

Agenda

CITY OF GOLD BAR COUNCIL MEETING

Tuesday, April 16, 2024

7:00 PM

CITY HALL

CALL TO ORDER, FLAG SALUTE, ROLL CALL

AGENDA APPROVAL

MAYOR'S REPORT, STAFF REPORTS, COUNCIL COMMENTS

CITIZEN COMMENTS (SIGN-IN REQUIRED, LIMITED TO 3 MINUTES)

PUBLIC HEARING – COMPREHENSIVE PLAN UPDATE AND FEE SCHEDULE AMENDMENT

CONTINUED BUSINESS - none

NEW BUSINESS

1. TREE CITY DESIGNATION - PRESENTATION

FINAL COUNCIL COMMENTS

MINUTES APPROVAL

April 2, 2024

VOUCHER APPROVAL

CHECKS

37549 - 37578

CLAIMS

\$62,955.56

PAYROLL & TAXES

\$2,370.00

TOTAL

\$65,325.56

ADJOURNMENT

City of Gold Bar

EST. 1910



107 – 5th Street, Gold Bar, WA 98251

NOTICE OF

PUBLIC HEARING

CITY OF GOLD BAR, WASHINGTON

Tuesday, April 16th, 2024
7:00 PM Via Zoom

The City of Gold Bar will hold a Public Hearing for 2024 Comprehensive Plan Update and Fee schedule Amendment on April 16th, at 7PM. The meeting will be both in-person and via Zoom. Meeting information can be found at www.cityofgoldbar.us. Please see zoom Meeting info below.

Join Zoom Meeting

<https://us06web.zoom.us/j/89547409440>

Meeting ID: 895 4740 9440

One tap mobile

+12532050468,,89547409440# US
+12532158782,,89547409440# US (Tacoma)

Dial by your location

+1 253 205 0468 US
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 669 444 9171 US
+1 669 900 6833 US (San Jose)
+1 719 359 4580 US
+1 507 473 4847 US
+1 564 217 2000 US
+1 646 931 3860 US
+1 689 278 1000 US
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Washington DC)
+1 305 224 1968 US
+1 309 205 3325 US
+1 312 626 6799 US (Chicago)
+1 360 209 5623 US
+1 386 347 5053 US

Meeting ID: 895 4740 9440

If you have any questions, please contact Denise Beaston at 360-793-1101 or at d.beaston@cityofgoldbar.us. You can also find information on our website at www.cityofgoldbar.us.

City of Gold Bar

EST. 1910



107 – 5th Street, Gold Bar, WA 98251

City of Gold Bar Council Meeting Minutes Tuesday, April 2, 2024

CALL TO ORDER, FLAG SALUTE, ROLL CALL

Mayor Yarbrough called the meeting to order at 7:00 pm. The meeting was held in hybrid format, by Zoom and in person. Present in person were Councilmembers Lie, Martin, and Russell. Staff members present in person were Chief Whalen and Clerk Stowe. Councilmember Phillips attended via Zoom.

AGENDA APPROVAL

Councilmember Martin moved to adopt the agenda as presented and with a second by Councilmember Phillips, the motion carried.

MAYOR'S REPORT

Mayor Yarbrough talked about the successful egg hunt put on by the Red Hats. He also said he drove Index-Galena Road to see the repairs and thanked Clerk Stowe for her work on that while working for Index.

STAFF REPORT

Chief Whalen reviewed calls in Gold Bar and in the region. He also talked about the opening of Index-Galena Road and the impact that will have on deputies. There was discussion around county assistance. Councilmember Lie said a resident told him about a woman walking down the street shouting during the night and asked if that should have been a 911 call. Chief Whalen said yes, and that with a 911 call they would have been able to get help for the woman. Councilmember Russell asked about the ride-along program and Chief Whalen said that is available for the council or the general public.

Clerk Stowe reminded the council to turn in their Department of Retirement Systems forms.

COUNCIL COMMENTS

Councilmember Lie apologized for missing the recent Snohomish County Tomorrow meeting. He talked about invitations to become members of the Port of Everett and past port projects. He gave an update on ATVs and talked about short term rentals and the possibility of changing regulations.

Councilmember Martin attended the egg hunt and was amazed at the turnout. She thanked the Red Hat group.

Councilmember Russell talked about the dangers of riding scooters on sidewalks and that it might need to be regulated. He also thanked Clerk Stowe for her work on Index-Galena Road.

Councilmember Phillips talked about Arbor Day and what was needed for the city to become a Tree City. There was brief discussion.

CITIZEN COMMENTS

David Netz talked about parking issues relating to the Wallace Falls State Park. There was brief discussion.

Julia Palekha thanked everyone for all they do for the city.

CONTINUED BUSINESS - none

NEW BUSINESS

Department of Corrections Contract. The amendment extends the time of the contract. Councilmember Russell moved to authorize Mayor Yarbrough to sign the contract and with a second by both Councilmembers Martin and Phillips, the motion carried.

FINAL COUNCIL COMMENTS/OTHER BUSINESS

Councilmember Lie suggested that it might be time for a reminder about ATV regulations to be printed on utility bills.

Councilmember Martin thanked Clerk Stowe for her work on Index-Galena Road. She also talked about the lack of forest service staffing and that impact to Sultan Basin Road.

Councilmember Russell thanked Chief Whalen ahead of time as he said it sounded like the deputies were going to have a busy summer. He also felt the federal government should be involved as well as the county.

Councilmember Phillips wanted to make sure those attending by Zoom had the opportunity to comment.

MINUTES APPROVAL

Councilmember Martin moved to approve the March 19th, 2024, minutes as presented and with a second by Councilmember Russell, the motion carried.

VOUCHER APPROVAL

Councilmember Martin moved to approve checks numbering 37515 through 37548 with \$45,565.21 for claims and \$48,449.98 for payroll and taxes, for a grand total of \$94,015.19 and with a second by Councilmember Russell, the motion carried.

ADJOURNMENT

Councilmember Russell moved to adjourn the meeting and with a second by Councilmember Phillips the motion carried, and the meeting was adjourned at 7:33 pm.

Steve Yarbrough, Mayor

Lisa Stowe, Clerk/Treasurer

CHECK REGISTER

City Of Gold Bar

Time: 08:05:20 Date: 04/10/2024

04/03/2024 To: 04/16/2024

Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
640	04/03/2024	Payroll	7	37549	Employment Security PFML	557.91	Pay Cycle(s) 01/01/2024 To 03/31/2024 - PFML
641	04/03/2024	Payroll	7	37550	Employment Security WA Cares Fund	612.09	Pay Cycle(s) 01/01/2024 To 03/31/2024 - Long Term Care
655	04/09/2024	Payroll	7	37551	Richard L Baker	200.00	
656	04/09/2024	Payroll	7	37552	Denise J Beaston	800.00	
657	04/09/2024	Payroll	7	37553	Timothy M Shiers	200.00	
658	04/16/2024	Claims	7	37554	Barmon Lumber	159.52	
659	04/16/2024	Claims	7	37555	Bay City Supply	903.48	
660	04/16/2024	Claims	7	37556	City Of Everett	215.00	
661	04/16/2024	Claims	7	37557	City Of Gold Bar	497.34	
662	04/16/2024	Claims	7	37558	Comcast Business	354.07	
663	04/16/2024	Claims	7	37559	Consolidated Supply Co.	4,957.97	
664	04/16/2024	Claims	7	37560	Dept Of Retirement Systems	25.00	Annual OASI
665	04/16/2024	Claims	7	E37561	Dept Of Revenue-Excise Tax	1,792.15	
666	04/16/2024	Claims	7	37562	Evergreen Rural Water	355.00	Annual Conference
667	04/16/2024	Claims	7	37563	John Galt	603.75	
668	04/16/2024	Claims	7	37564	Heidelberg Materials	367.01	
669	04/16/2024	Claims	7	37565	ICONIX Waterworks	427.29	
670	04/16/2024	Claims	7	37566	Industrial Software Solutions	2,078.36	Annual Fee SCADA
671	04/16/2024	Claims	7	37567	Charles H Myers	932.70	March And Dental
672	04/16/2024	Claims	7	37568	Pacific Power Batteries	58.70	
673	04/16/2024	Claims	7	37569	Pacifica Law Group	2,138.50	
674	04/16/2024	Claims	7	37570	Planet Technology	3,444.76	Annual Fee
675	04/16/2024	Claims	7	37571	Sno County PUD	1,388.52	
676	04/16/2024	Claims	7	37572	Sno County Sheriff	41,022.83	April 2024
677	04/16/2024	Claims	7	37573	Utilities Underground	9.24	
678	04/16/2024	Claims	7	37574	Waste Management	591.04	
679	04/16/2024	Claims	7	37575	Xerox Corporation	275.29	
680	04/16/2024	Claims	7	37576	Ziply Fiber	266.47	
681	04/16/2024	Claims	7	37577	Ziply Fiber	49.90	
682	04/16/2024	Claims	7	37578	Ziply Fiber	41.67	
001 General Government						49,834.60	
101 City Street						1,791.35	
401 Water Operating						8,904.65	
415 Stormwater Fund						4,794.96	
						65,325.56	Claims: 62,955.56
							Payroll: 2,370.00

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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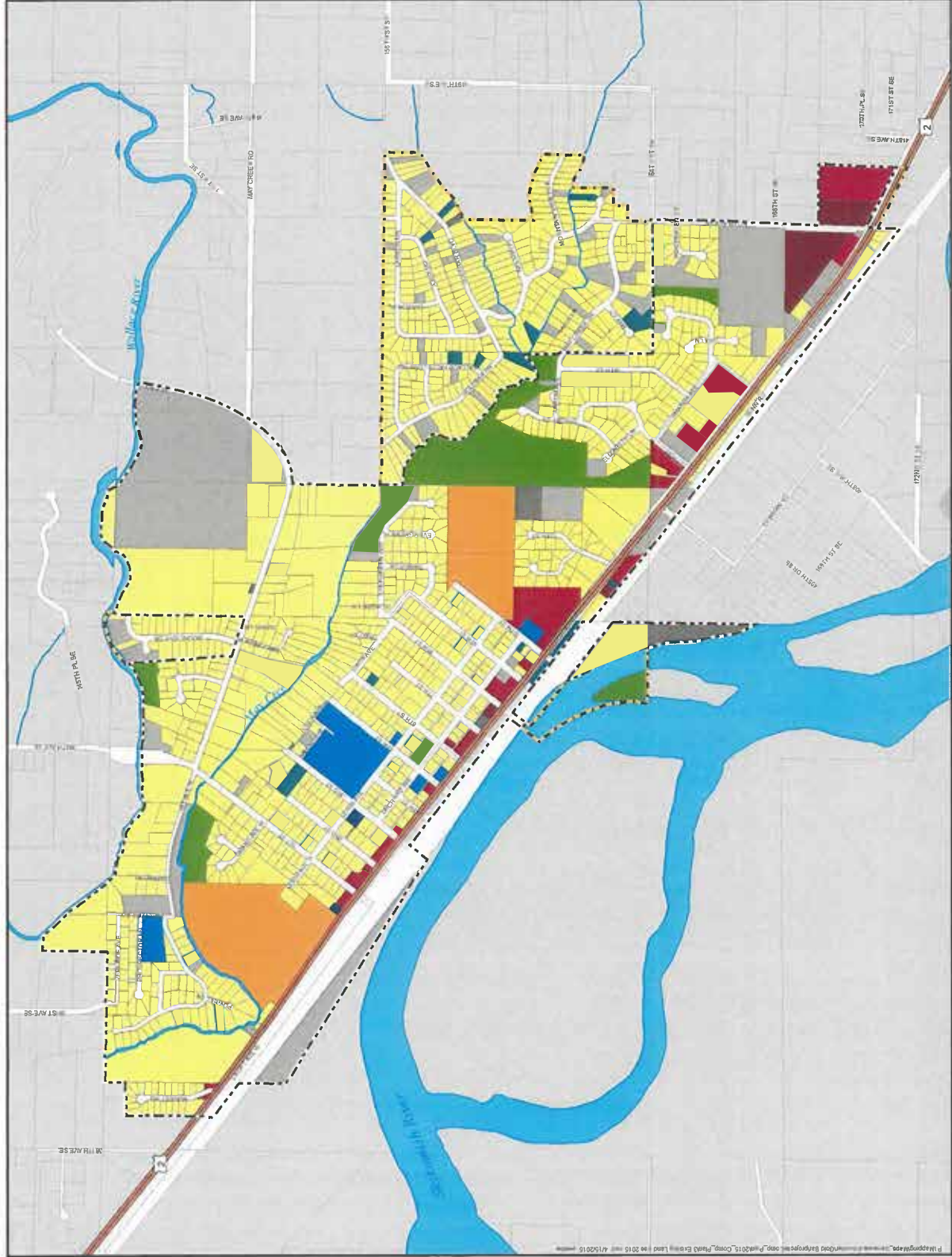
Existing Land Use Map



- 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



MapInfoMapXpress - File:MapInfoMapXpress.mxd, Project:2015_Comp_Plan03_Existing_Land_Use_2015.mxd, 4/15/2015

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Zoning Map

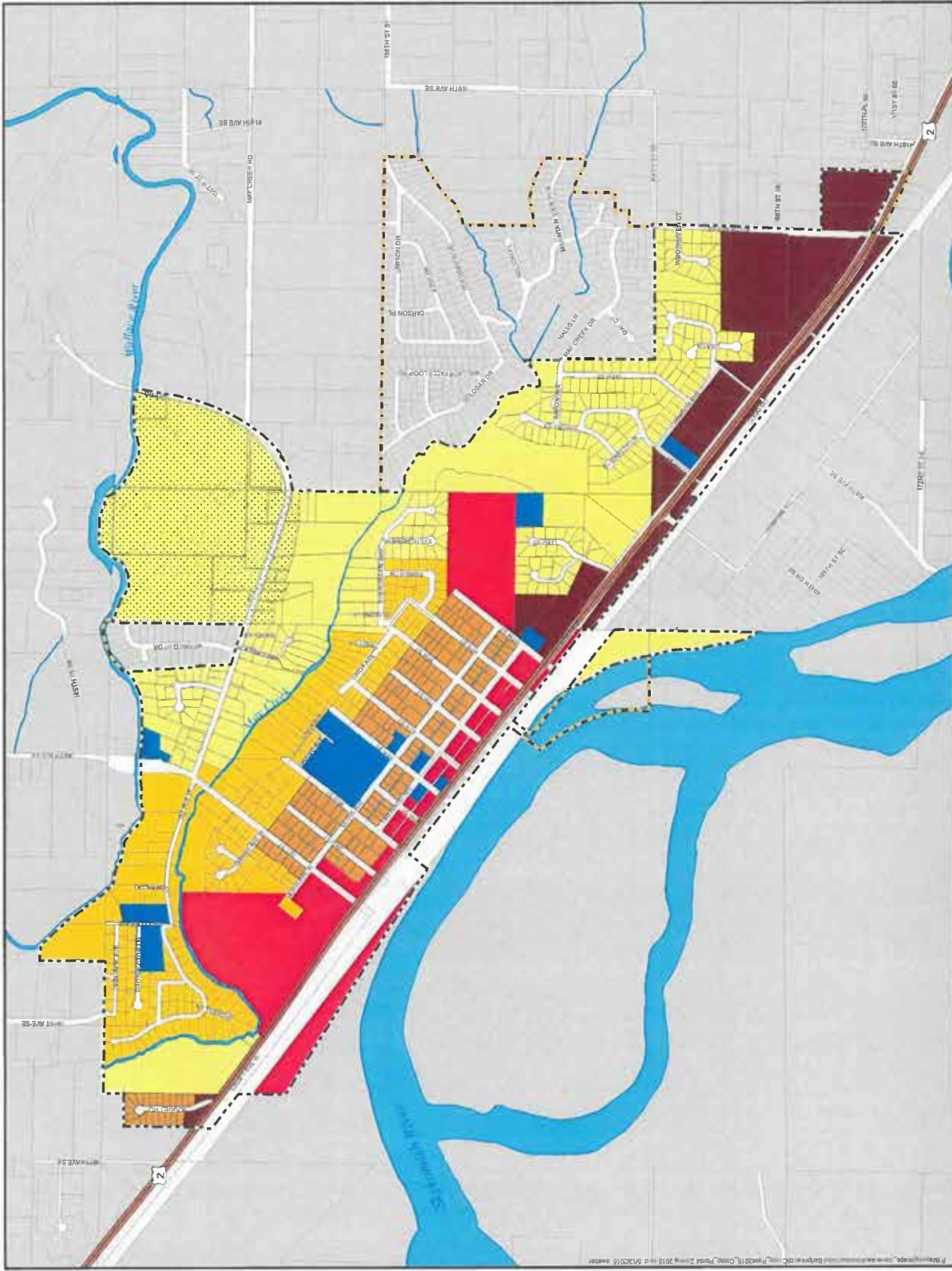


LEGEND

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

0 500 1,000 2,000 Feet

Parcel information supplied by Snohomish County Assessor, 2014, and may not reflect actual or current conditions. Other information provided by Snohomish County Assessor, 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

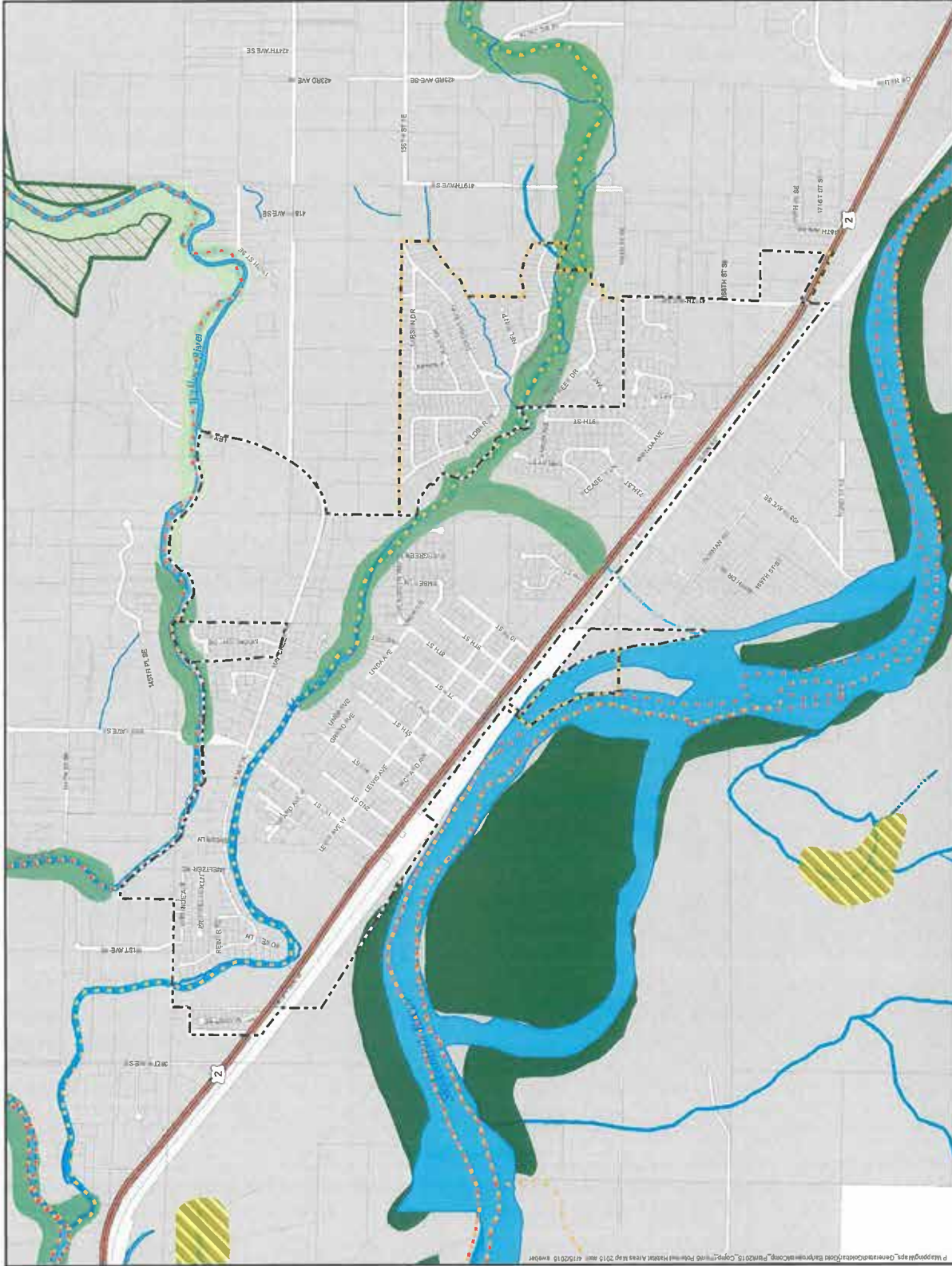
- Wallace Falls State Park
- Peregrine Falcon Cliffs
- Eagle Roost
- Harlequin Breeding Areas
- Wallace River Riparian Areas
- Skykomish River Riparian Area
- Riverine System Wetlands
- Wallace River Wetlands
- Mt. Goat Summer Trans. Winter Range
- Black-tail Deer Winter Range



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.



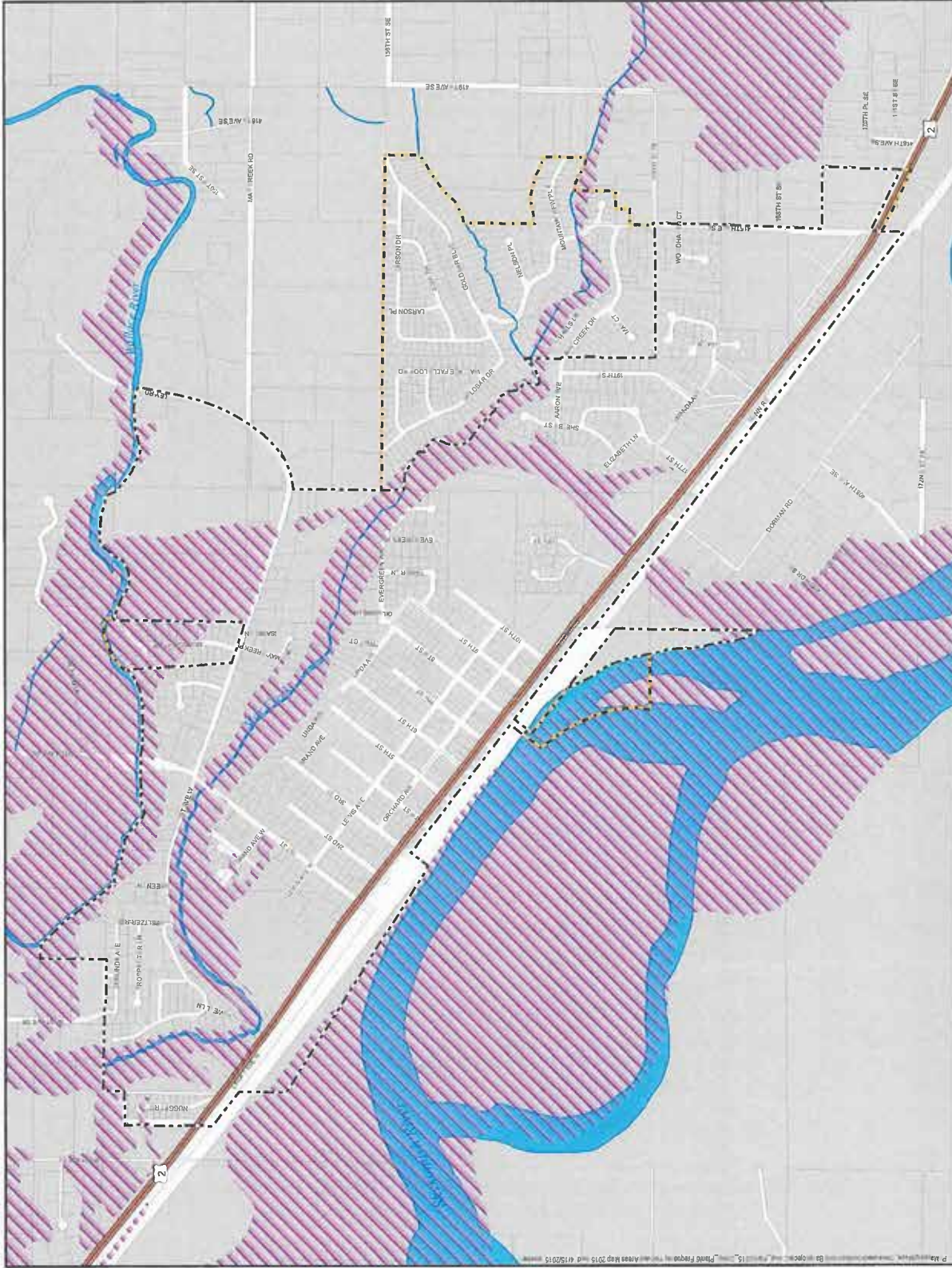
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Frequently Flooded Areas Map



- 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 is for informational purposes only and has not been verified.



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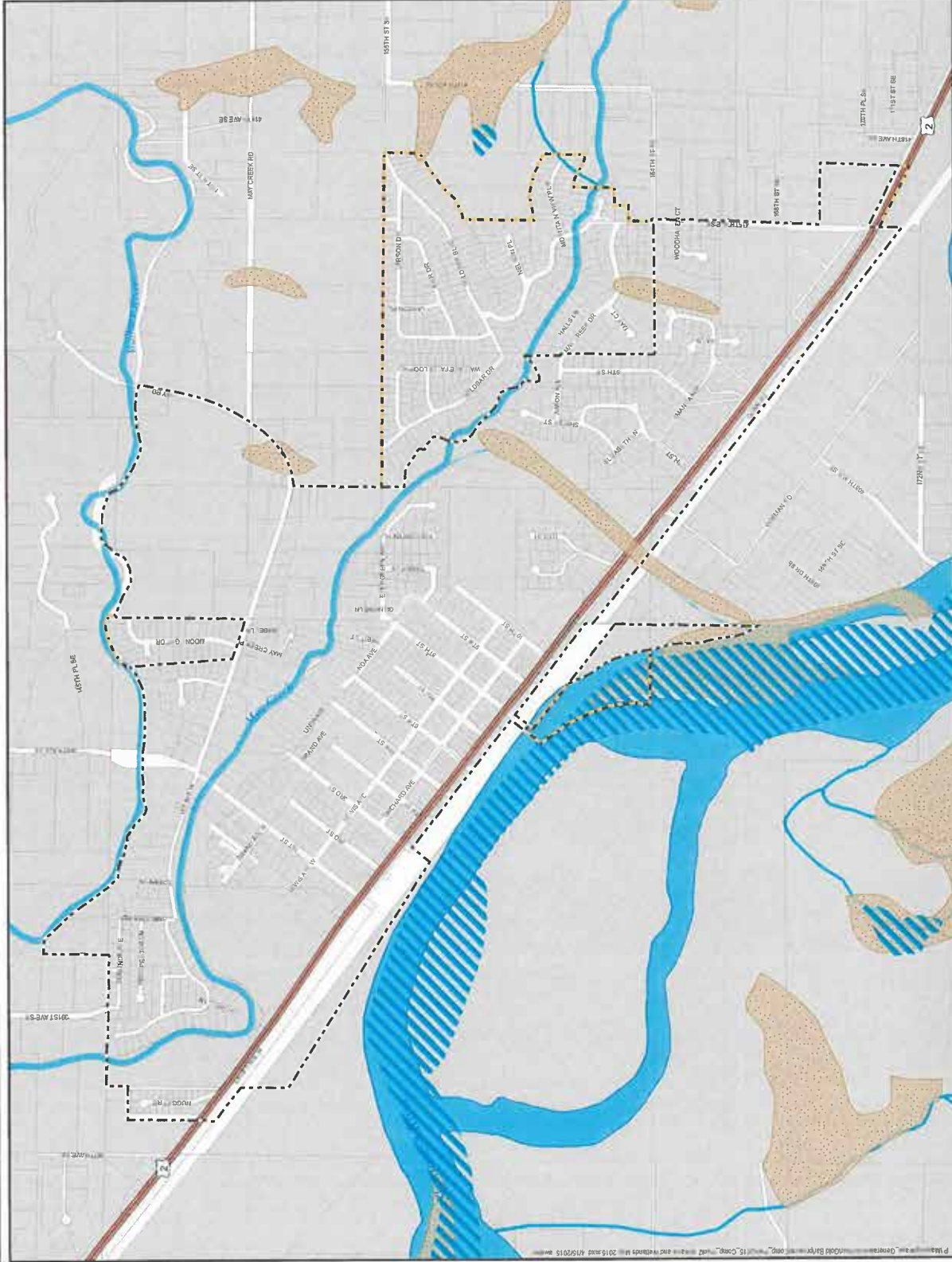
Streams and Wetlands Map



- 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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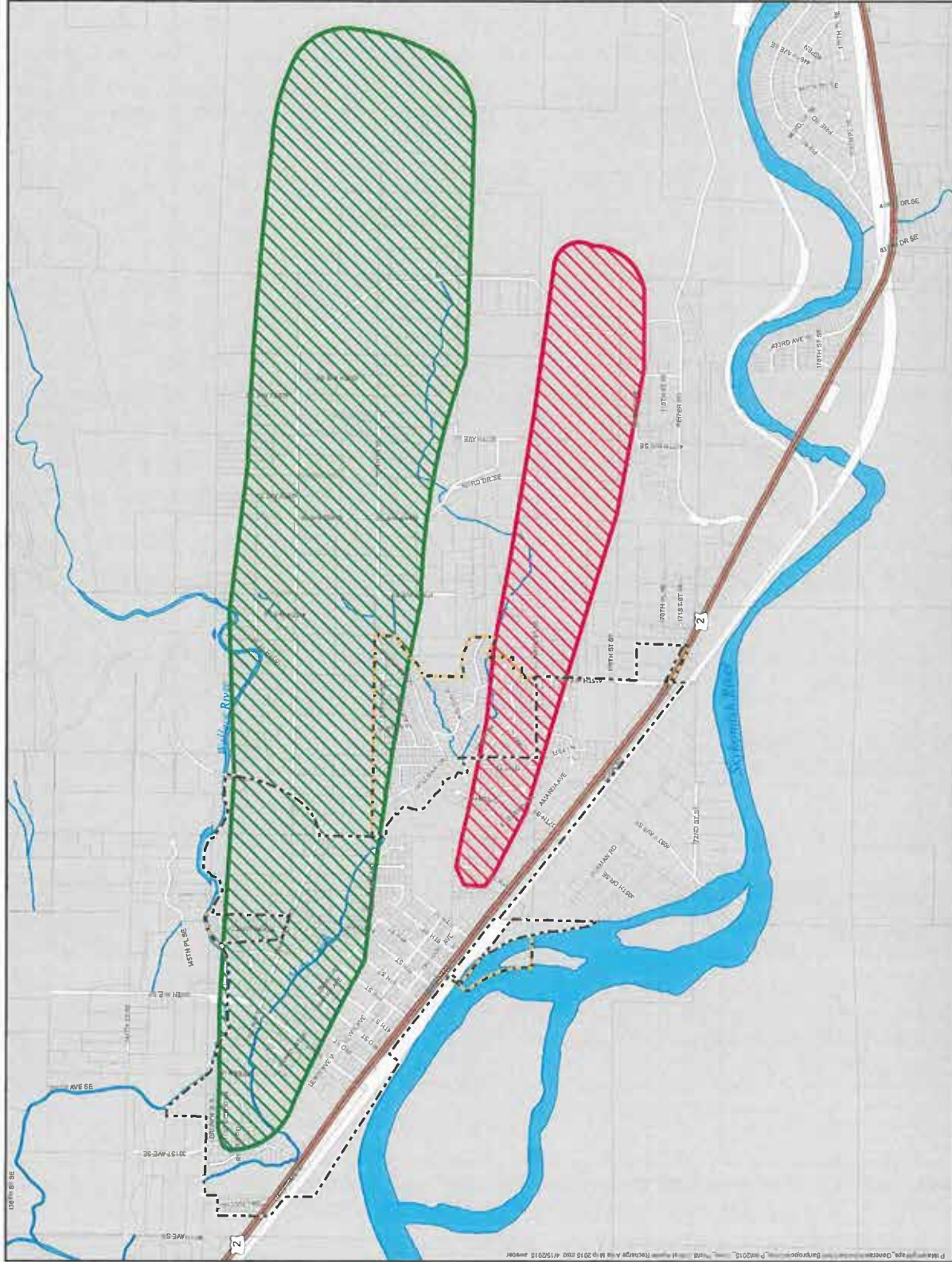
Critical Aquifer Recharge Areas Map



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



10-Yr Time of Travel based on wellhead protection studies performed for the City of Gold Bar, 1997.
 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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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





GOLD BAR

2024 COMPREHENSIVE PLAN



ACKNOWLEDGEMENTS

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

GOLD BAR FAST FACTS

Founded	September 16, 1910
Elevation	207 ft.
Area	1.06 square miles
Population	2,403
Density	2,267 /sq mi
Zip Code	98251
Website	cityofgoldbar.us
Form of Government	Mayor-Council

City of Gold Bar



COMPREHENSIVE PLAN 2024



TABLE OF CONTENTS

6

INTRODUCTION

19

LAND USE

33

HOUSING

39

TRANSPORTATION

53

CAPITAL FACILITIES

65

UTILITIES

71

PARKS & OPEN SPACE

77

APPENDIX

INTRODUCTION

THE GOLD BAR VISION

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

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

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



THE PLANNING PROCESS

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

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

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

LOCAL AREA

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



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

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

HISTORY

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

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

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

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

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

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

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

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

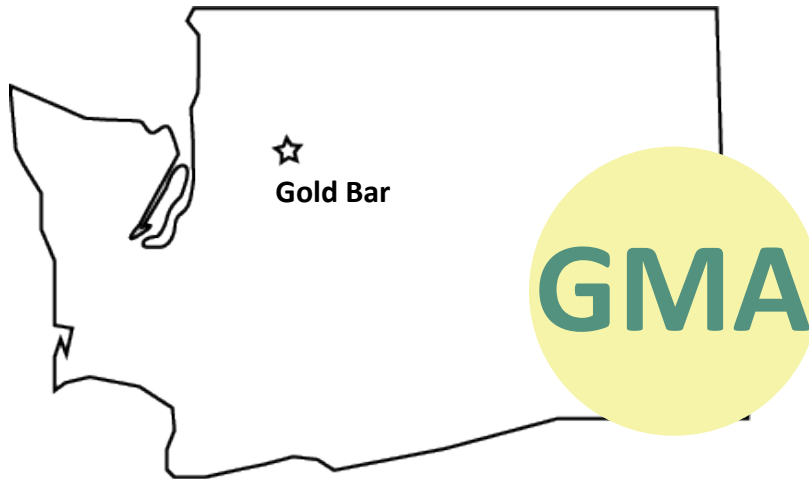
In 1900, the Gold Bar Improvement Company platted the first town lots. When the Great Northern completed the assembly years in 1912, Gold Bar was a thriving timber/railroad town with one large sawmill, a meat market, bakery, two barbershops, three pool rooms, one saloon, and three hotels.

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

WHAT IS A COMPREHENSIVE PLAN?

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

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



RELATIONSHIP TO GROWTH MANAGEMENT ACT

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

Regulatory Measures

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

Zoning

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

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

Concurrency Management

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

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

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

Capital Improvement Plan

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

Administrative Actions

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

Public Involvement

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

AMENDING THE COMPREHENSIVE PLAN

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

Types of Amendments

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

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

The city permits consideration of two types of plan amendments:

Comprehensive Plan Periodic Update

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

Annual Plan Review and Amendment

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

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

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

Review and Plan Amendment Process

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

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

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

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

Policies

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

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

Plan Review and Amendment Schedule

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

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

Emergency Plan Amendment Consideration

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

FUTURE UPDATES

Economic Development and Park and Recreation Elements

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

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

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

Shoreline Master Program Integration

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

Transportation Modeling

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

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

“The small town with the best views”



People



Gateway to the Cascades



Rural Recreation



By © Steve Pavlov



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LAND USE ELEMENT

INTRODUCTION

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

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

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

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

GMA requires the city to maintain:

- *A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, and other land uses.*
- *The land use element shall include population densities, building intensities, and estimates of future population growth.*
- *The land use element shall provide for protection of the quality and quantity of ground water used for public water supplies.*
- *Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity.*
- *Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.*

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

The Vision 2050 report includes policies to promote a prosperous and sustainable economy for all people. Gold Bar recognizes this as an idealistic goal for an economic development element as part of a future comprehensive plan update. The steps to meet this goal realistically are currently not attainable.

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

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

LAND USE GOALS

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

LAND USE POLICIES

GENERAL

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

generations. These practices include but are not limited to: Low Impact Development(LID), low emission construction, and 'green building' techniques.

- LU Policy 1.2** Encourage the growth and development of industries that are compatible with Gold Bar's values and protect the city's environment, through targeted investment, training, and education.

- LU Policy 1.3** Maintain the Comprehensive Plan consistent with the Growth Management Act and ensure that adopted land use policies, regulations, and related capital facility plans are consistent with other elements of the Comprehensive Plan.

Ensure internal consistency between elements of the Comprehensive Plan and city adopted land use policies, code regulations, and other locally adopted plans.

- LU Policy 1.4** Investigate funding sources at the local, county, and state levels to invest in infrastructure, strategies, and programs.

- LU Policy 1.5** Provide for the siting of essential public facilities as prescribed by the Growth Management Act when and where applicable. RCW 36.70A.200 and WAC 365-196-550(1).

- LU Policy 1.6** To allow for appropriate development, development regulations and standards should be simple and measurable and be implemented through expeditious public review.

- LU Policy 1.7** Provide an amendment process that allows for annual updates of this Comprehensive Plan.

- LU Policy 1.8** Promote land use improvements and community investment strategies that address existing health disparities and improve health outcomes in all communities.

Promote physical activity and well-being of all community residents by creating more convenient, equitable, healthful, efficient, and attractive open spaces for recreational opportunities now and for the future.

Promote physical activity, well-being, and improvements to health through urban planning practices like multi-modal transportation, infrastructure improvements, and providing connectivity between residences and public amenities in a matter that is consistent with the Transportation Element.

- LU Policy 1.9** Establish and maintain relationships with surrounding jurisdictions,

county, state, and federal agencies, and federally recognized tribes to coordinate planning efforts.

LU Policy 1.10

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

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

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

LU Policy 1.11

Urban growth areas should be zoned to support future urban densities subject to availability of urban services. Those services include affordable housing, public transportation, sanitary sewers, and other public services. Urban Growth Areas shall be zoned to protect and excule sensitive and critical areas to the extent possible.

LU Policy 1.12

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

RESIDENTIAL

LU Goal 2

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

LU Policy 2.1

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

LU Policy 2.2

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

COMMUNITY BUSINESS

A variety of types and sizes of Community Business land use are necessary to serve the day-to-day needs of the community’s residents as well as support Gold Bar’s role as a recreation destination. Gold Bar has an opportunity to be strategic during the Comprehensive Plan Update regarding the type and location of commercially designated lands. For example, the rise in

artisan production uses, which provide entrepreneurial opportunities and can help stimulate reinvestment, blur the lines between traditional small scale manufacturing land uses and commercial land uses. The Land Use Element encourages these uses through redesignation of properties in strategic locations in Gold Bar to a Community Business Designation, and adding them as allowable uses in downtown Gold Bar.

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

Continue to be a destination for recreation and tourism.

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

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

LU Policy 3.2 Reconsider land use designations and zoning to support Community Business, higher density residential, and a mix of uses once sewer service is available or new septic service technologies become available. A public sewer system must be supported by the community.

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

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

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

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

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

COMMERCIAL BUSINESS

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

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

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

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

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

OPEN SPACE

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

LU Goal 5 *Preserve natural open space, including surrounding forest and agricultural lands, for scenic and aesthetic enjoyment, to protect and*

preserve environmentally sensitive areas, protect aquifer recharge area, and to enhance the quality of life of Gold Bar residents.

- LU Policy 5.1** Protect and enhance critical areas, aquifer recharge area, and give special consideration to measures to protect and enhance habitat for anadromous and salmonid fish, consistent with the best available science and in accordance with RCW 36.70A.172.
- LU Policy 5.2** Promote community-wide stewardship of the natural environment.
- LU Policy 5.3** Seek to preserve views of Wallace Falls and the mountains, especially from public viewpoints.

COMMUNITY DESIGN

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

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

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

LU Goal 6 *Enhance the city's existing character by preserving predominately visible parcels for aesthetically pleasing development.*

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

LU Policy 6.2	To allow for appropriate development, development regulations and standards should be simple and measurable and be implemented through expeditious public review.
LU Policy 6.3	Preserve corner lots and view termination points.
LU Policy 6.4	Designate vegetation enhancement zones in public areas that consider stormwater planning, climate resilient plant species, and follow best management practices and best available science..
LU Policy 6.5	Create a sense of arrival by developing city gateways.
LU Policy 6.6	Maintain the city’s existing perspective scale for structures.
LU Policy 6.7	Encourage commercial uses to maintain a pedestrian scale and orientation.
LU Policy 6.8	Encourage the use of landscaping and the preservation of native vegetation to enhance aesthetic and environmental quality of the city.

AGRICULTURAL AND NATURAL RESOURCES LANDS

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

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

LU Goal 7 *Agricultural and forestry lands should not be considered for inclusion in the City of Gold Bar UGA.*

LU Policy 7.1 Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.

LU Policy 7.2 Cooperate with state, county, and federal programs to ensure protection of food-producing lands including agricultural districting, purchase of development rights, and transfer of development rights.

CRITICAL AREAS

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

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

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

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

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

LU Policy 8.1 Protect critical areas through clear and concise developmental regulations, informed planning, land acquisitions, and other flexible tactics, and give special consideration to measures that protect and enhance habitat for anadromous and salmonid fish consistent with the best available science.

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

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

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

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

LU Policy 8.6

Project applicants shall assure that any impacts to critical areas will not result in significant risk to public health or safety, public or private property, or result in the net loss of ecological value or function.

LU Policy 8.7

Integrate information from local planning processes, salmon recovery plans, ecosystem recovery plans, and relevant tribal plans to identify important habitats and species of local and tribal importance.

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Comprehensive Plan Land Use Map



LEGEND

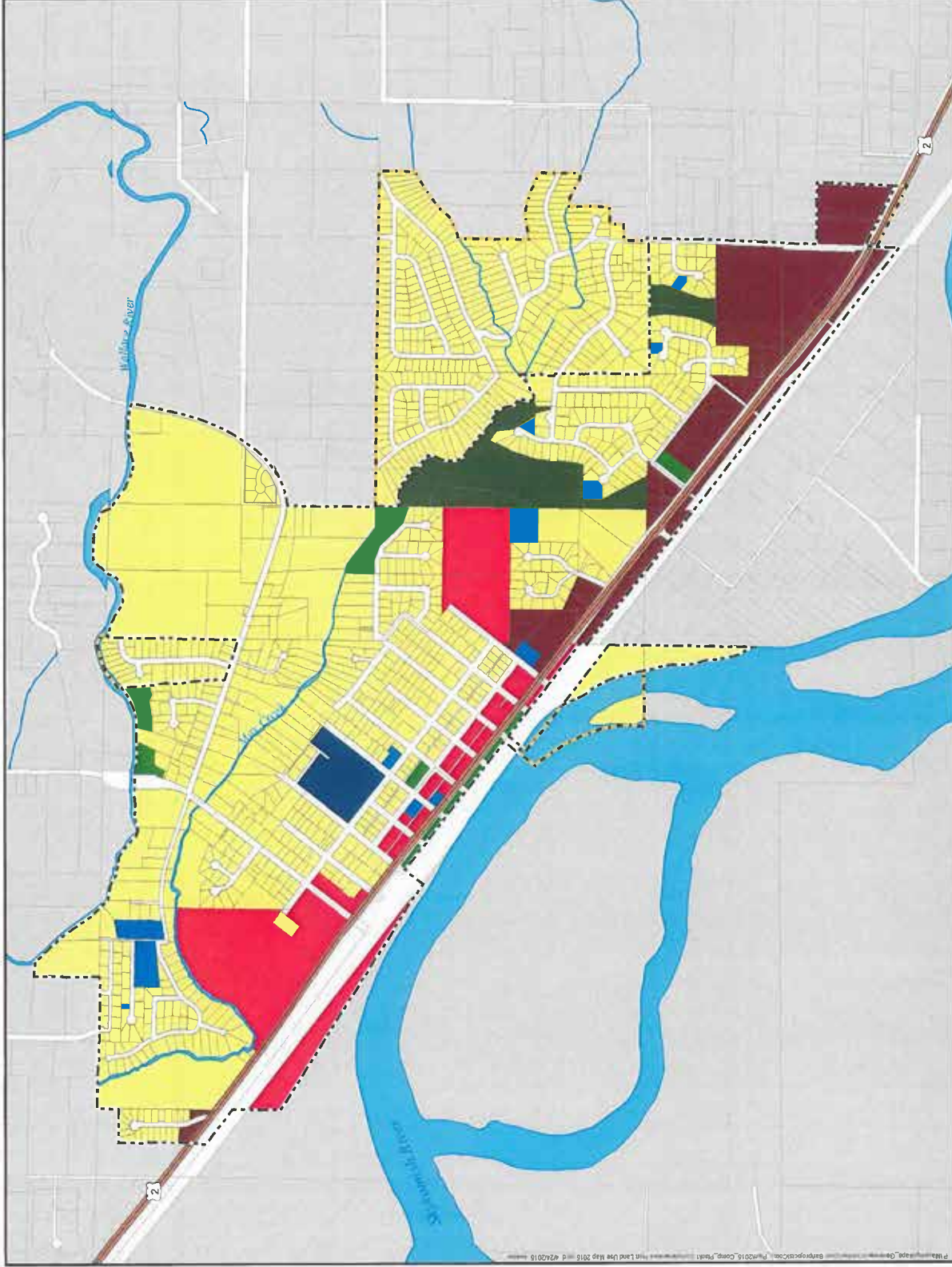
- City Boundary
- UGA
- County Parcel

Future Land Use Designation

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



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



Map Date: November 2023

COMPREHENSIVE PLAN
COMPREHENSIVE PLAN LAND USE MAP | FIGURE 1



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HOUSING ELEMENT

INTRODUCTION

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

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

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

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

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

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

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

HOUSING GOALS

- H Goal 1** Provide sufficient development capacity to meet 2044 regional growth and address other housing goals, such as creating demand for transit and local businesses through increased residential density along Highway 2, and improved urban infrastructure.

- H Goal 2** Facilitate a diverse range of house-scale buildings with multiple units, compatible in scale and form with detached single-family homes (also known as “Missing Middle” housing) in existing residential land use designations, in new mixed use land use designations and overlays as part of infill strategies and marketable development incentives, and in future development within the city.

- H Goal 3** Promote strong, stable residential neighborhoods through public investments in physical improvements and through public policy decisions intended to protect and preserve existing communities.

- H Goal 4** Encourage the availability of affordable housing to all economic segments of the population of the city.

- H Goal 5** Promote fair, equitable, and equal access to housing for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability.

- H Goal 6** Maximize the availability of existing lands within the city utilizing existing and new septic designs. If a sewer system becomes feasible and is supported by the community in the future, the availability of existing lands may be impacted.

HOUSING POLICIES

Housing Choice

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

Preserve Existing Housing

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

H Policy 8 Maintain public infrastructure and open spaces in residential areas to preserve the character and vitality of existing neighborhoods.

H Policy 9 Ensure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities.

Affordable Housing

H Policy 10 Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to secure funding for affordable and special needs housing in areas where affordable housing is currently lacking.

H Policy 11 Encourage local participation in state programs, such as the Housing Assistance Program and the State Housing Finance Commission's home ownership loan program, which facilitate home ownership by low- and moderate-income families.

H Policy 12 Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on affordable housing opportunities and first-time home ownership programs. Maintain and improve outreach materials to inform the public of available homeownership programs.

H Policy 13 Review and monitor development regulations and standards to promote efficient and economical permit procedures that do not unnecessarily add to the cost of housing. Use creative SEPA tools such as exemption thresholds, infill and mixed-use exemptions, or planned actions to encourage affordable housing streamlined permit procedures.

H Policy 14 Encourage the development of affordable rental housing by allowing streamlined permitting for middle housing units, such as shortening permit timelines, establishing online permit procedures, optimizing residential densities, and developing other programs and incentives that decrease overall building costs.

Manufactured Housing

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

Fair and Equal Access

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

Maximize Availability of Land

- H Policy 22** Develop a downtown commercial corridor subarea plan to create a cohesive vision for the areas along Highway 2.
- H Policy 23** Encourage infill development on vacant or underutilized sites by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies.
- H Policy 24** Potentially reduce minimum lot sizes, setbacks, lot coverage, and impervious area standards to increase feasible densities in areas of the city served by sewer while maintaining minimum standards for groundwater protection.
- H Policy 25** Seek opportunities for acquiring land encumbered by critical areas, reserving these sites for public recreation and habitat restoration opportunities.

TRANSPORTATION ELEMENT

Introduction

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

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

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

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



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

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

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

(i) Land use assumptions used in estimating travel;

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

(iii) Facilities and services needs, including:

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

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

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

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

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

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

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

(iv) Finance, including:

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

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

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

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

(vi) Demand-management strategies;

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

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

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

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

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

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

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

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

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

TRANSPORTATION GOALS

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

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

TRANSPORTATION POLICIES

Transportation System

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

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

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

- T Policy 2.1** Periodically review transportation levels of service and forecasts.
- T Policy 2.2** Determine future transportation needs, estimated transportation costs, and future route extensions in coordination with Washington Department of Transportation and Community Transit.
- T Policy 2.3** Transportation planning needs shall be prioritized considering the objectives of the Regional Growth Strategy.
- T Policy 2.4** Streets shall be designed to support anticipated future land use designations and development on adjacent undeveloped or underdeveloped properties.
- T Policy 2.5** The planning process for transportation projects should draw input from all community members.
- T Policy 2.6** Make transportation investments that support traditionally underserved populations such as people of color, people with low incomes, and people with special transportation needs.
-

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

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

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

Pedestrian and Bicycle Facilities

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

- T Policy 5.3** Prioritize the circulation of public transit vehicles over single occupancy vehicles.
- T Policy 5.4** Seek to acquire additional public rights-of-way for trails and walkways, and to take advantage of corridors such as transmission lines, public lands, and surplus rights-of-way for trails and bicycle paths.
- T Policy 5.5** Adequate illumination should be provided on all streets to provide safe pedestrian environments while not intruding on residences.
- T Policy 5.6** Encourage businesses to develop and implement transportation management plans that reduce single occupancy vehicle use and travel during peak periods.
- T Policy 5.7** Encourage employers to offer flexible work schedules that reduce peak period travel and lessen the need for roadway capacity expansions.
- T Policy 5.8** Encourage the use of rail for transportation, tourism, and recreation.

Regional Coordination and Concurrency

- T Goal 6** *Communicate and coordinate the transportation needs and interests of Gold Bar with adjacent communities and applicable agencies.*
- T Policy 6.1** Establish a network of trails, consistent with the Parks, Trails, and Recreation Element, that provide public access to streams, rivers, and wetlands, and that connect to other local and regional trails by working with local and state agencies and private property owners.
- T Policy 6.2** A consistent classification of streets shall be established according to function, so that needed traffic capacity may be preserved and planned street improvements will be consistent with state, federal, and regional functional requirements.
- T Policy 6.3** Work with local transit to provide effective, accessible, and convenient transit services to Gold Bar residents, including the elderly, youth, low-income, and disabled. Transit facilities (stations, park-and-ride lots, shelters, etc.) should be easily accessible to pedestrians, including those with disabilities, and convenient to local access points and services.

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

T Policy 7.7 Encourage a north-south connector linking US 2 and MayCreek Road east of Pickle Farm Road and west of Reiter Road prior to any annexations east of the current UGA.

T Goal 8 *Work to improve the Route 2 corridor for all users.*

T Policy 8.1 The city shall recognize US 2 as a highway of statewide significance connecting eastern and western Washington. US 2 has a state adopted level of service standard of “D.”

T Policy 8.2 Work with WSDOT to develop a design plan for US 2 that enhances the aesthetics of the highway consistent with the small-town character of the city, providing for curbs, gutters, sidewalks, planting areas, and decorative elements.

T Policy 8.3 Work with and encourage WSDOT to improve traffic flow on the US-2 corridor.

T Policy 8.4 The speed limit of US 2 should be consistent with its use as a “main olicity street” and pedestrian-friendly environment.

T Policy 8.5 Coordinate with WSDOT to manage land development and local street access along US 2 to protect the functional viability of the highway and to support economic development.

Environmental Protection

T Goal 9 *Provide transportation facilities and services in a manner that protects and enhances the environment.*

T Policy 9.1 New transportation facilities shall be designed to minimize impacts on environmentally sensitive areas, including natural drainage patterns and animal habitats. The city should avoid locating new transportation facilities in, or adjacent to, environmentally sensitive areas.

T Policy 9.2 Appropriate mitigating measures shall be implemented where impacts from transportation systems are identified and unavoidable, ensuring no net loss of ecological values or function is achieved.

T Policy 9.3 Use Best Management Practices to minimize the impact of work within the right-of-way and environmentally sensitive areas.

T Policy 9.4	Evaluate all land use permit applications for biofiltration, storm drainage, and improvements (such as, curbs and gutters) to minimize the impacts of polluted stormwater runoff.
T Policy 9.5	Minimize the creation of new impervious surface areas, to the extent practical.
T Policy 9.6	Promote alternative modes of transportation, such as transit, bicycling, and walking to reduce air and surface water pollution and encourage forms of low-carbon transportation to reduce greenhouse gas emissions.
T Policy 9.7	Adapt pedestrian, bicycle, car, and public transit facilities to proactively address potential threats from climate change.
T Policy 9.8	Coordinate with WSDOT to prioritize and remove fish passage barriers, especially where terrestrial species connectivity can be restored simultaneously (i.e. wider bridges).

Implementation

T Goal 10	<i>Ensure long term system maintenance through sustainable funding and implementation programs.</i>
T Policy 10.1	Seek funding opportunities to maintain and improve transportation facilities.
T Policy 10.2	Update the Capital Facilities Element to maintain a funding strategy for transportation improvements.
T Policy 10.3	Use a road maintenance program to prevent the deterioration of public streets.
T Policy 10.4	Require property owners to maintain the appearance of the public right-of way adjacent to their property.
T Goal 11	<i>Preserve and enhance the rural-residential character of the community by applying street standards and using sidewalks, trees, benches, and other amenities that promote a sense of community.</i>
T Policy 11.1	Recognize the important role that sidewalks, trails, and streetlights play in providing a safe and pleasant environment within the community and maintaining design standards. Public and private

developments are expected to create connected, attractive pedestrian spaces through the implementation of design standards.

- T Policy 11.2** Streets in the city core should maintain a network “grid” pattern of traditional small town development.
- T Policy 11.3** Local residential streets should be sufficient to serve the needs of local residents, including space for parking and sidewalks, while being designed to be consistent with Gold Bar’s rural character.
- T Policy 11.4** Encourage safety and beautification projects for all roads in the city.
- T Policy 11.5** Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within, or adjacent to residential areas, special attention should be given to minimizing noise, light, and glare impacts.
- T Policy 11.6** Recognize the needs of, and incorporate designs for, emergency and refuse collection vehicles, and public transportation in city road design and construction.
- T Policy 11.7** Work with local public safety officials to identify and evaluate unsafe traffic conditions, and work to improve traffic safety through installation of appropriate street improvements.
- T Policy 11.8** Ensure that transit facilities do not negatively impact human health or cause a net loss in ecological values or functions.

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

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

Pedestrian & Bicycle Plan



LEGEND

City Boundary

UGA

Parcel

Trails

Existing Sidewalk

Proposed

Paved

Soft Surface

Public & Recreation Lands

Govt/Educ

Institutional

Open Space

Parks

Recreation

Resource Production

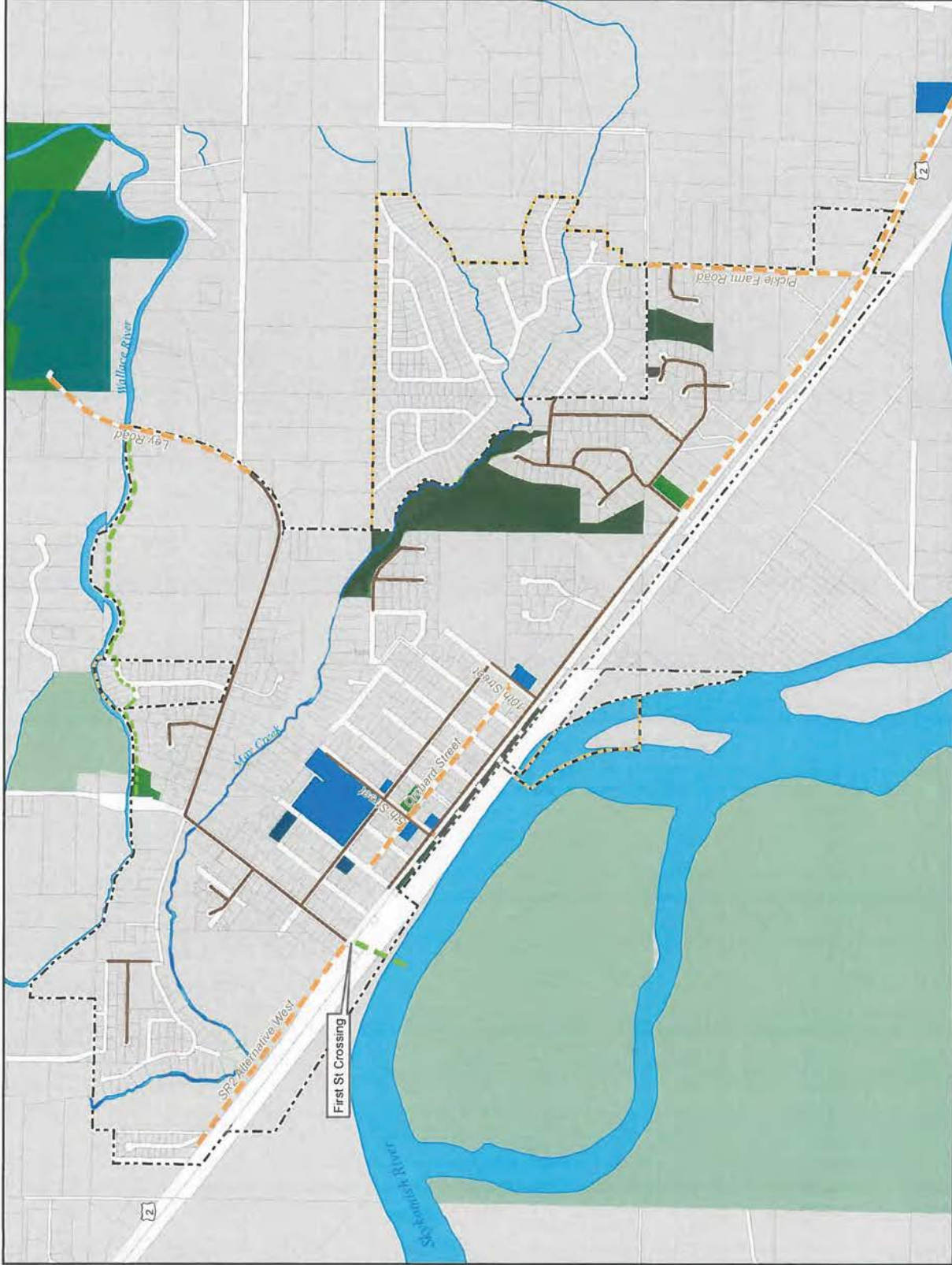
0 500 1,000 2,000 Feet

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

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

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

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



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CAPITAL FACILITIES ELEMENT

INTRODUCTION

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

The Washington State Growth Management Act (GMA, RCW 36.70A.070) requires cities to prepare a capital facilities plan element consisting of:

- (a) *An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.*
- (b) *A forecast of the future needs for such capital facilities.*
- (c) *The proposed locations and capacities of expanded or new capital facilities.*
- (d) *At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.*
- (e) *A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.*

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

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

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

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

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

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

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

CAPITAL FACILITIES GOALS

- CF Goal 1** Enhance the quality of life in Gold Bar through the planned provision of public capital facilities, provided by the city or other public and private entities.

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

- CF Goal 3** Finance needed capital facilities in a manner that is economical, and fair.

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

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

CAPITAL FACILITIES POLICIES

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

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

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

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

- CF Policy 2.1** Project needed capital facilities based on adopted level of service standards and forecasted growth in accordance with the Land Use and Transportation Elements of this Plan.
- CF Policy 2.2** Encourage the shared development of all public capital facilities including, but not limited to, community facilities such as parks, libraries, schools, community meeting facilities and city office conference rooms.
- CF Policy 2.3** Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.
- CF Policy 2.4** Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
- CF Policy 2.5** Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.
- CF Policy 2.6** Work collaboratively with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. Considerations should include recent growth, 6-year projections of population and student enrollment growth, adopted comprehensive plans including capital facilities plans, and the growth targets in the Capital Facilities Appendix.
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- CF Goal 3** *Finance needed capital facilities in a manner that is economical, and fair.*
- CF Policy 3.1** Maintain a six year plan to finance needed capital facilities, as determined by adopted level of service standards and projected funding capabilities. The plan shall clearly identify sources of funding for capital facilities. The finance plan shall be updated annually. The plan shall be compliant with the Regional Growth Strategy, The Regional Transportation Plan, and WSDOT’s Washington Transportation Plan.
- CF Policy 3.2** Adjustments shall be made to the level of service standards, Land Use Element, or both to achieve a balance between funding capacities and needed facilities, if the six-year capital facilities finance plan shows that projected funding is inadequate to finance projected capital facilities needs.
- CF Policy 3.3** Develop conservation measures to reduce solid waste and increase recycling.
- CF Policy 3.4** Protect investments in existing facilities, maintain existing facilities, and maximize the use of existing facilities before investing in new facilities.
- CF Policy 3.5** If adequate public facilities are unavailable and public funds are not committed to providing such facilities, applicants must provide the facilities to the extent consistent with the constitutional property rights of the owner. Facilities shall be constructed in accordance with city-adopted construction standards and level of service standards and shall be transferred to the city or to a homeowner’s association for long-term maintenance.
- CF Policy 3.6** Levy impact fees to finance public facility improvements to public streets and roads; public parks, open space and recreation facilities; school facilities; and city fire protection facilities.
- CF Policy 3.7** Long-term borrowing for capital facilities should be considered an appropriate method of financing large facilities that benefit more than one generation of users.
- CF Policy 3.8** Where possible, special limited-assessment, revenue, and other self-supporting bonds shall be used instead of tax-supported general obligation bonds.
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CF Goal 4 *Ensure that capital facilities and public services necessary to support new development are adequate to serve the development based on adopted levels of service.*

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

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

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

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

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

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

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

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

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

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

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

CF Policy 6.9

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

CF Goal 7

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

CF Policy 7.1

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

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

CF Policy 7.2

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

CF Policy 7.3

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

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

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

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

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

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

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

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

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



UTILITIES ELEMENT

INTRODUCTION

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

The Growth Management Act (GMA, RCW 36.70A.070) requires cities to prepare a utilities element consisting of:

The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

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

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

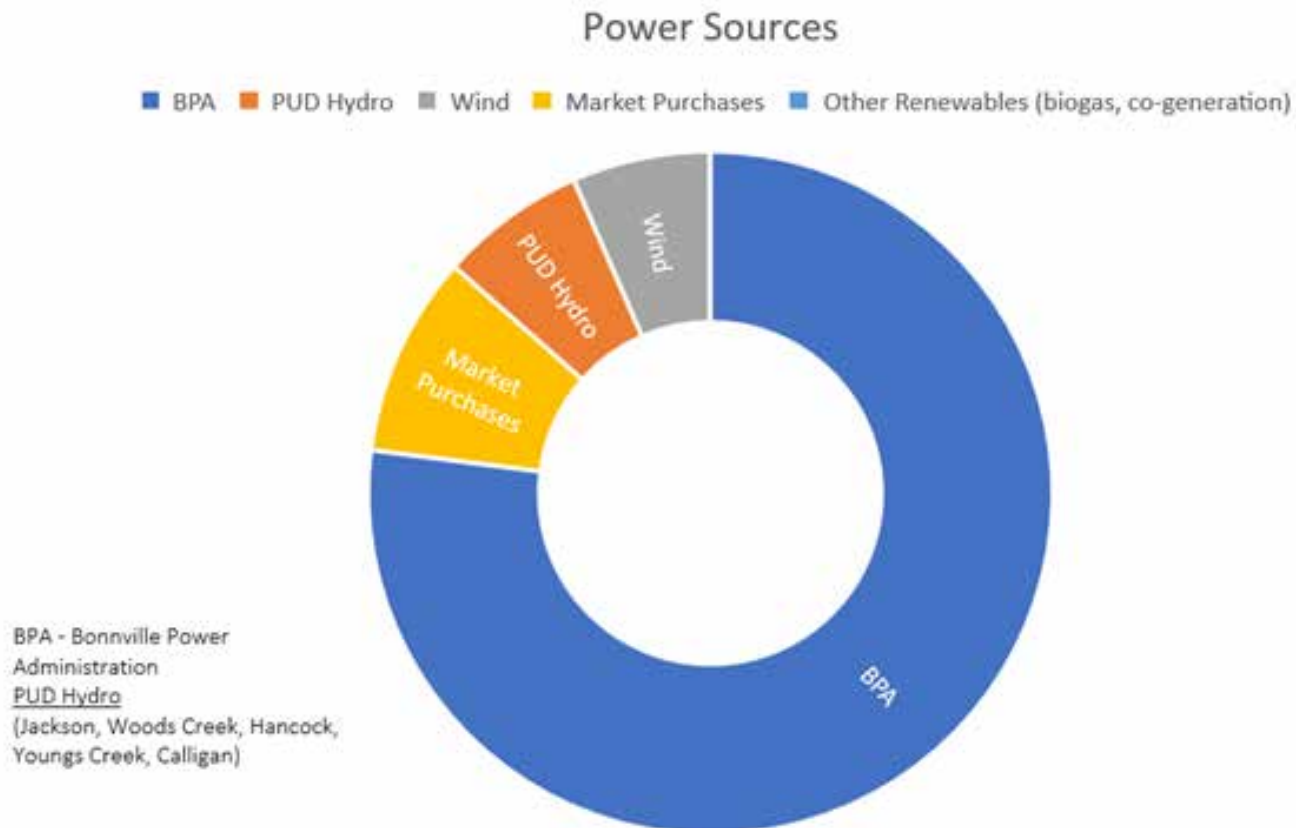
While the utility providers are responsible for planning and making necessary improvements, their planning should be consistent with the Land Use and Utilities Elements of the Comprehensive Plan adopted by the City of Gold Bar. Information supporting the Utilities Element, including an inventory of utility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

Electricity

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

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

Exploring alternative energy sources.



Bonneville Power Administration	80.1%
PUD Hydro (Jackson, Woods Creek, Hancock, Youngs Creek, Calligan)	6.9%
Wind	6.5%
Market Purchases	6.2%
<u>Other Renewables (biogas, co-generation)</u>	<u>.03%</u>
Total 100%	

Solar

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

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

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

Wind

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

Natural Gas

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

Waste reduction and Recycling

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

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

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

UTILITY GOALS

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

UTILITY POLICIES

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

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

U Goal 2	<i>Ensure that the Gold Bar community has access to high-quality utilities.</i>
U Policy 2.1	Encourage telecommunication providers to provide high-speed cable, phone, and data services to businesses, residences, schools, and other facilities throughout the city and urban growth area.
U Policy 2.2	Work with telecommunication providers, and state and regional agencies, to improve local broadband connectivity through the development of fiber infrastructure.
U Policy 2.3	Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

U Goal 3	<i>Ensure that utilities can support future land uses in a manner that is respectful to the current and future community members.</i>
U Policy 3.1	Design and install utilities with sufficient capacity to accommodate projected population growth in accordance with the Land Use Element.
U Policy 3.2	Consider the impact of climate change on current and future utilities and work with utility providers to ensure future utilities consider the impacts of climate change.

U Goal 4	<i>Ensure compatibility between the development of utilities and the environment.</i>
U Policy 4.1	Promote conservation measures to reduce the need for additional utility distribution facilities in the future.
U Policy 4.2	Encourage utility providers to limit disturbance to vegetation within major utility transmission corridors for the safety and maintenance of transmission facilities.

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



PARKS & OPEN SPACE ELEMENT

INTRODUCTION

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

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

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

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

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

The Parks and Open Space Element has been developed per the Growth Management Act (GMA) to address the community's current and future passive and active recreational needs. The GMA requires that the Comprehensive Plan contain a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities.

The Revised Code of Washington (RCW) 36.70A.070 requires that this element include:

- a. estimates of park and recreation demand for at least a ten-year period;
- b. an evaluation of facilities and service needs; and
- c. an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

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

According to the Trust for Public Land’s ParkServe mapping tool, 74% of residents in Gold Bar live within a 10-minute walk of a park. Reaching 100% of all residents would be ideal but is limited by land and service availability.

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

PARK & OPEN SPACE GOALS

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

PARK & OPEN SPACE POLICIES

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

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

**CITY OF GOLD BAR, WASHINGTON
RESOLUTION NO. 24-02**

**A RESOLUTION OF THE CITY OF GOLD BAR, WASHINGTON AMENDING THE FEE
SCHEDULE**

WHEREAS, the Revised Code of Washington (RCW) 42.56 prescribes fees allowed for public records;
and

WHEREAS, those fees are part of the City's fee schedule; and

WHEREAS, the wording in the fee schedule could cause confusion;

NOW THEREFORE BE IT RESOLVED by the governing body of the City of Gold Bar that the city's
fee schedule be amended to clarify fees as follows.

Section I Title VIII. Administrative Fees
Section II Severability
Section III Effective Date

Section I, Title VIII. Administrative Fees

D. Document and public records costs and fees.

3. Paper copies:

- a. Standard black and white photocopies or printed black and white copies ~~of electronic records~~ (8.5 x 11): \$0.15 per page
- b. Color photocopies or printed color copies ~~of electronic records~~ (8.5 x 11): \$0.15 per page
- c. ~~Copies of~~ Documents which ~~are~~ must be copied by an outside source (ex. Comprehensive plans, code books, maps, irregular size records, photographs, etc.) will be charged ~~at~~ based on the cost to the city for ~~of~~ reproduction

4. Scanned records:

- a. Scanning records only available in ~~paper~~ electronic format, into paper copies: \$0.15 per page
- b. Scanning records only available in hard copy/paper records, into electronic format: \$0.10 per page

Section IV, Severability

This resolution is severable and if any portion of it shall be declared invalid or unconstitutional, the remaining portion shall remain valid and enforceable.

Section V, Effective Date

This Resolution shall take effect from, and after, its passage and approval, as provided by law.

Resolved this _____ day of _____, 2024.

APPROVED:

ATTEST/AUTHENTICATED:

Steve Yarbrough, Mayor

Lisa Stowe, Clerk/Treasurer