mental capability of household to include the family, the single-headed household, the individual, and the elderly. To the extent appropriate, recognize social area specialization by household and age group, and provide public services that reflect each area's special needs.

7 Innovative housing product definitions
Amend the zoning ordinance to define an increased variety of housing products including detached single-family, detached lot line, duplex, townhouse, multiplex, and garden apartments in addition to the single-family and mobile home products now included in the prevailing ordinance.

8 Clustering and planned unit development provisions
Amend the zoning ordinance to allow clustering and planned unit residential developments where the objective would be 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.

The following policies were relocated from the Action Plan

9 Former 70: Allow the installation of manufactured housing units – on single family lots to reduce housing costs.

10 Former 71: Develop more detached single family housing types including village, patio, and mother-in-law units especially within older developed areas – to reduce development costs, increase choice, achieve higher densities, but still maintain a low-density scale and appearance.

11 Former 72: Develop attached single family housing types including duplex, quadplex, garden, row or townhouses – to reduce development costs,

increase choice, achieve higher densities, but still maintain a moderate-density scale and appearance.

12 Former 73: Develop multiple family housing types including multiplexes, townhouses, and some garden apartments – to increase choice and achieve higher densities in newly developing areas.

13 Former 74: Develop mixed-use projects that provide housing over ground floor commercial or office activities, particularly within the downtown – to increase choice and achieve higher densities within a village or pedestrian-oriented environment.

Goal: Housing – design concepts

14 Former 75: Allow smaller single family lot sizes – in order to increase density, but maintain single family building scale and character in existing neighborhoods.

15 Former 76: Cluster housing developments – to protect sensitive environmental areas, increase open space amenities, and reduce development costs.

16 Former 77: Develop new housing with shared access streets and parking lots – to make more effective use of the roadways and reduce development costs.

Goal: Housing – locations

17 Former 78: Develop vacant lands on the Sultan River valley floor and in older neighborhoods with single family housing product types – to retain and protect existing low-density areas and reduce risk exposure on flood prone lands.

18 Former 79: Develop moderate to higher density housing product types on the edge of the plateau bordering the proposed new commercial and employment areas – to increase housing choice and density on environmentally capable lands.

19 Former 80: Develop mixed-use structures with upper story housing in the downtown – to increase housing choice and density within a pedestrian-oriented environment.

Goal: Public facilities

Relocated to Public Facilities section

~~***20 Former 81: Develop a new police and fire station complex on the plateau*** – to provide emergency management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.~~ **(Moved to Capital Facilities Section)**

~~***21 Former 82: Relocate public works yard operations to the plateau*** – to provide emergency response and management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.~~ **(Moved to Capital Facilities Section)**

~~***22 Former 83: Create a storm water management utility*** — to oversee the management and quality of wetland and storm water retention systems on the valley floor and plateau.~~**(Moved to Public Utilities Section – 3.2C)**

2.5 Land Use

Relocated from 2.4 verbatim.

Revisions shown in ~~strikeout~~/underline format

A Land Use Element is one of six mandatory elements required by the Growth Management Act[12]:

> *" The City must adopt a 'Land Use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. [It] shall include population densities, building intensities and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state…' "*

The Growth Management Act requires that population, economic development and land use be planned through a twenty-year planning horizon (2025 for Sultan); and that the Comprehensive Plan and City Code be coordinated to accomplish those targets in a coordinated fashion.

The Land Use section of the Comprehensive Plan establishes the framework for the City's future land use development. It presents the community's policy for growth through 2025. It deals directly with how citizens will be able to use their land and therefore is among the most sensitive topics of government regulation. Most important to this Plan update, it shows where development will occur as a basis for a Capital Facilities Plan. It considers the general location, intensity and density of land uses so that traffic, drainage, community services, utilities, etc. can be properly planned for.

Throughout the completed Comprehensive Plan there will be discussion of groundwater, drainage, flooding, stormwater run-off and other elements mandated for review by GMA. These, along with traffic, community services, etc. are all related to land use. So, while there may not be extensive discussion of these issues within the Land Use section itself, they are a prime consideration in developing the Land Use Map for the City.

Land Uses to be Served

The Land Use Map is shown on Figure LU-1**.** Adopted as part of the 2004 Update, it shows how residential, business, industrial, open space and other land uses are to be encouraged through 2025. The amount of land dedicated to these various uses must be founded on an analysis of future housing and employment needs, must protect critical environmental elements and must be capable of

[12] RCW 36.70A.070(1)

accommodation within the adopted Urban Growth Area (UGA). These factors are summarized as follows:

Population Growth

Table 1 shows the "planning assumption" used to develop the Land Use plan and to analyze infrastructure needs. The population will grow to 11,119 by the year 2025. For planning purposes it is assumed that by about Year 2020 the current UGA will have been annexed to the City, although actual timing can not be predicted.

Population Density

The total area within the Urban Growth Area is 2,304 acres, with 1,971 acres designated for residential uses. In 2006, the UGA had a population of 4,785 persons[13], This would amount to a gross population density of about 2.4 persons per acre or 1,550 person per square mile. With allowance for critical areas, in 2006 there were approximately 252 acres of developable land that was actually being used for residential development. This would produce a net current density of about 19 persons per acre (6.8 dwelling units per acre).

Housing Stock

A total housing demand for 4,464 housing units is indicated for 2025, an increase of 2,725 units over the that existing in 2007. It is in the City's interest to maintain an overall density above GMA guidelines of 4.0 dwelling units per acre. With about 2.78 persons per occupied household, the 2006 net density was about 6.8 units per acre. With a population forecast of 11,119 in 2025, this would require approximately 355 acres of vacant, developable land. There are currently 529 acres in the inventory (Table LU-3, Page 63.)

According to the 2007 Buildable Lands Report (BLR)[14], the City of Sultan has sufficient buildable land to accommodate 1,966 additional single family units and 759 Multiple Family units by 2025. In the Low to Moderate Density (LMD) designation there is additional capacity for 469 single family units. In the Moderate Density (MD) designation there is additional capacity of 119 single family units and 8 Multiple Family units. In the High Density (HD) designation there is additional capacity for 149 single family units and 43 Multiple Family units. In the Highway Oriented Development (HOD) designation, residential units are not currently allowed according to the Sultan Municipal Code.

Housing Density

Historical trends in the density of development help to explain how Sultan has developed in the past as an indicator of how it will develop in the future. Table LU-1, taken from the County's 2007 Buildable Lands Report, describes how new development densities occurred in Sultan between 1995-2005.

[13] See Table 1, Planning Assumptions
[14] See Table 8, Appendix B

Table LU-1: Density of Recent Housing Developments1995-2005

Zone		Buildable Acres Developed	Residential Dwelling Units	Density Units/Acre
Low to Moderate Density (LMD)	Single Family Units	24.69	69	2.79
Moderate Density (MD)	Single Family Units	60.30	264	4.38
	Multi-Family Units	2.13	24	11.3
	Total	62.43	288	4.61
High Density (HD)	Single Family Units	14.42	76	5.27
	Multi-Family Units	15.34	161	10.5
	Total	29.76	237	7.96

Source: Table 3, Appendix B

Sultan's expected population will require a diverse range of housing. The types and density of housing are crucial elements of this Plan. The City must be ready to accommodate the types of housing needed and, depending on the type and density will dictate how much land is allocated to different land use zones. This distribution will, in turn, affect how capital facilities and services will be provided. The distribution shown in Table LU-1 reflects the City intention to provide sufficient land within different residential areas to achieve diversity and affordability.

Employment Growth and Density

As with housing, a measure for employment density (i.e. jobs per acre) helps to determine how much land will be needed to develop Sultan's target employment base of 2000 jobs in 2025. Table LU-2 illustrates the development history between 1995 and 2005 within the commercial zones in Sultan. It provides a snapshot of current employment densities in newly developing areas.

Table LU-2: Commercial Land Development Density 1995-2005

Zone	Developed Acres	New Employment	Employees per Developed Acre
Urban Center	0.37	9	23.90
Economic Development	6.23	92	14.77
Hwy Oriented Development-New	4.71	31	6.68
Hwy Oriented Development-Infill	4.06	43	10.61
Total	15.37	175	11.4
Source: Table 9, Appendix B and Buildable Lands Report, 2007			

Commercial Floor Area Potential

The intensity of commercial development allowed by City planning policy and regulations will determine the City's ability to accommodate its projected growth

of 1,000 jobs between now and 2025. Development intensity is typically defined as a "floor area ratio" or FAR, which measures the total floor area of a building as a percentage of the total land area. Where 30,000 square feet of building space occurs on 10,000 square feet of land, the FAR. equals 3.0. A three story building occupying 100% of a parcel would have a FAR of 3.0; as would a six story building occupying half the parcel.

City of Sultan development standards are fairly common. Commercial buildings are allowed to occupy an unlimited portion of a parcel, provided off-street parking and some perimeter buffers are installed. Off-street parking requirements for Sultan businesses are also fairly typical (SMC 16.60.140).

A rule of thumb is that in these typical situations, approximately 25% of the surface land area can be used for actual building area. This Plan assumes that most commercial structures in Sultan will be built to no more than two stories, a FAR of 0.5.

Commercial/Industrial Land Area Need

To determine the amount of acreage necessary to accommodate the projected growth of 1,000 employees by 2025, it was assumed that approximately 1,000 square feet of building area is required for each employee. This is an average of the 500 square feet use for retail uses and 1,500 square feet applied to industrial uses.

The resulting assumption of 1 million square feet of commercial/industrial land area, with a FAR ration of 0.5, calls for 2 million square feet of land area or 45 acres of land.

Land Area Available for Growth

As part of the 2008 revision, the City re-analyzed the current amount of vacant and buildable lands to ensure that the population and employment targets can be met with the Land Use Map designations as proposed. Table LU-3 shows how the vacant and developable land is distributed among the various land use districts around the community. The amount of available land was determined by combining the analysis of existing land use, critical area and vacant land. (Figure 4A, Page 42).

The distribution of acreage on Table LU-3 by Traffic Analysis Zone assures consistency between growth forecasts and the land use distribution used in determining road, sewer and other infrastructure needs. Figure 2 (Page 28) shows the distribution of new residences and jobs through 2025.

With approximately 530 acres available for an additional 2,700 dwelling units and 114 acres available for another 1000 jobs, the City has sufficient land to meet its needs. Provided the infrastructure is developed to serve these land uses (see Section 3.4), the Urban Growth Area is of a satisfactory size to accommodate Year 2025 growth.

Figure LU-1 reflects the balance of all these elements. It is the official Land Use Map of the City upon which future development decisions will be based.

Table LU-3: Buildable and Vacant Acreage Sultan UGA

	Available or Developable Acreage							
Traffic Analysis Zone	Residential			Commercial			Total Residential	Total Commercial
	LMD	MD	HD	HO	UC	ED		
1		11.25		7.76			11.25	7.76
2	4.5	15.3					19.8	
3		16.5	20.63		1.68		37.13	1.68
4		21.6	4.5				26.1	
5	8.8	11.85					20.65	
6	17.4						17.4	
7	61						61	
8	57.6						57.6	
9	30						30	
10	9.35	-5					4.35	
11	8	2.5	39.65	4.77	0.9		50.15	5.67
12		1.5					1.5	
13				6		13.5		19.5
14		54.4				6.3	54.4	6.3
15	31.45						31.45	
16	20						20	
19	57.6						57.6	
20	2						2	
21		26.4		10.35		6.5	26.4	16.85
22				16				16
23				39.9				39.9
TOTAL	307.7	156.3	64.77	84.78	2.58	26.3	528.77	113.66

Residential Land Uses
LMD: Low to Moderate Density
MD: Moderate Density
HD: High Density

Commercial Land Uses
HO: Highway Oriented
UC: Urban Commercial
ED: Economic Development

Goals and Policies

The following goals and policies are based on an analysis of existing land use conditions and the results of workshop planning sessions.

Goal: Manage growth potentials
Maintain a realistic balance between the land's capable, suitable potentials and Sultan's ability to provide urban services.

1 Capable areas
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.

2 Suitable areas
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.

3 Serviceable areas
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.

Goal: Create identity
Define a pattern of urban development that is recognizable, provides an identity, and reflects Sultan values and opportunities.

4 Urban form
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.

Goal: Create an effective land use management process
Establish a planning and review document and process that recognizes Sultan's needs, and that effectively coordinates development efforts.

5 Planning unit boundaries
~~Define planning units that are based on similar land uses and activities.~~
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 ~~planning units~~ land uses, to be resolved in neighborhood planning processes, and respected in future development reviews.

~~6~~ 5 Institutional master planning
Establish an institutional planning review of land uses that may be conditionally allowed within residential areas ~~or in a public facility zone i~~ncluding 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.

~~7~~ 6 Official land use plan
Maintain a coded map overlay designating the preferred future developed state of the Sultan corporate limits and urban growth area. Define ~~suitable/capable/serviceable areas, urban forms, neighborhoods and special districts, planning units and special institutions, and~~ 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 to reflect changes, opportunities and desires.

~~8~~ 7 Performance based zoning ordinance
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.

~~9~~ 8 Environmental zoning designation
Consider amending ~~Amend~~ 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 ~~sensitive~~ critical areas ordinances in accordance with the requirements of the Washington State Growth Management Act.

~~10~~ 9 Clustering and planned unit development provisions
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.

~~11~~ 10 ~~Urban/rural~~ Rural/Urban Transition Area (RUTA)
Jointly create an ~~urban/rural~~ 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 ~~urban/rural transition area~~ ***Rural/Urban Transition Area*** will be to prevent properties from being subdivided or otherwise altered into a use or pattern that:

- ***could not be developed for additional urban uses*** - should there ever be a need, and that
- ***would detract*** - from the rural, agricultural character and productivity of existing activities.

~~12~~ 11 Interlocal agreements with Snohomish County
Enter into an interlocal agreement with Snohomish County to jointly agree upon and coordinate the:

- ***the proposed boundaries*** - of the Sultan urban growth area, and
- ***suitable zoning protection*** - of the lands within the proposed urban/rural transition area.

FUTURE LAND USE
Comprehensive Plan

City of Sultan
WASHINGTON

Figure LU-1

N

Legend

- City Boundary
- UGA Boundary

Zoning & Land Use

- Low/Moderate Density
- Moderate Density
- High Density
- Highway Oriented Development
- Urban Center
- Economic Development
- UNZONED

Feet
0 1,000 2,000

UGA Boundary -Adopted: December 21, 2005
-Effective Date: February 1, 2006

All non-zoning data, including parcel information, easements, city limits, and stream locations, is from the Snohomish County Assessor (2005), Snohomish County Planning and Development Services (2005), or other sources, has not been verified, and is subject to change. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

MAP DATE: AUGUST 2007

P:\Mapping\Maps_Generated\Sultan\Projects\Planning\Zoning&Landuse_Feb2006\FutureLandUse_Update_82007.mxd

BHC Consultants LLC
720 Third Avenue, Suite 1200
Seattle, WA 98104-1820

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F 206 505 3406
www.bhcconsultants.com

~~Residential holding capacity -- DELETED~~

~~NEW TABLE LU-3 SUBSTITUTED SHOWING LAND USE HOLDING CAPACITY BY ZONE~~

~~Acreage~~	~~Adopted Plan~~
~~Gross~~	~~2,669.5~~
~~Unbuildable~~	~~794.2~~
~~Gross buildable~~	~~1,424.8~~
~~Surplus buildable~~	~~437.2~~
~~**Dwelling units**~~	
~~Existing~~	~~1,504~~
~~Additional -- platted~~	~~75~~
~~Additional -- pending projects~~	~~109~~
~~Additional -- vacant land~~	~~1,299~~
~~Additional -- infill (partially used)~~	~~2,176~~
~~Additional -- redevelopment~~	~~586~~
~~Additional -- city overwrite notes~~	~~36~~
~~Subtotal additional housing~~	~~4,282~~
~~Less public infrastructure~~	~~4,009~~
~~Less market availability~~	~~2,934~~
~~Total existing and additional~~	~~4,439~~
~~**Population**~~	
~~Existing dwelling units~~	~~1,504~~
~~Population existing~~	~~3,814~~
~~Dwelling unit capacity~~	~~4,438~~
~~Dwelling units occupied~~	~~4,222~~
~~Population holding capacity~~	~~11,122~~
~~Difference -- numbers~~	~~7,308~~
~~Difference -- percent~~	~~192%~~

~~*Source of parcel data: Snohomish County Buildable Lands Analysis*~~

2.6 Shoreline Management

The Shoreline Management program has been revised and is currently awaiting approval by the Department of Ecology.

Goals and Policies

The following goals and objectives are based on an analysis of existing shoreline conditions and the results of workshop planning sessions.

Goal: Protect natural quality
Preserve and protect the unique, interdependent relationship between Sultan's water, land, and cultural heritage.

1 Waterway
Define and regulate the design and operation of water-oriented activities including over-water-structures or water-borne improvements such as piers, floats, barges, and the like to protect the navigational capabilities of the Wallace, Sultan, and Skykomish Rivers. Define and regulate activities that may occur within or affect the natural currents, flows, and even floodways to protect the functional integrity of the Wallace, Sultan, and Skykomish Rivers' waterways.

2 Habitats
Preserve natural habitat areas, including banks, streams, and associated wetlands, from disruption. Protect fragile ecosystems that provide the waterfront unique value, especially fish spawning beds in the natural tributaries of the Wallace, Sultan, and Skykomish Rivers and Winters and Wagley's Creeks.

3 Water and shoreline quality
Define and regulate activities that contaminate or pollute the Wallace, Sultan, and Skykomish Rivers, and Winters and Wagley's Creeks and shorelines including the use or storage of chemicals, pesticides, fertilizers, fuels and lubricants, animal and human wastes, erosion, and other potentially polluting practices or conditions.

4 Natural setting
Preserve Sultan's natural shoreline and waterway setting to the maximum extent feasible. Control dredging, excavations, land fill, construction of bulkheads, piers, docks, landings or other improvements that will restrict the natural functions or visual character of the Wallace, Sultan, and Skykomish Rivers or shorelines. Utilize natural materials and designs where improvements are considered to blend new constructions with the natural setting and with older structures.

Goal: Maintain a mixed-use waterfront
Retain a mixed-use waterfront including those agriculture, fishing, boating, and tourist uses that provide Sultan's shoreline unique appeal.

5 Fishing
Preserve fishery developments as a significant cultural and economic resource. Retain important fishing support services and promote development of additional docking and landing facilities consistent with fishing needs.

6 Pleasure boating
Encourage the development of temporary docking and landing facilities for day use and transient watercraft. Retain open surface water area to the maximum extent possible to facilitate safe and convenient watercraft circulation.

7 Commercial uses
Encourage development of water-oriented commercial uses in locations that can be provided adequate and unobtrusive supporting services including parking. Require commercial developments to provide public facilities and access to shoreline banks, dikes, docks, walkways, and other facilities including vistas.

8 Recreation
Develop existing publicly owned shoreline properties to provide additional public access where appropriate – particularly in Reese and Sportsmen's Parks. Acquire additional sites, where possible, along the Wallace and Skykomish Rivers. Create a mixture of active and passive public facilities that do not intrude on the natural features of the shoreline.

Goal: Preserve a quality urban waterfront
Define and enforce the highest quality standards concerning present and future land use developments within Sultan's waterfront areas.

9 Balance and scale
Maintain a balance in waterfront land use development so that any single use does not overpower or detract from the others. Maintain a human, pleasing scale so that new structures do not overpower existing facilities and do not dominate the shoreline in terms of size, location or appearance.

10 Access and visibility
Create an accessible shoreline including the development of public parks, fishing and boat docks, picnic and passive overlooks, and viewpoints. Require private developments to provide equivalent access and visibility to tenants and users of new private developments, users of the waterway, and the public-at-large.

11 Amenities
Require waterfront developments to provide amenities commensurate with the project's enjoyment of the natural, public resource including where desirable, additional docks or landings, paths or walks, picnic and seating areas, fishing piers or areas, overlooks and viewpoints.

12 Supporting improvements
Enforce suitable standards governing shoreline improvements equal to the standards enforced in other developments within the Sultan urban area. Illustrate and enforce design standards that control scale, construction materials, drainage patterns, site coverage, landscaping and screening, signage, and other features of unique importance to the waterfront setting.

Encourage innovative, effective solutions that cluster and share common improvements, reduce paved areas, and otherwise blend constructions with the natural setting or with desirable features of Sultan's built environment.

~~2.5 Economics~~

Relocated to and combined with 2.2

3 Capital Facilities Planning

> *Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."*
>
> -- RCW 36.70A.020 (12) Growth Management Act Planning goals.

Each comprehensive plan shall include a plan, scheme, or design for…

> *A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.*
>
> -- RCW 36.70A.070 (4) GMA Mandatory Elements

Preceding chapters have laid out a plan for Sultan's growth in terms of land use (Chapter 2.5) and housing (2.4) based on projected growth in population and jobs (2.2). The distribution of growth was based on the buildable lands analysis in Chapter 2.3 and Appendix B.

The following chapters outline a capital facilities plan to ensure that growth can be served by necessary facilities[15] according to "level of service" standards adopted by the community. Capital facilities include:

- Transportation (Chapter 2.7)
- Public Utilities (Chapter 2.8)
  - 2.8A Sewer
    - Sewage Treatment
  - 2.8 B Water
  - 2.8 C Stormwater
- Parks and Recreation (Chapter 2.9)

Generally, capital facilities are city-owned assets (sewer, water, stormwater, streets and parks) with value in excess of $10,000. Facility maintenance is not defined as a capital facility although upgrading or replacement of an existing facility is included.

The 2008 revisions to the capital facilities plan are in response to the Growth Hearings Board Compliance Orders. The revisions addressed the following issues:

- Allocating new development among those buildable portions of the various land use districts identified on the Land Use Map.
- Developing, confirming, or modifying "level of service" standards for future capital facilities through 2025.
- Based on adopted level of service standards, identifying what capital facilities will be needed, and when, to adequately serve the future population, housing and employment through 2025.
- Assessing the cost of providing capital facilities measured against the projected financial resources of the City.

[15] See Table CFP-19 for list of "projects necessary for development"

- Developing a Transportation Element and Capital Facilities element which coordinates improvements with the pace of growth.
- Developing a six-year Transportation Improvement Plan (TIP).
- Developing a Capital Facilities Plan (six-year and Year 2025) that balances cost with estimated funding.

The analysis of these elements are detailed in appendices at the end of the Plan.

- Appendix B: Population, Housing, Employment and Buildable Lands
- Appendix C: Level of Service Summary
- Appendix D: Needs Assessment
- Appendix E: Financial Resources Analysis
- Appendix G: Capital Facilities Plan

The following Chapters summarize these appendices, list goals and policies to implement the facilities strategies and present the Capital Facilities Plan through 2025 (Chapter 10.)

Framework Goals and Policies

The following goals and policies apply generally to each of the capital facilities elements:

~~Framework CF Goals & Policies~~

Goal: ~~CF – 1~~ Ensure that public facility plans adequately address existing service deficiencies and future needs.
~~Policies~~

1. Formerly CF – 1.1 Establish a policy that results in the timely review of all city capital facilities plans on a regular basis to ensure that the plans provide for appropriate levels of infrastructure development.

2. Formerly CF – 1.2 Ensure that the public funding for infrastructure development is accounted for in city budgets.

Goal: ~~CF – 2~~ Ensure that adequate public facilities and services serving new developments are concurrent at the time of land use approval of such developments or that a financial commitment is in place to complete the improvements or strategies within six years of the time of development and that services for new developments will not negatively impact existing service levels.
~~Policies~~

3. Formerly CF – 2.1 Establish strategies to address facility and service needs that are consistent with the land use and transportation elements, existing facility plans, and are financially feasible.

4. Formerly CF – 2.2 Phase development so that public facilities and services can be provided for both existing and future growth in a manner that does not outpace the City's ability to provide and maintain adequate levels of service.

5. Formerly CF – 2.3 The City shall extend services to properties within the Urban Growth Area upon annexation while maintaining levels of service for existing customers.

6. Formerly CF – 2.4 Management of capital facilities should emphasize the following concepts:
   a. Provide preventive maintenance and cost effective replacement of aging elements;
   b. Plan for extension and upgrades of capital systems while recognizing that system extension associated with new development should be the responsibility of those desiring service;
   c. Inspect systems to ensure conformance with design standards and reduce the potential for service rate increases through effective fiscal management and fair and equitable rate structures.

Goal ~~CF – 3~~: Finance the City's needed capital facilities in an economic, efficient and equitable manner.

~~Policies~~

7. Formerly CF – 3.1 Use Sultan's Six Year Capital Improvement Plans (CIP) to prioritize the financing of capital facilities within projected funding capacities and to clearly identify sources of public money for each project.

8. Formerly CF – 3.2 Equitably distribute the cost of capital facilities among the primary beneficiaries of the facility.

9. Formerly CF – 3.3 Future development shall bear facility improvement costs related to its impacts by the development to achieve and maintain adopted level of service standards and efficient service provision.

10. Formerly CF – 3.4 Pursue all available funding sources for proposed community facilities, downtown improvements, park and recreation facilities, trails/walkways, road improvements and utilities.

11. Formerly CF – 3.5 Adopt and collect impact fees in accordance with the GMA as part of the financing for public facilities. Such financing shall provide for a balance between impact fees and other sources of public funds and shall not rely solely on impact fees. Public facilities for which impact fees may be collected include: public streets and roads, publicly owned parks, open space and recreation facilities, and school facilities.

12. Formerly CF – 3.6 Seek public and private partnerships for new facilities where possible that share an equitable share of expenses.

Goal CF – 4 : Ensure the efficient and equitable siting of public facilities through coordinated planning within City departments, between City and non-city providers and with other jurisdictions.

~~Policies~~

13. Formerly CF – 4.1 Siting of capital facilities shall be based upon criteria including, but not limited to:

    a. Specific facility requirements, such as acreage, transportation access, etc.;
    b. Land use compatibility;
    c. Potential environmental or traffic impacts;
    d. Consistency with the Comprehensive Plan.

14. Formerly CF – 4.2 Capital facilities shall not be located in areas designated as critical or environmentally sensitive unless no other alternative is available.

15. Formerly CF – 4.3 The City should not provide for the extension of public facilities and services outside the Urban Growth Area, unless otherwise allowed.

THE FOLLOWING POLICIES HAVE BEEN MOVED TO RELATED SECTIONS OF THIS PLAN.

~~***Water***~~

~~**Goal CF - 5 Maintain and enhance the development and operation of an effective and efficient water system at fair market value that will meet the needs of Sultan's present and future population.**~~

~~***Policies***~~

~~CF – 5.1 Continue to work with City of Everett in order achieve goals and objectives of providing reliable levels of service for Sultan residents and those within the water service area.~~

~~CF – 5.2 Support and implement water conservation and reuse measures that reduce water use, such as:~~

~~*a. Public education;*~~
~~*b. Billing rate structures which encourage conservation;*~~
~~*c. Reclamation of wastewater for irrigation use;*~~
~~*d. Encourage drought tolerant plantings and native vegetation for public and private development, and;*~~
~~*e. Impose water restrictions during droughts.*~~

~~CF – 5.3 Maintain an updated comprehensive water system plan that is coordinated with the Land Use Element so that new development is located where sufficient water system capacity exists or can be efficiently and logically extended.~~

~~CF – 5.4 Ensure that water service necessary to support development will be adequate to serve the residents at the time new development is available for occupancy and use.~~

~~CF – 5.5 Establish a reserve fund and pursue outside funding services to finance needed improvements to the water system.~~

~~CF – 5.6 Coordinate with Snohomish County Fire District 5 to ensure adequate fire flow in all areas of the city.~~

~~CF – 5.7 Ensure all new development within the service boundary is served by the municipal water system.~~

CF – 5.8 Monitor the City's water supply to ensure that future water supply needs and water quality requirements will be met.

CF – 5.9 Continue to provide water service to those properties that receive water from the City and which are located outside the City's Urban Growth Area.

Sewer

Goal CF – 6 Maintain and enhance the development and operation of an effective and efficient sewer treatment plant and collection system that will meet the needs of Sultan's present and future population.

Policies

CF – 6.1 Require all properties that develop or redevelop within the city limits to connect to the City's sewer system.

CF – 6.2 Increase sewer treatment plant and collection line capacities to meet the needs of Sultan residents and land within the Urban Growth Area, as well as meet state and federal discharge standards. Service to the UGA shall not occur until such properties are annexed into Sultan.

CF – 6.3 Increase capacity to reflect increased usage trends influenced by the City's growth and economic development.

CF – 6.4 Maintain an updated comprehensive sewer system plan that is coordinated with the Land Use Element so that new development is located where sufficient sewer system capacity exists or can be efficiently and logically extended.

CF – 6.5 Ensure that existing deficiencies in the sewer system are upgraded.

CF – 6.6 Encourage all non-redeveloping properties that annex into the city to phase out their septic systems and connect to the City sewer system.

Stormwater

Goal CF – 7 Maintain and enhance the development and operation of an effective and efficient stormwater treatment system that will meet the needs of Sultan's present and future population.

Policies

CF – 7.1 Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality and the natural drainage system.

CF – 7.2 Require design of storm drain lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes and wetlands.

~~CF – 7.3 Require development regulations that encourage the reduction of impervious surface and retention of natural vegetation by using innovative designs and other development tools.~~

~~CF – 7.4 Ensure that storm drainage facilities necessary to support construction activities and long-term development are adequate to serve the development at the time of construction and when the development is available for occupancy and use.~~

~~CF – 7.5 Require design of new development to allow for efficient and economical provision of storm drainage facilities.~~

~~CF – 7.6 New development should minimize increases in total runoff quantity, should not increase peak storm water runoff, and should prevent flooding and water quality degradation.~~

~~CF – 7.7 Review and update as necessary City stormwater and flood hazard regulations. Participate in regional water quality and flood hazard reduction efforts within all drainage basins that affect the city.~~

~~Transportation~~

~~Goal CF – 8 Ensure the transportation system program provides for future road projects throughout the city to allow growth-related improvements.~~

~~Policies~~

~~CF – 8.1 The City should continue to improve roads throughout the city that are in disrepair or are in need of safety improvements.~~

~~CF – 8.2 Assess impact fees to help alleviate the City's burden of funding transportation projects.~~

~~CF – 8.3 Seek state and local grants to help fund all road improvements within the city.~~

~~Parks & Recreation~~

~~Goal CF – 9 Effectively develop, manage and maintain high quality parks and recreation facilities which meet the needs of Sultan's present and future population.~~

~~Policies~~

~~CF – 9.1 Develop innovative methods of financing those projects listed on the six-year and twenty-year parks & recreation capital improvement plans.~~

~~CF – 9.2 Consider joint ventures with public and private agencies to assist in facility development, maintenance and operation, and to reduce costs.~~

~~CF – 9.3 Encourage park facilities that are of low maintenance and high capacity design that reduces overall facility maintenance.~~

~~CF – 9.4 Consider the cost of maintenance prior to funding construction of new facilities.~~

General Government

Goal CF – 10: Provide cost effective municipal public facilities to all residents of Sultan in a manner that protects investment in existing facilities, maximizes use of existing facilities, expands facilities in a cost efficient manner, and promotes orderly urban growth.

Policies

16. Formerly CF – 10.1 Ensure public safety services are adequately funded to provide the necessary level of services for present and future needs of the community.

17. Formerly CF – 10.2 Set aside funds for the City's share of improvements required by growth to achieve an efficient level of service for essential public services and facilities. Apply for grants whenever feasible to finance public facilities.

18. Formerly CF – 10.3 Support and encourage joint development and use of community facilities with other governmental or community organizations in areas of mutual concern and benefit.

19. Formerly CF – 10.4 To the maximum extent possible, consider opportunities to co-locate activities and otherwise optimize public facility utilization in order to delay the need for new facilities.

~~2.7~~ 3.1 Transportation

> *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
>
> --- RCW 36.70A.020 (3) Planning Goals

Existing Facilities

This section provides information about the current (2007) conditions of the transportation system and services within the City and its surrounding ~~Sultan Urban Growth Area~~ Urban Growth Area.

City Street System

Sultan has two principal street networks which are separated by steep hillsides and connected only by U.S. 2:

- The historical grid – a road grid extending out from the historical town and focused on 1st Street/Trout Farm Road and U.S. 2 in the Sultan River Valley. It extends north from the Skykomish River and the Burlington Northern Santa Fe (BNSF) Railroad into the Sultan River valley. Numbered streets are aligned north and south, named avenues east and west to create a rectangular grid in the older portions of town adjoining the downtown district. The grid gives way to a radial roadway system focused on 1st Avenue/Trout Farm Road north of High Street due to constraints imposed by topographical and natural features.

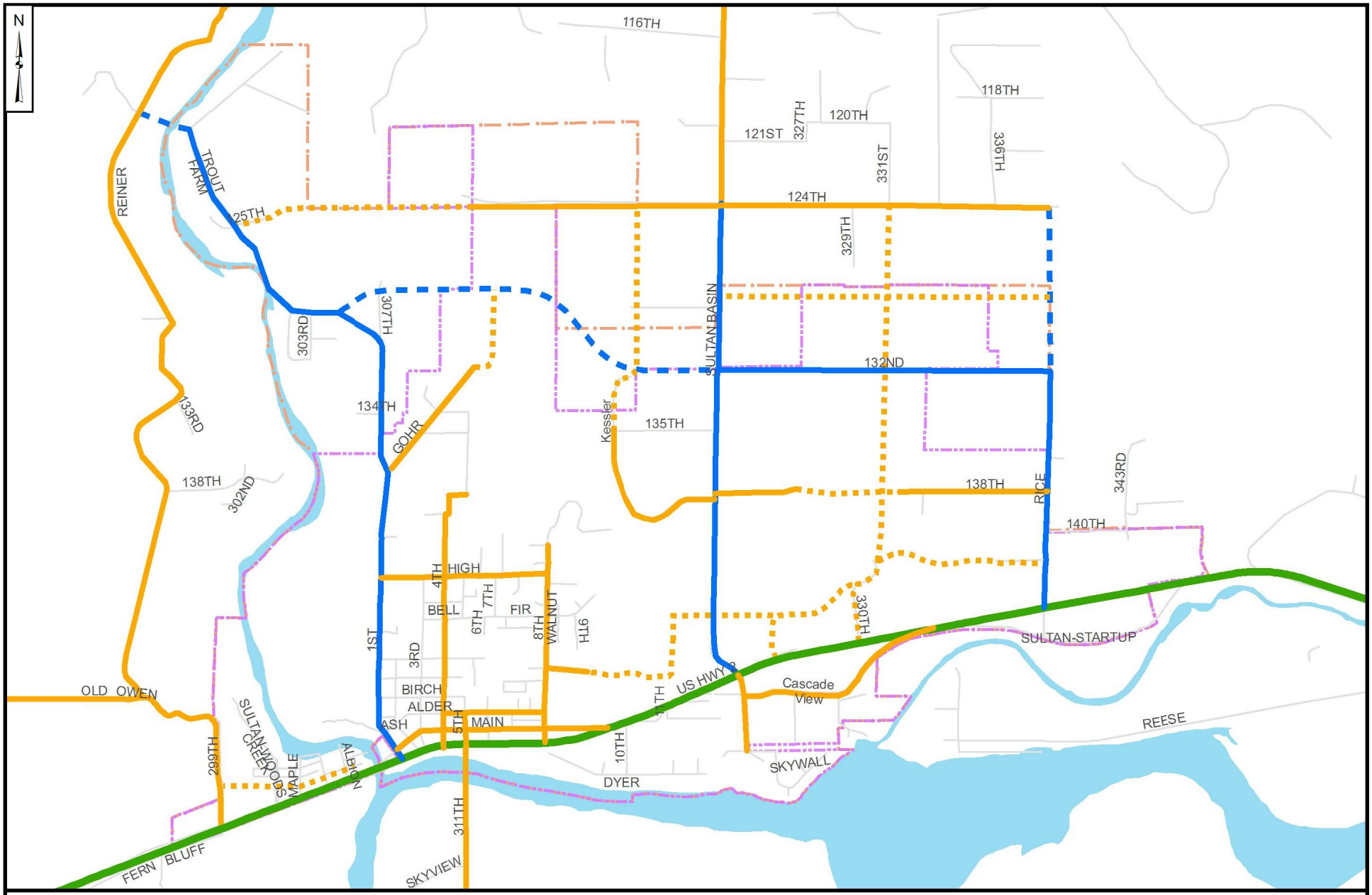
- The plateau network – extends north from the Skykomish and Wallace Rivers across U.S. 2 and over the plateau. Names and numbers are intermingled on north-south aligned avenues and east-west aligned streets – the opposite of the historical naming system. The grid is loosely based on Sultan Basin Road/323rd Avenue, Rice Road/339th Avenue, and 132nd Street – the only connected roads. The grid gives way to curvilinear alignments in newer residential developments due to wetlands and other natural constraints.

U.S. 2

Within the Sultan Urban Growth Area, U.S. 2 is the only state-owned transportation facility. U.S. 2 is designated a Highway of Statewide Significance (HSS) and a National Highway System (NHS) facility across its entire length. U.S. 2 is also designated as a Federal Scenic Byway in the Sultan vicinity. For reference please see Figure T-1.

Bus Service

Public transportation within the City of Sultan is operated by Community Transit (CT) which provides transit fixed route, paratransit (Dart dial-a-ride) and vanpool services within Snohomish County including service on U.S. 2 between Everett, Monroe, Sultan, Startup, and Gold Bar. County residents pay transit service costs with a special sales tax assessment. CT serves the City with three bus routes. (See Figure T-2.)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TROUT FARM
REINER
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307TH
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GOHR
Kessler
135TH
138TH
302ND
RICE
343RD
140TH
4TH
HIGH
BELL
7TH
FIR
6TH
8TH
WALNUT
9TH
331ST
1ST
3RD
SULTAN-STARTUP
OLD OWEN
BIRCH
ALDER
ASH
5TH
MAIN
4TH
US HWY 2
Cascade View
REESE
SULTAN-WOODS CREEK
MAPLE
ALBION
299TH
10TH
SKYWALL
DYER
311TH
FERN BLUFF
SKYVIEW
Arterial Designations
Major Arterial
Minor Arterial
Collector Arterial
Recommended New Arterials
Minor Arterial
Collector Arterial
City Limits
UGA
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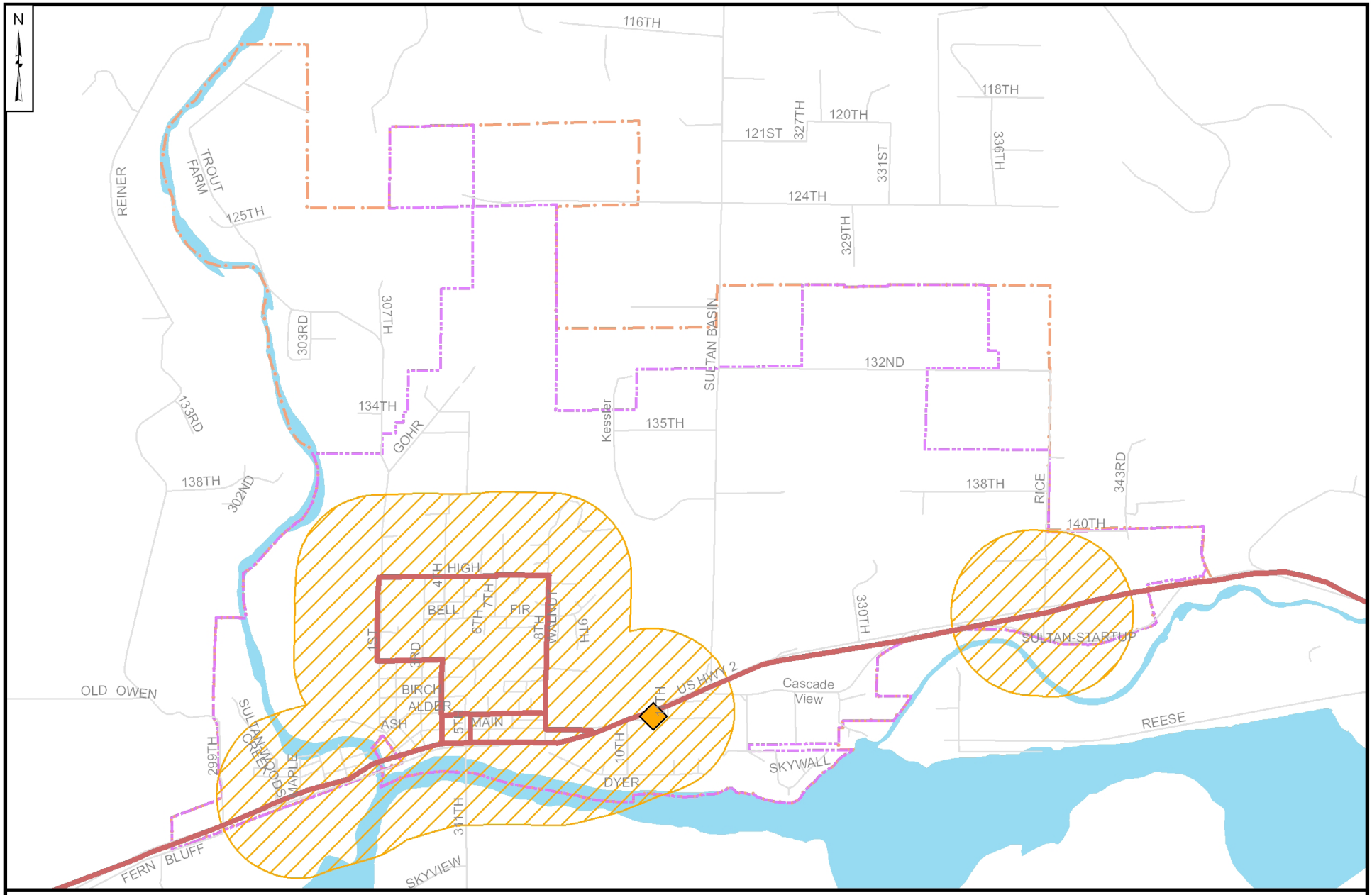
Miles
Sultan Comprehensive Plan
Transportation Element Revisions
Recommended Arterial Functional Classifications

Figure T-1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336TH
343RD
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307TH
302ND
133RD
REINER
TROUT FARM
GOHR
Kessler
SULTAN BASIN
RICE
330TH
4TH HIGH
BELL
FIR
WALNUT
6TH
7TH
8TH
9TH
1ST
3RD
5TH
BIRCH
ALDER
ASH
MAIN
10TH
DYER
US HWY 2
SULTAN-STARTUP
Cascade View
REESE
SKYWALL
OLD OWEN
SULTAN-OLD STAR LE
269TH
311TH
FERN BLUFF
SKYVIEW
Park and Ride
Community Transit (CT) Routes
Transit Service Coverage Area
City Limits
UGA
0
0.5
Miles
Perteet
Sultan Comprehensive Plan
Transportation Element Revisions
Existing Public Transportation Routes
Figure T-2

WSDOT owns and maintains a park and ride lot within the City. The Sultan Park and Ride lot is located south of U.S. 2 near the intersection with 11th Street.

While existing transit coverage is good within the historic area of the City, many other areas within the City and the larger Sultan Urban Growth Area lack adequate access to both public transit and paratransit service including area's north of High St and north of U.S. 2 in the plateau area.

Non-motorized Transportation

Non-motorized transportation systems include facilities that provide for safe pedestrian and bicycle travel. These include sidewalks, crosswalks, off street trails, bike routes, and bike lanes. Current facilities include:

- **Pedestrian Facilities:** Recent roadway reconstruction projects have provided storm drainage, curb, and sidewalk improvements, particularly along major streets providing access to schools, parks, and the downtown business district including Main Street, 1st Street, 4th Street, 8th Street, Willow Avenue, High Street, Kessler Street, and most recently Sultan Basin Road. Sidewalks have also been constructed on many local streets in concert with new development within the City.

- **Trails:** Which include separated or off-road recreational trails. Some portion of these recreational trail corridors can also satisfy local access needs between residential areas and parks, schools, commercial and employment areas depending on the trail locations. The High Street Trail is an asphalt multi-purpose trail developed from the east end of High Street up the hillside and onto the plateau to provide for evacuation of schools in case of flood or dam emergencies. At the time of writing of this plan, several segments of the Willow/Bryant Trail were in construction on the plateau area west of Sultan Basin Road and south of 132nd Street (see Figure T-14.)

- **Bicycle Facilities:** In the past, cyclists within the Sultan Urban Growth Area have either rode in the lane of traffic, on available road shoulders, or on City sidewalks. Many commuter cyclists ride along U.S. 2 in the available highway shoulder to reach their destinations. To provide for safer bicycle travel within the City, the City has completed two major improvements. Recent completion of the High Street off-road trail and the bike lanes on Sultan Basin Road provide a measure of safety and choice for safe cycling within the City. However many challenges remain, especially in older neighborhoods along U.S. 2 and in the rural areas of the Sultan Planning Area.

Freight Transportation

Within the Sultan Urban Growth Area freight and goods are transported on U.S. 2, on City and County roads, and on the Burlington Northern Santa Fe Railroad (BNSF) Stevens Pass rail line which parallels U.S. 2 providing major cross-state freight and passenger travel between Everett and Spokane.

Street Functional Classifications

Streets are grouped into functional classifications based on their connectivity, traffic volumes and capacities, adjoining land uses and access, and speed. The four main classifications currently used by the City of Sultan are Principal Arterials, Minor Arterials, Collector Arterials, and Local Streets. Figure T-1 depicts the City's Street Arterial Functional Classification system and includes both existing and planned future streets.

- **Principal Arterials**: serve as the major regional connectors to employment, retail centers and downtown central business districts. They have a very high level of regional connectivity, moving travelers on a continuous route within the larger region. They typically provide for high traffic volumes between 15,000 and 50,000 average daily vehicles at high speeds. U.S. 2 is designated as a Principal Arterial.

- **Minor Arterials:** serve as the connector arterial throughout a City providing for travel between major commercial and residential areas, and moving travelers from collector arterials to principal arterials. Minor arterials act as the supportive spine of the roadway network within an urban area and thus have a high level of connectivity.

  One-mile grid spacing of minor arterials is typical within most urban areas including the Sultan Urban Growth Area. Average daily traffic volumes on minor arterials can range between 6,000 and 20,000. Sultan Basin Road, Rice Road, 132nd Street and 1st Street are designated as minor arterials.

- **Collector Arterials**: serve travel movement between neighborhoods and carry traffic to and from higher order arterials. Collectors are commonly used by residents to circulate out of their neighborhood. These routes provide neighborhood connectivity, but do not serve as citywide streets. Collector Arterials have been established on a 1/4 to 1/2 mile grid network within the Sultan Urban Growth Area. Average daily traffic volumes on collectors typically range between 2,000 and 8,000. Alder Avenue, High Street, 8th Avenue and Kessler are designated as Collector Arterials.

- **Local Streets:** provide access to adjacent properties in neighborhoods and commercial areas with limited provisions for through traffic connectivity. Typical of other cities and urban areas, most of the roadways within the Sultan Urban Growth Area are local streets. Average daily traffic volumes typically range from 100 to 2,500 vehicles per day.

Traffic Levels of Service

Transportation level of service, or LOS, is a measure of the quality of service provided by the transportation system. Transportation LOS helps provide an understanding of the performance of the transportation system, it also establishes a basis for comparison between roadways, and help guide the prioritization of improvement projects.

The GMA requires the establishment of a transportation LOS standard to be used as a benchmark for evaluating the performance of the transportation system. The LOS standard is also used as a benchmark to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years of the development. This requirement is called transportation concurrency.

Evaluating the LOS on the arterial street system is typically described in terms of traffic congestion which can be measured by average vehicle delay, travel speed, vehicular density, or the traffic volume to street traffic capacity (V/C) ratio. The resulting level of service is usually given a letter ranking from A to F where:

- LOS A and B represent fairly free-flow travel conditions with little or no delay;
- LOS C and D represent stable traffic flow with acceptable traffic delay; and
- LOS E and F represent severe congestion with low travel speeds and unacceptable traffic delay.

According to the Transportation Research Board's Highway Capacity Manual, traffic LOS can also be understood in terms of the time it takes to drive from one point to another. In the example below, traffic LOS rating A – F is provided on a 3-mile trip on urban arterial street(s) based on the time it takes to make the trip. This example is applicable within the City of Sultan as most cross town trips are approximately 3 miles in length:

LOS A - B 6 – 7 minutes
LOS C - D 7 – 11 minutes
LOS E - F 11 – 15 minutes or longer

Simply stated, transportation concurrency requires that the transportation impacts of land use development actions do not reduce the transportation LOS below the jurisdiction's adopted LOS standards. If it is determined that the proposed land use action would reduce the LOS below the adopted standard, either the development as proposed must be modified to reduce its transportation impact, or corrective transportation improvements must be identified and implemented at the time of the development or within a six-year period. This determination is made as part of the development approval process. The transportation LOS standard and findings may also be used to program transportation funding priorities of planned improvements.

If services that will operate at the adopted LOS standard will not be concurrent with a proposed development, then either funding for the improvements must be identified or the development cannot be granted approval as proposed. The LOS standard and findings may also be used to program transportation funding priorities of planned improvements to the City's Capital Facility Plan (CFP) and to supplement the City's Six-Year Transportation Improvement Plan (TIP).

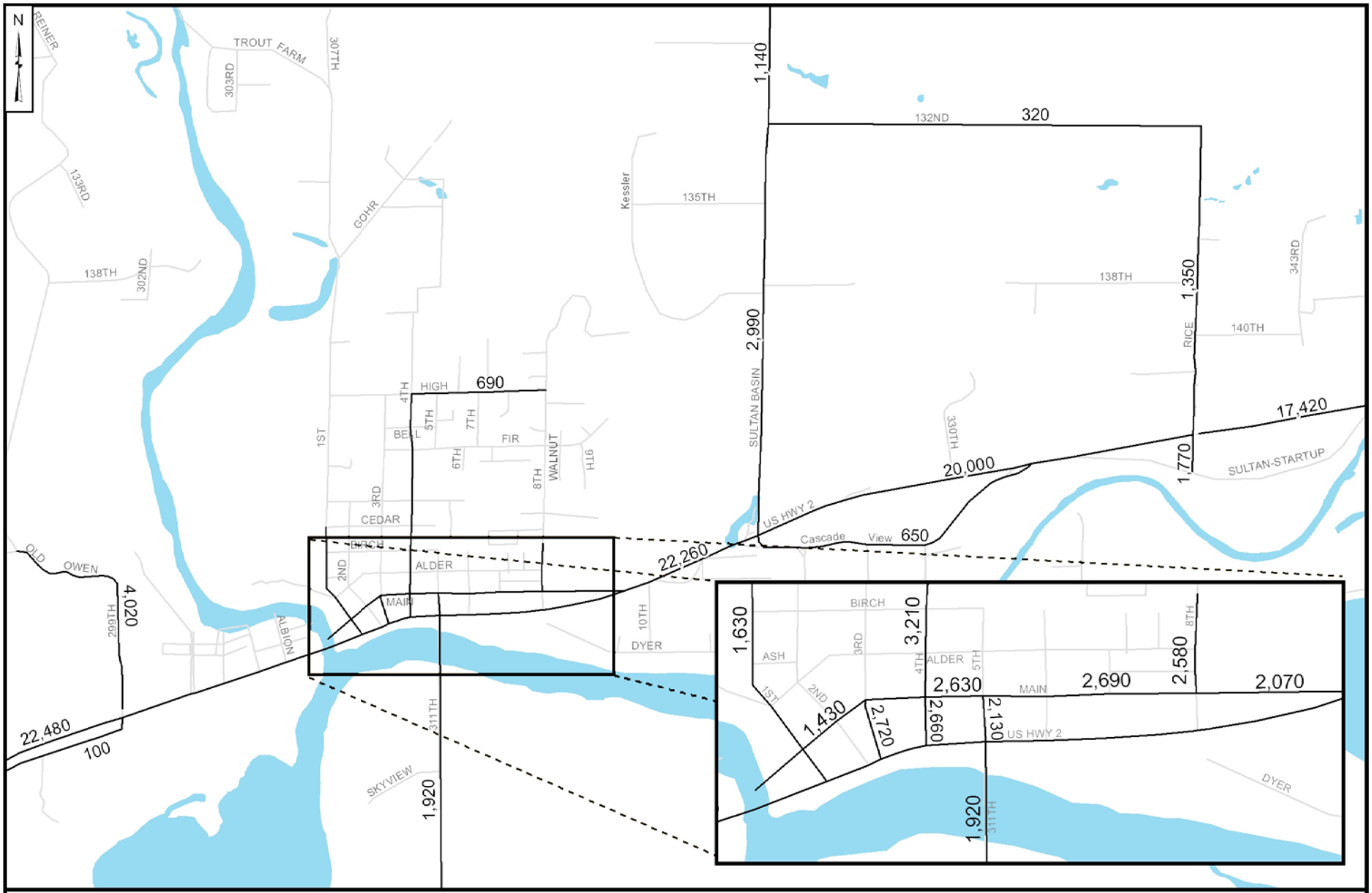
The 2008 Plan revision and Capital Facilities Plan adopts an LOS "D" standard for City arterials while retaining the State's adopted LOS "D" standard for U.S. 2 in compliance with State requirements and standards for Highways of Statewide Significance (HSS).

Existing Traffic Volumes

The existing (2007) average weekday traffic is shown in Figure T-3.

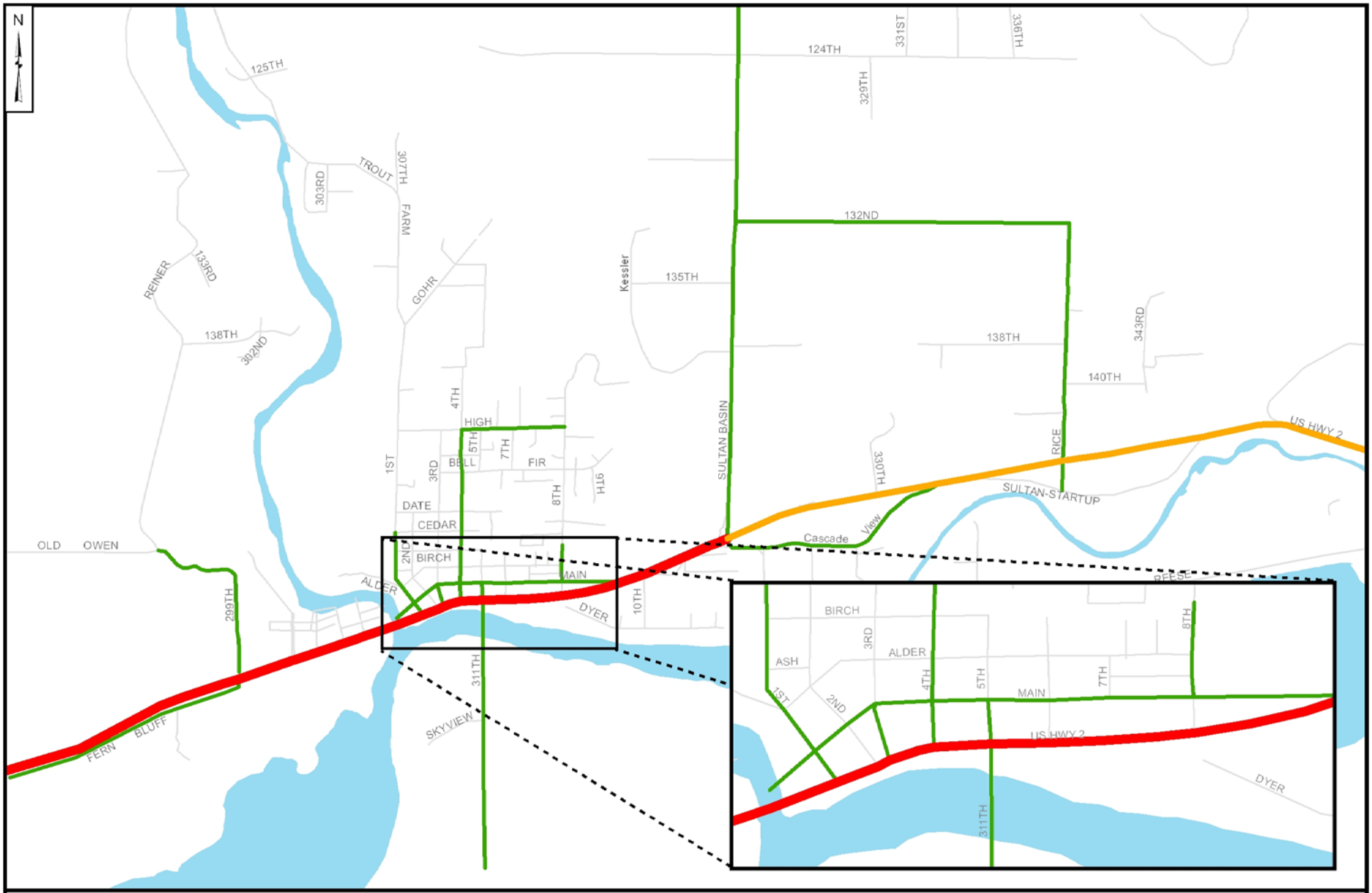
The existing 2007 LOS on the City's arterials is shown in Figure T-4. While Figure T-4 demonstrates that the 2007 traffic LOS on City and County arterial roadways within the Sultan Urban Growth Area is very good during the average weekday PM peak hour, U.S. 2 is very congested during this time.

Table T-1 presents U.S. 2 traffic intersection operational LOS analysis conducted in 2006 as part of WSDOT's U.S. 2 Route Development Plan for Old Owen Road, 5th Street, Main Street, and Sultan Basin Road. Intersection LOS performed by Perteet, Inc. is also shown for the intersection of U.S. 2 and Rice Road (339th Avenue SE).



Sultan Comprehensive Plan
Transportation Element Revisions
2007 Average Weekday Traffic Volumes

Figure T-3



Sultan Comprehensive Plan
Transportation Element Revisions
2007 PM Peak Hour Traffic Level of Service (LOS)

Figure T-4

Table T-1: U.S. 2 2006 Intersection LOS

Intersection	2006 Annual Average Weekday PM Peak Hour LOS	2006 Highest Month (August) Weekend PM Peak Hour LOS
U.S. 2 / Old Owen Road (signalized)	B	F
U.S. 2 / 5th Street (signalized)	C	E
U.S. 2 @ Main Street (unsignalized)	F	F
U.S. 2 / Sultan Basin Road (unsignalized)	F	F
U.S. 2 / Rice Road (unsignalized)	F	N/A

As can be seen in Table T-1, in 2006 there was intersection LOS failure at the Main Street, Sultan Basin Road, and Rice Road unsignalized intersections. Since the time of that analysis, the City has completed the U.S. 2 & Sultan Basin Road Intersection Improvements providing widening to Sultan Basin Road, realignment of the intersection at U.S. 2, and additional channelization and construction of a traffic signal at the intersection. This transportation project has improved traffic operations and safety at the intersection.

In summary, the 2007 arterial traffic level of service (LOS) within the City of Sultan is generally good; however, traffic congestion with poor LOS exists on U.S. 2, particularly at unsignalized intersections negatively affecting travel to, through and within the City.

Future Traffic Volumes

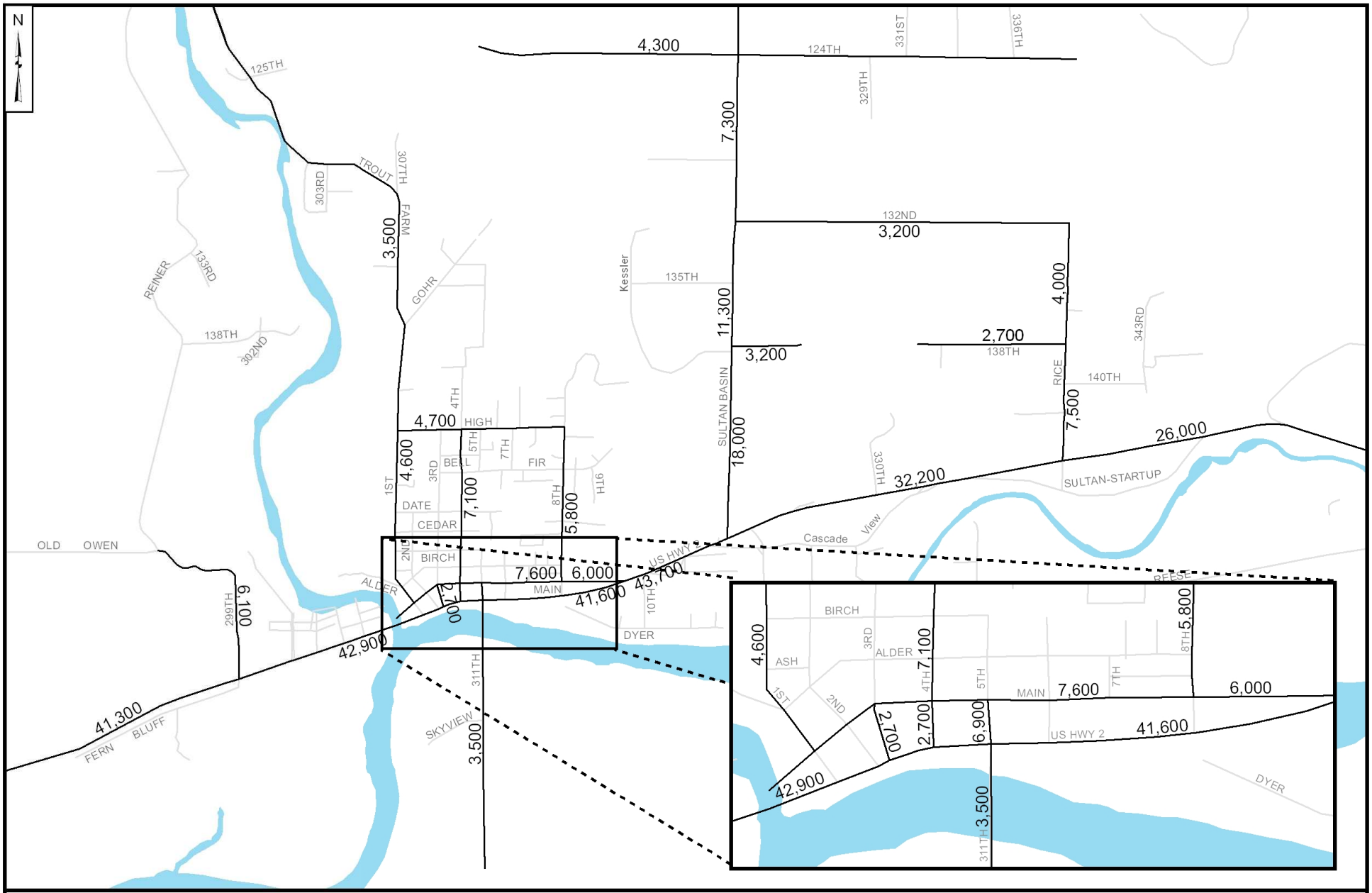
To estimate future transportation needs in Sultan, two arterial street networks were modeled:

- ***2025 No Action Scenario –*** assumed no change or improvement to the City's existing street system. U.S. 2 was assumed to be four lanes with two additional traffic signals installed at Main Street and at Rice Road intersections.
- ***2025 Preferred Arterial Scenario –*** assumed a series of City arterial street improvements including arterial extensions across the plateau and construction of a connecting Minor Arterial grid system. U.S. 2 was assumed to be four lanes with two additional traffic signals installed at Main St and Rice Rd Intersections. In addition, a new right-turn only intersection at 1st Street. and U.S. 2 was assumed.

Future 2025 traffic forecasts were provided for the No Action and Preferred Arterial scenarios; average weekday traffic (AWDT) forecast are shown in Figures T-6 and T-7.

The traffic forecasts reveal that arterial volumes within the Sultan Urban Growth Area will increase as projected land use development under the City's adopted land use plan is realized, particularly in the plateau area. The majority of the forecasted traffic increase can be attributed to intra-city travel between the plateau area and the historic area of the City, and increasing regional travel between Sultan and other communities to the east and west.

Figure T-5: Intentionally Left Blank



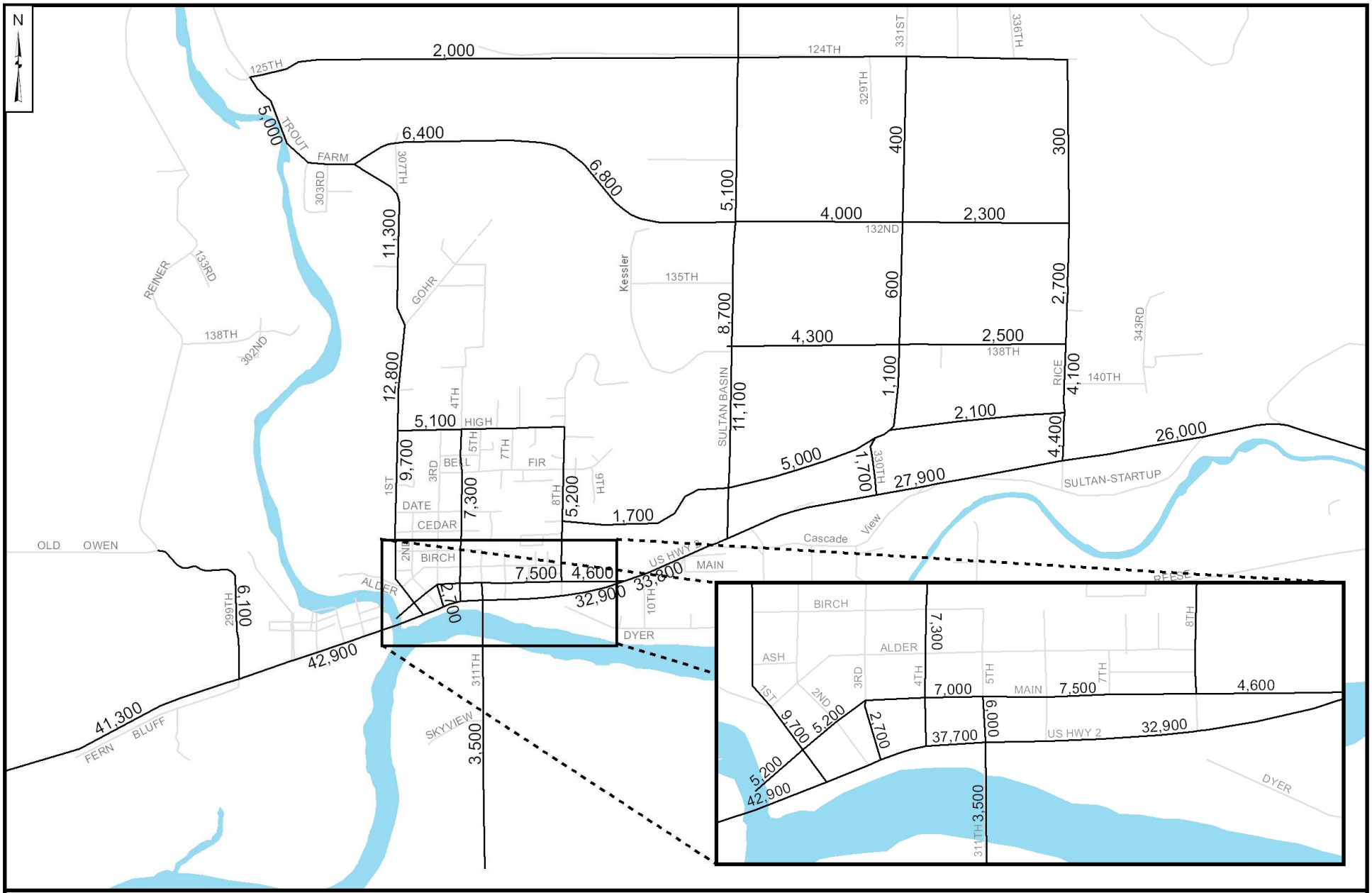
Perteet

2025 No Build Average Weekday Traffic Volume

0 0.5 Miles

Sultan Comprehensive Plan
Transportation Element Revisions
2025 No Build Scenario
Average Weekday Traffic Volumes

Figure T-6



Perteet

2025 Preferred Arterial Scenario AWDT

0 0.5 Miles

Sultan Comprehensive Plan
Transportation Element Revisions
2025 Preferred Arterial Scenario
Average Weekday Traffic Volumes

Figure T-7

Future Traffic Levels of Service

In order to evaluate the impact of the forecasted 2025 future traffic volumes on the two City arterial scenarios, PM peak hour (4:30 – 5:30) traffic level of service (LOS) analysis was performed on each of the two City arterial scenarios. The 2025 No Action and Preferred Arterial Traffic LOS is shown in **FiguresT-8** and **T- 9**. A comparison of the two figures indicates that Sultan Basin Road north of U.S. 2 will likely fall to LOS E/F by 2025 unless additional arterial capacity or connectivity is constructed between the plateau and downtown Sultan.

While both alternatives indicate poor LOS on U.S. 2 west of Sultan Basin Road even ~~with~~ after widening U.S. 2 to four travel lanes, under the 2025 "Preferred Arterial" scenario U.S. 2 traffic volumes and congestion would be reduced between 1st Street and Sultan Basin Road. This forecasted reduction is due to an expected decrease of intracity travel using U.S. 2 as the result of providing additional east-west arterial connectivity within the City between the plateau and downtown Sultan.

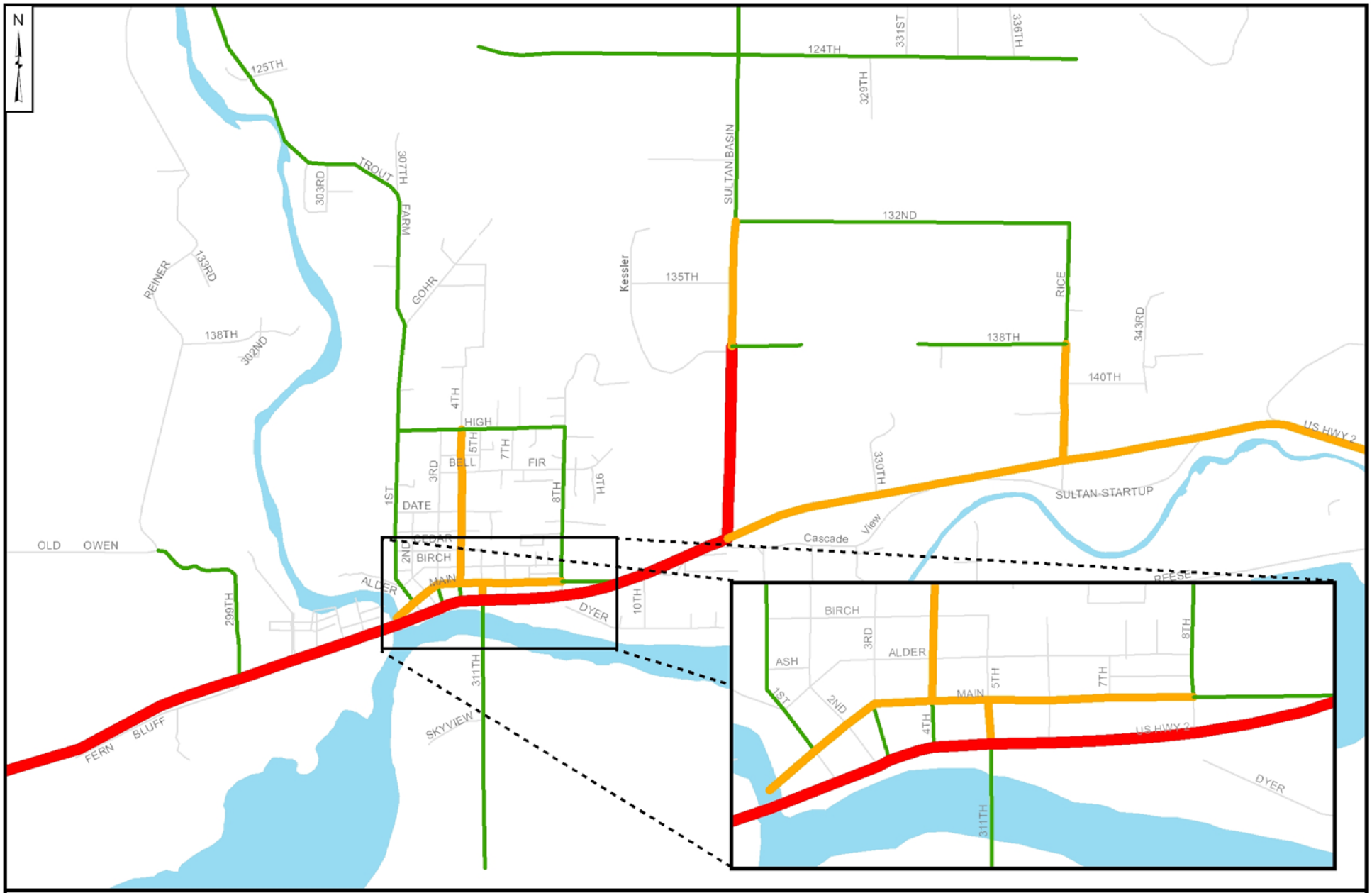
An additional benefit of the "Preferred Arterial" scenario to U.S. 2 traffic operations is ~~in providing a major new~~ the proposed access point to U.S. 2 at 1st Street. The recommended 1st Street / U.S. 2 access point, combined with connecting arterial improvements planned for 1st Street / Trout Farm Road and the 132nd Street Extension, are expected to route traffic off of U.S. 2 on to the City arterial system at the west of downtown, reducing traffic volumes on U.S. 2 east past 3rd Street, 5th Street, and Main Street.

Table T-2 presents U.S. 2 2025 traffic intersection operational LOS analysis based on traffic forecasts developed by the City's traffic forecast model.

Table T-2: U.S. 2 2025 Intersection LOS

Intersection	**2025 Annual Average Weekday PM Peak Hour LOS – No Action Scenario**	**2025 Annual Average Weekday PM Peak Hour LOS – Preferred Arterial Scenario**
U.S. 2 / Old Owen Road (signalized)	C	C
U.S. 2 / 1st Street (unsignalized right-turn only)	--	C
U.S. 2 / 5th Street (signalized)	E	D
U.S. 2 @ Main Street (signalized)	C	B
U.S. 2 / Sultan Basin Road (signalized)	F	B
U.S. 2 / Rice Road (signalized)	C	C

As demonstrated in Figure T-9 and Table T-2, transportation projects recommended in the Preferred Arterial Scenario are estimated to reduce future traffic congestion and maintain the City's adopted traffic level of service (LOS) "D" standard on arterial corridors and intersections. Specifically, the recommended arterial system capacity projects listed in Table T-4 and shown in Figure T-10 of section 3.1A, Transportation Improvement Plan, are predicted to have the most positive impact.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SULTAN BASIN
TROUT
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FARM
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GOHR
Kessler
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SULTAN-STARTUP
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BIRCH
US HWY 2
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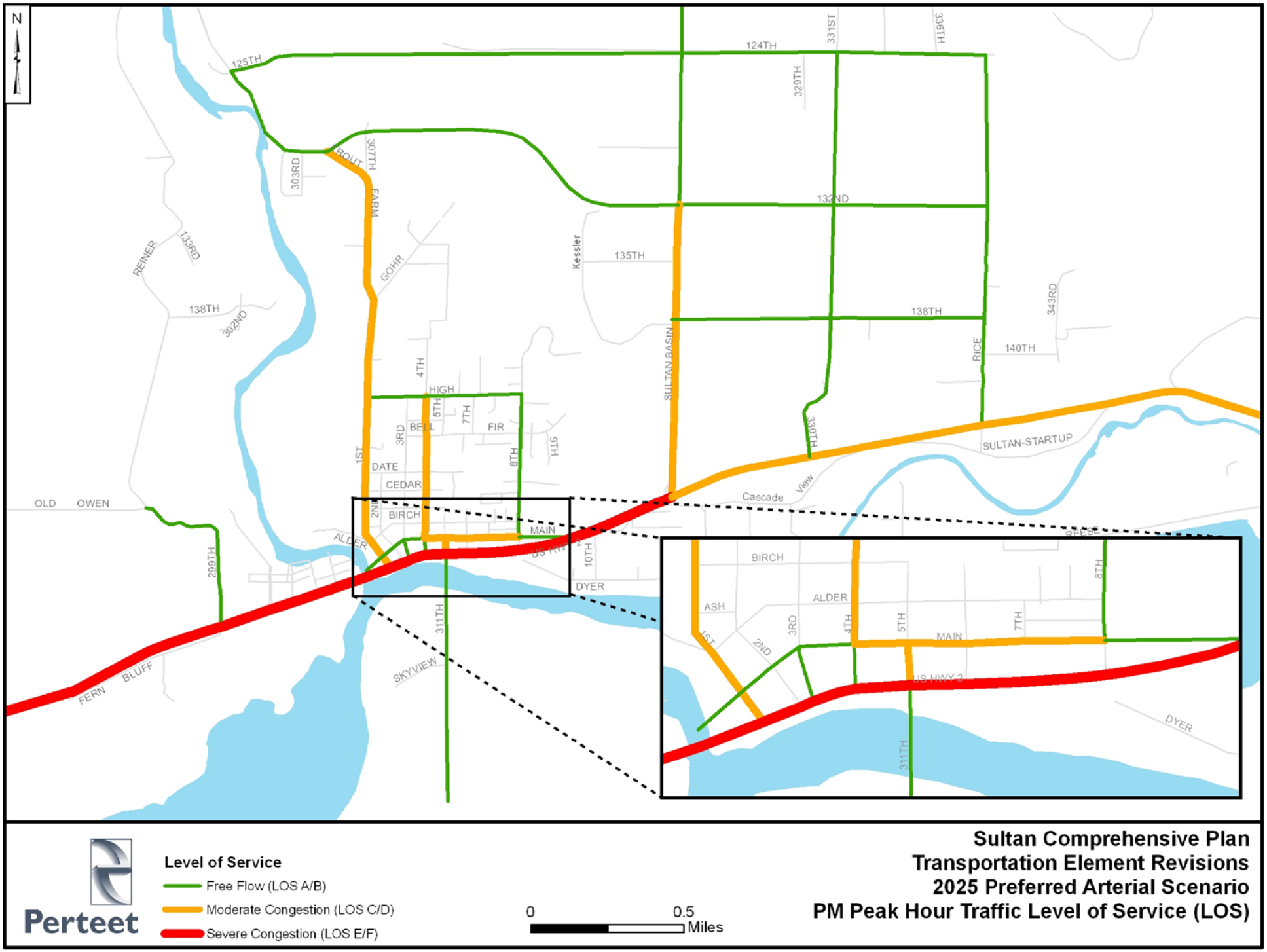
Perteet
Level of Service
Free Flow (LOS A/B)
Moderate Congestion (LOS C/D)
Severe Congestion (LOS E/F)
0
0.5
Miles
Sultan Comprehensive Plan
Transportation Element Revisions
2025 No Build Scenario
PM Peak Hour Traffic Level of Service (LOS)

Figure T-8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311TH
SKYVIEW
FERN BLUFF
Cascade View
ASH
1ST
2ND
3RD
4TH
5TH
7TH
8TH
Perteet
Level of Service
Free Flow (LOS A/B)
Moderate Congestion (LOS C/D)
Severe Congestion (LOS E/F)
0
0.5
Miles
Sultan Comprehensive Plan
Transportation Element Revisions
2025 Preferred Arterial Scenario
PM Peak Hour Traffic Level of Service (LOS)

Figure T-9

Other Future Transportation Services

While future year 2025 traffic forecasts were developed using the City's traffic forecasting model, forecasts of future demand for other transportation modes within the Sultan Urban Growth Area were less rigorous, but still provided enough information to guide transportation infrastructure and service improvement planning.

According to Community Transit (CT), forecasted transit service demand in eastern Snohomish County is expected to increase to the point where additional service may be warranted. According to CT, eastern Snohomish County may provide a viable market for direct commuter service to downtown Seattle and University District in coming years. As of this writing, CT was preparing to update its six-year transit development plan (TDP) and contemplates developing a longer-range plan that would look twenty years into the future. Clearly, the demand for new commuter and other transit services will continue to grow in eastern Snohomish County beyond 2010, probably exceeding the projected rate of growth in housing as affordable housing opportunities provide growth of commuter residents. The City of Sultan is committed to participating in planning for new and improved transit service with Community Transit.

According to public opinion survey work, public open houses and public meetings conducted as part of the development of the Comprehensive Plan, there is a strong desire for increased non-motorized facilities. Facility improvements recommended by the public included completion of the exiting sidewalk system as well as construction of trails and bicycle facilities particularly around schools, along U.S. 2, and in areas of new housing developments.

With regard to future freight transportation, analysis and recommendations completed as part of the 2001 Sultan Industrial Park Master Plan recognized the need for transportation facilities necessary to serve expanded industrial and commercial activity within the City. Specifically, the Master Plan recommended transportation goals, policies and specific improvement projects which recognize the impacts of increased truck freight movement associated with the Plan.

~~3.1A~~ 3.1A Transportation Improvement ~~Plan~~ Needs

At the heart of the transportation planning requirements of the Growth Management Act (GMA) is the requirement of local governments planning under the Act to determine their transportation needs, including local and state transportation system improvements as well as projects and strategies necessary to meet established level of service standards.

The overall goal of the City's Transportation Element is to promote a balanced, affordable, reliable and efficient transportation system that supports the City's 2025 Future Land Use Plan. In order to meet the goal, a series of transportation improvements are recommended for arterials, State highways, transit facilities and services, nonmotorized facilities, and freight transport facilities. The improvement needs are separated into existing needs – those that are needed today, and future needs which are defined as transportation improvements that are necessary by year 2025.

Transportation improvement projects identified in this section are generally planned for completion by the year 2025. These projects are evaluated for and included in the City's six-year capital improvement program (Section 3.4, Table CFP-1) based on an evaluation of transportation needs, economic analysis, and revenue forecasts. This capital improvement program is reviewed annually and includes those projects anticipated to be funded in the 6-years covered by the CIP.

Arterial System Improvements

In this section, a series ~~of short term (2007 thru 2015) and long term (2015 thru 2025)~~ transportation improvements are recommended to develop the arterial street system within the Sultan Urban Growth Area. The Capital Facilities Plan in Section 3.4 provides both short-term (2007 through 2015) and long-term (2015 through 2025) financing plans and strategies to finance these projects. The improvement recommendations are the result of a review of existing arterial system conditions, and future traffic forecast analysis from the City's 2025 traffic forecasting model. Four types of system improvements are recommended:

1. Existing street deficiency improvements necessary to address existing deficiencies on both local access and arterial streets,

2. Future arterial system capacity improvements necessary to meet the City's traffic level of service (LOS) standard "D",

3. Future arterial system circulation projects necessary to meet City street design standards and to provide enhanced arterial system connectivity to help reduces traffic congestion at key system choke points, and

4. Two transportation projects that look out beyond the year 2025 are included in order to present long-term City project concepts to begin dialogue with regional leaders and potential partner agencies.

A map of all the recommended arterial improvement projects is shown in **Figure T-10.**

Existing street deficiency improvements are projects that resolve existing capacity, pavement, and/or design deficiencies on both local access and arterial streets. **Table T-3** provides the list of recommended existing street deficiency projects.

Arterial system capacity improvements provide for the widening of arterial streets as well as improvements to arterial intersections, both which expand traffic carrying capacity. These arterial improvements were developed through traffic LOS analysis of both existing (2007) and future 2025 forecasted traffic congestion. Where traffic LOS exceeded the City's adopted LOS standard of "D", capacity deficiencies were identified and corrective arterial capacity improvement projects are recommended. Table T-4 provides the list of recommended arterial system capacity improvement projects through 2025 developed to meet the City's adopted LOS "D" standard in 2025.)

Arterial system circulation provide for projects needed to upgrade existing roadways to City urban street design standards and to provide for improved traffic circulation through arterial connectivity. Many streets within the Sultan Urban Growth Area were built to rural standards and do not include curb, gutter, sidewalks. As development occurs within the Sultan Urban Growth Area and travel demands on these arterials increase, projects are recommended to upgrade these arterial to City urban design standards.

Improvements to the arterial system to enhance system connectivity and traffic circulation are also recommended. Existing arterials within the Sultan Urban Growth Area have a limited level of connectivity, particularly east-west across the developing plateau area, and north-south to and across U.S. 2. This limits travel choices and increases the likelihood of cut-through traffic in residential areas.

Limited arterial connectivity also places pressure on U.S. 2 within the City to provide for short intercity trips, which can negatively impact regional traffic movement on the highway. These problems will only increase with additional development. Construction of the recommended connecting arterials will provide safer and more efficient travel routes to City residents as well as providing needed relief to U.S. 2. Table T-5 provides the list of recommended arterial system enhancement projects.

Two conceptual transportation projects that may hold promise in providing long-term transportation and emergency evacuation solutions beyond the planning horizon year 2025 are presented in Table T-6. The purpose of including these conceptual projects is to help foster dialogue with regional leaders and partner agencies.

Table T-3: Recommended Existing Street Deficiency Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-23	Alder St Reconstruction	Reconstruct Alder Street from 5th St. to 8th St.	2	Existing Deficiency	Collector Arterial	Yes	Yes
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Local Access	No	No
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Existing Deficiency	Local Access	Bike Lanes	No
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	No	No

Table T-4: Recommended Arterial System Capacity Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Capacity	Minor Arterial	Bike Lanes	Yes
T-40	U.S. 2/Rice Rd (339th Ave) Signalization	Signalize existing intersection of U.S. 2 at 339th Ave SE.	3	Capacity	Principal Arterial	Bike Lanes/Trail Crossing	Yes, U.S. 2
T-42A	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary.	3	Capacity	Minor Arterial	Bike Lanes	Yes
~~T-42B~~	~~Sultan Basin Rd. Reconstruction Phase IV Non UGA portion~~	~~Continue Sultan Basin Rd. improvements north from UGA Boundary to 124th St.SE. Non-UGA portion.~~	~~3~~	~~Capacity~~	~~Minor Arterial~~	~~Bike Lanes~~	~~Yes~~

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. from 1st St. north to 125th St SE. ~~Proposed joint City/County Project~~	2/3	Capacity	~~Collector~~ Minor Arterial	Multi Purpose Trail	Yes
T-57	132nd Ave Arterial Extension	Extend 132nd St from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Capacity	Minor Arterial	Bike Lanes	Yes
T-59	U.S. 2/ 1st Avenue Interchange	Provide grade-seperated ramp access to U.S. 2 from 1st St.	2	Capacity	Minor Arterial	No	Yes

Table T-5: Recommended Arterial System Circulation Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-24	New East/West Collector	Construct new east/west collector between 339th Ave SE and Sultan Basin Rd in the north section of the City (aprox. location between 132nd and 124th St SE).	2	Circulation	Collector Arterial	No	No
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	2	Circulation	Collector Arterial	Yes	No
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and U.S. 2	2	Circulation	Collector Arterial	No	No

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of U.S. 2.	2	Circulation	Local Street	No	No
~~T-28~~	~~DyerSkywall Emergency Access~~	~~Provide emergency access for properties between BNSF tracks and the Skykomish River for public safety~~	~~2~~	~~Circulation~~	~~Local Street~~	~~No~~	~~No~~
T-29A	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to UGA Boundary	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-29B	Kessler Drive Extension Non UGA portion	Extend Kessler Dr. north from UGA Boundary to 124th St.	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-31a	New 330th Ave Arterial	Construct a new north-south arterial from U.S. 2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Collector Arterial	Shared Lane	No
~~T-31b~~	~~New 330th Ave Arterial~~	~~Construct a new north-south arterial from U.S. 2 through the Industrial Park north to 124th St SE. NON-UGA PORTION~~	~~2~~	~~Circulation~~	~~Proposed Collector Arterial~~	~~Shared Lane~~	~~No~~
T-32a	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to U.S. 2. Proposed joint project with Snohomish County. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Minor Arterial	Bike Lanes	No

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
~~T-32b~~	~~Rice Rd. (339th) St Extension~~	~~Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to U.S. 2. Proposed joint project with Snohomish County. NON-UGA PORTION~~	~~2~~	~~Circulation~~	~~Proposed County Arterial~~	~~Bike Lanes~~	~~No~~
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportmans Park to provide access to existing roadside commercial properties and reduce curb cuts on U.S. 2.	2/3	Circulation	Collector Arterial	No	No
T-34	U.S. 2 Route Development Plan (RDP)City Access Revisions	Downtown access to U.S. 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.	-	Circulation	Principal Arterial	Multi Purpose Trail	Yes, U.S. 2
T-35	Cascase View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at U.S. 2	2	Circulation	Collector Arterial	E. Main St Trail joins as a Multi Purpose Trail	Yes, U.S. 2
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	Circulation	Collector Arterial	No	Yes
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Circulation	Proposed Minor Arterial	Bike Lanes	Yes
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from U.S. 2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	Circulation	Collector Arterial	No	No

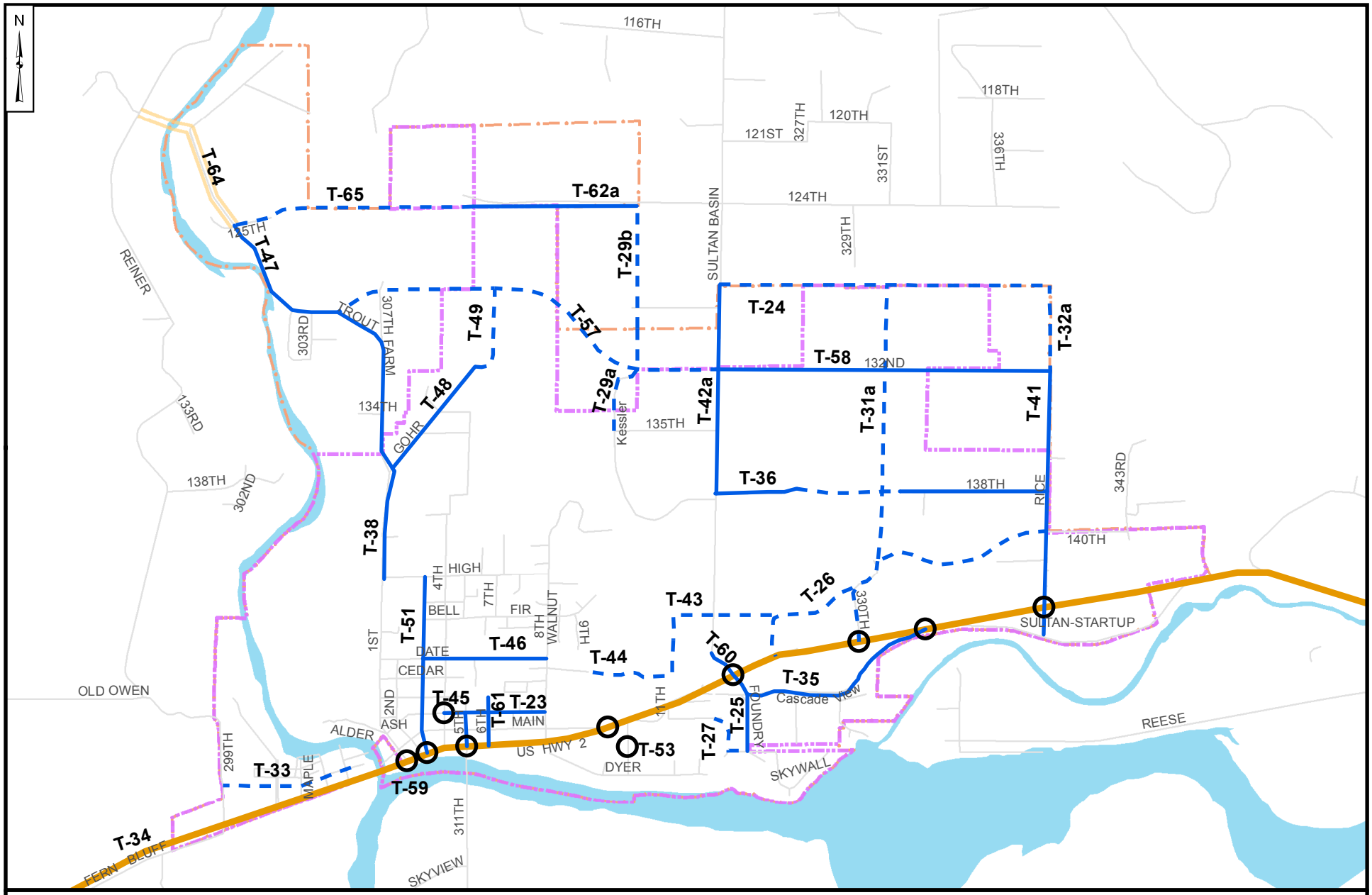
Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route.	2	Circulation	Collector Arterial	No	No
T-45	Alder St Improvements	Install traffic signal and improvements from the intersection of 4th and Alder St to the intersection of 5th and U.S. 2. Proposed joint project with Community Transit and Sultan School District	2	Circulation	Collector Arterial	No	Yes
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	Circulation	Collector Arterial	No	No
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed proposed 132nd Ave. Extension.	2	Circulation	Collector Arterial	No	No
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.	-	Circulation	Collector Arterial	-	-
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	Circulation	Local Street	No	No
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	Circulation	n/a	n/a	n/a
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Circulation	Proposed Minor Arterial	Bike Lanes	Yes
T-60	Sultan Basin Road Improvements Phase III	Realign Cascade View Drive and its intersection with U.S. 2 to align with the recently improved Sultan Basin Rd.	2	Circulation	Proposed Collector Arterial	Bike Route	No

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-62A	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to UGA Boundary	2	Circulation	Collector Arterial	Multi Purpose Trail	No
~~T-62B~~	~~124th St. SE Reconstruction Phase 1 Non UGA portion~~	~~Reconstruct 124th St SE to urban standards from UGA Boundary to Sultan Basin Rd. Non UGA portion~~	~~2~~	~~Circulation~~	~~Collector Arterial~~	~~Multi Purpose Trail~~	~~No~~
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at aprox. 125th St	2	Circulation	Collector Arterial	Multi Purpose Trail	No

Table T-6 Transportation Projects Beyond 2025

Project No.	Project Name	Project Description	Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
~~T-63~~	~~124th St. SE Reconstruction Phase 2~~	~~Reconstruct 124th St. SE to County Rural Arterial Standards from Sultan Basin Rd. to Rice Rd. Proposed joint City/County Project~~	~~2~~	~~Future~~	~~County Local Road; Proposed Rural Collector Arterial~~	~~$11,100,000~~
T-64	Sultan River Bridge Construction	Construct a bridge crossing the Sultan River north of 125th St. SE to provice for emergency access evacuation route and future arterial circulation. Project includes reconstruction of Trout Farm Rd. to the bridge crossing	2	Future	Proposed Minor Arterial	$4.6 mil plus bridge cost

Note: Cost estimates not used in impact fee development



Sultan Comprehensive Plan
Transportation Element Revisions
Recommended Arterial Improvements

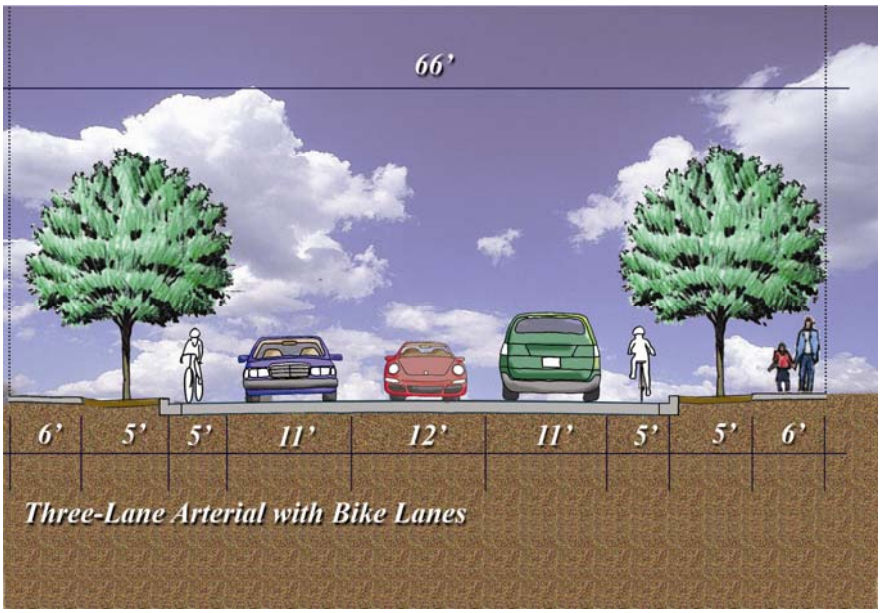
Figure T-10

Arterial Street Design Standards

Standards for arterial street construction and improvement provide continuity for the arterial system and assure that adequate facilities are constructed. Well designed street standards also help ensure the safety and accessibility for other system users including transit buses, pedestrians and cyclists as well as providing for landscape areas, parking and right-of-way width. The City of Sultan currently has local street and arterial street standards: *City of Sultan Road Design Standards and Specifications*. These standards were reviewed by a consultant as part of developing revisions to the Comprehensive Plan. The consultant recommended that revised arterial street standards be considered by the City to provide greater flexibility in meeting arterial roadway needs throughout the City. A complete listing of these proposed standards can be found on Table 7 in Appendix F.

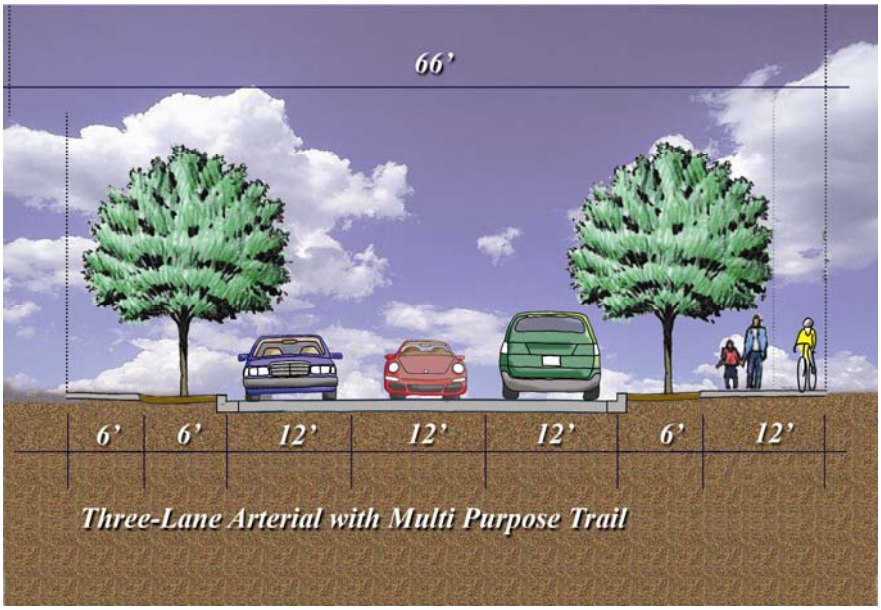
The arterial rights-of-way need to accommodate the needs of all transportation system users e.g. cars, trucks, transit buses, cyclists and pedestrians. The design standards include six-foot wide sidewalks on both sides of a street unless there is a multi-use path in the right-of-way. A four to five foot wide landscaped buffer strip should also be provided between the vehicular travel lanes and sidewalks or paths.

Figure T-11: Three-Lane Arterial with Bike Lanes



Each street design must consider the need for transit stops and bicycle lanes. Key transit stop locations will require allowances for pads to accommodate bus shelters in the future. Collector and local streets should also allow for parking pockets between landscaped bulb-outs at key intersections at the discretion of the developer.

Figure T-12: Three-Lane Arterial with Multi Purpose Trail



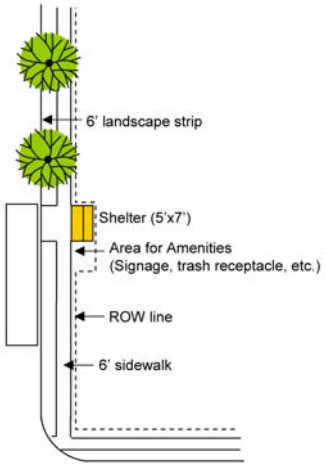
Transit facilities at key stops require right-of-way allowances for pads for transit shelters. The minimum extra right-of-way allowance for a transit pad at an in-lane transit stop should be five feet in width and about 15 feet in length as illustrated on the diagram. This allowance will provide sufficient space for a standard shelter with adjacent room for other transit amenities such as signs, schedules, trash receptacles, etc.

Transit System Improvements

Of primary importance to the City is increasing opportunities for access to public transit, particularly in the developing areas north of the historic town, and in the plateau area north of U.S. 2. Providing expansion of existing transit routes and/or additional new routes in these areas is key to ensuring a viable 1/4 mile walk access to transit stops in these developing areas.

The future public transit street network has been identified that would best serve the Sultan Urban Growth Area. This network is shown in Figure T-13. Transit streets delineated on the map are specifically identified in the future arterial system improvement projects listed in Tables 3 through 5. Design guidelines for design and construction of transit bus stops are provided in Section 5.2

Right of WayNeeds for Transit Stop (In Lane)



of this plan in order to provide standards for construction of bus stops along the identified transit streets as future improvements to the streets take place.

The City also supports expansion of commuter bus service to provide future direct service to downtown Seattle and the University District as recommended in Community Transit's 2004 – 2009 Transit Development Plan. The City is committed to working with Community Transit in order to facilitate effective improvements to public transit service in the City and along U.S. 2.

Non-motorized System Improvements

The City is committed to taking measurable steps toward the goal of improving every citizen's quality of life by creating a safer walking and biking environment. The Washington State Growth Management Act (GMA) requires that the transportation elements of Comprehensive plans include a pedestrian and bicycle component that addresses and encourage enhanced community access and promote healthy lifestyles.

The main focus of the nonmotorized improvements recommended in this section is to provide routes which can be used for commuting purposes between residential areas and shopping centers, schools, and places of employment. An additional consideration in nonmotorized planning is to provide increased access to public transit. Recommended nonmotorized improvements ~~within the Sultan Urban Growth Area~~ are listed in Table T-7 and shown in Figure T-14.

Nonmotorized improvements that serve more of a recreational nature are recommended in the Parks Element of the Comprehensive Plan. When properly planned and constructed, both commuter based and recreational based nonmotorized facilities are shown to increase the desirability of a City as a place to live and work.

Table T-7: Transportation Recommended Nonmotorized Improvements within the Sultan Urban Growth Area

Project #	Project Name	Project Description	Future Number of Lanes	Project Type
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City	n/a	Existing Deficiency
NM-4	Sidewalk Enhancement	Renovate public sidewaks. Stand alone projects not associated with road renovation.	n/a	Existing Deficiency
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north Cascade View Dr and at aprox 330th Ave. (actual alignment to be determined) for nonmotorized and emergency access.	n/a	Nonmotorized
NM-5	US-2 Route Corridor Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.	n/a	Nonmotorized
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized
NM-8	US-2 Pedestrian Overcrossing	Construct a nonmotorized bridge crossing on US 2 to provide increased safety for pedestrians and improved traffic flow. Joint Project with WSDOT	n/a	Nonmotorized

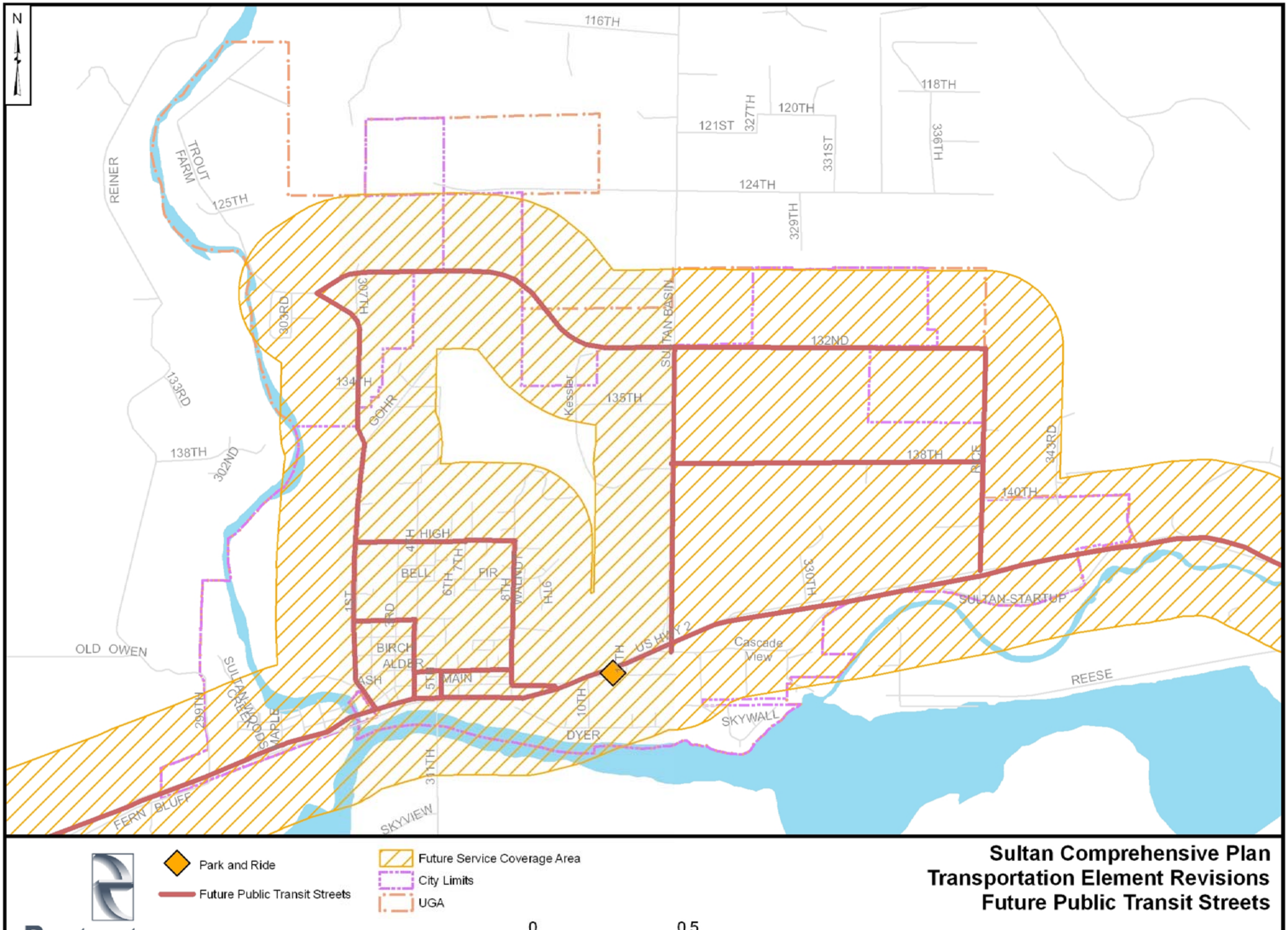
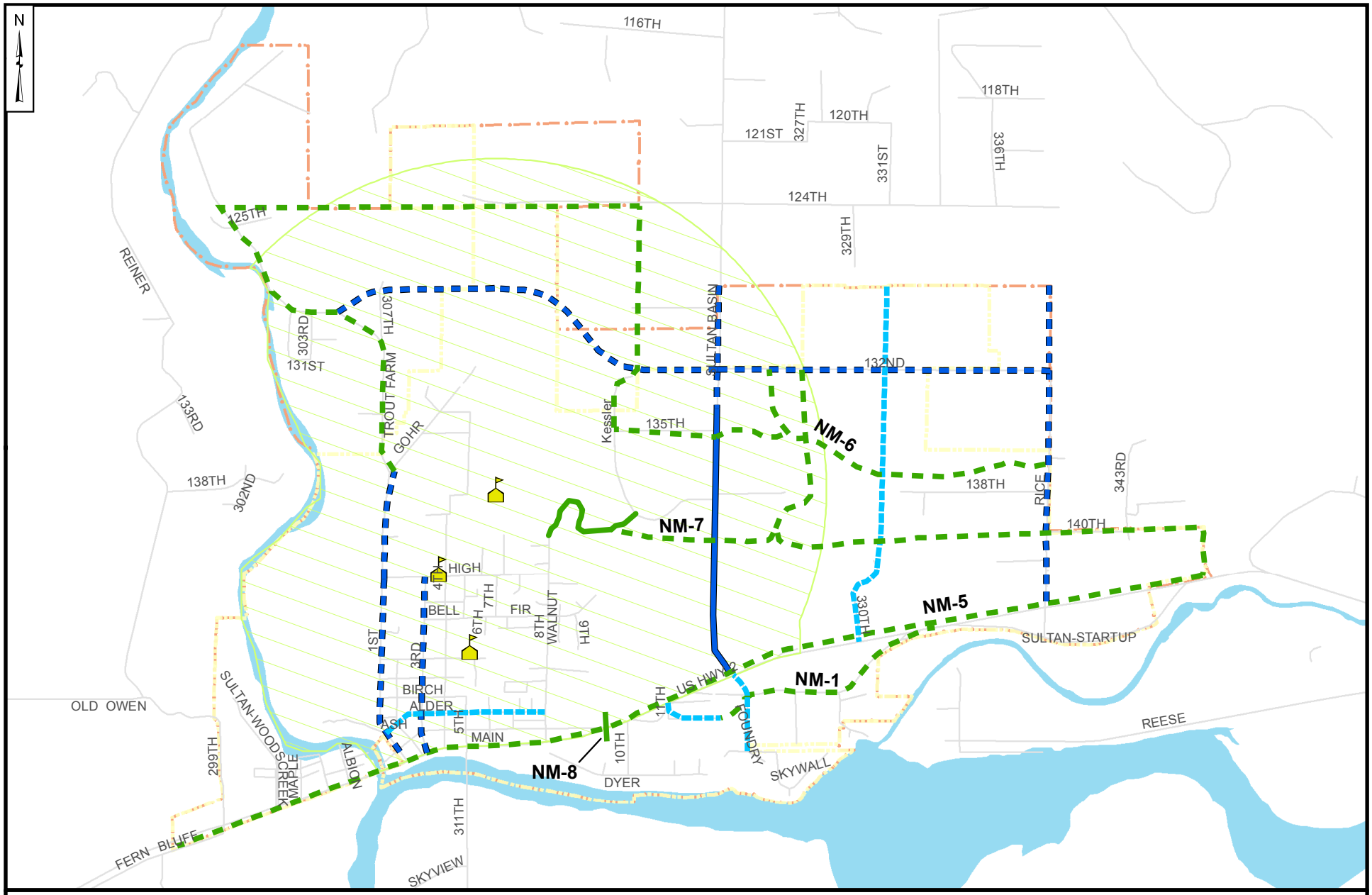

N
116TH
118TH
120TH
121ST
327TH
331ST
336TH
124TH
329TH
REINER
TROUT FARM
125TH
303RD
307TH
132ND
SULTAN BASIN
134TH
GOHR
Kessler
135TH
133RD
138TH
302ND
138TH
RICE
343RD
140TH
HIGH
4TH
BELL
6TH
7TH
FIR
8TH
WALNUT
9TH
1ST
3RD
330TH
SULTAN-STARTUP
OLD OWEN
BIRCH
ALDER
ASH
5TH
MAIN
US HWY 2
Cascade View
REESE
SULTAN CREEK
299TH
WOODS
MAPLE
10TH
DYER
SKYWALL
311TH
FERN BLUFF
SKYVIEW
Park and Ride
Future Public Transit Streets
Future Service Coverage Area
City Limits
UGA
0
0.5
Miles
Perteet
Sultan Comprehensive Plan
Transportation Element Revisions
Future Public Transit Streets

Figure T-13



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Sultan Comprehensive Plan
Transportation Element Revisions
Recommended Future Bike Lanes and Trails

Figure T-14

Freight System Improvements

Freight and goods are transported within ~~the~~ Sultan ~~Urban Growth Area o~~n U.S. 2, City and County roads, and on the Burlington Northern Santa Fe Railroad (BNSF) Stevens Pass rail line which parallels U.S. 2. Recommended future improvements to facilitate expected increased tonnage of freight movement to and from developing commercial and industrial areas within the City include many of the recommended arterial system improvements listed in Tables 3 through 5. In particular, these arterial improvement projects will help facilitate freight movement within the City:

- T-26 New North Industrial Park Collector,
- T-35 Cascade View Dr/330th Ave Intersection Realignment,
- T-33 299th Ave Extension,
- T-41 Rice Road Reconstruction, and
- T-40 U.S. 2/339th Ave Signalization.

In addition, a freight rail improvement project is recommended to provide for rail access into the City's Industrial Park: T-55 Industrial Park Rail Spur Construction.

Transportation Demand Management

Transportation demand management (TDM) is a series of strategies that provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle (SOV) travel. One of the transportation goals of the City's Comprehensive Plan, *Encourage Modal Balance* is to provide for efficient use of the transportation system through encouraging the balanced use of the various transportation modes including TDM.

Where large employment concentrations are present, TDM strategies can be very effective. A good example is Everett Boeing which has partnered with Community Transit to provide Commuter Route 277 providing commuter style weekday service between Gold Bar and Everett's Boeing facilities during the Boeing shift commute hours. Route 277 stops in Sultan at the Sultan Park and Ride lot. Boeing also employs all of the other TDM strategies listed, as it is a Washington State Commute Trip Reduction (CTR) employer and is required by law to encourage the use of non single occupant vehicle (SOV) commute travel to its work sites.

The purpose of Washington's 1991 Commute Trip Reduction Law (CTR) (RCW 70.94.521-551) is to improve our quality of life by reducing traffic congestion, air pollution, and fuel consumption. To achieve these goals, employers are asked to develop CTR programs that encourage employees who drive alone to work to consider using an alternative commute mode such as buses, vanpools, carpools, biking, or walking. Telecommuting and working a flexible work schedule such as the compressed workweek are other elements employers can implement to reduce single-occupant vehicle trips to the worksite.

The law affects public and private employers in Clark, King, Kitsap, Pierce, Snohomish, Spokane, Thurston, Whatcom, and Yakima counties that have 100 or more full-time employees at a single worksite who begin their workday between 6 and 9 AM on at least two weekdays for at least 12 continuous months. According to the Snohomish County Public Works Department, which coordinates CTR efforts within Snohomish County, there are over 70 CTR employer worksites in Snohomish County alone. Near the U.S. 2 corridor, there are five CTR employer worksite located in Monroe. There are currently no CTR worksites in Sultan.

When applied at the regional level, TDM strategies have significant impact on overall traffic levels because they generally impact all travel markets such as commuting, school, shopping, etc. Effective regional TDM strategies include:

- Providing easily accessible and frequent transit service – this Plan recommends expanding transit service within the Sultan Urban Growth Area, and provides design guidelines for the construction of bus stops along City arterials.

- Providing bicycle/pedestrian facilities – this Plan recommends significant investment in improving nonmotorized travel within the Planning Area including sidewalk construction and repair, bike lanes, bike routes, and trails.

- Providing park-and-ride lots – ~~Sultan~~ WSDOT has a park and ride lot located south of U.S. 2 near the intersection with 11th Street contains parking space for approximately 64 cars. This Plan recommends construction of pedestrian overpass of U.S. 2 near the park and ride lot, and construction of nonmotorized facilities on E. Main St connecting to the park and ride lot to help facilitate safer nonmotorized access to the lot.

- TDM-friendly land use policies – the implementation of land use policies that are TDM-friendly such as allowing mixed use development, combined with nearby and accessible transit access and improvements to nonmotorized facilities, reduces the demand for vehicular travel. The potential impact of these strategies may be greater in the long run than traditional employer-based work trip TDM measures by encouraging non-SOV travel for all trip purposes through shorter trip lengths and increased access to transit and safe nonmotorized facilities.
-

In order to encourage TDM within the City, Sultan will continue to pursue improvements to transit service and facilities, and development of its nonmotorized system. In addition, the City can also explore amending the land use development codes to increase awareness and strengthen implementation of TDM strategies.

State owned transportation system facilities

Planned Improvements to State Owned Facilities

Two WSDOT planning documents provide recommendations for improvements to transportation along U.S. 2, the Washington State Multimodal System Plan, and the WSDOT U.S. 2 Route Development Plan (RDP). This section outlines the improvement recommendations from each plan.

1. WSDOT Highway System Plan

The State WSDOT Highway System Plan is one element of the Washington State Multimodal System Plan. The Highway System Plan acknowledges increasing congestion and safety concerns on U.S. 2 within Snohomish County. The Highway System Plan (Plan) calls for a combination of added general purpose lanes, high occupancy vehicle lanes, managed lanes, and added bus service to be developed and refined over the next 20 to 50 years to help mitigate

increasing congestion. The Plan also recommends safety management strategies to reduce and prevent the frequency and severity of disabling injuries caused by collisions on U.S. 2 ~~through~~ by eliminating high accident locations, pedestrian accident locations, and constructing and improving intersections.

Specifically, the Highway System Plan recommends the widening of U.S. 2 to four lanes through the Sultan Urban Growth Area as the ultimate long range solution. Due to the current lack of projected funding to implement this solution, a tiered set of proposed improvement strategies is recommended providing staged solutions to the highway's identified safety, congestion and environmental problems. The tiered solution sets are classified Minimum, Moderate and Maximum "Fixes". Within the Sultan Urban Growth Area these recommend solutions are:

Minimum Fix – Provide intersection improvements at Old Owen Road, Main Street and 339 SE Street (Rice Rd). This estimated $3-$5 million solution is expected to provide a 45-85% reduction in collisions and a 66% reduction in daily vehicular delay providing a $9 million benefit.

Moderate Fix – Widen U.S. 2 to five lanes though Sultan. This solution is estimated to cost $45-$60 million and predicted to provide 55-65% reduction in collisions and a 75-80% reduction in daily vehicle delay yielding a $34 million benefit.

Maximum Fix – In addition to the Minimum and Moderate Fixes, widen U.S. 2 to four lanes east of the City of Sultan providing a median-divided, limited access highway west to Monroe. This solution is estimated to cost $47-$63 million and provide a 10-30% collision reduction and a 75-80% reduction in daily vehicle delay yielding a $59 million benefit.

2. U.S. 2 Route Development Plan

The U.S. 2 Route Development Plan (RDP) includes a list of safety and congestion relief improvement projects created by WSDOT with the help of local communities. The U.S. 2 RDP recommends 56 projects to enhance safety and reduce congestion for drivers along a 47-mile stretch of U.S. 2 between the cities of Snohomish and Skykomish. The intent of the RDP is to provide WSDOT and local jurisdictions a list of projects they can use to solicit funding for construction.

To identify problems and solutions, theUS2 RDP examined collision rates and locations, population growth and future development, traffic flow, and environmental issues associated with the highway. The future forecast year of the study was 2030.

Within the Sultan Urban Growth Area, the study recommends safety and capacity improvement projects. These projects are shown in **Figures T-15** and **T-16** and listed below. ~~Once the RDP is completed, the City will review its findings for possible amendment of the Capital Facilities Plan and six-year Transportation Improvement Program.~~

U.S. 2 RDP Recommended Safety Projects

- East Monroe to West Gold Bar, MP 15.6 - 30.3 - Install traffic cameras and electronic message signs to provide real-time traffic information to drivers.
- Monroe to Gold Bar, MP 15.6 - 30.3 - Install median rumble strip to reduce the number of cross-over head on collisions. Preliminary cost estimate under $5 million. **(Complete)**

- One mile west of Sultan - MP 20.7 - 21.4 - Add westbound passing lane to improve traffic congestion and driver safety.
- One mile west of Sultan - MP 20.45 - Eliminate wide eastbound turn-out to address sight distance problem.
- Sultan, MP 21.42 - MP 24.44 - Add an additional westbound through lane, consolidate driveway access, u-turns and right turns would be restricted from U.S. 2 at Main Street, construct a physical median through the City. Preliminary cost estimate under $15 million.
- Sultan, between 3rd and 4th streets, MP 22.24 - MP 22.93 - Add westbound lane and restrict left turn access.
- Sultan, Sultan-Startup Road, MP 24.73 - Install left turn lane, widen shoulder or prohibit left turns.

U.S. 2 RDP Recommended Capacity Projects

- Monroe to Gold Bar, MP 15.6 - MP 30.1 - Widen to four lanes and construct bridge improvements. Preliminary cost estimate under $200 million.
- Sultan, MP 21.42 - MP 24.44 - Add an additional eastbound through lane, construct at current signal locations to be determined. Roundabouts are also recommended at Old Owen/ Fern Bluff Road, 3rd Street, near 8th Street, and at Sultan-Basin Road intersections. (These are not supported by the City).

Financial Plan

Planning level cost estimates for each of the recommended City transportation improvement projects were prepared in 2007. These estimates analyzed the cost of constructing the improvements as well as estimates for right-of–way purchase, project design costs, and environmental costs and mitigation. **Table T-8** provides the **planning level cost** estimates for the recommended 2007~~8~~ – 2025 transportation improvements. A financial plan establishes how transportation improvements can be funded over the planning horizon year 2025. The plan is presented in Section 3.4.

The financial plan in Section 3.4 includes a long-range financial strategy that identifies the capacity of the City to fund its transportation needs described in this transportation element, a six-year capital improvement program for transportation and a reassessment strategy. Each year the City shall examine whether the City can fund the projects necessary to maintain required service levels set in this element. In the event the City cannot fund the improvements needed to maintain required service levels, the City shall consider and take one or a combination of actions that may include phasing of proposed developments, finding additional funding or instituting new financial measures, modifying the City's adopted level of service standards to reflect service levels that can be maintained given known financial resources, and modifying the Future Land Use Map as it affects the need for services. Section 3.4 also describes how the City will formulate the annual update to the City's six-year capital improvement program.

Figure T-15: U.S. 2 WSDOT RDP Recommended Safety Improvements

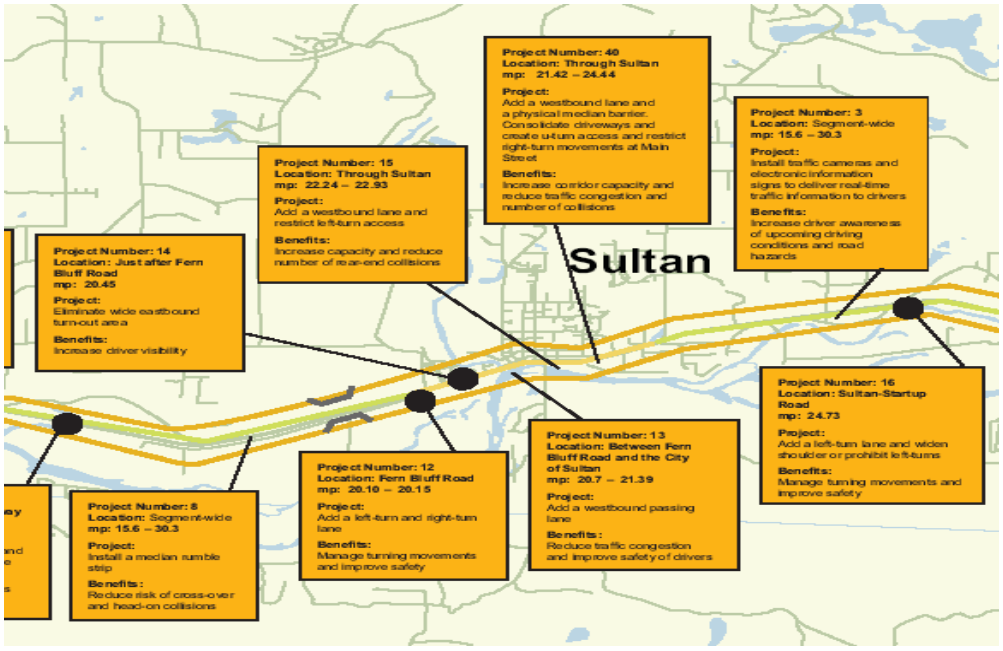


Figure T-16: U.S. 2 WSDOT RDP Recommended Capacity Improvements

Table T-8: Planning Level Cost Estimates for Recommended Transportation Improvements

Table T-8: Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north on Cascade View Dr to US 2 for nonmotorized and emergency access.	n/a	Nonmotorized	n/a	$500,000
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City	n/a	Existing Deficiency	n/a	$130,000
NM-4	Sidewalk Enhancement	Renovate public sidewaks. Stand alone projects not associated with road renovation.	n/a	Existing Deficiency	n/a	$310,000
NM-5	US-2 Route Corridor Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.	n/a	Nonmotorized	n/a	$1,672,000
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	$390,000
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	$887,000
NM-8	US-2 Pedestrian Overcrossing	Construct a nonmotorized bridge crossing on US 2 to provide increased safety for pedestrians and improved traffic flow. Joint Project with WSDOT	n/a	Nonmotorized	n/a	$4,000,000
T-23	Alder St Reconstruction	Reconstruct Alder Street from 5th St. to 8th St.	2	Existing Conditions	Collector Arterial	$728,000
T-24	New East/West Collector	Construct new east/west collector between 339th Ave SE and Sultan Basin Rd in the north section of the City (approx. location between 132nd and 124th St SE).	2	Circulation	Collector Arterial	$11,040,000
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	2	Circulation	Collector Arterial	$1,300,000

Table T-8: Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and US-2	2	Circulation	Collector Arterial	$15,510,000
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of US-2.	2	Circulation	Local Street	$2,000,000
T-29A	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to UGA Boundary	2	Circulation	Proposed Collector Arterial	$3,452,000
T-29B	Kessler Drive Extension Non UGA portion	Extend Kessler Dr. north from UGA Boundary to 124th St.	2	Circulation	Proposed Collector Arterial	n/a
T-31a	New 330th Ave Arterial	Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Collector Arterial	$2,800,000
~~T-31b~~	~~New 330th Ave Arterial~~	~~Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE. NON-UGA PORTION~~	~~2~~	~~Circulation~~	~~Proposed Collector Arterial~~	~~n/a~~
T-32a	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Minor Arterial	$2,942,500
~~T-32b~~	~~Rice Rd. (339th) St Extension~~	~~Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County. NON-UGA PORTION~~	~~2~~	~~Circulation~~	~~-~~	~~n/a~~

Table T-8: Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportmans Park to provide access to existing roadside commercial properties and reduce curb cuts on US-2.	2/3	Circulation	Collector Arterial	$2,720,000
T-34	US-2 RDP City Access Revisions	Downtown access to US 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.		Circulation		Awaiting WSDOT Estimate
T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US-2	2	Circulation	Collector Arterial	$560,000
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	Circulation	Collector Arterial	$2,833,600
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Capacity	Minor Arterial	$2,800,000
T-40	US-2/Rice Rd (339th Ave) Signalization	Signalize existing intersection of US-2 at 339th Ave SE.	3	Capacity	Principal Arterial	$1,400,000
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Circulation	Proposed Minor Arterial	$8,350,000
T-42A	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary	3	Capacity	Minor Arterial	$6,092,724
~~T-42B~~	~~Sultan Basin Rd. Reconstruction Phase IV Non-UGA portion~~	~~Continue Sultan Basin Rd. improvements north from UGA Boundary to 124th St.SE. Non-UGA portion~~	~~3~~	~~Capacity~~	~~Minor Arterial~~	~~n/a~~

Table T-8: Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from US-2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	Circulation	Collector Arterial	$1,400,000
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route	2	Circulation	Collector Arterial	$840,000
T-45	Alder St Improvements	Install traffic signal and improvements from the intersection of 4th and Alder St to the intersection of 5th and US-2. Reconstruct Street to 8th St. Proposed joint project with Community Transit and Sultan School District	2	Circulation	Collector Arterial	$650,000
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Local Street	$124,000
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. from 1st St. north to 125th St SE. Proposed joint City/County Project	2/3	Capacity	Collector Arterial	$9,050,000
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	Circulation	Collector Arterial	$4,704,000
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed proposed 132nd Ave. Extension.	2	Circulation	Collector Arterial	$3,920,000
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Existing Deficiency	Local Street	$1,456,000
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.		Circulation	Collector Arterial	$310,000

Table T-8: Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	Circulation	Local Street	$100,000
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	Circulation	n/a	$1,000,000
T-57	132nd Ave Arterial Extension	Extend 132nd S.t from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Capacity	Minor Arterial	$17,480,000
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Circulation	Proposed Minor Arterial	$12,432,000
T-59	US 2/ 1st Avenue Interchange	Provide grade-separated ramp access to US-2 from 1st St.	2	Capacity	Minor Arterial	$6,470,000
T-60	Sultan Basin Road Improvements Phase III	Realign Cascade View Drive and its intersection with US-2 to align with the recently improved Sultan Basin Rd.	2	Circulation	Proposed Collector Arterial	$2,800,000
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	$1,680,000
T-62A	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to UGA Boundary	2	Circulation	Collector Arterial	$4,312,000
~~T-62B~~	~~124th St. SE Reconstruction Phase 1 Non UGA portion~~	~~Reconstruct 124th St SE to urban standards from UGA Boundary to Sultan Basin Rd. Non UGA portion~~	~~2~~	~~Circulation~~	~~Collector Arterial~~	~~n/a~~
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at aprox. 125th St	2	Circulation	Collector Arterial	$11,984,000
					Total Project Costs	**$153,129,824**

Revenue Sources

This section provides a forecast of anticipated transportation revenues that considers the City's past history, ability to secure state and federal grant dollars, and the amount of local revenues available.

Transportation Grant Funds

The City has been successful in securing transportation grant funds for transportation improvements projects. These funds have allowed the City to advance needed projects forward to design and construction.

Between 2007 and 2025, the City expects to receive approximately 15% of its total transportation project costs through federal, state and regional transportation grant funding. This amounts to an estimated $23,250,000 in transportation funding revenues. The following pages contain a list of available transportation grant funds the City can pursue to meet the target.

Federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users)

This is the federal transportation program that provides transportation funds for local governments on a competitive basis. The funds are administered through WSDOT and the Puget Sound Regional Council (PSRC). Funds are available through various programs under the SAFETEA-LU umbrella including the Surface Transportation Program (STP), Highway Bridge Program (HBP), Transportation Enhancement Program, Highway Safety Improvement Program, Recreational Trails Program, and the Transportation, Community and System Preservation Program. A brief summary of each of the programs is provided below:

Surface Transportation Program (STP)

The STP Program provides flexible funding that can be used by state and local governments for projects on any federal–aid highway system facility including the National Highway System (NHS), bridge projects on any public road, transit capital projects, modifications of existing public sidewalks to comply with the Americans with Disabilities Act (ADA) regardless of whether the sidewalk is on the federal –aid system right of way, and intracity and intercity bus terminals and facilities. A portion of the funds are reserved for rural areas and may be spent on the federal-aid functionally classified system including Rural Minor Arterials. Project eligible for funding include all City arterial improvement project recommended in this Plan.

Highway Bridge Program (HBP)
~~The HBP provides funding to state for improving bridges through replacement, rehabilitation, and systematic preventative maintenance.~~

The HBP provides funding to rehabilitate *public highway* bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Transportation Enhancement Program
Transportation Enhancements are transportation and transportation related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation system. The program provides for a wide variety of projects that range from nonmotorized (bike/pedestrian) facilities, to landscaping and scenic beautification, to mitigation of water pollution due to highway runoff, and to the restoration of historic transportation facilities. In Sultan, recommended nonmotorized projects to build bike lanes, trails and sidewalks are eligible for Enhancement funding.

Safe Routes to School Program
The purpose of the Safe Routes to Schools program is to provide K-8 children a safe, healthy alternative to riding the bus or being driven to school. This federal program, which in Washington also includes a state funded portion, provides funding for engineering and construction, education efforts and enforcement activities within two-miles of schools. There is no match requirement. Projects are to be submitted as complete projects and fully funded.

Intersection and Corridor Safety Program
In spring 2005 WSDOT developed the Intersection and Corridor Safety program to fund safety projects that eliminate or reduce fatal or injury accidents at high accident intersections and within high accident corridors. WSDOT estimated approximately $20 million to be available for this program though 2009.

Transportation, Community, and System Preservation (TCSP) Program
The TCSP Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants. Authorized funding for the TCSP Program is $61.25 million per year for FY 2006 through 2009. The Federal share payable on account of any TCSP project or activity shall be 80% or subject to the sliding scale rate.

Recreational Trails Program

The Recreational Trail Program provides funds to develop and maintain recreational trails for motorized and nonmotorized travel.

More information on federal SAFETEA-LU funding program opportunities is available at the Federal Highway Administration website: http://www.fhwa.dot.gov/safetealu/index.htm.

Washington State Transportation Improvement Board

The Washington State Transportation Improvement Board (TIB) provides funding to foster investment in quality local government transportation projects. The TIB distributes grant funding from revenue generated by three cents of the State's gas tax, to cities and counties for funding transportation projects. TIB administers several funding programs each with its own set of criteria used to facilitate project selection. The project selection process for all programs is completed annually. The TIB programs are summarized below:

Small City Programs

Cities and towns with a population under 5,000 are eligible for funding from three programs:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk program (SC-SP)

These programs provide funding on a competitive basis to reconstruct and maintain the transportation infrastructure within small cities. These programs have an annual application cycle. TIB awards approximately $10 million to new small city projects each year. Currently, the City of Sultan is eligible to apply for grant funding under these programs; as the population of the City increases beyond 5,000 Sultan will no longer be eligible to compete under this program.

TIB Urban Programs

The Transportation Improvement Board provides funding to urban cities within federally designated urban areas with population greater than 5,000. Three state-funded grant programs are administered through TIB:

- Urban Arterial Program (UAP) for road projects that improve safety and capacity,
- Urban Corridor Program (UCP) for road projects that expand capacity and have multiple funding partners, and
- Sidewalk Program (SP) for sidewalk projects that improve safety and connectivity.

TIB Urban Program projects require financial participation by the local agency. Minimum local match requirements range from 10% to 20% depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds.

Projects are selected annually using a rating system based on criteria developed by TIB. TIB awards approximately $70 million to new projects each year. As the population of Sultan grows to over 5,000, the City will be eligible to compete for the TIB Urban Program funds.

Other TIB Programs

Several other programs are administered by TIB including:

- Route Jurisdiction Transfer Program (RJT) reviews petitions from cities, counties or WSDOT for additions of deletions from the state highway system.

- Route Transfer Program (RTP) provides funding to offset extraordinary costs associated with the transfer of state highways to cities.

- De-TEA Program offers to remove federal funds from a transportation project and provide 100% state TIB funding in its place. The intent of the program is to lower costs and speed projects towards completion by eliminating unnecessary federal process and administrative requirements that only apply because of the presence of federal funds.

Other WA State Transportation Funding Programs

The Pedestrian & Bicycle Safety Program

The Pedestrian & Bicycle Safety Program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. Similar to the federal Safe Routes to School Program, the purpose of the program is to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement.

Community Development Block Grant Funds

Providing several (CDBG) grant programs, WA State Office of Community Development administers fund through a competitive application process to assist Washington State small cities, towns and counties in carrying out significant community and economic development projects that principally benefit moderate and low-income persons. Transportation projects are eligible.

Community Economic Revitalization Board Rural Program

Administered by the State Department of Community, Trade and Economic Development, this program assists in financing growth-related infrastructure in designated rural counties, and timber and salmon-impacted areas that will result in job creation by manufacturing, industrial assembly, distribution, processing, warehousing and tourism development. Transportation projects are eligible. More information is available at http://www.pwb.wa.gov/partners.asp.

Local Transportation Funds

The City generates local transportation funds through the Real-Estate Excise Tax or REET. The REET fund taxes the sale of real property at ½ of 1 percent. This fund will be used to provide transportation funds to construct needed improvements throughout the City.

Revenue forecasts estimate that an additional $5,578,000 of REET funding will be available between 2007 and 2025 to help provide local funding for needed transportation improvements.

Transportation Mitigation Payment System

The City of Sultan currently has an adopted traffic impact fee rate of $1,837 per PM peak hour trip generated from new development to provide funding for construction of growth-related transportation improvements. The City's traffic impact fee was established in 1995 (SMC 16.112.040). The existing City traffic impact fee rate is forecasted to generate $6,975,100 in transportation revenues between 2007 and 2025.

As part of revising the City's Transportation Element in 2007, a review was conducted on the current traffic impact fee rate to determine if revisions were necessary based on information provided in the revised Comprehensive Plan Transportation Element.

The review included the revised recommended transportation project list and updated project costs as shown in Table 9. The review also included the amount of additional traffic forecasted

between 2007 and 2025 based on new development proposed in the City's 2025 Future Land Use Plan - an additional 3,151 new vehicle trips.

Based on the revised transportation element information, an updated Sultan traffic impact fee rate of between $4,350 and $9,878 was recommended. This range is expected to generate between $20,017,800 and $37,506,800 in traffic impact fees* to help pay a portion of the growth-related transportation project costs associated with the additional land use development in the City's adopted 2025 Future Land Use Plan.

* Calculations rounded to nearest $100

Funding Capability

~~Transportation funding capability was reviewed to determine the ability of the City to provide adequate transportation revenues to meet the cost of providing the recommended transportation improvement projects. The review compares the forecasts of transportation revenues to the total cost of recommended transportation improvement projects presented in Table 9.~~

The City's financial capacity to provide adequate revenues to meet the cost of providing the recommended transportation improvement projects is addressed in the Capital Facilities Plan in Section 3.4 and related Appendices. This review compares the forecasts of potential transportation revenues to the total cost of recommended transportation improvement projects presented in Table 8.

Forecasted transportation revenue sources available to the City between 2007 and 2025 include:

- Transportation grants based on a 15% grant funding rate,
- City traffic impact fees,
- Contributions from property owners and developers for required street frontage improvements equivalent to a two-lane local access roadway as described in the City of Sultan *Design Standards and Specifications*. Street Frontage improvement costs were calculated as part of the individual project cost estimates by certified civil engineers.
- City Real Estate Excise Taxes (REET) available to fund transportation,
- Anticipated other agency and entity participation in mutually beneficial transportation projects.

Intergovernmental Coordination

The City of Sultan works to maintain positive relationship with neighboring jurisdictions, WSDOT, the state and the federal government. The City is part of the larger region and shares many of the same concerns and interests particularly in the realm of transportation. The City has an active commitment to working with neighboring cities, regional partners and state and federal agencies is demonstrated to discuss issues, share information and solve problems. The development and ongoing monitoring of the City's Comprehensive Plan demonstrates that commitment. The Growth Management Act requires that plans between neighboring

jurisdictions maintain a level of consistency through coordination of planning efforts at the time of plan development and update.

Increasingly, Sultan's transportation system is influenced by what happens beyond its City limits. Travel between the City and other communities and recreational areas to the east and west has increased significantly over the past decade, and as the forecasts in Chapter 4 of this plan demonstrate, traffic on U.S. 2 will continue to increase in the future impacting travel along the U.S. 2 corridor. Land use development that occurs near Sultan will have an impact on traffic within the Sultan UGA.

As part of development of this Plan, Snohomish County provided traffic and land use data and forecasts from their Comprehensive Plan. The resulting traffic forecasts were analyzed using methods recommended by the Snohomish County Public Works Department in order to determine the arterial level of service (LOS) or performance of the roadway system. Where future arterial improvements were deemed necessary outside City limits, County Public Works staff were consulted to determine the feasibility of cost sharing for the improvements and to discuss acceptable roadway standards.

Ongoing coordination efforts include working with the Washington State Department of Transportation (WSDOT) developing the U.S. 2 Route Development Plan (RDP), working with Community Transit (CT) to coordinate transit planning and operations within the City, working with Snohomish County to study and mitigate the impacts of land use development.

To help facilitate broader regional review and coordination between the City and neighboring jurisdictions in the region and WSDOT, the City is required to have the transportation element of the Comprehensive Plan re-certified by the Puget Sound Regional Council's Regional Transportation Planning Organization (PSRC RTPO).

Goals and Policies

The following goals and policies are based on an analysis of existing transportation conditions and the results of workshop planning sessions.

Goal: Create an effective road network
Complete a road network grid, establish class and function, improve standards and resolve parking and access conflicts for the Sultan Urban Growth Area.

1 Road network
Work with Snohomish County and the Washington State Department of Transportation to complete development of an arterial road grid serving the Sultan Urban Growth Area, especially north-south corridors across U.S. 2.

2 Classification
Establish a functional classification system that defines each road's principal purpose and protects the road's functional viability. Define a collector road system that provides methods for traversing the neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system – particularly between the valley floor and plateau. Define arterial, collector, and local access road standards that are equivalent to the standards being enacted by Snohomish County in the urban/rural transition area.

3 Order
Control land use development and local street access patterns about U.S. 2 intersections to protect the functional viability of the highway during major commuting periods. Control local street connections, curb cuts, on and off-street parking areas, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices to protect the functional viability, and traffic-carrying capacity of the major arterial network and U.S. 2.

4 Standards
Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets. Coordinate with Snohomish County and the Washington State Department of Transportation to improve major arterial roads in the planning area, including U.S. 2, Sultan Basin Road, 229th Avenue/Old Owen Road, and Harvey Mann Road to provide effective level of service for all transportation modes (see Appendix B).

5 Conflicts
Determine effective road, traffic, and parking interfaces between present and eventual circulation patterns at U.S. 2 intersections. Develop a long-range road and channelization design, signal, and signing plan that resolves traffic and safety conflicts and that promotes compatible land use development within the downtown core and adjacent neighborhoods.

6 Retail area enhancements
Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and financing assistance appropriate to the problem's resolution.

Goal: Encourage modal balance
Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

7 Air services
Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Sultan Urban Growth Area. In particular, support continued operation and development of Harvey Airfield in Snohomish, Arlington Airport in Arlington, and Paine Field in Everett as general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area. Continue to support development of SeaTac Airport with facilities capable of providing national and international freight and passenger services.

8 Railroad
Improve Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan Urban Growth Area, possibly providing a spur line to the industrial uses located within the employment district. Consider the feasibility of expanding heavy rail commuter service to include Sultan and the surrounding region. Support development of a narrow gauge rail line serving the Western Heritage Center - and potentially other areas of the city. If feasible, heavy rail service could be expanded to include recreational service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.

9 Transit
Improve Community Transit service to satisfy local needs within the Sultan Urban Growth Area, particularly between residential and major commercial and employment districts in the

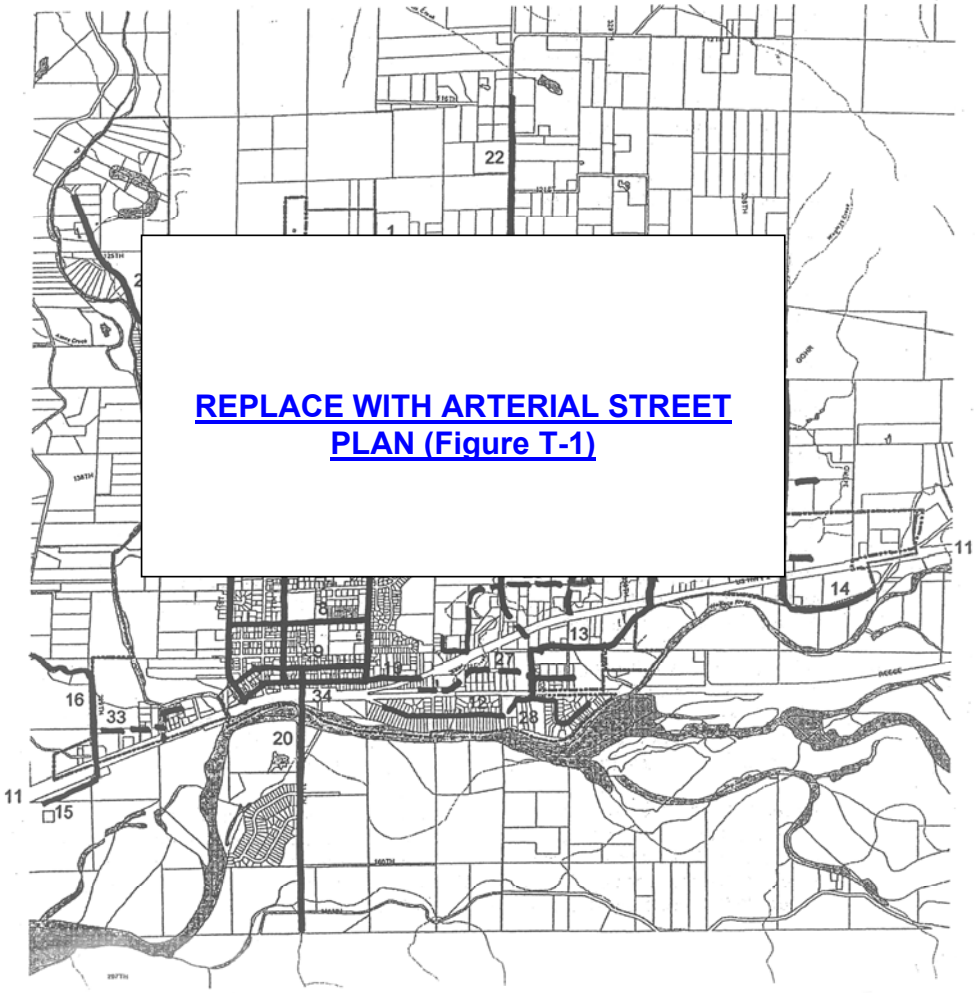
surrounding region. Locate park-n-ride lots in areas that are accessible to transit routes and local residential collectors, but don't unnecessarily congest arterial roads or U.S. 2 intersections. In joint efforts with Community Transit, create attractive park-and-ride lots that attract transit riders and also serve as off-peak period recreational and downtown shopper facilities.

10 Trails

Develop an integrated system of regional and local oriented multipurpose trails that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, joggers, and equestrians. Designate routes that access local parks, schools, commercial areas, and other alignments that provide unique environmental experiences and/or functional traveling connections with surrounding residential neighborhoods. Create a separated system of walking, biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors. Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

11 Transportation Demand Management

Conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.



Transportation plan

Existing roadways

1 124th Street SE
2 Trout Farm Road
3 132nd Street SE
4 Bryant Road
5 Willow Avenue
6 138th Street SE
7 High Street
8 Date Street
9 Alder Street
10 Main Street
11 SR-2/Stevens Pass Highway
12 Dyer Road
13 Cascade View Dr/Cemetery Rd
14 Sultan Startup Road
15 Fern Bluff Road
16 299th Avenue SE/Old Owen Rd
17 1st Street
18 Gohr Road
19 4th Street
20 5th Street/Mann Road
21 8th Street
22 Sultan Basin Road
23 339th Avenue/Rice Road

Proposed roadways

24 East-West Roadway
25 140th Street
26 Wagley's Creek Road
27 Main/149th Avenue extension
28 Dyer/Skywall connection
29 Kessler Drive extension
30 328th Avenue extension
31 330th Avenue extension
32 Rice Road extension
33 229th Avenue extension
34 SR-2 downtown limited access

Roadways – existing
Roadways – proposed

Improvement list has been superceded by 2008 Capital Facilities Plan

~~***Former 46: In general, develop a local street grid*** - that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across U.S. 2.~~

~~***Former 47: Develop an East-West Roadway adjacent or near to the Pacific Northwest Pipeline*** - to create a northern loop road (and emergency evacuation route) between the Sultan River valley, the plateau, and Rice Road.~~

~~***Former 48: Develop a partial east-west roadway extension of 140th Street*** - to provide access across the top of the plateau to about 330th Street.~~

~~***Former 49: Develop east-west roadway segments parallel to Winters and Wagley's Creeks on the north side of U.S. 2*** - to provide access for business development of these parcels.~~

~~***Former 50: Complete an east-west connection of Main and 149th*** - to provide access for properties between U.S. 2 and the BNSF tracks.~~

~~***Former 51: Complete an east-west connection of Dyer to Skywall Drive*** - to provide access for properties between BNSF tracks and the Skykomish River.~~

~~***Former 52: Develop a north-south roadway of Kessler Drive*** - to provide access along the edge of the plateau.~~

~~***Former 53: Develop a north-south roadway at about 328th Ave*** - to provide access through the center of the plateau and between the East-West Roadway and U.S. 2.~~

~~***Former 54: Develop a north-south roadway of 330th*** - to provide access through the center of the plateau and between the East-West Roadway and U.S. 2.~~

~~***Former 55: Extend Rice Road to the East-West Roadway*** - to create a connection with U.S. 2 and a loop road between the plateau and the Sultan River Valley.~~

~~***Former 56: In general, limit future access to U.S. 2*** - to control cross traffic and potential congestion on this vital corridor.~~

~~***Former 57: In general, make more effective use of existing U.S. 2 cross streets*** - by consolidating the number of crossings and connecting the roadways into a grid network.~~

~~***Former 58: Create an interior access road at 229th Avenue*** - to access existing roadside commercial uses and reduce curb cuts on U.S. 2.~~

~~***Former 59: Limit downtown access to U.S. 2*** - to 2nd, 5th, 8th, and Main Streets to reduce congestion.~~

~~***Former 60: Realign Sultan Basin Road's intersection with U.S. 2*** - to create a through road connection with Foundry Drive.~~

~~***Former 61: Realign Cascade View Drive's intersection with U.S. 2*** - to create a through road connection with 330th Avenue.~~

~~3.2A~~ 3.2A Public Utilities -- Sewer

Relocated from 2.11.
Revisions shown in strikethrough/underline format.

Existing Facilities

Collection System:

The existing wastewater collection system is essentially a separated sewer system, meaning storm water is collected in a separate system of pipes and ditches. Interceptor sewers are the principal pipes in the wastewater system that collect flow from the collector sewer mains. Sewer interceptors are summarized in Table S-1.

Table S-1: Sewer Interceptor System

Location	Size (in)	Length (ft)	Material	Year	Slope (ft/ft)	Capacity (GPD)
Main Street	18	750	PVC	1989	0.0022	3,100,000
	15	4300	PVC	1989	0.0022	2,800,000
	8	820	PVC	2001	0.0040	490,000
1st Street	12	2,450	PVC	2005	0.0022	1,050,000
4th Street	10	1350	PVC	1969	0.0022	650,000
	8	2950	concrete	1969	0.0040	490,000
8th Street	12	330	PVC	1987	0.0097	2,200,000
SR 2 West	12	2450	concrete	1969	0.0022	1,050,000
Sultan Basin	15	1100	PVC	1999	0.0097	1,300,000
	12	1350	PVC	1998	0.0110	2,400,000
	12	3500	PVC	1999	0.0022	1,050,000
Wagley's Creek	15	2650	PVC	2001	0.0018	1,700,000
	16	400	DI	2001	0.0030	2,500,000
	15	3750	PVC	2001	0.0026	2,000,000
	8	2200	PVC	2001	0.0039	480,000
Total Footage		30,350				

In addition to the Sewer Interceptor System shown in Table S-1, the system has about 40,000 feet of collector sewers. Almost all collector sewers are 8-inch diameter pipe of varying age and material.

Pump Station:

The existing sewer system has only one pump station located in the Sultan River Park. Most of the existing service area drains through this pump station, which also acts as the influent pump station for the wastewater treatment facility. The pump station has two 1,500 GPM[16] pumps (about 2.16 MGD[17] each) with 35 horsepower motors. The maximum existing capacity with both pumps operating is about 3.2 MGD. Inverts for both the First Street and the Main Street interceptors are more than 20 feet below street grade as they approach the pump station.

[16] Gallons per Minute
[17] Million Gallons per Day

The 10-inch force main extends about 450 feet from the pump station across the Sultan River on the State Department of Transportation bridge for U.S. 2 into the wastewater treatment facility.

Level of Service Standards

The following LOS Standards guided the review of existing sewer facilities and the need for improvements as growth occurs through 2025.

General: Standards for sewer system facilities are defined by WAC 173-240-050 and the 'Criteria for Sewerage Works Design' published by the Washington State Department of Ecology (Ecology). Ecology also issues NPDES permits with requirements for wastewater effluent quality and monitoring to ensure compliance with receiving water standards. Planning, design, construction, operations, and maintenance for the City sewer system is conducted in accordance with these standards.

Capacity for Storm Events: The sewer system shall be designed to contain all sewage and the extraneous flow that enters during a 10-year, 24 hour storm event.

Gravity Sewers Design: Sewer capacity will be calculated with the pipe flowing full at the design pipe slope under projected peak hour conditions. The minimum pipe slope shall be sufficient to maintain a velocity of 2 feet per second under flowing full conditions.

Pump Stations: Pumping capacity is usually designed to accommodate the peak hour flow. However, the existing pump station is also the influent pump station for the wastewater treatment facility, and the interceptor piping enters the station more than 20 feet below street level. Flow attenuation into the treatment facilities is desirable to allow cost-effective sizing of the structures. Surcharging the interceptors into the pump station is an acceptable method to achieve flow equalization. This means that under storm conditions the Main Street pipes would be full and water levels in the manholes would rise several feet, though still be several feet below the street grade.

Other Planning Considerations

On-site Sewage Systems:

About 409 parcels within the existing city limits have been identified by City staff that are believed to have been developed with on-site sewage systems. All developed parcels outside the city limits and within the UGA use on-site sewage systems. According to the Growth Management Act, no new on-site septic sewage systems should be allowed in the UGA as new development is intended to be at urban densities which require sewers. In addition, RCW 70.118 requires counties including Snohomish County to develop and implement management plans for on-site sewage systems, including single family homes in communities like the City of Sultan. The Growth Hearings Board has ordered that the City's revised capital facilities plan show how all unsewered portions of the UGA will be served by 2025.

Sultan Basin Road Interceptor

4th Street Interceptor

8th Street Interceptor

1st Street Interceptor

Wagley 's Creek Interceptor

Main Street Interceptopr

SR 2 West Interceptor

City of Sultan
WASHINGTON

FIGURE S-1

EXISTING SEWER SYSTEM

Legend

Sewer System

- Man Holes
- Clean Outs
- Sewer Pipes
- Direction of Flow

Base Layers

- City Boundary
- UGA Boundary
- Parcels
- Water Bodies

N

Feet
0 1,000 2,000

UGA Boundary -Adopted: December 21, 2005
-Effective Date: February 1, 2006

Contours: Triathlon - April 1997
This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map. All other data obtained from Snohomish County Jan 2008.

MAP DATE: JUNE 2008

Projected Coordinate System: NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

P:\Mapping\Maps_Generated\Sultan\Projects\Civil\Sewer\08_10114.01\003\maps
\S-1 Existing Sewer System_11x17.mxd

BHC CONSULTANTS
BHC Consultants LLC
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Parcels with existing development using on-site sewage systems where a sewer is available are not required to connect to the sewer unless the on-site system fails~~, or the existing structure is remodeled, the property is sold or changes ownership~~ or the property owner wishes to connect. Determination of on-site sewage system failure is the responsibility of the Snohomish ~~County~~ Health ~~Department~~ District.

Where a new sewer pipe is extended past a parcel with existing development using an on-site sewage system, the property owner will be required to pay for the benefit conferred by the sewer pipe but will not be required to actually connect and pay monthly service charges unless or until the on-site system fails or the property owner wishes to connect. ~~or the property is sold or changes ownership, or the existing structure is remodeled under a City building permit.~~

Local Pump Stations:

Sewer extensions to some areas within the existing city limits, and other areas that are within the urban growth area, will require extremely deep sewer trenches to achieve gravity service. Local gravity sewer systems in such areas can be developed using local pump stations owned and operated by the City. Plans for such sewer systems shall be developed and approved by the City. All such facilities shall be designed and built in accordance with City standards.

Infiltration/Inflow Rehabilitation:

Rain induced flow into the sewer system exceeds desirable rates. This problem is believed to be concentrated in the older parts of the sewer system. The City will continue to budget and implement regular rehabilitation programs to minimize the introduction of infiltration and rain induce flow into the sewer system by recognizing that such wastewater volumes take capacity in the pipe system and treatment facilities that would otherwise be available to sewer customers. Processing such extraneous flow also incurs additional costs to the system which must be included in the monthly service charges.

The City will continue to inspect and test new sewer installations to verify that construction materials and methods conform to modern standards. The resulting new sewer extensions are expected to exhibit a significantly lower influx of extraneous wastewater than the existing sewer system.

Future Needs

Collection System Improvements:

Improvements to the sewer collection system fall into categories as described below:

- New Streets listed in the Transportation Improvement Plan (TIP) will have a sewer main at least 8-inch diameter.
- Reconstructed Streets list in the TIP will have a sewer main at least 8-inch in diameter, unless an adequate water main is already in place.
- Sewer Main Extensions in streets within UGA but not on TIP list will be at least 8-inches in diameter.
- Replacement Pipes at least 8-inch diameter are needed in several locations where the existing sewer is under sized, obsolete material, or otherwise defective.

Table S-2 summarizes the sewers to be installed concurrently with street improvements listed in the Transportation Improvement Program. Construction costs as shown for 2008 include only the sewer facilities, which include crushed backfill. Costs for street and surface improvements are in the TIP. Project costs add engineering design, permits, and construction oversight to the construction costs as will as property acquisition where appropriate.

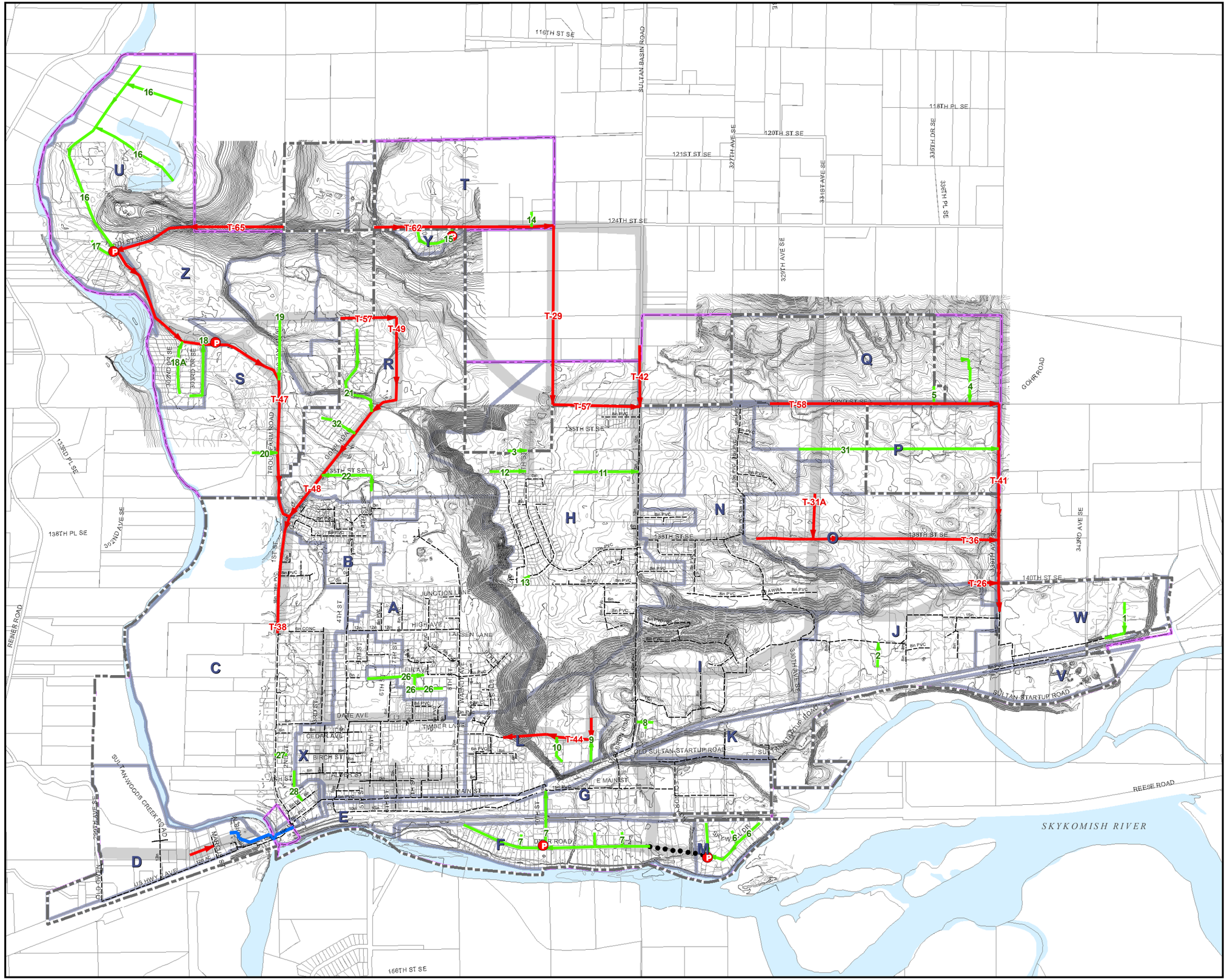

FIGURE S-2

SEWER SYSTEM IMPROVEMENTS

Legend

- Future Pump Station
- Sewer Associated with TIP
- Replace Existing Sewer
- Other Sewer
- Existing Sewer Pipes
- Forcemain

Base Layers

- City Boundary
- UGA Boundary
- New Roads
- Parcels
- Sewer Drainage Basins
- Water Bodies
- 10ft Contours
- 2ft Contours

N

Feet
0 1,000 2,000

UGA Boundary -Adopted: December 21, 2005
-Effective Date: February 1, 2006

Contours: Triathlon - April 1997
This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map. All other data obtained from Snohomish County Jan 2008.

MAP DATE: JUNE 2008

Projected Coordinate System: NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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Table S-2: Sewer Improvements Included with Transportation Improvements

TIP No	Project Description	Depth (feet)	Diam (inch)	Feet of Pipe	Construction Cost (2008)	Project Cost (2008)
T-24	New east/west collector (339th SE - Sultan Basin Rd)	outside UGA				
T-25	Foundry Road (Cascade View - railroad)	served by existing sewer in Foundry Drive				
T-26	New east/west collector (339th SE - Sultan Basin Rd)	10	8	400	$48,000	$67,200
T-27	Extend E Main St to 149th St SE	served by existing sewer in Main Street				
~~T-28~~	~~Emergency access between BNSF and Skykomish River~~	~~15~~	~~8~~	~~1,250~~	~~$200,000~~	~~$280,000~~
T-29	Extend Kessler Dr. (Bryant Rd. - 124th St)	10	8	2,900	$348,000	$487,200
T-31a	New north-south arterial (U.S. 2 - 124th St)	15	8	650	$104,000	$145,600
T-31c	330 Ave SE just north of U.S. 2	served by existing sewer in Sultan Basin Road				
T-32a	Extend Rice Rd /339th (132nd to UGA boundary)	served from sewer in T-58				
T-32-b	Extend Rice Rd /339th (beyond UGA - 124th)	outside UGA				
T-33	New arterial (Old Owen Rd - Sportmans Park)	10	8	500	$60,000	$84,000
T-35	Cascade View Dr (U.S. 2 - 331st)	served by existing sewer in Cascade View Drive				
T-36	138th St (Sultan Basin Rd - 339th Ave SE)	10	8	3,600	$432,000	$604,800
T-38	1st St (High Ave to Trout Farm Rd)	15	8	2,200	$352,000	$492,800
T-41	339th Ave (Sultan Startup Rd - 132nd St)	15	8	3,050	$488,000	$683,200
T-42	Sultan Basin Rd (138th - 124th St)	15	8	900	$144,000	$201,600
T-43	Walburn Road (11th St - Sultan Basin Rd)	served by existing sewer in Sultan Basin Road				
T-44	Extend Pine St (9th - Walburn)	10	8	1,600	$192,000	$268,800
T-45	Alder St (4th - 8th St)	served by existing sewer in Alder Street				
T-47	Trout Farm Rd (307th - 125th)	10	8	4,900	$588,000	$823,200
T-48	Gohr Road (1st St - 132nd SE)	15	8	1,950	$312,000	$436,800
T-49	Gohr Road (132nd Ave - about 128th)	10	8	1,600	$192,000	$268,800
T-51	3rd Street (Main - High)	served by existing sewer in 3rd Street				
T-57	132nd St. (Sultan Basin Rd - Trout Farm Rd)	10	8	2,150	$258,000	$361,200
T-58	132nd St SE (Rice - Sultan Basin Rd)	15	8	3,450	$552,000	$772,800
T-61	6th Street (Main - Birch)	served by existing sewer in 6th Street				
T-62	124th Street (Sultan Basin Rd - water treatment plant)	10	8	2,600	$312,000	$436,800
T-65	124th Street (water treatment plant - Trout Farm Rd)	10	8	3,400	$408,000	$571,200
	Subtotal			35,850	$4,790,000	$6,706,000

A number of sewer extensions will be needed in locations not identified for a TIP improvement. These extensions will provide sewers to the vicinity of all parcels within the UGA and are summarized in Table S-3.

Table S-3: New Sewer Extensions

New	Project Description	Depth	Diameter	Feet of Pipe	Construct Cost	Project Cost
1	eastern city limits into SR 2	10	8	800	$177,000	$248,000
2	between 330th & 339th into SR 2	10	8	400	$89,000	$125,000
3	into 9th (T-29)	10	8	300	$66,000	$92,000
4	west of 339th into 132nd	10	8	900	$199,000	$279,000
5	west of 339th into 132nd	10	8	40	$89,000	$125,000
6	Skywall Drive	15	8	1,650	$457,000	$640,000
7	Dyer Road into 10th	20	8	2,700	$860,000	$1,204,000
8	north of SR 2 into Sultan Basin Rd	10	8	350	$78,000	$109,000
9	into T-44	10	8	300	$66,000	$92,000
10	into T-44	10	8	400	$89,000	$125,000
11	135th into Sultan Basin Rd	10	8	1,600	$355,000	$497,000
12	Kessler Drive	10	8	650	$144,000	$202,000
13	Love's Hill Drive	10	8	200	$44,000	$62,000
14	into 124th	10	8	200	$44,000	$62,000
15	into 124th	10	8	750	$166,000	$232,000
16	Trout Farm Rd & 125th	20	8	5,000	$1,593,000	$2,230,000
17	Trout Farm Rd & 125th	20	8	350	$111,000	$155,000
18	Trout Farm Rd west of 307th	20	8	1,050	$334,000	$468,000
19	307th into Trout Farm Rd	20	8	800	$255,000	$357,000
20	307th into Trout Farm Rd	10	8	800	$177,000	$248,000
21	134th into Trout Farm Rd	15	8	850	$235,000	$329,000
22	311th into Gohr Rd	10	8	1,500	$332,000	$465,000
23	Wysteria into Gohr Rd	10	8	950	$211,000	$295,000
24	High Ave into 5th	10	8	450	$100,000	$140,000
25	High Avenue into 8th	10	8	100	$22,000	$31,000
26	between Birch & Cedar into 1st	10	8	200	$44,000	$62,000
27	Fir Avenue	10	8	1,800	$399,000	$559,000
28	between Birch & Cedar into 1st	10	8	250	$55,000	$77,000
29	from Birch into between Alder & Main	10	8	550	$122,000	$171,000
30	between 132nd & 138th into 339th	10	8	2,450	$543,000	$760,000
31	N Park into Gohr	10	8	500	$111,000	$155,000
	Totals			28,840	$7,567,000	$10,596,000

Several of the new sewer extensions shown in Table S-3 will require local pump stations if sewer trenches are not to exceed 20 feet in depth. These pump stations and the associated force mains are summarized in Table S-4.

Table S-4: New Sewer Pump Stations and Force Mains

Station	Project Description	Parameters		Construct Cost	Project Cost
A	Dyer Road	100 GPM	10 hp	$225,000	
	Force Main	4-inch	750 feet	$85,000	$434,000
B	Skywall Drive	100 GPM	10 hp	$225,000	
	Force Main	4-inch	1,600 feet	$170,000	$553,000
C	Trout Farm & 125th Street	100 GPM	10 hp	$225,000	
	Force main	4-inch	400 feet	$40,000	$371,000
D	Trout Farm & 303rd Drive	100 GPM	10 hp	$225,000	
	Force Main	4-inch	800 feet	$80,000	$427,000
E	124th Street	100 GPM	10 hp	$225,000	
	Force Main	4-inch	200 feet	$20,000	$343,000
	Totals		**3,750 feet**	**$1,520,000**	**$2,128,000**

Preparation of actual engineering plans to provide sewers for specific developments may require additional pump stations for some locations, subject to City approval.

In addition to the ongoing infiltration/rehabilitation program of the City, a few pipe reaches do not meet capacity and service requirements projected for 2025 and will need to be replaced. These pipes are shown in Table S-5.

Table S-5: Sewer Main Replacements

Project	Project Description	Depth	Diameter	Feet of Pipe	Construct Cost	Project Cost
~~1~~	~~1st Ave (Raspberry to WWTP)~~	~~20~~	~~8~~	~~2,750~~	~~$724,000~~	~~$1,014,000~~
2	Force Main	Under Sultan River	12	600	$300,000	$500,000
~~-~~	~~Subtotal~~	~~-~~	~~-~~	~~3,350~~	~~$1,024,000~~	~~$1,514,000~~

Sewer Needs Summary:

In addition to the sewer mains improvements listed in Tables S-2, 3, 4, and 5 several additional capital projects should be included in the Needs Assessment as summarized below:

- General Sewer Plan Update 2014
- General Sewer Plan Update 2024
- Ongoing infiltration/inflow rehabilitation

General Sewer Plans are not required to be updated every six years as is the case for Water System Plans. However, capital facilities planning require periodic updating of the six-year Capital Improvement Program, which is best accomplished through periodic updates to the General Sewer Plan. Table S-6 summarizes the sewer facilities needed by 2025 and estimated costs.

Table S-6: Needed Sewer Facilities by 2025			
Improvement Category	**Quantity**	**Construction Cost**	**Project Cost**
Projects in Progress (2007)	---	----	$ 1,137,000
TIP Sewer Improvements	35,850 feet	$ 4,790,000	$ 6,706,000
New Sewer Extensions	28,840 feet	$ 7,567,000	$ 10,596,000
Pump Stations & Force Mains	5 pump stations	$ 1,520,000	$ 2,128,000
Replacement Sewers	600 feet	$ 300,000	$ 500,000
General Sewer Plan – 2014	----	----	$ 100,000
General Sewer Plan – 2024	----	----	$ 100,000
Ongoing I/I Rehabilitation	Typically $100,000/yr	$ 1,700,000	$ 2,380,000
WWTP – Short Term	---	$ 350,000	$ 400,000
WWTP – Biosolids Handling	---	---	$ 500,000
WWTP – MBR	---	$ 17,000,000	$ 21,700,000
Total		$ 33,227,000	$ 46,247,000

Costs shown are estimated in 2008 dollars. These costs will need to be escalated in some manner to reflect the costs appropriate to the dates when the projects will actually be implemented.

Wastewater Treatment

Designs for an upgrading the City's Wastewater Treatment Facility began in 2006 with publication of the *City of Sultan WWTP Upgrade Engineering Report*. Population forecasts originally included in the City's February 2006 *General Sewer Plan Amendment 1* were used to develop flow and loading projections presented in the Engineering Report.

Plant expansion was originally planned to occur in three construction phases to treat projected 2029 flows and loadings. The main component of the expansion is the addition of a membrane bioreactor (MBR) system, which will treat all flows entering the treatment plant in the dry weather period and the base flows in the wet weather period. During the wet weather period, flows in excess of the MBR system capacity will be routed to the existing oxidation ditch system. With the selection of the MBR system supplier, the phasing scheme was changed such that the third phase of expansion is no longer needed before 2029.

Table TR-1 summarizes the projected sewered population, residential equivalent residential units (ERUs), commercial ERUs, and wastewater flows based on data given in the 2006 Engineering Report. The plant capacity after Phase 1 improvements will correspond to the projected year 2017 numbers, while the plant capacity after Phase 2 improvements, to be on-line in 2017, will correspond to the projected year 2029 numbers. The population assumptions used in the plant design capacity are slightly higher than the Planning Assumptions (Table 1). The higher number represents a "worst case" analysis. Capacity sufficient to serve the higher population figure will, of course, be sufficient to serve the population and housing assumptions.

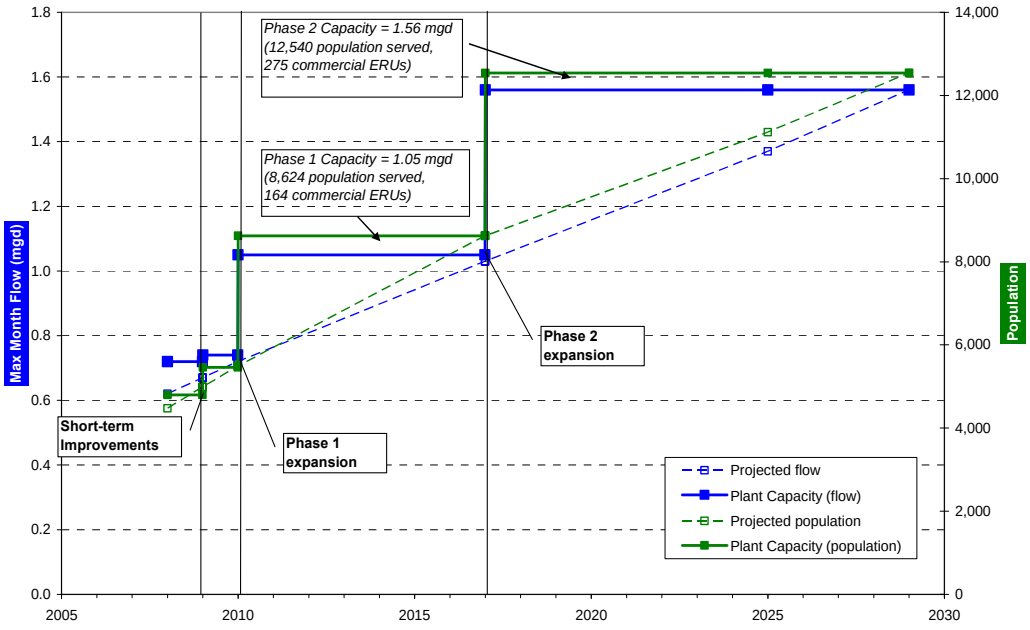
Table TR-1: Projected Population, ERUs, and Wastewater Flows from 2010 to 2029

Parameter	2010	2012	2017	2025	2029
Sewered Population	5,492	6,495	8,624	11,119	12,540
Residential ERUs[1]	2,112	2,498	3,316	4,277	4,823
Commercial ERUs[1]	91	112	164	238	275
Wastewater Flows (mgd):					
Average dry weather	0.40	0.47	0.64	0.83	0.90
Maximum month	0.72	0.81	1.03	1.37	1.56
Peak hour	3.1	3.4	3.9	5.0	5.6

[1] 1 ERU = 2.6 persons

Figure TF-1 shows the projected wastewater flows and plant capacity in terms of maximum month flows through year 2029. The corresponding projected population and plant capacity in terms of population served are also shown. This figure demonstrates that the Phase 1 improvements will provide adequate treatment capacity through 2017, while the Phase 2 improvements will provide adequate capacity through 2029, both based on the projected maximum month flows.

Figure TF-1: Projected Wastewater Flows and Plant Capacity



Goals and Policies

Goal: Sewer service
Maintain and enhance the development and operation of an effective, efficient wastewater treatment plant and collection system that will meet the needs of Sultan's present and future urban service area.

Policies

1. ***Former*** CF – 6.1 Require all properties that develop or redevelop within the city limits to connect to the City's sewer system.
2. ***Former*** CF – 6.2 Increase sewer treatment plant and collection line capacities to meet the needs of Sultan residents and land within the Urban Growth Area, as well as meet state and federal discharge standards. Service to the UGA shall not occur until such properties are annexed into Sultan.
3. ***Former*** CF – 6.3 Increase capacity to reflect increased usage trends influenced by the City's growth and economic development.
4. ***Former*** CF – 6.4 Maintain an updated comprehensive sewer system plan that is coordinated with the Land Use Element so that new development is located where sufficient sewer system capacity exists or can be efficiently and logically extended.
5. ***Former*** CF – 6.5 Ensure that existing deficiencies in the sewer system are upgraded.
6. ***Former*** CF – 6.6 Encourage all non-redeveloping properties that annex into the city to phase out their septic systems and connect to the City sewer system.
7. ***Former*** 5 Service area
   Provide sewer services for Sultan residents and parties who annex in exchange for service. Work with Snohomish County, Washington State Department of Ecology, and other public agencies to correct failed septic problems, provided solutions do not create urban developments that are not desired or controlled by Sultan. ~~Phase service expansion to reflect growth management policies, particularly the realization of employment related developments that provide Sultan a sound fiscal base.~~ The principal controller of urban development within the Sultan Urban Growth Area is thereby the wastewater treatment capacity that is available to be allocated to undeveloped lands within corporate boundaries. Accordingly, septic tanks will not be used in development projects within the Sultan urban growth area.

8. ***Former*** 6 Capacity
   Increase wastewater treatment plant and collection line capacity allocations to meet the needs of the Sultan future urban area. Increase capacity allocations to reflect increased usage trends caused by Sultan's continued urban intensification and economic development.

9. ***Former*** 7 Quality
   Increase and improve secondary treatment capacities and methods to meet state and federal discharge standards. Investigate, where appropriate, other alternative methods of treatment including tertiary systems.

10. ***Sewer Use***
    City ordinances regulating public use of the City sewer system shall be continued and updated as needed. These include specific prohibition of illicit connections to the sewer for

storm drainage. Fats, oils, and grease will be managed through required grease traps for designated classes of connections to the sewer.

11. ***Financial Policy***

The City currently has a rate structure defining the methodology for monthly service charge, capital facilities charges, service connection, and various other fees related to operation and maintenance of the sewer system. A rate differential exists between residential and non-residential customers, as well as for low-income and elderly. The City may wish to consider additional incentives for water conservation, surcharge for service outside the city limits, new sources of employment, and other sewer programs with cost implications.

A financial strategy for accomplishing timely and effective sewer improvements is contained in Section 3.4.

Regulatory Issues

Water Reuse:

Consideration of reuse of reclaimed wastewater is required by RCW 90.46.120. The state does provide some funding sources to aid implementation. The City presently reuses reclaimed water for various purposes at the wastewater treatment facility and will explore opportunities for future reuse applications as they are identified.

Capacity, Management, Operations and Maintenance (CMOM)

CMOM is a tool to assist asset management, including municipal utilities. The Department of Ecology has relaxed their position regarding incorporation of CMOM into NPDES permits. However, a CMOM program remains advisable, and new requirements from Ecology are possible before 2025.

Government Accounting Standard Board (GASB)

GASB Statement No 34 'Financial Reporting Model' is the primary authority for accounting as applied to governments. Municipalities with populations of 25,000 or more have been required since 2003 to comply with these standards. The City of Sultan does not presently fall under this requirement; however, as the City grows to a population exceeding 10,000 people by 2025 it is possible that future state regulations may extend GASB 34 requirements to city with such a population threshold.

~~3.2B~~ 3.2B Public Utilities -- Water

Existing Facilities

Water Supply: Lake 16 is the primary source for the existing water supply to the City. The City filed in 1974 a water right claim for 2.88 million gallons per day (MGD) but does not yet have a formal water right. The City updated this claim in 1991 and the Department of Ecology stated by letter of November 3, 1993, that the claim held potential for becoming vested. The actual measured capacity from Lake 16 through the 11,800 feet of transmission piping is 1.36 MGD.

The City executed a Water Supply Contract with the City of Everett on 30 June 1999 for Pipeline 5 as a supplemental source of water supply for a Maximum Day Demand in 2025 of 2.91 MGD of treated water. The pipeline built to implement this Contract has a gravity flow capacity of 3.84 MGD; and more when the City of Everett activates pumping into Pipeline 5. This capacity is shared with the Snohomish County PUD however; so the City of Sultan share is 2.56 MGD.

The City also has two wells rated at 300 gallons per minute (GPM) each located north of the Centennial Park. These wells draw from the Sultan River aquifer; however the water quality does not meet drinking water standards and is currently used only for irrigation. Neither well has been able to actually produce 300 GPM within the past decade.

Water Treatment: Sultan's water filtration plant has a capacity of about 1.36 MGD over 24 hours with a peak instantaneous capacity of about 2.0 MGD.

Water Storage: The City currently operates two water storage tanks on the same site as the water filtration plant. The first tank was built in 1978 with a capacity of 1,080,000 gallons. The second tank was completed in 2000 with a capacity of 1,500,000 gallons.

Water Distribution: The distribution system totals about 25.5 miles of pipe. About 20 percent of the system is asbestos cement. About 12 percent of the system is 4-inch diameter pipe, mostly in the downtown area. The existing water distribution system is shown on Figure W-2 and an inventory of the system is summarized in Table W-1.

Table W-1: Inventory of Water System Piping (2005)

Pipe Diameter In inches	Pipe Footage by Material			Total Footage
	Asbestos Cement	PVC	Ductile Iron	
4	11,800		4,100	15,900
6	14,000	1,900	11,540	27,440
8	2,400	500	51,630	54,530
10			16,850	16,850
12			14,850	14,850
14			5,300	5,300
Total	**28,200**	**2,400**	**104,270**	**134,870**

The northeast portion of the City distribution system can not be adequately supplied by gravity from the water surface elevation in the water storage tanks. A booster pump station serves this area as a high pressure zone. Table W-2 summarizes the pump station equipment.

Table W-2: Booster Pump Station Equipment

Pump Description	Gallons per Minute	Horsepower
Service pumps (two)	100	10
High service pump	200	15
Fire pump (& backwash)	2,000	100

Level of Service Standards

The following LOS Standards guided the review of existing water facilities and the need for improvements as growth occurs through 2025.

General: Standards for water system facilities are defined by WAC 246-290-100 and the 'Water System Design Manual' published by the Washington State Department of Health. State Health also issues requirements for water quality and monitoring to ensure compliance with federal drinking water standards. Planning, design, construction, operations, and maintenance for the City water system is conducted in accordance with these standards.

Water Pressure: The 'Water System Design Manual' specifies that the minimum operating pressure is the water distribution system shall not fall below 30 pounds per square inch (PSI) at the water meter, which is normally at the right-of-way line for the served property.

Fire Flow: In accordance with the National Fire Code, the City has established the minimum fire flow standard as 1,000 GPM for residential areas and 1,500 GPM for non-residential development. Non-residential construction must also comply with the Fire Code requirements for dividing structures into fire areas according to the class of building construction and providing fire sprinklers.

Other Planning Considerations

Coordinated Water System Plan

The City water system planning is conducted in compliance with the North Snohomish County Coordinated Water System Plan as updated and amended. In particular, the City coordinates water system planning as needed with the adjacent water purveyors including the City of Everett, Snohomish County PUD, Highland Water District, and Startup Water Association.

Water Supply Balance

Lake 16 will remain the primary water source of supply for the City. The connection to the City of Everett Pipeline 5 will provide a supplemental source for peak day demands that exceed the Lake 16 capacity. However, the City recognizes that the Contract with Everett encourages Sultan to manage withdrawals from Pipeline 5 so that peak withdrawal does not exceed 3 times the average withdrawal. Accordingly, average withdrawals will be managed using the storage capacity available in the City water tanks so the withdrawal from Pipeline 5 does not exceed the Contract ratio of peak at 3 times average.

Water Service Outside City Limits and GMA

The City currently serves two customers south of U.S. 2 and west of the Sultan River that are outside the city limit and outside the Urban Growth Area. Water service to this area will

continue; however the City will not extend water service into other areas that are not within the UGA except in the case where a property has a documented water supply emergency.

Future Needs

Northeast Tank

A new water storage tank is needed for the northeast area to provide adequate operating pressure in the distribution system and residential fire protection. This tank will be located north along Sultan Basin Road on high ground to the east, and outside the current UGA. Tank volume will be at least 70,000 gallon.

Distribution Improvement

Improvements to the water distribution piping system fall into categories as described below:

- New Streets listed in the TIP will have a water main at least 8-inch diameter.
- Reconstructed Streets list in the TIP will have a water main at least 8-inch in diameter, unless an adequate water main is already in place.
- Main Extensions in streets within UGA but not on TIP list will have a water main at least 8-inches in diameter.

Replacement Pipes at least 8-inch diameter are needed in several locations where the existing water main is under sized, obsolete material, or otherwise defective.

Table W-3: Water Improvements Included with Transportation Improvements

TIP No	Project Description	Diameter	Feet of Pipe	Construction Cost	Project Cost
T-24	New collector (339th SE - Sultan Basin Rd)	8	5,400	$648,000	$907,200
T-25	Foundry Road (Cascade View - railroad)	8	1,400	$168,000	$235,200
T-26	New collector (339th SE - Sultan Basin Rd)	8	5,800	$696,000	$974,400
T-27	Extend E Main St to 149th St SE	8	500	$60,000	$84,000
~~T-28~~	~~Emergency access (BNSF and Skykomish R)~~	~~8~~	~~1,300~~	~~$156,000~~	~~$218,400~~
T-29	Extend Kessler Dr. (Bryant Rd. - 124th St)	8	2,700	$324,000	$453,600
T-31a	New north-south arterial (U.S. 2 - 124th St)	8	8,800	$1,056,000	$1,478,400
T-31c	330 Ave SE just north of U.S. 2	8	700	$84,000	$117,600
T-32a	Rice Rd /339th (132nd to UGA boundary)	8	1,400	$168,000	$235,200
T-32b	Extend Rice Rd /339th (UGA - 124th)	8	1,300	$156,000	$218,400
T-33	New arterial (Old Owen - Sportmans Park)	8	2,000	$240,000	$336,000
T-35	Cascade View Dr (U.S. 2 - 331st)	8	1,600	$192,000	$268,800
T-36	138th St (Sultan Basin Rd - 339th Ave SE)	14 exists	0	$0	$0
T-38	1st St (High Ave to Trout Farm Rd)	8	4,700	$564,000	$789,600
T-41	339th Ave (Sultan Startup Rd - 132nd St)	8	1,900	$228,000	$319,200
T-42	Sultan Basin Rd (138th - 124th St)	12 exists	0	$0	$0

TIP No	Project Description	Diameter	Feet of Pipe	Construction Cost	Project Cost
T-43	Walburn Road (11th St - Sultan Basin Rd)	8	1,700	$204,000	$285,600
T-44	Extend Pine St (9th - Walburn)	8 *	1,300	$156,000	$218,400
T-45	Alder St (4th - 8th St)	8	2,700	$324,000	$453,600
T-47	Trout Farm Rd (307th - 125th)	8 *	2,500	$300,000	$420,000
T-48	Gohr Road (1st St - 132nd SE)	8 exists	0	$0	$0
T-49	Gohr Road (132nd Ave - about 128th)	8	2,100	$252,000	$352,800
T-51	3rd Street (Main - High)	8	2,500	$300,000	$420,000
T-57	132nd St. (Sultan Basin - Trout Farm Rd)	8	6,600	$792,000	$1,108,800
T-58	132nd St SE (Rice - Sultan Basin Rd)	8	5,300	$636,000	$890,400
T-61	6th Street (Main - Birch)	8	700	$84,000	$117,600
T-62	124th Street (Sultan Basin Rd - water plant)	12 exists	0	$0	$0
T-65	124th Street (water plant - Trout Farm Rd)	8	2,500	$300,000	$420,000
	Subtotal		**66,100**	**$7,932,000**	**$11,105,000**

Note: * indicates some 8-inch pipe exists for part of the length required

Table W-4 shows existing water mains to be replaced by 2025. Costs include street patching.

Table W-4: Water Main Replacements

Project	Project Description	Diameter	Feet of Pipe	Construction Cost	Project Cost
R-1	307th Street (Trout Farm Rd – 124th)	8	1,600	$384,000	$538,000
R-2	along US-2 (Marcus and Old Owen)	8	1,900	$456,000	$638,000
R-3	along US-2 (Main St and Foundry Dr)	8	6,300	$1,512,000	$2,118,000
R-4	in Sultan Basin Rd and US-2	8	3,500	$840,000	$1,176,000
R-5	3rd Street (Main – High St)	8	2,700	$648,000	$907,000
R-6	Date Street (3rd Street – 8th Street)	8	2,000	$480,000	$672,000
R-7	Sultan River Crossing	12	600	$500,000	$600,000
R-8	Sultan Basin Rd PRV Station	---	---	$30,000	$50,000
	Subtotal		18,600	$4,850,000	$6,699,000

Table W-5 summarizes new water mains to be installed by 2025 in locations not part of the TIP for 2025. These new City water mains will be installed in existing street rights-of-way and costs include patching of the existing street but not upgrading the street to any higher standard.

Table W-5: New Water Main Extensions					
Project	**Project Description**	**Diameter**	**Feet of Pipe**	**Construction Cost**	**Project Cost**
N-1	6th/7th Street (Alder – Date St)	8	900	$216,000	$302,000
N-2	8th Street (140th – high school loop)	8	1,200	$288,000	$403,000
N-3	Sultan Basin Rd to new water tank	12	10,500	$3,150,000	$4,410,000
N-4	Trout Farm Rd (125th St – end)	8	1,900	$456,000	$638,000
N-5	SR-2 (extend to connect)	8	600	$160,000	$224,000
	Subtotal		15,100	$4,270,000	$5,977,000

Water Needs Summary:

In additional to the Northeast Tank with property acquisition and the water main improvements listed in Tables W-3, 4, and 5 several additional capital projects need to be included in the Needs Assessment as summarized below:

- Pressure Reducing Valve Vaults (four each)
- Water System Plan Update 2011
- Water System Plan Update 2017
- Water System Plan Update 2023
- Lake 16 Watershed Upgrades
- Water Treatment Plant Upgrades

Table W-6 summarizes the water facilities needed by 2025 and estimated costs.

Table W-6: Needed Water Facilities by 2025

Water TIP Improvements	66,100 feet	$ 7,932,000	$ 11,105,000
Water Main Replacements	18,600 feet	$ 4,850,000	$ 6,699,000
New Water Main Extensions	15,100 feet	$ 4,270,000	$ 5,977,000
Northeast Water Tank	70,000 gallons	$ 200,000	$ 500,000
NE Booster Pump Station	50 GPM x 10 HP	$ 200,000	$ 300,000
Pressure Reducing Stations	4 each	$ 100,000	$ 150,000
Water System Plan – 2014	----	----	$ 100,000
Water System Plan – 2024	----	----	$ 100,000
Lake 16 Watershed Upgrade	to be defined	$ 200,000	$ 300,000
Water Treatment Upgrade	to be defined	$ 500,000	$ 700,000
Total		$ 18,252,000	$ 25,658,000

All costs shown in the above tables are shown in 2007 dollars as none of the construction projects have been assigned an implementation date.

Goal and Policy Issues

The following goals and objectives are based on an analysis of existing utility conditions and the results of workshop planning sessions.

Goal: Water service

Maintain and enhance the development and operation of a quality supply and distribution system that will meet the needs of Sultan's present and future urban service area.

1 Service area

Provide water for consumption and fire protection purposes to Sultan residents and parties who agree to annex in exchange for service. The principal controller of urban development within the Sultan Urban Growth Area is thereby the water storage capacity that is available to be allocated to undeveloped lands within the corporate boundaries.

2 Supply and storage

Construct additional storage facilities at locations that will provide sufficient reserves and maintain line pressure for consumption and fire protection purposes.

3 Fire protection

Maintain distribution loops that are capable of providing adequate fire flow and pressure requirements throughout the Sultan service area. Maintain fire hydrant distributions and other standards appropriate to the highest public fire protection ratings.

4 Groundwater

Work with Snohomish County, Washington State Department of Ecology, and other public agencies to correct failed septic system problems within the rural areas surrounding the Sultan urban service area to reduce possible contamination of the groundwater reserve and aquifer.

5 Private Wells

Property owners wishing to connect developed parcels currently served by a private well and within the UGA will be encouraged to transfer their water right to the City. These water rights, together with the rights already possessed by the City for irrigation wells, will be assembled for possible future water supply needs, even should treatment of the groundwater be required.

Where wells remain private for irrigation use, the irrigation system shall remain separate from the City water system and no new backflow prevention valves will be allowed. Existing backflow prevention valves for irrigation systems of existing customers using City water can remain subject to annual inspection.

6 Financial Policy

The City currently has a rate structure defining the methodology for monthly service charge, capital facilities charges, service connection and meter cost, and various other fees related to operation and maintenance of the water system. A differential exists between residential and non-residential customers, as well as for low-income and elderly. The City may wish to consider additional incentives for water conservation, surcharge for service outside the city limits, acquisition of groundwater rights, new sources of employment, and other water programs with cost implications.

A financial strategy for accomplishing timely and effective water improvements is contained in Section 3.4.

***Former* Goal CF - 5: Maintain and enhance the development and operation of an effective and efficient water system at fair market value that will meet the needs of Sultan's present and future population.**

7 Former CF – 5.1 Continue to work with City of Everett in order achieve goals and objectives of providing reliable levels of service for Sultan residents and those within the water service area.

8 Former CF – 5.2 Support and implement water conservation and reuse measures that reduce water use, such as:

a. *Public education;*
b. *Billing rate structures which encourage conservation;*
c. *Reclamation of wastewater for irrigation use;*
d. *Encourage drought tolerant plantings and native vegetation for public and private development, and;*
e. *Impose water restrictions during droughts.*

9 Former CF – 5.3 Maintain an updated comprehensive water system plan that is coordinated with the Land Use Element so that new development is located where sufficient water system capacity exists or can be efficiently and logically extended.

10 Former CF – 5.4 Ensure that water service necessary to support development will be adequate to serve the residents at the time new development is available for occupancy and use.

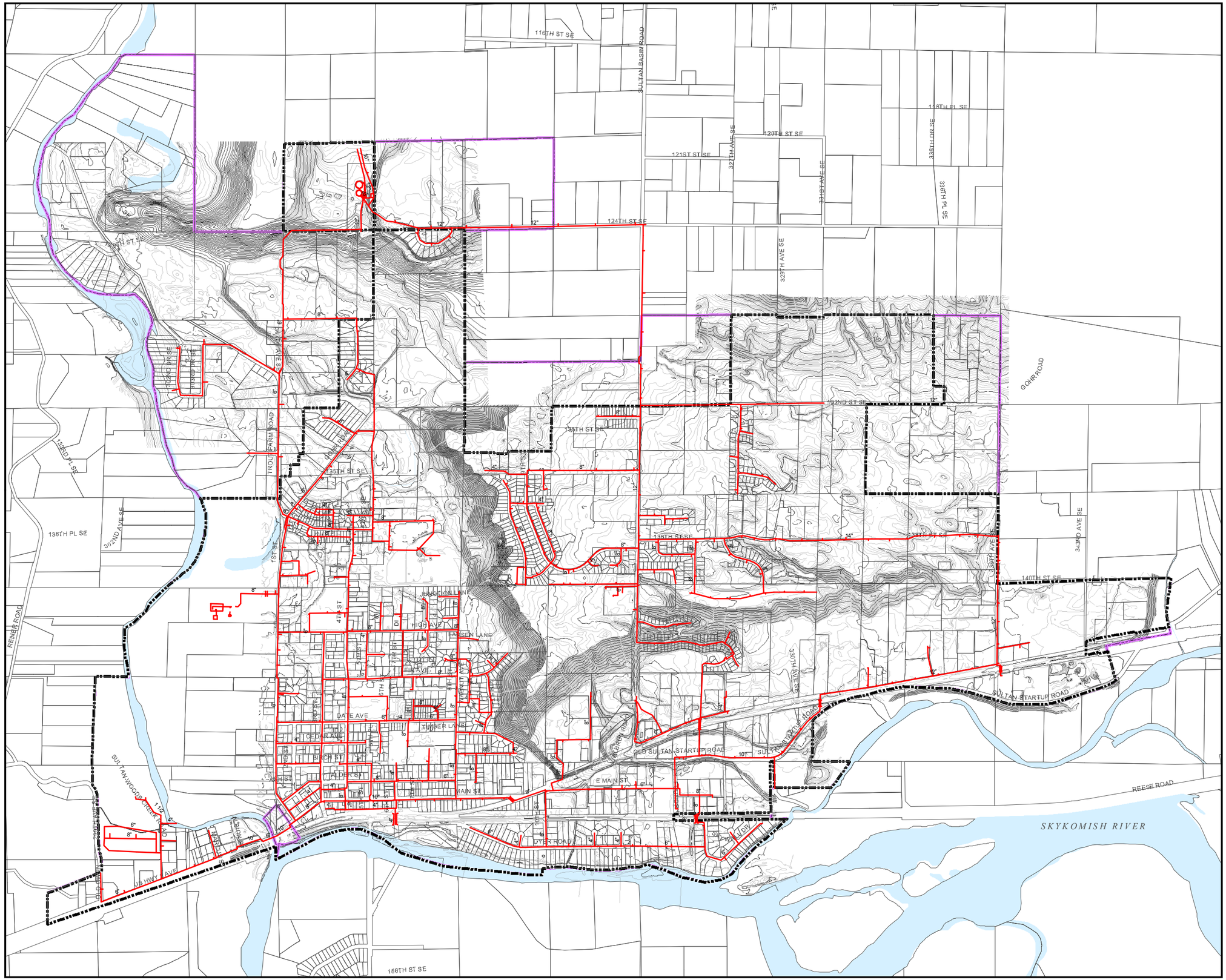
11 Former CF – 5.5 Establish a reserve fund and pursue outside funding services to finance needed improvements to the water system.

12 Former CF – 5.6 Coordinate with Snohomish County Fire District 5 to ensure adequate fire flow in all areas of the city.

13 Former CF – 5.7 Ensure all new development within the service boundary is served by the municipal water system.

14 Former CF – 5.8 Monitor the City's water supply to ensure that future water supply needs and water quality requirements will be met.

15 Former CF – 5.9 Continue to provide water service to those properties that receive water from the City and which are located outside the City's Urban Growth Area.



City of Sultan
WASHINGTON

FIGURE W-1

EXISTING WATER SYSTEM

Legend

- Water Pipes
- City Boundary
- UGA Boundary
- Parcels
- Water Bodies
- 10ft Contours
- 2ft Contours

N

Feet
0 1,000 2,000

UGA Boundary -Adopted: December 21, 2005
-Effective Date: February 1, 2006

Contours: Triathlon - April 1997
This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map. All other data obtained from Snohomish County Jan 2005.

MAP DATE: JUNE 2008

Projected Coordinate System: NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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W-2 ExistingWaterSystem_11x17.mxd

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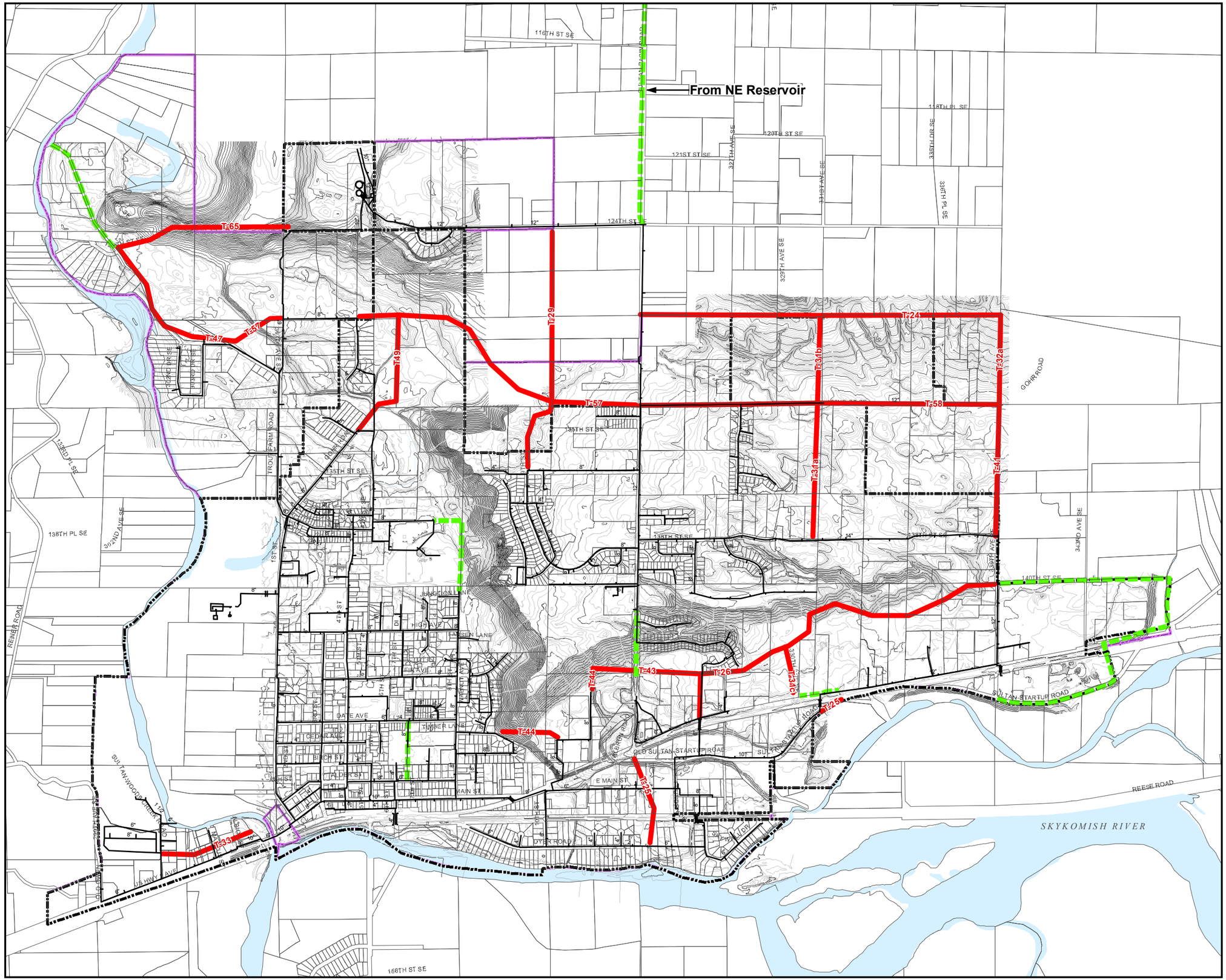

City of Sultan
WASHINGTON

FIGURE W-2

WATER SYSTEM IMPROVEMENTS

Legend

- Water Pipes
- New Water Pipes in TIP
- New Water Pipes Not In TIP
- City Boundary
- UGA Boundary
- Parcels
- Water Bodies
- 10ft Contours
- 2ft Contours

Feet
0 1,000 2,000

UGA Boundary -Adopted: December 21, 2005
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W-3 WaterSystemImprov_11x17.mxd

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Regulatory Issues

Water Conservation

Water conservation programs are required by state law and guidance regulations have been provided by State Health, which are updated periodically. The City will continue policies encouraging installation of low water use fixtures and appliances as well as a rate structure with incentives encouraging conservation.

Water Reuse

Consideration of reuse of reclaimed wastewater is required by state law, which also provides some funding sources to aid implementation. The City presently reuses reclaimed water for various purposes at the wastewater treatment facility and will explore opportunities for future reuse applications as they are identified.

Drinking Water Treatment Standards

The federal government has issued drinking water standards that are periodically updated. State Health has issued further regulations that are also updated regularly as research provides improved understanding of public health in relation to drinking water. These regulations affect the Lake 16 watershed, the water filtration plant, the distribution system, water system testing, and monitoring programs in ways that from time to time may require upgrades to the City water facilities that can not be predicted.

~~3.2C~~ 3.2C Public Utilities -- Stormwater

Surface Water Features

Physical Features

Climate

The City experiences a West Coast marine climate. Summers are relatively dry and cool and temperatures average 62 degrees. Winters are mild and wet and temperatures average 41 degrees. The average annual temperature is about 50 degrees (NOAA, 2000).

The study area receives approximately 60.6 inches of annual average precipitation. The average annual snowfall contributes nearly 11.0 inches to the annual precipitation. The rainfall intensity is light to moderate and the snowfall light. Approximately 70 percent of the precipitation falls between October and March and about 10 percent falls between June and August. The relative humidity varies from 75 percent to 90 percent during wet seasons and 60 percent to 85 percent during dry seasons. The current climatologic station in the City is located at the elevation of 121 feet above the sea level at latitude 47.52 degrees north and longitude 121.49 degrees west.

Topography

Topography influences drainage patterns of the soil surface and the internal drainage in the geologic profile. Overall, the study area is characterized by rolling hills to the east and a wide ranging floodplain to the south and west along the Sultan and Skykomish Rivers. The elevation of the area ranges from 100 feet by the rivers to 400 feet at the north end of the UGA.

Soils and Geology

Due to the advance and retreat of past glaciers, and the deposition from rivers that have washed the site over geologic time, various layers of soils were deposited throughout the study area. In localized areas, these soil types have been modified by the efforts of City residents. The National Resource Conservation Service has characterized the soils in the region. Predominant soil types within the study area are: Sultan silty loam, Pastik silty loam and Pilchuck loamy sand series.

Gravelly loam and Sultan silty loam are the most common soil type within the densely populated area of the City. Sultan silty loam is moderately well drained and has moderately slow permeability. Pastik silty loam is frequently found in eastern portions of the City. It has slow permeability, slow runoff and slight erosion hazards. The east flood plain of the silty loam is mostly covered by Pilchuck loamy sand, which has rapid permeability and causes slow runoff. Areas adjacent to Sultan River consist of River wash, Tokul gravelly loam and Pilchuck loamy

sand. The area close to the east City boundary is mostly covered by Pilchuck loamy sand and Puyallup fine sandy loam.

Major Water Bodies and Wetlands

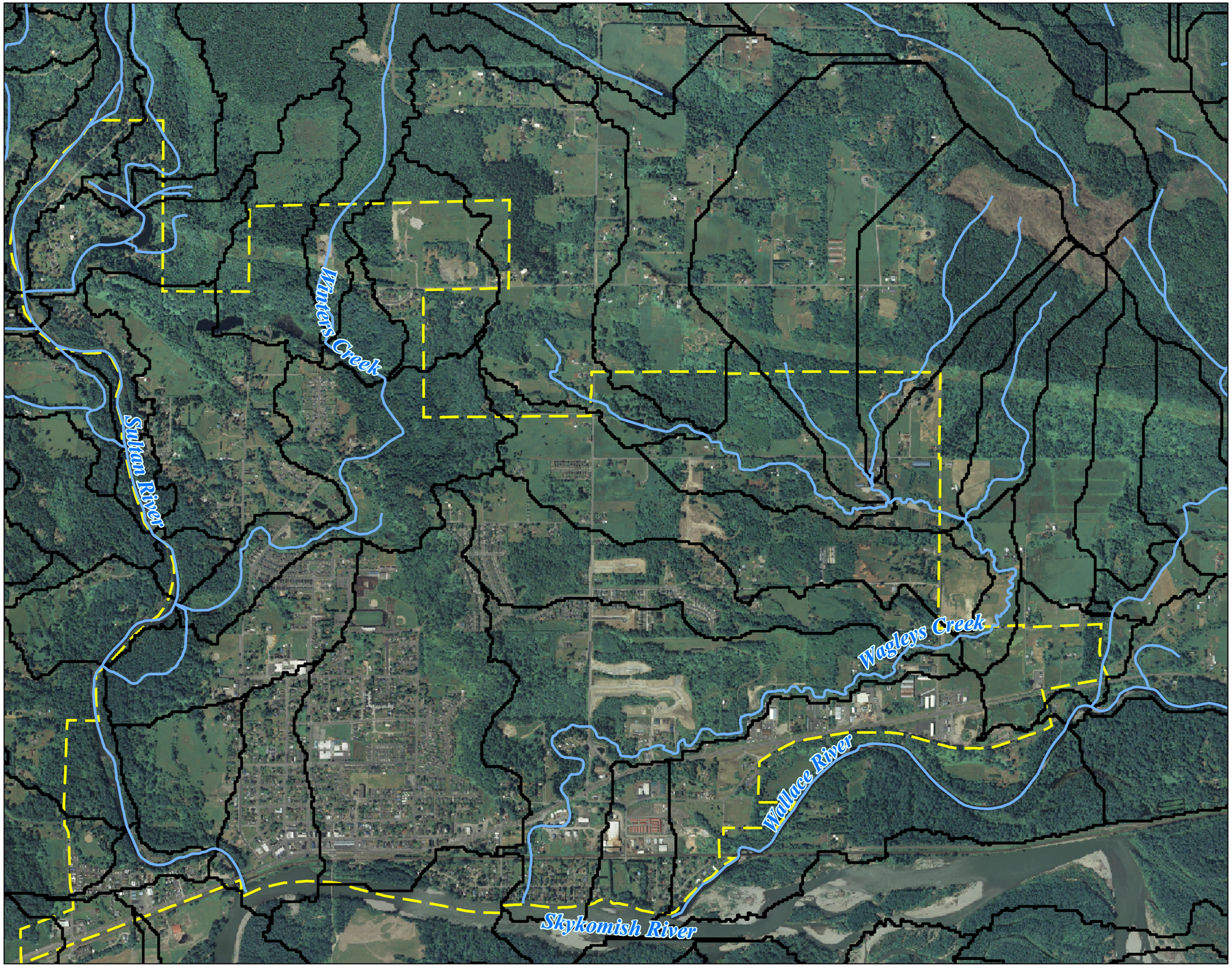
The two primary hydrologic bodies in the City are the Skykomish and Sultan Rivers. The Skykomish River generally runs from east to west. The North and South Forks of the Skykomish River are classified by the Washington Department of Ecology (ECOLOGY) as Class AA, while the main stream below their confluence is Class A. The Wallace River joins the Skykomish River at the Southeast portion of the City cemetery.

The Sultan River runs from north to south of the City and converges into the Skykomish River at the southwest end of the City limit. Wagley's Creek is a major drainage system that flows through the UGA and discharges into the Skykomish River about a mile east from the confluence of the Sultan and Skykomish Rivers. Winters Creek starts from southeast of Water Treatment plant and flows down to the northeast of Sultan High School.

Wetlands are located throughout the UGA and are more prominent in the eastern portion. Marshes or swamps are also located along the tributaries of Wagley's Creek and northwest of the City limit.

Drainage Basins

Drainage basins within the urban growth area (UGA) are delineated to identify general surface water flow and their points of discharge. Figure SW-1, shows the delineated drainage boundaries within the UGA. In general, surface water in the eastern portion of the City eventually drains into northern tributaries of Wagley's Creek then flows into the Skykomish River. Surface water from the western portion of the City and the main storm water collection system in the City center drains into the Sultan and Skykomish Rivers. The runoff water in the remaining subbasins generally discharges into upper Wagley's Creek.



NORTH

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DRAWING INFORMATION HAS BEEN COMPILED BY:

Perteet
(425) 252-7700

PREPARED FOR EXPRESS USE BY:
The CITY of SULTAN, WA

SULTAN WASHINGTON

ISSUE DATE: 05.2008

0 600 1,200 1,800
Feet
1 inch equals 1,500 feet

WATERWAY
CATCHMENT BOUNDARY
UGA BOUNDARY

STORMWATER BASIN MAP

CITY OF SULTAN

SW – 1

Existing Facilities

The City updated the stormwater inventory as part of this 2008 Plan revision. The locations of storm pipelines, culverts, catch basins, infiltration facilities, and drainage ponds were inventoried and mapped. This is shown in Figure SW-2. For the drainage ponds, both the City owned and privately owned pond facilities have been identified in the inventory map, in anticipation that sometime in the future the City may assume the maintenance responsibility of the privately owned ponds. The number of known private drainage ponds are approximately 44, primarily located in the east and northeast portions of the City.

Table SW-1: City Owned Stormwater Facilities 2008

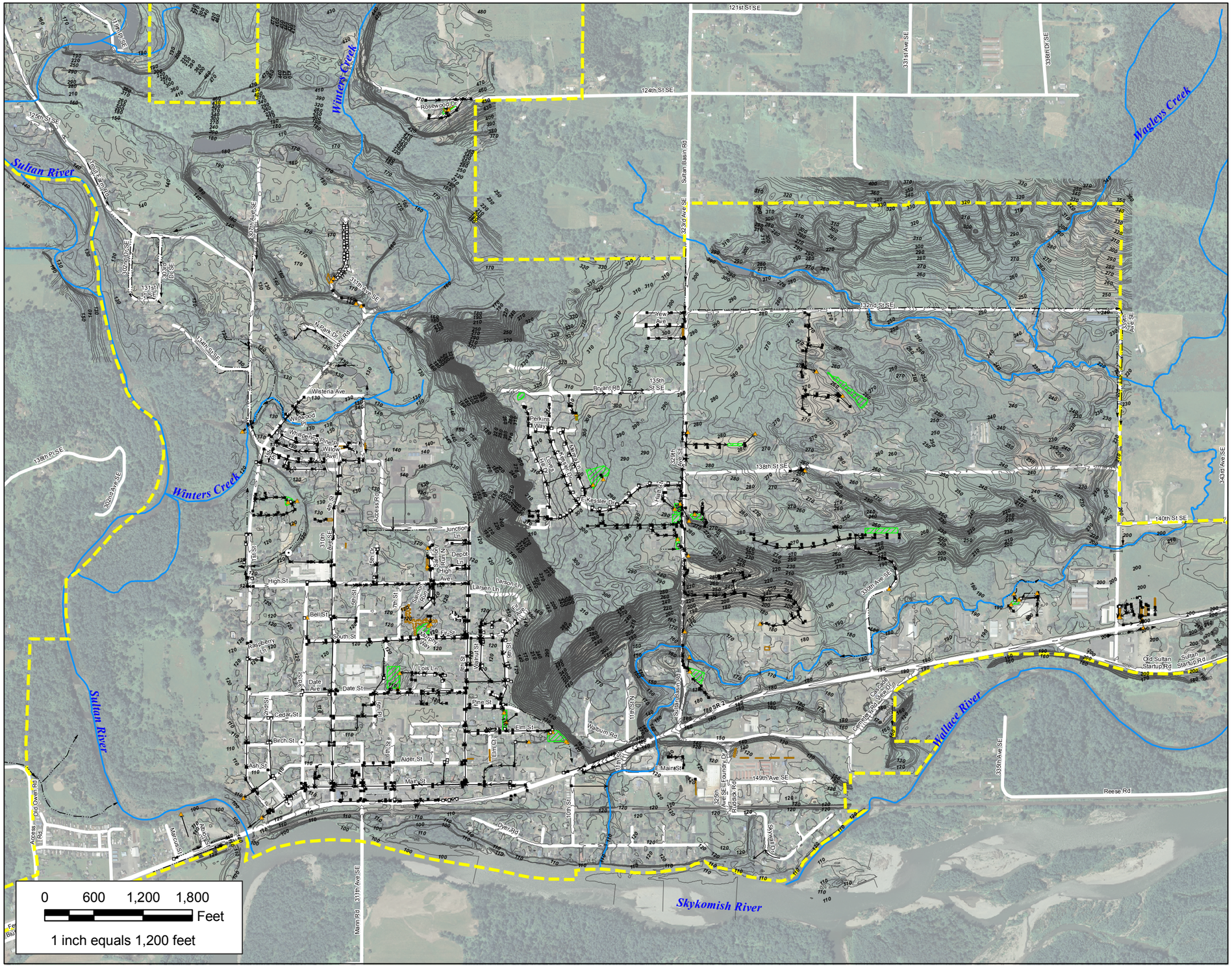
	Quantity (Approximate)
Storm Pipes & Major Culverts	82,000 feet
Catch Basins	820
Inlets	160
Drainage Ponds*	13 (revised)

* Quantity includes detention/retention ponds and infiltration ponds. This table does not include the privately owned drainage ponds.

The quantity of city-owned stormwater facilities has been estimated in order to develop a maintenance program. These quantities are shown in Table SW.1.

In the semi-rural parts of the City of Sultan urban growth area, there are several culverts that convey flows from creeks and open ditches. The major culverts that convey flows from creeks and larger drainage areas have been identified and are also shown in the storm inventory map, Figure SW-2.

Stormwater runoff from the City discharge into two smaller creeks, Wagleys Creek and Winters Creek, the larger Sultan River located at the westerly boundary, and the Skykomish River generally along the southerly boundary of the urban growth area. Stormwater discharges into creeks and rivers at multiple locations, via both pipe and culvert discharge points as well as sheet flow.



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The CITY of SULTAN, WA

SULTAN WASHINGTON

ISSUE DATE: 05.2008

STORM JUNCTION
- CATCH BASIN
- INLET
- CLEANOUT
- OUTFALL
- INFILTRATION POINT

STORM LINES
- CULVERT
- STORM DITCH
- STORM PIPE
- INFILTRATION AREA
- DETENTION POND
- WATERWAY
- UGA BOUNDARY

STORMWATER INVENTORY MAP

CITY OF SULTAN

SW–2

Level of Service Standards

Levels of service (LOS) establishes the extent to which existing stormwater facilities are serving the current needs of the community and what types of new facilities should be provided to meet future growth needs. As with other non-transportation capital facilities, the Growth Management Act allows local communities to define their own level of service for stormwater facilities.

Current Level of Service Standards

The City of Sultan has stormwater performance standards identified in the City Code (Chapter 16.92). This level of service standard for stormwater treatment and flow control (i.e. detention or infiltration) apply to new projects, such as for new streets or buildings. Many older parts of the city were developed before the stormwater performance standards were adopted, and as such they do not have stormwater treatment or flow control facilities in place. For these areas, the stormwater standards will be implemented when they have improvements made, or when re-developed occurs. When stormwater improvements are made within older parts of the city (i.e. prior to adoption of stormwater treatment standards), these types of projects are often referred to as "retrofit projects." The City uses the most current "Stormwater Management Manual for Western Washington" by the Washington Department of Ecology (i.e. Ecology Manual), published in 2005, which specifies stormwater standards for new projects and retrofit projects. More specifically, the Ecology Manual provides performance standards for on-site stormwater management, stormwater quality treatment, flow control/detention, and erosion control measures. These are described in more detail in the following paragraphs.

Under the 2005 Ecology Manual, the natural drainage patterns are to be maintained, and storm runoff discharges from a project site are to occur at the natural location. Runoff discharged from the project site must not cause a significant adverse impact to downstream receiving waters and down-gradient properties. All outfalls require energy dissipation. Projects are to employ on-site stormwater management using best management practices (BMPs) to infiltrate, disperse, and retain stormwater runoff onsite to the maximum extent feasible without causing flooding or erosion impacts. The acceptable stormwater BMP measures and alternatives are defined in the 2005 Ecology Manual.

For sizing stormwater treatment facilities, the goal in the 2005 WDOE Manual is to remove 80% of the total suspended solids (TSS) from stormwater. Stormwater pollutants attach themselves to TSS ~~suspended solids~~, so it is a benchmark for stormwater quality. Based upon this goal, the following design standards are used:

- Water Quality Design Storm Volume: the volume of runoff predicted from a 24-hour storm with a 6-month return frequency, which means the storm event (over a 24 hour period) that has a runoff volume which is statistically predicted to occur every 6 months, (a.k.a., 6- month, 24-hour storm). Alternatively, the 91st percentile, 24-hour runoff volume indicated by an approved continuous runoff model may be used.
- Water Quality Design Flow Rate, Preceding detention facilities or when detention facilities are not required: The flow rate at or below which 91% of the runoff volume, as estimated by an approved continuous runoff model, is to be treated.

- Water Quality Design flow rate, following a detention facility, is to be the full 2-year release rate from the detention facility.

For flow control measures, the goal is to prevent increases in the stream channel erosion rates that are characteristic of natural conditions (i.e., prior to disturbance by European settlement). Furthermore, the goal is to maintain the total amount of time that a receiving stream exceeds an erosion-causing threshold based upon historic rainfall and natural land cover conditions. That threshold is taken to be 50% of the 2-year peak flow, based upon studies done on stream channel stability in the Pacific Northwest and subsequently adopted by the 2005 Ecology Manual as a design threshold. Maintaining the naturally occurring flow rates within streams is vital to protecting fish habitat. New development and retrofit projects must provide flow control to reduce the impacts of stormwater runoff from impervious surfaces and land cover conversions.

For the flow control and stormwater quality treatment facilities (e.g. structural BMPs), the hydrologic modeling is to be a continuous simulation hydrologic model based on the Environmental Protection Agency (EPA) model known as HSPF (Hydrologic Simulation Program-Fortran) program, or an approved equivalent model. Flow control design standard is for storms up to and including the 50-year storm events.

Table SW-2: Level of Service for Conveyance Comparison

Agency	Convey Flow within Pipes or Ditches
King County (and Woodinville & Snoqualmie)	25-yr Storm (New) 10-yr Storm (Existing)
City of Monroe & Snohomish County	100-yr Storm
City of Everett	25-yr Storm
Wash. Dept. of Transportation	25-yr Storm (pipes) 10-yr Storm (ditches)

The 2005 Ecology Manual provides technically sound stormwater management practices which are presumed to protect water quality and in-stream habitat – and meet the stated environmental objectives. This is referred to as the "presumptive approach", and it is based upon the performance data of existing stormwater BMPs that have been monitored both at the State and national levels.

Comparison of Different Conveyance Level of Service Standards

For conveyance the City evaluated conveyance standards used by other municipalities and agencies in Western Washington, particularly in the region around the City of Sultan. This comparison is summarized in Table SW-2. Prior to 2008, the City of Sultan did not have conveyance level of service standards. ~~The City of Sultan currently does not have conveyance level of service standards.~~

Updated Level of Service Standards

The City is addressing certain stormwater level of service issues in the 2008 revision to satisfy the requirements of the Compliance Orders. This includes two major categories: a) stormwater quality treatment and flow control; and b) storm conveyance.

Stormwater Quality Treatment and Flow Control

Maintain the level of service put forth in the existing Sultan Municipal Code (SMC 16.92), which is the most current version of the Washington Dept. of Ecology "Stormwater Manual for Western Washington"; the current edition is dated 2005.

Conveyance

The level of service standard for stormwater conveyance capacity is summarized in Table SW.3. Also, the table identifies the minimum pipe size that is to be used for new publicly owned storm facilities, for maintenance considerations. For newly constructed conveyance facilities, developers may be required to put in a pipe size larger than the minimum, to be able to convey the stormwater flow specified in the table.

Table SW-3: Storm Conveyance Level of Service City of Sultan

	Closed Pipes & Ditches	Culverts
New Storm Facilities	25-yr Storm, for Peak Flowrate	25-yr Storm, for Peak Flowrate
Existing Storm Facilities	10-yr Storm, for Peak Flowrate	10-yr Storm, for Peak Flowrate
Minimum Pipe Size	12" diameter (publicly owned)	12" diameter (publicly owned)

Easements

Uniform minimum standards are to be set for drainage easements, with the purpose of providing the means for the City to have access to maintain a drainage facility or address a drainage problem, for protection of property, or the general public good.

Future Needs

Capacity Analysis: The City conducted a conveyance capacity analysis on the major storm trunk lines and culverts serving large areas. This was done to identify areas where existing publicly owned drainage facilities are under-capacity for existing conditions, and to determine locations and facilities that should be upgraded to meet future needs.

Forecast of Future Needs: The future needs are based upon conveyance capacity requirements. This includes upgrading storm pipe sizes at certain locations to achieve the level of service criteria summarized in Table SW.3, and to prevent increased flooding and drainage-related problems as population grows and development occurs. The existing and forecast of future needs are summarized in Table SW.4. Addressing these needs will also alleviate existing stormwater inadequacies for conveyance.

The level of service for stormwater quality and flow control will be achieve for new City owned drainage facilities, such as those included with new street construction projects, in accordance with the 2005 Ecology Manual. Retrofit of stormwater facilities for existing streets will be done in accordance with the Ecology Manual, as already adopted by the City, as street improvement projects occur. Retrofit of storm facilities within city streets to provide both stormwater quality treatment and flow control, separate from street projects, are not planned and, therefore, are not listed in Table SW.4. The exception is a retrofit project for Main Street, between 1st Street and 5th Street, for stormwater quality treatment. The stormwater quality treatment for this downtown street is identified as location ID C-6a in Table SW-4.

As privately-funded development occurs the level of service criteria will be achieved through enforcement of the development standards put forth in the Sultan Municipal Code.

The capital improvement projects have budgeted costs that are listed in Table SW.4. These costs are based upon the following assumptions:

- Construction costs are estimated in 2007 dollars plus 15% contingency;
- No inflation factors are included in the table. These factors are to be taken into account separately, as part of the financial assessment.
- Engineering and plan preparation costs are budgeted at 10% of construction;
- Land acquisition costs are $200,000 per acre ($4.59 per square foot), plus $10,000 per lot for appraisal and negotiation costs.
- Easement acquisition costs are $2.50 per square foot.

Proposed Locations & Capacities of Stormwater Capital Facilities:

The locations of the existing stormwater capital facilities are shown in Figure SW-2. The location of future capital facility drainage improvements are shown in Figure SW-3 which coincides with the forecast of future needs listed in Table SW.4. This storm system achieves the level of service for conveyance listed in Table SW-3.

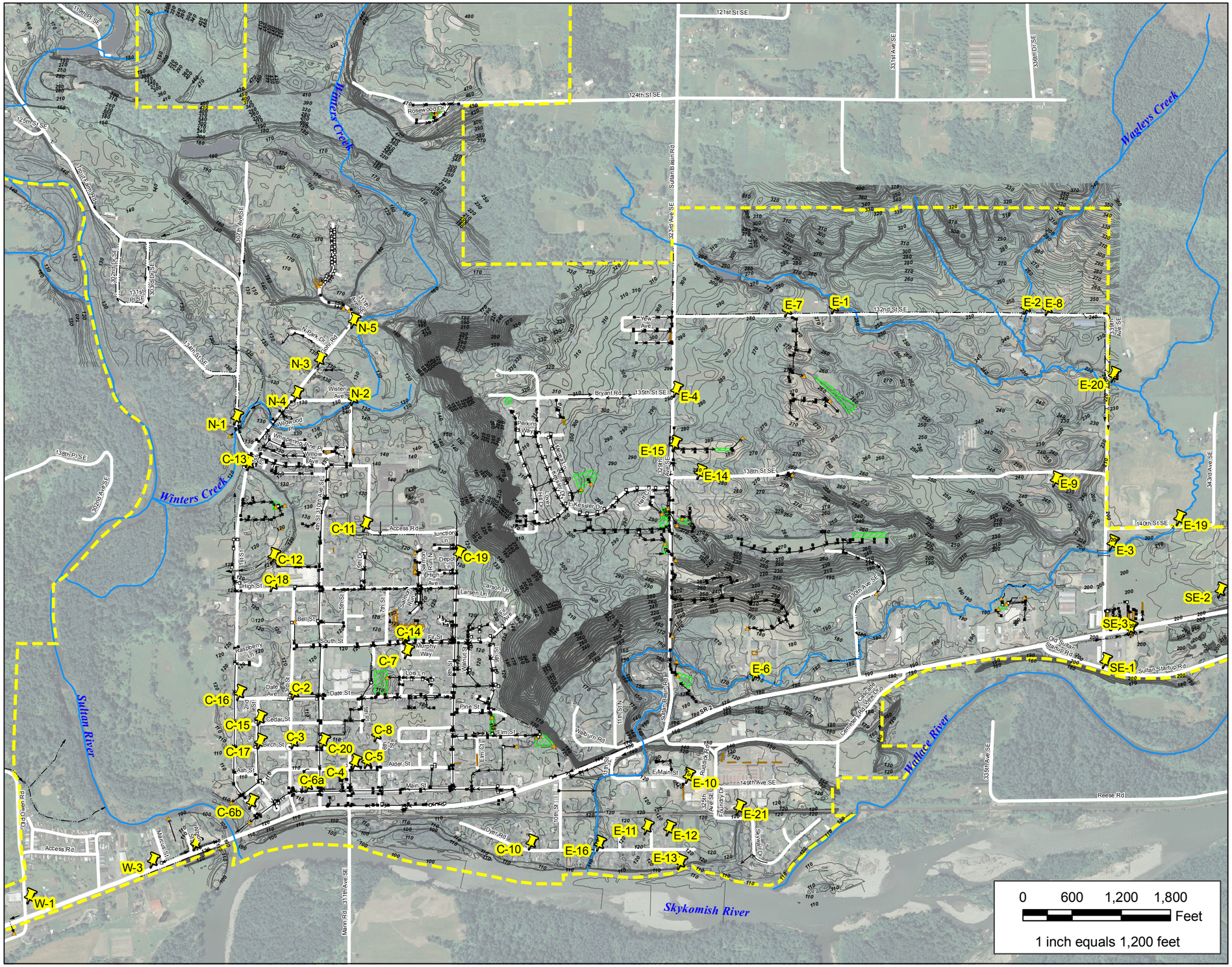
Table SW-4: City of Sultan Needs List for Stormwater

Impact Projects

Project ID	Project Name	Permits & Study	Design & Plans	Construction	Easements or Land Acq	Tota
C-11	High School South Lot, Filling of Infiltration Ditch	$ -	$ 1,600	$ 15,900	$ -	$
C-13	1st Street Culvert Crossing, 200 Ft. South of Willow Ave	$ -	$ 400	$ 3,800	$ 500	$
C-19	8th Street at Depot Ln, Regional Flooding	$ 5,000	$ 900	$ 9,000	$ 11,800	$
N-2B	311st & Wisteria, Winters Creek Culvert	$ -	$ 330	$ 3,300	$ 14,200	$
N-3	Gohr Road 310' south of N Park Drive, Lot Flooding	$ 8,000	$ 1,500	$ 15,300	$ 16,900	$
N-5	Gohr Road, Drainage Improvements	$ -	$ 870	$ 8,700	$ 2,300	$
E-3	Wagleys Creek Crossing at 339th Ave	$ 15,000	$ 2,300	$ 23,300	$ 4,000	$
E-8	132nd St., Plugged Culvert	$ -	$ 100	$ 900	$ 1,000	$
E-10	E. Main Street, Drainage Problems at Gravel Rd & New Box Culvert	$ 40,000	$ 26,300	$ 262,700	$ -	$ 3
E-16a	Dyer Rd. Culverts at Wagleys Creek, Debris Catchment & Overflow	$ 20,000	$ 1,800	$ 17,900	$ 7,000	$
E-21	Foundry Drive, Connecting Riser & Storm Conveyance Outfall	$ -	$ 22,400	$ 223,600	$ 49,000	$ 2
SE-2	Extend 36" Culvert Under US 2, 400 Ft. East of Shell Station	$ -	$ 24,800	$ 248,400	$ -	$ 2
SE-3	Ditch on South Side of US 2, East of Rice Rd.	$ -	$ 16,200	$ 161,500	$ -	$ 1
				Impact Projects by City, Total =		$ 1,2
	Developer Funded Improvement Project (Likely)					
E-4	Sultan Basin Rd, Flooding in Area North of Bryant Road	$ 8,000	$ 3,200	$ 32,100	$ 35,300	$
E-7A	132nd Street, Storm Conveyance	$ 12,000	$ 6,700	$ 66,700	$ -	$
E-7B	132nd Street Storm Conveyance - Storm Pipe System	$ 10,000	$ 13,700	$ 137,400	$ 11,800	$ 1
E-19	Wagleys Creek Culvert at 140th Street SE	$ 10,000	$ 1,000	$ 9,800	$ -	$
N-1	Deteriorating Culvert at Trout Farm Road	$ 8,000	$ 5,100	$ 50,700	$ 12,800	$
		Impact Projects Funded by Developers Likely, Total =				$ 4
			Impact Projects Grand-Total =			$ 1,7

Non-Impact Projects

Project ID	Project Name	Permits & Study	Design/Plans	Construction	Easements or Land Acq	Tota
C-2	Date & 3rd, Standing Water	$ -	$ 5,000	$ 50,400	$ -	$
C-3	Birch & 3rd, Infiltration	$ -	$ 2,200	$ 22,300	$ -	$
C-6a	Main Street, 1st to 5th, Stormwater Quality Retrofit	$ 5,000	$ 2,900	$ 28,800	$ -	$
C-6b	Regional Water Quality Facility for Central Sultan, Study Only	$ 60,000	$ -	$ -	$ -	$
C-7 / C-14	Murphy Way Entrance Standing Water and Flooding	$ -	$ 3,200	$ 32,000	$ -	$
C-8	5th Place & 6th Street, Gravel Road & Drainage Sedimentation	$ -	$ 6,400	$ 64,000	$ -	$
C-10	Cul-de-Sac at Dyer Road, Standing Water	$ -	$ 500	$ 4,600	$ -	$
C-12	Culvert at Bus Maint. Drive for School	$ -	$ 140	$ 1,400	$ -	$
C-15	2nd and Cedar, Standing Water	$ -	$ 2,200	$ 22,400	$ -	$
C-16	1st & Date, Standing Water	$ -	$ 600	$ 6,400	$ -	$
C-17	2nd and Birch, Standing Water	$ -	$ 2,200	$ 22,400	$ -	$
C-18	High Ave. Standing Water at Bus Barn Entrance	$ -	$ 1,200	$ 12,300	$ -	$
C-20	4th & Birch, Flooding	$ -	$ 2,600	$ 26,000	$ -	$
N-2A	311st & Wisteria, Street Flooding	$ -	$ 900	$ 9,300	$ 12,800	$
N-4	Wisteria Ave & Gohr Rd, Northeast Corner Ponding	$ -	$ 4,100	$ 41,300	$ -	$
W-1	Highway US 2, Illicit Discharge In Storm System	$ -	$ 1,500	$ 14,900	$ -	$
W-3	Marcus Road and Hwy US 2, Seminentation	$ -	$ 600	$ 6,000	$ -	$
E-11	Cul-de-Sac at Dyer Road, Standing Water	$ -	$ 1,000	$ 9,800	$ -	$
E-12	Cul-de-Sac at Dyer Road, Standing Water	$ -	$ 800	$ 8,300	$ -	$
E-16b	Dyer Rd. at Wagleys Creek, Construct Bridge & Raise Road	$ 30,000	$ 37,560	$ 375,600	$ 21,000	$ 4
E-16c	Dyer Road, Ditches and Culverts Along Road Either Side of Creek	$ -	$ 1,300	$ 13,400	$ -	$
SE-1	Level Spreader at 339th & Old Sultan Startup Rd., Standing Water	$ -	$ 800	$ 8,000	$ -	$
				Non-Impact Projects Total =		$ 9



NORTH

This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency or completeness of data depicted on this map. If present, parcel boundaries obtained from Snohomish County Assessor, January 2007

DRAWING INFORMATION HAS BEEN COMPILED BY:

Perteet
(425) 252-7700

PREPARED FOR EXPRESS USE BY:
The CITY of SULTAN, WA

SULTAN WASHINGTON

ISSUE DATE: 05.2008

- CIP CANDIDATE SITE

STORM JUNCTION
- CATCH BASIN
- INLET
- CLEANOUT
- OUTFALL
- INFILTRATION POINT

STORM LINES
- CULVERT
- STORM DITCH
- STORM PIPE
- INFILTRATION AREA
- DETENTION POND
- WATERWAY
- UGA BOUNDARY

STORMWATER NEEDS LOCATION MAP

CITY OF SULTAN

SW–3

Goals and Policies

Goal: Utilize Natural Drainage Corridors & Methods

Utilize natural drainage corridors and open channel runoff methods wherever possible and practical. To the extent that that it is practical, require channels and drainage ponds be planted and maintained in a natural state to blend with the natural surroundings, to provide wetland ~~park~~ and habitat ~~values~~ functions, and to use natural methods of treatment, such as bio-filtration.

Policy

1 Where possible, natural vegetation and other low impact development techniques should be used as a component of drainage design, utilizing drainage design methods put forth in the most current "Stormwater Management Manual for Western Washington" published by the Washington Dept. of Ecology, and the "Low Impact Development Technical Guidance Manual for Puget Sound" published by Puget Sound Partnership (formerly Puget Sound Action Team).

Goal: Provide Flow Control of Stormwater

Require land developments to hold or retain storm runoff of a quantity that would not exceed ~~equal to and possibly in excess of~~ the amount that would be distributed by the site in a natural state.

Policies

1 Stormwater discharge to streams should control streambank erosion by limiting the peak rate of runoff from individual development sites through the use of detention or infiltration. Infiltration should be utilized to the fullest extent practicable, if site conditions are appropriate and groundwater quality is protected.

2 Streambank erosion control measures should be selected, designed and maintained according to the approved manual.

Goal: Provide Runoff Quality Measures

Protect the chemical, physical and biological quality of ground and surface waters. Encourage the protection of natural systems and the use of them in ways which do not impair their beneficial functioning. Protect the habitat of fish and wildlife, and prevent the loss of soil and plant materials due to erosion.

~~Monitor the quality content of stormwater runoff within the Sultan urban area. Establish and enforce exacting performance standards governing the use of fertilizers and other surface chemical applications, dumping or drainage of wastes including animal and chemical, loss of soil or plant materials due to erosion or construction activity.~~

Policies

1 All treatment BMPs (best management practices) should be selected, designed and maintained in accordance with the current version of the State Department of Ecology's "Stormwater Management Manual for Western Washington."

2 Stormwater run off should be treated to remove pollutants such as suspended solids, oils and floatable materials, before discharging from the site.

3 Temporary erosion and sedimentation control measures should be provided to prevent sediment-laden runoff and other pollutants from leaving a construction site and polluting surface waters, such as drainage channels, streams, lakes and wetlands.

Goal: Equitability in Costs

Equitably distribute costs associated with collection, distribution or retention to the private properties that contribute runoff.

Policies

1 Develop a stormwater fee structure that is based upon a direct relationship between fee charged and the service received or between the fee charged and the burden caused.

Stormwater

Former Goal CF – 7 Maintain and enhance the development and operation of an effective and efficient stormwater treatment system that will meet the needs of Sultan's present and future population.

~~***Policies***~~

1 Former CF – 7.1 Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality and the natural drainage system.

2 Former CF – 7.2 Require design of storm drain lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes and wetlands.

3 Former CF – 7.3 Require development regulations that encourage the reduction of impervious surface and retention of natural vegetation by using innovative designs and other development tools.

4. Former *CF – 7.4* Ensure that storm drainage facilities necessary to support construction activities and long-term development are adequate to serve the development at the time of construction and when the development is available for occupancy and use. **(Deleted in error in previous draft)**

5 Former CF – 7.5 Require design of new development to allow for efficient and economical provision of storm drainage facilities.

6 Former CF – 7.6 New development should minimize increases in total runoff quantity, should not increase peak storm water runoff, and should prevent flooding and water quality degradation.

7 Former CF – 7.7 Review and update as necessary City stormwater and flood hazard regulations. Participate in regional water quality and flood hazard reduction efforts within all drainage basins that affect the city.

~~2.10 9~~ 3.3 Park and Recreational Facilities

Each comprehensive plan shall include a plan, scheme, or design for…

A park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

-- RCW 36.70A.070 (8) GMA Mandatory Elements

Existing Facilities

The City reviewed its parks inventory as part of this 2008 Plan revision. Several changes have been made in response to Growth Management Hearing Board Compliance Orders. Some parks were reclassified (e.g. from community park to neighborhood park) to better reflect their function in the community. Acreages were adjusted to reflect how much of a parcel is actually used for park or recreational purposes. Finally, the focus of the Parks Element was shifted to include only City-owned facilities. While the City will continue to partner with the Sultan School District and others to provide various types of recreation opportunities, the City feels that Level of Service and capital facility standards should apply to those facilities under its direct control.

Table P-1: City Owned Park Facilities - 2004 and 2008

	2004	2008
City Owned or Operated Facilities		
Mini Parks	**2.50 ac**	**2.50 ac**
Roadside Park	1.50	1.50
Garden Park	1.00	1.00
Neighborhood	**40.01 ac**	**45.11 ac**
Reese Park	32.00	32.00
River Park	6.00	6.00
Water Treatment Plant		5.00
Cemetery Park	1.50	1.50
2nd and Alder	0.33	0.33
Skate Board Park		0.28
5th and Date	0.18	
Community Park	**0.00 ac**	**5.00 ac**
Osprey Park		5.00
Regional Park	**94.00 ac**	**89.41 ac**
Osprey Park	90.00	85.41
Sportsman Park	4.00	4.00
Total	**136.51 ac**	**142.02 ac**

Park and recreation facilities owned and operated by the City of Sultan total 142 acres.

Roadside Park: 1.5 acre City Park located on the south side of U.S. 2 west of 10th Street in the 800 block with a gazebo, picnic shed and tables.

Garden Park: A one-acre landscaped area west of Roadside Park, north of U.S. 2.

Reese Park: 32.0 acre park located on the west side of the Sultan River at 216 Old Owen Road with a

baseball/soccer field, 2 picnic shelters, 1 restroom facility, and primitive trails to the river edge.

River Park: 6.0 acre park located on the east shore of the Sultan River at the south end of 1st Street and Main Street with a pavilion and picnic facility. The annual community festival with logging competitions and other activities is conducted in the park.

Water Treatment Plan site: This site is located along a private drive accessing 124st. S.E. , a mile west of Sultan Basin Road. The site is 35 acres in size, but is completely fenced and on steep terrain. It is assumed that perhaps five acres could be usable for passive recreation use.

Cemetery Park: 1.5 acres of undeveloped property in the Sultan Cemetery located on the north bank of the Wallace River at 32901 Cascade View Drive that has been improved with a multipurpose baseball and soccer field. The field will eventually revert to cemetery use when plot demands require.

2nd and Alder Streets: A vacant 0.33 acre parcel acquired by the City for "repetitive flood loss reduction"

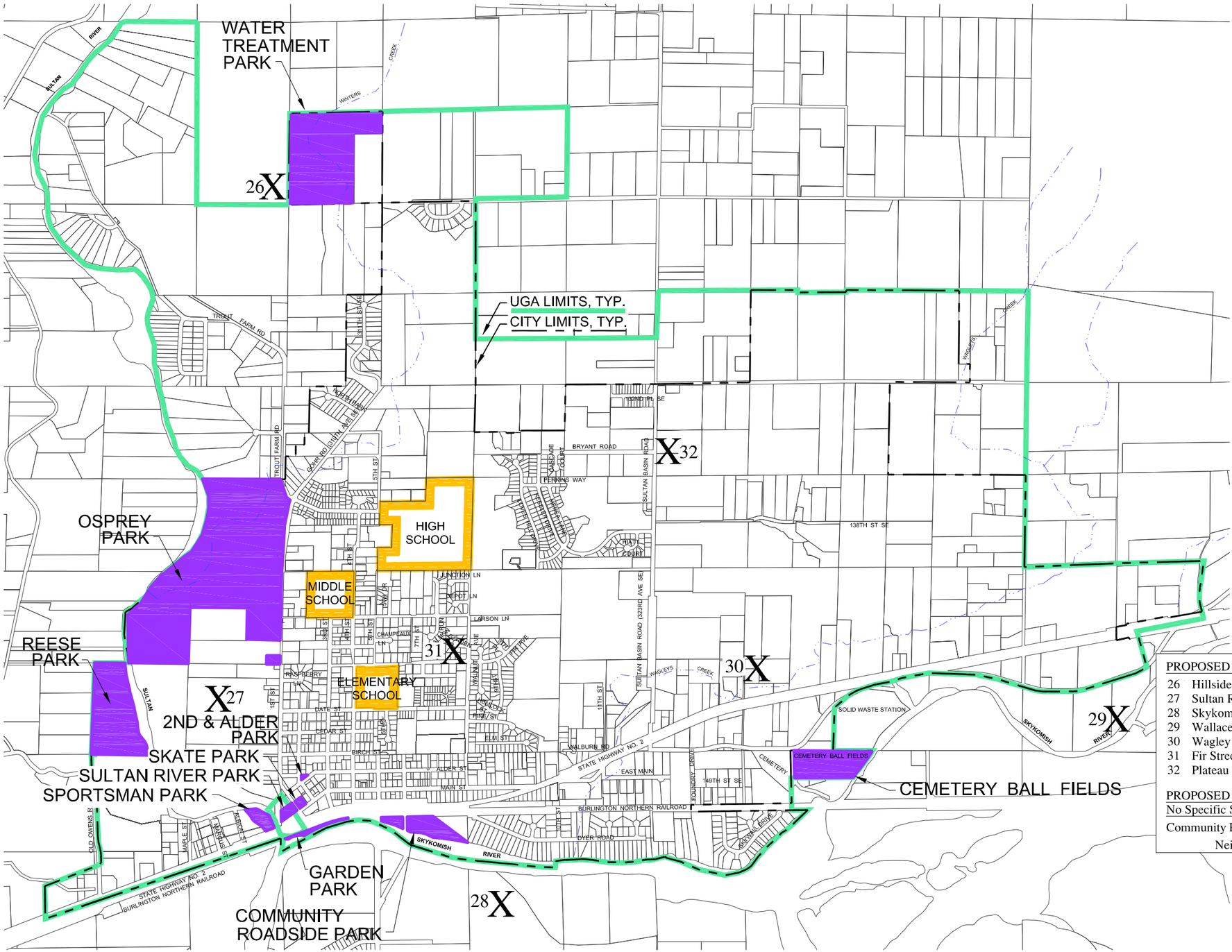
Table P-2: Non-City Facilities

Baseball/Softball Fields Total	**4 fields**
Sultan Elementary School	1
Sultan Middle School	1
Sultan High School	2
Football Fields Total	**1 field**
Sultan High School	1
Soccer Fields	**0**
Sports Courts	**1 court**
Sultan Elementary School	1
Tennis Courts	**0**
Indoor Pools	**0**
Outdoor Pools	**0**
Recreational Centers	**1**
Community Center	15,190 sf

Osprey Park: A 90.41 acre park located on the east shore of the Sultan River at 801 1st Street. 5.0 acres have been developed with a multipurpose baseball, football, soccer field and 0.5 mile trail to the river edge. The remaining 85.0 acres preserve wetlands and woodlands that provide wildlife habitat along the river and tributary creek. A war memorial is planned in the park.

Sportsman's Park: A 4.0 acre park located on the west shore of the Sultan River on U.S. 2 and Albion Street with a boat launch, gazebo, picnic shelter, tables, and river fishing access. The park is maintained by the city. The park includes the Skykomish River Boat Launch located on the north side of the river with access from U.S. 2.

The City also owns the High Street Trail, an asphalt multipurpose trail developed from the east end of High Street for evacuation of schools in case of flood or dam emergencies.



NORTH

BASE & UTILITY INFORMATION PROVIDED COURTESY OF:

BHC CONSULTANTS

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720 Third Avenue, Suite 1200
Seattle, WA 98104
Office: (206) 505-3400
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This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency or completeness of data depicted on this map.
Parcel boundaries obtained from Snohomish County Assessor, January 2006
Critical Areas are approximate and based upon the 2007 Buildable Lands Report prepared by Snohomish County Planning & Development Services--Long Range Planning

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PREPARED FOR EXPRESS USE BY:
The CITY of SULTAN, WA

SULTAN WASHINGTON

ISSUE DATE: 09.2008

PROPOSED PARKS -- Sited

26	Hillside Greenbelt Conservancies
27	Sultan River Greenway
28	Skykomish River Greenway
29	Wallace River Greenway
30	Wagley Creek Greenway
31	Fir Street Wetlands
32	Plateau Wetlands

PROPOSED PARKS--
No Specific Site Identified
Community Park
Neighborhood Parks (3)

LEGEND

EXISTING PARKS

X PROPOSED PARKS (SEE LISTING LEFT)

UGA LIMITS, TYP.

CITY LIMITS, TYP.

PARKS/OPEN SPACE AS OF FALL 2006

CITY OF SULTAN

SNOHOMISH COUNTY, WA

FIGURE P-1

Future Planning

As part of its capital facilities planning, the City will focus on the future need for Neighborhood and Community parks only. City-owned mini-parks are considered more of an aesthetic feature along U.S. 2, rather than active recreation space. So-called *tot lots (See discussion below)* are considered a component of the City's subdivision and planned unit development regulations and will, for the most part, be privately owned. Regional parks, while supported by the City, will be developed by the State or County within the larger Skykomish Valley area.

While not a part of the City-owned inventory, there are several other facilities in Sultan serving the recreation needs of the community. These are listed on Table P-2. These facilities are not considered part of the capital facilities inventory of the City.

Under future plans, an on/off-road bike and hike trail will be developed to provide an east-west trail (and emergency evacuation route) extension of the existing High Street Trail from Osprey Park and 1st Street past the Middle and High Schools along the edge of the plateau to the employment centers at Rice Road and U.S. 2. Other than the High Street Trail there are no off-road multipurpose trails within the city or urban growth area at the present time except for a few short, informal footpaths through vacant properties, school grounds, and open spaces. As discussed below, future initiatives are planned.

Level of Service Standard

Levels of service (LOS) measures the extent to which existing parks, open space and recreation facilities are serving the existing community and what ~~types~~ amounts of future facilities should be provided to meet future growth needs. The most recognized standards for Parks and Recreation are published by the National Recreational and Parks Association (NRPA). For parks, LOS is expressed in terms of acres per 1000 population.

As with other non-transportation capital facilities, the Growth Management Act does not require adopting a level of service for parks and recreation. Even so, the City ~~has~~ developed standards for use in its past capital planning efforts ~~and has an adopted LOS policy~~:

> *"Level of Service: Strive to maintain a Level of Service (LOS) in excess of the national and state standards. Ensure that the minimum LOS for parks meets or exceeds the NRPA standard"*
>
> *- Comprehensive Plan Policy 7.1.1*

Current Level of Service Standards

The City of Sultan has used a "Foundation Level of Service (FLOS)" standard based on what parks were available in 2004 and how they were classified when the Comprehensive Plan was adopted. Sultan's city code[18] adopts a FLOS standard "as set forth in the city of Sultan comprehensive plan."

The formula for calculating FLOS is:

Current park acres ÷ Current Population = acres/person FLOS

[18] SMC 16.108.130

The 1994 Plan established the FLOS at 42.6 acres per 1000 residents[19] based on "active" and "open space/passive" uses inventories at the time. Not all open space was included, only City-owned and accessible open space. This standard was continued in the 2004 Plan update.

The FLOS approach attempts to maintain the inventory of parks and open space at historic ratios as the population grows. This presents significant capital cost issues as the population grows to 11,000 in 2025 and far exceeds standards set by other communities. Table P-3 illustrates this point.

In 2004, the population of the City was 3,814 according to the Plan. The resulting FLOS ratio is shown in Column "d" on Table P-3 based on the revised classification of park lands (Table P-1 and Column "B"). Although the population figure does not include the entire UGA, it is used as for the current FLOS calculation for consistency purposes. Unless and until the 2004 Plan is revised, the LOS standard for the City remains 42.6 ac./1000.

Table P-3: 2004 Park Level of Service

A	B	C	D	E	F	G
Park Type	**2004 Facilities**	**NRPA LOS (Per 1000 Pop)**	**Sultan FLOS 2004 (Per 1000 Pop)**	**Added Need for 2004 Population**	**Added Need for 2025 Population (FLOS/NRPA)**	**FLOS without Additions 2025 (Per 1000 Population)**
Mini Parks	2.5	1.5	.7	3.2	11.0	0.2
Neighborhood Parks	40.01	1.5	10.5		76.6	3.6
Community Parks	-	1.5	-	5.7	11.0	
Regional Parks	94	0.04	24.6		180.0	8.5

Revised Level of Service

FLOS is significantly higher that accepted national standards. Maintaining this standard would require significant land acquisition. As part of this Plan revision, the Foundation Level of Service approach will be replaced by a more conventional NRPA-based standard. This will significantly reduce future capital costs and will compare favorably with what other Growth Management communities are doing.

Revised Level of Service Standards will be as follows:

~~Mini-Parks 1.5 Acres per 1000 residents, for either public mini-parks or private "tot-lots" as required by the City's Subdivision standards.~~

Mini Parks No standard for City-owned mini-parks. Tot lots to be provided through enforcement of subdivision and multiple family design regulations.
Neighborhood Parks 1.5 acres per 1000 residents
Community Parks 2.0 acres per 1000 residents

[19] Comprehensive Plan, Appendix B

Regional Parks — No standard although the City may cooperate with other jurisdictions in the development of regional park facilities. The City currently far exceeds accepted standards.

Table P-3A: 2008 Park Level of Service (New Table)

Park Type	2008 Facilities	2008 LOS (Per 1000 Pop)	Added Need for 2004 Population*	Added Need for 2025 Population
Mini Parks	2.5		0	0
Neighborhood Parks	45,11	1.5	0	0
Community Parks	5.0	2.0	2.6	17.2
Regional Parks	89.41		0	0

* 2004 population used for consistency with Table P-3

The City ~~should view its~~ views its "concurrency" responsibility as applying to City-owned parks only. The 2004 Plan implied that sports courts and tennis courts do not meet national standards but these are not always considered typical publicly-owned facilities. In fact, these facilities are not subject to City LOS standards in the 2008 Plan revision.

~~If the City's LOS is established at *more conventional* levels for *City-owned facilities only*.~~ The City's updated Level of Service analysis ~~he results of the LOS analysis show~~ shows that the City of Sultan ~~would~~ will meet community standards through 2025 for most park facilities. At 2.0 acres/1,000, ~~22~~ additional acres of community parks would be warranted. This is consistent with community thinking that park a new community park is among the highest priority park needs.

Subdivision "tot lots":

City-owned mini-parks will no longer be among priority City park improvements. These will be developed as "tot-lots" in new residential subdivisions or multiple family developments. At 1.5 acres/1,000 residents about 14 acres of mini parks (small landscaped areas with benches, small play areas, etc.) or tot lots could be warranted as growth occurs in new subdivisions or multi-family developments.

Mini-parks and tot-lots are sometimes confused in terms of ownership and financing. Some would argue that tot-lots (small neighborhood playgrounds) should count as credits against required park impact fees. Others argue that these are not part of the park system, but are required by the subdivision code as a standard feature of new plats. The need for tot lots in specific subdivisions based on a review of project needs and impacts will determine if tot lots will be provided and how they will be treated. ~~If a proposed park meets the criteria for a publicly owned "mini park" it will then be considered a part of the park "need assessment" (Table P-4). The subdivision developer would at that point become eligible for credits against other park impact fees.~~

Comment [rs4]: For discussion by Council

Future Needs

To summarize the future park needs resulting from the updated Level of Service analysis:

- The City has established new level of service standards to replace the former FLOS

- The 2004 inventory of parks has been reviewed and adjusted to reclassify current park facilities according to their actual function.
- Trail systems have been de-emphasized somewhat to increase the priority ranking of community parks for acquisition and development.
- A clearer distinction has been recommended between "tot lots" in new residential developments vs. "mini-parks" ~~which will be publicly owned and~~ which could be included in proposed developments upon approval by the City.
- ~~The timing and applicability of park impact fees have been clarified.~~

~~Based on the foregoing, the additions and changes shown on~~ Table P-4 presents the capital parks plan through 2025. ~~Over the 2025 Plan period,~~ These additions will accomplish the City's revised LOS standard while still meeting the City's Objective ~~7.1.1.~~ of ~~by~~ exceeding the national standards, albeit by less than the former 42.6 acres/1000.

The types of parks are divided into two types of improvements: "local improvements" necessary for development (similar to street standards for local streets) that are required as part of the development process), and "system improvements" necessary for development (similar to capacity transportation projects) that are required generally to support development and may be financed in part by impact fees. Mini-parks are local improvements, while community parks and neighborhood parks are system improvements.

~~Table P-4 proposes acquisition and development of several mini-parks throughout the community, either freestanding, or dedicated as part of new development. Improvements to existing park sites are also shown to bring them up to higher, more usable standard.~~

~~Table P-4 presents cost estimates for acquisition and/or development of the various park projects shown on Table P-4.~~

Table P-4: Park Improvements 2008-2025

	2025	Acquire	Develop	Total	2004 Plan Estimate
Mini Parks					
New (7-9)	14	$2,800,000	$1,050,000	$3,850,000	
Neighborhood					
Neighborhood Park Improvements			$200,000	$200,000	
2nd and Alder			$24,750	$24,750	
Skate Board Park			$175,000	$175,000	
Community Park					
New	22.5	$4,500,000	$11,250,000	$15,750,000	$7,550,000
Regional Park					
Trail Development			$185,000	$185,000	$2,132,800
Total		**$7,300,000**	**$12,884,750**	**$20,184,750**	**$9,682,800**

Goals and Policies

The following Goals and Policies have been taken directly from the 2004 Plan unless otherwise indicated with strikeouts and underlines. They have been reorganized for clarity.

General

Develop a high quality, diversified park system that preserves significant environmental opportunity areas and features.

Goal: Effectively manage park and recreation resources

Create effective and efficient methods of acquiring, developing, operating and maintaining facilities that accurately distribute costs and benefits to public and private interests.

Coordinate public and private resources

Create a comprehensive, balanced park and recreational system that integrates Sultan with Snohomish County, Sultan School District, Washington State Department of Wildlife, and other public and private park and recreational lands and facilities in a manner that will best serve and provide for Sultan resident interests. Cooperate with other public and private agencies to avoid duplication,

improve facility quality and availability, reduce costs, and represent Sultan's interests.

Joint venture opportunities

Joint venture and make publicly accessible possibly in combination with other public, non-profit, or private agencies a greater variety of recreational facilities than would be accomplished by Sultan alone or otherwise. Discuss with the Sultan School District the possibility of entering into joint ventures for the development of combined school, playground, and athletic facilities. Consider sharing the monies Sultan could realize from environmental and growth management impact assessments with the Sultan School District for the joint development and maintenance of active play fields and playgrounds - provided the facilities are made available for use by students and community residents alike.

Level of Service Standards

A. For purposes of establishing a Level of Service standard under the Growth Management Act, system improvements "necessary for development" for "Parks and Recreation Facilities" will be defined as those facilities under City ownership, inclusive of neighborhood parks and community parks. "Mini-parks" (landscaped areas of 1.5 acres or less) are not included in the City's inventory for purposes of establishing Level of Service necessary to support development under the Growth Management Act.

B. For purposes of establishing a Level of Service standard, "Parks and Recreation Facilities" will be defined as those facilities which are readily accessible by the public and contain opportunities for active and passive recreation.

C. The adopted Level of Service for Parks and Recreation will be established as a minimum 1.5 acres per 1,000 residents for neighborhood parks.

D. The Level of Service Standard for community parks will be established at 2.0 acres per 1000 residents.

E. The adopted LOS standard for regional parks will be established at 1 ac. per 24,000 residents within the Sky Valley region. Regional park development will not be considered a purely local responsibility; however the City of Sultan will pledge its cooperation with other communities, the State and others in development of park and recreation facilities serving the broader Skykomish Valley community.

Parks and Recreation Inventory

The inventory, surplus and/or deficiency of City park lands will be updated annually upon receipt of official population estimates from the Washington State Office of Financial Management (OFM).

Finance

Cost/benefit assessment
Create effective and efficient methods of acquiring, developing, operating, and maintaining park and recreational facilities in manners that accurately distribute costs and benefits to public and private user interests.

Finance
Investigate new, innovative methods of financing facility development, maintenance and operating needs to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services. Consider joint ventures with the Snohomish County Department of Parks & Recreation, Sultan School District, Washington State Department of Wildlife, and other public and private agencies where feasible and desirable.

Impact Fees

Park/recreation impact assessment methodology

~~Develop a~~ Employ a methodology for determining the facility impact of ~~proposed~~ new development ~~projects~~ within the Sultan Urban Growth Area to include the corporate limits and any surrounding lands where the residents will depend on Sultan for park and recreation needs. The methodology should determine the potential facility impacts that will be caused by a proposed urban development project, and an equitable mitigation assessment that is in accordance with local park and recreation standards. Impact fees will only be assessed for growth-related deficiencies, not existing deficiencies. The methodology should also define a process by which the assessed fees can be allocated between agencies for the appropriate development and maintenance of local parks or conservation areas, active play recreational facilities or trails as each of these facilities may be sponsored on the behalf of Sultan residents.

~~20 Park Impact Fees~~
~~A. Park Impact Fees will be adopted by Resolution of the City Council, not by amendment to Section 16.12.030 of the Municipal Code.~~
~~B. Ordinance 929-06, establishing park impact fees will be repealed and replaced by resolutions per an amended Section 16.12.030~~
~~C. Park Impact Fees to be applied to new residential development requests will be updated as part of the annual budget process based on the updated Inventory.~~

Urban growth preserves and set-asides
Cooperate with the Snohomish County Department of Parks & Recreation, Washington State Department of Fish & Wildlife, and other public and private agencies, and with private landowners to set-aside land and resources necessary to provide high quality, convenient park and recreational facilities before the most suitable sites are lost to development.

Community Parks

Develop neighborhood park sites on the plateau – with access to the trail network and open spaces, and playground and picnic facilities for residents of new local housing areas***. (Relocated from 3. Implementation Tasks)***

Develop a community park site on the plateau – with access to the trail network and open spaces, and recreational courts and fields for citywide resident use. ***(Relocated from 3. Implementation Tasks)***

Facility Design

Design/development standards
Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs. Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care requirements and retain natural conditions and experiences.

Accessibility
Design park and recreational trails and facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age, income, and activity interests.

Trails

Goal: Develop trail and corridor access systems
Develop a high quality system of multipurpose park trails and corridors that access significant environmental features, public facilities and developed urban neighborhoods.

Trail system

Existing policies in the 2004 Plan support the gradual expansion of the community's trail system using both public and private dollars. The 2004 Plan included a cost element of $185,000 over six years in its capital facilities plan for trail expansions.

Create a comprehensive system of multipurpose trails providing for recreational hikers and walkers, joggers, casual strollers, bicyclists, neighborhood residents, and equestrians. Link urban neighborhoods to park and community facilities, and with proposed trails to other community and regional facilities. Extend trails through natural area corridors that will provide a high quality, diverse sampling of Sultan's environmental resources – particularly along the Wallace, Sultan, and Skykomish Rivers, and Winters and Wagley's Creeks shorelines.

In general, develop a local on and off-road hike and bike trail grid – that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across U.S. 2 and to parks, schools, and employment centers. ***(Relocated from 3. Implementation Tasks)***

Following is a list of potential trail improvement projects identified in the 2004 Plan update. This list is unprioritized and the location or construction of any of

the potential projects will be determined on an individual basis by the City Council. Implementation will be subject to availability of funding as part of the City's Capital Facilities Plan.

A. ***Former 30: Develop an East-West Trail adjacent or near to the Pacific Northwest Pipeline*** – to create a northern loop trail (and emergency evacuation route) between connect the Sultan River valley, the plateau, and Rice Road.

B. ***Former 31: Develop a Willow Avenue/Bryant Road sidewalk/trail to Rice Road*** – to create an east-west trail connection (and emergency evacuation route) from 1st Street past the high school and through the wetlands to Rice Road.

C. ***Former 32: Develop a High Street/Kessler Drive/140th Street sidewalk/trail to Rice Road*** – to create an east-west trail connection (and emergency evacuation route) from Osprey Park and 1st Street past the middle and high schools and across the plateau to the employment centers at Rice Road and U.S. 2.

D. ***Former 33: Develop a Fir Street sidewalk/trail to Kessler Drive*** – to create an east-west trail connection (and emergency evacuation route) from 1st Street past the elementary school to the plateau and the Kessler Drive trail.

E. ***Former 34: Develop a north-side U.S. 2 trail*** – to provide an east-west trail connection from Sportsmen Park across the U.S. 2 bridge to River Park then through the edge of the downtown and the business uses along Winters and Wagley's Creeks and Rice Road to Sultan Startup Road.

F. ***Former 35: Develop Skykomish River trails*** – along both sides of the river using trail alignments from River Park under the BNSF trestle and across JW Mann Road bridge.

G. ***Former 36: Develop a south-side U.S. 2/Wallace River trail*** – from JW Mann Road bridge through the road-side park to Foundry Drive and Cascade View Drive past Cemetery Park to the end of Sultan Startup Road.

H. ***Former 37: Develop a west-side Sultan River Trail*** - from the U.S. 2 bridge through Sportsmen Park to Reese Park.

I. ***Former 38: Develop an east-side Sultan River Trail*** – from River Park around the wetlands and through Osprey Park to the Oxbow and a connection to Willow Avenue trail.

~~***Former 39: Develop 1st Street sidewalks and bike lanes*** – from Main Street past River and Osprey Parks to a connection with the Pacific Northwest Pipeline trail.~~

J. ***Former 40: Develop 4th Street sidewalks and bike lanes*** – from Main Street past the elementary, middle, and high schools to the Willow Avenue trail.

K. ***Former 41: Develop 8th Street sidewalks and bike lanes*** – from U.S. 2 across the Fir and High Street trails to the high school.

L. ***Former 42: Develop a North Kessler Drive trail*** – from Kessler Drive across the Fir and High Street trails to the Pipeline trail.

M. ***Former 43: Develop Sultan Basin Road sidewalks and bike lanes*** – from the end of Foundry Drive across U.S. 2 and the Kessler, Bryant, and Pipeline trails to the top of the plateau at 124th Street.

N. ***Former 44: Develop a Cascade View Drive/330th Avenue trail*** – from the Wallace River/Sprague Slough past Cemetery Park and across U.S. 2 through the employment uses along Winters and Wagley's Creeks to the top of the plateau and across the Kessler to the Pipeline trail.

O. ***Former 45: Develop a Rice Road trail*** – from the end of Sultan Startup Road across U.S. 2 to the Pipeline trail.

Open Space

Goal: Preserve quality park resources

Natural areas
Preserve and protect significant environmental features for park and open space use including unique wetlands, open spaces, woodlands, shorelines, waterfronts, and other characteristics that reflect Sultan's natural heritage. Encourage the preservation of unique site features or areas and the providing of public use and access in new land developments – particularly by linking the extensive wetlands on the plateau.

Manmade environments and features
Incorporate interesting manmade environments, structures, activities, and areas into the park system to preserve these features and provide a balanced park and recreation experience. Work with property and facility owners to increase public access and utilization of these special features – including the shorelines, wetlands, and bluffs that meander through and between developed areas.

Waterfront access and facilities
Cooperate with other public and private agencies to acquire and preserve additional waterfront access for recreational activities and pursuits. Develop a mixture of watercraft access opportunities including canoe, kayak, rowboat, raft, and power boating.

Recreation

Goal: Develop quality recreational facilities
Develop a high quality, diversified recreation system that provides for all age and interest groups.

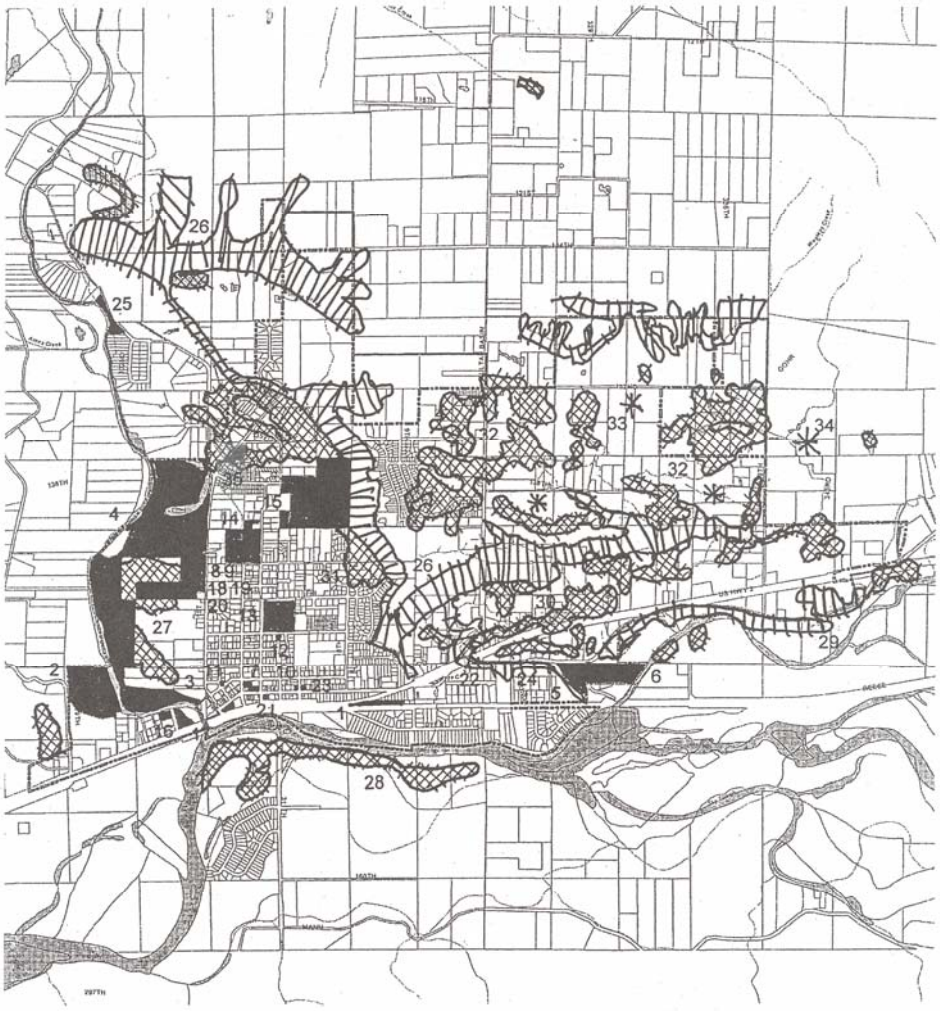
Other

1 Improve existing school and city park sites – enhancing existing picnic facilities and shelters, outdoor fields and courts, indoor gymnasiums and meeting rooms for public use. ***(Relocated from 3. Implementation Tasks)***

2 Cultural features and interests
Incorporate historical and cultural lands, sites, artifacts, and facilities into the park system to preserve these interests and provide a balanced social experience. Work with historical and cultural groups to incorporate community activities into the park and recreational program – including downtown promotional events.

Athletic facilities
Support the development of athletic recreational facilities that meet the highest quality competitive playing standards and requirements for all age groups and recreational interests. Concentrate on field and court activities that provide for the largest number of participants. Develop, where appropriate, a select number of facilities that are oriented to the highest competitive playing standard for multi-agency use, especially in conjunction with the Sultan School District.

Indoor facilities
Support the development of indoor community and recreational centers that provide for special community activities and athletic uses on a year-round basis. Develop, if appropriate, a select number of centers that are oriented to the most significant indoor activities for multi-agency use, especially in conjunction with the Sultan School District.



Park, recreation, and open space

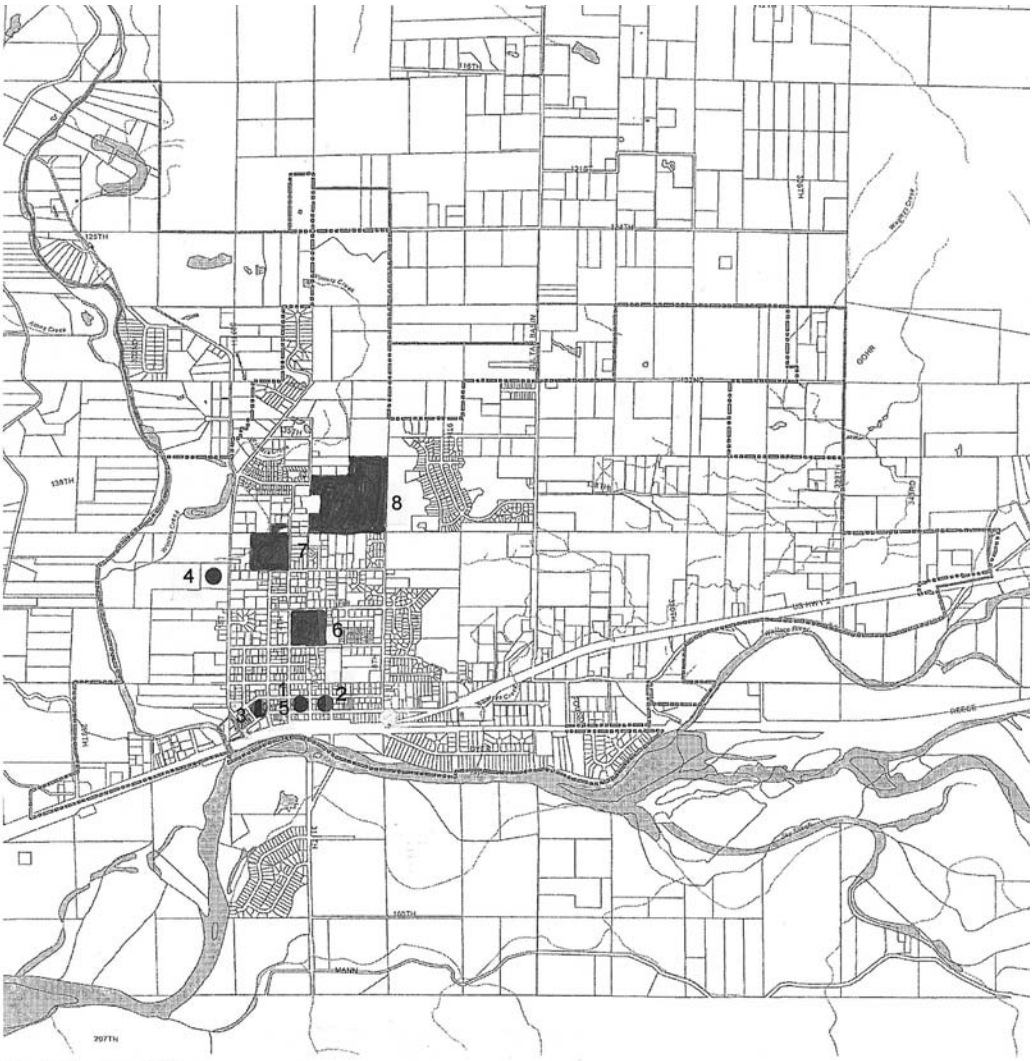
Existing facilities

1 Roadside Park
2 Reese Park
3 River Park
4 Osprey Park
5 Cemetery Park
6 Sultan Cemetery
7 City Hall/Library
8 Community Center
9 Old City Hall
10 Police/Fire Station meeting room
11 2nd & Alder property
12 5th & Date property
13 Sultan Elementary School
14 Sultan Middle School
15 Sultan High School
16 Sportsman's Park
17 Skykomish River Boat Launch
18 Sultan Boys & Girls Club
19 Sky Valley Resource Center
20 Volunteers of America
21 Sultan Arts Council & Museum
22 Fern Bluff Grange
23 VFW
24 Eagles
25 Trout Farm Road HOA

Proposed parks

26 Hillside greenbelt conservancies
27 Sultan River Greenway
28 Skykomish River Greenway
29 Wallace River Greenway
30 Wagley Creek Greenway
31 Fir Street Wetlands
32 Plateau Wetlands
33 Plateau neighborhood parks
34 Plateau community park
35 Willow Trace Park

Steep slopes
Wetlands
Existing parks and schools
Proposed parks – not sited



Public facilities

Existing facilities
1 City Hall
2 Police Station
3 Fire Station
4 Public Works Yard
5 Sultan Library
6 Sultan Elementary School
7 Sultan Middle School
8 Sultan High School

Proposed facilities – not sited
9 EOC – Police Station
9 EOC – Fire Station
9 EOC – Public Works Yard

● Facility – existing
O Facility – proposed

~~2.10~~ 3.4 Capital Facilites Plan

Each comprehensive plan shall include a plan, scheme, or design for…

A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element

-- RCW 36.70A.020 (3) GMA Mandatory Elements

In conformance with GMA requirements, all revenue sources available for operating and capital purposes must be identified as part of land use and growth planning. A community must show that the growth it forecasts through 2025 can be adequately served by capital facilities and services. The analysis must include new revenues and existing resources that can be enhanced to provide additional revenues for Capital Facility Plan improvements. This plan also includes a six year financial plan to finance facilities, consistent with the long range financial strategy during the first six years of the planning period. This six-year CFP will be updated annually as part of the city's budget process. The estimates assume that development will occur at an approximate pace forecasted for the community and that no new mandates will require additional capital expenditures and use of revenue resources.

The Capital Facility Plan's (CFP) financial strategy is a planning tool. It does not prescribe specific courses of action, nor does it of itself authorize individual projects. Such authorization occurs when a project is included in the city's six-year Capital Improvement Program (CIP) and through the city's annual budget process. The strategy is flexible and seeks to identify how all of the project needs that are "on the table" can be funded in an orderly, long-term fashion.

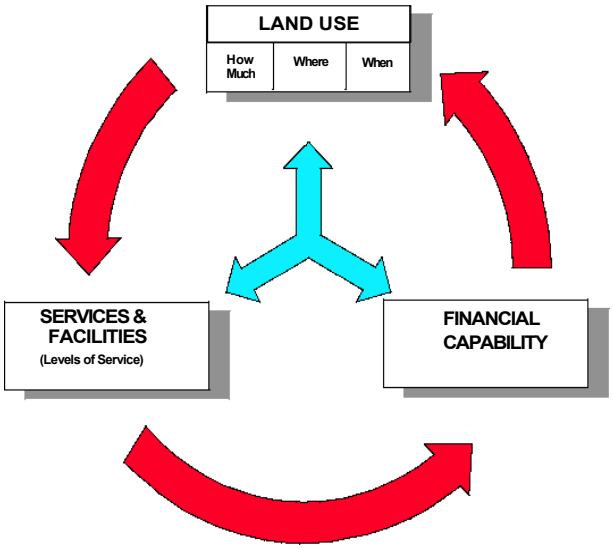
Each individual capital facility analysis discussed in preceding sections of this Plan identifies proposed facility needs and potential funding options. This information is consolidated in the Financing Plan section of this report.

The process of developing a Capital Facilities Plan (CFP) includes identifying the capital facilities and other services needed to support the land use plan. The needs analysis in this plan identifies and includes a project list that is not constrained by the availability of financial resources. An important step in the CFP planning process is to assess whether sufficient revenues will be available to finance needed facilities and services. This involves balancing three different elements into a coordinated system of planning. The considerations that might be included in achieving this balance is illustrated by Figure CFP-1.

The City analysis was prepared based forecasted population, employment and development activity. The CFP Financial Strategy is based on a comprehensive analysis of the city's financial capacity described in two *Technical Memoranda* Appendix E-1, City of Sultan's Fiscal Capacity; and Appendix E-2, Financial Forecast and Strategic Funding Analysis for the City of Sultan Capital Facilities Plan, (attached). Based on this analysis, this plan includes a long range financial strategy to guide the financing of all of the facilities necessary for development and to address other significant community needs, as well as strategies to finance key facilities. The overall analysis and strategy demonstrates that the city has sufficient financial capacity to support the land use plan over the entire planning period.

The strategy should be annually reviewed and refined as projects are implemented and needs and issues change. All cost and revenue estimates in the strategy are generalized based on accepted engineering and/or construction cost factors, and financial forecasting methods. All revenue and cost estimates reflect the current construction costs and values. The cost estimates may be expected to change during the actual engineering and design phase of each project.

Figure CFP-1: Capital Facility Financing Relationships



Just as the land-use commitment creates a demand for facilities, it also generates revenue and funding opportunities to finance those facilities. However, if there is not enough financing to meet the land-use commitment then measures need to be taken to achieve a balance. New financing measures (such as raising a tax or increasing developer contributions) might be authorized. The city could also reduce the future land use commitment by changing the amount of development planned or its timing.

Once total needs to support the plan are identified, it may become necessary to identify a more "realistic" list of potential needs. Often this may be achieved by reducing the levels of service. This may then be further refined to fit within available financing. Since this is a 20 year list of projects, it needs to be further narrowed to a list of projects that can be accomplished within six years. Finally, this six year list of projects forms the basis for the annual budget.

Available Overall Fiscal Capacity and Resources

A key part of developing a long-range financial strategy is to understand the fiscal capacity of the City and how the planned growth of the City will change that capacity. The present and future fiscal capacity of the City was analyzed in the two related *Technical Memoranda;* Appendix E-1; City of Sultan's Fiscal Capacity, and Appendix E-2; Financial Forecast and Strategic Funding Analysis for the City of Sultan Capital Facilities Plan. The conclusions and findings of those studies may be summarized as follows:

- Voter initiatives have adversely affected city revenues by reducing the Motor Vehicle Excise Tax (MVET) and sales tax equalization, and constraining the ability of property tax revenue to keep pace with inflation and growth.
- The City comprehensive plan is expected to more than double the City's population and employment by 2025—more than doubling the City's built environment and it fiscal capacity.
- This growth will enhance fiscal capacity by increasing property values from new construction and enhancing the market for larger volumes of taxable sales.
- The general fund is dependent on growth.
  - – Property taxes from new construction.
  - – Sales taxes on construction activity.
- While the growth forecasted under the comprehensive plan can improve general fund financial operations, all of the forecasted general operating revenues will be needed for operations. Very little General Fund revenue will be predictably available for capital needs—almost all of it will all be needed for operations.
- While revenue from growth will help the street fund, the fund will need continual attention since its revenue capacity is constrained.
- While water fund will need rate adjustments to meet on-going needs, a rate study is underway to set rates and charges at appropriate levels to meet its operational and capital needs.
- Recent rate and system development charge increases seem to have positioned the sewer fund to meet its operational and capital needs in the long run.
- While substantial revenues will be generated for capital facilities, this amount will not be sufficient to finance needed facilities.
- While there is substantial debt capacity, the potential amount that can be generated will be constrained by voter approval.
- Grant potentials:
  - – City has good track record in competing for grants.
  - – However, grants have limited potential for meeting identified needs, because they are:
    - Highly competitive,
    - Declining availability, and
    - Requires timely matching funds.
  - – The City is likely to be most competitive for capacity transportation projects, needs related to U.S. 2, safety improvements and for addressing some deficiencies. It is reasonable to assume that between 15% and 20% of the transportation needs list could be financed by grants.

  - The City has received a $500,000 grant to expand its sewer plant capacity and is pursuing a $5 million grant to fund additional expansion.
  - For other needs, grants can help, but best thought of as supplemental source of funds for some types of projects, notably parks development.
- The funding strategy will need to rely heavily on a significant level of developer financing for facility extensions into undeveloped areas, and there is substantial potential for developer financing of facilities:
  - Much of the future capital needs generated by growth lies along corridors that can be effectively financed by developer contributions.
  - As much as 90% of the total transportation costs identified by the Transportation Element could be suitable for various forms of developer financing, if such financing were required from new development.
  - Significant amounts of the water, sewer and storm water needs can be financed by developers by applying the same concepts to identify the streets that are appropriate for developer financing.
- The funding strategy also relies on a certain level of funding by existing residents who will benefit from improvements to the community's infrastructure.

Capital Revenues and Other Financial Measures

Technical Memorandum #5 has forecasted revenues that may be expected to be generated by the growth of the City. Since as noted above, the City will need most of the operating revenues generated by the growth to support City operations, the revenues available to support capital facilities will be derived primarily from revenues restricted to that purpose. These revenues are summarized on Table CFP-1.

Table CFP-1: Forecasted Revenues

Base (Moderate) Inflation Assumptions		
Capital Revenue Capacity		
2008 Dollars	*2015*	*2025*
Annual Income		
REET Revenue	$ 501,179	$ 965,301
Park Impact	462,639	532,428
Traffic Impact	820,022	494,260
Water Connection Charge	540,529	440,995
Sewer Connection Charge	2,086,763	84,914
Sewer Operations	303,731	649,248
Total	$4,714,864	$3,167,146
Cumulative Potential		
REET Revenue	$ 3,207,902	$ 10,739,108
Park Impact	4,783,032	8,651,483
Traffic Impact	3,363,571	6,373,905

Water Connection Charge	5,595,814	9,254,181
Sewer Connection Charge	17,384,747	32,839,389
Sewer Operations	388,331	4,347,885
Total	$34,723,398	$72,205,951
Cumulative Potential Interest if not Spent	$2,958,777	$9,729,114
Levy Lift Potential		
Potential Capital Bond	$3,011,510	$9,544,846

Assumptions

2007 Dollars	
Base Growth Forecast	
Base (Moderate) Inflation Assumptions	
Annual Deflator (Construction Escalator)	5.0%
Interest Rate on Investments	4.5%
Interest Rate on Bonds	4.5%

Debt financing can supplement these revenues. Table CFP-2 identifies the debt capacity that can be available from council-manic debt, both without a vote and a levy lift which requires only 50% voter approval. Table CFP-3 identifies the debt capacity available by means of an excess levy that requires 60% voter approval.

Table CFP-2: Councilmanic Debt

Inside (Council-manic) Levy Capacity

Existing Revenue Authority or with 50% Voter Approval

	2010	*2015*	*2020*	*2025*
Ultimate Authority with existing revenue or voter approval:				
Assessed Value	$544,985,769.	$1,056,687,690.89	$1,978,831,438.55	$3,315,197,4
Inside Dept Capacity (1.5% of AV)	$8,174,786.54	$15,850,315.36	$29,682,471.58	$49,727,962
Current Value (2008 Dollars)	$7,061,687.97	$10,728,117.34	$15,741,248.42	$20,662,995
Voter Approval:				
Tax Rate				
perThousand Doll AV				$0.65
StatutoryTax Rate				$1.60
Difference	$0.32	$0.58	$0.79	$0.95
Annual Revenue Capacity	$175,927.69	$612,120.06	$1,554,170.69	$3,160,197
Capital Potential (nominal Dollars)	1,278,781.49	$4,449,372.45	$11,296,941.16	$22,970,810
Current Value (2008 Dollars)	$1,104,659.53	$3,011,510.41	$5,991,009.09	$9,544,846

Assumptions	
Interest Rate	4.5%
Term (Years)	9
Property Value Appreciation	6.0%
Construction Inflator	5.0%
Limit Factor	1.0%

Table CFP-3: Excess Levy Capacity

ExcessLevy:
Voter Approval Requirement: 60%

Assessed Value	$544,985,76	$1,056,687,691	$1,978,831,439	$3,315,197,4
Teir 1 Limit (General)	$13,624,644	$26,417,192	$49,470,786	$82,879,937
Tier 1 Limit in Addition To Inside Levy	**$5,449,858**	**$10,566,877**	**$19,788,314**	**$33,151,975**
Debt Service	$418,964	$812,341	$1,521,249	$2,548,596
Tax Rate per Thousand AV	$0.77	$0.77	$0.77	$0.77
Current Value of Construction (2008	$4,915,459	$7,152,078	$10,494,166	$13,775,330
Tier 2 Limit (Utilities)	**$13,624,644**	**$26,417,192**	**$49,470,786**	**$82,879,937**
Debt Service	$1,047,410	$2,030,852	$3,803,123	$6,371,490
Tax Rate per Thousand AV	$1.92	$1.92	$1.92	$1.92
Current Value of Construction (2008	$12,288,648	$17,880,196	$26,235,414	$34,438,326
Tier 3 Limit (Parks and Open Space)	**$13,624,644**	**$26,417,192**	**$49,470,786**	**$82,879,937**
Debt Service	$1,047,410	$2,030,852	$3,803,123	$6,371,490
Tax Rate per Thousand AV	$1.92	$1.92	$1.92	$1.92
Current Value of Construction (2008	12,288,648	17,880,196	26,235,414	34,438,326

Assumptions

Interest Rate	4.5%
Term (Years)	20
Property Value	6.0%
Construction Inflator	5.0%
Limit Factor	1.0%

Additional revenues can be generated from private development to support the facilities that will be required. The potential for developer financing is analyzed in detail in Appendix E-2.

As outlined in the analysis, there are three basic reasons that it may be appropriate to require private development to contribute to the financing of public facilities.

1. To make the project feasible,
2. Because the facilities will benefit the development, and
3. To offset adverse impacts of the development on the level of service or the delivery of services provided by the city.

A variety of financing mechanisms or tools have evolved for developer financing to serve these purposes. These include requiring developers to directly construct facilities, provide specific compensation to the local government to build new facilities, and sophisticated impact fee systems that seek to equitably share the costs of new facilities over all potential developments.

The strategy below assesses the potential for developer financing for various projects that will be needed to support the plan based on the location and character of those projects. Many of the projects identified in the needs analysis are suitable for developer financing based on these considerations. For example, as much as 90% of the projects identified in the Transportation Element would be suitable for such financing.

Additional revenues may be generated from grants and other forms of participation by other agencies. Memorandums #3 and #5 both analyzed the potential of grant revenues to assist in financing the needed projects. Based on a careful evaluation of these potentials, significant opportunities exist for financing capacity transportation projects. The potential for this assistance

for transportation projects is significant enough for such financing to be included in the financial strategy outlined below. While good opportunities exist to receive grant assistance for sanitary sewerage treatment, parks and other types of transportation projects, these opportunities are conservatively applied in the financial strategy. The strategy programs these opportunities to be a supplemental source of financing for the facilities needed to support the plan, and are treated as potential, but important, alternatives in the financial analysis.

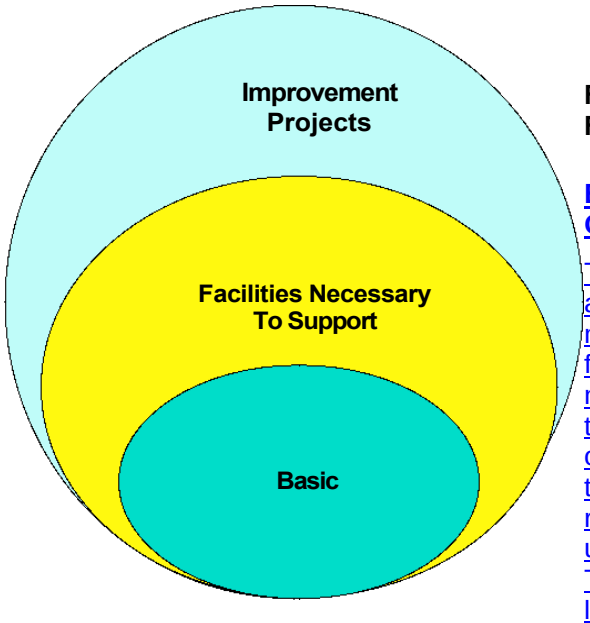


Figure CFP-2: Strategic Financing Approach

Balancing Needs and Capital Revenues

The approach to developing a financial strategy that matches revenues and financial measures to project needs can be illustrated by the concentric rings of need on Figure CFP-2. The total of the diagram represents the total unconstrained needs list. The figure shows three levels of need.

Basic Needs: The *first* level of need (usually the smallest subset of needs) are basic needs that must be met or significant hazards, inefficiencies, greater costs or problems will result. These include removing traffic hazards, severe points of congestion, replacing inadequate facilities in parks and public buildings, rehabilitating or restoring deteriorating streets or facilities, and providing appropriate office space. Some of the projects at this level might be considered deficiencies. This class of facilities should have priority over the available local resources (although some of these resources might be used to support other important priorities in one of the other categories).

Facilities Necessary to Support Development: The *second* type of need consists of needs necessary to support development. Without these projects the minimal levels of service needed to support new development would not be achieved or maintained. These projects include both system expansion needs and site-specific needs to serve development.

- System projects are those needed in order to maintain the performance of the overall system as the community develops. More system-oriented financing, such as general revenues, grants and impact fees would finance a major portion of these projects. Some of these projects may not be needed until future development generates impacts or needs that would cause the level of service of facilities to begin to fall below acceptable levels (as defined in the comprehensive plan).
- The site-specific projects are those that directly serve, or are adjacent to (or within) development projects. The financing of these supporting facilities can be

incorporated directly into the development process and can be financed through site specific financing mechanisms such as local improvement districts, delay agreements, late comers agreements etc. For many such projects, a project would not be needed if the immediate area does not develop and in these cases, the projects can be indefinitely deferred until a development project needs the project.

Improvement Projects: The *third* level of need are those projects that improve the overall community or enhance the general quality of life. These projects may include street improvements to provide additional transportation options, enhance the appeal of downtown, provide new parks or add new features to existing parks. These projects may be funded from revenues available after the other needs are addressed. If there are insufficient revenues to fund these projects, additional funds may be sought from grants or proposals for voter approved bond or other sources of revenue that can not be predicted in advance.

The various need assessments being conducted as part of this planning process has identified $248 million dollars in needs for various public services (Table CFP- 4); 62.5% of these needs are associated with the City's transportation system. This list of projects was developed on the basis of the potential need or desire for projects and was not constrained by financial considerations. As such the list is an "unconstrained needs list." The remaining part of this section will apply financial considerations to determine how these projects might be financed

Table CFP-4: Unconstrained Public Facility Needs

	Total Unconstrained Needs List	Percent
Transportation	$ 156,279,824	61.2%
Parks	20,184,750	7.9%
Water	27,193,338	10.7%
Sewer	46,246,800	18.1%
SWM	2,709,600	1.1%
General Government	2,607,825	1.0%
TOTAL	$ 255,222,137	100.0%

Table CFP-5 allocates these projects between the different categories outlined above. Eighty-one percent of the total need is linked to development. As noted in the discussion above, most of these projects are needed only if the development occurs and the projects may be may be indefinitely deferred if the development does not proceed.

The strategy described below will examine the projects identified as needs in each of the systems and by whether they are basic needs or one of the other classes of need. This examination will also apply the approach described above for developer financing and identify those projects suitable for such contributions. The analysis will also apply the discussion related to grant funding to estimate which projects are most competitive and feasible for grant assistance. Finally, the available City revenues will be allocated among the projects, giving general priority to basic needs but will also include the opportunities to make important investments in the other categories. For example, City and impact fees may be

used to facilitate the development of capacity projects in order to ensure that appropriate levels of service are maintained.

Table CFP-5: Unconstrained Need By Type

	Basic Needs	Projects Necessary for Development	Improvement Projects	Total
Transportation	$5,328,000	$142,192,824	$8,759,000	$156,279,824
Parks		19,600,000	584,750	20,184,750
Water	14,091,338	9,642,000		23,733,338
Sewer	17,454,800	29,086,000		46,540,800
SWM	1,751,400	434,000	524,200	2,709,600
General Government	2,607,825			2,607,825
TOTAL	$41,233,363	$200,954,824	$9,867,950	$252,056,137
Percent	16%	80%	4%	100%

This analysis results in the financing strategies described below for each type of public works system. The appendix includes options considered in the process of developing these recommendations.

In the financial strategies below the revenue estimates contained on Table CFP-1 is the starting point for developing the strategy. Revenues from developer contributions (both direct and modifications to impact fees) and grants are added as may be appropriate from the analysis above and as it may applied to the particular system of facilities.

The needs list above include all projects that will be considered for funding over the life of this plan. These projects include both the projects that are identified as needed in various needs analysis in this plan and projects that are in progress (either in construction or engineering) while this plan has been under development. In most cases, the projects in progress are not incorporated into the various needs assessments since the needs assessment was focused on identifying additional projects that will be needed to implement the plan. The tables in this section of the plan will add the projects in progress to the other needs identified in the various needs assessments.

Strategic Financing Approach for Each System of City Facilities

The discussion below presents the unconstrained needs list that have been developed for each system of facilities, followed by a list of strategic considerations that can be applied to fund the projects on the list. These lists then are followed by a table that applies these considerations to financing the facilities. Alternative strategies were considered in developing this strategy and those alternatives can be found in the appendix to Appendix E-2.

Table CFP-6: Unconstrained Transportation Needs List

Sum of Project Cost Estimate		Type		
Project Type	Developer Funding Relationship***	Improvement	New	Grand Total
Capacity**	Impact	$10,670,000	$0	$10,670,000
	Impact and Feasibility	$15,142,724	$17,480,000	$32,622,724
Capacity Total		$25,812,724	$17,480,000	$43,292,724
Circulation*	Benefit	$1,860,000	$7,070,000	$8,930,000
	Benefit and Feasibility	$32,631,600		$32,631,600
	City Financing	$3,550,000		$3,550,000
	Feasibility and Benefit		$53,888,500	$53,888,500
Circulation Total		$38,041,600	$60,958,500	$99,000,100
Existing Conditions	City Financing	$728,000		$728,000
Existing Conditions Total		$728,000		$728,000
Existing Deficiency**	City Financing	$3,700,000		$3,700,000
Existing Deficiency Total		$3,700,000		$3,700,000
Nonmotorized	City Financing	$310,000	$7,449,000	$7,759,000
Nonmotorized Total		$310,000	$7,449,000	$7,759,000
Railroad	BNSF And Property Owners		$1,000,000	$1,000,000
Railroad Total			$1,000,000	$1,000,000
Projects in Progress*	Various	$800,000		$800,000
Grand Total		$69,392,324	$86,887,500	$156,279,824

Notes:
* "Projects in Progress" include projects committed prior to the Transportation Element (TE) identifying future projects.
These projects are not included in the TE, but are included in financial plans.
** These terms are the same as the terms described on page 98 of the TE and include the projects identified in each category on tables T-3 to T-5.
*** Relationship to developer funding is described in Appendix E-2.

Transportation

Transportation Capital Projects Needs

Strategic Considerations for Transportation

- The unconstrained needs list includes ~~$155~~ $156 million in projects.
- The identified needs in the transportation elements (tables T-3 to T-5) can be related to the financing strategy of needs (defined above on figure CFP-1):
  - Existing transportation deficiencies are financing basic needs
  - Capacity and circulation transportation needs are necessary for development financing needs.

- Basic needs:
  - REET funding (after allocating some REET revenue to other needs as noted below) should generate enough money, with the above measures to finance the deficiencies and some of the pedestrian projects.

- Facilities needed to support growth:
  - Almost 90% of these projects are suitable for financing by developers and property owners by appropriately requiring development that needs new

facilities, are benefited by new facilities, or creates adverse impacts on facilities to finance such facilities commensurate with the associated need, benefit or impact.

- Capacity projects should compete effectively for grant funds, supplemented by grants for other projects. It is estimated that while up to 18% of the ~~total~~ project needs development and improvement can be financed by grants or other agency participation, a lower ratio (15%) ~~of~~ is used for the strategy (the strategy assumes an estimated as 90% matching rate for projects directly associated with U.S. 2 to 50% for other capacity projects, and 20% for general pedestrian improvements.)
  - With these grant assumptions, increasing impact fees to $5,272 per peak trip can generate revenues sufficient to facilitate the development of capacity projects and meet some other enhancement projects.
  - First priority for impact fees is given to projects in downtown to encourage infill as impact fees are generated. Second priority for impact fees is to allocate them to the capacity projects, especially as the 1 32nd Extension (T-57) in order to ensure that the adopted LOS can be maintained as the Sultan Basin area develops.
  - Impact fees are raised in order to facilitate the construction of the 1 32nd Extension with enough funds to attract grant funding and to encourage earlier developer financing for the benefit the project provides to the adjacent properties.

Improvement projects:

The strategy includes financing a pedestrian overpass for U.S. 2 if WSDOT funding can be secured for 90% of the project.

- Other pedestrian projects are funded with 20% added from related grants.
- A few enhancement projects not related to developer finance may be placed in the "improvement project category" pending the development of additional revenues or grants.

Transportation Capital Projects Financing Strategy

Table CFP-7: Funding Strategy for Transportation

Transportation Funding Strategy: Increased impact fees to: $5,272

	REET	Grants or Other Agency	Impact Fees	Direct Developer Financing	Total
Basic Needs					
Deficiencies*	$4,428,000				$4,428,000
Projects in Progress	$250,000			$550,000	$800,000
Railroad Crossing		$100,000			$100,000
Projects Necessary for Development					
Capacity Projects*		$24,794,362	$8,467,097	$10,031,265	$43,292,724
City Circulation* & Upgrade to Standard			$3,550,000		$3,550,000
Development Circulation* & Upgrade to Minimum Standard	$0	$3,477,414	$8,000,000	$83,872,686	$95,350,100
Improvement Projects					
Pedestrian	$900,000	$4,874,800			$5,774,800
Railroad		$1,000,000			$1,000,000
Total	$5,578,000	$34,246,576	$20,017,097	$94,453,951	$154,295,624
Not Funded					
Pedestrian Projects					$1,984,200

City Circulation* & Upgrade to Standard County Rural Projects		
Total Projects		$156,279,824

* These terms are the same as the terms described on page 98 of the TE and include the projects identified in each category on tables T-3 to T-5.

Notes: 2008 Dollars

REET Pedestrian in 10% match for overpass plus balance of REET after other allocations.

Pedestrian Grant for Improvement project is U.S. 2 overpass & 20% of balance of REET funding for Pedestrian.

Assumes $8 million used by credits or supplement for developer circulation projects.

Priority for impact fees is for capacity.

All City circulation needs funded by impact fees.

All Deficiencies Funded by REET.

Grant assumptions=impact fee study 15% plus other agency less deficiency projects.

Park Facility Needs

Table CFP-8: Parks Unconstrained Needs List

	2025	Acquisition	Development	Total
Mini Parks				
New(7-9)	14	$2,800,000	$1,050,000	$3,850,000
Neighborhood				
Neighborhood Park Improvements			$200,000	$200,000
2nd and Alder			$24,750	$24,750
Skate Board Park			$175,000	$175,000
Community Park				
New	22.5	$4,500,000	$11,250,000	$15,750,000
Regional Park				
Trail Development			$185,000	$185,000
Total		**$7,300,000**	**$12,884,750**	**$20,184,750**

Strategic Considerations for Parks

- The unconstrained needs analysis identifies $34.5 million in projects.
- The only existing significant internal funding source for park needs is REET and parks will need to compete with other capital needs for this revenue; only a limited amount of money is anticipated to be available. Basic needs in other systems take priority.

- Basic needs:
  - There are no basic needs.

- Facilities needed to support growth:
  - City will set or reduce the LOS for system projects "necessary for development" at the level needed to support one Community Park. The Community Park can be funded with an appropriate amount of impact fees, available REET funding, and grants or voter approved support.
  - The community park identified in the strategy is a system need for providing park and recreational services.

- o Grants will be pursued for Community Park. If grants are not received, City will consider inside levy lift to finance.
- o City can also consider other alternatives for financing the park including seeking land donations, additional developer financing from developments near park and reducing Park development costs.
- o Mini-parks should be incorporated into the design of new subdivisions.

- Improvement projects
  - o While there is a wide range of grant potentials available, they cannot be predicted. Consequently, projects needing grant funding are treated as potential improvement projects.
  - o Community funding might be appropriate and feasible for some of the smaller parks in the needs list. The City will seek grants and community funding for smaller park needs in downtown area.
  - o The City can consider using any general fund revenue that may be available for these smaller parks.
  - o Resource oriented parks compete most effectively for potential grants and funding opportunities. Reserve some REET funds for potential grant matching.
  - o The second community park is not funded, and is eliminated from the City's list of projects to be funded.

Park Capital Facilities Financing Strategy

Table CFP-9: Park Financial Strategy

	REET	Grant or Community Support or As Revenue can be Developed	Impact Fees	Grant or Inside Levy Lift at 2015	Excess Levy	Direct Developer Contributions	Total
Projects Necessary for Development							
New Mini Parks						$3,850,000	$3,850,000
New Community Park 2015	$4,354,727		$8,651,483	$2,743,789			$15,750,000
Improvement Projects							
Neighborhood Parks		$399,750		$0			$399,750
Trail		$185,000		$0			$185,000
Total	$4,354,727	$584,750	$8,651,483	$2,743,789	$0	$3,850,000	$20,184,750
Unfunded Improvement Projects							
Total Unfunded							
TOTAL							$20,184,750

Notes:
Would set "necessary for development" LOS at the ratio needed for one community park.
Assumes that impact fees are periodically adjusted for inflation.
2015 Levy lift tax rate would be $0.54 per thousand assessed value--Maximum margin is: $0.58
There will be capacity for both this levy lift and the 2020 levy for general government
REET, Impact Fee and Levy estimates are generated by a financial forecast model described in Appendix E

Water Utility

Water System Capital Project Needs

Table CFP-10: Unconstrained Needs List for Water Services

Improvement Category	Quantity	Project Cost
Water TIP Improvements	67,400 feet	$11,105,,000
Water Main Replacements	20,800 feet	**$6,699,000**
New Water Main Extensions	6,800 feet	**$5,977,000**
Northeast Water Tank	70,000 gallons	$800,000
Pressure Reducing Stations	4 each	$150,000
Water System Plan –2014	----	$100,000
Water System Plan – 2024	----	$100,000
Lake 16 Watershed Upgrade	to be defined	$300,000
Water Treatment Upgrade	to be defined	$700,000
Projects in		$1,262,338
Total		$27,193,330

Strategic Considerations for Water Services

- 27 million in water system project needs are identified for financing. These projects are either basic needs or projects necessary to support development.

-
- Basic Needs:
  - $9.2 million could be available from the existing system development charge (with some adjustment for future construction).
  - A rate study should consider the needs that need to be built in the near future for funding from near term rate adjustments.
  - The remaining ~~$2.5~~2.9 million can be raised by reasonable and appropriate rate or system development charge (General Facilities Charge) adjustment over the planning period.

- Projects Necessary for Development
  - $9.4 million is suitable (as described above) for developer financing (another $1.2 million would be in street projects not directly dependent of developer financing) and are included in the basic needs.

Water System Capital Project Financing Strategy

  - The construction of a reservoir to facilitate service to the northeast portion of the city would be financed either by developer contributions or revenue generated by the city's General Facility Charge for new connections within the planned service area of the reservoir, or a combination of both.

Table CFP-11: Water System Funding Strategy

	Estimate of Current GFC	Utility Revenue or GFC 'to be Determined in Rate Study	Developer Contribution	Total
Basic Needs				
General System Development Costs	$9,254,181	0	$5,571,819	$14,826,000
Projects in Progress		$1,262,338		$1,262,338
Line Extensions in City Funded Street Projects		$1,681,000		$1,681,000
Projects Necessary for Development				
Line Extensions in Developer Funded Street Projects			$9,424,000	$9,424,000
Total	$9,254,181	$2,943,338	$14,995,819	$27,193,338
Notes:				
Estimated Additional Monthly Base Rate Needed		$4		
Alternatively, Estimated CFG Needed/ Unit	$1,074			

--GFC Conservatively Estimated

-- Actual way of balancing is to be determined by rate study, either approach is within reason.

Sewer Utility

Sanitary Sewerage Facility Needs

Table CFP-12: Unconstrained Sewerage Needs List

Improvement Category	Quantity	Project Cost
TIP Sewer Improvements	37,100 feet	$6,706,000
New Sewer Extensions	28,840 feet	$10,596,000
Pump Stations & Force Mains	5 pump stations	$2,128,000
Replacement Sewers	2,750 feet	$500,000
General Sewer Plan –2014	----	$100,000
General Sewer Plan –2024	----	$100,000
Ongoing I/I Rehabilitation	Typically $100,000/yr	$2,380,000
Phase I WWTP		$17,600,000
Phase II WWTP		$5,000,000
Projects in Progress		$1,136,800
Total		$46,246,800

Strategic Considerations for Sewerage Services

- $46.2 million in sewer collection needs are identified for financing.
- $22.1 million is identified as sewer treatment plant expansion (WWTP).
- Existing utility rates, periodically adjusted for inflation, could generate an additional $4.2 million in the long term.
- The total needs identified in this plan would provide the capacity to serve all of the urban growth area with sanitary sewer services.
- $32.8 million could be available from the system development charges as proposed in the recent rate study if the recommendations of that study are implemented after 2013.

- Basic Needs

o

There are ~~$16.3~~ **$16.9** million of basic needs identified in the collection system. $10.6 million would provide service to developed but unserved areas. Extending service to these areas would benefit such properties.

- o The financing plan includes $4 million in city participation in line extensions to encourage property owners to seek sewer service.
- o $32.8 million could be available from the system development charges (GFC) as proposed in the recent rate study if the recommendations of that study are continued after 2013.
- o Future financing needs should be reassessed before increasing rates to the maximum recommended in rate study to ensure that the CFG is appropriate for need.

- Projects Necessary for Development
  - o Costs estimates for the treatment system needed to support the planned growth are $22.1 million.
  - o The City continues to seek $5 million in state financial assistance for an expansion to its sewerage treatment plant. If these funds are awarded, the amount of revenue needed by the City's system development charge (GFC) may be reduced or used for other system needs.
  - o $6.9 million is suitable (as described above) for developer financing as part of street projects.
  - # The funding that could be generated by fully implementing the recommendations of the last rate study, which recommended setting the General Facility Charge (GFC) at $20,086 per ERU should be evaluated to ensure it is appropriate to long term needs as well as the need to finance the WWTP in the short term[22].

Sanitary Sewerage Facilities Financing Strategy

Table CFP-13: Sewer System Funding Strategy

Sewer System Funding Strategy					
	Estimate of Current GFC Program	Grants	From Rate Revenue	Property Owner or Developer Contribution	Total
Basic Needs					
I/I Rehab and Planning	$2,380,000		$200,000		$2,580,000
Projects in Progress	$453,600			$683,200	$1,136,800
Extend Lines to Existing unserved development	$4,000,000			$6,596,000	$10,596,000
Pump Stations, Force mains and Replacements	$2,628,000				$2,628,000
Projects Necessary for Development					
WWTP	$22,100,000	$500,000			$22,600,000
Line Extensions in Developer Financed Street Projects	$779,800			$5,926,200	$6,986,000
Total	$32,355,400	$500,000	$200,000	$13,205,400	$46,246,800
Notes: Estimated GFC available if maintained at recommended level after 2013 to 2025: $32,839,389					

[22] The amount of the GFC charge was set at a rate to generate revenue as soon as possible to build the WWTP.

The City is seeking $5,000,000 in grants that would reduce the need for the currently planned high level of GFC

Envisions cost sharing of line extensions to encourage property owner financing
Includes some city cost sharing in capacity street projects

City corridor projects open northwest area of city for service

Storm Sewer

Storm Water Capital Project Needs

Table CFP-14: Unconstrained Storm Water Needs List

Project ID	Basic Projects Project Name	Permits & Study	Design/ Plans	Construction	Easements or Land Acquisition	Total
C-2	Date & 3rd, Standing Water	$0	$5,000	$50,400	$0	$55,500
C-3	Birch & 3rd, Infiltration	$0	$2,200	$22,300	$0	$24,500
C-6a	Main Street, 1st to 5th, Stormwater Quality Retrofit	$5,000	$2,900	$28,800	$0	$36,600
C-6b	Regional Water Quality Facility for Central Sultan, Study Only	$60,000	$0	$0	$0	$60,000
C-7 / C-14	Murphy Way Entrance Standing Water and Flooding	$0	$3,200	$32,000	$0	$35,200
C-8	5th Place & 6th Street, Gravel Road & Drainage Sedimentation	$0	$6,400	$64,000	$0	$70,400
C-10	Cul-de-Sac at Dyer Road, Standing Water	$0	$500	$4,600	$0	$5,100
C-12	Culvert at Bus Maint. Drive for School	$0	$140	$1,400	$0	$1,500
C-15	2nd and Cedar, Standing Water	$0	$2,200	$22,400	$0	$24,600
C-16	1st & Date, Standing Water	$0	$600	$6,400	$0	$7,000
C-17	2nd and Birch, Standing Water	$0	$2,200	$22,400	$0	$24,600
C-18	High Ave. Standing Water at Bus Barn Entrance	$0	$1,200	$12,300	$0	$13,500
C-20	4th & Birch, Flooding	$0	$2,600	$26,000	$0	$28,600
N-2A	311st & Wisteria, Street Flooding	$0	$900	$9,300	$12,800	$23,000
N-4	Wisteria Ave & Gohr Rd, Northeast Corner Ponding	$0	$4,100	$41,300	$0	$45,400
W-1	Highway U.S. 2, Illicit Discharge In Storm System	$0	$1,500	$14,900	$0	$16,400
W-3	Marcus Road and Hwy U.S. 2, Seminentation	$0	$600	$6,000	$0	$6,600
E-11	Cul-de-Sac at Dyer Road, Standing Water	$0	$1,000	$9,800	$0	$10,800
E-12	Cul-de-Sac at Dyer Road, Standing Water	$0	$800	$8,300	$0	$9,100
E-16b	Dyer Rd. at Wagleys Creek, Construct Bridge & Raise Road	$30,000	$37,560	$375,600	$21,000	$464,200
E-16c	Dyer Road, Ditches and	$0	$1,300	$13,400	$0	$14,700

	Culverts Along Road Either Side of Creek					
SE-1	Level Spreader at 339th & Old Sultan Startup Rd., Standing Water	$0	$800	$8,000	$0	$8,800
				Non-Impact Projects Total =		$986,100

Project ID	Projects Related to Development Project Name	Permits & Study	Design/ Plans	Construction	Easements or Land Acquisition	Total
C-11	High School South Lot, Filling of Infiltration Ditch	$0	$1,600	$15,900	$0	$17,500
C-13	1st Street Culvert Crossing, 200 Ft. South of Willow Ave	$0	$400	$3,800	$500	$4,700
C-19	8th Street at Depot Ln, Regional Flooding	$5,000	$900	$9,000	$11,800	$26,700
N-2B	311st & Wisteria, Winters Creek Culvert	$0	$330	$3,300	$14,200	$17,800
N-3	Gohr Road 310' south of N Park Drive, Lot Flooding	$8,000	$1,500	$15,300	$16,900	$41,700
N-5	Gohr Road, Drainage Improvements	$0	$870	$8,700	$2,300	$11,900
E-3	Wagleys Creek Crossing at 339th Ave	$15,000	$2,300	$23,300	$4,000	$44,600
E-8	132nd St., Plugged Culvert	$0	$100	$900	$1,000	$2,000
E-10	E. Main Street, Drainage Problems at Gravel Rd & New Box Culvert	$40,000	$26,300	$262,700	$0	$330,000
E-16a	Dyer Rd. Culverts at Wagleys Creek, Debris Catchment & Overflow	$20,000	$1,800	$17,900	$7,000	$46,700
E-21	Foundry Drive, Connecting Riser & Storm Conveyance Outfall	$0	$22,400	$223,600	$49,000	$295,000
SE-2	Extend 36" Culvert Under U.S. 2, 400 Ft. East of Shell Station	$0	$24,800	$248,400	$0	$273,200
SE-3	Ditch on South Side of U.S. 2, East of Rice Rd.	$0	$16,200	$161,500	$0	$177,700
					Impact Projects by City, Total =	$1,289,500
	Developer Funded Improvement Project (Likely)					
E-4	Sultan Basin Rd, Flooding in Area North of Bryant Road	$8,000	$3,200	$32,100	$35,300	$78,600
E-7A	132nd Street, Storm Conveyance	$12,000	$6,700	$66,700	$0	$85,400
E-7B	132nd Street Storm Conveyance - Storm Pipe System	$10,000	$13,700	$137,400	$11,800	$172,900
E-19	Wagleys Creek Culvert at 140th Street SE	$10,000	$1,000	$9,800	$0	$20,800
N-1	Deteriorating Culvert at Trout Farm Road	$8,000	$5,100	$50,700	$12,800	$76,600
		Impact Projects Funded by Developers Likely, Total =				$434,000
					Impact Projects Grand-Total =	$1,723,500

Strategic Considerations for Storm Water Services

- A total of $2.7 million of projects are identified as needs (excluding projects incorporated into the costs estimates for street improvements addressed under that category).
- The proposed initial budget $50,000 per year for capital would yield (if periodically adjusted for inflation) almost $1.2 million in current over sixteen years, increasing as the city grows.
- Basic Needs
  - Two types of basic needs are identified, those that could worsen if further development occurs upstream (projects related to development) and projects not significantly affected by further upstream development.
  - Available rate revenue (as proposed in he proposed initial amount of 50,000 per year) can be used to finance most of these projects.
  - Regulations that would require developers to mitigate downstream impacts from their projects would create opportunities for cost sharing for the projects related to development, supplementing available rate revenue.
- Projects Necessary for Development
  - There is one project identified that is suitable for developer financing.

Storm Water Management Capital Financing Strategy

Table CFP-15: Storm Water Management Financing

Storm Water Management Funding Strategy				
	SWM Fees	Direct Developer Financing	Developer Cost Sharing	Total
Basic Needs				
Existing Needs	$461,900			$461,900
Projects Related to Development	$597,383		$691,617	$1,289,000
Projects Necessary for Development				
Developer Funded Improvement Project		$434,000		434,000
Total	$1,059,283	$434,000	$691,617	$2,184,900
Unfunded Projects				
Regional Water Quality Facility for Central Sultan, Study Only				$60,000
Cul-de-Sac at Dyer Road, Standing Water				$464,200
Total				$2,709,100

Notes:

Assumes an initial $50,000 in revenue for capital
Assumes revenue will be periodically adjusted for inflation and will grow with new development

Assumes regulatory system to require developers to address downstream impacts.

Unfunded project not necessary for development and will require developing financial assistance from property owners or grants.

General Government

General Governmental Facility Needs

Two capital improvements for General Government were adopted as part of the 2004 Comprehensive Plan update:

20 Former 81: Develop a new police and fire station complex on the plateau – to provide emergency management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.

21 Former 82: Relocate public works yard operations to the plateau – to provide emergency response and management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.

In addition, the City anticipates the need to expand City Hall as the community grows. It further anticipates that capital improvements will be required for City-owned government buildings at various times over the next decade.

Table CFP-16: Unconstrained Needs for General Government

General Governmental Unconstrained Needs Assessment		
	Year	2008 Dollars
Police Station	2020	$1,500,000
Public Works Yard	2025	$6,000,000
Building Maintenance Needs	On-Going	$525,000
Expand City Hall	2020	$450,000
	Total	$8,475,000

Strategic Considerations for General Government

- A total of $8.5 million is identified for general government capital needs.
- All are Basic Needs
  - As basic needs, these needs have priority for REET funding.
  - The larger expenses will occur late in the planning period and are suitable for financing through debt, including a levy lift for the police facility and city hall, which includes relocating library to freestanding building.
  - The only source of general fund existing revenue available for these needs is in REET funds (although utility funds can be used to pay portions of the Public Works Maintenance Facility).

- Priority for REET funds should be given to ensuring on-going maintenance of city facilities.
- The final financial strategy will need to allocate REET funds between these needs and parks and transportation needs.
- The police and City hall expansion (including relocation of the library) is very suitable for a potential voter approved levy lift.

General Government Facilities Financing Strategy

Table CFP-17: Recommended Funding Strategy for General Government

	REET	REET Debt Service	Sewer Rates Debt Service	Water Rates Debt Service	Voted Inside Levy (Debt Service)	Total
Basic Needs						
Maintenance	$525,000					$525,000
Public Works Shop		$281,380	$281,380	$281,380		$844,140
Police Station					$952,835	$952,835
City Hall Expansion					$285,850	$285,850
Total	$525,000	$281,380	$281,380	$281,380	$1,238,685	$2,607,825

Notes:
Public Works Shop funded by inside levy with out vote: forecasts show sufficient revenue in utilities to support this debt service in 2025
Police Station and City Hall funded by voted levy lift in 2020. 2021 tax rate would be 22 cents per thousand and 2025 tax rate would be 13 cents per thousand assessed value.
2008 Dollars (except for calculated tax rate)

Overall Financial Strategy

Table CFP-18 presents the overall financial strategy to implement the comprehensive plan

In spite of the financial constraints confronting city on-going operations, the City has the financial capacity to finance the capital facility needs identified in the comprehensive plan. While this strategy relies heavily on developer financing, the projects planned to be financed by developers are appropriate for such financing. The assumptions related to external sources of funding, such as grants are reasonable and practical to anticipate, provided that the City maintains its successful aggressive approach to pursuing grant opportunities.

Sanitary sewerage needs can be financed if the City continues to implement the rate study conducted to finance those needs, although receipt of the planned grant assistance would significantly facilitate such financing. The funds generated by these measures provide the City the financial capacity to fund an expansion to its sewer treatment plant capable of serving all of the planned growth provided for in the comprehensive plan. These funds also provide the fiscal capacity to the City to cost share in extending lines into areas of existing development that are now on septic lines.

Adjustment to potential Park levels of service brings the projects required by the previously proposed level of service are within the capacity of the City to finance.

While the fiscal capacity of the City can finance the needed facilities, the financial resources are generated by new development. Consequently the construction of needed facilities will need to be closely coordinated with new development to match revenues to projects. In some cases, such as parks, resources will need to be accumulated first from new development to completely finance the facility.

Table CFP-19 presents a detailed outline of the six-year expenditure and financing strategy. The Table is divided as follows:

- Table CFP 19A: Capital Expenditures for Transportation
- Table CFP 19B: Revenues for Transportation
- Table CFP 19C: Sewer, Water, Parks Expenditures
- Table CFP 19D: Sewer, Water, Parks Revenues
- Table CFP 19E: Stormwater Expenditures
- Table CFP 19F: Stormwater Revenues

Table CFP 18: Total Recommended Financial Strategy

	REET	Grant or Community Support	Impact Fees	Rates Or GFC	Inside Levy Lift	Excess Levy	Developer Financing	Total	Percent
Basic Needs									
Transportation*	$4,678,000	$100,000	$0	$0	$0	$0	$550,000	$5,328,000	2%
Water*	$0	$0	$0	$12,915,338	$0	$0	$1,176,000	$14,091,338	6%
Sewer	$0		$0	$10,175,600	$0	$0	$7,279,200	$17,454,800	7%
SWM	$0	$0	$0	$1,059,283	$0	$0	$692,117	$1,751,400	1%
General Government	$806,380	$0	$0	$562,760	$1,238,685	$0	$0	$2,607,825	1%
TOTAL	*$5,484,380*	*$100,000*	*$0*	*$24,712,982*	*$1,238,685*	*$0*	*$9,697,317*	*$41,233,363*	16%
Projects Necessary for Development									
Transportation	$0	$28,271,776	$20,017,097	$0	$0	$0	$93,903,951	$142,192,824	57%
Parks	$4,354,727	$0	$8,651,483	$0	$2,743,789	$0	$3,850,000	$19,600,000	8%
Water	$0	$0	$0	$0	$0	$0	$9,642,000	$9,642,000	4%
Sewer	$0	$500,000	$0	$22,379,800	$0	$0	$6,206,200	$29,086,000	12%
SWM	$0	$0	$0	$0	$0	$0	$434,000	$434,000	0%
TOTAL	*$4,354,727*	*$28,771,776*	*$28,668,580*	*$22,379,800*	*$2,743,789*	*$0*	*$114,036,151*	*$200,954,824*	80%
Improvement Projects									
Transportation	$900,000	$5,874,800	$0	$0	$0	$0	$1,984,200	$8,759,000	3%
Parks	$0	$584,750	$0	$0	$0	$0	$0	$584,750	0%
TOTAL	*$900,000*	*$6,459,550*	*$0*	*$0*	*$0*	*$0*	*$1,984,200*	*$9,343,750*	4%
TOTAL FUNDED	**$10,739,108**	**$35,331,326**	**$28,668,580**	**$47,092,782**	**$3,982,474**	**$0**	**$125,717,668**	**$251,531,937**	**100%**
Percent	4%	14%	11%	19%	2%	0%	50%	100%	
Not Funded									
Transportation									
SWM								$524,200	
TOTAL NEEDS								**$252,056,137**	

Note: Includes projects in Progress

Table CFP-19
2009-2014 CIP Revenues/Expenditures

Table CFP 19-A: Transportation Expenditures 2009-2014			2009-2014 CIP Expenditures							
Project Number	Project Name	Project Cost	Year Complete	2009	2010	2011	2012	2013	2014	2009-2 Project
Motorized										
	Sultan Basin Road - Overlay	$200,000	2009	$20,000	$ -	$ -	$ -	$ -	$ -	$2
	Sultan Basin Rd Sidewalk and Waterline	$250,000	2009	$25,000	$ -	$ -	$ -	$ -	$ -	$2
T-54	Railroad Crossing Improvements	$50,000	2011	$25,000	$ -	$25,000	$ -	$ -	$ -	$5
T-45	Alder Street Reconstruction and Improvements	$1,378,000	2012	$ -	$50,000	$75,000	$1,253,000	$ -	$ -	$1,37
T-56	East Main Street Reconstruction	$500,000	2012	$ -	$40,000	$60,000	$400,000	$ -	$ -	$50
T-60	Sultan Basin Rd - Phase III	$2,800,000	2014	$50,000	$50,000	$200,000	$200,000	$1,500,000	$800,000	$2,80
T-57	132nd St/Sultan Basin Rd north-west to 307th	$17,480,000	2020					$100,000	$500,000	$60
T-39	Pavement Overlay Program	$522,000	2025	$ -	$50,000	$50,000	$50,000	$ -	$ -	$15
	TOTAL MOTORIZED	**$79,063,600**		**$120,000**	**$190,000**	**$410,000**	**$1,903,000**	**$1,600,000**	**$1,300,000**	**$5,52**
Non-Motorized										
	Light Guard Crossings	$100,000	2009	$55,000	$ -	$ -	$ -	$ -	$ -	$5
NM-3	Sidewalk Spot Improvements	$130,000	2025	$ -	$20,000	$ -	$20,000	$ -	$20,000	$6
NM-4	Sidewalk Enhancements	$310,000	2025	$ -	$ -	$50,000	$ -	$ -	$50,000	$10
	TOTAL NON-MOTORIZED	**$1,060,000**		**$55,000**	**$20,000**	**$50,000**	**$20,000**	**-**	**$70,000**	**$21**

Table CFP-19B: Transportation Revenues 2009-2014		General Fund	REET	Impact Fee	GFC	Surface Water	Grant	Debt	Private & Developer Contributions	Rev Tota
	Balances Forward	-	-	-	1,000,000	-	-	-	-	$1,000
	Estimated Revenues	198,000	1,366,901	4,274,298	11,725,644	300,000	7,479,500	6,700,000	3,629,600	$35,673
	Transfer Debt Service		(125,000)	-	(175,000)				-	($300,(
Project	**Project Name**									
Motorized		**198,000**	**2,608,802**	**8,548,596**	**24,451,287**	**300,000**	**7,479,500**	**6,700,000**	**3,629,600**	**36,373**
	Sultan Basin Road - Overlay		20,000	-	-	-	-	-	-	20
	Sultan Basin Rd Sidewalk and Waterline		25,000	-	-				-	25
T-54	Railroad Crossing Improvements		-	-	-	-	20,000	-	30,000	50
T-45	Alder Street Reconstruction and Improvements		1,378,000	-	-	-	-	-	-	1,378
T-56	East Main Street Reconstruction		-	-	-	-	-	-	500,000	500
T-60	Sultan Basin Rd - Phase III		-	560,000	-	-	2,240,000	-	-	2,800
T-57	132nd St/Sultan Basin Rd north-west to 307th		-	600,000	-				-	600
T-39	Pavement Overlay Program		150,000	-	-				-	150
	TOTAL MOTORIZED		1,573,000	1,160,000	-	**-**	**2,260,000**	**-**	530,000	**5,523**
Non-Motorized			-	-	-				-	-
	Light Guard Crossings		-	-	-		55,000	-	-	55
NM-3	Sidewalk Spot Improvements		60,000	-	-				-	60
NM-4	Sidewalk Enhancements		100,000	-	-				-	100
	TOTAL NON-MOTORIZED		160,000	-	-	**-**	**55,000**	**-**	-	**215**

Table CFP-19C: Sewer, Water and Parks 2009-2014 Expenditures

Table CFP-19
2009-2014 CIP Revenues/Expenditures

			Year Complete	2009	2010	2011	2012	2013	2014	2009-201 Project Co
PARKS										
	Roadside mini-park	$10,000	2011	$ -	$ -	$10,000	$ -	$ -	$ -	$10
P-27	2nd and Alder. Park Development.	$24,750	2012	$ -	$ -	$4,750	$20,000	$ -	$ -	$24
	Osprey Park	$10,000	2014	$ -	$ -	$ -	$ -	$ -	$10,000	$10
P-34	Community Park - Plateau	$15,750,000	2025	$50,000	$150,000	$150,000	$150,000	$ -	$ -	$500
	TOTAL PARKS	**$15,794,750**		**$50,000**	**$150,000**	**$164,750**	**$170,000**	**-**	**$10,000**	**$544,75**
WATER									$ -	
W-5	Sultan Basin Rd PRV Station	$100,000	2009	$100,000						$100
W-7	Sultan River Crossing 12" main	$500,000	2011	$25,000	$50,000	$425,000		$ -	$ -	$500
W-18	Alder Street Reconstruction and Improvements	$453,600	2011	$ -	$53,600	$400,000	$ -	$ -	$ -	$453
W-9	East Main Street Reconstruction	$250,000	2012	$ -	$ -	$50,000	$200,000	$ -	$ -	$250
W-58	132nd St/Sultan Basin Rd east to Rice Rd	$890,400	2013	$ -	$ -	$20,400	$70,000	$800,000	$ -	$890
W-41	Rice Rd (339th Ave SE)/Sultan Starup Rd to 132nd Street.	$319,200	2014	$ -	$ -	$ -	$19,200	$60,000	$240,000	$319
W-6	U.S. 2/SBR to Cascade View Drive	$412,638	2015							$
W-25	Highlevel Reservoir	$300,000	2016	$ -	$ -	$ -	$ -	$100,000	$50,000	$150
W-25a	Highlevel Reservoir Transmission Line	$940,800	2016	$ -	$ -	$ -	$ -	$ -	$75,000	$75
	TOTAL WATER	**$7,808,238**		**$125,000**	**$103,600**	**$895,400**	**$289,200**	**$960,000**	**$365,000**	**$2,738,20**
			Year Complete	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2009-201 Project Co**

Sewer										
	Waste water treatment plant - short term	$450,000	2009	$400,000	$ -	$ -	$ -	$ -	$ -	$400
			Year Complete	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2009-2 Project C**
SW-13	Alder Street/5th Street to 8th Street	$453,600	2011		$53,600	$400,000	$ -	$ -	$ -	$453
SW28(Q)	132nd St/Sultan Basin Rd east to Rice Rd	$772,800	2013			$20,000	$52,800	$700,000	$ -	$772
SW-41	Rice Rd (339th Ave SE)/Sultan Starup Rd to 132nd Street.	$683,200	2013			$20,000	$63,200	$600,000	$ -	$683
	Waste water treatment plant - MBR	$17,600,000	2016	$ -	$ -	$ -	$ -	$2,000,000	$15,150,000	$17,200
	TOTAL SEWER	**$24,504,000**		**$400,000**	**$53,600**	**$440,000**	**$116,000**	**$3,300,000**	**$15,600,000**	**$19,509**

PARKS			-	-	-				-	
Table CFP-19D: Sewer, Water and Parks 2009-2014 Revenues		General Fund	REET	Impact Fee	GFC	Surface Water	Grant	Debt	Private & Developer Contributions	Rev To
	Roadside mini-park		-	-	-		-	-		1
					-				10,000	
P-27	2nd and Alder. Park Development.	-	-		-		-	-	-	2
				24,750		-				
	Osprey Park		-	-	-		-	-	-	1
		10,000				-				
P-34	Community Park - Plateau		-		-		-	-	-	5(
				500,000		-				
	TOTAL PARKS	**$10,000**	-	$524,750	-	**-**	**-**	**-**		**5**
									10,000	
WATER			-	-	-				-	
W-5	Sultan Basin Rd PRV Station	-	-	-	$100,000		-	-	-	1(
						-				
W-7	Sultan River Crossing 12" main	-	-	-	$500,000		-	-	-	5(
						-				
W-18	Alder Street Reconstruction and Improvements	-	-	-	$453,600				-	4
W-9	East Main Street Reconstruction	-	-	-	$250,000		-	-	-	2
						-				
W-58	132nd St/Sultan Basin Rd east to Rice Rd	-	-	-	-		-	-		8
						-			890,400	
W-41	Rice Rd (339th Ave SE)/Sultan Starup Rd to 132nd Street.	-	-	-	-		-	-		3
						-			319,200	
W-6	U.S. 2/SBR to Cascase View Drive	-	-	-	-				-	
W-25	Highlevel Reservoir	-	-	-	$150,000		-	-	-	1
						-				
W-25a	Highlevel Reservoir Transmission Line	-	-	-	$75,000		-	-	-	7
						-				
	TOTAL WATER	**-**	-	-	$1,528,600	**-**	**-**	**-**		**$2,7**

										1,209,600	
Sewer			-	-	-					-	
	Waste water treatment plant - short term	-	-	-	-	-		-	400,000	-	40
SW-13	Alder Street/5th Street to 8th Street		-	-	$453,600	-	-		-	-	45
SW28(Q)	132nd St/Sultan Basin Rd east to Rice Rd	-	-	-	-	-	-		-	772,800	77
SW-41	Rice Rd (339th Ave SE)/Sultan Starup Rd to 132nd Street.	-	-	-	-	-	-		-	683,200	68
	Waste water treatment plant - MBR	-	-	-	$6,300,000	-		5,000,000	5,900,000	-	17,20
	TOTAL SEWER	**-**	-	-	$6,753,600	**-**	**$5,000,000**		**$6,700,000**	$1,456,000	**$19,50**

Table CFP-19
2009-2014 CIP Revenues/Expenditures

Table CFP-19E: Stormwater 2009-2014 Expenditures			Year Complete	2009	2010	2011	2012	2013	2014	2009-20 Project C
Stormwater										
SWM-E16a	Dyer Rd Culverts at Wagleys Creek	$46,700	2011	$ -	$6,700	$40,000	$ -	$ -	$ -	$4(
SWM-E10	East Main Street Reconstruction	$329,000	2012		$9,000	$20,000	$300,000			$32
SWM-E7a	132nd St Storm Conveyance	$85,400	2013	$ -	$ -	$ -	$ -	$85,400	$ -	$8
SWM-E7b	132nd Street Storm Conveyance. Storm pipe system	$174,100	2013	$ -	$ -	$ -	$ -	$174,100	$ -	$17
SWM-E3	Wagleys Creek Crossing at 339th Ave.	$44,600	2014					$4,600	$40,000	$4
	TOTAL STORMWATER	**$941,800**	**$14,095**	**-**	**$15,700**	**$60,000**	**$300,000**	**$264,100**	**$40,000**	**$67**
	FACILITIES									
	Major rehabilitation of existing facilities	$525,000	2025	$33,000	$27,000	$33,000	$27,000	$33,000	$33,000	$18
	TOTAL FACILITIES	**$9,450,000**		**$33,000**	**$27,000**	**$33,000**	**$27,000**	**$33,000**	**$33,000**	**$18**
	TOTAL			**$783,000**	**$559,900**	**$2,053,150**	**$2,825,200**	**$6,157,100**	**$17,418,000**	**$29,39**

Table CFP-19F: Stormwater 2009-2014 Revenues		General Fund	REET	Impact Fee	GFC	Surface Water	Grant	Debt	Private & Developer Contributions	Rev Totals
Stormwater			-	-	-				-	
SWM-E16a	Dyer Rd Culverts at Wagleys Creek		-	-	-	46,700	-	-	-	46,700
SWM-E10	East Main Street Reconstruction	-	-	-	-	-	164,500	-	164,500	329,000
SWM-E7a	132nd St Storm Conveyance	-	-	-	-	-	-	-	85,400	85,400
SWM-E7b	132nd Street Storm Conveyance. Storm pipe system	-	-	-	-	-	-	-	174,100	$174,100
SWM-E3	Wagleys Creek Crossing at 339th Ave.		-	-	-	44,600	-		-	44,600
	TOTAL STORMWATER	**-**	-	-	-	**$91,300**	**$164,500**	**-**	424,000	**$679,800**
	FACILITIES		-	-	-				-	-
	Major rehabilitation of existing facilities	$186,000	-	-	-				-	186,000
	TOTAL FACILITIES	**$186,000**	-	-	-	**-**	**-**	**-**	-	**$186,000**
	TOTAL	**$196,000**	**$1,733,000**	**$1,684,750**	**$8,282,200**	**$91,300**	**$7,479,500**	**$6,700,000**	**$3,629,600**	**$29,396,350**
	TOTAL AVAILABLE	**198,000**	**2,581,723**	**8,548,596**	**24,451,287**	**300,000**	**7,479,500**	**6,700,000**	**3,629,600**	**$53,888,706**
	Balance	**$2,000**	**$848,723**	**$6,863,846**	**$16,169,087**	**208,700**	**-**	**-**	**-**	**$24,492,356**

Captial Facilities Goals and Policies

CF – 1 Ensure that public facility plans adequately address existing service deficiencies and future needs.

Include all projects intended to enhance the current level of service in the community along with projects that are necessary for new development into an integrated program of capital improvements.

City Capital Projects shall include two types of projects:

- Projects that are necessary for development as defined by the Growth Management Act and are required to be provided pursuant to this plan in order for new development to be approved.
- Projects that address basic community needs or provide community amenities to improve the overall quality of life in the community, that are not directly necessary to support new development, or that raise levels of service above minimum levels. These projects are not projects that are necessary for new development but are goals and targets for the community to achieve if revenue can be generated especially in the form of grants, or voter approved bond issues.

Ensure that the burden for financing capital facilities be borne by the primary beneficiaries of the facility, unless potential sharing of benefits is related to the purpose of the facility.

Use general revenues to fund projects that provide a general benefit to the entire community.

Phase delivery of utility services to planning units with major population growth potential so that Sultan public services and facilities can be coordinated in advance of each area's development needs.

Encourage all governmental entities with capital facilities serving the city to continue to develop those facilities consistent with community needs and consistent with this comprehensive plan.

Former Section 2.10 3 Phasing

Phase delivery of utility services to planning units with major population growth potential so that Sultan public services and facilities can be coordinated in advance of each area's development needs.

3.5 Reassessment Strategy

An important part of the financial strategy is to monitor its implementation and make adjustments in the comprehensive plan and the capital facilities element as may be needed consistent with the strategic approach described above. The Growth Management Act requires that provisions should be made to reassess Plan elements periodically in light of the evolving capital facilities plan. This is to determine if probable funding for capital facilities is insufficient to meet existing needs. If a funding shortfall occurs, the Land Use Element must be reassessed. Changes can then be made to rectify the shortfall either by restricting land use development or by lowering the facility standard. In the event that the City cannot fund the capital improvements needed to maintain required service levels (as identified in the Capital Facilities Plan), then the City shall take one or a combination of the four following actions:

1. Phasing of proposed developments that are consistent with the Land Use Element until such time that adequate resources can be identified to provide adequate capital facility improvements.
2. Reassessment of the City's financing strategy to find additional opportunities. These could include federal and regional grants, loans, and funding programs; partnerships with Snohomish County or other service providers; or partnerships with the private sector.
3. Reassessment of the City's adopted service standards to reflect service levels that can be maintained given known financial resources.
4. Reassessment of the Future Land Use Map as it affects the need for services. For example, in order to provide necessary balance between the forecasted 2007 – 2025 transportation revenues and the costs of the recommended 2007 – 2025 transportation projects, the City may need to reexamine its adopted Future 2025 Land Use Plan, review the list of recommended transportation projects for possible project modifications or deletions, and or pursue additional revenues. These are all potential methods for bringing the Comprehensive Plan into balance with future available revenues.

Six Year Capital Improvement Program (CIP) and Financing Plan

The City's progress in providing the facilities necessary to support development that is occurring at the adopted levels of service shall be assessed as part of the process of the annual update to the six-year capital improvement program. This update is done as part of the city budget process.

The long-range financial strategy outlines a general approach to funding the needs identified in the comprehensive planning process. This strategy is implemented in a detailed six-year financing plan that identifies how and when specific projects are programmed to be implemented over the next six years. Since the long-range strategy is generalized and intended to be flexible in responding to varying funding opportunities and constraints that will occur each year, the six year plan is based on a year-to-year an assessment of those changes in opportunities and constraints. For example, the six-year plan may pursue specific grant opportunities that may be available to assist in funding projects that may not have been specifically anticipated in the long-range strategy. Similarly, the six-year revenue estimates need to reflect a current forecast of business cycles that may be averaged in the long-term strategy. If the current business cycle is poor, less development would occur, generating less revenue. Conversely, a better business cycle may stimulate more development, allowing more projects to be funded in the short-term. These opportunities and constraints

will need to be evaluated each year in evaluating how, when and how much of the long term strategy can be implemented within each six-year program and the program amended accordingly. This evaluation would occur in conjunction with the reassessment strategy to ensure that the construction of facilities is maintaining the levels of service necessary to support actual development that is and will be occurring over the six-year period. Since anticipated revenue generation is linked to development (e.g. new development will generate the revenue needed to finance projects), it will be possible to coordinate the financing of needed facilities with the actual development of property as such development occurs.

The six-year financial plan primarily includes those projects that are funded or built with public funding. Since developer construction or financed construction do not often include public funding, these projects are not included in the six year CIP. The financial strategy is based on development directly financing for 50% of the total cost of the identified projects. Developer fees in the form of impact fees and system development charges will contribute as much as 30% more, for a total developer contribution of up to 80% of the total.

As part of the annual budget process the City will:

- Review the needs list for each system,
- Examine the progress on projects currently being engineered or constructed,
- Evaluate funding resources likely to be available during the next six years,
- Identify projects necessary to support development at adopted levels of service,
- Evaluate which projects appear to be feasible for implementation during the following six years, and
- Other factors related to which projects are most needed and appear ready for implementation.

On the basis of this analysis, the City will update the annual six-year capital improvement program, adjusting it for progress made on each project to date and other changes that may affect the implementation schedule of the projects on the previous program and add those projects that appear most feasible, needed to the six year program.

Goals and Policies

Former Policy CF 1.1 Establish a policy that results in the timely review of all City capital facilities plans on a regular basis to ensure that the plans provide for appropriate levels of infrastructure development.

Former Policy CF – 1.2 Ensure that the public funding for infrastructure development is accounted for in city budgets

Former Implementation Step 12 *Capital Facilities Program/Comprehensive Plan coordination*

Maintain a coordinated capital facilities program and fiscal strategy that support the implementation of the comprehensive plan land use, transportation, public services, and other infrastructure services. Re-examine the phasing sequence envisioned between land use, infrastructure, and other comprehensive plan elements in the event city revenues and fiscal strategies are not able to fund the plan's growth requirements.

CF – 1.3 Define the terms used in the Capital Facilities Plan as follows:

1. Streets, water, sewer, stormwater drainage, schools and parks shall be considered those facilities "necessary to support" new development.

2. The "locally established minimum standards" shall be those minimum levels of service defined and set forth in the related planning elements.

3. In addition to the level of service based on roadway capacity as specified in the Transportation element, the following improvements shall be considered "locally established minimum standards" for streets (as identified the Transportation element):
   - projects that are needed to improve substandard streets to City standards,
   - projects necessary to provide **urban level** access with adopted City street standards to new development, and
   - projects required to provide adequate circulation.

4. "Available at the time of development" shall mean that such facilities are in place or that a financial commitment is in place to complete the improvements or strategies within six years of the time of development. In the case of park facilities, "available at the time of development" includes development contributing toward the financing of a community park in accord with the financing strategy contained in this plan.

5. "Projects that address basic community needs" provide community amenities to improve the overall quality of life in the community, are not directly necessary to support new development, or raise levels of service above minimum levels. These projects are not projects that are necessary for new development but are goals and targets for the community to achieve if revenue can be generated especially in the form of grants, or voter approved bond issues.

Concurrency and timing of improvements

Policy CF—1.4 Establish and implement strategies to address facility and service needs that are consistent with the land use and transportation elements, existing facility plans, and are financially feasible.

1. Base land use decisions on a finding that any proposed development, along with the cumulative impacts of other developments, can be supported by public facilities necessary for development at "locally established minimum standards" consistent with this plan.

2. Allow new development only when and where such development can be adequately served by necessary public services without reducing levels of service elsewhere below locally established minimum standards.

3. Encourage the phasing of development so that public facilities and services can be provided for both existing and future growth in a manner that does not outpace the City's ability to provide and maintain "locally established minimum standards" of service for facilities necessary to support development.

4. Require a feasible plan to provide an adequate level of service of all facilities needed for development prior to annexation of, or the extension of any City service to properties within the UGA. Such plan shall include measures to ensure that levels of service will not be lowered below locally established minimum standards to existing City residents in order to serve the annexed or unincorporated area.

5. Evaluate the cumulative impact of any significant development proposal (defined as any development that is not a categorical exemption under the State Environmental Policy Act) where there is a substandard system of services and public facilities necessary for development.
   - In such cases, the City will require a feasible plan for providing public facilities necessary for development at "locally established minimum standards" to serve the development prior to the approval of the development.

6. The City shall encourage property owners and developers to work together to finance necessary improvements such as Local Improvement Districts, developer extension agreements and latecomers agreements to jointly finance entire systems of improvements.

~~2.11~~ 4 Public services

Relocated from 2.10.
Revisions shown in strikethrough/underline format.

Goals and Policies

The following goals and objectives are based on an analysis of existing service conditions and the results of the workshop planning sessions.

Goal: Quality and availability

1 Cooperate with the Sultan School District, Snohomish County Departments of Planning & Community Development, Parks & Recreation, Public Works and other public agencies to provide quality public services and facilities for residents of the Sultan Urban Growth Area.

2 Growth management

Coordinate overall growth policies so that residential development follows rather than precedes economic development and Sultan's ability to provide tax revenues sufficient to pay for increased and improved school, fire, aid, police, and other urban services.

3 Phasing

Coordinate delivery of utility services to planning units with major population growth potential so that Sultan public services and facilities can be coordinated in advance of each area's development needs.

4 Joint development

Implement a coordinated approach to the funding and development of joint public facilities and services to avoid site and facility duplications, save development costs, and improve local service delivery.

5 Coordinate public service efforts

Coordinate the financial resources that are available of Sultan, Snohomish County, and Sultan School District in order to realize a more effective, equitable, and fiscally solvent public security, fire and emergency response, and educational system.

6 Joint use facilities

Where possible, joint venture security, fire, public educational equipment, facilities, and services to provide a greater security capability than would be accomplished by Sultan alone or otherwise.

7 Impact assessments

Require developers to contribute land and/or fees to mitigate the impact proposed land developments will have on the demand for Sultan's public services and facilities.

~~*8 Growth impact assessment methodology*~~

~~Utilize a methodology for determining the facility impact of proposed development projects within the Sultan urban growth area to include the~~

~~corporate limits and any surrounding lands where the residents will depend on Sultan for urban services.~~

8 Sultan School District

Former Goal CF – 11 Work in cooperation with Sultan School District to help them accomplish their capital improvement objectives and mitigate, where possible, the impacts of growth to ensure that adequate school facilities are provided for Sultan's growing population.

Policies

Former CF – 11.1 Require impact fees to ensure that school facilities will be provided concurrently with future development within the city.

Former CF – 11.2 Periodically review, based on Snohomish County requirements, and consider the District's six-year Capital Facilities Plan.

Goal: Solid waste

Create an effective solid waste and recycling system that will control waste disposal within the areas that affect the Sultan Urban Growth Area.

9 Former 12 Coordinate public service efforts

Coordinate the financial resources that are available of Sultan, Snohomish County, and franchised solid waste operators in order to realize a more effective, equitable and fiscally solvent solid waste disposal system.

10 Former 13 Joint use facilities

Consider joint venturing possible solid waste disposal and recycling equipment, facilities and services to provide a greater response capability than would be accomplished by Sultan alone or otherwise.

~~2.10~~ ~~12~~ 5 Private utilities

Relocated from 2.12 verbatim.
Revisions shown in strikethrough/underline format.

Goals and Policies

The following goals and objectives are based on an analysis of existing private utility company conditions and proposed plans.

Goal: All private utility service

Coordinate with all private utility companies to maintain and enhance the development and operation of quality private power, natural gas, and telecommunication utility systems to meet the needs of Sultan's present and future urban service area.

1 Coordinated planning

On a frequent basis, provide the private utility companies information on current population, employment, and other development trends and projects. On a frequent basis also obtain current facilities information, maps, and other particulars from private utility companies with that to maintain and coordinate accurate utilities element plans.

2 Development processing

Process permits and approvals for all utility facilities in a fair and timely manner, and in accordance with development regulations that ensure predictability and the utility's ability to provide service when required.

3 Coordinated construction programs

On an annual basis, provide all private utility companies copies of the Sultan Capital Facilities Program (CFP), particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in efficient manners.

4 Local utility corridors

Where practical and possible, locate natural gas supply lines within a common or adjacent utility corridor using street or road rights-of-way.

5 Multiple use opportunities

Where safe, practical, and consistent with utility uses, use regional and local utility corridors for the development of recreational trails, open spaces, and other land uses that may provide multiple benefits to the public, as negotiated with the owners of properties on that these corridors are located.

6 Energy conservation

Promote energy conservation measures in building codes including the use of insulated roof and siding materials, windowpanes and entryways, and other applications in accordance with Washington State guidelines. Promote energy conserving practices including the use of energy-efficient appliances, temperature maintenance levels, and other activities to reduce power and natural gas demands.

Goal: Electrical service

Coordinate with Public Utility District Number 1 of Snohomish County (Snohomish PUD) to maintain and enhance the development and operation of a quality electrical power distribution system that will meet the needs of Sultan's present and future urban service area. Ensure that the goals, objectives, and policies of this plan and the implementing development regulations are consistent with, and do not impair the fulfillment of, the public service obligations imposed upon the PUD by federal and state law. With respect to state law, primary jurisdiction to determine whether PUD is meeting its public service obligations rests its own elected Commission.

7 Power planning responsibilities

Work with the PUD, its Commission, and other agencies as provided by state law to ensure local plans provide information needed to identify and plan for future electrical load development including capacity of and general locations for future electrical transmission and distribution system improvements.

8 Coordinated service plans

Consult and coordinate with neighboring jurisdictions and the PUD to ensure local plan and development regulations and decisions concerning utility service provisions are consistent with and support the utility's ability to provide safe, adequate, and efficient electrical service both locally and regionally.

9 Regional transmission facilities

Designate on comprehensive plan and land use zoning maps the existing and proposed location and capacities of electrical transmission lines (facilities of more than 55,000 volts or 27 MVA capacity) and substations within the Sultan urban growth area.

10 Underground utilities

Where practical and desired by local property owners or developers, locate existing or proposed power distribution lines underground to reduce possible storm damage and aesthetic clutter subject to and in accordance with applicable rates and tariffs on file with the Snohomish County PUD Commission.

Goal: Natural gas service

Coordinate with PSE to maintain and enhance the development and operation of a quality natural gas distribution system that will meet the needs of Sultan's present and future urban service area.

11 Natural gas planning responsibilities

Work with PSE, WUTC, and other agencies as provided by state law to identify requirements, facility locations, and other particulars necessary for the planning and development of natural gas transmission and distribution facilities to meet regional and local needs within the Sultan urban growth area.

12 Regional transmission facilities

Natural gas is supplied to the entire Puget Sound region from the Northwest Pipeline. Following appropriate consultations with WUTC, other regional and municipal jurisdictions as to safety and need - designate on comprehensive plan and land use zoning maps the existing and proposed location and capacity of regional natural gas high pressure lines, main valves, and other facilities necessary to serve the Puget Sound region.

13 Local distribution facilities
Designate on comprehensive plan and appropriate land use zoning maps the existing and proposed location and capacity of distribution lines and valves (other than local supply lines) necessary for PSE to provide the distribution system that will serve the Sultan urban growth area.

Goal: Telecommunications service
Coordinate with Quest, ~~Cellular One~~, Verizon, and other telecommunication companies to maintain and enhance the development and operation of a quality telecommunications system that will meet the needs of Sultan's present and future urban service area.

14 Telecommunications planning responsibilities
Work with Quest, Cellular One, Verizon, WUTC, and other agencies as provided by state law to identify requirements, facility locations, and other particulars necessary for the planning and development of telecommunication facilities to meet regional and local needs within the Sultan urban growth area.

15 Facilities
Consult with WUTC, other regional, and municipal jurisdictions concerning facility safety and need. Designate on comprehensive plan and land use zoning maps the existing and proposed location and capacity of telephone switching equipment, telecommunication towers, antenna, dishes, and other facilities necessary (other than local overhead cable lines) to serve the Puget Sound region and Sultan urban growth area.

Private utilities

Existing facilities

1 Pacific Northwest Pipeline Corp
2 Bonneville Transmission Line
3 Chief Joseph – Snohomish 3&4
4 Puget Sound Energy
5 Telecommunications

Gas pipeline – existing
Transmission line – existing
Transmission line – easement
● Substation – existing
O Substation – proposed

~~2. 11~~ ~~13~~ 6 Design resources

Relocated from 2.8 verbatim.
Revisions shown in ~~strikeout~~/underline format

Goals and Policies
The following goals and objectives are based on an analysis of existing urban design conditions and the results of workshop planning sessions.

Goal: Protect valuable features of the manmade environment
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.

1 Historical/cultural sites
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.

2 Special social or visual interest
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.

3 Scenic assets
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 Rivers, and Cascade Mountains.

4 View corridors
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.

5 Buffer corridors
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.

6 Open spaces
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.

7 Institutional lands
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.

Goal: Create visual interest
Create local visual identities and interests, retain natural landscape features, and generally develop a quality urban environment.

8 Visual identity
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.

9 Landscape
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.

10 Architectural quality
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.

11 Coordinate preservation efforts
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 important resources.

12 Historical/cultural impact assessment methodology
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.

The following policies were relocated from the Action Plan

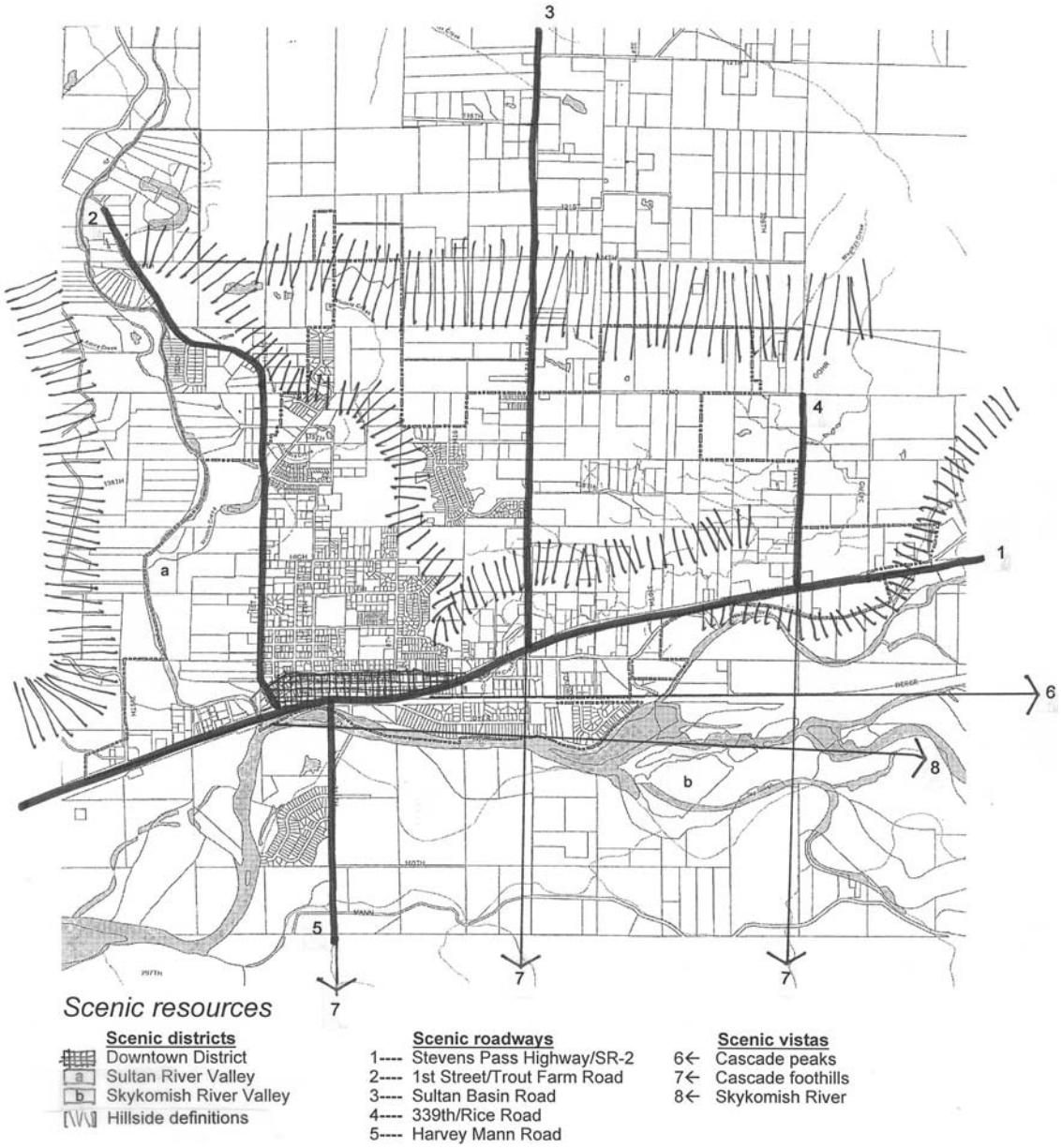
84 Develop major gateways on U.S. 2 at 299th Street and Sultan Startup Road – to indicate the edge of the developed Sultan urban area and establish a city identity.

85 Install landscaping along U.S. 2 through the developed downtown and commercial areas – to control parking and access, and improve visual appearances.

86 Develop minor gateways into the downtown from 2nd, 5th, 8th, and Main Streets – to indicate entry into the historic city center and establish a downtown identity.

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

88 Establish downtown design standards – to govern and help create storefront and building character and amenities.



Scenic resources

Scenic districts
- Downtown District
- a Sultan River Valley
- b Skykomish River Valley
- Hillside definitions

Scenic roadways
- 1---- Stevens Pass Highway/SR-2
- 2---- 1st Street/Trout Farm Road
- 3---- Sultan Basin Road
- 4---- 339th/Rice Road
- 5---- Harvey Mann Road

Scenic vistas
- 6← Cascade peaks
- 7← Cascade foothills
- 8← Skykomish River

~~2.12~~ ~~14~~ 7 Critical Facilities

Washington State Growth Management Act provisions include the identification and location in the comprehensive plan of critical public facilities. Critical public facilities are essential land and building uses that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

Goals and Policies
The following goals and objectives apply to the siting of essential public facilities of a sensitive location or intergovernmental character.

Goal: Critical facilities
Coordinate with other governmental jurisdictions to site, when necessary, essential land and building uses that are typically difficult to site and that are necessary to meet the needs of Sultan's present and future urban service area.

1 Coordinated planning and review
Work with other governmental jurisdictions as necessary and appropriate to site essential public facilities within the Sultan area that are necessary to meet the needs of Sultan's present and future urban service area. Jointly identify and evaluate alternative site opportunities that meet the location requirements involved in each facility use. Conduct appropriate public review and hearing processes, including environmental impact assessments and statements where appropriate, to ensure local residents have an opportunity to comment upon siting alternatives, potential impacts, and mitigation measures prior to the selection of final site and development particulars.

2 Ultimate approval
As specified in the Washington State Growth Management Act, local comprehensive plans may specify alternative sites, mitigating development conditions, and other particulars involved in the siting of essential public facilities. By statutory dictate, however, local comprehensive plans may not prevent outright the location and thereby the provision for essential public facilities as defined in the Act and herein.

3 Identification
The Public Services and Utilities Elements and the pending Capital Facilities Program identify requirements for new or expanded public works yard, various parks and trails. These facilities are necessary to meet the needs of the forecast population in accordance with the comprehensive plan. The Public Services and Utilities Elements identify the process by that these facilities are to be sited.

In addition, the Sultan School District has identified potential requirements for facilities within the Sultan urban growth area.

No other facility requirements have been identified for location within the Sultan urban growth area by other jurisdictions.

~~2.~~ 15 8 Implementation

Goals and Policies
The following goals and objectives are based on the results of workshop planning sessions.

Goal: Coordinate public resources
Create an effective means of coordinating public programs, resources, and personnel to realize the best ultimate development of Sultan. Define the methods whereby other public and private agencies must conform to the intents of this comprehensive plan when proposing or implementing projects, programs or plans within Sultan's influence area.

1 Official land use plan
Maintain a current overlay of the approved land use plan indicating the desired future developed state of the Sultan Urban Growth Area. Review all proposed private land developments, public improvements, and other actions that may affect physical conditions for conformance with the objectives defined in the approved land use plan. Update the plan as necessary to reflect new conditions, opportunities and desires.

2 Official circulation plan
Maintain a current overlay of the approved circulation plan indicating the desired future developed state of the circulation system. Define existing and proposed freeways, roads, streets, transit service areas and routes, waterfront facilities, bike, hike, and walking trails. Review all proposed private land developments, public improvements, and other actions for conformance with the objectives specified in the approved circulation plan. Update the plan as necessary to reflect new conditions, opportunities and desires.

3 Zoning and subdivision ordinances
Maintain a current set of development ordinances specifying the conditions and processes that govern the use of lands within Sultan's planning area. Create a zoning map. Specify procedures necessary to review development permits and approvals, and to review rezone requests for conformance with the long range land use plan. Incorporate special procedures or processes as necessary to allow innovation, provide flexibility, increase public involvement - yet conform with the intents of the approved Sultan Comprehensive Plan Update. Update the zoning map and ordinances as necessary to reflect current needs and requirements.

4 Capital improvements program
Create a Year 2025 and 6-year program of projects, studies, coordination, and other tasks necessary to implement the objectives and proposals contained within the approved Sultan Comprehensive Plan Update. Include all public improvements that would or could have an impact on the approved Sultan Comprehensive Plan Update's implementation by all departments within Sultan or of actions that need to be coordinated of other public agencies. Annually update the program to reflect each year's accomplishments and current annual conditions, requirements, and opportunities.

5 Growth management policies
Create a set of written policies defining the conditions necessary for obtaining or qualifying for Sultan services. Coordinate the content of the policies to effectively implement the intent of the approved Sultan Comprehensive Plan Update. Program all long range utility and public facility planning to conform and implement the objectives of the approved Sultan Comprehensive Plan Update using the strategies outlined. Negotiate agreements with other public agencies that conform with and implement the intents of the approved Sultan Comprehensive Plan Update. Update the written growth management policies - and the comprehensive plan, as necessary to reflect current conditions, opportunities, needs and desires.

6 Growth management priorities
Prioritize planning unit development phasing sequences and phase the approval of land use changes and utility extensions to correspond with existing and potential utility capacities to avoid overloading or overextending sewage collection systems and wastewater treatment plant capacities.

~~***7 Infrastructure service policies***~~
~~Prioritize the delivery of sewer and other services to those planning areas that:~~

- ~~***are easiest and most feasible*** - to serve from existing trunk sewer and water lines;~~
- ~~***allow development*** - of lands that provide employment center opportunities;~~
- ~~***for public facilities*** - like schools and public buildings;~~
- ~~***service the most capable soils*** - able to support a variety of higher density, more innovative types of housing choices;~~
- ~~***tend to create a recognizable urban form***; and~~
- ~~***within logical, efficient sewer and water service corridors***.~~

8 Allocate Sultan's limited infrastructure capacity to those lands that can provide most housing and employment related opportunities.

9 Sunset development provisions
Owners of vacant lands could tie-up a considerable portion of the capacity available within sewer, water, and other infrastructure if the properties are not developed under a propitious time schedule. Therefore, a sunset provision or time schedule should be established with that to determine how long a property owner can rightfully reserve a claim on a limited infrastructure system capacity.

10 Interlocal agreements with Snohomish County
Enter into an interlocal agreement with Snohomish County to jointly agree upon and coordinate:

- ***the proposed boundaries*** - of the Sultan urban growth area; and
- ***suitable zoning protection*** - of the lands within adjacent rural transition areas.

11 Interlocal agreement with Community Transit
Enter into an interlocal agreement with Community Transit for the agency's assistance with the acquisition, development, and improvement of multipurpose park-and-ride facilities.

12 Growth impact fee assessments
Maintain a system of local growth impact fees and connection charges that assess new land developments for the cost required to improve the following facilities to accommodate a project's associated requirements and impacts:

- ***transportation*** - including vehicular, transit and trails system,
- ***parks*** - including recreational facilities and open spaces,
- ***schools*** –as requested by the Sultan School District
- ***water*** – including supply, service lines, and storage requirements,
- ***stormwater*** – including retention, management, and water quality,
- ***sewer*** – including trunk lines, lift stations and treatment capacity.

The policy should ensure that present residents only pay for the upkeep and maintenance of the infrastructure for which present residents are provided service.

13 Capital Facilities Program/Comprehensive Plan coordination
Maintain a coordinated capital facilities program and fiscal strategy that support the implementation of the comprehensive plan land use, transportation, public services, and other infrastructure services. Re-examine the phasing sequence envisioned between land use, infrastructure, and other comprehensive plan elements in the event city revenues and fiscal strategies are not able to fund the plan's growth requirements.

~~3~~ 8.1 Implementation tasks

Policies relocated to appropriate sections

~~General~~

~~5: Do not expand city limits or allow major additional residential development within the urban growth area boundaries~~ ~~- until or unless the economic/fiscal strategies produce public tax revenues sufficient to support additional urban populations and services.~~

~~6: Limit potential population growth that could occur from development or annexation within city boundaries~~ ~~– until or unless an employment and tax base has been created.~~

~~7: Complete development~~ ~~- of the available lands that are within present city limits.~~

~~8: Develop to the maximum extent practical~~ ~~- the industrial park master plan proposals for commercial, industrial, office, and other economic opportunities within the available and environmentally capable lands along the U.S. 2 corridor between Sultan Basin and Sultan Startup Road.~~

~~13: Resolve urban growth boundaries~~ ~~- to include housekeeping proposals and a 20-year growth allocation.~~

~~Environmental concepts~~

~~15: Restrict urban or dense development on lands and soils with severe environmental limitations~~ ~~- such as wetlands, flood hazards, steep or unstable slopes, landslide, erosion, and other hazards to reduce risk to potential occupants and the rest of the community. Update critical area maps using advanced GIS and global positioning data and create a critical area overlay on zoning maps.~~

~~16: Conserve those lands and soils that have socially valuable characteristics~~ ~~- such as historic features, scenic vistas, and unique natural areas to preserve Sultan's character. Designate socially valuable landmarks and sites on an overlay of land use plan and zoning maps.~~

~~17: Restrict high density development within the Sultan and Skykomish River floodways~~ ~~- to reduce risk and damage from flooding, especially should the Sultan Dam fail. Adopt the non-structural flood reduction program and initiate acquisition of repetitive flood loss properties within the floodway zone.~~

~~18: Direct urban development to those lands and soils that are most environmentally capable of being developed for urban uses~~ ~~– including land along the east segment of U.S. 2 and on the plateau to reduce risk and maximize land use potential. Designate high-density residential development zones on the plateau.~~

~~Open space and conservancies~~

~~***19: Conserve the steep bluffs as wooded natural areas*** - to reduce landslide hazard, conserve wildlife habitat, and preserve the woodlands scenic values. Create hillside/woodland cluster provisions.~~

~~***20: Conserve the Sultan Riverfront between River Park, Osprey Park, and the Oxbow in open space*** – to reduce flood risk, protect wetland and wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat.~~

~~***21: Conserve both sides of the Skykomish River between the Sultan River and 8th Street*** – to protect wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat.~~

~~***22: Conserve the north bank of the Wallace River/Sprague Slough from Cemetery Park to the end of Sultan Startup Road*** – to reduce flood risk, protect wildlife habitat, preserve scenic value, and provide public access. Acquire repetitive flood loss properties for habitat.~~

~~***23: Conserve the Winters and Wagley's Creeks corridor and adjacent wetlands from Sultan Basin Road across Rice Road and to the edge of the plateau at Pacific Northwest Pipeline*** – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access.~~

~~***24: Conserve the wetlands located at the bottom of the plateau slope from Fir Street through the high school to the Oxbow*** – to reduce flood risk, protect wildlife habitat, improve surface water quality, preserve scenic value, and provide public access.~~

~~***25: Conserve the wetlands located on top of the plateau from Kessler to Rice Road*** – to reduce flood risk, protect wildlife habitat, improvement surface water quality, preserve scenic value, and provide public access.~~

~~***Park and recreation concepts***~~
~~***26: Improve existing school and city park sites*** – enhancing existing picnic facilities and shelters, outdoor fields and courts, indoor gymnasiums and meeting rooms for public use.~~

~~***27: Develop neighborhood park sites on the plateau*** – with access to the trail network and open spaces, and playground and picnic facilities for residents of new local housing areas.~~

~~***28: Develop a community park site on the plateau*** – with access to the trail network and open spaces, and recreational courts and fields for citywide resident use.~~

~~***29: In general, develop a local on and off-road hike and bike trail grid*** – that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across U.S. 2 and to parks, schools, and employment centers.~~

~~Action Plan~~

The following policies have been relocated to the Parks Section (2.9)

~~30: Develop an East-West Trail adjacent or near to the Pacific Northwest Pipeline~~ ~~– to create a northern loop trail (and emergency evacuation route) between connect the Sultan River valley, the plateau, and Rice Road.~~

~~31: Develop a Willow Avenue/Bryant Road sidewalk/trail to Rice Road~~ ~~– to create an east-west trail connection (and emergency evacuation route) from 1st Street past the high school and through the wetlands to Rice Road.~~

The following policies have been deleted

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

~~32: Develop a High Street/Kessler Drive/140th Street sidewalk/trail to Rice Road~~ ~~– to create an east-west trail connection (and emergency evacuation route) from Osprey Park and 1st Street past the middle and high schools and across the plateau to the employment centers at Rice Road and U.S. 2.~~

~~33: Develop a Fir Street sidewalk/trail to Kessler Drive~~ ~~– to create an east-west trail connection (and emergency evacuation route) from 1st Street past the elementary school to the plateau and the Kessler Drive trail.~~

~~34: Develop a north-side U.S. 2 trail~~ ~~– to provide an east-west trail connection from Sportsmen Park across the U.S. 2 bridge to River Park then through the edge of the downtown and the business uses along Winters and Wagley's Creeks and Rice Road to Sultan Startup Road.~~

~~35: Develop Skykomish River trails~~ ~~– along both sides of the river using trail alignments from River Park under the BNSF trestle and across JW Mann Road bridge.~~

~~36: Develop a south-side U.S. 2/Wallace River trail~~ ~~– from JW Mann Road bridge through the road-side park to Foundry Drive and Cascade View Drive past Cemetery Park to the end of Sultan Startup Road.~~

~~37: Develop a west-side Sultan River Trail~~ ~~- from the U.S. 2 bridge through Sportsmen Park to Reese Park.~~

~~38: Develop an east-side Sultan River Trail~~ ~~– from River Park around the wetlands and through Osprey Park to the Oxbow and a connection to Willow Avenue trail.~~

~~39: Develop 1st Street sidewalks and bike lanes~~ ~~– from Main Street past River and Osprey Parks to a connection with the Pacific Northwest Pipeline trail.~~

~~40: Develop 4th Street sidewalks and bike lanes~~ ~~– from Main Street past the elementary, middle, and high schools to the Willow Avenue trail.~~

~~41: Develop 8th Street sidewalks and bike lanes~~ ~~– from U.S. 2 across the Fir and High Street trails to the high school.~~

~~***42: Develop a North Kessler Drive trail*** – from Kessler Drive across the Fir and High Street trails to the Pipeline trail.~~

~~***43: Develop Sultan Basin Road sidewalks and bike lanes*** – from the end of Foundry Drive across U.S. 2 and the Kessler, Bryant, and Pipeline trails to the top of the plateau at 124th Street.~~

~~***44: Develop a Cascade View Drive/330th Avenue trail*** – from the Wallace River/Sprague Slough past Cemetery Park and across U.S. 2 through the employment uses along Winters and Wagley's Creeks to the top of the plateau and across the Kessler to the Pipeline trail.~~

~~***45: Develop a Rice Road trail*** – from the end of Sultan Startup Road across U.S. 2 to the Pipeline trail.~~

~~***Transportation – city roadways***~~

The following policies have been relocated to the Transportation Section (2.7)

~~***46: In general, develop a local street grid*** - that provides flexible north-south and east-west access routes between the Sultan River valley, the plateau, and across U.S. 2.~~

~~***47: Develop an East-West Roadway adjacent or near to the Pacific Northwest Pipeline*** – to create a northern loop road (and emergency evacuation route) between the Sultan River valley, the plateau, and Rice Road.~~

~~***48: Develop a partial east-west roadway extension of 140th Street*** - to provide access across the top of the plateau to about 330th Street.~~

~~***49: Develop east-west roadway segments parallel to Winters and Wagley's Creeks on the north side of U.S. 2*** – to provide access for business development of these parcels.~~

~~***50: Complete an east-west connection of Main and 149th*** - to provide access for properties between U.S. 2 and the BNSF tracks.~~

~~***51: Complete an east-west connection of Dyer to Skywall Drive*** - to provide access for properties between BNSF tracks and the Skykomish River.~~

~~***52: Develop a north-south roadway of Kessler Drive*** - to provide access along the edge of the plateau.~~

~~***53: Develop a north-south roadway at about 328th Ave*** - to provide access through the center of the plateau and between the East-West Roadway and U.S. 2.~~

~~***54: Develop a north-south roadway of 330th*** - to provide access through the center of the plateau and between the East-West Roadway and U.S. 2.~~

~~***55: Extend Rice Road to the East-West Roadway*** – to create a connection with U.S. 2 and a loop road between the plateau and the Sultan River Valley.~~

~~***56: In general, limit future access to U.S. 2*** - to control cross traffic and potential congestion on this vital corridor.~~

~~***57: In general, make more effective use of existing U.S. 2 cross streets*** - by consolidating the number of crossings and connecting the roadways into a grid network.~~

~~***58: Create an interior access road at 229th Avenue*** – to access existing roadside commercial uses and reduce curb cuts on U.S. 2.~~

~~***59: Limit downtown access to U.S. 2*** – to 2nd, 5th, 8th, and Main Streets to reduce congestion.~~

~~***60: Realign Sultan Basin Road's intersection with U.S. 2*** - to create a through road connection with Foundry Drive.~~

~~***61: Realign Cascade View Drive's intersection with U.S. 2*** – to create a through road connection with 330th Avenue.~~

~~***Land use/economics – employment areas***~~

The following policies have been relocated to Section (2.2)

~~***62: Designate downtown Sultan*** - for mixed-use office, commercial, and residential uses to maximize local services and the historical pedestrian-oriented village center.~~

~~***63: Designate the north side of U.S. 2 between Sultan Basin Road and 339th Ave*** – for office and business use because these lands provide the most amenities but the least accessible traffic patterns.~~

~~***64: Designate the south side of U.S. 2 and Cascade View Drive between 10th Street and Sultan Cemetery*** – for lower density industrial uses to reflect current land use patterns.~~

~~***65: Designate the land between U.S. 2 and Cascade View Drive, and Sultan Basin Road and 330th Ave*** – for commercial and retail uses because this site has the most visibility and flexible access.~~

~~***66: Designate the north side of U.S. 2 between 339th and 140th Street*** – for commercial and retail uses because this site has the most flexible access to the plateau and U.S. 2 and the greatest retail development capacity.~~

~~***67: Designate the south side of U.S. 2 and Sultan Startup Road*** – for commercial and business uses because this site has the most visibility and flexible access.~~

~~***68: Designate land on upper Sultan Basin Road*** – for a small mom-and-pop or neighborhood commercial use to service residential areas on the plateau.~~

~~***69: Designate land on U.S. 2 at 299th Ave*** – for commercial services as this site has visibility and could have back door access.~~

~~***Housing – housing product types***~~

The following policies have been relocated to Section 2.4 (Housing)

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

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

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

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

74: Develop mixed-use projects that provide housing over ground floor commercial or office activities, particularly within the downtown – to increase choice and achieve higher densities within a village or pedestrian-oriented environment.

Housing – design concepts
75: Allow smaller single family lot sizes – in order to increase density, but maintain single family building scale and character in existing neighborhoods.

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

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

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

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

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

Public facilities
81: Develop a new police and fire station complex on the plateau – to provide emergency management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.

~~***82: Relocate public works yard operations to the plateau*** – to provide emergency response and management in case of a natural disaster within the Sultan and Skykomish river corridors, and from U.S. 2 or BNSF railroad activities.~~

~~***83: Create a storm water management utility*** – to oversee the management and quality of wetland and storm water retention systems on the valley floor and plateau.~~

~~***Urban design***~~

The following policies were relocated to Section 2.13 (Design Resources)

~~***84: Develop major gateways on U.S. 2 at 299th Street and Sultan Startup Road*** – to indicate the edge of the developed Sultan urban area and establish a city identity.~~

~~***85: Install landscaping along U.S. 2 through the developed downtown and commercial areas*** – to control parking and access, and improve visual appearances.~~

~~***86: Develop minor gateways into the downtown from 2nd, 5th, 8th, and Main Streets*** – to indicate entry into the historic city center and establish a downtown identity.~~

~~***87: Develop a downtown streetscape*** – creating on-street parking areas, consolidating off-street parking lots, installing street trees, lights, benches, paving areas, and other design amenities.~~

~~***88: Establish downtown design standards*** – to govern and help create storefront and building character and amenities.~~

INDUSTRIAL PARK PLAN AND POLICIES RELOCATED VERBATIM TO NEW APPLENDIX "M"