



GOLD BAR

2024 COMPREHENSIVE PLAN



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The participation and input of the people of Gold Bar was integral to the development of the Comprehensive Plan.

GOLD BAR FAST FACTS

Founded	September 16, 1910
Elevation	207 ft.
Area	1.06 square miles
Population	2,403
Density	2,220.96 /sq mi
Zip Code	98251
Website	cityofgoldbar.us
Form of Government	Mayor-Council

City of Gold Bar



COMPREHENSIVE PLAN 2024

DRAFT



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INTRODUCTION

THE GOLD BAR VISION

The primary vision of the City of Gold Bar is to retain the rural character of the surrounding area. The community envisions a city that remains relatively small, simple and intimate, with a minimum of regulation and taxation.

Gold Bar was once home to businesses related to timber processing, but the last of these businesses closed many years ago. With limited opportunity to reestablish a resource-based economy, Gold Bar has a vision of revitalizing its economic base by encouraging businesses that serve the local community and by encouraging commercial services that support and take advantage of outdoor recreation and tourism. Businesses that support outdoor recreation and tourism may include retail recreation equipment, bed & breakfasts, small inns, restaurants, and tourist oriented retail, which could benefit from the thousands that visit Wallace Falls State Park and other regional attractions each year, as well as motorists who pass through Gold Bar as they travel the US 2 corridor.

Gold Bar has the advantage of an incredible setting. Spectacular views of Wallace Falls and mountains can be seen from the city. The community also enjoys a rich history – the city’s centennial was celebrated in 2010. The community highly values the environmental, historical, and scenic attributes of the city and surrounding area. The vision for Gold Bar includes protecting and enhancing these assets, and working to make them more accessible. New trails may help connect neighborhoods to natural areas and improved development standards may help to see that community’s history is celebrated, not lost, with new development.



THE PLANNING PROCESS

Gold Bar’s Comprehensive Plan responds to several layers of background data, policies, and plans. While the GMA, the Regional 2050 Plan, and the Snohomish Countywide Planning Policies provide an overall framework for the Plan, the foundation of the Plan exists in the hopes and visions of the people whom it will directly affect.

This 2024 version of the Comprehensive Plan builds on previous versions dating back to 1984. The city began work on the current Comprehensive Plan in 2023. The staff and consultants updated data, incorporated new buildable lands capacity analyses and growth projections, and revised language to reflect current laws.

A public survey and outreach program during the summer of 2023 and public open hearings in January and February of 2024, was used to inform the public about the Comprehensive Plan update process being undertaken and to encourage their participation.

LOCAL AREA

The City of Gold Bar is located in Snohomish County, approximately 30 miles east of the City of Everett, on State Route 2, and 40 miles west of Stevens Pass. State Route 2 (US 2) provides the only transportation access to the community.



Gold Bar is one of several communities in the Skykomish Valley. While the city includes the Wallace River and May Creek, the Skykomish River shapes the physical landscape of the region forming the east-west valley that leads to the Cascades. Some portions of the city are subject to flooding related to these three watercourses.

The city is framed on the north and south by rugged foothills that are largely undeveloped. Timber harvesting occurs in some areas outside the city and a gravel quarry is located nearby. Due to steep slopes and geological conditions, future development is limited in the areas to the north and south. Our planning area consists of the Gold Bar City Limits and the Gold Bar Urban Growth Area (UGA).

HISTORY

Gold Bar's natural resources have been its asset throughout the history of the area. The Wallace and Skykomish, the two major rivers, provided transportation routes and food resources for Native Americans making seasonal home sites in the area and traversing "the great natural gateway" (Stevens Pass) from the Pacific Coast to Eastern Washington.

The lush river valley provided game and native plants as a plentiful food source. The streams and rivers provided a fresh water supply and bountiful catches of salmon and trout. The valley, three miles long and one mile wide, was a natural campsite on the trail to the pass.

The Skykomish tribes were a migratory population utilizing the valley as a late spring and early summer settlement area on their seasonal travels between the Pacific Coastal area and Eastern Washington. In addition to game and fish, the valley provided berry harvests. Their return in the fall coincided with the return of the salmon.

The first non-native settlers were explorers and trappers. In 1859, a group of surveyors recorded their trip to find a trail from the Eastern Cascade gold fields down to the Skykomish and Snohomish Rivers. They followed the wrong Native American trail and located Cady Pass instead of Stevens Pass.

After them came the loggers, but, the boom of Gold Bar was created by the Great Northern Railroad. Legend has it that Gold Bar was named sometime in the early 1880's when a man named Boise hired Chinese workers for fifty cents a day and a pound of rice to pan the river for gold.

The first town site was cleared by a man named Hagarty, for whom Hagarty Creek was named. Mr. Andrew Hagarty was one of the first timber entrepreneurs in the valley. In 1890, he bought timber from settlers and began a logging business around Gold Bar.

After the railroad was built in 1892 and connected in 1893, he gave the Great Northern Railroad Company property and easement rights for expansion. However, it would be twenty years before the railroad utilized these rights.

Around 1898, the Copper Belle Mine was opened and it operated until 1908. The mine site included a smelter and ball mill.

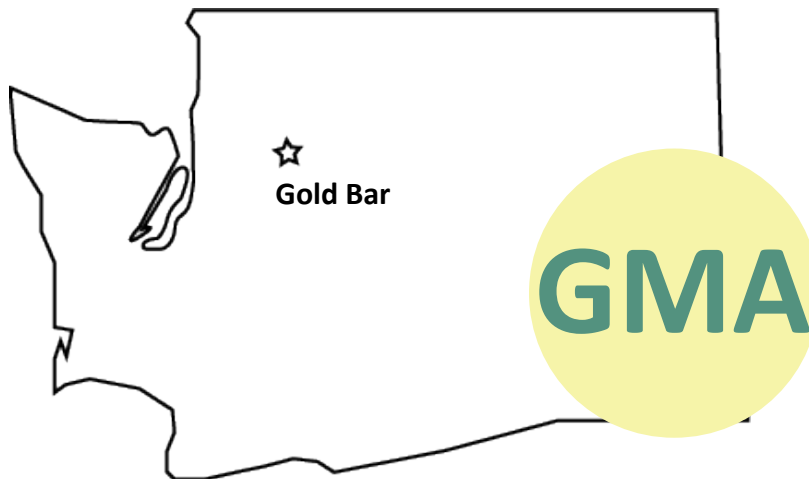
In 1900, the Gold Bar Improvement Company platted the first town lots. When the Great Northern completed the assembly years in 1912, Gold Bar was a thriving timber/railroad town with one large sawmill, a meat market, bakery, two barbershops, three pool rooms, one saloon, and three hotels.

When the city incorporated in 1910, its population was listed as 353. In six months, the valley population increased to 600. This increase continued through W.W.I. During the depression, the city began a population decrease falling to 400 people by 1970. The seventies brought increases and by 1980, the census recorded 794 persons. The 1995 population was 1,285 residents, which increased to a 2020 population of 2,406.

WHAT IS A COMPREHENSIVE PLAN?

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA). The GMA requires that any county in Washington State with a population of 50,000 or more and a population increase of 10-percent or more over the past 10 years plan under the GMA.

A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision. A plan has three characteristics. First, it is comprehensive: The plan encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it is general: The plan summarizes the major policies and proposals of a city, but does not usually indicate specific locations or establish detailed regulations. Third, it is long range: The plan looks beyond the current pressing issues confronting the community, to the community's future. Although the planning time frame for a plan is twenty years, many of its policies and actions will affect its community well into the future.



RELATIONSHIP TO GROWTH MANAGEMENT ACT

A comprehensive plan is implemented through the goals and policies it identifies to guide and coordinate local decision making. The plan's policies shape the course of action taken by the community as it begins to implement the plan. The GMA encourages innovative implementation methods that are both regulatory and nonregulatory. Regulatory actions may include the adoption of a zoning ordinance or other land use regulations, while nonregulatory actions include such methods as the adoption of a capital facilities plan. Some actions may involve a complicated series of related steps, which themselves may need to be carefully planned (for example, planning for major utility system). This section will describe these actions, plans, and measures necessary to implement this Plan.

Regulatory Measures

The GMA requires that local governments enact land development regulations that are consistent with and implement the Plan. In order to accomplish this, the existing development regulations should be reviewed for their consistency with the comprehensive plan in order to identify where regulations must be amended or removed, or where new regulations should be drafted.

Zoning

The zoning ordinance and zoning map must be consistent with the future land use map and policies established in the plan. The future land use map and land use policies in the Comprehensive Plan establish the use, density, and intensity of future development within the city. The city maintains a separate Comprehensive Plan Land Use Map (Figure 1) and Zoning Map (Figure 4) to establish that it is future land use (rather than current use or zoning) which provides the basis for the city's regulations.

As part of the update of the land use regulations, Gold Bar is also obligated by ESHB 1724 adopted by the 1995 Legislature to combine project permitting and environmental reviews, consolidate appeals processes, and clarify the timing of the development of the review process.

Concurrency Management

The Plan policies also provide for the GMA requirement for concurrency by establishing level of service (LOS) standards for capital and transportation facilities. "Concurrency" means that the public facilities and services need to maintain the LOS standards adopted in the Plan are available simultaneous to or within a reasonable period of time after development approval or construction.

A concurrency management system is a regulatory scheme that sets forth the procedures and processes to be used to determine whether public facilities have adequate capacity to accommodate a proposed development. A concurrency management system also identifies the responses to be made by the city when it is determined that the proposal will exceed the LOS established and, therefore, exceed the defined capacity, and that is, fail to maintain concurrency. The process also includes establishing the criteria by which the city determines whether individual development proposals are served by adequate public facilities, and establishing monitoring procedures to enable periodic updates of public facilities and services capacities.

Under the GMA, concurrency management must be established for transportation and capital facilities; however, jurisdictions may establish concurrency for any public facilities for which they have established LOS standards in their comprehensive plan. Level of service standards may be established for fire and emergency facilities, police, schools, sewer and water, transportation, and parks and recreational facilities and services.

Capital Improvement Plan

Another implementation tool of the Plan is the planning for capital improvements. The 20-year Capital Improvements Plan, or CIP, sets out the capital projects that the city must undertake in order to implement the Plan. A six-year CIP, a list of those projects to be completed in the near-term, should be updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed should be updated and revised to reflect any additional information that the city has received. The CIP schedule should also be revised to include any additional capital projects that are needed to maintain the city's adopted LOS standards.

Administrative Actions

The Plan includes a number of policies that should be carried out through administrative actions, such as interlocal agreements, revised development and review procedures, and public involvement programs. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established. The Plan also calls for the city to publicize county and state initiatives, such as affordable housing programs, so that Gold Bar residents are able to take advantage of them. The city should establish a work program that prioritizes each of the Plan policies that must be implemented through administrative actions.

Public Involvement

In order for the Plan to continue to provide guidance to the community, the citizens must monitor, and remain informed about, its implementation. As the Plan is tested by development, there will be the need for ongoing amendments to respond to changing conditions. As the community matures, the vision of the future will change, and new needs and priorities will emerge. The city is obligated to coordinate many aspects of the plan with adjacent jurisdictions, which will also generate changes. Continued public involvement and communication is crucial to keeping the public engaged in the implementation and updating process, and so that the Plan remains a guidance document for the community.

AMENDING THE COMPREHENSIVE PLAN

For the Comprehensive Plan to function as an effective decision making document, it must be flexible enough to accommodate changes in public attitudes, developmental technologies, economic forces and legislative policy, yet focused enough to insure consistent application of development principals. The GMA requires that the city establish a public participation program that identifies the procedures and schedules to be used to update or amend the Comprehensive Plan.

Types of Amendments

Snohomish County and the City of Gold Bar are required to review their comprehensive plans and development regulations at a minimum interval of every ten years. In addition, GMA establishes that a governing body is generally not permitted to amend the Comprehensive Plan any more frequently than once a calendar year, except in cases of emergency. Proposed amendments must be consistent with GMA, the Puget Sound Regional Council Vision 2050 Multi-County Policies, and the Snohomish County Countywide Planning Policies (CPP). In addition, proposed amendments must be reviewed relative to the plans of adjacent jurisdictions, and all proposed amendments proposed in any one year must be considered concurrently so that the cumulative effect of the various proposals can be determined. Under certain circumstances, amendments may be considered more frequently than once per year, such as:

- The initial adoption of a subarea plan.
- The adoption or amendment of a shoreline master program.
- The amendment of the capital facilities element of the plan that occurs concurrently with the adoption or amendment of the city budget.
- To resolve an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court.

The city permits consideration of two types of plan amendments:

Comprehensive Plan Periodic Update

Review of the Plan is conducted no less frequently than every eight years in response to the GMA requirement, and to respond to Snohomish County's review of designated urban growth areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. The eight-year review will examine the entire Plan, including a reevaluation of goals, population projections and land densities, and a review of land use, transportation, environmental, parks, and community facility policies and proposals.

Annual Plan Review and Amendment

The second type of plan review and amendment relates to site-specific requests and minor policy changes. In some cases, amendments to the Plan may be necessitated by amendments to the GMA or CPP, or changes in federal or state legislation. These types of Plan or development regulation amendments may be undertaken once a year, and may be recommended by the City Council, Planning Commission, City staff, or any citizen.

The city requests that Plan amendment proponents provide the following information in their application for amendment:

- A statement of what is proposed to be changed and why.
- A statement of the anticipated impacts of the change, including geographic area affected and issues presented.
- A description as to how the proposed change is consistent with other goals and policies.
- A description of any changes to development regulations, capital improvement programs, or other plans required for implementation.

Review and Plan Amendment Process

The annual review and plan amendment process provides an opportunity to refine and update the Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein.

This annual review and plan amendment process provides the method by which the city, private property owners, developers, community groups, or individual citizens may request changes to the planned land uses on property or propose changes to the goals and policies of the Plan. The process affords the opportunity to refine the Plan based on changing conditions and community needs.

During the review and amendment process, the City Council may consider current development trends to determine the city's progress in achieving the goals established in the Plan. Information to be considered may include land capacity, residential versus economic development, amounts and values of non-residential construction, number and types of housing units authorized by building permit, the status of critical area resources, as well as the number of permit approvals, including subdivisions, annexations, and building permits. Other information that may be relevant to consider includes the current capacity status of major infrastructure systems for which levels of service have been adopted in the Plan and the levels of police, fire, and park and recreational services being provided by the city. The process may also include monitoring of overall population growth and relative comparison with the forecast growth projections contained in the Plan (and the inclusion of updated projections where appropriate).

The annual review and amendment process requires public participation, both through community meetings to familiarize the public with the amendment proposals, as well as a formal public hearing before the City Council. Adoption of amendments occurs following state agency review.

Policies

The following policies are recommended to reflect the annual plan review and amendment process:

- I-P1 The City of Gold Bar may conduct an annual review of the Comprehensive Plan to consider the need for amendments. At that time, both city-initiated and private citizen- or developer-initiated amendment requests may be considered.
- I-P2 All Comprehensive Plan amendments shall be processed together with any necessary zoning, or other ordinance amendment, to ensure consistency.
- I-P3 Amendment procedures shall be fully outlined in the city's land development regulations.

Plan Review and Amendment Schedule

The plan amendment process is designated to be flexible to accommodate unique conditions such as the nature, complexity, or amount of plan amendment requests in a single year. The annual “window” of plan amendment submittals from the public will be open throughout the year, (that is, the public can submit requests for amendments at any time). However, they will only be “processed” in accordance with the adopted regulations. The timing of the process is intended to conform to the following generalized schedule:

1. City solicits public requests for comprehensive plan amendments
2. Deadline for submitting proposed amendments to the City Clerk
3. City Council decides which proposed amendments should be considered and establishes a schedule for evaluating and adopting proposed amendments
4. The proposed amendments are evaluated for consideration
5. City Council holds a public hearing, and decides on adoption of the proposed amendments

Emergency Plan Amendment Consideration

The Plan may be amended outside the normal schedule if findings are adopted (by City Council resolution) to show that the amendment was necessary, due to an emergency of a neighborhood or citywide significance. Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not necessarily be coordinated with the annual plan amendment schedule. The nature of the emergency shall be explained to the City Council, which shall decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.

FUTURE UPDATES

Economic Development and Park and Recreation Elements

An economic development element should provide a summary of economic conditions, including employment, payroll, sectors, businesses, sales, and other information. Some of this information is provided in the Land Use Appendix and specific goals and policies supporting economic development are included in the Land Use, Transportation, and other Elements.

The Parks, Trails and Recreation Element was separately developed by volunteers in 2001 and has been updated to be consistent with the Plan. In accordance with GMA, a parks element should include an estimate of future demand, an evaluation of service needs, and an evaluation of approaches to meeting parks and recreation demands. The Park, Trails, and Recreation Element and Appendix provides parks objectives for the community based on known demand and inventory.

At a time when additional funding is available, the city will seek to conduct more detailed analysis and forecasting for parks and economic development.

Shoreline Master Program Integration

GMA also requires integration of the Plan with the Shoreline Master Program (SMP). Gold Bar first adopted a SMP in 1999, and more recently conducted a comprehensive update approved by the Department of Ecology in 2019. LU Policy 8.4 in the Land Use Element specifically recognizes the Shoreline Master Program, and the SMP is generally consistent with the Plan.

Transportation Modeling

The Transportation Element provides goals and policies that direct strategies for future transportation improvements. The Element is based on the Land Use and Transportation Appendices that contain information about population growth, land use, transportation conditions, and future transportation needs.

In the relatively simple transportation environment that currently exists, transportation impacts can be readily identified. The city does not presently have the resources or funding to monitor local levels of service. However, as growth continues, and depending on actions the state may take with improving US 2, it may be valuable to model future traffic conditions, especially peak conditions on US 2. This may be best managed in coordination with the State Department of Transportation.

“The small town with the best views”



People



Gateway to the Cascades



Rural Recreation



By © Steve Pavlov



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LAND USE ELEMENT

INTRODUCTION

The Land Use Element provides the policy basis for directing the city's growth to accommodate plan for the desired mix of urban land uses, including residential, community business, commercial, and recreational areas. It establishes priorities for the use of land and provides guidelines for decision making in the areas of zoning, land development, and public facilities and services.

The Land Use Element also addresses issues such as transportation, open space, and the preservation of natural resources. It may include provisions for the protection of historic districts and landmarks, the planning for and the promotion of affordable housing, and the encouragement of multi-modal transit.

Overall, the Land Use Element is crucial to the development of a city's physical form, economic vitality, and quality of life. By setting clear goals and policies, it helps to ensure that growth and development are managed in a thoughtful, sustainable manner that meets the needs of current and future residents and businesses.

The Land Use Element is maintained in accordance with the Growth Management Act (GMA) (RCW 36.70A.070) to direct land use decisions including any potential annexations that may be proposed within the urban growth area over the next twenty years.

GMA requires the city to maintain:

- *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, and other land uses.*
- *The land use element 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 ground water used for public water supplies.*
- *Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity.*
- *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, including Puget Sound or waters entering Puget Sound.*

This Element has also been developed in accordance with the Snohomish County Countywide Planning Policies and the Puget Sound Regional Council Vision 2050 Multi-County Policies, along with the other elements of the Gold Bar Comprehensive Plan.

The Land Use Element contains the goals and policies necessary to support the city’s responsibility for managing land resources and guiding development through regulations, guidelines, and standards. In addition, the Land Use Element provides for the protection, enhancement, and restoration of critical areas and natural resources. The Land Use Element is closely linked to other elements – in particular, Housing, Transportation, and Utilities.

Information supporting the Land Use Element, including current and projected population, land use, and rates of growth are contained in the Land Use Appendix. The designated land uses are shown on the Comprehensive Plan Land Use Map (Figure 1) and existing land uses are shown on Figure 3 in the Land Use Appendix.

LAND USE GOALS

- LU GOAL 1** Plan for current and future land uses consistent with the vision and values of Gold Bar residents and business owners as well as Snohomish County County-wide Planning Policies, Puget Sound Regional Council Vision 2050 and Washington State Growth Management Act or WSGMA.
- LU Goal 2** Preserve and promote the rural character of the city, including the quality of life and the design and scale of structures, as new development occurs.
- LU GOAL 3** Ensure that any plan for the current and future use of land in Gold Bar reflects the values and goals of its residents and business people, and that they are involved in the planning and decision-making process.
- LU Goal 4** Ensure that Commercial land use designations accommodate a variety of traditional, innovative, and creative Commercial and technological land uses, with standards and incentives that enable Gold Bar to attract new jobs and revenues without compromising the environment or negatively impacting quality of life.
- LU Goal 5** Preserve natural open space, including surrounding forest and agricultural lands, for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, protect aquifer recharge area, and to enhance the quality of life of Gold Bar residents.
- LU Goal 6** Enhance the city’s sense of a rural place by preserving predominately visible parcels for aesthetically pleasing development.
- LU Goal 7** Agricultural and forestry lands should not be considered for inclusion in the city’s UGA.
- LU Goal 8** Balance the needs of development with the protection of sensitive areas in order to ensure a sustainable and healthy future for the community and the environment.
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LAND USE POLICIES

GENERAL

- LU GOAL 1** *Plan for current and future land uses consistent with the vision and values of Gold Bar residents and business owners as well as Snohomish County Countywide Planning Policies, Puget Sound Regional Council Vision 2050 and Washington State Growth Management Act or WSGMA.*
- LU Policy 1.1** Promote sustainable development practices that enhance the quality of life for

residents, promote economic vitality, and protect natural resources for future generations.

- LU Policy 1.2** Encourage the growth and development of industries that are compatible with Gold Bar’s values and protect the city’s environment, through targeted investment, training, and education.
- LU Policy 1.3** Maintain the Comprehensive Plan consistent with the Growth Management Act and ensure that adopted land use policies, regulations, and related capital facility plans are consistent with other elements of the Comprehensive Plan.
- Ensure internal consistency between elements of the Comprehensive Plan and city adopted land use policies, code regulations, and other locally adopted plans.
- LU Policy 1.4** Investigate funding sources at the local, county, and state levels to invest in infrastructure, strategies, and programs.
- LU Policy 1.5** Provide for the siting of essential public facilities as prescribed by the Growth Management Act when and where applicable. RCW 36.70A.200 and WAC 365-196-550(1).
- LU Policy 1.6** To allow for appropriate development, development regulations and standards should be simple and measurable and be implemented through expeditious public review.
- LU Policy 1.7** Provide an amendment process that allows for annual updates of this Comprehensive Plan.
- LU Policy 1.8** Promote land use improvements and community investment strategies that address existing health disparities and improve health outcomes in all communities.
- Promote physical activity and well-being of all community residents by creating more convenient, equitable, healthful, efficient, and attractive places now and for the future.
- Promote physical activity, well-being, and improvements to health through urban planning practices like multi-modal transportation, infrastructure improvements, and providing connectivity between residences and public amenities in a matter that is consistent with the Transportation Element.
- LU Policy 1.9** Establish and maintain relationships with surrounding jurisdictions, county, state, and federal agencies, and federally recognized tribes to

coordinate planning efforts.

LU Policy 1.10

Encourage the preservation and conservation of historical and archaeological resources while allowing for development.

Maintain, preserve, and enhance the city’s historic, cultural, and archeological resources to provide a sense of local identity and history to the residents and visitors of the community.

Encourage development that creates and maintains a safe, healthy, and diverse community providing affordable housing and employment opportunities, and protecting the natural environment and cultural resources.

LU Policy 1.11

Urban growth areas should be zoned to support future urban densities subject to availability of sanitary sewer service.

LU Policy 1.12

The city shall consider the annexation into the city of those areas that are within the city’s designated urban growth area.

RESIDENTIAL

LU Goal 2

Preserve and promote the small town and rural character of the city, including the quality of life and the design and scale of structures, as new development occurs.

LU Policy 2.1

Consideration of social, economic, and cultural factors such as affordability and accessibility for different income groups and demographic profiles.

LU Policy 2.2

Consider innovative development techniques, such as” planned residential developments,” “density averaging,” and “clustering” to allow for more flexibility and creativity in design and to provide protection of environmentally sensitive areas.

COMMUNITY BUSINESS

A variety of types and sizes of Community Business land use are necessary to serve the day-to-day needs of the community’s residents as well as support Gold Bar’s role as a recreation destination. Gold Bar has an opportunity to be strategic during the Comprehensive Plan Update regarding the type and location of commercially designated lands. For example, the rise in artisan production uses, which provide entrepreneurial opportunities and can help stimulate reinvestment, blur the lines between traditional small scale manufacturing land uses and commercial land uses. The Land Use Element encourages these uses through redesignation of properties in strategic locations in Gold Bar to a Community Business Designation, and adding

them as allowable uses in downtown Gold Bar.

Achieve and maintain an appropriate balance, variety, and distribution of Community Business uses that provides for the retail, business, professional, medical/dental, and other Community Business and service needs of the city’s residents and will attract customers and visitors from the region and beyond. Prioritize infill Community Business development before redesignating non-commercial property to Community Business land uses. Maintain and enhance the role that downtown Gold Bar plays in distinguishing the city’s uniqueness through implementation of policies that capitalize on its strengths and embrace opportunities.

Continue to be a destination for recreation and tourism.

LU GOAL 3 *Ensure that any plan for the current and future use of land in Gold Bar reflects the values and goals of its residents and business people, and that they are involved in the planning and decision-making process.*

LU Policy 3.1 Foster a vibrant Community Business sector that enhances the city’s economic vitality and supports the community’s needs while respecting the city’s natural environment.

LU Policy 3.2 Reconsider land use designations and zoning to support Community Business, higher density residential, and a mix of uses once sewer service is available or new septic service technologies become available and are approved by Snohomich County Health Department and the Washington State Department of Ecology.

LU Policy 3.3 Encourage connections between residential, Community Business and recreational areas in a manner consistent with Transportation Element policies for pedestrian and bicycle facilities.

LU Policy 3.4 Encourage Community Business activities at major intersections, and near existing Community Business areas. Community Business zoning shall be limited to those areas shown on the adopted Comprehensive Plan Land Use Map (Figure 1).

LU Policy 3.5 Allow Community Business activities that support outdoor recreation in the designated Recreation Oriented Overlay when compatible with surrounding uses and through the conditional use permit process.

LU Policy 3.6 Review and approval processes for Community Business developments should be flexible depending on the type of development, its anticipated market, and the characteristics of the surrounding neighborhood.

LU Policy 3.7 Allow home occupations in residential areas, if they are designed, located, and operated to be compatible to adjacent residential land uses.

COMMERCIAL BUSINESS

Commercial development historically drives economic growth, diversifies the local economy, and creates good-paying jobs. For these reasons, Gold Bar had a significant amount of Commercially designated land; however, there is an oversupply of commercial designated land in the city that remained vacant. The updated Land Use Element streamlines the Commercial land use designations and expands the types of allowable uses to provide the flexibility to respond to changes in the market to be more reflective of anticipated demand.

LU Goal 4 *Ensure that Commercial land use designations accommodate a variety of traditional, innovative, and creative Commercial and technological land uses, with standards and incentives that enable Gold Bar to attract new jobs and revenues without compromising the environment or negatively impacting quality of life.*

LU Policy 4.1 Retain an appropriate amount of Commercially designated land to ensure long-term opportunities for a range of employment opportunities that support a diverse economy and provide livable wages for Gold Bar’s residents.

LU Policy 4.2 Allow the integration of compatible uses that complement the Commercial uses and serve the needs of the employees, such as restaurants, health clubs, business service uses, etc.

LU Policy 4.3 Protect existing residential neighborhoods that are in proximity to Commercially designated land from potential impacts, such as noise, odors, and hazardous materials.

OPEN SPACE

Open space refers to land that is not intensively developed for residential, community business, or commercial use. Open space serves many purposes, whether publicly or privately owned, and can include parks, recreational sites, scenery, trails, forests and woodlands, wetlands, and stream corridors, rare or important habitats, farms, and historic properties. With Inventory in hand, communities are well-positioned to develop strategies to conserve their priority natural areas and the many benefits that come with a healthy environment.

LU Goal 5 *Preserve natural open space, including surrounding forest and agricultural lands, for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, protect aquifer recharge area, and to enhance the quality of life of Gold Bar residents.*

LU Policy 5.1 Protect and enhance critical areas, aquifer recharge area, and give

special consideration to measures to protect and enhance habitat for anadromous and salmonid fish, consistent with the best available science and in accordance with RCW 36.70A.172.

LU Policy 5.2 Promote community-wide stewardship of the natural environment.

LU Policy 5.3 Seek to preserve views of Wallace Falls and the mountains, especially from public viewpoints.

COMMUNITY DESIGN

A design standard that embodies Gold Bar as a community, articulating design concepts in a way they can be illustrated, replicated, and/or used as a collective design thinking. In community design, the problem-finding happens in a more collective way, as well as setting the context of what success means. Community design requires meaningful success metrics.

The Gold Bar community design standard should prioritize the following design concepts:

1. Sustainability - Designs should consider the long-term impact on the environment and infrastructure, while promoting conservation and eco-friendliness.
2. Accessibility - Designs should foster inclusivity, by providing equal access and ensuring that all members of the community are represented.
3. Local Sourcing - The use of locally sourced materials and talent should be prioritized, supporting the local economy and promoting community involvement.
4. Creative Expression - Designs should reflect the community's unique identity, while providing opportunities for creative expression.
5. Safety and Security - Designs should create a safe, secure, and welcoming environment for all residents and visitors.

LU Goal 6 *Enhance the city's sense of a rural place by preserving predominately visible parcels for aesthetically pleasing development.*

LU Policy 6.1 Promote the historic, rural character of the community along the US 2 highway corridor.

LU Policy 6.2 To allow for appropriate development, development regulations and standards should be simple and measurable and be implemented through expeditious public review.

LU Policy 6.3 Preserve corner lots and view termination points.

LU Policy 6.4	Designate enhancement zones.
LU Policy 6.5	Create a sense of arrival by developing city gateways.
LU Policy 6.6	Maintain a rural perspective scale for structures.
LU Policy 6.7	Encourage commercial uses to maintain a pedestrian scale and orientation.
LU Policy 6.8	Encourage the use of landscaping and the preservation of native vegetation to enhance aesthetic and environmental quality of the city.

AGRICULTURAL AND NATURAL RESOURCES LANDS

All local governments in Washington state need to determine where natural resource industries, including forestry, agricultural, mining, and fisheries industries, can productively operate. They must use land-use controls to designate and conserve the necessary lands and to avoid conflicts with these industries from other land uses.

This is important because natural resource industries are vital to Washington state's economy, providing jobs and contributing to communities. However, these industries can also have significant environmental impacts if not managed properly. Local governments have a responsibility to balance economic development with environmental protection and ensure that natural resource industries operate in a sustainable and responsible manner. By designating and conserving lands for these industries, local governments can help support their growth and ensure that they continue to contribute to the state's economy for years to come.

LU Goal 7	<i>Agricultural and forestry lands should not be considered for inclusion in the City of Gold Bar UGA.</i>
LU Policy 7.1	Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.
LU Policy 7.2	Cooperate with state, county, and federal programs to ensure protection of food-producing lands including agricultural districting, purchase of development rights, and transfer of development rights.

CRITICAL AREAS

Critical areas in Washington state include wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and critical aquifer recharge areas. The state’s policies aim to minimize the adverse impacts of development and land use activities on these areas.

The policies require Gold Bar to identify, map, and protect critical areas, and to adopt regulations to guide development in these areas. Landowners and developers must follow the regulations when planning and carrying out development activities within these designated areas.

The policies also prioritize the use of non-regulatory measures for critical areas protection, such as education and incentives for landowners to voluntarily protect critical areas on their property.

Overall, the critical areas protection policies in Washington state help promote sustainable development while preserving the state’s natural resources for future generations.

LU Goal 8 *Balance the needs of development with the protection of sensitive areas in order to ensure a sustainable and healthy future for the community and the environment.*

LU Policy 8.1 Protect critical areas and give special consideration to measures that protect and enhance habitat for anadromous and salmonid fish consistent with the best available science.

LU Policy 8.2 Map critical areas located in, and adjacent to, the Gold Bar Planning area using best available science resources.

LU Policy 8.3 Development within, or adjacent to, areas designated as critical areas (as defined by the city’s Critical Area’s Ordinance), shall be regulated to require design and construction that avoids, minimizes, and mitigates for potential impacts to the critical area. No impacts can result in a net loss of ecological function.

LU Policy 8.4 River and stream channels, and their adjacent riparian management zones, should be preserved, protected and enhanced for their hydraulic, ecological, and aesthetic function in accordance with the Shoreline Master Program and critical areas regulations.

LU Policy 8.5 Developers and property owners should consult with the city to understand the specific regulations and requirements for development in, or adjacent to, critical areas.

LU Policy 8.6 Project applicants shall assure that any impacts to critical areas will not result in significant risk to public health or safety, public or private property, or the environment.

Comprehensive Plan Land Use Map



LEGEND

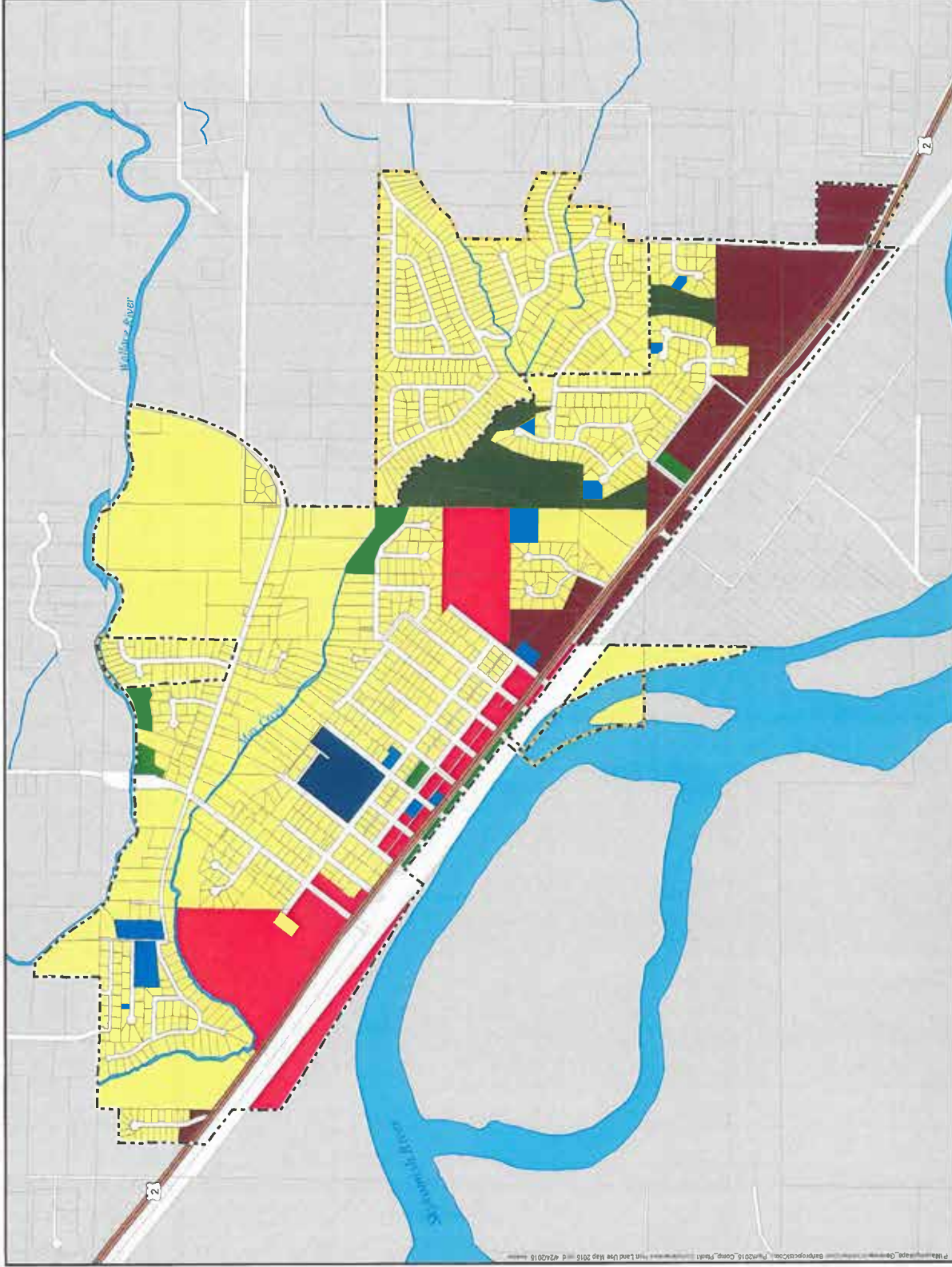
- City Boundary
- UGA
- County Parcel

Future Land Use Designation

- Residential
- Community Business
- General Commercial
- Public Facilities
- School
- Open Space
- Parks



Parcel information supplied by Shoshone County Assessor 2014, and may not reflect actual or current conditions. Other information from Shoshone County Planning and Development Services or other sources and has not been verified.



Map Date: November 2023

COMPREHENSIVE PLAN
COMPREHENSIVE PLAN LAND USE MAP | FIGURE 1

**CITY
OF
GOLD BAR**



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HOUSING ELEMENT

INTRODUCTION

The purpose of the Housing Element is to ensure the vitality and character of the existing residential housing stock, determine the future housing needs for the city of Gold Bar and set policies to help the city implement programs to satisfy those needs. This Housing Element has been developed in accordance with the Growth Management Act to address the current and future housing needs of the city.

The Puget Sound is attractive to developers and buyers as urban centers are close to outdoor amenities and transportation corridors. Growth in the region's cities has continued at unprecedented rates, and as cities continue to grow, they have continued to become less affordable. Increased local housing costs have put many long-term residents at risk of displacement. As cities struggle to keep pace with growing populations, they also witness households being priced out, displaced, or even entering a homeless condition.

The City of Gold Bar is no exception to this regional housing crisis. Nearly a third of the city's residents are cost burdened or severely cost burdened, meaning over 30 percent of their household income is spent on housing. As a reflection of the housing crisis, housing costs have also been steadily rising in Gold Bar, far outpacing income growth rates in the area and region. Homeownership affordability is becoming further out of reach for residents in the City of Gold Bar.

The Growth Management Act requires jurisdictions to plan to accommodate projected housing needs for every income level. These housing need predictions allow the city to address future housing problems before they arise. Although Gold Bar residents are wealthier than most Snohomish County residents, the cost of housing is also very high. Lower income community members feel this burden the most. The city must create effective policies to accommodate the expanding need for housing affordable to people in the lowest income range.

Expanding the housing capacity available in the city requires concurrent development of utilities to accommodate higher density. The city was developed with single-family septic systems, which have limited increased residential density. Strategic infrastructure investments, interjurisdictional cooperation, and grant money will be crucial to creating the utilities necessary for new housing in Gold Bar.

This Element contains the goals and policies necessary to support city actions that influence the preservation and development of housing. The goals and policies are framed to address the range of choices and the amount of supply necessary to accommodate the estimated future demand. This Element is closely linked to the Land Use Element, which prescribes related goals and policies for residential densities, community design, and amenities that support a quality community.

A 2023 Housing Action Plan was used to inform the development of this housing element. Information supporting the Housing Element, including information about housing units, households, and affordability is contained in the Housing Action Plan within the Housing Appendix. It has also been developed in accordance with the Snohomish County Countywide Planning Policies and has been coordinated with the other Elements of this Plan.

HOUSING GOALS

- H Goal 1** Provide sufficient development capacity to meet 2044 regional growth and address other housing goals, such as creating demand for transit and local businesses through increased residential density along Highway 2, and improved urban infrastructure.
- H Goal 2** Facilitate a diverse range of house-scale buildings with multiple units, compatible in scale and form with detached single-family homes (also known as “Missing Middle” housing) in existing residential land use designations, in new mixed use land use designations and overlays as part of infill strategies and marketable development incentives, and in future development within the city.
- H Goal 3** Promote strong, stable residential neighborhoods through public investments in physical improvements and through public policy decisions intended to protect and preserve existing communities.
- H Goal 4** Encourage the availability of affordable housing to all economic segments of the population of the city.
- H Goal 5** Promote fair, equitable, and equal access to housing for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability.
- H Goal 6** Maximize the availability of existing lands within the city utilizing existing and new septic designs. If a sewer system becomes feasible and is supported by the community in the future, the availability of existing lands may be impacted.

HOUSING POLICIES

Housing Choice

- H Policy 1** Encourage development of a wider variety of housing types at all affordability levels in low density zones, including live/work units, townhomes, triplexes, fourplexes, temporary emergency housing, permanent supportive housing, multi-family, attached, and small-lot, single-family units.
- H Policy 2** Support housing in areas with existing infrastructure capacity, public services, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods.
- H Policy 3** Focus higher density along State Route 2, and existing transportation services.
- H Policy 4** Adopt regulations that would allow planned unit developments, cluster housing, cottage housing, and accessory dwelling units in all residential areas. Consider alternative methods of sewage disposal unique to lower density housing.

Preserve Existing Housing

- H Policy 5** In cooperation with Snohomish County, the city should encourage programs and regulations that support the preservation of existing housing. Private investment should be encouraged in older residential neighborhoods, manufactured homes, and multi-family complexes to ensure the health, safety, and affordability of existing housing. Outreach and marketing programs supporting weatherization, home repair and rehabilitation, financial and technical assistance, and infrastructure maintenance should be supported.
- H Policy 6** Encourage owners of buildings that are showing signs of deterioration to bring their homes into conformance with building code standards through voluntary community wide compliance programs.
- H Policy 7** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.

- H Policy 8** Maintain public infrastructure in residential areas to preserve the character and vitality of existing neighborhoods.
- H Policy 9** Ensure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities.
-

Affordable Housing

- H Policy 10** Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to secure funding for affordable and special needs housing in areas where affordable housing is currently lacking.
- H Policy 11** Encourage local participation in state programs, such as the Housing Assistance Program and the State Housing Finance Commission’s home ownership loan program, which facilitate home ownership by low- and moderate-income families.
- H Policy 12** Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on affordable housing opportunities and first-time home ownership programs. Maintain and improve outreach materials to inform the public of available homeownership programs.
- H Policy 13** Review and monitor development regulations and standards to promote efficient and economical permit procedures that do not unnecessarily add to the cost of housing. Use creative SEPA tools such as exemption thresholds, infill and mixed-use exemptions, or planned actions to encourage affordable housing streamlined permit procedures.
- H Policy 14** Encourage the development of affordable rental housing by allowing streamlined permitting for middle housing units, such as shortening permit timelines, establishing online permit procedures, optimizing residential densities, and developing other programs and incentives that decrease overall building costs.
-

Manufactured Housing

- H Policy 15** Ensure that building code is consistent with the State Department of Labor and Industries standards for siting and the Department of Housing and Urban Development’s Safety and Construction Standards for manufactured homes.
- H Policy 16** Promote the retention of existing mobile and manufactured homes throughout the city as a source of affordable detached single-family housing both for rental and ownership.
-

Fair and Equal Access

- H Policy 17** Maintain zoning and development regulations for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability, including group homes, consistent with the Federal Fair Housing Act.
- H Policy 18** Develop and implement an outreach strategy that encourages private sector and non-profit developers to utilize existing funding programs for provision of better housing opportunities for low income, elderly, or handicapped persons.
- H Policy 19** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies.
- H Policy 20** Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, such as those fleeing domestic violence or households experiencing displacement, throughout the city and region.
- H Policy 21** Make reasonable accommodations in city rules, policies, practices, and services to afford persons with disabilities and other special needs equal opportunity to use or enjoy a dwelling.
-

Maximize Availability of Land

- H Policy 22** Develop a downtown commercial corridor subarea plan to create a cohesive vision for the areas along Highway 2.
- H Policy 23** Encourage infill development on vacant or underutilized sites by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies.
- H Policy 24** Potentially reduce minimum lot sizes, setbacks, lot coverage, and impervious area standards to increase feasible densities in areas of the city served by sewer while maintaining minimum standards for groundwater protection.

TRANSPORTATION ELEMENT

Introduction

The way in which we experience our community is often dictated by how we get into or out of (or move within) this place. Our road network is the primary means of transportation for our visitors and us. Travelling by car provides a “windshield survey” of our surroundings that is frequently the sum of our experience in a particular place. If limited to that assessment as we navigate our own community, the perception of Gold Bar is less than it could be. The economic challenges of our community are reflected in the fraying edges of our economic center as viewed from US Highway 2.

The most heavily traveled roadway in the City of Gold Bar is US Highway 2 with an Annual Average Daily Traffic of 12,289 vehicles. Currently, these gateways do not accurately reflect the authenticity of our community or the quality of our connection to the land that provides an unparalleled natural setting for our residents. Stores and signage along the primary corridor and entryways detract from the character of our community.

Therefore, it is essential to invest in improvements to our road network and create a more inviting gateway experience that showcases the best aspects of our community. This could involve enhancing landscaping, installing street trees, and encouraging more local businesses in visible locations. By doing so, we can create a more attractive and authentic environment that will encourage residents and visitors to spend more time here and contribute to our local economy. We need to ensure that our transportation network is not just a means of moving people from place to place but also a way of promoting Gold Bar’s unique identity and character.

The Transportation Element is an integrated part of the overall Gold Bar Comprehensive Plan that establishes a plan for transportation infrastructure and facilities to accommodate the community’s anticipated level of growth.



The Growth Management Act (GMA, RCW 36.70A.070) requires that the Comprehensive Plan contain:

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following sub-elements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future

demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to the county or city.

(c) The transportation element described in this subsection (6), the six-year plans required

by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

Additional requirements are contained in the Clean Air Conformity Act. WAC 173-420-080 states that:

Transportation plans shall include policies and provisions that promote the reduction of criteria pollutants. Transportation plans shall identify those aspects of the existing transportation system whose modification offers the best opportunity for improving air quality. Transportation plans shall include descriptions of the existing and proposed transportation system in sufficient detail, to permit conformity determinations using the criteria in WAC 173-420-060 and 173-420-065. Plans shall be analyzed with regional emission analysis for criteria pollutants. Local plans that are consistent under RCW 47.80.030 with a conforming regional transportation plan are deemed to comply with this chapter provided that the requirements of WAC 173-420-050 are met. Upon a conformity finding by the MPO, the plan shall be submitted to the United States Department of Transportation for federal conformity determination.

The key transportation concern for Gold Bar is to maintain a functioning street system as traffic continues to increase, while also preserving the rural character. However, traffic on US 2 already conflicts with this image of a rural residential community. Future highway traffic volumes may further diminish the character of the city and result in more urban-scale transportation improvements to accommodate the traffic growth.

Additional community concerns include ensuring access to jobs and services (even when traffic on US 2 becomes choked by recreation travel), providing local vehicular and pedestrian access to key destinations, ensuring public safety, and protecting the environment.

Information supporting the Transportation Element, including information about street classification, street inventory, levels of service, future needs, and planned improvements, is contained in the Transportation Appendix.

TRANSPORTATION GOALS

- T Goal 1** Provide a transportation system that includes streets, sidewalks, and trails which supports the Land Use Element and meets the needs of residents traveling by automobile, transit, bicycle, or pedestrian means.
- T Goal 2** Consider the needs of the future Gold Bar community in transportation planning.
- T Goal 3** Improve Levels of Service for roadways within the city.

- T Goal 4** Develop a functional, safe, and convenient system of pedestrian and bicycle pathways and facilities that support walking to schools, parks, and commercial services; provide trail connections; and reduce vehicle trips.
- T Goal 5** Promote ridesharing, transit use, pedestrian travel, and other viable options that reduce single occupant vehicle travel.
- T Goal 6** Communicate and coordinate the transportation needs and interests of Gold Bar with adjacent communities and applicable agencies.
- T Goal 7** Ensure that transportation development happens concurrently with the development of other land uses.
- T Goal 8** Work to improve the Route 2 corridor for all users.
- T Goal 9** Provide transportation facilities and services in a manner that protects and enhances the environment.
- T Goal 10** Ensure long term system maintenance through sustainable funding and implementation programs.
- T Goal 11** Preserve and enhance the rural-residential character of the community by applying street standards and using sidewalks, trees, benches, and other amenities that promote a sense of community.
- T Goal 12** Provide sufficient parking facilities and controls that complement the road system, that serve the needs of Gold Bar residents and commercial areas, and are compatible with Gold Bar’s rural character.

TRANSPORTATION POLICIES

Transportation System

- T Goal 1** *Provide a transportation system that includes streets, sidewalks, and trails which supports the Land Use Element and meets the needs of residents traveling by automobile, transit, bicycle, or pedestrian means.*
- T Policy 1.1** Maintain a system of transportation facilities and services that adequately serves the access and circulation needs of city residents and visitors, and seek to improve transportation facilities to recognize current and future changes in the community’s needs.

- T Policy 1.2** Encourage vehicle and pedestrian connectivity when considering the development of new streets or street improvements, to minimize cul-de-sacs, dead-end streets and other design features that reduce circulation and limit emergency access.
- T Policy 1.3** Encourage local street connections that do not rely on US Highway 2 (US 2).
- T Policy 1.4** Prevent “cut-through” traffic on local access streets by providing adequate traffic capacity on collectors and arterials, while limiting traffic on side streets.
- T Policy 1.5** Curb cuts should be minimized on principal arterials to maintain street carrying capacity and operational efficiency.
-

T Goal 2 *Consider the needs of the future Gold Bar community in transportation planning.*

T Policy 2.1 Periodically review transportation levels of service and forecasts.

T Policy 2.2 Determine future transportation needs, estimated transportation costs, and future route extensions in coordination with Washington Department of Transportation and Community Transit.

T Policy 2.3 Transportation planning needs shall be prioritized considering the objectives of the Regional Growth Strategy.

T Policy 2.4 Streets shall be designed to support anticipated future land use designations and development on adjacent undeveloped or underdeveloped properties.

T Policy 2.5 The planning process for transportation projects should draw input from all community members.

T Policy 2.6 Make transportation investments that support traditionally underserved populations such as people of color, people with low incomes, and people with special transportation needs.

T Goal 3 *Improve Levels of Service for roadways within the city.*

T Policy 3.1 The city will maintain the adopted intersection level of service (LOS) standard of “C” for roadways within the city (not including intersections with US 2).

- T Policy 3.2** Coordinate with WSDOT and the County on improvements to US 2 necessary to maintain highway functionality at the state-adopted LOS. Continue discussions with WSDOT regarding intersections, crosswalks, and sidewalks along US 2.
- T Policy 3.3** Reassess land use and transportation assumptions if the LOS standards cannot be maintained due to funding shortfalls.
- T Policy 3.4** Ensure the transportation network is redundant and has the appropriate level of disaster preparedness.

Pedestrian and Bicycle Facilities

- T Goal 4** *Develop a functional, safe, and convenient system of pedestrian and bicycle pathways and facilities that support walking to schools, parks, and commercial services; provide trail connections; and reduce vehicle trips.*
- T Policy 4.1** Work to develop a system of interconnected walkways and bicycle paths that provide safe passage between neighborhoods, schools, and commercial and recreational areas without depending on the US-2 Right of way.
- T Policy 4.2** Providing signage at intersections of bike trails with streets.
- T Policy 4.3** Encourage the location of bicycle racks at appropriate destination points, such as City Hall, commercial establishments, parks, schools, and employment centers.
- T Policy 4.4** Arterials and collectors should be designed with sufficient shoulders to allow for safe bicycle use.
- T Policy 4.5** Sidewalks shall be designed and constructed to allow for disabled access in compliance with Federal law.
-
- T Goal 5** *Promote ridesharing, transit use, pedestrian travel, and other viable options that reduce single occupant vehicle travel.*
- T Policy 5.1** Strive to develop pedestrian paths in established neighborhoods. Priority shall be given to key pedestrian routes that link neighborhoods with public facilities, schools, parks, transit stops, and commercial areas.
- T Policy 5.2** Seek to integrate bicycle, pedestrian, and motorized networks.

- T Policy 5.3** Prioritize the circulation of public transit vehicles over single occupancy vehicles.

- T Policy 5.4** Seek to acquire additional public rights-of-way for trails and walkways, and to take advantage of corridors such as transmission lines, public lands, and surplus rights-of-way for trails and bicycle paths.

- T Policy 5.5** Adequate illumination should be provided on all streets to provide safe pedestrian environments while not intruding on residences.

- T Policy 5.6** Encourage businesses to develop and implement transportation management plans that reduce single occupancy vehicle use and travel during peak periods.

- T Policy 5.7** Encourage employers to offer flexible work schedules that reduce peak period travel and lessen the need for roadway capacity expansions.

- T Policy 5.8** Encourage the use of rail for transportation, tourism, and recreation.

Regional Coordination and Concurrency

- T Goal 6** *Communicate and coordinate the transportation needs and interests of Gold Bar with adjacent communities and applicable agencies.*

- T Policy 6.1** Establish a network of trails, consistent with the Parks, Trails, and Recreation Element, that provide public access to streams, rivers, and wetlands, and that connect to other local and regional trails by working with local and state agencies and private property owners.

- T Policy 6.2** A consistent classification of streets shall be established according to function, so that needed traffic capacity may be preserved and planned street improvements will be consistent with state, federal, and regional functional requirements.

- T Policy 6.3** Work with local transit to provide effective, accessible, and convenient transit services to Gold Bar residents, including the elderly, youth, low-income, and disabled. Transit facilities (stations, park-and-ride lots, shelters, etc.) should be easily accessible to pedestrians, including those with disabilities, and convenient to local access points and services.

- T Policy 6.4** Ensure transportation planning is done in accordance with the Regional Growth Strategy, the Regional Transportation Plan, and the WSDOT's Washington Transportation Plan.
- T Policy 6.5** Coordinate with surrounding jurisdictions to plan for high-capacity transit stations and other regional transit facilities.
-
- T Goal 7** *Ensure that transportation development happens concurrently with the development of other land uses.*
- T Policy 7.1** Maintain a concurrency management system to monitor the expected transportation impact of proposed development on the available capacity of the street system. New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or when a financial commitment is in place to complete the necessary improvements or strategies that will accommodate the impacts within six years.
- T Policy 7.2** Applicants may provide needed improvements in transportation facilities and/or services that may be financed individually through developer contributions or jointly through financing mechanisms such as local improvement districts (LIDs) and latecomer agreements when concurrency is not possible with existing facilities. Developers may propose other strategies to mitigate impacts of their projects so long as these strategies are consistent with the city's goals and policies.
- T Policy 7.3** Require applicants to construct new streets directly serving new development and pay a proportional share based on actual costs for specific off-site improvements needed to mitigate development impacts.
- T Policy 7.4** Maintain an impact fee system for assessing and mitigating the impact of new development on the city's transportation system.
- T Policy 7.5** Improvements to Gold Bar's transportation system should accommodate not only existing conditions, but also projected growth based on a realistic evaluation of the impact of state, regional, and local planning policies.
- T Policy 7.6** The efficient and safe use of existing transportation corridors shall be encouraged as a priority over the creation of new corridors, wherever such use is consistent with other objectives.
-

- T Goal 8** *Work to improve the Route 2 corridor for all users.*
- T Policy 8.1** The city shall recognize US 2 as a highway of statewide significance connecting eastern and western Washington. US 2 has a state adopted level of service standard of “C.”
- T Policy 8.2** Work with WSDOT to develop a design plan for US 2 that enhances the aesthetics of the highway consistent with the small-town character of the city, providing for curbs, gutters, sidewalks, planting areas, and decorative elements.
- T Policy 8.3** Work with and encourage WSDOT to improve traffic flow on the US-2 corridor.
- T Policy 8.4** The speed limit of US 2 should be consistent with its use as a “main olicity street” and pedestrian-friendly environment.
- T Policy 8.5** Coordinate with WSDOT to manage land development and local street access along US 2 to protect the functional viability of the highway and to support economic development.

Environmental Protection

- T Goal 9** *Provide transportation facilities and services in a manner that protects and enhances the environment.*
- T Policy 9.1** New transportation facilities shall be designed to minimize impacts on environmentally sensitive areas, including natural drainage patterns and animal habitats. The city should avoid locating new transportation facilities in, or adjacent to, environmentally sensitive areas.
- T Policy 9.2** Appropriate mitigating measures shall be implemented where impacts from transportation systems are identified and unavoidable.
- T Policy 9.3** Use Best Management Practices to minimize the impact of work within the right-of-way and environmentally sensitive areas.
- T Policy 9.4** Evaluate all land use permit applications for biofiltration, storm drainage, and improvements (such as, curbs and gutters) to minimize the impacts of polluted stormwater runoff.
- T Policy 9.5** Minimize the creation of new impervious surface areas, to the extent practical.

- T Policy 9.6** Promote alternative modes of transportation, such as transit, bicycling, and walking to reduce air and surface water pollution and encourage forms of low-carbon transportation to reduce greenhouse gas emissions.
- T Policy 9.7** Adapt pedestrian, bicycle, car, and public transit facilities to proactively address potential threats from climate change.

Implementation

- T Goal 10** *Ensure long term system maintenance through sustainable funding and implementation programs.*
- T Policy 10.1** Seek funding opportunities to maintain and improve transportation facilities.
- T Policy 10.2** Update the Capital Facilities Element to maintain a funding strategy for transportation improvements.
- T Policy 10.3** Use a road maintenance program to prevent the deterioration of public streets.
- T Policy 10.4** Require property owners to maintain the appearance of the public right-of way adjacent to their property.
-
- T Goal 11** *Preserve and enhance the rural-residential character of the community by applying street standards and using sidewalks, trees, benches, and other amenities that promote a sense of community.*
- T Policy 11.1** Recognize the important role that sidewalks, trails, and streetlights play in providing a safe and pleasant environment within the community and maintaining design standards. Public and private developments are expected to create attractive pedestrian spaces through the implementation of design standards.
- T Policy 11.2** Streets in the city core should maintain a network “grid” pattern of traditional small town development.
- T Policy 11.3** Local residential streets should be sufficient to serve the needs of local residents, including space for parking and sidewalks, while being designed to be consistent with Gold Bar’s rural character.

- T Policy 11.4** Encourage safety and beautification projects for all roads in the city.
- T Policy 11.5** Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within, or adjacent to residential areas, special attention should be given to minimizing noise, light, and glare impacts.
- T Policy 11.6** Recognize the needs of, and incorporate designs for, emergency and refuse collection vehicles, and public transportation in city road design and construction.
- T Policy 11.7** Work with local public safety officials to identify and evaluate unsafe traffic conditions, and work to improve traffic safety through installation of appropriate street improvements.
- T Policy 11.8** Ensure that transit facilities do not negatively impact human health.
-

T Goal 12 *Provide sufficient parking facilities and controls that complement the road system, that serve the needs of Gold Bar residents and commercial areas, and are compatible with Gold Bar's rural character.*

- T Policy 12.1** Require adequate off-street parking for all land uses.
- T Policy 12.2** Encourage parking to be located on side and rear portions of sites and limit the overall width of parking areas.
- T Policy 12.3** Evaluate parking needs by identifying parking supply and demand at commercial areas, trail heads, and other areas; determining peak demand conditions; and identifying needed improvements.
- T Policy 12.4** Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial areas.

Pedestrian & Bicycle Plan



LEGEND

City Boundary

UGA

Parcel

Trails

Existing Sidewalk

Proposed

Paved

Soft Surface

Public & Recreation Lands

Govt/Educ

Institutional

Open Space

Parks

Recreation

Resource Production

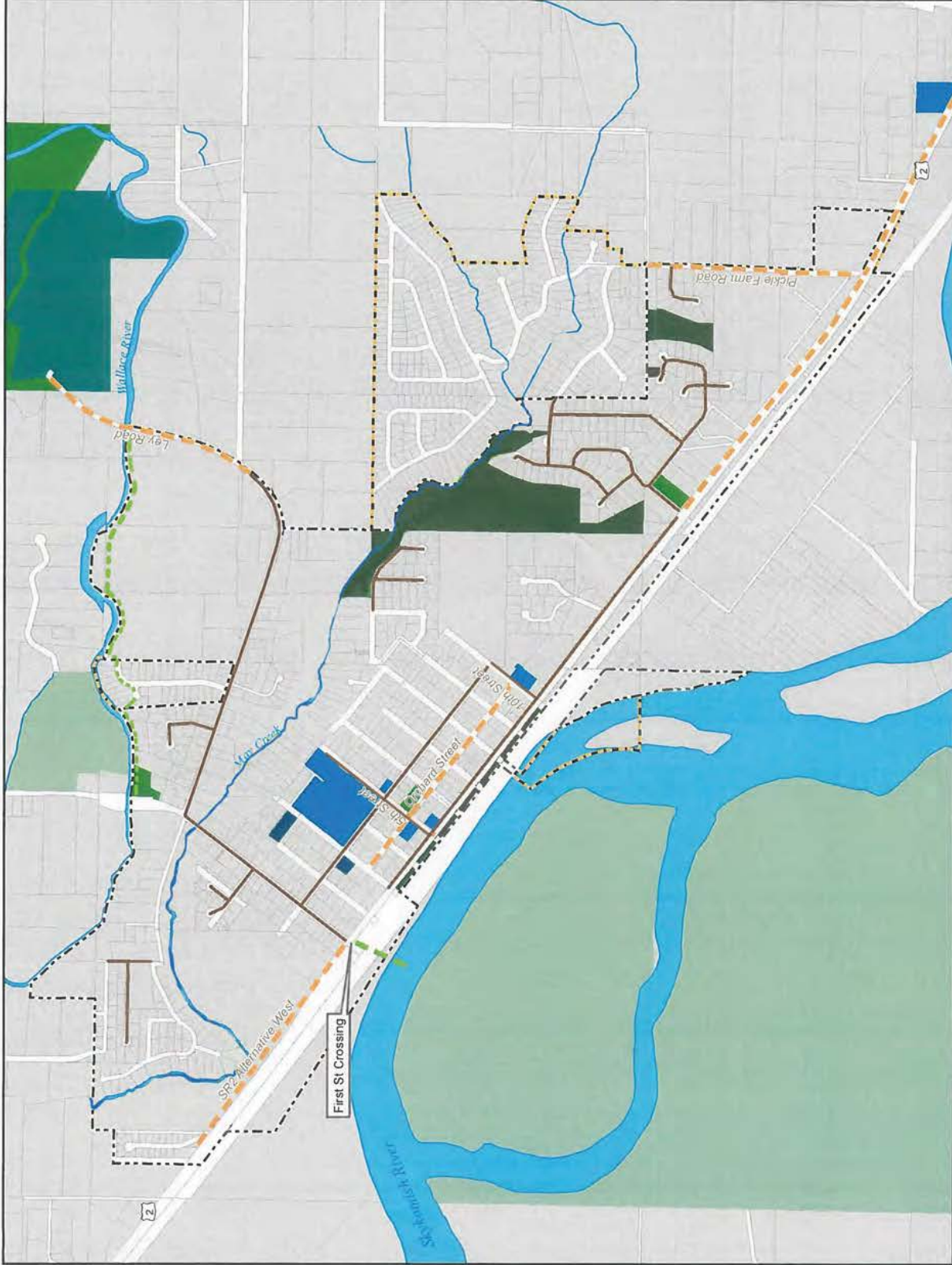
0 500 1,000 2,000 Feet

Proposed walkways and trails indicate intended connections between residential areas, commercial and public lands, parks, transit stops, and other destinations. Actual routes may vary from those shown here and would be determined during the design stage for each pathway.

Trails should be capable of supporting pedestrians, bicycles and disabled people in most situations, although due to surface conditions, some trails may not accommodate wheeled devices.

In addition to the key trail connections shown here, sidewalks are recommended for all residential areas.

Parcel information supplied by Snohomish County Assessor, 2003, and may not reflect actual or current conditions. Other information from Snohomish County Planning and Development Services or other sources and has not been verified.



COMPREHENSIVE PLAN

PEDESTRIAN & BICYCLE PLAN | FIGURE 2



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CAPITAL FACILITIES ELEMENT

INTRODUCTION

The Capital Facilities Element established the goals and policies to plan for investing in and maintaining the city's capital facilities, such as buildings, streets, and municipal utility systems. The level of investment in capital facilities should correspond to other elements of the Plan, including the anticipated growth and land use pattern, and the level of service desired by the community.

The Washington State Growth Management Act (GMA, RCW 36.70A.070) requires cities to prepare 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.*
- (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.*

Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; and land for parks and other public purposes.

The GMA also requires that communities develop policies that address how the location of essential public facilities of state and regional significance will be prioritized, coordinated, planned, expanded, and sited through an interjurisdictional process.

Under the GMA, a capital facilities element is required to address all public facilities except transportation facilities, which are to be addressed separately under the Transportation Element of the Plan. Accordingly, this Comprehensive Plan contains separate transportation and capital facilities elements. However, the discussion of finance for both capital facilities and transportation has been combined in one location under this Capital Facilities Element.

The City of Gold Bar is responsible for efficiently providing facilities and services that are needed by the residents and businesses of the city for a safe, secure, and well functioning environment. These facilities and services include but are not limited to municipal services, police and fire protection, parks, streets, water service, storm drainage, and schools. Not all these services are built, maintained, and/or operated by city government. Some facilities and services are provided by outside agencies or districts, such as school and fire services. Water service to a portion of the city and the eastern UGA is provided by Snohomish PUD.

The city currently directly supports facilities and services for municipal government, park and recreation, water, and a portion of the city’s transportation facilities. The city provides facilities for police services. The city has agreements with, or contracts for services from, outside providers for police and fire services, as well as school facilities and services. The city does not currently have a plan for sanitary sewer facilities or services.

Only city-owned, operated, or maintained facilities and services have costs associated with them in the capital facilities expenditures listing. The Sultan School District Capital Facilities Plan is adopted by reference by this Comprehensive Plan.

Information supporting the Capital Facilities Element, including an inventory of capital facilities, information about funding sources, and the 20-year capital improvement plan, is contained in the Capital Facilities Appendix.

CAPITAL FACILITIES GOALS

- | | |
|------------------|---|
| CF Goal 1 | Enhance the quality of life in Gold Bar through the planned provision of public capital facilities, provided by the city or other public and private entities. |
| CF Goal 2 | Ensure the timely and adequate provision of public facilities to efficiently accommodate current and planned future land uses consistent with the goals and policies of the Land Use and Transportation Elements. |
| CF Goal 3 | Finance needed capital facilities in a manner that is economical, and fair. |
| CF Goal 4 | Ensure that capital facilities and public services necessary to support new development are adequate to serve the development based on adopted levels of service. |

- CF Goal 5** Ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.
- CF Goal 6** Ensure that essential public facilities of state or regional significance are sited through equitable process and are coordinated with other jurisdictions in the region.
- CF Goal 7** Ensure the long term availability of water for Gold Bar residents.
- CF Goal 8** Manage stormwater and waste water to protect habitat and other resources and to prevent contamination and sedimentation.
- CF Goal 9** Plan for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants.

CAPITAL FACILITIES POLICIES

- CF Goal 1** *Enhance the quality of life in Gold Bar through the planned provision of public capital facilities, provided by the city or other public and private entities.*
- CF Policy 1.1** Maintain an inventory of existing capital facilities owned by public entities. This inventory shall include location and capacities of such facilities and shall be updated periodically.
- CF Policy 1.2** Encourage the following level of service standards for capital facilities planning purposes:

<u>Service</u>	<u>Level of Service</u>
Parks and Recreation	See Park, Trails and Recreation Element
Transportation	See Transportation Element
- CF Policy 1.3** Community facilities should be located, designed, and operated to be compatible with neighboring uses and should be centrally located and accessible. Safe and convenient access should be provided.
- CF Policy 1.4** Work with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.

- CF Policy 1.5** Promote affordability and equitable access of public services to all communities especially the historically underserved. Prioritize investments to address disparities.
- CF Policy 1.6** Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.
- CF Policy 1.7** Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.
-

CF Goal 2 *Ensure the timely and adequate provision of public facilities to efficiently accommodate current and planned future land uses consistent with the goals and policies of the Land Use and Transportation Elements.*

- CF Policy 2.1** Project needed capital facilities based on adopted level of service standards and forecasted growth in accordance with the Land Use and Transportation Elements of this Plan.
- CF Policy 2.2** Encourage the shared development of all public capital facilities including, but not limited to, community facilities such as parks, libraries, schools, community meeting facilities and city office conference rooms.
- CF Policy 2.3** Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.
- CF Policy 2.4** Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
- CF Policy 2.5** Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.
- CF Policy 2.6** Work collaboratively with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. Considerations should include recent growth, 6-year projections of population and student enrollment growth, adopted comprehensive plans including capital facilities plans, and the growth targets in the Capital Facilities Appendix.
-

- CF Goal 3** *Finance needed capital facilities in a manner that is economical, and fair.*
- CF Policy 3.1** Maintain a six year plan to finance needed capital facilities, as determined by adopted level of service standards and projected funding capabilities. The plan shall clearly identify sources of funding for capital facilities. The finance plan shall be updated annually. The plan shall be compliant with the Regional Growth Strategy, The Regional Transportation Plan, and WSDOT’s Washington Transportation Plan.
- CF Policy 3.2** Adjustments shall be made to the level of service standards, Land Use Element, or both to achieve a balance between funding capacities and needed facilities, if the six-year capital facilities finance plan shows that projected funding is inadequate to finance projected capital facilities needs.
- CF Policy 3.3** Develop conservation measures to reduce solid waste and increase recycling.
- CF Policy 3.4** Protect investments in existing facilities, maintain existing facilities, and maximize the use of existing facilities before investing in new facilities.
- CF Policy 3.5** If adequate public facilities are unavailable and public funds are not committed to providing such facilities, applicants must provide the facilities to the extent consistent with the constitutional property rights of the owner. Facilities shall be constructed in accordance with city-adopted construction standards and level of service standards and shall be transferred to the city or to a homeowner’s association for long-term maintenance.
- CF Policy 3.6** Levy impact fees to finance public facility improvements to public streets and roads; public parks, open space and recreation facilities; school facilities; and city fire protection facilities.
- CF Policy 3.7** Long-term borrowing for capital facilities should be considered an appropriate method of financing large facilities that benefit more than one generation of users.
- CF Policy 3.8** Where possible, special limited-assessment, revenue, and other self-supporting bonds shall be used instead of tax-supported general obligation bonds.
-

CF Goal 4 *Ensure that capital facilities and public services necessary to support new development are adequate to serve the development based on adopted levels of service.*

CF Policy 4.1 Applicants shall provide information relating to impacts on public facilities and services for the city to determine whether the development will be adequately served by public facilities.

CF Policy 4.2 Review proposed new development in the Gold Bar urban growth area to ensure that sufficient public facilities and services are available or will be made available to serve the development.

CF Goal 5 *Ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.*

CF Policy 5.1 Require all annexations and new development to connect with city of Gold Bar utilities that are available at the time of annexation or development or to accommodate future connection to city utilities.

CF Policy 5.2 Require the placement of new utility systems within the existing right-of-way whenever possible.

CF Goal 6 *Ensure that essential public facilities of state or regional significance are sited through equitable process and are coordinated with other jurisdictions in the region.*

CF Policy 6.1 A facility may be determined to be an essential public facility if it has one or more of the following characteristics:

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a state, county, or local community list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
- d. The facility is difficult to site or expand.

CF Policy 6.2 Proposed new, or expansions to existing essential public facilities, should be sited consistent with the Gold Bar Comprehensive Plan and the Countywide Planning Policies.

- CF Policy 6.3** Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special purpose districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.
- CF Policy 6.4** Promote the use and investment in renewable and alternative energy resources to meet the region’s energy needs.
- CF Policy 6.5** Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.
- CF Policy 6.7** Support energy conservation and efficiency in new and existing public facilities in order to achieve fiscal savings and reduce environmental impacts associated with energy generation and use.
- CF Policy 6.8** The process to site proposed new or expansions to existing essential public facilities shall consist of the following:
- a. An inventory of similar existing essential public facilities, including their locations and capacities;
 - b. A forecast of the future needs for the essential public facility;
 - c. An analysis of the potential social, public/community health, and economic impacts and benefits to jurisdictions and historically burdened communities receiving or surrounding the facilities;
 - d. An analysis of the proposal’s consistency with county and city policies;
 - e. An analysis of alternatives to the facility, including decentralization, conservation, demand management, and other strategies;
 - f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
 - g. An analysis of environmental impacts and mitigation;
 - h. Extensive public involvement;
 - i. Prioritize the development of parks closer to the city center;
 - j. Prioritize locating new human service capital facilities near transit;

- k. Prioritize serving historically underserved communities to receive open space improvements and investment; and
- l. Site capital facilities in concurrence with natural boundaries, such as the Skykomish river and its tributaries.

CF Policy 6.9

Consider the use of health impact assessment tools when developing and evaluating planning projects to identify possible impacts of projects on community health.

CF Goal 7

Ensure the long term availability of water for Gold Bar residents.

CF Policy 7.1

Apply evidence and performance-based planning practices to carry out healthy community planning. This may include:

- a. Conducting livability needs assessment to help identify needs, opportunities, and threats, including, but not limited to, health and equity issues, to inform local comprehensive or subarea plan development;
- b. Collecting, analyzing, and interpreting health and other evidence-based data to support comprehensive or strategic planning;
- c. Identifying health-supporting policies and strategies based on well-founded research evidence;
- d. Developing, monitoring, and managing meaningful built environment metrics and health outcomes to gauge implementation progress in collaboration with the public; or
- e. Periodically revisiting goals and evaluating related policies and action strategies based on performance outcomes to improve health in collaboration with the affected public.

CF Policy 7.2

When engaged in planning efforts to ensure long-term water supplies, water providers and utilities should consider the potential impacts from climate change, including impacts exacerbated by seasonal or cyclical conditions.

CF Policy 7.3

Regularly update the city's Water System Plan that plans for water facilities and services for the entire city consistent with state and federal requirements.

- CF Policy 7.4** Encourage conservation of water use through the promotion of conservation devices and behavioral changes intended to minimize water consumption.
- CF Policy 7.5** Implement measures to ensure the protection of the water source and potential future sources, including, but not limited to:
- a. Designate and protect critical aquifer recharge areas for potable water;
 - b. Restrict the use of hazardous chemicals and materials within the aquifer recharge and wellhead protection areas that could contaminate the potable water source;
 - c. Limit the creation of impervious surface areas to maintain the recharge capacity of the aquifer;
 - d. Maintain an emergency water supply plan that could be activated if existing wells become contaminated;
 - e. Develop a comprehensive spill response plan to minimize the potential for groundwater contamination occurring as a result of accidental release of hazardous materials; and
 - f. Periodically update the city’s wellhead protection studies to recognize changes to land uses within the aquifer recharge area.
- CF Policy 7.6** Facilitate connecting all pre-existing development, annexations, and new developments to public water supply so long as it is physically feasible and fiscally responsible to implement.
- CF Policy 7.7** Encourage properties with private wells to be connected to the city’s water system, or ensure that adverse impacts to existing wells from new development on adjacent properties are avoided or mitigated.
- CF Policy 7.8** Consider annexing non-city water systems within the urban growth area at the time of land annexation to consolidate services, improve efficiency, and provide more reliable service so long as it is physically feasible and fiscally responsible to implement.
-
- CF Goal 8** *Manage stormwater and waste water to protect habitat and other resources and to prevent contamination and sedimentation.*
- CF Policy 8.1** Consider future implementation of a public sanitary sewer system in Gold Bar and the urban growth area when such a plan is determined to be necessary and supported by the community.

- CF Policy 8.2** Serve new development within the urban growth area with sanitary sewer systems when available. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.
- CF Policy 8.3** Implement and enforce the Snohomish County Health Department’s regulations and standards regarding on-site individual septic disposal systems.
- CF Policy 8.4** Limit or prohibit development where there are limitations to on-site treatment due to soils, topography, or water resources until sanitary sewer service can be provided.
- CF Policy 8.5** Encourage regular inspections, maintenance, and pumping of septic systems and assist Snohomish County in providing education regarding proper maintenance of septic systems. On-site wastewater treatment shall be inspected frequently, and proof of pump out systems shall be required in areas with a high risk of system failure.
- CF Policy 8.6** Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.
- CF Policy 8.7** Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.
- CF Policy 8.8** Under no circumstances shall parcels smaller than 12,500 square feet that are served by on-site sewage systems be created without Snohomish County Health Department Approval.
- CF Policy 8.9** Septic systems shall not be allowed within wellhead protection areas or in aquifer recharge areas where they would pose a threat to sources of potable water.
- CF Policy 8.10** Within critical aquifer recharge areas and wellhead protection areas, the city shall require an analysis of potential groundwater contamination for all developments proposed to result in an equivalent residential septic system density greater than one per acre. The city shall limit the density and type of septic systems to protect potable water from contamination.
- CF Policy 8.11** Private well systems and septic systems shall only be allowed to be located on the same lot if that lot is a minimum size of one acre, and the property owner is able to demonstrate to the satisfaction of the Public Works Director and Snohomish County Health Department

that the septic system will not contaminate the well. The property owner shall record such location of the well and septic system on the property title until such time as the Public Works Director verifies that the collocation has ceased.

- CF Policy 8.12** Maintain stormwater management and flood hazard regulations for development and redevelopment to manage the potential impacts of stormwater runoff.
- CF Policy 8.13** Prioritize needed stormwater improvements based on cost, feasibility, and effectiveness. Special consideration should be given to concurrent installations to minimize construction-related disruptions to the public and to the costs of system deliveries.
- CF Policy 8.14** Require that future street systems be designed to provide storm water systems within the right of-way.
- CF Policy 8.15** Implement procedures and a maintenance schedule to properly maintain public and private stormwater collection, retention/detention, and treatment systems.
- CF Policy 8.16** In recognition of the broad range of benefits from ecological systems, establish policies and strategies to restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.
- CF Policy 8.17** Reduce and mitigate the stormwater impacts of land development and redevelopment through collaboration in watershed planning, implementation of low impact development, and other best practices.

CF Goal 9 *Plan for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants.*

- CF Policy 9.1** Work to maintain and improve air and water quality and ensure that all residents have equitable access to clean air and water.
- CF Policy 9.2** Reduce the impacts of light and noise pollution upon residents, including an emphasis on reducing these impacts on vulnerable populations, through land use, development, and transportation decisions.
- CF Policy 9.3** Incorporate emissions reduction actions into local plans and work with regional and state agencies on initiatives to ensure that air quality meets or exceeds established state and federal standards and

greenhouse gas emissions are reduced in accordance with the goals of the Puget Sound Clean Air Agency.

- CF Policy 9.4** Support the implementation of the state’s climate change initiatives and work toward developing a common framework to analyze climate change impacts when conducting environmental review under SEPA.
- CF Policy 9.5** Establish and/or support programs that work to reduce greenhouse gas emissions and increase energy conservation, including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.
- CF Policy 9.6** Use natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase natural resources that sequester and store carbon, such as forests, vegetative cover, wetlands, farmland, and estuaries.
- CF Policy 9.7** Plan for climate adaptation and resilience by establishing a planning framework in local plans and coordinating regionally to identify, anticipate, prepare for, and adapt to likely impacts of climate change on natural systems, infrastructure, public health, and the economy. These efforts should identify measures to mitigate climate impacts and include a focus on minimizing these impacts upon highly impacted and vulnerable populations.
- CF Policy 9.8** Support the achievement of regional greenhouse gas emissions reduction targets through adoption of policies and implementation of actions including identification of emissions reduction goals in local plans and providing support for land use, transportation, and development policies that reduce vehicle miles traveled and greenhouse gas emissions from transportation.
- CF Policy 9.9** Jurisdictions should consider rising sea level by planning for the siting of new and relocation of existing essential public facilities and hazardous industries to areas that are outside the 500-year floodplain.



UTILITIES ELEMENT

INTRODUCTION

The Utilities Element aims to ensure that utility services are efficiently and predictably provided and sited within the City of Gold Bar, facilitating access to these services for the public. The element covers private utilities, including electricity, telecommunications, and solid waste collection and disposal.

The Growth Management Act (GMA, RCW 36.70A.070) requires cities to prepare 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.

Some utilities are regulated by the Washington Utilities and Transportation Commission (WUTC) under authority granted in Title 80 and transportation companies under Title 81, of the Revised Code of Washington (RCW). The Washington Utilities and Transportation Commission regulates privately-owned utilities and transportation companies and has the authority to oversee their rates, services, and practices. These utilities are required to provide suitable facilities to supply service on demand and comply with state laws regulating their rates, charges, services, facilities, and practices.

Most utilities under the WUTC's jurisdiction must provide suitable facilities to supply service on demand. State law regulates the rates, charges, services, facilities, and practices of these utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

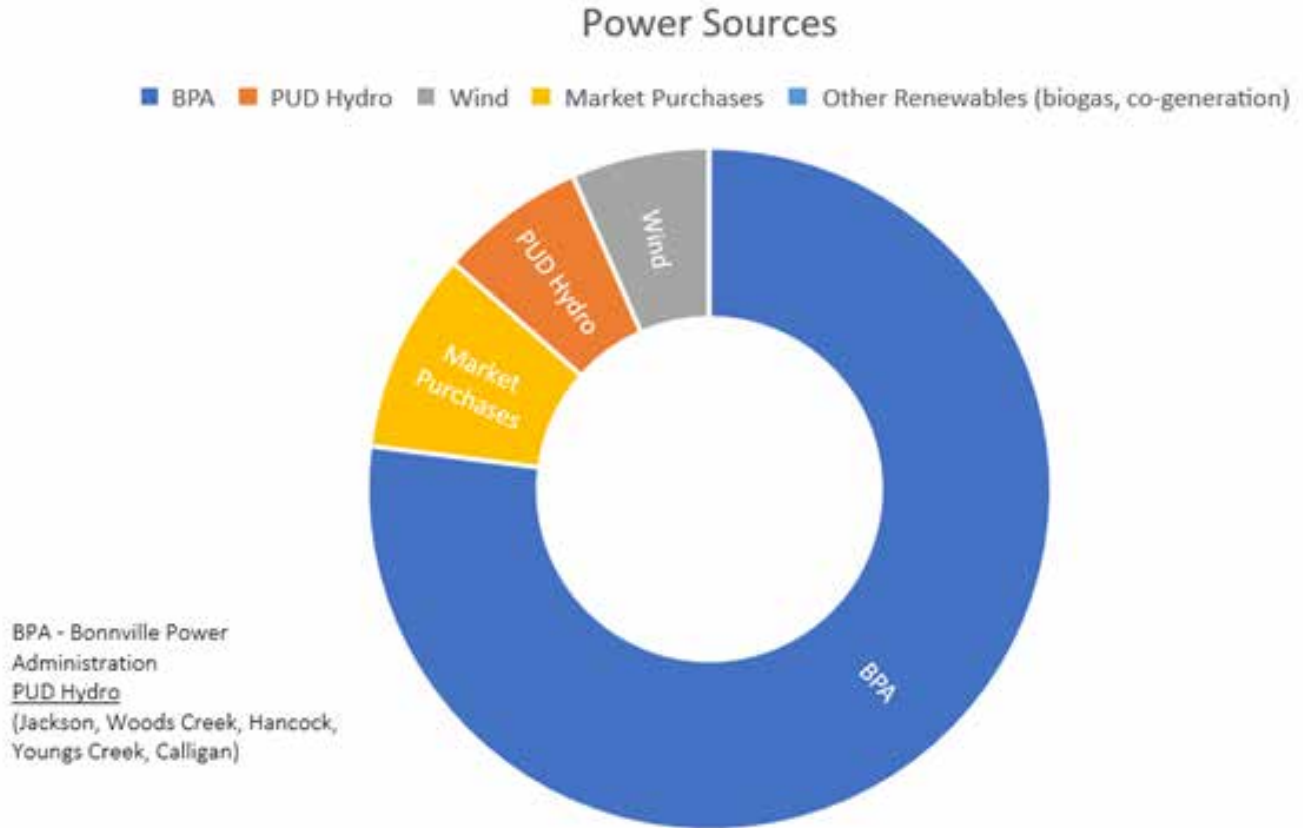
While the utility providers are responsible for planning and making necessary improvements, their planning should be consistent with the Land Use and Utilities Elements of the Comprehensive Plan adopted by the City of Gold Bar. Information supporting the Utilities Element, including an inventory of utility facilities, is contained in the Utilities Appendix.

Electricity

Electricity is provided in Snohomish County and to the City of Gold Bar by Snohomish County Public Utility District No. 3 (PUD). The PUD receives its electrical power primarily from the

Bonneville Power Administration (BPA). Additional energy is generated by several PUD-owned hydroelectric projects, some customer-owned generation, and several long-term power supply contracts (beside BPA).

Exploring alternative energy sources.



Bonneville Power Administration	76.8%
PUD Hydro (Jackson, Woods Creek, Hancock, Youngs Creek, Calligan)	6.9%
Wind	6.5%
Market Purchases	9.5%
<u>Other Renewables (biogas, co-generation)</u>	<u>.03%</u>
Total	100%

Solar

In April 2019, the PUD launched its first Community Solar project as an easy, affordable way for customers to support renewable energy by purchasing “units” at a community site. The site is part of the PUD’s Arlington Microgrid and Clean Energy Center. The solar energy system’s generating capacity is 500 kilowatts – enough to power about 50 homes.

Gold Bar supports sustainable energy initiatives for its community by exploring partnership opportunities with the local utility district (PUD) to develop community solar projects. Community solar refers to shared solar facilities that allow multiple individuals or organizations

to access solar power. Additionally, by collaborating with the PUD, Gold Bar could benefit from the district's expertise and resources in solar planning, installation, and maintenance. This type of partnership could also foster stronger community engagement in sustainable energy practices and create a sense of ownership and pride in local energy production.

Wind

About 6 to 8 percent of the PUD's energy supply has come from wind. The PUD contracts with three wind facilities in the region: White Creek Wind Farm (Klickitat County, WA), Wheat Field Wind Farm (Arlington, OR) and Hay Canyon Wind Farm (Moro, OR).

Natural Gas

Puget Sound Energy (PSE) builds, operates, and maintains the natural gas facilities serving Gold Bar and the surrounding area. Their objective is to provide energy to customers with safe, dependable, and efficient energy service.

Waste reduction and Recycling

The Snohomish County Comprehensive Solid Waste Management Plan guides solid waste disposal in Snohomish County including waste prevention and recycling. Gold Bar is committed to working with Snohomish County to achieve its recycling goal and to promote sustainable waste management practices.

Gold Bar residents have access to curbside recycling services provided by Waste Management. Recyclable materials such as paper, cardboard, glass, metal, and plastic are collected once a week.

The city encourages waste reduction and recycling through educational materials and outreach efforts.

UTILITY GOALS

- U- Goal 1** Ensure that utilities, including electricity, natural gas, telecommunications, solid waste collection, and recycling, are available or can be provided to support existing and designated land uses in a fiscally responsible manner, aesthetically acceptable to the community, and safe for nearby inhabitants.
- U- Goal 2** Ensure that the Gold Bar community has access to high-quality utilities.
- U- Goal 3** Ensure that utilities can support future land uses in a manner that is respectful to the current and future community members.
- U- Goal 4** Ensure compatibility between the development of utilities and the environment.

UTILITY POLICIES

- U- Goal 1** *Ensure that utilities, including electricity, natural gas, telecommunications, solid waste collection, and recycling, are available or can be provided to support existing and designated land uses in a fiscally responsible manner, aesthetically acceptable to the community, and safe for nearby inhabitants.*
- U- Policy 1.1** Minimize adverse aesthetic and fiscal impacts associated with the siting, development, and operation of utility services and facilities.
- U- Policy 1.2** Work with utility providers to provide public trails within utility corridors, where safe and feasible.
- U- Policy 1.3** Promote the location of utility facilities in shared corridors and trenches to reduce costs, minimize the amount of land allocated for this purpose, reduce the disruption they cause to neighborhoods, and to minimize construction disturbances.
- U- Policy 1.4** Work with local utility providers and require new and replaced utility distribution lines and telecommunication lines to be located underground, except for high-voltage electrical transmission lines.
- U- Policy 1.5** Drop box or transfer stations for solid waste shall be located and designed to minimize impacts on adjacent existing and designated uses. Drop box or transfer stations for solid waste shall be secure, safe, and buffered from adjacent uses.
- U- Policy 1.6** Utilities within the city shall conform to the Washington State laws regarding utilities management.
- U- Policy 1.7** Limit new cellular/wireless communication facilities to commercial areas, major utility transmission corridors, and public facilities.
- U- Policy 1.8** Require new cellular/wireless communication facilities be located and designed in a manner that is sensitive to the surrounding character and that minimizes aesthetic impacts.
- U- Policy 1.9** Coordinate Work with utility providers at early stages in planning for needed facilities.
- a. Encourage utility providers to use the Land Use Element of this Plan in planning for future facilities.

- b. Consider adopting procedures to review and comment on proposed actions and policies of public and private utility providers.
- c. City coordination may include involvement in the consideration of alternatives to new facilities and alternate locations for new facilities.

U- Goal 2

Ensure that the Gold Bar community has access to high-quality utilities.

U- Policy 2.1

Encourage telecommunication providers to provide high-speed cable, phone, and data services to businesses, residences, schools, and other facilities throughout the city and urban growth area.

U- Policy 2.2

Work with telecommunication providers, and state and regional agencies, to improve local broadband connectivity through the development of fiber infrastructure.

U- Policy 2.3

Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

U- Goal 3

Ensure that utilities can support future land uses in a manner that is respectful to the current and future community members.

U- Policy 3.1

Design and install utilities with sufficient capacity to accommodate projected population growth in accordance with the Land Use Element.

U- Policy 3.2

Consider the impact of climate change on current and future utilities and work with utility providers to ensure future utilities consider the impacts of climate change.

U- Goal 4

Ensure compatibility between the development of utilities and the environment.

U- Policy 4.1

Promote conservation measures to reduce the need for additional utility distribution facilities in the future.

U- Policy 4.2

Encourage utility providers to limit disturbance to vegetation within major utility transmission corridors for the safety and maintenance of transmission facilities.

- U- Policy 4.3** Encourage the planting of lower-growing trees and shrubs within and adjacent to utility line corridors in a manner that assures the safety and maintenance of transmission facilities and in compliance with applicable state regulations.
- U- Policy 4.4** Encourage the use of renewable energy.
- U- Policy 4.5** Promote the use of renewable energy resources to meet the region’s energy needs.
- U- Policy 4.6** Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy solutions.
- U- Policy 4.7** Encourage recycling activities by keeping community and business awareness and engagement high.



PARKS & OPEN SPACE ELEMENT

INTRODUCTION

With proximity to diverse natural resources and stunning scenery, the City of Gold Bar in Washington State is an entry-point for outdoor enthusiasts and nature lovers. Nearby locations such as Wallace Falls State Park, Steven's Pass Ski area, and the Wild Sky Wilderness have boosted the city's reputation as a gateway to recreation.

Visitors passing through Gold Bar can enjoy numerous recreational activities such as hiking, fishing, camping, skiing, and snowshoeing. Wallace Falls State Park is a popular attraction that features a series of nine waterfalls and several miles of hiking trails. The park also offers camping facilities for visitors who want to stay overnight.

Steven's Pass, located just a short drive from Gold Bar, is one of the best ski resorts in Washington State. It has fifty-two designated trails and ten lifts that cater to skiers and snowboarders of all levels. During summer, the resort also offers scenic chairlift rides, hiking, biking, disc golf, and other outdoor activities.

Despite Gold Bar's abundant access to outdoor recreational spaces, it has a deficiency of community parks. The lack of investment in public spaces and infrastructure in the area is a community challenge.

Gold Bar residents and community leaders should prioritize investment in parks and other public spaces. The benefits of parks are numerous, including promoting physical activity, improving mental health and well-being, building community cohesiveness, and attracting new residents and businesses to the area. Investing in public spaces can also lead to increased property values and economic growth. Therefore, it is important for the residents and leaders of Gold Bar to advocate for, and prioritize, the development and maintenance of community parks and other public spaces in their area.

The Parks and Open Space Element has been developed per the Growth Management Act (GMA) to address the community's current and future passive and active recreational needs. The GMA requires that the Comprehensive Plan contain 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 Revised Code of Washington (RCW) 36.70A.070 requires that this element 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.

This Element identifies the goals that will guide the acquisition and development of city parks. The Parks and Open Space Appendix provides an inventory of existing park and trail facilities and park levels of service standard that the community has adopted.

It has also been developed per the Snohomish County Countywide Planning Policies and coordinated with other elements of this Plan.

PARK & OPEN SPACE GOALS

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| PO Goal 1 | Build, operate, and maintain a system of recreation facilities that are responsive to the needs of all age and interest groups among Gold Bar residents. |
| PO Goal 2 | Develop parks that align with the community’s changing needs and enhance the overall well-being and quality of life for its residents. |
| PO Goal 3 | Pursue or seek federal, state, and local allocation of funds for the development and maintenance of parks, programs, and facilities. |
| PO Goal 4 | Cooperate in regional parks and trails planning with Snohomish County, Skykomish Valley, surrounding tribal jurisdictions, Sultan School District, Washington State Parks, and other relevant agencies. |
| PO Goal 5 | Create opportunities for private contributions and volunteerism in acquiring, constructing, operating, and maintaining parks, trails, and recreation facilities. |
| PO Goal 6 | Preserve natural open space for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, and to enhance the quality of life of Gold Bar residents. |

PARK & OPEN SPACE POLICIES

- PO Goal 1** *Build, operate, and maintain a system of recreation facilities that are responsive to the needs of all age and interest groups among Gold Bar residents.*
- PO Policy 1.1** Provide facilities that serve a variety of active and passive activities (such as picnic areas, playgrounds, open space, and playfields), and serve individual recreational needs (e.g., running, walking, biking), as well as the needs of groups (e.g., picnic shelters).
- PO Policy 1.2** Design and update parks, trails, and facilities to be accessible to a variety of age groups, interests, incomes, skill levels, and physical capabilities. If feasible, facilities and trails should provide handicap accessible access in conformance with the Americans with Disabilities Act.
- PO Policy 1.3** Consider the level of use, ease of maintenance, and longevity in the selection and design of parks and recreation equipment and structures.
- PO Policy 1.4** Promote historical, environmental, and cultural education through special event programs, the preservation of historical sites, and the support of festivals and events reflecting the cultural heritage of the city.
- PO Policy 1.5** Signage for parks and trails should include interpretive and historical information.
- PO Policy 1.6** Provide parks and recreation facilities consistent with demand, based on the following Level of Service (LOS) standards:
- a. mini parks: 0.5 acres per 1,000 population;
 - b. neighborhood parks: 2.0 acres per 1,000 population;
 - c. community parks: 5.0 acres per 1,000 population;
 - d. tourist parks: No level of service standard has been developed for tourist parks;
 - e. resource parks: No level of service standard has been developed for resource parks.
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- PO Goal 2** *Develop parks that align with the community’s changing needs and enhance the overall well-being and quality of life for its residents.*
- PO Policy 2.1** Prioritize and implement parks and recreation projects, including land acquisition for future parks areas, as directed by the Capital Facilities Element.
- PO Policy 2.2** Pursue opportunities to acquire properties adjacent to neighborhood parks, where appropriate for expansion.
- PO Policy 2.3** Pursue opportunities to acquire land and develop parks that provide public access to local rivers consistent with the city’s Shoreline Master Program.
- PO Policy 2.4** Pursue opportunities to acquire a 10-to-15-acre accessible parcel to develop as a multi-use, active sports facility.
- PO Policy 2.5** Applicants for new developments may be required to include, develop, and dedicate parks and trails in accordance with adopted Parks and Open Space Element, consistent with applicable city development standards. The city shall credit such development and dedication costs against a project’s park impact fees, consistent with applicable state law.
- PO Policy 2.6** Buffer active play facilities in new parks and recreation facilities so as to protect the privacy of, and minimize, impacts to adjacent property.
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- PO Goal 3** *Pursue or seek federal, state, and local allocation of funds for the development and maintenance of parks, programs, and facilities.*
- PO Policy 3.1** Take advantage of opportunities to secure property for parks and recreation facilities, including purchasing, grant funding, private donation, easements, availability of public lands for parks use, and dedication of private land as part of the development review process.
- PO Policy 3.2** Ensure that development adjacent to parks and recreation facilities is designed to minimize impacts on these parks and recreation areas.
- PO Policy 3.3** Develop funding priorities to adequately develop and maintain park, trail, and recreation facilities.
- PO Policy 3.4** Use impact fees to fund improvements that address impacts of new development upon the city’s parks and open spaces.
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PO Goal 4	<i>Cooperate in regional parks and trails planning with Snohomish County, Skykomish Valley, surrounding tribal jurisdictions, Sultan School District, Washington State Parks, and other relevant agencies.</i>
PO Policy 4.1	Cooperate in the identification of trail connections to parks and trails in Snohomish County and communities along the Skykomish Valley.
PO Policy 4.2	Promote the development of regional trail networks.
PO Policy 4.3	Coordinate recreation programs with agencies that have similar goals and work collaboratively to organize recreational activities that meet the needs and interests of their communities.
PO Policy 4.4	Identify opportunities for partnerships with other public sector entities.
PO Policy 4.5	Consider joint-use agreements with the Sultan School District to provide for the use of school district facilities for city-sponsored, and community-sponsored, recreational programs and activities.
PO Policy 4.6	Collaborate with Washington State Parks in the planning and management of access to the park, parking, park facilities, and programs at Wallace Falls State Park.
PO Policy 4.7	Pursue the development of trail facilities as shown in Figure 2 in the Transportation Element.
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PO Goal 5	<i>Create opportunities for private contributions and volunteerism in acquiring, constructing, operating, and maintaining parks, trails, and recreation facilities.</i>
PO Policy 5.1	Implement sponsorship programs that allow individuals, organizations, and corporations to contribute financially to park and recreation development projects.
PO Policy 5.2	Establish adopt-a-park programs where individuals or groups can ‘adopt’ a park by volunteering their time, resources, or funds to care for and maintain the park.
PO Policy 5.3	Encourage park and open space cleanup events that invite community members to volunteer and help keep local parks and open spaces clean and attractive.

- PO Policy 5.4** Encourage private entities to invest in improvement projects for existing recreation facilities or develop new facilities with private funding.
- PO Policy 5.5** Encourage volunteer engagement programs that provide training, education, and other resources to make volunteering in parks and recreation facilities more effective and enjoyable.
- PO Policy 5.6** Encourage individuals with specific skills, such as landscaping or construction expertise, to volunteer their services in parks and recreation facilities.
- PO Policy 5.7** Encourage corporations to include private contributions to public parks and recreation facilities as part of their corporate social responsibility initiatives, which can promote positive public image.
- PO Policy 5.8** Implement donation programs that allow community members to donate money or goods to support local parks and recreation facilities.
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- PO Goal 6** *Preserve natural open space for scenic and aesthetic enjoyment, to protect and preserve environmentally sensitive areas, and to enhance the quality of life of Gold Bar residents.*
- PO Policy 6.1** Support the preservation and protection of significant environmental features that reflect Gold Bar’s natural heritage for park and open space use, including wetlands, open spaces, woodlands, streams and stream corridors, shorelines, and other unique features.
- PO Policy 6.2** Use Best Management Practices in the development and maintenance of park facilities.
- PO Policy 6.3** Ensure that park development adjacent to the Skykomish River, Wallace River, May Creek, and other city streams protects and/or enhances salmon habitat.
- PO Policy 6.4** Work with landowners and developers to incorporate conservation easements, habitat conservation plans, and other tools that protect open spaces and support biodiversity into new development projects.
- PO Policy 6.5** Participate in conservation partnerships with government entities, NGOs, and private landowners to coordinate land management activities that promote open space networks and wildlife conservation.