



## SULTAN PLANNING BOARD MINUTES HYBRID/REMOTE MEETING July 16, 2024

### **PLANNING BOARD MEMBERS PRESENT:**

Michael Weidman, Chair  
Judie Cyr, Vice Chair  
Whitney Quillin  
Emily Keyes  
Ken Morrell

### **STAFF PRESENT:**

Hal Hart, Planning Director  
Mark Bond, Assistant Planner  
Cyd Donk, Absent

### **CALL TO ORDER:**

Call to Order at 7:05 p.m.

### **CHANGES TO THE AGENDA:**

### **APPROVAL OF MINUTES:**

Minutes for July 9, 2024, will be brought to a future meeting for approval.

### **PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA:**

**Jeff Estes.** I'm a resident of Startup, and I appreciate the planning board, allowing me to update comment this evening. A couple of things is, I want to express gratitude and appreciation for the members of the planning board, because I believe you guys are volunteer positions. So, I hope you guys know that when the public comes out to speak and attend the meetings, it's because we do appreciate what you guys are here doing and spending your time, with that, said, I do want to mention I have a question that another resident asked if I could talk about tonight, and this has to do with the RV. Park and my question is, or his question is, is why has there been no notice of application? A notice of a decision or notice that a SEPA threshold termination for the 15-new units going in at the RV park this summer? And what do you mean by unit? Does that mean an RV pad or something else?

**Scott Thompson.** I live in Startup. We just had a few concerns, you know. Traffic has increased dramatically, and we are a little concerned about growth and that sort of thing. I understand, you guys have some great plans around lots of things. I am a little concerned that we don't have the freaking us in Startup bull bar and teams to get these people out of town once they come through your roundabouts and Startup is just a nightmare. I mean, I literally on the weekends my family will come visit me. I can't get out. We gotta go get gas literally, you know, some bit of a hardship if you don't want to be a lawyer, but it's getting bad, and with projecting out, you know, outlook, and how much gross it's going to be in this small, very small area. We don't have much of that railroad track, the mountain and it is about input and everybody I talk to thinks it's beginning to be a real something needs to be addressed. I'm just curious at this point, are there some livings in place for these bridges. Has anybody on the planning board check to see if there's any kind of you know time law that we might expect to bridge there? Or is this a bottleneck Startup via everyday thing? Well. I suppose it will be with 8,000 more homes, or whatever the airy I get. Daily time. Don't know about the weekend, but we, jack this place up with numerous new homes. It's going to be an everyday thing, and I've noticed it every day. and I'm sure if you commute in the area, you'll notice in the morning it's starting to pick up and I'm just concerned. Do any of you folks know that if there's any of that funding, then or concerns be in the grass. Okay? So, the way that this is set up is they receive beauty We go to online options. D okay.

I'm **Francis Startup** as well. I'm here more as the information will never come to one of these, and I'm just trying to learn. But what I understood was, there was 8,000 more homes being proposed and I guess my question is, where did that number come from, and who's incentivized to approve that? And everybody that I'm talking to doesn't want it. So, I hold the same opinion and I'm kind of wondering if the city wouldn't have a better idea of maybe going back to the State. If this is enforced by the State for some sort of expansion Act to say, hey, we must grow. Communities could go back and speak. The state the Sultan is. It's a rural farming potential farming. It's had natural habitat, and we would be better off preserving this land. Can we counter that offer with some other alternative maybe some other incentive from the State. I don't know what like, how, if, how, I don't understand where the 8,000 is coming from? To me that seems a little, you know, start wondering where that's coming from. But I won't. I just think like I'd like to understand where there's more options to talk about, how we can do something different to make Sultan more of a destination of rural habitat and farmland rather than more destinations for housing and that housing could be potentially put down more metropolitan areas, identity and more or things like that. So, if somebody's looking to live, you want something that's affordable, and they get out here and they must pay so much money, gas, and spend so much time away from the families. They realize it's not worth it, and they don't like living here. So, get better my opinion to think about how we can prevent those 8,000 homes. Thank you for letting me comment.

**Jenny Smith,** Sultan Resident. I wanted to thank you guys all for your time and I hate to admit, but I have been listening to all the meetings. Planning board as well as the city Council and I have some current concerns about questions being asked to the city staff. That is giving suggestions on zoning where we're putting all these additional residents.

the neighborhood hubs that are marked for mixed use. I don't see a lot of new businesses coming into the city. Within the last couple of months there's been a couple that have lost the fight, and so to put neighborhood hubs up on the Sultan Basin Road. I don't know what type of businesses are gonna want to go in up there and then. I have concerns about the buildings being vacant. I also was hopeful that during all this planning someone would bring up the wonderful rivers we have and adding better access to those rivers for people with disabilities mobility issues. I don't think that we're using our rivers as much as we could, and our waterways are I also wanted to talk about the turn on 132nd off Sultan Basin Road. That turn is there's parking on the side there. Someone else mentioned it a while ago and I think that really needs to be looked at also the developments that will be going in. I'd like some standards put in place. Some of the neighborhoods have street trees, some have no street trees. My neighborhood has one here and there and I also wanted to suggest that there's more public engagement. for like I want, like good conversations, hard questions by the council members, as well as the planning board members. As to why are we doing this? What are our alternatives? It just seems like you are all being just talked to and told what it's gonna be and the vision plan that was worked on by the planning board. It was my understanding during that meeting that it was going to come back to you guys to relook at. But I believe the next thing that happened was, it was sent right to the city council, and of course they approved it. So, I think things need to be looked at. But I appreciate all your time and the opportunity to speak. Thank you.

#### **STAFF PRESENTATION:**

Update Board on the goings on in Sultan and the importance of the Transportation Element that will be discussed this evening. Staff shared the outreach to date to share the Comprehensive Plan update with the public. Staff has been to the Farmer's Market on Saturdays from 10:00 am until 2:00 pm and in the lobby at Sultan City Hall to share information with people who come to visit the city on business and families that come to use the library. Staff has materials to handout to share how to access the draft plan and make comments.

#### **PRESENTATION:**

Transportation Element presentation by Andrew Bratlien with TSI.

The city led discussions on the comprehensive plan transportation element with a presentation from Andrew Bratlien with TSI. Andrew stated he has been developing the draft transportation element to the comprehensive plan, and he has also been doing the bulk of the analysis and modeling and data collection and kind of all in all the technical work that goes into it. Not by himself, but he kind of know the ins and outs of it. So, he is happy to be here and talk through what they've been doing and what they've been finding with the Planning Board.

#### **Safety Element discussion:**

PB Comment Quillin: So, the only issue I have with the safety analysis are the dates it was ran. It looks like 2018 to 2022, but I think we all need to be aware we were in the middle of a pandemic from 2020 to 2021 part of 22, so I don't know if we're trying to emphasize lower crash rates there, but I think the obvious fact is, there were less drivers on the road because we were in the middle of a mandate to stay home.

Bratlien: So, yeah, covid messed everything up and so we watched the reports crash history. But they report on a lag, the most recent year for which the complete crash records at the time of our analysis was 2022. Ideally, we would have these through 2023, or even through part of 2024. Alternatively, we considered looking at just the pre-covid years so then we're trying to balance. Well, we could look at that. But those now are getting dated, so we took this approach, not in an attempt to minimize crash history, but just as the kind of best of the worst options does that make sense?

Quillin: I just wanted to know, basically like what we're measuring it, are we measuring it? Are we trying to prove a point of low crash rate history? Or is it a means of measure for something else?

Bratlien: So, in another 6 months we could get more recent data. To be sure.

Whitney: Perfect. I think that in another 6 months that would be great to see.

Bratlien: Yeah, definitely, from my perspective, because you know, I do these safety analyses a lot. I'll be very glad when we're 6 years away from covid times, because then we'll start to see kind of normal, the new normal crash rates. And these things.

### **Land Use Element discussion:**

Staff Hart: I have an important question. One of the key things that we're developing, in the land use element, is that we're looking at that last phase, as also a place for potentially zoning for apartments, larger apartments and converting other properties. I have 2 apartments on the highway for housing. That's 1 option that's being considered. I don't see any estimated construction timeframes for the round-a-bout. The way I would see this improvement is that each unit of growth would be responsible for the frontage movement there, between now and 2044 or 2045.

Bratlien: Exactly. Yeah, exactly.

Hart: The responsibility would be entirely on the person posing a housing or the business in that location. Right? Tough.

Bratlien: Exactly so. The more development you see along that corridor which fronts that corridor, the more you might be able to piece together that segment before this 2045-time, timeline, because those frontage improvements would be the responsibility in those cases of the developer.

Hart: I just want to say, even now we're getting interest from development community as far away as Woodinville, Duvall, and Seattle. They are looking at this area. Both areas have industrial space, but also, see the conversion to something else like commercial opportunities in there, too. So those powers are ongoing.

Bratlien: Exactly, and I think that's a really good point. That's an important consideration in this transportation element, with this element you have documentation to provide to developers when they come in. If they want to build commercial or industrial, or whatever it is along this corridor you can say, look, we love that, and this is our plan for the corridor, so whatever you do has to align with this plan. You have a clear adopted policy and documentation to support that.

Staff: Thank you.

### **Multi-Modal discussion:**

Quillin: Can we touch on this again, just like multimodal transportation, and like what that means to us, our values and our needs cause? Just me reading through this packet, I feel like it only supports buses and cars. I know that it's mentioned throughout the packet, you know, bike transportation, but I'm only seeing that in one area. So right now, I'm looking at page 53, that graph of 20-year non-motorized improvement projects.

So, I'm only seeing 4, but when we say non-motorized and I'm looking at this as a very like literal, if it's not in writing, if I don't see it in a graph. If I don't see it planned out in a table which there's multiple tables here, we're looking at with information. If I don't see bike transportation listed out where it is only listed out one time on T. 51. Are we really supporting multimodal means of transportation? Are people that don't have access to cars or have a car? Are we providing transportation for people that are in wheelchairs on scooters for me? You know I'm a mom in the community.

My family and I ride our bikes through town, but there are no bike paths at all. In fact, on page 8, 21, there's only one bike path throughout the entire city. So, in our previous meeting, we had talked about where bikes should go, and they're not supposed to be on sidewalks. But how are we supporting our families with young kids? If we're asking toddlers and preschoolers to then be in lanes of traffic with cars on side roads. So, for me, only seeing NM. 6 and M. 7 and M. 5 and M. 1 with potential non-motorized where it doesn't list out what? Specifically, what do we mean by that? I only see bikes listed in T. 5. That's a concern, for I feel like families within our community and for me, I feel like you know, Sultan is flat. It's for the most part through town. It's a great place for families to go and ride their bikes and how are we going to provide that for? Not only our families but those that ride their bikes to public transportation which is located on Highway 2 and then in the map on page 53, there's only those 4 listed outlines of non-motorized improvements. Well, how are those people getting from their homes out to those areas? If there's no path besides riding with cars to make it to bus stops.

So, I guess that's the only big concern I have just looking at it and reading into it, and not seeing the verbiage really listed in the tables, and where those improvements are happening.

Bratlien: Sure. Sure. Yeah, we can look at kind of expanding the description and vision for what is the nature of what? What is the nature of these facilities? Maybe, what is a more ultimate, non-motorized transportation vision to get to these facilities and to get around Sultan. Even if that's some more language. You know, maybe we don't know specifically what projects we might want to see. But maybe we can add some description of this in the qualitative vision, and we would like to at least get this in writing, so that we can build upon this as time goes on.

Quillin: Yeah. And I would like to see it more places than just Highway 2 because how are we providing again, access for people riding their bikes from their homes to Highway 2 to access public transit.

Bratlien: Alright, yep.

Quillin: And again, just going back to the plan when we say multimodal, and its repeated multiple times throughout the document, what are we saying in that? Are we supporting only buses and cars and one bike, you know. transit lane? Or are we trying to really support all means of public transportation, walking bicycle, scooter, wheelchair, electric bike, you know. I just kind of wanted to know. What does that mean? Are we really encompassing everything.

### **Public Comments to the Transportation Element:**

Chris Porrazzo: Thank you, Andrew. I haven't been able to find anywhere a safe walk to school map for our children in the downtown, and I know the Washington Traffic Safety Committee requires that. I'm not sure if our city, maybe the population isn't high enough, to require that, but that sort of goes along with Whitney's comments. As we look at the map of our city, we can include that. So, our children have a safe way to walk to school.

Quillin: And I would just say, looping into that, I think it would be great to see if we are able to gather that data and look at the safe walk to schools for kids. If we could, possibly, it might be asking a lot, to get an updated map of where planned bike routes would be if the city was planning on adding additional non-motorized bike routes to any of the plans, besides, what I'm seeing again on page 53.

### **Glossary discussion:**

Hart and Bratlien discussed the glossary and the need to spell out acronyms, so they are clearly understood. The need for a very clear definition of what multi-modal means so it is easy to explain and understand.

### **Recap discussion:**

Staff asked the Board if they had any other comments or recommendations.

Quillin: I would like to know when we have the draft plans of what the roundabouts are going to look like with the widening of the roads on US 2 to 4 lanes. What will those measurements be? Is there any way we can get that sent to us.

Bratlien: I can look and try to get the WSDOT design to the extent it's available to us and the US 2 Main Street roundabout design. The more long-term US 2 corridor improvements plans are more conceptual diagrams, so I'll see if I can pull something up.

Quillin: We need the definition of multimodal. Are we meeting that requirement? Are we meeting multiple modes of transportation throughout the entire city. So not really me requesting a definition. But are we meeting all the needs of our community, our kids, our, you know, travelers. Everybody because right now, it seems very heavy with cars and buses.

Morrell: Yes, I was going to comment. You know, as a resident of Sultan. 20 years delays. So, this is crazy, and I realize funding issue and all that, but just for me to get home and for everyone else to get around for 20 years, when I experienced construction of Highway 2 different parts. I'd like to know what how long each project is going to take.

How long would be a 3-month project, a 1-month project, the 12-month project to build a roundabout, to widen the bridge, because there's no alternative routes. I don't know how they are going to do it when they start working on the bridge. I guess they'll do half your time, but just like to know how long each project going to take.

Hart: So, I would answer that, based on my knowledge with our consulting, adding, and all these projects take several years of engineering. It seems like they take at least a couple of years with engineering and searching funding sources. Once you got the engineering in, you're taking other sources, like impact fees and you're applying it towards the effort. Each one of these colored coded things will take multiple years of engineering, funding, sourcing, and then the actual construction of the project. So, does that sound you know, right? And I'm asking your consultant right now, Andy.

Bratlien: Yeah, yeah. Each phase of this project, each phase of these improvements are going to be a multiyear process and yeah, I mean, the unfortunate reality is, there's going to be construction phases that are disruptive. The best they can do is to try to mitigate that, but it's going to happen. It's just kind of an unfortunate fact.

Hart: Ken? Your question was, when we break dirt. How long till it's done?

Morrell: Yeah, that's correct. I'm not worried about the engineering. I just need to know once they start, you know, picking the road up and when we could drive on it. If you have specific projects, I can research. What's a reasonable time for that for you?

Keyes: I think I'm good for the evening. Thank you.

Motion by Quillin: Motion to move the Transportation Element to the City Council under the stipulation that it goes to them for review. Then it goes to the public for review because I think it would be beneficial to get all our public's input and then back to the planning board for a second review based off city council input, and public input. Seconded by Cyr. All Ayes.

**DISCUSSION AND STUDY ITEMS:**

**SUMMARY OF MEETING RESULTS AND ACTIONS FOR NEXT MEETING:**

- Next Planning Board meeting is on August 6, 2024, at 7:00 p.m.

**PLANNING BOARD MEMBER COMMENTS:**

None.

**STAFF COMMENTS:**

None.

**ADJOURNMENT:**

Cyr made a motion to adjourn, Quillin seconded. All Ayes

**Meeting adjourned at 9:15 p.m.**