

41-10 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.

42 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.

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.

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. Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Collector Arterial	Yes	Yes
T-46	Date Avenue Traffic Calming	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	No	No
T-51	3rd St. Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	Bike Lanes	No
T-61	6th Street Reconstruction		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 Bike Lanes/Trail Crossing	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	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

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

Table I-5: Recommended Arterial System Circulation Projects

<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
<u>T-24</u>	<u>New East/West Collector</u>	<u>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).</u>	<u>2</u>	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>
<u>T-25</u>	<u>Foundry Road Reconstruction</u>	<u>Reconstruct road to Collector arterial standards to serve industrial employment and residential areas. Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and U.S. 2</u>	<u>2</u>	<u>Circulation</u>	<u>Collector Arterial</u>	<u>Yes</u>	<u>No</u>
<u>T-26</u>	<u>New North Industrial Park Collector</u>		<u>2</u>	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>

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<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
<u>T-27</u>	<u>East Main St Road Extension</u>	<u>Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of U.S. 2.</u>	<u>2</u>	<u>Circulation</u>	<u>Local Street</u>	<u>No</u>	<u>No</u>
<u>T-28</u>	<u>Dyer-Skywell Emergency Access</u>	<u>Provide emergency access for properties between BNSF tracks and the Skykermish-River for public safety</u>	<u>2</u>	<u>Circulation</u>	<u>Local Street</u>	<u>No</u>	<u>No</u>
<u>T-29A</u>	<u>Kessler Drive Extension</u>	<u>Extend Kessler Dr. north from Bryant Rd. to UGA Boundary</u>	<u>2</u>	<u>Circulation</u>	<u>Collector Arterial</u>	<u>Multi Purpose Trail</u>	<u>No</u>
<u>T-29B</u>	<u>Kessler Drive Extension</u>	<u>Extend Kessler Dr. north from UGA Boundary to 124th St.</u>	<u>2</u>	<u>Circulation</u>	<u>Collector Arterial</u>	<u>Multi Purpose Trail</u>	<u>No</u>
<u>T-31a</u>	<u>New 330th Ave Arterial</u>	<u>Construct a new north-south arterial from U.S. 2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY</u>	<u>2</u>	<u>Circulation</u>	<u>Proposed Collector Arterial</u>	<u>Shared Lane</u>	<u>No</u>
<u>T-31b</u>	<u>New 230th Ave Arterial</u>	<u>Construct a new north-south arterial from U.S. 2 through the Industrial Park north to 24th St SE. NON-UGA PORTION ONLY</u>	<u>2</u>	<u>Circulation</u>	<u>Proposed Collector Arterial</u>	<u>Shared Lane</u>	<u>No</u>
<u>T-32a</u>	<u>Rice Rd. (339th) St Extension</u>	<u>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</u>	<u>2</u>	<u>Circulation</u>	<u>Proposed Minor Arterial</u>	<u>Bike Lanes</u>	<u>No</u>

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<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
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

Comment (m.2)

Table T-5: Recommended Arterial System Circulation Projects (continued)

<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
I-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
I-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 E. Main St Trail joins as a Multi Purpose Trail	Yes, U.S. 2
I-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at U.S. 2	2	Circulation	Collector Arterial	Purpose Trail	Yes, U.S. 2
I-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	2/3	Circulation	Proposed Minor Arterial	Bike Lanes	Yes

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<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
		132nd St. SE to arterial standard with curbs gutter and sidewalks. Redesign the road to remove access from U.S. 2 rerouting access to Sultan Basin Rd. north of Wagley Creek Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route. 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					
<u>T-43</u>	<u>Walburn Rd. Rerouting</u>		2	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>
<u>T-44</u>	<u>Pine Street Extension</u>		2	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>
<u>T-45</u>	<u>Alder St Improvements</u>		2	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>Yes</u>
<u>T-48</u>	<u>Gohr Rd Reconstruction</u>		2	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>
<u>T-49</u>	<u>Gohr Rd Extension</u>		2	<u>Circulation</u>	<u>Collector Arterial</u>	<u>No</u>	<u>No</u>
<u>T-52</u>	<u>8th St. Sidewalks</u>		-	<u>Circulation</u>	<u>Collector Arterial</u>	-	-
<u>T-53</u>	<u>10th St. Railroad Crossing Improvement</u>		2	<u>Circulation</u>	<u>Local Street</u>	<u>No</u>	<u>No</u>
<u>T-55</u>	<u>Industrial Park Rail Spur Construction</u>		n/a	<u>Circulation</u>	n/a <u>Proposed Minor Arterial</u>	n/a	n/a
<u>T-58</u>	<u>132nd Ave Reconstruction</u>		2	<u>Circulation</u>	<u>Arterial</u>	<u>Bike Lanes</u>	<u>Yes</u>

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<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Future Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Bicycle Facility?</u>	<u>Transit Street?</u>
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
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.	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersection at approx. 125th St.	2	Circulation	Collector Arterial	Multi Purpose Trail	No

Comments (m.3.18)

Table T-6: Transportation Projects beyond 2025

<u>Project #</u>	<u>Project Name</u>	<u>Project Description</u>	<u>Number of Lanes</u>	<u>Project Type</u>	<u>Arterial Functional Classification</u>	<u>Project Cost Estimate</u>
T-63	124th St. SE Reconstruction Phase 2	Reconstruct 124th St SE to County Rural Arterial road 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 provide 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

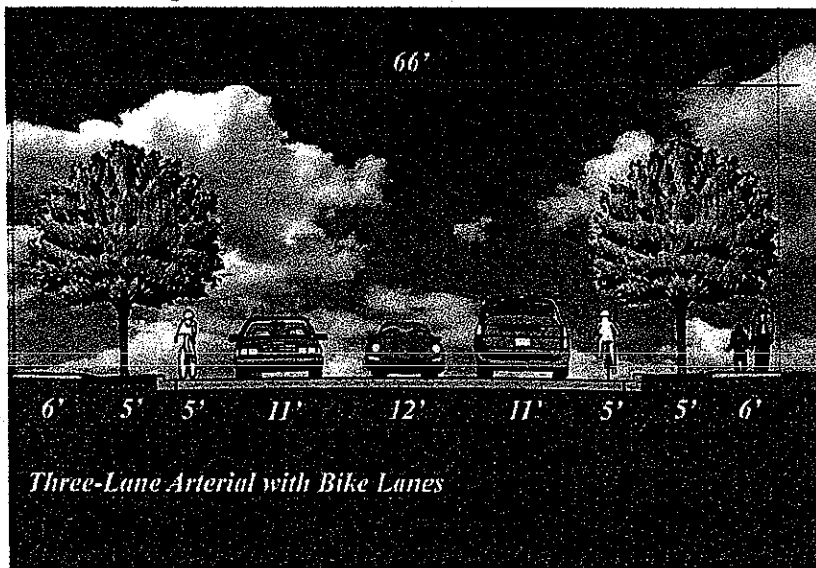
B-8

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.

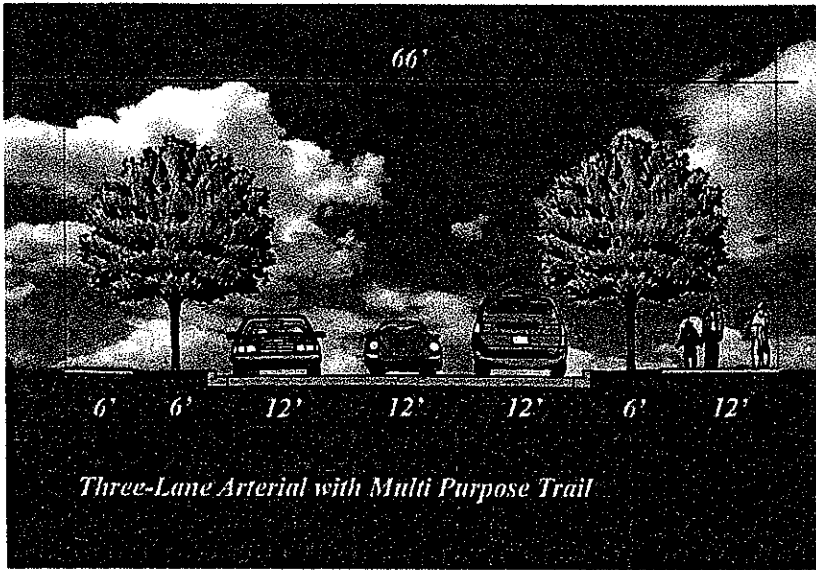
Figure T-11: Three-Lane Arterial with Bike Lanes



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.

B.9

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



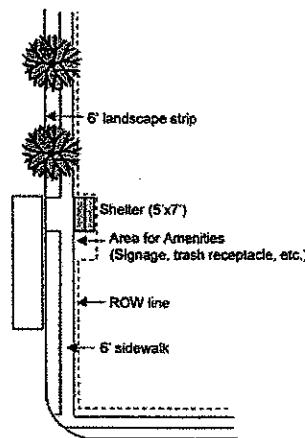
Transit facilities at key stops require right-of-way allowances for pads for transit shelters. The minimum extra right-of-way allowance for a transit pad at an in-lane transit stop should be five feet in width and about 15 feet in length as illustrated on the diagram. This allowance will provide sufficient 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 Way Needs for Transit Stop (In Lane)



B-10