

APPENDIX TABLE OF CONTENTS

79

LAND USE

117

CAPITAL FACILITIES

103

HOUSING

133

UTILITIES

109

TRANSPORTATION

139

PARKS & OPEN SPACE

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LAND USE APPENDIX

INTRODUCTION

The purpose of this appendix is to provide the reader with the technical details to support the land use element of the Comprehensive Plan. Specific information on relevant data and formulas calculating residential, commercial, and industrial capacities are outlined below. Comprehensive plan users will benefit from the in-depth information on city population and employment forecasts. This appendix also includes historic and current figures as a manner to accurately depict the predictions based on previous development patterns as well as current circumstances. It is important that this information and analysis be updated regularly to reflect land use changes occurring within the City of Gold Bar and UGA.

Existing Conditions

The city is moderately developed, with more than 47 acres of land remaining vacant. The vacant land is characterized as scattered individual single-family lots and larger unsubdivided lots. Of that land 15.71 acres are considered developable. There is a total of over 130 net acres of developable land between residential and commercially zoned lots within city limits.

Population

Gold Bar's Population steadily rose over the previous three decades prior to a slight drop between 2020 and 2022. Snohomish County has seen progressively increasing growth rates as observed below.

Figure LUA-1
City of Gold Bar and Snohomish County Historic Population Growth Comparison
Avg Annual Growth

	2000	2010	2020	2022	2000-2021
Gold Bar City Limits	1969	2075	2403	2377	1%
Snohomish County	606,024	694,219	827,957	840,790	18.38%

Figure LUA-1 Source: Census 2000, 2010, 2020, ACS 2022

Land Supply Analysis

For this comprehensive plan, land supply is the amount of land available for future growth. Snohomish County defines land supply as land available to accommodate the remaining projected

residential and employment growth based on county population projections. An insufficient amount of land or land that cannot be accommodated for residential and employment purposes results in higher land prices which discourage growth. Cities with increased land supply may be burdensome on city budgets when more infrastructure is required. It is the purpose of the land supply analysis to create the right balance.

Non-Residential Land Supply Analysis

Determining employment capacity was based on a formula which multiplies on a parcel-by-parcel basis the assumed employees per buildable acre within each employment category by the number of buildable acres for each vacant, partially-used or redevelopable parcel. A separate approach was applied to redevelopable parcels. Here existing estimates on existing parcels were subtracted from the estimate of additional employment capacity on the parcel.

Physical Factors

Physical factors such as floodplains, wetlands, and critical areas are characteristic of the physical environment that pose barriers to land supply. Other non-physical features like land-use and zoning codes can also arbitrarily limit the availability of space by requiring lots to be of a certain size or have acreage density maximums. The availability or reduction in land supply can burden a city with increased land prices which discourages growth. If too much land becomes readily available, the city may face the burden of laying out expensive infrastructure to the outreaches of the city. It is the goal of the city to create the right balance, therefore providing the reasoning of this process.

Residential Capacity Analysis

The total residential net acres available within the city limits of Gold Bar that are vacant, partially used, or redevelopable is 40.734 acres. This breaks down into vacant land (15.751 acres), partially developed land (8.972 acres) and redevelopable land (13.461 acres). This does not include the 2.542 acres that are currently pending development as recorded through active and approved permits.

See figures LUA-2, -3, and -4 on following pages.

FIGURE LUA-2

Capacity for Residential Development

	Zone	Total Acres	Unbuildable Acres	Gross Buildable Acres	Surplus Acres
Pending	General Commercial	1.803	0	1.803	
	R9600	0.739	0	2.543	
	Sub Total	2.542	0	2.542	
Vacant	R12500	45.984	30.99	14.984	
	R9600	1.068	0.3	1.368	
	Sub Total	47.052	31.29	15.751	
Partially Used	R12500	26.53	17.55	8.98	5.714
	Sub Total	26.53	17.55	8.98	5.714
Redevelopable	R12500	14.243	9.37	4.863	
	R7200	3.577	0.03	3.546	
	R9600	10.972	5.92	5.052	
	Sub Total	28.792	15.32	13.461	
	Total	104.916	64.16	40.734	5.714

Figure LUA-2 Source: Snohomish County Buildable Lands Report

There is additional space outside of the city limits but within the UGA. This land is purely vacant land in the ULDR3 zone.

FIGURE LUA-3

UGA Capacity for Residential Development

	Zone	Total Acres	Unbuildable Acres	Gross Buildable Acres	Surplus Acres
Vacant	ULDR3	6.936	4.44	2.49	0
	Total	6.936	4.44	2.49	0

Figure LUA-3 Source: Snohomish County Buildable Lands Report

Employment Land Capacity

FIGURE LUA-4

Capacity for Business Development

Zone		Total Acres	Unbuildable Acres	Gross Buildable Acres	Surplus Acres
Vacant	Community Business	0.642	0	0.642	0
	General Commercial	19.405	7.28	12.117	0
	Sub Total	20.047	7.28	12.759	0
Partial Use	Community Business	0.49	0	0.49	0.111
	General Commercial	8.846	0	8.846	5.986
	Sub Total	9.336	0	9.336	6.097
Redevelopable	Community Business	31.173	16.295	47.468	0
	General Commercial	27.895	7.44	20.449	0
	Sub Total	59.068	23.735	67.917	0
	Total	88.451	31.015	90.012	6.097

Figure LUA-4 Source: Snohomish County Buildable Lands Rerport

Existing Land Use

Table LUA-5 describes the individual land use areas within the Gold Bar UGA. The city currently includes about 665 acres of land area, while the entire Gold Bar UGA is about 820 acres. Table LU-4 lists the acreage of property within the city and the UGA, not including rights-of-ways or waterways. These land uses are shown on Figure 3(PG 89).

Table LUA-5

Gold Bar UGA Existing Land Use Inventory

Land Use	Acres	Percent
Single Family	404.4	59.30
Low Density Multi-Family (2-4 DU)	2.3	0.34
Mobile Home Park	45.4	6.66
Government / Education	13.3	1.96
Religious	0.6	0.09
Retail Commercial	13.3	1.95
Service Commercial	5.8	0.85
Manufacturing/Warehousing	11.4	1.67
Utility	6.8	1.00
Parks	0.3	0.05
Common Area	37.9	5.55
Undeveloped/Vacant	130.6	19.14
Other	8.5	1.25
TOTAL	682.6	100.00

Source: Snohomish County PDS GIS database.

Table LU-5 was developed using Snohomish County parcel data and Snohomish County Buildable Lands data updated with land use information provided by the city.

Residential Land Use

Within most communities, a range of housing densities is allowed to provide a variety of housing opportunities. The wider the range is, the greater the opportunity for individuals to find housing relative to their particular needs, affordability, and preference.

Housing in Gold Bar consists predominantly of single-family houses and manufactured housing with few exceptions. The lack of a sanitary sewer system largely prevents development of higher density housing options. Table LUA-6 depicts the breakdown of housing by types.

Table LUA-6

Housing Units by Type

Type	Number of Units	Percent
Single Family	592	69.4
Multi-family	28	3.2
Mobile Homes	229	26.9
Other	4	0.5
TOTAL	853	100.0%

Source: 2023 OFM Housing Estimate

Recent development has consisted entirely of single family homes. Between 1990 and 2000, 387 new units were built at a growth rate of 7 percent per year. Between 2000 and 2013, the growth rate slowed but an additional 104 units were constructed. Of those 104 units, 99 were traditional single family detached houses and 5 were mobile homes or manufactured housing units. Over the last decade, 54 new single family and one duplex units have been constructed. Average is just over five new units per year.

Commercial Land Use

Land in Gold Bar that is zoned and designated for commercial use comprises about 155 gross acres in the general commercial and community business zones. About 46 acres are developed with commercial uses, including manufacturing uses that are no longer in operation.

Many of the existing commercial parcels are classified as redevelopable by the Buildable Lands Report for Snohomish County. Redevelopable parcels are non-vacant parcels which are considered candidates for demolition in the 20-year planning period. The classification is primarily based on the building-to-land value ratio. Additionally, about 25 percent of commercially-zoned acreage remains vacant or underdeveloped.

Buildable Lands Analysis

The Buildable Land Report for Snohomish County (BLR) was developed in consultation with the cities of Snohomish County, consistent with GMA requirements. The BLR provides an analysis of vacant and redevelopable lands, and provides an estimate of the capacity for population and

employment growth.

Residential Land Capacity

Residential land capacity is calculated by multiplying acreage deemed vacant, partially-used, or redevelopable by the assumed future density. According to the BLR there are approximately 42 acres of buildable residential land in the Gold Bar UGA, with an additional residential capacity of 126 housing units. The city has a 2044 housing unit target total of 1,440 based on Snohomish County Tomorrow Steering Committee recommendations for the city and UGA.

The 2022 Census reported an average household size of 2.8. Using that assumption the Gold Bar UGA is capable of accommodating roughly 352 additional people. Actual population growth will be dependent on future development activity. The city has a 2044 population target of 2,650 based on Snohomish County Tomorrow Steering Committee recommendations.

Commercial Land Capacity

Commercial land capacity is calculated by multiplying vacant, partially-used, or redevelopable acreage by an assumed employment density. According to the BLR, there are approximately 67 acres of buildable commercially zoned land, with an additional employment capacity of 587 jobs.

Urban Growth Area

Under the provisions of the Growth Management Act cities and counties must identify urban growth areas (UGA) to accommodate planned urban growth. The UGA defines the area around the city that is available for its expansion during the 20-year planning period. It is based upon the notion that development is urban in type and intensity is most appropriate within, and adjacent to, existing urban areas. The criteria used to establish UGAs includes projected housing, industrial and commercial needs, existing land uses and density, and availability of utilities.

Typically, the agreed upon UGA is the area surrounding a city that is capable of accommodating 20 years of potential expansion. Annexations, urban development, and the expansion of urban services, such as sanitary sewer service, are limited to the area within UGA.

When considering population forecasts and land use information it is important to consider whether the information applies to the areas within the city limits or within the UGA.

Generally, census and other information is often only available for the city, but because actions within the UGA impact the city it is important for the city to consider future development potential of areas outside of the city that are within the UGA.

Natural Features

This section describes the physical landscape that shapes growth and development in Gold Bar. These natural features are an essential component of the city's character. Gold Bar, which

is situated between two rivers at the edge of the Cascade Mountains, has a variety of natural amenities and sensitive physical conditions.

Topographic Conditions

The city lies on a narrow valley plain that is bound by the Wallace River to north and the Skykomish River to the south. Both rivers arc from east to west draining the Cascades to the Puget Sound. May Creek flows through the city and joins the Wallace just to the west. Steep foothills rise to the north of the Wallace and to the south of the Skykomish.

Stormwater/Surface Water Management

The entire land area of the city drains into the Skykomish drainage basin (including the Wallace River and May Creek). Over the last century, both rivers and May Creek have been affected by logging and forest removal, mining, agricultural activities, and development. These activities have been undertaken without consideration of long-term consequences, and have led to denuded slopes, channelized watercourses, encroachment on floodplains, and a decreased quality of water, which in turn results in erosion, sedimentation of stream channels, flooding of homes, and the degradation and destruction of fish and wildlife habitats.

Groundwater Resources

The city relies on well water obtained within the city and a PUD well just outside the UGA. The city operates two well fields that tap into an aquifer that is recharged by areas located within and to the east of the city. Additional private wells may serve some properties and Snohomish County PUD operates the May Creek water system, as well as the well system mentioned above, to serve properties on the east edge of the city.

Critical Areas

The Growth Management Act requires cities and counties to designate and protect critical areas. Critical areas, as defined by RCW 36.70A.030, include the following areas and ecosystems:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas.

A variety of critical areas exists within the city. The amount and location of lands affected by critical areas impacts the city's development capacity. Since the mapping of critical areas is largely generalized, the exact presence and evaluation of critical areas should be determined on a site-by-site basis.

Most areas within the city are constrained by at least one type of critical area. This is significant because it means that the development capacity or the ability for the city to absorb future development is restricted due to the constraints represented by physical conditions and

associated requirements to protect these areas. This factor needs to be considered in all land use decisions. The land capacity analysis in the land use element of this Comprehensive Plan includes analysis of critical areas that dramatically reduce the overall capacity of the city for future development.

Wetlands that have been mapped as part of the National Wetlands Inventory are shown on **Figure 7** (pg 97). Additional, unmapped wetlands may exist in other areas that are not mapped, especially adjacent to water bodies, including May Creek and the Wallace River.

Aquifer recharge areas are those areas that support aquifers used for potable water. Recharge areas need to maintain both the quality and the quantity of the water that recharges the aquifer. The quantity of recharge water can be protected by limiting impervious surface areas and by infiltrating runoff water. The quality of recharge water can be protected by using and requiring best management practices and stormwater management, and by prohibiting the use and storage of hazardous materials. The density and development of septic systems must also be limited to protect ground water quality. Critical aquifer recharge areas are designated as those areas within the 10-year time-of-travel (TOT) of the city's two well fields. These areas are mapped on **Figure 8** (pg 99).

Potential fish and wildlife habitat areas are mapped by the state Department of Fish and Wildlife. Many types of species exist in the less developed foothills around the city. However, there are few identified habitat areas within the city. The Wallace River, Skykomish River, and May Creek all provide habitat to salmonids, including chinook salmon and bull trout, which are listed as endangered. The Wallace River provides harlequin duck breeding areas. All three water courses provide riparian habitat and have associated wetlands. Potential habitat areas are shown on **Figure 5** (pg 93).

Flood hazard areas are situated throughout the city. Located amongst three water courses, Gold Bar is subject to flooding. Construction of the rail road and US 2, which generally lie between the city and the Skykomish River, resulted in partially protecting the city from Skykomish River flooding. Floodplains associated with May Creek and the Wallace River encroach on limited areas of the city, most of which are undeveloped. Frequently flooded areas, based on FEMA's mapping of the 100-year floodplain, are shown on **Figure 6** (pg 95).

Geologically hazardous areas may consist of steep slopes, erosion hazards, and areas subject to rock fall, seismic hazards, or other geological hazards. Few steep slopes exist in the city and there are no known areas of high geological hazard. Therefore, the city has not mapped geologically hazardous areas, although they may exist and their presence (or absence) should be verified on a site-by-site basis prior to development.

Open Space

The citizens of Gold Bar hold "open space" lands in high regard. Open spaces such as the forested hillsides and valley farmlands contribute greatly to the vision of "a small rural town." The definition of "open space" is broad and comprehensive. "Open space" refers to critical areas and otherwise undevelopable lands that may be owned by the city, other public bodies,

or private owners (and regulated by the city) as well as spaces that are set aside and developed for recreation. Open space lands therefore include parks, trails, stormwater detention facilities, native growth protection areas, stream and wetland buffers, and other lands. In and around Gold Bar, there are county, utility, school, private homeowner associations, private commercial operators, and private land owners who own or control a variety of strategically important sites that make up the network of open space. Frequently, legal agreements outline opportunities for public use or preservation of these lands.

The GMA establishes the following planning goal concerning open space and resource protection:

‘Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.’

The GMA defines ‘critical’ environmental areas and resource lands not suitable for urban development. In addition, the GMA requires special consideration for protection of agricultural, forests, and mineral lands. Preserving these types of lands through GMA most certainly adds to the ‘open space’ character of Gold Bar.

The Comprehensive Plan addresses the recreational portions of this open space system in the Parks and Open Spaces Element. This facilitates attention to the recreational needs of the community and provides the linkages between the level of service standards to growth and associated capital facility needs. For open space features such as utility corridors, retention pond tracts, and protected areas regulated, the Land Use Element provides policy direction for the appropriate level of regulation. There is no general standard for the amount of non-recreational ‘open space’ that Gold Bar should sustain. Each community determines its own needs based on the natural environment and the vision dependent on the amount of natural resource areas available, the public desire to preserve certain lands, and the political will to fund acquisition of strategic open space not under public control.

Physical Activity

The GMA encourages cities to consider utilizing urban planning approaches that promote physical activity in the land use element. While the Transportation and Parks and Open Space Elements address infrastructure and facility needs associated with walking, biking and other forms of recreation, the Land Use Element addresses the link between these facilities and physical activity.

Pedestrian Environment

The community of Gold Bar values the existing historic, small town character and inherent to these qualities is the idea of a safe, friendly, compact, and “human-scale” streetscape. The creation of design guidelines along the US2 Corridor will not only support revitalization efforts and enhance community character, but also promote pedestrian activity through the design of pedestrian scale architectural forms, a strategy presented in LU Policy 6.7.

The original civic, commercial, and residential center of the city is based on a walkable grid of approximately 350-foot square. A walkable distance is generally considered a quarter-mile, or a 5-minute walk. While Gold Bar is just over one square mile in size, it is an elongated form and newer residential developments have natural and man-made barriers, such as May Creek or heavy traffic, that create additional distance between homes and local commercial destinations. The Comprehensive Plan recognizes the link between a well-connected, pedestrian and bike-friendly built environment, and increased physical activity.

Infrastructure and Facilities

The Transportation Element and Appendix addresses motorized and non-motorized models of transportation. The city recognizes if reliance on the personal vehicle is to be reduced, alternatives need to be supported. Goals are established that encourage pedestrian and bicycle safety and mobility improvements, and promote the development of a functional system of non-motorized pathways that support walking or biking to school, parks, and commercial areas.

Specific policies are in place that address the development of pedestrian and bicycle infrastructure, and the 20-year Transportation Facility Program highlights non-motorized infrastructure projects and **Figure 2** (PG 49), the Pedestrian and Bicycle Plan, depicts connections to recreational areas and open spaces. Similarly, the Parks and Open Spaces Element promotes physical activity by encouraging the provision of facilities that meet a variety of recreational needs. The city seeks to provide the infrastructure necessary to encourage use of the surrounding natural recreational amenities and to promote physical activity.

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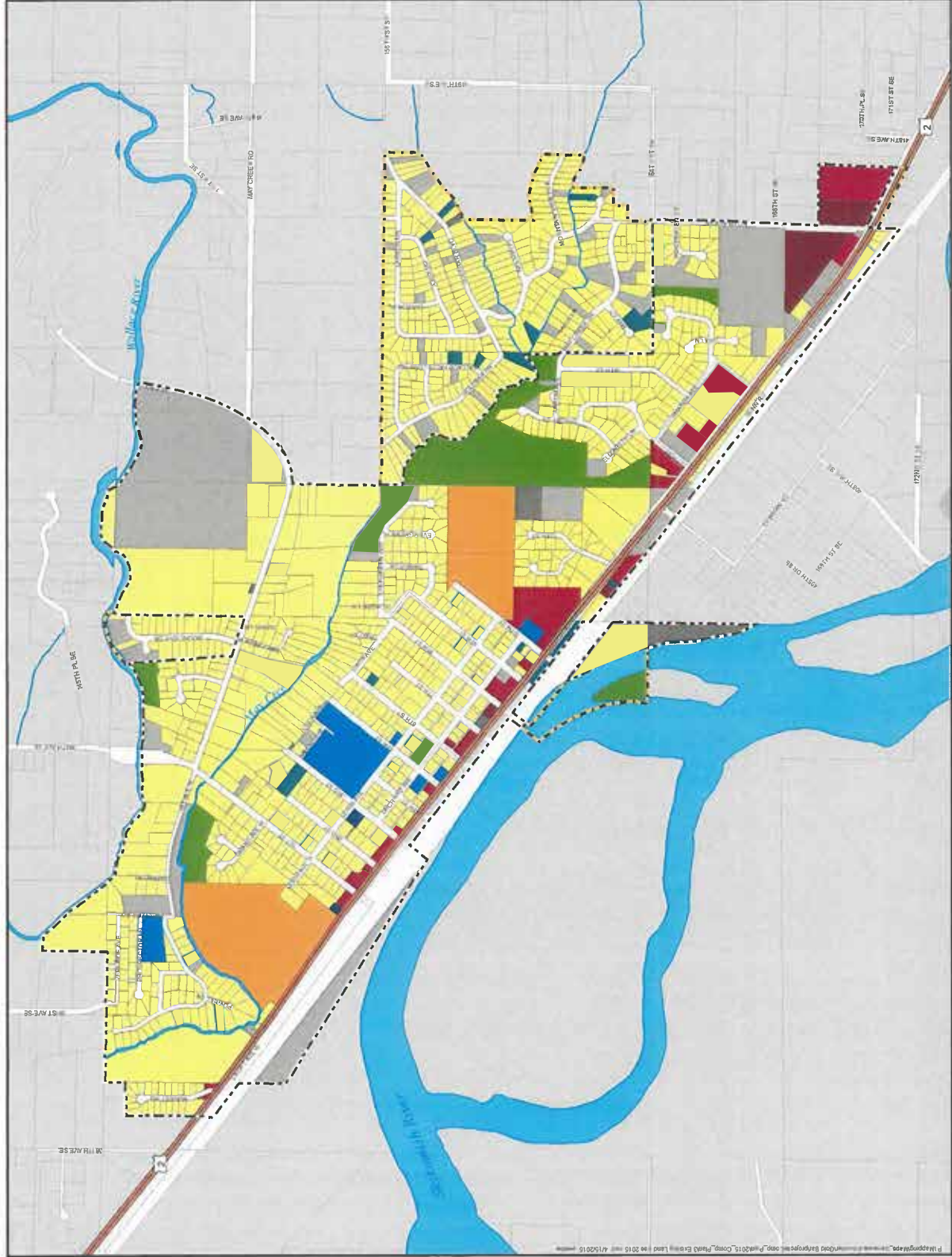
Existing Land Use Map



- LEGEND**
- City Boundary
 - UGA
 - County Parcel
 - Residential
 - Mobile Home Park
 - Park/Common Area
 - Government/Education
 - Manufacturing/Warehousing
 - Commercial
 - Religious
 - Other
 - Utility
 - Undeveloped



Parcel information supplied by Snohomish County Assessor 2014, and may not reflect actual or current conditions. Other parcel information was obtained from aerial photography, Development Services or other sources and has not been verified.



COMPREHENSIVE PLAN EXISTING LAND USE MAP | FIGURE 3



CITY OF GOLD BAR

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Zoning Map

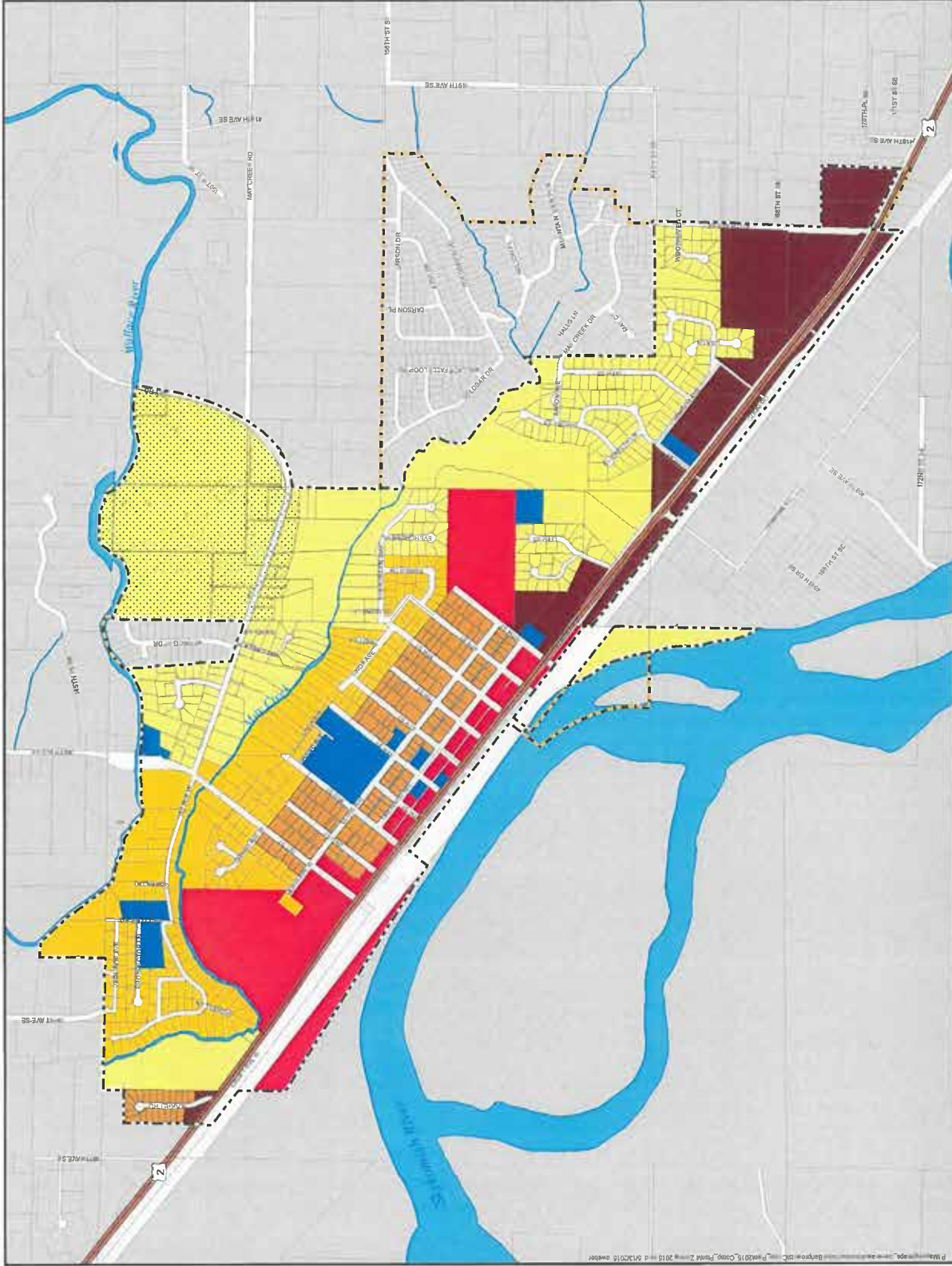


LEGEND

- City Boundary
- UGA
- County Parcel
- Zoning**
- Community Business
- General Commercial
- Public Spaces and Parks
- R7200
- R9600
- R12500
- Recreation Oriented Overlay



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



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Potential Habitat Areas Map



LEGEND

- City Boundary
- UGA
- Parcel
- Chinook Salmon Distribution
- Bull Trout Distribution

Potential Habitat Areas

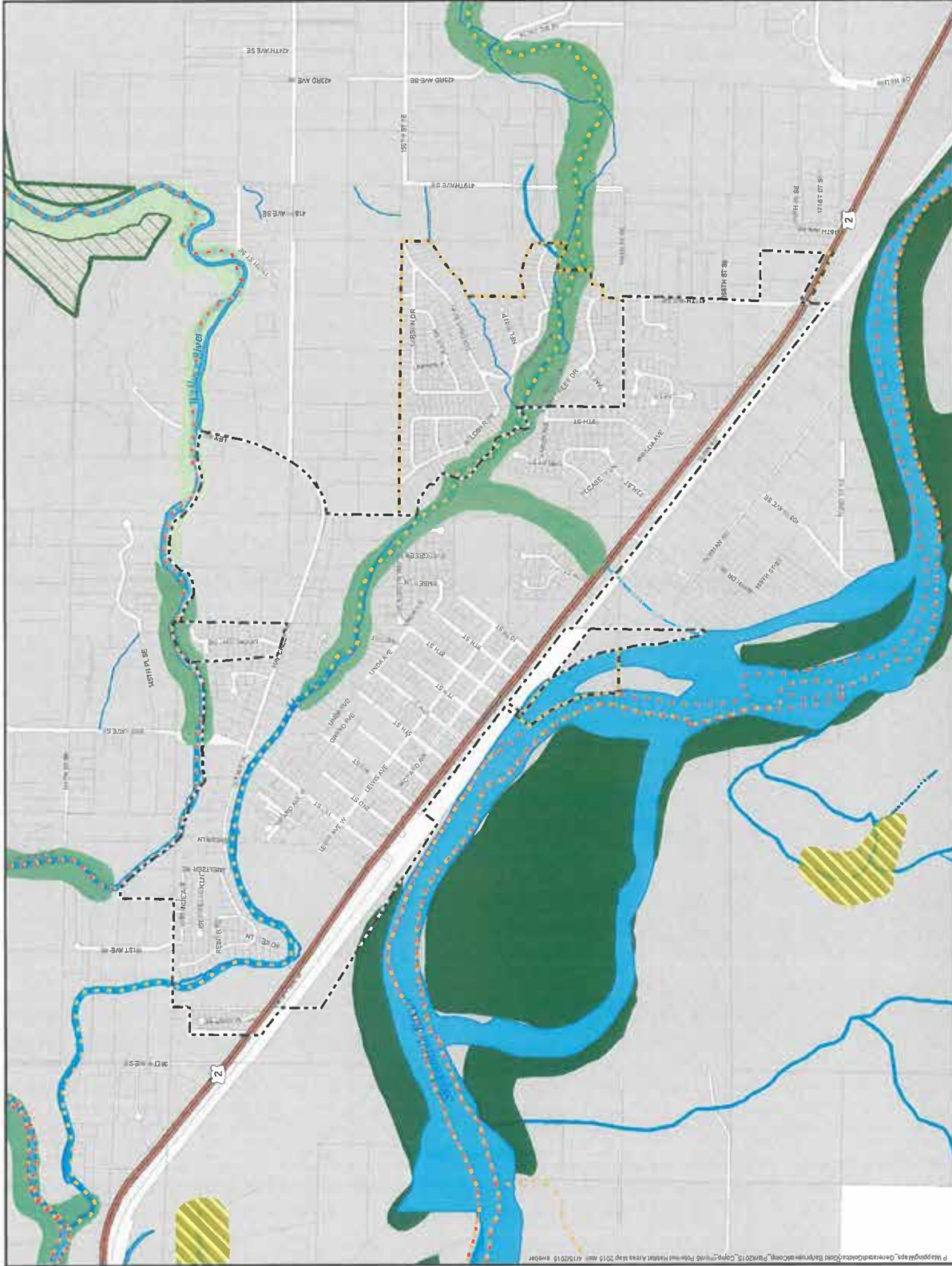
- Wallace Falls State Park
- Peregrine Falcon Cliffs
- Eagle Roost
- Harlequin Breeding Areas
- Wallace River Riparian Areas
- Skykomish River Riparian Area
- Riverine System Wetlands
- Wallace River Wetlands
- Mt. Goat Summer Trans. Winter Range
- Black-tail Deer Winter Range



Potential habitat areas identified by Washington Department of Ecology. Actual presence & location of habitat should be field verified.

Fish presence, including Chinook salmon and bull trout, is confirmed in the Skykomish River, Wallace River, and May Creek.

Parcel information supplied by Snohomish County Assessor. Other information from Snohomish County Planning and Development Services or other sources and has not been verified.



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Frequently Flooded Areas Map



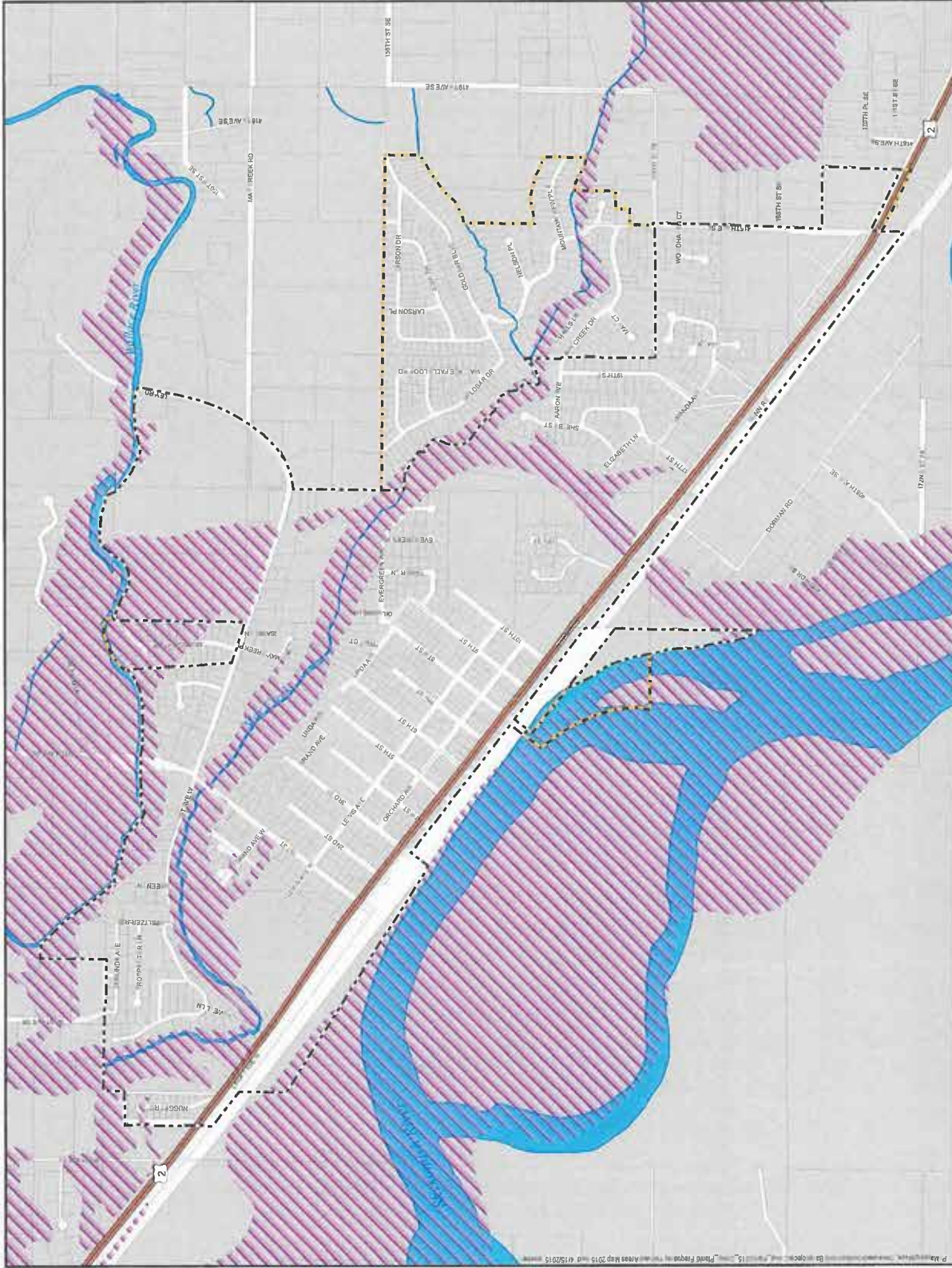
LEGEND

- City Boundary
- UGA
- Parcel
- Waterbodies
- 100-Year Flood Zone

0 500 1,000 2,000 Feet

Boundary of 100-year floodplain from FEMA Flood Insurance maps. Actual locations should be verified with FEMA.

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



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Streams and Wetlands Map



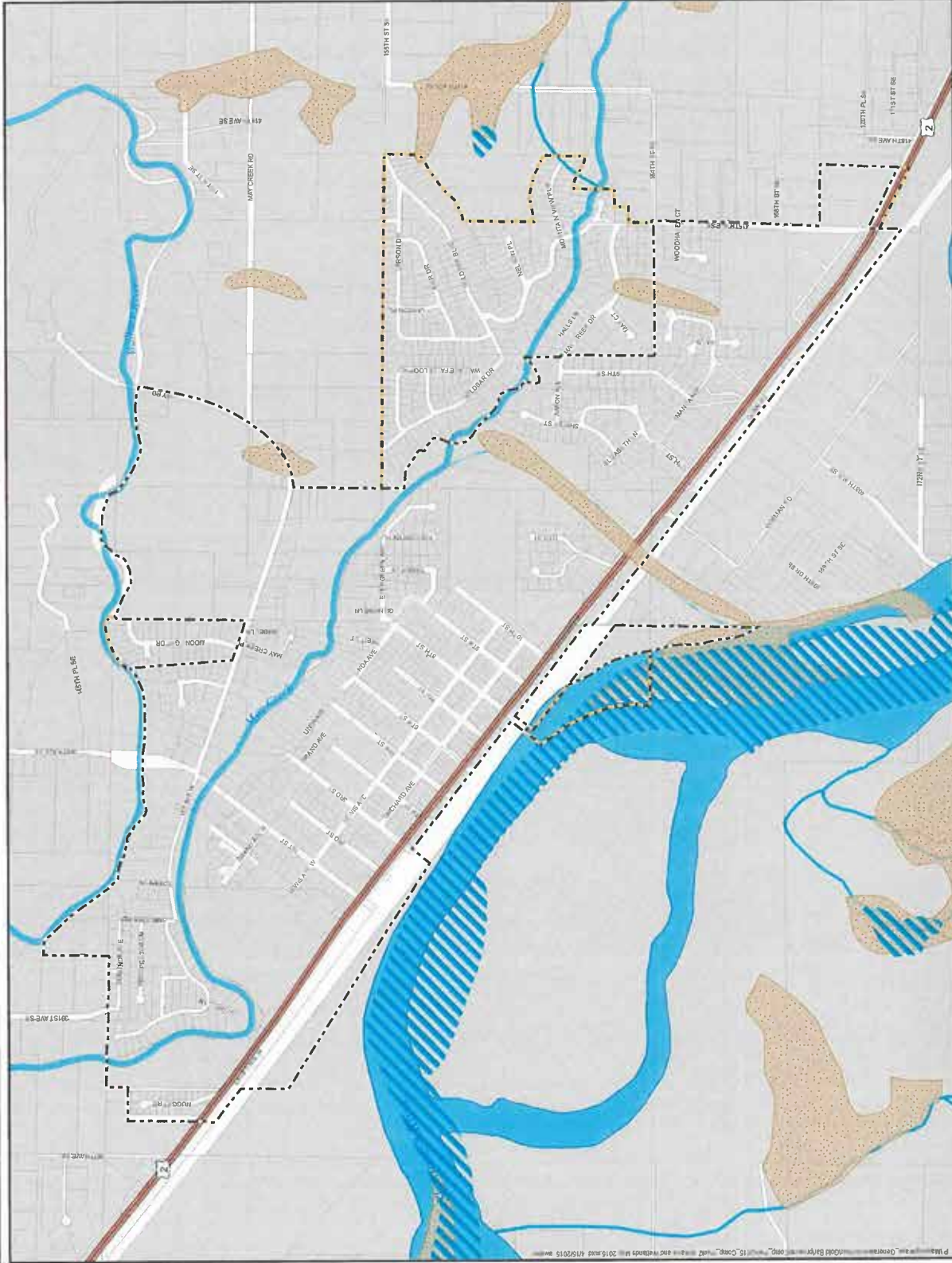
LEGEND

- City Boundary
- UGA
- County Parcel
- Waterbodies
- Potential Wetland Locations
- Hydric Soils
- Rivers & Streams (DNR Type)
 - 1
 - 2
 - 3
 - 4
 - 5
 - untyped

0 500 1,000 2,000 Feet

Wetland locations obtain from the National Wetlands Inventory (NWI). Properties should be field verified to determine actual wetland locations, type and boundary delineation.

Parcel information supplied by Snohomish County Assessor. Other information obtained from Snohomish County Planning and Development Services or other sources and has not been verified.



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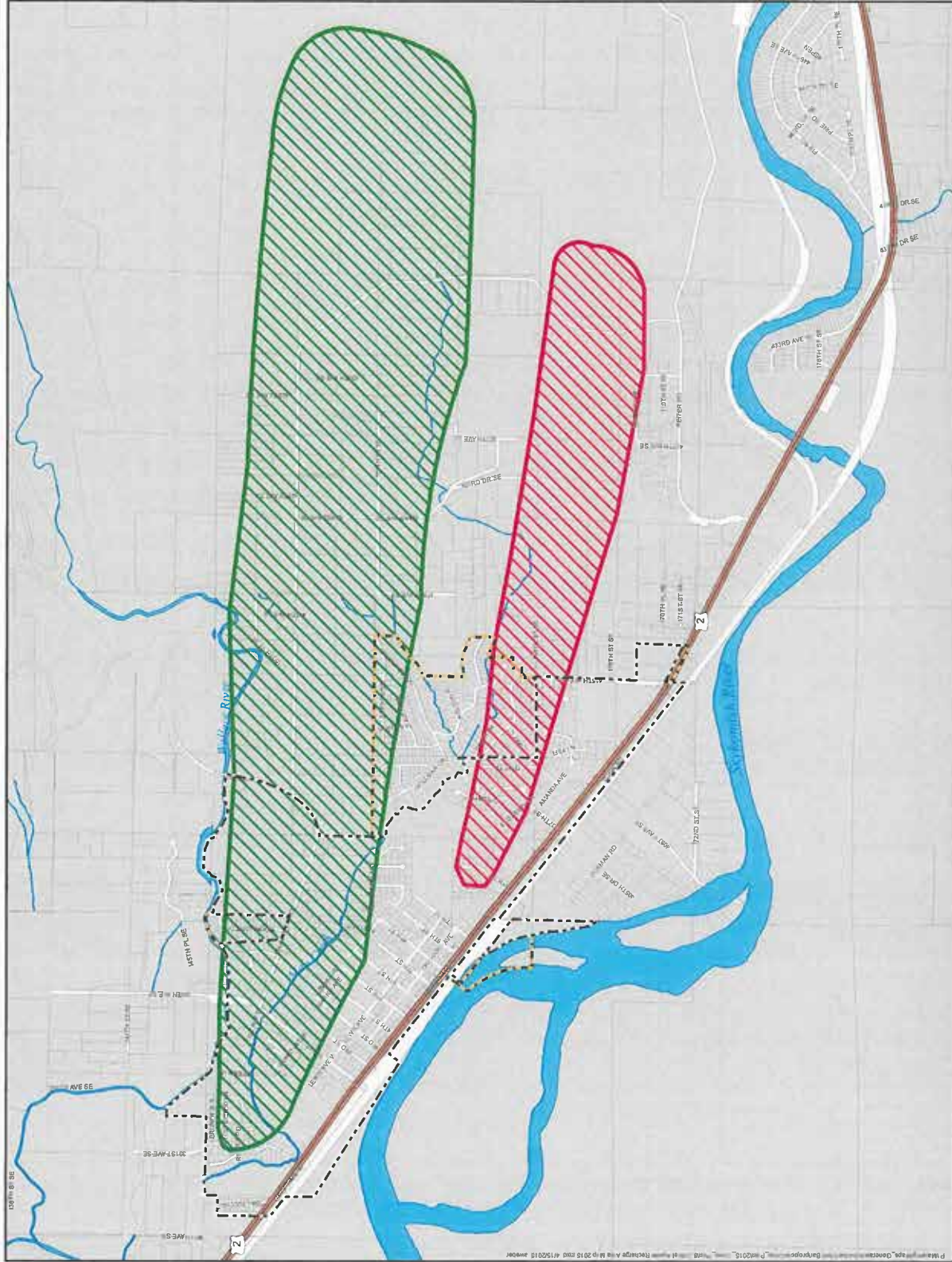
Critical Aquifer Recharge Areas Map



- LEGEND**
- City Boundary
 - UGA
 - Parcel
 - Waterbodies
 - 10-Yr Time of Travel Wells 1-3
 - Well 4



10-Year TOT based on wellhead protection studies performed for the City of Gold Bar, 1997.
 Parcel information supplied by Snohomish County Assessor. Waterbody information from Snohomish County Planning and Development Services or other sources, and has not been verified.



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HOUSING APPENDIX

INTRODUCTION

The Housing Appendix is produced from the 2024 Gold Bar Housing Action Plan (HAP). The Gold Bar HAP is a single report that defines current and projected community housing needs and recommends the most appropriate strategies and actions to improve housing stock, housing diversity, and affordability to all economic groups. The HAP is the outcome of evaluating housing needs, engaging with the community and stakeholders, and reviewing existing city policy against regional and county-wide housing goals and policies. Ultimately, the HAP influences and informs the housing policies of the Gold Bar Comprehensive Plan Housing Element and subsequent city regulations.

Housing Stock

It is estimated that there were a total of 853 housing units in the City of Gold Bar in the year 2022. Approximately 69.4 percent are single family units and 26.9 percent are mobile or manufactured homes (Table LUA-6).

Between 2000 and 2010, 81 new housing units were permitted within the city. The majority of those units (60) were single-family, while 21 were duplexes or mobile homes. A similar number (83) housing units were permitted between 2010 and 2023. That includes 55 single-family, two duplexes, and 26 manufactured/mobile units.

Permit Activity Compared to Housing Targets

The County-wide Planning Policies for Snohomish County, adopted in 2022 to implement the State Growth Management Act (GMA), set “growth targets” for households. Each target is the amount of growth to be accommodated by a jurisdiction during the 20-year Growth Management planning period. The city’s growth target for the 2020 to 2044 time period is 3,496 people, or an anticipated average annual increase of about 11 people or an average annual change of about 1 percent.

Given an average household size of 2.8 as found by the 2019 ACS, the target population would be achieved by the average construction of about 11 new housing units per year during the 20

year planning horizon. This compares with the actual average of about 8 new housing units per year permitted within the city between 2014 and 2023.

The City of Gold Bar and its UGA have experienced an actual average annual development rate of about 8.8 housing units. This compares with the forecasted growth of about 7 housing units per year during the 20-year planning horizon, calculated based on average household size.

Household Size

The city average household size is approximately 2.8 persons. This is consistent with the Snohomish County average household size of 2.66 persons.

Household Types

Households in Gold Bar (about 85 percent) are comprised of three person or less per household. In Snohomish County as a whole, households of three persons make up about 69 percent of the total households.

Furthermore, the 2019 ACS reports that 13 percent of the city's total population are individuals over the age of 65 years. Comparatively, 13 percent of Snohomish County's total households include individuals over 65 years. Snohomish County residents between ages 20 to 49 make up approximately 42% of the population. Comparatively, Gold Bar is proportionally smaller with adults aged between 20 to 49 making up only 37% of the population.

Occupied vs. Vacant Housing Units

Of the total housing units in the City of Gold Bar, the 2019 ACS reported that 97 percent were occupied. In cities further east along highway two, some vacant housing is attributed to second homes. For example, 36 percent of housing in the Town of Skykomish is used for seasonal or recreational use, but this accounts for less than one percent of housing in Gold Bar.

Owner vs. Renter Occupied Housing Units

Of occupied housing units in Gold Bar, 80 percent are owner-occupied and 20 percent are renter-occupied. This percentage of owner-occupied housing is considerably higher than county-wide figures, where owner-occupied housing units make up 67 percent of the occupied housing stock.

Housing Costs and Affordability

The Growth Management Act and Snohomish County's County-wide Planning Policies mandate that cities develop specific policies for affordable housing. Affordability concerns all households, regardless of income. It pertains to the balance between a household's financial means and its desire for acceptable housing and amenities.

Rent is “affordable” when no more than 30 percent of a renter’s income goes toward rent payments. Similarly, home prices are affordable when no more than 25 percent of a homeowner’s income goes towards mortgage payments (exclusive of tax and insurance costs). If a household expends a larger share of its income on dwelling costs, then the household may find it necessary to redirect monies that are normally spent for other basic needs such as food, health care, child care, education, toward housing.

Rental Costs

In 2019, the median monthly rental rate in Gold Bar was \$1,024, a decrease of about 10 percent from the year 2013 (\$1,130). In Snohomish County the median rental rate was \$1,438.

Gold Bar’s median rental rate is about 71 percent of the County rate. Within the city, 22 percent of renters are paying more than 30 percent of their income towards housing.

Single Family Home Prices

In 2021, the median single family house value in Gold Bar was \$420,120, more than double the 2013 value (\$181,000). In Snohomish County the median price of a single family house increased about the same rate. Gold Bar’s median single family home value is about 62 percent of the County median value.

Household Income

Housing affordability is classified according to five income groups that are defined as percentages of Area Median Family Income (AMI). The 2021 median household income in Snohomish County was \$95,618.

- Extremely Low Income: <30% AMI of county-wide median household income.
- Very Low Income: 30-50% AMI of county-wide median household income.
- Low Income: 50-80% AMI of county-wide median household income.
- Moderate Income: 80-100% AMI of county-wide median household income.
- Above Median Income: >100% AMI of county-wide median household income.

The 2021 median income for Gold Bar was \$77,708. 81 percent of county-wide median income is a moderate income.

Table HO-4: Median Household Incomes

Year	Gold Bar	Snohomish County
2013	\$55,054	\$68,381
2021	\$77,708	\$95,618

A household earning the median Gold Bar income would be capable of purchasing a house

valued at \$325,000 assuming conventional lending assumption that no more than 25 percent of a homeowner's income goes towards mortgage payments, exclusive of tax and insurance costs. Currently, this affordability range is not inclusive of the current median house value in Gold Bar, which is \$420,120.

While housing appears to be affordable in Gold Bar, the affordability gap (the difference between median prices and affordable prices) in Snohomish County is an indicator of growth pressure. If housing in other parts of Snohomish County, and in King County, continues to be unaffordable, more people will be forced to find housing that is affordable in outlying areas, such as Gold Bar, and causing growth to push outward.

The low housing values in Gold Bar compared to western Snohomish County may be attributable to the high percentage of mobile and manufactured homes in Gold Bar, and to its distance from large employment centers.

Special Needs and Alternatives

The segment of the population having special housing needs due to age, health conditions, or disabilities are expected to increase over time, though by what degree is difficult to predict. In addition, the specific type of housing needed cannot be predicted with accuracy.

Supportive Housing Programs for the Elderly

According to the U.S. Bureau of the Census in a study entitled *Demographic and Socioeconomic Aspects of Aging in the United States*, a larger percentage of the elderly owned their own home in 1983 (70 percent) compared to the general adult population (65 percent). The study also noted that most elderly householders want to and will stay in their present home without going into either a group or institutionalized care facility. Therefore, it is believed that future housing programs for the elderly should concentrate on innovative methods for assisting this segment of the population by supporting them in an independent living environment. As demand for elderly oriented housing increases, the community should consider measures to support alternative senior housing options, such as elderly oriented group homes and shared housing programs.

Currently Gold Bar's senior and elderly are housed in single family housing units. Development of life care communities (which are generally of 150 units and have a typical density of 10 to 15 units per acre) is not practical without a sanitary sewer system. Smaller facilities might be viable using septic systems. Other options include attached housing, where yard space is limited and typically require less maintenance than a traditional single family house, and accessory housing. If accessory apartment units are rented to younger persons, the senior citizens are able to remain living independently for a longer time.

Specialized Congregate Living Facilities/Group Homes

Two other categories of group housing are those for the physically and developmentally disabled and halfway houses. Provisions for these types of housing arrangements should be

discussed in the Housing Element and provisions made in the zoning code to accommodate them.

Group Homes for the Developmentally and Physically Disabled

This is a broad category that includes housing for the physically handicapped as well as for those with mental disabilities. The principal difference between this classification and elderly housing is one of scale. Group homes for the disabled generally house fewer residents than facilities for the elderly. They also tend to occupy existing vacant homes rather than new, purpose-built structures.

Halfway Houses and Special Commitment Facilities

These are generally the most controversial type of housing facilities and require the most care when developing siting criteria. The housing facilities in this category include approved group homes for juvenile offenders, halfway houses to be used in the rehabilitation process for adult offenders, facilities providing residential care for persons leaving mental institutions, and rehabilitation centers for alcohol and drug users.

Generally, these facilities would not be appropriate in single-family residential areas and it is questionable whether there are areas in Gold Bar that would be appropriate for them. Careful attention must be given in the zoning code to provisions for yards, buffering, and security needs for these facilities.

Emerging Group Home Facilities

There are several group home types that have come into being in recent years in response to changing societal demands. These include facilities for abused and battered wives and children, and homes for individuals with eating disorders.

Halfway houses and group homes typically need to be near employment opportunities, medical care facilities, accessible transportation options, education sources, and governmental support centers (i.e., social security, welfare, counseling, etc.) making it difficult for such facilities to locate in Gold Bar. It is recognized that the need for such facilities exists within the city and that families requiring such facilities have to find them in other communities.

Although general provisions should be made for the future inclusion of group homes in Gold Bar, specific parcels will not be designated. Specific requirements for the various types of group homes will be included in the zoning code to be in conformance with this Comprehensive Plan. These requirements will cover, to the extent consistent with state and federal law, minimum site areas, off-street parking, yard setbacks, and buffering requirements.

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TRANSPORTATION APPENDIX

Introduction

The City of Gold Bar contains a network of roads and pedestrian facilities. With the exception of US Highway 2 (US 2) and minor private roads, the street network is owned and operated by the city. US 2, located along the southern edge of the city, is a key connection between Eastern and Western Washington and provides the only access from the city to other communities in the region. First Street, May Creek Road, and Reiter Road, which are minor arterials, connect local access streets in and around the city to US 2. Snohomish County Community Transit provides transit service to Gold Bar, and while the Burlington Northern Santa Fe Rail Road operates on the south side of US 2, there are no train stations in Gold Bar or adjacent communities.

Roadways

Functional Street Classification

Transportation systems include a hierarchy of streets that provide through-movement and land access functions. Streets are classified based on these functions. All streets in Gold Bar are classified according to the functions they serve.

State law requires that cities and counties classify their streets based on federal and state guidelines (RCW 35.78.10 and RCW 47.26).

The streets in the city are classified according to the following hierarchy of street designations:

- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local Access “A”
- Local Access “B”

Principal Arterials are streets of regional significance connecting larger communities and carrying the greatest portion of through-traffic or long distance travel. Land access from a principal arterial to adjacent properties is minimized. A principal arterial is generally connected to a freeway and/or other arterials and carries high volumes of traffic.

Minor Arterials are streets of citywide significance connecting neighborhoods and facilities with

other arterials and collectors. Their traffic volumes are generally lower than principal arterials and they generally serve through-traffic, although may provide a minor amount of local access.

Collector Arterials collect traffic from local streets in residential areas and convey it to minor and/or principal arterials. While more local access may be allowed on collector arterials than on minor and principal arterials, they provide an important arterial function. Lower traffic speed limits are usually posted and lower traffic volumes are observed than on minor and principal arterials. Collectors serve up to 50 dwelling units.

Local Access Streets are local streets in neighborhoods and commercial areas that provide direct access to abutting properties. Through-traffic is generally discouraged on local access streets. Local access ‘A’ streets serve up to 25 housing units, while local access ‘B’ only serve up to 4 dwelling units.

Table TR-1 lists the city streets by functional street classification.

Table T-1: City of Gold Bar Functional Street Classification

Classification	From	To
Principal Arterial		
US 2 (Croft Avenue)	Northwest City Limit	Southeast City Limit
Minor Arterial		
First Street	US 2	North City Limits
May Creek Road	Smeltzer Road	East City Limits
Pickle Farm Road	US 2	North City Limits
Tenth Street	North Terminus	US 2
Ley Road	May Creek Road	Wallace River
Collector Arterial		
First Avenue West	West Terminus	May Creek Road
Smeltzer Road	North City Limits	May Creek Road
Lewis Avenue	First Street	Tenth Street
Eighth Street	US 2	Evergreen Way
Evergreen Way	Linda Avenue	Timber Lane
Seventeenth Street	US 2	Amanda Avenue
Amanda Avenue	Seventeenth Street	Lisa Lane
Ley Road	Wallace River	North Terminus

All other streets within the city are classified as local access.

Outside the city limits, but within the Gold Bar Urban Growth Area (UGA), Moonlight Drive, Gold Bar Drive, Larson Drive, and May Creek Drive would be classified as Collectors under the city’s street classification system. Gold Bar Boulevard, which is also outside of the city, but within the UGA, would be classified as a minor arterial.

Street Inventory

The city maintains an inventory of all city streets. The street system encompasses about 11 miles of city roads and about 4.3 miles of state highway. Additionally, the inventory includes information on the following items:

- Right-of-way width – Most streets have a 66-foot right-of-way width, although some roads that were annexed into the city are narrower than this. The current standard is 60 feet and the right-of-way for US 2 is 80 feet.
- Sidewalks – Although some streets do not have sidewalks, new sidewalks have been installed as part of new development along US 2, Lewis Avenue, and May Creek Road. Sidewalks are also present along First Street.
- Pavement conditions, width, and type – Pavement conditions vary throughout the city. Generally, minor arterials are expected to have a pavement width of 44 feet and collector arterials are expected to be 34 feet wide.
- Traffic control devices – For safe and efficient movement of vehicles, stop signs are located at intersections throughout the city. There are no stop lights within Gold Bar.

Traffic Volumes

US 2 is the most heavily traveled roadway in the city, carrying an average traffic volume of 12,289* vehicles per day. Traffic volumes have not been recently measured on other local streets.

Level of Service

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS standards are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perceptions. Safety is not included in the measures that establish service levels.

LOS for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the travel time in the absence of traffic control, geometric delay, any incidents, and any other vehicles. The Highway Capacity Manual defines the signalized and unsignalized intersections with the average control delay per vehicle in Table T-2.

* Washington Department of Transportation Annual Average Daily Traffic Volumes, 2022

Table T-2: Definition of Intersection Level of Service

Level of Service	Signalized Stopped Delay per Vehicle (seconds)	Unsignalized Average Total Delay per Vehicle (seconds)	Description
A	0-10	0-10	Little or no delay
B	10-20	10-15	Short delays
C	20-35	15-25	Average delays
D	35-55	25-35	Long delays
E	55-80	35-50	Very long delays
F	>80	>50	Failure - extreme congestion

Source: Highway Capacity Manual, 2000.

Consistent with the GMA requirement for comprehensive plans, the city adopted an LOS standard of ‘C’. However, due to limited resources, it is not feasible for the city to comprehensively and quantitatively monitor LOS standards within the city.

As an urban “Highway of Statewide Significance” (HSS), the State Highway System Plan has adopted a LOS standard of “D” for the segment of US 2 through Gold Bar. This is based on the average weekday peak traffic. WSDOT does not consider weekend traffic, which may be significantly higher for US 2. The city will work with WSDOT to maintain the LOS for the highway and will encourage improvements to accommodate weekend traffic. WSDOT monitors levels of service for all HSS.

Deficiencies

While the city does not experience significant LOS deficiencies, many of the roadways in the city do not meet the current adopted design and construction standards, including pavement width, curbs, or sidewalks.

Transit

Snohomish County Community Transit (CT) provides public transportation services to and from the city. Gold Bar is the eastern terminus for routes 270 and 271. Both routes stop at the Gold Bar 1st Street stop located on the east side of 1st Street and US 2 and then follow a circular route through the city utilizing 1st Street, Lewis Avenue, 10th Street, and US 2. Both routes provide service along US 2 to Everett. Route 271 provides additional access to the Monroe area.

Deficiencies

Transit service is limited to two routes during peak hours. There is no transit service to the east.

Pedestrian and Bicycle

New sidewalks have been installed as part of recent road improvement projects on US 2, Lewis Avenue, and May Creek Road, although most streets do not have sidewalks. Sidewalks also exist along First Street and in all new developments.

Key pedestrian and bicycle connection improvements are shown on Figure 2.

Deficiencies

Many of the arterial road sections in the city include sidewalks on at least one side of the right-of-way. However, the city lacks pedestrian and bicycle connections between neighborhoods. Although new subdivisions require internal sidewalks, the city lacks sidewalks on many local streets. The city also lacks crosswalks across US 2.

Rail

East-west rail tracks run through Gold Bar parallel to US 2, on the south side. Burlington Northern operates freight trains, and Amtrak operates passenger rail using these existing tracks.

Deficiencies

Although Gold Bar was once served by rail, a train station no longer exists within the city. Some Gold Bar residents would like to see passenger service restored for either commuter service to the west or tourist service to the east.

Projected Growth

For the city and UGA, Snohomish County Tomorrow (SCT) set a 2044 population growth target of 3,496 and a 2044 employment growth target of 862. Based on the 2021 Snohomish County Buildable Lands Report, an estimated 233 more housing units will be needed by 2044. See the Land Use Appendix for more information about population growth.

Table T-3: Transportation Growth Assumptions (2019-2044)

	2019	2044	Increase
Housing Units	790	1023	233
Average Daily Trips (9.6 per unit)	7,631	9,821	835
Employment	221	862	641
Average Daily Trips (2.1 per employee)	464	1,810	1346

Source: 2021 Snohomish County Buildable Lands Report

Traffic Growth

Most of the land near the city core is developed and has limited potential for additional development. Future residential growth within the Gold Bar UGA is likely to occur on undeveloped and underdeveloped parcels located along May Creek Road on the north side of the city. Therefore the impacts of 2044 residential growth are likely to be focused on May Creek Road and First Street (which connects May Creek Road to the city core and US 2).

Future employment growth with the Gold Bar UGA is likely to occur on underdeveloped parcels located within the General Commercial zone along US 2. Therefore the impacts of 2044 employment growth are likely to be focused on US 2 between 10th Street and the eastern city boundary.

May Creek Road and First Street may experience increased traffic as use of Wallace Falls State Park increases as a result of regional population growth and recreational interests.

Other city streets should be minimally affected by growth within the Gold Bar UGA. Distributed trips, such as those from one household to another, may increase throughout the city as growth occurs. However, such trips are likely to contribute to a minority of total trips. Other streets, including Pickle Farm Road, May Creek Road, and Reiter Road may be impacted if Snohomish County were to allow significant development to occur outside of the Gold Bar UGA.

Future Deficiencies

Due to anticipated residential growth along May Creek Road, employment growth along US 2, and increased use of Wallace Falls State Park, it is expected that the following intersections may be negatively impacted in the future:

- First Street and Lewis Avenue
- First Street and May Creek Road
- May Creek Road and Moonlight Drive
- May Creek Road and Ley Road
- 415th Avenue SE and US 2

Intersections with US 2 may also be further negatively impacted due to growth within Gold Bar and regional increases in highway traffic. The WSDOT monitors daily traffic on US 2 at First Avenue. Possible improvements to US 2 to improve intersection conditions will be coordinated with the WSDOT.

Safety along US 2 is an ongoing and growing concern as regional population growth results in increased traffic volumes and user demand. In 2015, WSDOT updated the list of unfunded priority transportation projects to include US 2 Highway Safety improvements between Snohomish and Skykomish.

Transportation Facility Plan (2025 – 2044)

Based on current transportation needs, pedestrian and bicycle connections desired by the community, traffic forecasts, and LOS standards, the Transportation Facility Plan for 2025-2044 was developed. Table T-4 presents a prioritized list of all transportation and non-motorized transportation capital improvements for the 20 year planning period. Non-motorized transportation projects include trail development and pedestrian and bicycle safety improvements. These projects are depicted in Figure 2.

Projects listed in 20-year Transportation Facility Plan have been identified as those which should be further studied for future implementation depending on funding that may be available from outside sources. The city relies heavily on outside funding sources for capital street projects, as impact fees are not anticipated to be a significant source of revenue. The cost estimates provided in Table T-4 are for planning purposes only. There are no urgent transportation facilities needs at this time, and projects should be considered based priority level.

Table T-4: Transportation Facility Plan (2025-2044)

Project	Cost	Priority	Funding Sources
Non-Motorized			
SR2 Sixth St crossing improvements	\$200,000	High	General Fund; Grants
SR2 West pedestrian/bicycle alternative	\$300,000	Medium	General Fund; Grants
SR2 East pedestrian/bicycle alternative	\$450,000	Medium	General Fund; Grants
Wallace River trailhead/Salmon Run trailhead	\$325,000	Medium	General Fund; Grants
Subtotal	\$1,275,000		
Transportation			
Orchard Ave Overlay	\$350,000	High	General Fund; Grants
Local Access street improvements	\$1,250,000	Medium	General Fund; Grants; Mitigation
Minor Arterial street improvements	\$3,000,000	High	General Fund; Grants; Mitigation
Collector Arterial street improvements	\$3,120,000	High	General Fund; Grants; Mitigation
Subtotal	\$7,720,000		
TOTAL	\$8,995,000		

All arterial intersections in the city in 2044 are expected to operate better than the LOS standards with implementation of identified Transportation Facility Plan improvements (not including intersections with US 2 that may be limited by the state’s highway plan).

Financial Plan

Existing Revenues and Expenditures

Revenues available for financing transportation improvements in the city can be highly variable, depending on the amount of development activity, grant applications and awards, and local economic factors. Funds for transportation improvements typically come from the following sources:

- City general funds (sales tax, real estate excise tax, and property tax)
- Distributions from state gas tax
- Developer contributions and mitigation (impact fees)
- Grants – both federal and state sources
- Bond financing
- Local Improvement District (LID) financing
- Contributions from local/regional jurisdictions (Snohomish County and Puget Sound Regional Council)

In 2023, the city spent approximately \$109,000 on transportation. Between 2019 and 2023, the five-year average was approximately \$81,000, a value reflecting typical transportation expenditures.

Funding Assumptions for 2044 Transportation Facility Plan

The estimated total cost of the 2025-2044 Transportation Facility Plan is approximately \$9-million. Funding sources identified for each transportation improvement project in the 2044 Transportation Facility Plan include:

- Real Estate Excise Tax - Funds from home sales to be used for capital or land purchase only
- Mitigation - Any of the available mitigation funds from impact fees, SEPA mitigation, etc.
- Special Levy - Voter approved funding for capital projects
- Grant - Any source of grant funds such as Transportation Improvement Board, federal or state funds, etc.
- Local Improvement District – Tax district supported by the property owners

Federal and state funds for high priority projects have been identified in the Six-Year TIP, 2023 to 2028. These funds equal approximately \$1.4-million, accounting for much of the funding shortfall. However, the city will need to continue to aggressively pursue federal and state transportation funding opportunities in order to complete the 2015-2035 Transportation Facility Plan. More information on alternative funding sources is provided in the Capital Facilities Appendix.

CAPITAL FACILITIES APPENDIX

INTRODUCTION

The Capital Facilities Appendix is presented in three parts:

1. Projected Demand for Capital Facilities – A summary discussion of the projected growth in Gold Bar and the requirements in the Growth Management Act that a balance be maintained between needs and funding.
2. Capital Facilities Inventories – This section presents summaries of existing inventories and needs projections for capital facilities. Municipal facilities are those that are owned and operated by the city, or for which the city has a capital plan, such as city offices and maintenance facilities. Municipal facilities for parks, trails, and recreation facilities are addressed in the Parks Element; the city's transportation system is addressed in the Transportation Element.

Other public facilities or services that are not owned and operated by the city or that are provided through contractual arrangements with the city, such as Police, Fire, and Schools, are also presented.

3. Capital Facilities Funding Sources – This section summarizes potential funding sources that may be used to support needed capital facilities.

Table CF-2 presents the Gold Bar 20-year Capital Facilities Plan at the end of this appendix. This table is supplemented by the Table T-4, the Transportation Facility Plan, in the Transportation Appendix.

The Capital Facilities goals and policies, which provide overall direction for capital facilities decisions, are presented in the Capital Facilities Element.

Projected Demand for Capital Facilities

General Growth Projections

According to the growth projections which form the basis of the Land Use Element of the Comprehensive Plan, the city and its urban growth area could experience an increase of approximately 126 additional housing units over the next twenty years.

For planning purposes, a uniform population growth allocation over the 20-year period is assumed, rather than trying to predict year by year economic cycles. Growth will likely not occur precisely as projected over the next 6-year, or even the 20-year period. Recognizing this fact, the Growth Management Act requires the Capital Facilities Plan to be updated at least biennially. In this way, local governments have the opportunity to reevaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

Method for Using Levels of Service

Level of service (LOS) standards are quantifiable measures of the amount of public facilities that are provided to the community. LOS standards may also measure the quality of some public facilities. Typically, measures of LOS are expressed as ratios of facility capacity to demand. Since the need for capital facilities is determined largely by the adopted LOS, the key to influencing the Capital Facilities Program is the selection of the LOS standards.

LOS standards are measures of the quality of life of the community. The standards should be based on Gold Bar's vision of its future and its values. The final, legal authority to establish LOS standards rests with the City Council because the City Council enacts the LOS that reflects the community's vision. The City Council's decision should be influenced by 1) providers of public facilities; 2) formal advisory groups; 3) the general public through workshops and other public involvement programs and 4) staff with appropriate experience and expertise.

Adopted LOS Standards

The city has adopted LOS standards for parks and transportation. PO Policy 2.1 in the Parks and Open Spaces Element establishes LOS standards for parks; see the Parks and Open Spaces Appendix for more information. T- Policy 3.1 in the Transportation Element establishes a LOS standard for roadways; see the Transportation Appendix for more information.

Capital Facilities Inventory

This section considers the following public facilities:

- City Offices
- Public Works Facilities
- Water System Facilities
- Stormwater Management Facilities
- Parks (see the Parks and Open Spaces Element and Appendix for additional information)

Inventory of Public Facilities

City Hall

City Hall provides 1,904 square feet of meeting and office space for city administration and police. City Hall is located at 107 Fifth Street. The City Hall was expanded and remodeled in 2000, which doubled the size and remodeled the previous building, including adding a new roof, kitchen/staff room, additional office space, storage space, and a men's bathroom. The remodel also addressed ADA requirements and provided paved parking and landscaping.

Public Work Facilities

The city owns and operates a public works facility located at 102 5th Street. The public works facility consists of three buildings. Building A was added in 2021 and provides 1,560 square feet of shop space, 120 square feet of records storage, and 300 square feet of office space. Building B is 1,731 square feet and provides storage for tools, a small bay for working on equipment, an animal kennel, and a bathroom. The third building is 2,400 square feet of covered storage for city equipment.

Water System Facilities

The city owns and operates its own wells and water distribution system. The 2021 Water System Plan was prepared in accordance with the requirements for water system planning established by the state Department of Health, the state Department of Ecology, and the Snohomish County Coordinated Water System Plan. Figure 1-2 of the 2021 Water System Plan depicts the Gold Bar Retail Service Area and PUD May Creek Water System.

Sources

The city water system relies on groundwater for its primary water supply and maintains four city-owned wells. Wells 1, 2 and 3 constitute a well field of which Well 3 is the only producing well. Well 3 has a maximum capacity of 200 gallons per minute (gpm), and is operated at 150 gpm. Well 4 has maximum capacity of 400 gpm, it is operated at 200 gpm.

Simultaneous pumping of the two wells is done to improve water quality by blending water, which draws out of two different aquifers. Samples of blended water are taken quarterly to verify that the contaminant concentration is below the state maximum contaminant levels (MCL). Recent water quality tests show that the results are consistently below the MCL. Both wells are chlorinated.

The city's current water rights are adequate for the projected demands through 2046.

System

There are currently 643 residential service connections, and 35 non-residential service connections.

The distribution system consists of approximately 51,000 lineal feet of piping from 4-inch to 12-inch diameter. Pipe material is predominantly ductile iron, but also consist of asbestos cement, and PVC. Three reservoirs provide a combined total operating volume of 263,532 gallons (705,877 gallon volume to overflow). Pumping rates for the wells will meet the projected demand through 2040, and the city has adequate storage volume to serve the system beyond year 2041.

Interties

There is one manually operated emergency intertie with Snohomish County PUD No. 1, allowing for water supply without the need for pumping. Maximum flow through the intertie is limited to 300 gpm under terms of the contract. The intertie was last utilized in 2023 during the rehabilitation of Well 4.

Stormwater Management Facilities

The city does not maintain a centralized stormwater management system. A variety of different types of facilities are located within the city, including infiltration systems, retention ponds, oil/ water separators, bio-swales, and underground storage vaults. Some properties and roadways drain to the Skykomish or Wallace Rivers, or May Creek. Due to coarse gravel soils underlying much of the city, some properties, including newer developments, infiltrate surface water into the ground.

Parks

There are a total of 17.1 acres of developed and undeveloped park land in Gold Bar (some of which are undeveloped rights-of-way). The city utilizes another 3.4 acres from BNSF to provide a total of 20.5 acres of parkland. Railroad Avenue Park, a regional park on the south side of US 2, provides 9.7 acres, a majority of the parkland. Wallace Falls State Park is located outside the Gold Bar planning area to the north of the city.

Additional information regarding parks, trails, and recreation facilities, and Level of Service standards, is located in the Parks and Open Spaces Element and Appendix of this Plan.

Table CF-1: Gold Bar Capital Facilities Inventory Summary

Facility	Size
City Owned Buildings	
City Hall	1,904 SF
Public Works Buildings	5,931 SF
Other City Owned Property	
Well Field #1	4.0 Acres
Well Field #2	2.0 Acres
Olney Creek Falls Property	1.13 Acres
Parks*	17.2 Acres

*Additional information regarding parks, trails, and recreation facilities is located in the Parks and Open Spaces Element and Appendix.

Future Needs

Public Works Facilities

Based on existing usage and demand, the city does not anticipate a need for additional space.

Water Facilities

The City of Gold Bar 2021 Water System Plan includes the projected demand, a summary of future system deficiencies, and planned improvements. The improvements listed in the Water System Plan are included in the Capital Facilities project list at the end of this chapter.

Stormwater Management Facilities

With few stormwater facilities and most stormwater from recent development managed through infiltration, the city does not have a stormwater management plan. With the exception of a few infiltration catch basins, no stormwater facility improvement projects have been identified at this time. The city requires new development to manage stormwater in accordance with the adopted Ecology Stormwater Management Manual at the time of construction.

As indicated in the Transportation Appendix, the city plans to construct a variety of street improvements. Stormwater management facilities will need to be constructed to support street improvements when they occur.

Sanitary Sewer Facilities

The City of Gold Bar Sewer Feasibility Study was completed in 2006. The goal of the study was to provide a significant amount of the information required for development of a fully compliant General Sewer Plan. The study explored the provision of sewer service as fundamental for the city's continued and successful growth if greater densities are to be achieved within the UGA.

Non-Municipal Public Facilities and Services

Library

The city participates in the Sno-Isle Library System. The nearest library serving Gold Bar is the Sultan Library.

Police

The city contracts with the Snohomish County Sheriff's Office for law enforcement services. Under this contract, the Gold Bar police officers are Sheriff deputies. Police service operates out of City Hall.

Fire Facilities

Fire protection services to the Gold Bar community are provided by Fire District #26. The fire district operates from multiple buildings. The primary building is located at the corner of Fifth Street and Lewis Avenue in Gold Bar. A second station is located one mile east of the city limits on US 2. The district has additional buildings located further from the city. Fire District #26 is a mix of paid and volunteer staff, 5 administrative officers, one fire chief, and one assistant fire chief. Average response time is approximately three minutes.

Taxes for fire service are collected by Snohomish County on assessed property values. 2023 taxes are currently \$2.00 per \$1,000 assessed value.

Water Facilities

The May Creek water system, operated by Snohomish PUD, serves an area that includes an eastern portion of the city and areas outside the city limits.

School Facilities

Gold Bar residents are served by Sultan School District No. 311. The District covers approximately 30 square miles in Snohomish County and has a total enrollment of about 2,000 students. The School District operates the following facilities:

- | | |
|--|----------------------------------|
| ▪ Gold Bar Elementary | 401 Lewis Avenue, Gold Bar |
| ▪ Sultan Elementary | 501 Date Avenue, Sultan |
| ▪ Sultan Middle School | 301 High Avenue, Sultan |
| ▪ Sultan High School | 310 High Avenue, Sultan |
| ▪ Transportation and Operations Center | 32901 Cascade View Drive, Sultan |
-

Twenty-Year Capital Facilities Costs

The city's 20-year Capital Facilities Plan is presented in Table CF-2 at the end of this chapter. The city's budget is available for review through the City Clerk's Office.

There are no urgent capital facilities needs at this time. Projects listed in 20-year Capital Facilities Plan have been identified as those which should be further studied for future implementation depending on funding that may be available from outside sources. The cost estimates provided are for planning purposes. Projects should be considered based on priority level.

Potential Funding Sources

A wide range of revenue sources is available to the city to fund capital facilities. There are three types of sources available for capital facilities: multi-use, single use, and, less commonly, the general fund. Each is described below.

1. **Multi-use:** Specific taxes, fees, loans, and grants which may be used for multiple types of capital facilities (but which may become restricted if and when adopted for a specific type of capital facility);
2. **Single Use:** Taxes, fees, loans, and grants which may be used only for a particular type of capital facility; and
3. **General Fund:** General city revenue that is generally used for city operations and only occasionally used as a source of funding capital projects.

Multi-Use Revenue Sources

General Obligation Bonds & Lease-Purchase (Property Tax Excess Levy)

There are two types of General Obligation (GO) bonds: voter-approved and councilmanic.

Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in “excess levies” to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turnout of at least 40 percent of the voters from the preceding general election.

Councilmanic bonds are authorized by a jurisdiction’s legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the city limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the city may issue up to 1.5 percent in the form of councilmanic bonds.

The city had two councilmanic GO bonds. One bond was initiated in 1995 to purchase the Gateway Park Property. The other was initiated in 2000 to fund the remodel of the City Hall.

As of January 2023, there was no voter-approved GO debt. The total unused debt capacity available for the city in 2023 is \$26,479,801.

If bonds were used to fund capital facilities, the impact on the individual taxpayer would vary widely depending upon the amount and term of the bonds.

Real Estate Excise Tax

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following:

- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets; roads; highways; sidewalks; street and road lighting systems; traffic signals; bridges; domestic water systems; stormwater systems; and sanitary sewer systems;
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of parks; recreational facilities; and trails;
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of law enforcement facilities; fire protection facilities; libraries; and administrative and/or judicial facilities;
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of river and/or waterway flood control projects.

The city has enacted both the first and second 0.25 percent real estate excise taxes. The County Assessor Office determines the value of the property and the seller of the property is responsible for the payment of these assessed taxes. In 2023, the total REET revenue collected was \$75,786. The City Council determines how REET funds are allocated.

Utility Tax

RCW 35A.52 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable TV, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6 percent of the total receipts for cable TV, electricity, gas, steam (not applicable to Gold Bar), and telephone, unless a majority of the voters approved a

higher rate. There are no restrictions on the tax rates for city-owned sewer, water, solid waste, and stormwater. Currently the city collects 6% utility tax on sanitation, cable TV, electricity, gas, telephone, and water. Revenue can be used for capital facilities acquisition, construction, and maintenance, although this revenue supports the general fund.

Community Development Block Grants

Statewide, approximately \$8.5 million in community development block grant (CDBG) funding is available annually through the federal Department of Housing and Urban Development (HUD) for public facilities, economic development, and housing projects which benefit low- and moderate-income households. Funds may not be used for maintenance and operations.

Public Works Trust Fund Grants and Loans (PWTF)

The state Department of Community, Trade, and Economic Development provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see real estate excise tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10 percent of a 3 percent loan, 20 percent for a 2 percent loan, and 30 percent for a 1 percent loan.

Emergency planning loans are at a 5 percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Future PWTF funding cannot be reliably forecast.

Storm Water Utility Fee

The state authorizes cities and counties to charge an impact fee to support storm drain capital improvements. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amount of impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies. Gold Bar assesses a monthly storm water utility fee of \$13.05 per residential equivalency for maintenance and operations.

Single Use Revenue Sources

Special-Purpose Districts

RCW 67.38.130 authorizes cultural arts and stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The District requires a majority voter approval for formation, and has a funding limit of \$0.25 per \$1,000 of assessed valuation.

Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district.

EMS Levy

The state authorizes a \$0.50 per \$1,000 assessed value property tax levy, which may be enacted by fire and hospital districts, cities and towns, and counties. Gold Bar cannot enact an EMS levy because it is served by Fire District #26.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its “fair share” of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses.

A fire impact fee for the city can be generated by multiplying the current level of service by the cost of related capital facilities to determine the cost per capita, then multiplying by the number of persons per dwelling unit to determine the cost per dwelling unit.

The city does not currently charge a fire impact fee because it does not directly operate fire protection capital facilities.

Motor Vehicle Fuel Tax

RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53 percent and 22.78 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for “highway purposes” including the construction, maintenance, and operation of city streets, county roads, and highways. In 2023, \$42,402 in fuel tax revenue was distributed to the city.

Local Option Fuel Tax

RCW 82.80 authorizes this county-wide local option tax equivalent to 10 percent of the state-wide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for “highway purposes.” Snohomish County has not enacted this local option fuel tax.

Commercial Parking Tax

RCW 82.80 authorizes a tax for commercial parking businesses, but does not set rates. Revenues must be spent for “general transportation purposes” including highway purposes, public transportation, high-capacity transportation, transportation planning and design, and other transportation-related activities. The city does not have a commercial parking tax at this time.

Transportation Benefit District

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. A special district's tax base is used to finance capital facilities.

Transportation improvements funded with district revenues must be consistent with state, regional, and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

A transportation benefit district would address specific transportation projects reducing congestion caused by economic development. Consequently, the amount of revenue is a function of the cost of the project, rather than a levy rate, assessment amount, or fee schedule. It is, therefore, not possible to reliably forecast revenue from this source.

The city does not have a Transportation Improvement District.

Road Impact Fees

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its "fair share" of the system improvement costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses.

The city currently collects traffic impact fees based on an adopted ordinance and fee schedule. The impact fee is based on the cost of providing the items listed in the 6-year transportation improvement plan. The cost share is allocated to new development utilizing a per trip methodology.

National Highway Systems Grants

The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of National Highway System (NHS) components. In order to be eligible, projects must be a component of the NHS and be on the regional transportation improvement program.

Ultimately, the NHS will include all interstate routes, a large percentage of urban and rural principal arterials, defense strategic highway networks, and strategic highway connectors. In the interim, the NHS will consist of highways classified as principal arterials.

Funds are available on an 86.5 percent federal, 13.5 percent local match based on the highest ranking projects from the regional Transportation Improvement Board (TIB) list. It is not possible to forecast reliably how much, if any, revenue the city would receive from this source.

Surface Transportation Program (STP) Grants

Puget Sound Regional Council provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIP list, and must be for roads with higher functional classifications and local or rural minor collectors

Funds are available on an 86.5 percent federal/13.5 percent local match based on highest ranking projects from the regional TIP list. The city has not received any STP or Transportation Improvement Account grant revenue.

Federal Aid Bridge Replacement Program Grants

WSDOT provides grants on a state-wide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80 percent federal/20 percent local match.

The city, in the past, has obtained a BRAC grant for upgrades to May Creek Bridge.

Federal Aid Emergency Relief Grants

WSDOT provides funding for restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funds are available on an 83.13 percent federal/16.87 percent local matching basis. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

Urban Arterial Trust Account Grants (UATA)

The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80 percent federal/20 percent local matching basis.

Transportation Improvement Account Grants (TIA)

The state TIB provides funding for projects designed to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion, and economic development-related, and partially funded locally. Funds are awarded on a percentage basis with a local match.

Centennial Clean Water Fund (CCWF)

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality.

State Revolving Fund Loans

DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. No revenues from this source are currently forecast.

Department of Ecology Grants

The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

Flood Control Special Purpose Districts

RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority (up to 50 cents per \$1,000 assessed value property tax levy limit without voter approval) to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. Gold Bar does not have a flood control special district.

Storm Drainage Payment In Lieu of Assessment

In accordance with state law, the city could authorize storm drainage charges in lieu of assessments. The city does not currently collect a storm drainage facility charge per acre upon issuance of a building permit. Revenues from this charge could be deposited in the city's Storm Drainage Cumulative Reserve Fund. Revenues from this fund could be used for construction, maintenance and/or repair of storm drainage facilities, acquisition of property, or related debt service.

User Fees

The state authorizes cities, counties, and special purpose utility districts to charge for water consumption, usually on the basis of volume of water consumed. Revenue may be used for capital facilities, operations, and maintenance.

The city's current water rate structure consists of a basic rate, an overage charge, and assessment charge to support a reserve. Usage charges are based on service meter readings and are designed to cover operations and maintenance expenses. The assessment charge is used to pay system debt, equipment purchases, and as a reserve for future capital improvements. In 2023, the city collected \$531,439 for the operation and maintenance of the water system. A further \$612,477 was collected for capital improvement.

Water Districts

Snohomish PUD operates the May Creek water system that serves the eastern portion of the city planning area. Water districts have independent taxing authority, with a property tax levy

limit of 50 cents per thousand of assessed value. Tax revenue is restricted to uses related to the purpose for which the water district was created.

Grants and Loans

Grants and loans are additional sources of revenue that may be used for capital projects. The State Community Economic Revitalization Board (CERB) provides low-interest loans, and occasionally grants to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects which support specific private developments or expansion which promotes the trading of goods and services outside the state. The average requirement is to create one job per \$3,000 of CERB financing.

The Federal Economic Development Administration (EDA) provides grants for improvements that benefit economic development and reduce unemployment.

Property Tax

Property tax levies are most often used by local governments for operating and maintenance costs and support the general fund. They are used infrequently as a source for funding capital improvements.

Under state law, local governments are prohibited from raising the property tax levy more than one percent of the highest amount levied in the last three years (before adjustments for new construction and annexations).

Business and Occupation Tax

RCW 35.21 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent, unless approved by a majority of the voters. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The city has not utilized this revenue source due to limited commercial activity.

Local Retail Sales and Use Tax

Local governments may collect a tax on retail sales of up to 1.0 percent. As of 2015, the local rate is .021 percent. Counties, with voter approval, may collect an additional 0.1 percent which may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required for all local option sales tax increases. In 2023, the city collected \$292,830.

Table CF-2: Gold Bar 20-Year Capital Facilities Plan

Project	Cost	Priority	Funding Sources
Parks and Trails			
Stickney Park improvements	\$19,000	High	General Fund; Grants; REET
Prospector Park improvements	\$325,000	High	General Fund; Grants; REET
Sid Moreing Memorial Park improvements	\$280,000	High	General Fund; Grants; REET
US2 Park improvements	\$75,000	Medium	General Fund; Grants
Acquisition of approx. 5.5 acres for neighborhood parks	\$440,000	High	Special Levy
Acquisition of approx. 16.6 acres for community parks	\$1,280,000	High	Special Levy
Neighborhood park development	\$524,000	Medium	General Fund; Grants; REET
Acquire passive/resource park lands	\$307,000	Medium	Special Levy
Develop outdoor sports fields	\$294,000	Low	Special Levy; Grants
Subtotal	\$3,544,000		
Water System			
Secure Olney Creek water rights	\$20,000	Low	Rates
Convert to automated meter reading system	\$180,000	Low	Rates
Construct new well	\$1,309,000	Medium	Grant; Rates
Watermain replacements and upgrades	\$9,824,100	High	Rates
Subtotal	\$11,333,100		
Municipal Facilities			
Install US2 gateway features (East End)	\$40,000	Medium	General Fund; Grants
Subtotal	\$40,000		
Transportation			
Subtotal	\$7,720,000		(see Table T-4)
Non-Motorized			
Subtotal	\$1,275,000		(see Table T-4)
TOTAL	\$23,912,100		

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UTILITIES APPENDIX

INTRODUCTION

The Utilities Appendix provides information about private utilities (those not provided by the city) that serve the city and its urban growth area, including electricity, telecommunications, and solid waste collection and disposal.

Electricity

Snohomish County Public Utility District No. 1 (PUD) provides electrical service throughout the city and its potential annexation areas. PUD is a municipal corporation of the state of Washington, formed by a majority vote of the people for the purpose of providing electric and/or water utility service.

Throughout its service area, PUD provides electrical service to: 338,130 residential, 34,709 commercial, and 76 industrial customers.

PUD owns, operates, and maintains electrical generation, transmission and distribution systems, including the Jackson Hydroelectric Project. PUD purchases 80 percent of its power from the Bonneville Power Administration (BPA). The remainder of the PUD's power is provided by a mix of other renewable resources that include output from the PUD's Jackson, Youngs Creek, and Woods Creek hydroelectric projects, and several other long-term contracts for wind, landfill gas, biogas, and biomass. Other market purchases direct from the electrical grid up to 9.5 percent.

Facilities

PUD locates and operates electrical transmission and distribution system facilities within public rights-of-way in accordance with state law and a franchise agreement with the city. Facilities are also located in easements across other private property.

Electrical power is supplied to the Gold Bar area from PUD's Jackson Hydro generating plant and BPA's Snohomish Substation. Jackson Hydro is located north of Sultan, Washington. BPA's Snohomish substation is located in Snohomish, Washington. These substations are connected to the regional transmission grid. Transmission lines carry the power to distribution substations where transformers further reduce the voltage to the standard distribution voltage of 12kV. A single distribution substation, Gold Bar Substation, is located within the city with back up and

additional service provided from two distribution substations located in Sultan. Distribution lines distribute the power throughout the community from the distribution substations to the customers.

Demand Forecasts

Electrical load (consumption) is directly related to both local and regional land use development. As local and regional development, and therefore electrical demand, grows, additional generation, transmission and distribution capacity will be needed.

Capacity

According to the PUD, there is ample capacity to meet existing demand for both the incorporated city limits as well as the UGA.

Natural Gas

Natural Gas is a colorless and odorless mixture of hydrocarbon and non-hydrocarbon gases extracted from porous rock formations below the earth's surface. The gas makes its way from the producing fields via interstate pipelines at high pressure. At delivery points along the interstate pipelines, the pressure is reduced and an odorant (typically mercaptan) is added to the gas for safety purposes to make leaks easier to detect. Cleaner burning and typically less expensive than oil and electricity, natural gas has become the fuel of choice in many households for space and water heating, cooking, and clothes drying. Today most new homes use natural gas where service is available.

Natural gas service is provided throughout the city and its potential annexation areas by Puget Sound Energy (formed by the merger of Puget Sound Power & Light Company and Washington Natural Gas Company). Puget Sound Energy (PSE) is an investor-owned utility regulated by the Washington Utilities and Transportation Commission serving approximately 900,000 residential, commercial, and industrial natural gas customers in portions of Snohomish, Island, King, Kittitas, Pierce, Thurston, Whatcom, and Lewis Counties. PSE is a Local Distribution Company (LDC) certificated to own, operate, and maintain natural gas distribution systems to serve customers. PSE does not own or operate interstate natural gas pipeline facilities.

Facilities

PSE operates under a franchise with the city, which allows PSE to locate facilities within the public road rights-of-way of the city. Facilities are also located on property owned by PSE and in easements across other private property. PSE's distribution system is generally comprised of the following components.

Gas Supply Mains

These are generally larger diameter (8" and over) steel wrapped mains designed to operate at higher pressure (100 psig to 250 psig) to deliver natural gas from the supply source to pressure reducing stations (district regulators).

Pressure Reducing Stations

These are located at various locations throughout the system to reduce pressure to a standard distribution operating pressure of approximately 60 psig.

Distribution Mains

Distribution mains are fed from District Regulators. These mains vary in size (usually less than 8" in diameter) and the pipe material is typically polyethylene.

Demand Forecasts

The average energy use for residential customers is 50 cubic feet per hour during winter heating months. Energy use from office, commercial and industrial development varies. Natural gas consumption is directly related to, and driven by, local and regional land use development. As new development occurs and natural gas demand grows, additional supply and distribution capacity is eventually required. Future extensions of the natural gas distribution system within the city will occur on an as-needed basis as development warrants. Additional commercial development within the Gold Bar area may require review of the existing natural gas supply and distribution system capacity.

Capacity

Based on current trends, PSE projects that the existing natural distribution system serving the Gold Bar area can accommodate projected growth in natural gas demand within the city through 2044 without major system improvements. At this time there are no major projects planned for Gold Bar.

Telecommunications

Conventional telephone, fiber optics cable, cellular telephone, and cable television are addressed in this section. Interstate and international telecommunication activities are regulated by the Federal Communications Commission (FCC), an independent United States government agency.

Conventional Telephone

Service to the city is provided by Zply Fiber. Zply is an investor-owned corporation providing service to Washington, Oregon, Idaho and Montana. Headquartered in Kirkland and Everett, WA, and offices in more than 25 cities and towns across the four states. All cities within the state of Washington fall within a particular Local Access and Transport Area (LATA). These LATAs are telephone exchange areas which define the area permitted to transport telecommunications traffic.

As new development occurs and demand grows, additional telecommunications capacity may eventually be required. In 2021 and 2022 Zply upgraded much of their infrastructure from copper wire to fiber optic cable. Future improvements to the telecommunications system within the city will occur on an as-needed basis as development warrants.

Cellular Telephone

Cellular telephone service is provided by broadcasting and receiving radio signals to and from cellular facilities and cellular phone handsets. Cellular facilities consist of base station antennas that serve a local area and connect cellular phones to the regional phone network. Cellular antennas must be placed at a height that allows them to broadcast throughout their local area. Antennas are often located on building tops, water tanks, utility towers, and freestanding communication towers.

Siting of cellular facilities depends on how the system is configured. The cell sites must be designed so that channels can be reused because the FCC allocates a limited number of channels to each cellular telephone company. Topography and other built features can effect signal transmission, so the cell is configured to locate the cell site at an appropriate place to provide the best transmission conditions.

When antennas cannot be located on existing structures, towers (monopoles or lattice structures) are often constructed to support cellular facilities. Monopoles generally range in height from 45 feet to 150 feet. The base of the monopole varies between 24 to 72 inches in diameter, depending on the weight supported. Lattice structures are typically used to achieve higher heights and generally range from 80 feet to 200 feet or more in height. Lattice towers may be self-supporting or stabilized by guy wires.

Service Area

Cellular telephone service is licensed by the FCC for operation in Metropolitan Service Areas (MSAs) and Rural Service Areas (RSAs). The FCC grants several licenses within each service area. Current licensed cellular service providers for the Gold Bar area include, but are not limited to AT&T Wireless, Verizon, and T-Mobile.

Capacity

Expansion of cellular facilities is demand driven. Raising the density of transmission/reception equipment to accommodate additional subscribers follows, rather than precedes, increase in local system load.

Broadband

Broadband provides telecommunication data services, including televisions, internet and telephone, to users via a wired network of coaxial cables or Digital Subscriber Line (DSL). Broadband services can also be provided via a fixed or mobile wireless network. Satellite broadband is another form of wireless broadband.

Service Area

Comcast currently holds a cable television franchise to serve the city. The service area includes the entire incorporated city and potential annexation areas. Most residential neighborhoods within the city are currently served. Service is still unavailable in some commercial areas due to

conditions that presently preclude line extensions.

Ziply Fiber also provides wired broadband service. Additional wireless broadband service providers include Verizon Communications, AT&T, and T-Mobile. Satellite broadband provider includes Dish Network, Direct TV, Hughes, and Starlink.

General Description of Facilities

Comcast facilities supplying the city with cable television and data service are composed of a receiver, a headend, a trunk system and a feeder system. Signal strength is maintained by amplifiers placed at intervals along the cables. The amplifiers also serve as junction points where the feeder system taps into the trunk cables. Service drops then provide the final connection from the feederline to the subscriber.

Generally following street right-of-ways, the present network encompasses residential neighborhoods within the city and the UGA. Future extension of cable service to unserved areas of the city will occur on an as-needed basis as development warrants.

Capacity

Providing and maintaining the capacity to serve is the contractual obligation and responsibility of the utility. According to the city's franchise agreement with the purveyor, Comcast or any of its successors must make service available to all portions of the franchise area. In some circumstances, costs associated with a line extension may be borne by the service recipient.

Forecasted Conditions

According to the provisions of Comcast franchise agreement with the city, the company and any successor must continue to make cable service available upon request when reasonable for any residential property within the current or future city limits. Therefore, under the current terms of this franchise, the company would be required to provide cable service to projected growth within the city with the understanding that some areas may be subject to the company's line extension policy.

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PARKS & OPEN SPACE APPENDIX

INTRODUCTION

Parks, trails and recreation facilities provide city residents with opportunities for outdoor activities, serve as buffers and separators between urban development, and provide linkages between neighborhoods. A good park system is an important factor in a community's quality of life. Attractive, well-designed parks and recreation areas also add to a community's appeal and marketability to potential residents, new businesses, and industry.

Parks, open space, and recreation services have become essential factors in people's lives. Today, recreation is a daily function, rather than a periodic excursion or ball game. Parks provide opportunities for physical exercise, competition, education, social interaction, and viewing of natural beauty. They are places for people to relax, play and exercise, take a walk, or meet friends. They provide a safe and healthy place for our children to grow and play. Open space areas do not only serve as buffers to development, but also act as protection to environmentally sensitive lands that perform valuable biological and cultural functions. The Parks and Open Spaces Element has been developed to address these needs and impacts within the community. It will serve as the community's Park Policy Plan for the next 20 years.

The Washington State Growth Management Act requires that every comprehensive plan include a parks and recreation element. This plan is the preliminary foundation upon which future park and recreation planning will be completed.

The city has developed this plan to be consistent with the requirements of not only the Growth Management Act and consistent with other elements of the plan, but also to be consistent with the requirements of the Recreation and Conservation Office (RCO), formerly the Interagency Committee for Outdoor Recreation, the primary state agency that provides grant funding for park acquisition and development. RCO requires that park plans certified by the state provide an inventory of park resources, a summary of the public participation involved in the development of the plan, an evaluation of the projected park needs, and a prioritization of projects, along with a capital plan for parks.

In this comprehensive plan, "open space" as a community resource is discussed in the Land Use Element, along with the closely-related subject of environmentally critical areas.

Gold Bar Setting

Gold Bar has historically been a relatively small, isolated community that has relied heavily on the facilities of neighboring communities, such as Sultan and Monroe, for the use of their active parks and recreation programs. Between 2010 and 2020, the Gold Bar population grew from 2,075 to 2,403. It is now important to address local park and recreation needs in a more focused manner.

Public Involvement

Much of this parks plan was shaped through the efforts of several community-based groups prior to the 2014 Comprehensive Plan. There was no additional committee work for the 2024 update.

First, the seven-member Parks and Recreation Advisory Committee developed a draft parks plan that provided the foundation for the Parks and Open Spaces Element and Appendix. Associated with their efforts, two community surveys were conducted to identify the community's park and recreational needs.

The Gold Bar Planning Commission (now disbanded) reviewed the parks plan, and its goals and policies several times throughout the 2004 Comprehensive Plan update. The draft parks plan was reviewed for consistency with other elements of the comprehensive plan, and in terms of park, recreation, and trail plans. During the review of the 2024 Comprehensive Plan Update, community open houses were held to solicit and receive feedback on plan components, including the Parks Element. The draft was the subject of a public hearing and received additional scrutiny by the Gold Bar City Council, prior to being formally adopted as a part of the 2024 Comprehensive Plan Update.

Recommendations for facility development that emerged from input received through public opinion surveys and at public hearings were shaped by the following priorities:

- Identification of park and trail deficiencies using the existing inventory, level of service standards, and projected need based on future populations; and
- Identification of how well existing and planned facilities met both the age-specific needs of the residents, as well as the needed geographical distribution of community park and recreation facilities.

Park and Recreation Facilities

The city groups its park facilities into the following categories:

Mini-Parks

These parks are generally less than 2 acres in size, serving residents within a 1/4 mile radius (walking distance). A mini-park is the smallest park classification. Mini-parks may include scenic

view parks, plazas, gardens, historic places, public art-scapes, small playgrounds, fountains, or beautification areas. Depending on the size of the site, mini-park development may include small play structures or tot-lots, sport courts, trails, and beautification areas.

Neighborhood Parks

These parks are generally 2 to 5 acres in size or larger, serving residents within a ½-mile radius (walking or bicycling distance). Neighborhood parks may provide both active and passive recreation. Access to these parks may be by way of connector trails, sidewalks, bikeways or via low-volume residential streets. Natural areas in neighborhood parks may allow for informal activities such as park trails and nature study. Park facilities may include programmed multi-use playfields, basketball courts, picnic areas, pickle ball or volleyball courts, but typically do not include restrooms or night lighting for evening activities.

Community Parks

These parks vary in size, but 25-50 acres is optimal to accommodate more comprehensive active recreation uses and their support systems. Community parks are larger and serve a broader population and activity base than neighborhood parks. They focus on meeting active recreation demands as well as preserving unique landscapes and open spaces. The natural character of the site should play a key role in site selection with emphasis on the land area needed to accommodate desired uses. Community parks and recreational facilities allow for group activities and offer other recreational opportunities not feasible or desirable at the neighborhood level. Recreation opportunities include community centers, swimming pools, stadiums, lighted athletic fields, picnic shelters, and parking lots.

Tourist Park

Tourist parks may vary in size, but their defining characteristic in the city is that they are used primarily by the tourists and the public traveling through the city. These parks are generally not accessible by foot to members of the community. Parks in this category in the city are those located in the narrow strip of land on the south side of State Route 2, adjacent to the Skykomish River. Park land located on the south side of the Highway is difficult to access by foot due to the volume of traffic along Highway 2 and the lack of any controlled signals or stop signs that would facilitate safe passage. Use of Tourist Parks by the community is limited to special events, when park users access the site by driving across Highway 2.

Resource Parks

Resource parks are primarily intended for the preservation of natural, cultural, or visual resources, with some passive recreational opportunities. These areas can be visually unique open spaces, or environmentally sensitive areas. In some instances, community parks and resource parks are similar, except that community parks are generally more developed for recreation pursuits. The resource park can accommodate some passive recreational opportunities — namely low-impact uses such as nature viewing and soft surface trail use. Development is kept to a level that preserves and protects the integrity of the resource.

Existing Inventory

Mini-Parks

- **Developed Mini-parks:**

- **Gateway Community Park**

- This developed 0.76-acre park is located between 5th and 6th Street on the north side of Orchard Avenue. Gateway Community Park was developed in 2004 after receiving a Snohomish County Development Block Grant.

- **Undeveloped Mini-parks:**

- **Evergreen Mini Park**

- This 3.6 acre undeveloped park site is located at 907 Evergreen Way next to May Creek. The original parcel was dedicated to the city in 1997 in conjunction with the May Creek Park Subdivision. The city purchased additional land in 2021.

- The site has been identified as an area that could be developed as a neighborhood playground with toddler play equipment. The site is also next to May Creek and could be developed as a potential trailhead.

- **Stickney Mountain Place Park**

- This 1.8 acre area is part of the NGPA for the Stickney Mountain Place residential subdivision. The area includes about a half acre of lawn and access to the Wallace River. Currently, the city maintains the lawn area only.

- **Salmon Run Park**

- This undeveloped 1.3-acre park is located on the East Side of 399th Ave. SE on the South bank of the Wallace River. This site was dedicated to the city in 2001 as a park facility in conjunction with the Olson Short Subdivision.

- The site has no existing facilities, but it provides limited public access to the Wallace River within the community.

Neighborhood Parks

- **Developed Neighborhood Parks:**

- There are no developed Neighborhood Parks in Gold Bar.

- **Undeveloped Neighborhood Parks:**

- **Moreing Neighborhood Park**

- This undeveloped 1.14-acre park site is located on 17th Street between US 2 and Amanda Avenue. The land was acquired with grant funds. There are no existing facilities.

Community Parks

- There are no Community Parks in Gold Bar.

Tourist Parks

- **Developed Tourist Parks:**

Railroad Avenue Park

This 9.76-acre park is located on the South side of SR2 from 1st Street to 10th Street. The area consists of 6.3 acres of city property and WSDOT right-of-way and 3.4 acres of leased Burlington Northern property.

The site contains a dog park, 6 picnic pads, parking, water, power, and a reader board.

The site has two primary uses. First is for day travelers pulling in to picnic and rest at the facility. The second is the dog park. The dog area is used by both local residents and travelers.

The city has used the park for various community functions such as Christmas Tree Lighting, Spring Clean-up Day, Gold Dust Days, and yard sales.

- **Undeveloped Tourist Parks:**

There are no undeveloped Tourist Parks.

Resource Parks

- **Developed Resource Parks:**

There are no developed Resource Parks in Gold Bar.

- **Undeveloped Resource Parks:**

Prospector Park

This undeveloped 2.2-acre park is located at 300 Smeltzer Road. The city purchased the parcel in the 1970's to provide wellhead protection to the city's water supply.

The site is heavily vegetated and is surrounded by residential homes.

City parks, trails, and other local recreational areas are shown on Figure 2, the Pedestrian & Bicycle Plan, located in the Transportation Element.

Open Space

In addition to park and recreation facilities, there are “open space” areas within the city that may offer passive recreational enjoyment similar to that available in park facilities. These open spaces are held in both public and private ownership and range in size from very small to several acres. Areas considered open space may include utility easements, native growth protection easements, or other sensitive or otherwise encumbered properties. Goals and policies relating to open space are addressed in the Land Use Element rather than the Parks Element because these areas are often not suitable or accessible for active recreational use, although they may offer a passive visual respite.

Trail Facilities

Existing and proposed city pedestrian and bicycle trails are mapped in the Transportation Element (Figure 2). Please consult relevant sections of that plan for information pertaining to Trails.

Table PT-1: Gold Bar Park Facilities Inventory Summary

City Owned Parks		Acres
Mini-Parks		
Developed		
Gateway		0.8
Undeveloped		
Evergreen		3.6
Stickney		1.8
Salmon		1.3
Mini-Parks - Total		7.5
Neighborhood Parks		
Undeveloped		
Moreing		1.1
Total Undeveloped		1.1
Neighborhood Park - Total		1.1
Community Parks		
Developed and Undeveloped		
Community Park - Total		0.0
Tourist Parks		
Developed		
Railroad Avenue Park ⁽¹⁾		6.3
Tourist Park - Total		6.3
Resource Parks		
Undeveloped		
Prospector Park		2.2
Resource Parks - Total		2.2
Summary		
TOTAL Developed Parks		7.1
TOTAL Undeveloped Parks		10
TOTAL – ALL EXISTING PARKS		17.1

(1) The total size of Railroad Avenue Park is 9.7 acres, including the 3.4 acres leased from the Burlington Northern railroad.

Inventory of Non-Municipal Facilities

School Recreation Facilities

In addition to the city parks, community residents use the athletic field and play equipment at local schools. Sultan School District allows community residents to utilize the facility during non-school hours. Sultan School District facilities within the city include:

- **Gold Bar Elementary School:** The Gold Bar Elementary School is an 11-acre site located at 419 Lewis St. Its recreational area consists of a 5,000 square foot covered play shed with a basketball court. One soccer/ Little League field, and one Big Toy playground equipment area is also provided.

Surrounding Recreational Areas

The following areas close to Gold Bar provide recreational opportunities for community residents.

- **Startup Event Center:** Startup Event Center is a six-acre site located at 14315 366th Ave. SE in the unincorporated town of Startup, two miles west of the city. It formerly a teaching facility and was converted for public use. A 6,000 square foot event space is available. There are also two tennis courts and one soccer/Little League Field.
- **Wallace Falls State Park:** This 678-acre State Park is located ¼ mile NE of Gold Bar. This facility is considered the most heavily used State Park in Washington and receives over 100,000 visitors annually. The Park provides parking and trails to Wallace Lake and Wallace Falls, which is a 275-foot high water fall. The facility has six tent campsites, picnic areas, and restroom facilities.
- **Big Eddy River Access:** This 10-acre facility is classified as a State Park and is located approximately 1.3 miles East of Gold Bar off of Highway 2 on the Skykomish River. It is used for a variety of recreation including swimming, rafting, kayaking, and fishing. There is no overnight camping and is used as a day facility. There are two restrooms, a boat launch, and parking both above and right on the Skykomish River.
- **Stevens Pass Ski Area:** Stevens Pass is located on the crest of the Cascade Mountain range about 40 miles east of Gold Bar on Highway 2. Stevens Pass averages 450 inches of snowfall each year and covers 1,125 acres of skiable terrain. The facility offers downhill skiing, cross-country skiing, night skiing, snowshoeing, and snowboarding. Lodging and restaurants are also available, and the facility has a large parking area. During the summer, the facility offers mountain biking.
- **Gold Bar Nature Trails:** This recreational area is a private camping club available to those who purchase a membership. The Nature Trails a 273-acre secured facility located on May Creek Road about two miles northeast of Gold Bar. The

facility offers 1,200 individual lots, and members enjoy the use of a clubhouse, two swimming pools, and a family center.

- **Reiter Rearing Ponds:** Reiter Rearing Ponds is located on Reiter Road about 3.4 miles northeast of Gold Bar. The Reiter Rearing Ponds were developed for the rearing of steelhead, and are managed by the Washington State Department of Fish and Wildlife. There is parking for fishermen and a controlled access to the Skykomish River for fishing during steelhead season.
- **Mount Baker-Snoqualmie National Forest:** The Mount Baker-Snoqualmie National Forest, located to the east east and accessed by US 2, provides many outdoor recreational opportunities, including hiking, biking, fishing, rafting, camping, etc. Recreation passes or permits may be required for some trailheads or interpretative sites; they may be obtained at the Skykomish Ranger Station, located 22-miles east.

Projected Demand and Need

The demand for park and recreation land and facilities can be estimated using a ratio of acreage to a standard unit of population, such as 10 acres of parkland per 1,000 population or 3.1 acres of athletic fields and playgrounds per 1,000 residents (National Park and Recreation Standard, 1983). The ratio method is relatively simple to compute and can be easily compared with other agency standards. These ratios can be used to express Level of Service (LOS) standards for park and recreation facilities in Gold Bar.

Mini-Parks:	0.5 acres per 1,000 population
Neighborhood Parks:	2.0 acres per 1,000 population
Community Parks:	5.0 acres per 1,000 population
Tourist Parks:	No LOS designated
Resource Parks:	No LOS designated

The Plan does not include an LOS standard for the category of Resource Parks; the total Resource Park area in the city will be based on availability of appropriate sites. In addition, no level of service is established for the Tourist Park category. While the city may benefit by having parks in this category for the periodic use the parks receive from community members, the park largely serves a potential economic development function for the city by encouraging visitors to stop and visit. In the future, when the state legislature has made funding available for communities to review and/or develop a parks element and an economic development element for the plan, the city will likely revisit the role of Tourist Parks in the city, and identify any opportunities that may exist to expand their recreational value to city residents, as well as to the tourists they currently serve.

The Plan also does not include LOS standards for the development of recreational facilities such as athletic fields, courts, and other similar facilities. The National Recreation and Park Association establishes travel-time and distance standards for many community recreational

facilities used by communities across the country. Those standards suggest that while the city meets some of those requirements, it does not meet other requirements. For example, the following facilities are sufficiently accessible to city residents: football fields, an indoor swimming pool, golf courses, and boat launches. Other facilities such as soccer fields, tennis courts, softball and baseball diamonds and basketball courts are not located close enough to meet the recommended standards. In addition, within the city, there is no outdoor volleyball facility and only limited tot equipment areas. The community has indicated support for developing such facilities, as the opportunity and funding arises, and where these uses could be consolidated. A future update of the Parks Element will provide more opportunities for further examining the city’s needs relative to these facilities.

The following table shows how these LOS standards can be applied to city’s UGA current population (3,211) and target population (3,496) to determine current park land shortfalls and projected year 2044 park needs. Table PTR-2 shows projected park deficiencies, by comparing the projected year 2044 park needs with the existing parks and facilities (including undeveloped park or recreation facility sites owned by the city) in each of these categories.

Table PTR-2: Existing and Projected Park Land Needs

					2044 Target	
	LOS	Existing Supply	Existing Need	Existing Surplus/ Need	Projected Need	Projected Surplus/ Need(-)
acres						
Mini-Parks*	0.5	7.5	1.6	6.3	1.75	5.75
Neighborhood Parks*	2	1.1	6.4	-5.3	7	-5.9
Community Parks*	5	0	16	-16	17.5	-17.5
TOTAL	-	8.2	24	-15.4	26.25	-18.05

* Park land within May Creek Tracts UGA is not included in the table.

As shown in Table PTR-2, Gold Bar currently has a shortage of approximately 15-acres of park land given a 2020 population estimate of 3,211 people. The only park category currently in excess of the LOS standard is mini-parks, which shows an existing surplus of 6.3-acres. In 2044, Gold Bar would still have an excess of 0.5-acres of mini-parks given a 2044 population target of 3,496.

While the city is able to meet some of the existing need for neighborhood parks, this park land is not developed. The existing shortage will increase to 5.9-acres by the target year. The city currently has no park land designated as community parks, and there is an existing shortage 16-acres which will increase to 17.5-acres by the target year.

Trail Facilities

Specific levels of service for trails are not proposed in this comprehensive plan. Trail facility discussion is located in the Transportation Element and proposed trails and pedestrian paths are shown on Figure 2 in the Transportation Element.

Planned Park, Trail, and Recreation Facility Capital Improvements

The 20-year Capital Facilities Plan (Table CF-2) in the Capital Facilities Appendix indicates the capital park and trail projects identified to support the goals and policies, and projected park land demand and needs. The projects have been ranked according to a high, medium, or low priority.

2024 Comprehensive Plan
City of Gold Bar
107 5th Street
Gold Bar, WA 98251

