

**2015
Update**



Darrington Comprehensive Plan

The 2015 Update to the Comprehensive Plan

Acknowledgments

The participation and input of the people of Darrington was integral to the development of this Comprehensive Plan. This Comprehensive Plan is based upon the underlying efforts of the 1998 Darrington Comprehensive Plan.

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2035 Darrington Vision

Darrington is an intentionally rural community, surrounded by vast forest, public and private lands, rural farms, pristine waterways and rustic beauty that is rooted in a rich natural resource history. The Town's rural location and lack of urbanized density supports a prospering natural resource based economy, principally sustained by the local timber industry. The Town aims to be an innovative model for rural lifestyles in a diverse modern age. The Town will build upon the quality of resilience and independence for which Darrington is known, including public and private partnerships to pursue capital infrastructure improvements for the benefit of public health, welfare and safety of its citizens. Through its support of the local lumber mill, forestland stewardship and public-private partnerships, the Town endeavors to be a model for sustainable timber management and lumber based markets. Although the timber industry has evolved, it does supply family wage jobs that can be supplemented by value-added and secondary industries. The Town will actively strive to become a major recreation and adventure destination for the region's urban population by participating in local and County tourism campaigns. Darrington's continued support of youth and adult education promotes community vibrancy and economic versatility. This commitment will assure that the timber industry, recreation, education, transportation, modern telecommunications, green space and economic infrastructure will serve residents with public service needs, a healthy community and access to the latest technology for the 21st Century. Darrington continues to concentrate on its land use within its town boundaries and urban growth areas by actively investigating innovative growth options and will partner with Federal, State and Tribal Governments, as well as Snohomish County and neighboring counties, to protect and preserve surrounding natural resources, critical areas, and preserve the rustic nature of the upper Stillaguamish Valley.

Introduction

This Comprehensive Plan provides direction for a variety of decisions that will affect the size, shape, function, and livability of the Town of Darrington for the next 20 years. Darrington citizens value the small-town atmosphere, rural setting, history, and comfortable familiarity among residents. Although Darrington's sense of place is rural and agrarian in its roots, the town promotes a modern, welcoming atmosphere as a rural center for the surrounding area for local households and visitors, and residents recognize that it will take a concerted effort to maintain this unique balance during the upcoming period of projected regional growth.

Realizing the Community Vision

One way to view the importance of this plan is to understand that it serves as a bridge between a relatively stable, slowly changing past and the next 20 years, during which we must expect to see this quiet, timber-oriented town change in many ways. Those involved in the current planning effort feel a responsibility to transfer their appreciation for the town's history and regard for its former residents to the next generation in such a way that the essence of the community stays intact.

In order to be useful, a comprehensive plan must not only provide a vision for the future, it must also help with practical daily decisions. It is apparent that development pressures will arise over the next several years and that there will be an increasing number of questions posed to the community by both commercial and individual developers relating to zoning, land use, and development standards. This plan, which has been shaped by community input, provides the framework of goals and policies that the community supports in addressing development-related questions. The goals and policies will guide elected officials and town administrators in applying the local development regulations in an equitable, consistent, and positive manner, and ensure that the community's vision is carried out.

What is a Comprehensive Plan?

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA) in response to mounting citizen demands for a long-term solution to the unprecedented population growth and suburban sprawl that Washington State experienced in the 1980s. RCW 36.70A requires that any county in Washington with a population of 50,000 or more and a population increase of 10 percent or more over the past 10 years plan under GMA. Under GMA, all of the cities within Snohomish County must write, maintain and update a Comprehensive Plan to account for population growth in the next twenty year horizon.

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 encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it summarizes the major policies and proposals of a city or town, but does not usually indicate specific locations or establish detailed regulations. Third, it is long range and 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.

Why is a Comprehensive Plan Needed?

Many of the regular decisions made by officials have a significant impact on how the community develops and functions. A comprehensive plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals.

It is important to consider the goals of the Growth Management Act (GMA). RCW 36.70A.020 outlines the goals with which this plan must comply. They are as follows:

1. **Planned Urban Growth** - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce Sprawl** - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Efficient Transportation** - Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Affordable Housing** - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Encourage Economic Development** - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Protect Property Rights** - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Process Permits** - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Enhance Natural Resource Industries** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. **Manage Open Space and Recreation** - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10. **Protect the Environment** - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Encourage Citizen Participation** - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Provide Public Services** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic Preservation** - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Functions of a Comprehensive Plan

A comprehensive plan serves many functions, including policy determination, policy implementation, and communication/education.

Policy Determination

Comprehensive plans encourage government officials to look at the big picture, and to step away from current pressing needs to develop overriding policy goals for their community. They also allow elected officials to explicitly state the policies that are guiding their decisions so that those policies may be viewed critically and subjected to open and democratic review.

The plan serves to focus, direct, and coordinate the efforts of local government by providing a general comprehensive statement of the community's goals and policies.

Policy Implementation

A community can move more effectively toward its goals and implement its policies after they have been agreed to and formalized through the adoption of a comprehensive plan. A comprehensive plan is a basic reference source for officials as they consider the code updates, enactment of ordinances, implementation of development regulations (e.g., a zoning ordinance or a particular rezone), and when they make capital facility investments decisions (e.g., capital improvement programming or construction of a specific public facility). This ensures that the community's overall goals and policies are furthered, or implemented, by those decisions.

A plan also provides a practical guide to officials as they administer ordinances and programs. This ensures that the day-to-day decisions of town staff are consistent with the overall policy direction established by the elected representatives.

Communication and Education

Once it is passed, the plan communicates the policy direction of the council to city staff allowing them to help the public, private developers, businesses, financial institutions, and other interested parties to understand local policy on any particular issue, providing predictability. Knowing the general direction of the town's goals and policies, citizens and business owners are able to sensibly plan individual activities knowing the probable response to their proposals and to protect investments made on the basis of policy. Comprehensive Plans can also assist in educating elected officials, municipal staff and community members about the current conditions, issues and future needs of the community.

Visioning and Public Process

Darrington's Comprehensive Plan responds to several layers of background data, policies, and plans. While the Growth Management Act 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 Comprehensive Plan Update builds on the 1997 Town of Darrington Comprehensive Plan that established the original goals and policies for the town. The Town last made a major update to its Comprehensive plan in 2005, incorporating public input from community surveys and the Planning Commission. Jurisdictions are required by law to update their Comprehensive Plans periodically to ensure that they remain compliant with the Growth Management Act. In the Spring of 2015, the Town passed a Comprehensive Plan update schedule and public participation plan. A public input meeting was held in the late Summer of 2015, and weekly Comprehensive Plan workshops have been open to the public, with public participation encouraged.

The Darrington Vision

The following statements constitute the vision that the town of Darrington has for its future. Darrington wishes to:

- Preserve its small-town atmosphere while continuing to recognize and value its history.
- Respect the quality of its natural environment when considering new development by:
 - Recognizing the importance of natural critical areas
 - Encouraging the use of sustainable materials
 - Encouraging the use of local materials and alternative energy sources to foster local independence
- Increase the economic base of the town to create and support local jobs and to become a model of a localized sustainable rural community by:
 - Recognizing the importance of Natural Resource jobs in the surrounding community by cultivating, supporting and promoting local markets for resource products
 - Seeking public and private regional partnerships to support a modern telecommunications infrastructure including high speed internet and broadband for local businesses and residents who work from home
 - Encouraging and preparing for tourism based both on Darrington as a destination and on Darrington as a primary tourist stopover location.
 - Encouraging and preparing for Darrington to be used increasingly as a recreational and adventure venue.
 - Supporting public and private educational partnerships in the Science, Technology, Engineering, Arts and Math industries to facilitate a strong learning environment in Darrington school and within the community
 - Actively pursuing small to medium-size, non-polluting, commercial and light-industrial employers.
- Increase civic participation of residents by providing multiple platforms for citizen involvement including volunteer opportunities, informative websites, interactive forums and public meetings when needed.

Meeting these goals will provide Darrington's residents increasing opportunities to work, play and reside in their community thereby continuing to strengthen the town's social foundation. This is consistent with the required elements and intent of the Growth Management Act. Meeting these goals will also provide visitors and future residents, who are important to Darrington's economic sustainability, with a pleasant place to tour and enjoy.

In addition to Darrington having a clear vision of its future, the town recognizes the practical necessity to support growth and change by providing essential services and capital improvements to a growing indigenous and visiting

population. As such, much of this plan relates to the finance and development of a supportive infrastructure including capital facilities that will be necessary over the planning period.

Physical Setting

The Town of Darrington is located in Snohomish County, 29 miles east of Arlington on State Route 530 in the northeastern corner of Snohomish County. Darrington is located on the Sauk River, and serves as an access point to many recreational destinations including Glacier Peak Wilderness Area, the North Cascades, the Mountain Loop Highway, and Whitehorse Mountain, the site of one of the lowest elevation glaciers in the lower 48 states. The town was first established as a night camp for the wagon route linking the Monte Cristo mines to the Puget Sound area.

Darrington partners with the State, Snohomish County and surrounding areas, to protect the rural nature of the upper Stilly Valley by concentrating growth in its urban center and working to protect and preserve the rural nature of surrounding areas.

Implementation and Amendment of the Comprehensive Plan

Purpose and Relationship to GMA

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 Growth Management Act 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 Comprehensive Plan.

Regulatory Measures

The Growth Management Act requires that local governments enact land development regulations that are consistent with and implement the Comprehensive 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 town. The town may either maintain a separate future land use and Zoning map, or it may adopt the single map to indicate that the future land use provides the basis for the town's regulations.

As part of the update of the land use regulations, Darrington 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 Comprehensive Plan policies meet 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 level of service standards adopted in the Plan are either currently available or will be available within a reasonable period of time after development approval or construction. A concurrency management system

is a regulatory program that sets forth the procedures and processes to be used for determining whether public facilities have adequate capacity to accommodate a proposed development. A concurrency management system also identifies steps the town should make when a determination is made that a development proposal will exceed the level of service the town has established. The process also establishes criteria for determining whether individual development proposals are adequately served by current public facilities, and establishes monitoring procedures to enable periodic updates of public facilities and services capacities.

Under 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 level of service 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. 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 town has received. The CIP schedule should also be revised to include any additional capital projects that are needed to maintain the town's adopted level of service standards.

Administrative Actions

The Comprehensive 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 Comprehensive Plan also calls for the town to publicize county and state initiatives, such as affordable housing programs, so that Darrington residents are able to take advantage of them. The town should establish a work program that prioritizes each of the Comprehensive 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 town 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 of the Comprehensive Plan and so that the Plan remains the guiding document of 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 principles. The Growth Management Act requires that the town 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 Town of Darrington are required to review their comprehensive plans and development regulations at a minimum interval of every seven 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 and 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 town budget.
- To resolve an appeal of a comprehensive plan filed with a Growth Management
- Hearings Board or with the court.

The Town of Darrington permits consideration of two types of plan amendments:

Comprehensive Plan Review and Amendment

Review of the Comprehensive Plan is conducted no less frequently than every seven 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 seven-year review will examine the entire Comprehensive 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 Growth Management Act or Countywide Planning Policies or changes in federal or state legislation. These types of Plan amendments or development regulations may be undertaken once a year, and may be recommended by the Town Council, Planning Commission, town staff, or any citizen.

The town 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 Comprehensive Plan and to monitor and evaluate the progress of the implementation strategies and

policies incorporated therein. The review and amendment process is also developed to meet the requirements of ESHB 1724 and any revisions to RCW 36.70A.

This annual review and plan amendment process provides a method for the town, private property owners, developers, community groups, or individual citizens may request changes to the designated land uses on properties or propose changes to the goals and policies of the Plan. This docketing process affords the opportunity to refine the Plan based on changing conditions and community needs.

During the review and amendment process, the Planning Commission and Town Council shall consider current development trends to determine the town'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 town. 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 Town Council. Proposed plan amendments must be submitted to the State Department of Community, Trade and Economic Development (CTED) for review at least 60 days prior to final Town Council adoption.

Policies

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

Policy IA-P1 The Town of Darrington shall schedule annual review of the Comprehensive Plan, to consider the need for amendments. At that time, both town- initiated and private citizen or developer-initiated amendment requests will be considered.

Policy IA-P2 All Comprehensive Plan amendments shall be processed together with any necessary zoning, or other ordinance amendment, to ensure consistency.

Policy IA-P3 Amendment procedures shall be fully outlined in the Town of Darrington'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 amendment process is intended to conform to the following generalized schedule:

June 1st	Town solicits public requests for comprehensive plan amendments
July 15th	Deadline for submitting proposed amendments to the Town Clerk
July-August	Planning Commission culls docket and forwards their recommendations to the Town Council for their consideration
Sept-Oct	Town Council decides which proposed amendments should be considered and establishes a schedule for evaluating and adopting proposed amendments
Oct-Feb	Planning Commission evaluates the proposed amendments and forwards their final recommendation to the Town Council
Mar-April	Town Council reviews the recommendation, holds a public hearing, and decides on adoption of the proposed amendments

All amendment proposals shall be considered concurrently by the Planning Commission and the Town Council so that their cumulative impacts can be determined.

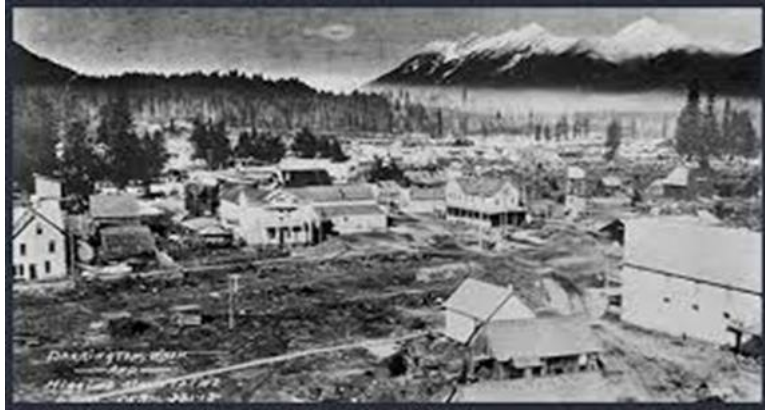
Emergency Plan Amendment Consideration

The Comprehensive Plan may be amended outside the normal schedule if findings are adopted (by Town Council resolution) to show that the amendment was necessary, due to an emergency of a neighborhood or town-wide 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 Town Council, which shall decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.

Future Updates

The town may continue to update and refine the Comprehensive Plan in accordance with the update and amendment process to address those issues in greater detail that are of greatest importance to the community, to address changes to the town as development occurs, and to reconcile new information that becomes available. The Washington State Office of Financial Management releases county growth targets which are allocated through the Snohomish County Tomorrow process, and additional updates should be done to account for these growth forecasts. All population, housing and employment chapters should be updated with the forecasted numbers and the Capital Facilities, Utilities, Parks and Transportation elements should be revised with current models and should identify funding opportunities for increasing levels of service if needed.

The Transportation Element provides goals and policies that direct strategies for future transportation improvements. The Element is based on 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. However, as growth continues, and depending on actions the state may take with improving SR 530, it may be valuable to model future traffic conditions, especially peak conditions on SR 530. This may be best managed in coordination with the state Department of Transportation.



Land Use

Land Use

As Darrington grows, town elected officials and administrators will encounter a number of decisions about land use and zoning. The decisions made will affect the efficiency and livability of the community. This section of the Darrington Comprehensive Plan addresses population growth, zoning and land use to provide a basis for these decisions.

As directed by the Growth Management Act, this Element:

- Inventories existing land uses, their distribution, location and extent, and designates the general location and extent of the uses future land use, both within the town limits and within the urban growth area.
- Analyzes population densities and building intensities and estimates future population growth.
- Provides for the protection of the quality and quantity of groundwater used for public water supplies.
- Addresses drainage, flooding, and storm water runoff issues in order to mitigate or cleanse discharges that may pollute waters of the state, including waters entering Puget Sound.
- Establishes clear goals and policies that the Town can use to guide land use decisions over the 20-year planning period.

Planning Area

Urban Growth Area (UGA)

For all counties planning under the guidelines of the Growth Management Act, specific geographical areas that are expected to contain future growth have been defined. These areas are called Urban Growth Areas or UGAs. Urban growth areas help accomplish two major GMA goals: (1) the efficient utilization of public facilities and services, including public transportation; and (2) reduced conversion of undeveloped land into sprawling low-density development. In other words, a UGA is intended to provide specific areas for future development so that utilities and services can be supplied and so that the rural, scenic and open space areas that are highly valued by the community are maintained and protected as much as possible.

In Snohomish County, each city and town is located within a designated UGA. Each UGA may include both incorporated and unincorporated areas. UGA boundaries are periodically reevaluated, in accordance with the Growth Management Act and in conjunction with Snohomish County, to ensure that they are adequate to accommodate adopted growth targets.

Darrington's Urban Growth Area is shown in Figure LU-1.

Town Planning

The town must plan for the land within Darrington's town limits and should consider the future land uses of those areas outside of the town limits but within the town's UGA. This planning should consider how land is currently used within the community, the percentage of land dedicated to that use and whether it is consistent with the community vision, the amount and developability of remaining vacant or redevelopable land, the extent to which future population can be accommodated at the residential densities provided, and most importantly, how the community vision should be carried out in the town's land use policies, and how the town should develop and change over the planning period.

Existing Land Use

The entire Darrington urban growth area (including the town), encompasses approximately 1,874 acres¹ of land. Table LU-1 shows the land uses for parcels within Darrington and its UGA, excluding rights-of-way and other land not classified with a land use by the County. The land use information is based on information collected by the Snohomish County Assessor, and has been updated by both the County and the town during the buildable lands analysis. Figure LU-2 shows existing land use within Darrington and the UGA as of September of 2015.

Existing Use	Approximate Area (acres)	Percent
Government	30.6	1.8
Institutional	16.9	0.9
Manufacturing/Warehouse	135.7	7.8
Medical/Office	2.7	0.2
Retail	18.8	1.1
Multi-family Residential	3.2	0.2
Mobile Home	20.7	1.2
Single Family/Duplex	334.0	19.2
Parks, Recreation and Open Space	155.8	9.0
Resource	530.9	30.6
Utilities/Transportation/ Communications (Airport)	90.3	5.2
Undeveloped	369.2	21.2
Nonresidential Structure / Parking lot	25.1	1.4
Right of way easement	3.7	0.2
Total	1737.6	100%

¹ The total area accounted for within parcels in the UGA as recorded by the Snohomish County Assessor is ~~((1,732.2))~~1,737.6 acres; this total does not include most rights-of-way or areas unclassified by the Snohomish County Assessor. The total land area within the UGA is 1,874 acres and the total land area within the town, exclusively, is 1,026 acres.

Commercial - There are two primary commercial areas: the north commercial district and the old Darrington commercial district. The north commercial district is oriented essentially east/west, is centered on Highway 530 and Seeman Street, and extends from the western town limits to nearly the eastern town limits. General commercial property also extends in a north/south direction along the Mountain Loop Highway to the old Darrington commercial district, which is bounded on the west by Sauk Avenue and on the east by the town limits.

Primary features of the north portion of the general commercial district include retail stores, motels, restaurants, a grocery store and a convenience store/gas station. Also included in this area are the town offices, fire station and library. The historic Darrington commercial district contains the U.S. Post Office, service and retail establishments, and some commercial buildings that are not in use.

School District - The Darrington School District (DSD) occupies property located in the south portion of the community. School District property is bounded on the west by Sauk Avenue, on the north by Fir Street, on the east by Forrester Addition and on the south by the town limits. Primary features of this area are the Darrington High School, Darrington Middle School, Darrington Elementary School, a daycare, and the DSD athletic field complex. This area also contains one of the town's five water wells.

U.S. Forest Service - The U.S. Forest Service operates the Mt. Baker-Snoqualmie National Forest Darrington District Ranger Station at the north edge of the community. This area is bounded on the east by State Route 530. This area includes the forest land surrounding the district offices.

Industrial/Manufacturing - Light industrial properties exist on the north side of the community, west of Railroad Avenue, with access to the Darrington Municipal Airport. Additionally, the Hampton Lumber Mill operates on the north side of the Darrington-Sauk River Road, west of the Sauk River. A co-generation electrical facility has been constructed adjacent to the Hampton Lumber Mill. It is currently located outside the urban growth area but the Town intends to expand the UGA to include the co-generation facility and the neighboring park.

Darrington Municipal Airport - The Darrington Municipal Airport is recognized as a primary transportation and economic development resource. It is the focus of a multi-year capital improvement program. Adjacent to the airport is privately owned land that serves as home base for a commercial helicopter operator. In addition, there are two leased parcels of land that have privately owned hangars situated on the property.

Parks and Open Space - Public parks and open spaces are located at various places throughout the community. DOT Park is a triangular-shaped park within the north commercial district. It is south of Seeman Street immediately west of Madison Avenue. Old School Park is centrally located in the community. It is bounded on the north by Riddle Street, on the west by Givens Avenue, on the south by Alvord Street and on the east by the Mountain Loop Highway. Nels Bruseth Memorial Park is located north of Cascade Street and east of Givens Avenue. The Darrington Community Center is south of Fir Street and east of Sauk Avenue adjacent to the Darrington School District. Harold Engels park is a 0.44 acre park located between Railroad Ave and Givens street with an unimproved Cascade Street ROW to the south, The Faucett Conservation easement/Evans conservation easement Open Space is a 5 parcel, 40 acre undeveloped Conservation Easement with access located at Seeman St and Montague Avenue which is bordered by the Sauk River to the East, the mill to the north and a private residence to the south. There is also an un-named park bounded by Mountain Loop Highway to the West, Montague Ave to the East, Darrington Street to the South and Alvord Street to the North.

There are also various other parks and recreation sites and open spaces just outside of the Town boundaries including the Darrington Mill Boat Launch located on the southwest bank of the Sauk River just under the Sauk Prairie Rd. Bridge. The Whitehorse Trail runs east to west bordering the north side of town with a ROW spur that runs south down Railroad Ave to Harold Engels park and is owned and maintained by Snohomish County Department of Parks and Recreation and intended to serve the greater Darrington/north Snohomish County population. The Darrington Archery Range is located south of the school and is a 155 acre, mostly wooded range with trails and targets co-managed and operated by the Town, Snohomish County and the Darrington Archers,

Whitehorse Community park is a mostly undeveloped 82.2 acre park with 3 ballfields and parking located just north of town outside of the UGA and is owned and operated by Snohomish County Parks to serve the greater Darrington community. The school district also owns and operates athletic fields on the school property.

Single-Family Residential - Single-family residences make up the predominant land use within the town. The largest contiguous portion of single-family residence use is an area bounded on the west and south by the town limits, on the north by Cascade and Seeman Streets, and generally by the Mountain Loop Highway on the east. Remaining single-family residence areas exist in a north/south orientation east of the Mountain Loop Highway. Many residential properties are on lots of 7,200 square feet or less. As required by state law and as permitted by the Snohomish County Health District, lots that are newly created through subdivision require at least 15,000 square feet per residence.

Vacant Land - The largest areas of vacant or undeveloped land within the town are located in the area surrounding the Mill site on the north side of town, to the immediate west of the Sauk River, and on either side of the Mountain Loop Highway on the south side of Darrington.

Population

Over the 20-year planning period, the population for the Town of Darrington is estimated to increase to 1,764 and 2,161 when the town's urban growth area is included. The 2010 US Census indicates that the Darrington UGA (town and unincorporated areas) population is 1,422, and that it has increased from 1,315 (+107 citizens) in the 2000 Census and from 1,123 (+299 citizens) in 1992. The 2014 population for all of Snohomish County is estimated to be 759,583² of which Darrington comprises less than 1 percent.

A review of Darrington's population from 2000 to 2010 indicates that the town and its UGA grew by an average of about 10.7 new people a year, or at an average annual rate of 0.8 percent per year.

Table LU-2 indicates Darrington's population growth between 2005 and 2011 as per the Snohomish County Tomorrow Growth Monitoring Reports and the 2010 US Census.

<p style="text-align: center;">TABLE LU-2 DARRINGTON UGA POPULATION AND RATE OF GROWTH 2005-2011</p>							
<i>Year</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
<i>Population</i>	1563	1,593	1613	1625	1631	1422	1420
<i>Increase over prior year</i>	29	30	20	12	6	-209	-2
<i>Rate of change from prior year</i>	1.9%	1.9%	1.3%	0.7%	0.4%	-12.8%	-0.1%

Source: US Census, Snohomish County Planning

² Source: US Census

Growth Projections

This section considers projections to Darrington's population over the period from 2015 to 2035. The following will affect Darrington's population over the planning period:

- Darrington serves as a bedroom community for larger Snohomish County cities to the west, but also serves as a rural center for residents in the surrounding North Stillaguamish Valley. A local farm to table market is growing and is supported in town by a farmer's market. Even as growth appears to be generated more by those moving into the area who commute to jobs located in other urban areas to the west, a small craftsman, artisan and agrarian market is growing as is an adventure and tourism industry.
- The town is actively pursuing tourist business. Whether visitors stop over on their way to other locations or enjoy Darrington as a destination, the community and its natural surroundings will be introduced to increasing numbers of people in the coming years. Some of these additional visitors will decide to make Darrington home.
- Darrington is interested in developing as a sport, adventure and recreation destination. Activities will include softball, archery, hiking, horseback riding, swimming, golf, biking, rock-climbing, rafting, skiing and other outdoor activities. As with tourism, increasing numbers of people will enjoy Darrington; some may decide to make the town home.
- Darrington has recently undertaken a focused economic development study and campaign in conjunction with Snohomish County and the City of Arlington. These efforts to attract grants, tourism, recreation opportunities and appropriate commercial and light-industrial development will result in additional residents.

Snohomish County Tomorrow predicts the 2035 population of Darrington and its UGA will be approximately 2,161, and has set the preliminary 2035 population target for Darrington at 2,161.³ Snohomish County indicates that the entire Darrington UGA has a total population capacity of about 2,375. The Town would first seek reasonable measures to allow increased density such as infill, rezoning and innovative housing options before an expansion of the UGA boundary would be proposed if the population were to exceed the current capacity.

Darrington's estimated population growth is indicated in Table LU-3.

³ Snohomish County Memorandum, July, 2015, regarding growth allocation process

**TABLE-LU-3 DARRINGTON UGA
ESTIMATED POPULATION LEVELS -2010-2035**

<i>Year</i>	<i>2010</i>	<i>2015</i>	<i>2025</i>	<i>2035</i>
<i>Population (range)</i>	1,422	1426	2,125	2,161
<i>Average annual increase</i>		1	14	7.2
<i>Percent of change from prior period</i>		0.3%	4.9%	1.7%
<i>Average percent of change per year</i>		0.05%	1%	0.3%

Source: OFM; Snohomish County Tomorrow

Land Capacity Analysis

In 2012, Snohomish County Tomorrow⁴ conducted an analysis of buildable land remaining within urban growth areas to determine the County's ability to accept anticipated population growth. As documented in the 2012 Buildable Lands Report, the town and UGA have about 323 acres of additional buildable land zoned to support new residences. Snohomish County considers buildable land as the area remaining for development after reductions are applied to account for critical areas, easements and market reductions. Snohomish County has kept a Development History record of demolitions and issued building permits within the town and UGA since 1995. The Buildable Lands report uses the amount of buildable land and the 1995-2010 development history averages to estimate housing unit capacity. In order to estimate population capacity, Snohomish County multiplies the occupancy rate by the average household size and by the additional housing unit capacity calculated for the geographic area. Within Darrington and its UGA, the total population capacity (current plus new) is estimated to be 2,375 people and the Buildable Lands Report results show that the town and UGA can accommodate 313 additional new housing units.⁵ In order to meet its 2035 forecasted population and housing unit targets, Darrington would only need an additional 266 Housing Units.

Septic Tanks/Sewage System

Development in Darrington is constrained by land requirements for on-site sewage treatment. Without a sanitary sewer system residential densities are generally limited to about 2.9 units per acre, as state law requires a minimum residential lot size of 15,000 square feet. The town utilizes unused land at the airport and is considering various other locations such as around Depot Park, as common drain field areas to support commercial development along

⁴ Snohomish County Tomorrow (SCT) is a cooperative and collaborative public interjurisdictional forum consisting of representatives from the county and each of the cities, as well as the Tulalip Tribes. SCT's mission is to develop and adopt a shared vision, and the countywide planning goals and policies used to guide growth management in the county and preserve Snohomish County's quality of life.

⁵ Source: Snohomish County Tomorrow, 2012 Buildable Lands Report. The estimated number of new housing units is based on approximately 2.75 persons per household.

SR 530, Darrington Street and Mountain Loop Highway. Other sanitary sewer system options are discussed in the Capital Facilities Element.

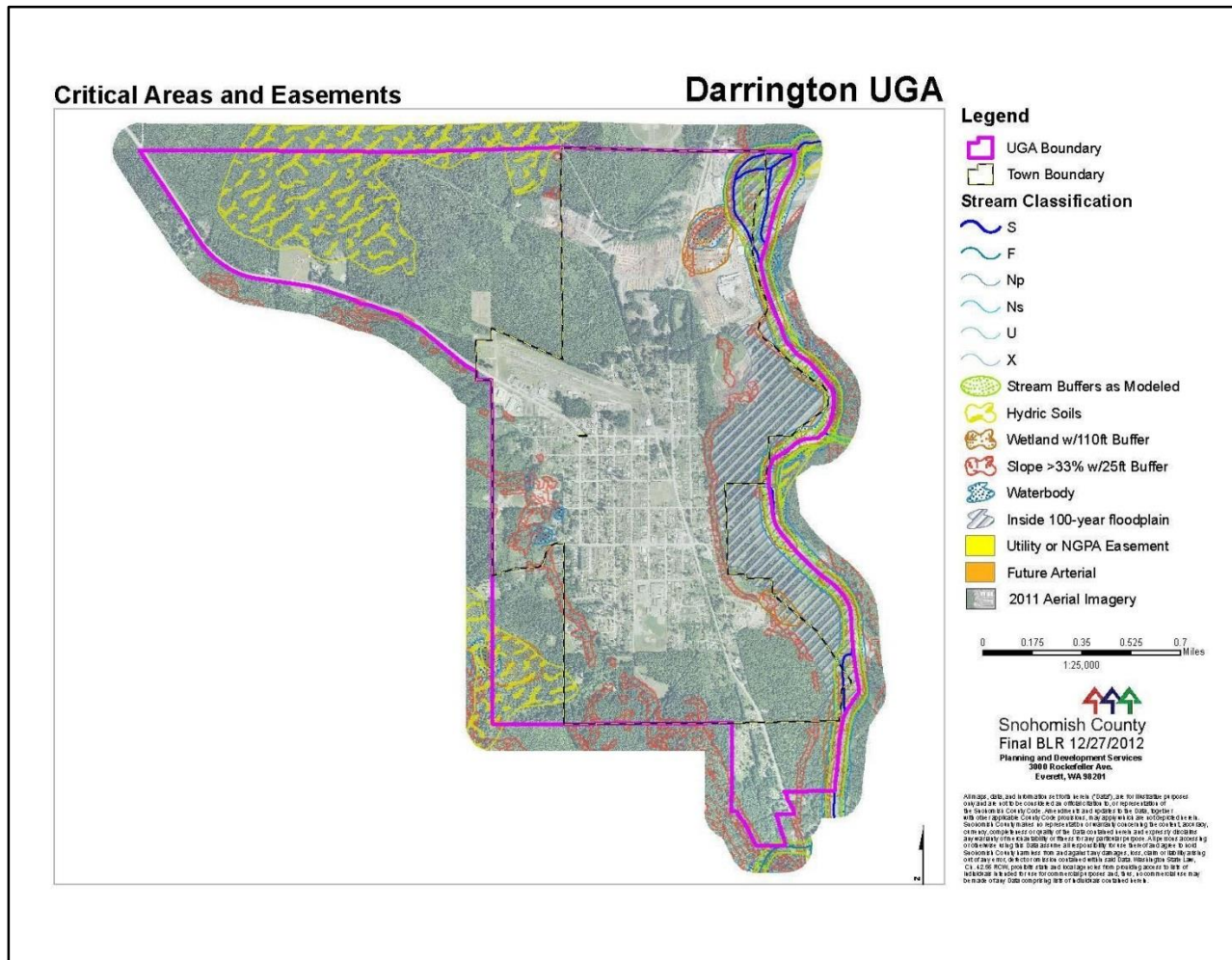
Economic Development

It is important to the community that it set aside sufficient property for commercial and light industrial uses. Ensuring that business has a place in Darrington to expand and grow is one of the first steps toward long-term economic health. This, of course, must be combined with strong partnerships with local businesses and business organizations and a commitment to provide adequate infrastructure. This will not only contribute to the social fabric of the town but will reduce automobile miles driven to outside jobs and will keep more money in the local economy. Further, the town recognizes a direct connection between good paying jobs and appropriate residential development.

Critical Areas

Critical areas are lands that are subject to natural hazards, contain significant renewable resources, support unique, fragile or valuable elements of the natural environment, or contain valuable cultural resources and protective buffers necessary to protect the public health, safety and well-being of residents. Five types of critical areas are defined by the Growth Management Act: wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, aquifer recharge areas and frequently flooded areas. This section identifies the types of critical areas and their known locations in the Darrington area. This inventory is not exhaustive and other critical areas may exist in Darrington that have not been identified. Figure LU-1 depicts Critical Areas used in the Snohomish County Tomorrow Buildable Lands Analysis and gives a general location of where critical areas may be located in the area. Determination of actual critical areas should be done on a site-by-site basis.

Figure LU-1 Modeled Critical Areas and Easements for Buildable Lands



Fish and Wildlife Habitat Conservation Areas - The Darrington area has a variety of habitats for fish, including the Sauk River. Wooded areas that completely surround the community, but that are largely outside the town, provide habitat to various wildlife species.

Wetlands - Wetlands are generally defined as lands that are underwater or that are saturated for long periods of time. Generally, those areas near and adjacent to water bodies, such as the Sauk River, may contain wetlands.

Geologic Hazardous Areas - These areas are classified as having moderate, high, or very high landslide potential or that could be particularly hazardous during earthquakes. While Darrington is surrounded by steep hills, few steep slopes exist within the town. Some areas may be prone to erosion or seismic hazards, due to drainage patterns and soil types.

Frequently Flooded Areas - The Sauk River flows generally north along the east side of Darrington. In some areas it is contiguous to Darrington's town limits. The Federal Emergency Management Agency (FEMA) has mapped the 100-year flood as the base flood for purposes of floodplain management. This flood hazard area is considered a "frequently flooded area."

Aquifer Recharge Areas - Aquifer recharge areas are those areas that are critical to protecting the quantity and quality of groundwater. These areas include areas within the ten-year time-of-travel⁶ of the town's wells, wellhead protection areas, and other areas that affect groundwater.

Critical areas have been partially mapped and should be considered on a site by site basis in the Darrington area.

Essential Public Facilities

The Growth Management Act requires local governments to include within their comprehensive plans a process for siting essential public facilities. Essential public facilities include airport, state education facilities, state and local correctional facilities, substance abuse facilities, mental health facilities and group homes.

Darrington's location, size and lack of a sewage disposal system makes it unlikely that essential public facilities on a large scale will be constructed in or near the community. Nevertheless, the Town of Darrington will remain cognizant of this requirement and will include it in its annual review of this comprehensive plan.

Parks and Recreation Areas

The development of park, trail, and recreation areas is one of the most important aspects of Darrington's future land use plans. Not only will these areas contribute to the quality of life for Darrington's residents, they will promote the conduct of sports events and draw visitors. This will, in turn, assist Darrington in meeting some of its economic development goals.

The types of sports and recreation events Darrington can promote depends somewhat on the area's geography, topography and natural surroundings. Public land ownership, as is the case with much of the property in the urban growth area adjacent to the town, is beneficial to recreational site development and use agreements. Darrington has identified the following activities as those for which it wishes to develop, or further develop, which includes but is not limited to the following venues:

- Mountain biking
- Horseback riding
- Hang gliding
- Hiking
- Winter sports
- Baseball and softball
- Archery
- Swimming
- Golf
- Recreational aviation
- Rafting
- Rock Climbing

Opportunities for active and passive recreational development along the Sauk River may also exist. Many of these activity areas can be connected by trails that would provide recreational opportunities. In addition, portions of this recreation system could be connected to the Whitehorse Trail, a regional trail between Arlington and Darrington.

⁶ The time-of-travel is the time a solution requires to travel a specified distance. For example, liquids added to the ground within a 10-year time-of-travel (TOT) boundary surrounding a well, will generally reach and infiltrate the well water within 10 years.

Consistency

The Town of Darrington has developed the Land Use Element of its Comprehensive Plan after careful review of the Countywide Planning Policies, the multi-county land use policies and the Vision2040 document from the Puget Sound Regional Council (PSRC).

Goals and Policies

This section defines the goals and policies determined by the Town of Darrington to be important to the management and development of land use both within the town's existing boundaries and within the designated urban growth area. The goals state what the residents' value and desire for their future while the policies provide the guidance on the types of action that should be taken in order to realize the community's goals.

GOAL LU-1 Plan current and future land uses in Darrington to be consistent with the values and vision of Darrington residents and business community.

Policy LU-1A Encourage development that creates and maintains a safe, healthy, and diverse community providing affordable housing and reasonable employment opportunities, and protecting the natural environment and significant cultural resources.

Policy LU-1B Support and maintain the Darrington plan to be consistent with the Growth Management Act and Snohomish County Countywide Planning Policies (where applicable), and ensure that the adopted land use policies, regulations, and related capital facility plans are consistent with other elements of the Comprehensive Plan.

Policy LU-1C Coordinate future planning and interlocal agreement for areas to be annexed with appropriate agencies, including Snohomish County.

Policy LU-1D The town shall seek an interlocal agreement with Snohomish County to ensure that surrounding developments do not become a financial burden to the town and that their impacts are adequately mitigated.

GOAL LU-2 Ensure the protection of Darrington's natural plant and animal environments, including shorelines and critical areas and recognize the Sauk River as a significant and important critical area for fish and wildlife.

Policy LU-2A Adopt critical areas regulations that designate and protect critical areas in accordance with the Growth Management Act.

Policy LU-2B Include the best available science in the development and periodic review of critical areas regulations.

Policy LU-2C Develop, adopt, and implement regulations and development review procedures that give special consideration to the protection and enhancement of anadromous fish habitat

Policy LU-2D Require proposed development to review and demonstrate consistency with Darrington's Comprehensive Plan, applicable environmental regulations, and sound environmental management practices during project review.

Policy LU-2E Designate areas within the UGA where growth that is compatible with sensitive environmental areas can be accommodated.

Policy LU-2F Utilize the policies and guidelines of the adopted Shoreline Master Program when reviewing development in the shoreline area.

GOAL LU-3 Protect people and property from geologic and flooding hazard areas.

Policy LU-3A Adopt regulations to designate and protect geologically hazardous areas that pose a threat to people or property.

Policy LU-3B Develop and maintain a community-wide emergency response plan for activation in the event of an eruption of Glacier Peak.

Policy LU-3C Coordinate with the Washington Department of Ecology and the work with Federal Emergency Management Agency (FEMA) to develop a flood hazard plan, and to adopt regulations to limit development within the 100-year floodplain.

GOAL LU-4 Preserve and promote Darrington's unique cultural history and small town atmosphere to provide a sense of local identity and history to residents and visitors.

Policy LU-4A Seek to develop a museum and historical site facilities that celebrate the cultural history, built environment, and archeological resources of Darrington's predecessors.

Policy LU-4B Encourage appropriate efforts to rehabilitate sites and buildings with unique or significant historic characteristics.

Policy LU-4C Encourage consideration and development of design guidelines that architecturally underscore the community's history and tradition for focal points in the community.

Policy LU-4D Recognize historical sites, heritage trees and public art as significant to the town and seek resources to create programs to officially recognize these places, trees and art with certification, signage, plaques, or other visual markers in order to preserve and protect them.

GOAL LU-5 Keep the scale and scope of remodels and new development consistent with Darrington's small town atmosphere.

Policy LU-5A Adopt development regulations that limit the massing, scope, and scale of new building construction to be consistent with the community's character.

Policy LU-5B New construction shall be of a height in stories or above grade compatible with the existing character of the community.

Policy LU-5C Native landscaping will be encouraged in future development and construction.

Policy LU-5D Public art will be encouraged in all new residential and commercial development.

Policy LU-5E Remodels shall consider historical character of existing buildings in design.

GOAL LU-6 Promote the development and preservation of recreational and open space areas both as a benefit to Darrington's citizens and as an attraction to visitors and recognize the cultural and historical significance of public fishing and portage access.

Policy LU-6A Recreational and open space areas shall be clearly identified in land use and zoning maps.

Policy LU-6B Require new development to contribute to the size and/or improvement of recreational and open space areas.

Policy LU-6C Coordinate with the Washington Department of Natural Resources, Snohomish County and other organizations to develop rights-of- passage, leases, and use agreements for property necessary to support recreational uses.

Policy LU-6D Seek opportunities to promote participation in the Snohomish County open space program, where appropriate.

Policy LU-6E Encourage the preservation of open space through the Snohomish County Current Use Taxation-Open Space program, where appropriate.

Policy LU-6F Seek to install public information signs and kiosks that inform visitors of Darrington's cultural history, recreational activities, commercial opportunities, and community events.

Policy LU-6G Landscaping in public spaces shall be limited to non-invasive species, with the planting of native species strongly encouraged and all habitat restorations will be restricted to planting only native species.

Policy LU-6H New development shall consider surrounding open spaces and parks in site design, and strive to increase or maintain existing open spaces and corridors.

GOAL LU-7 Encourage the development of recreational equestrian, biking and walking paths to further implement safe routes to schools and surrounding communities and to provide residents with multiple recreation opportunities for a healthy community.

Policy LU-7A All recreational developments shall be designed in such a way as to provide connecting pathways.

Policy LU-7B Support the expansion, enhancement, and maintenance of the Arlington-Darrington Whitehorse Trail.

Policy LU-7C Encourage bike and equestrian transportation between communities and partner with public and private organizations to develop bikeways and equestrian paths.

Policy LU-7D Encourage walkways, paths and linkages to connect and terminate at parks or other open spaces.

Policy LU-7E Maintain current and seek additional public and private partners to maintain the amount of bike paths within the town and increase the inventory when able.

GOAL LU-8 Cultivate commercial land use development that will attract and provide quality services to both destination and stopover visitors thereby increasing Darrington's economic base.

Policy LU-8A In conjunction with the business community and town economic development organizations, establish program to identify and list those services and businesses desired by the community to serve local needs, as well as the needs of visitors.

Policy LU- 8B Darrington shall work closely with Snohomish County, Skagit County, the state Department of Transportation and other agencies to assure that the efforts the county,

state and federal agencies are placing toward tourism development include Darrington as a destination, a sports, adventure, and recreation area, and a destination stop-over on the mountain loop highway.

Policy LU-8C Encourage areas of full-time service businesses along primary corridors within the town.

GOAL LU-9 Ensure that temporary businesses set up during special events present a high quality and coordinated appearance to visitors.

Policy LU-9A Temporary businesses shall be required to locate out of the public right of way.

GOAL LU-10 Encourage general commercial and light-industrial non-polluting development.

Policy LU-10A Designate locations for light industrial and commercial non-polluting activities.

Policy LU-10B Encourage the siting and development of environmentally sensitive, ecologically sustainable industries that utilize local natural resources.

GOAL LU-11 Minimize impacts of general commercial and light industrial development on surrounding residential land uses.

Policy LU-11A Separate residential districts from industrial and commercial uses by careful design of the transportation network and by proper screening, landscaping and green space buffers.

GOAL LU-12 Manage urban growth in such a way that necessary government services and utilities can be provided to designated growth areas efficiently and effectively.

Policy LU-12A Darrington shall review all development with respect to the costs to provide infrastructure to that development and the ability of the community to pay for such infrastructure.

Policy LU-12B Darrington may establish and collect impact fees to be charged to developers of both residential and commercial property to ensure a fair sharing of the costs of infrastructure construction.

Figure LU-2 Darrington Existing Land Use Map

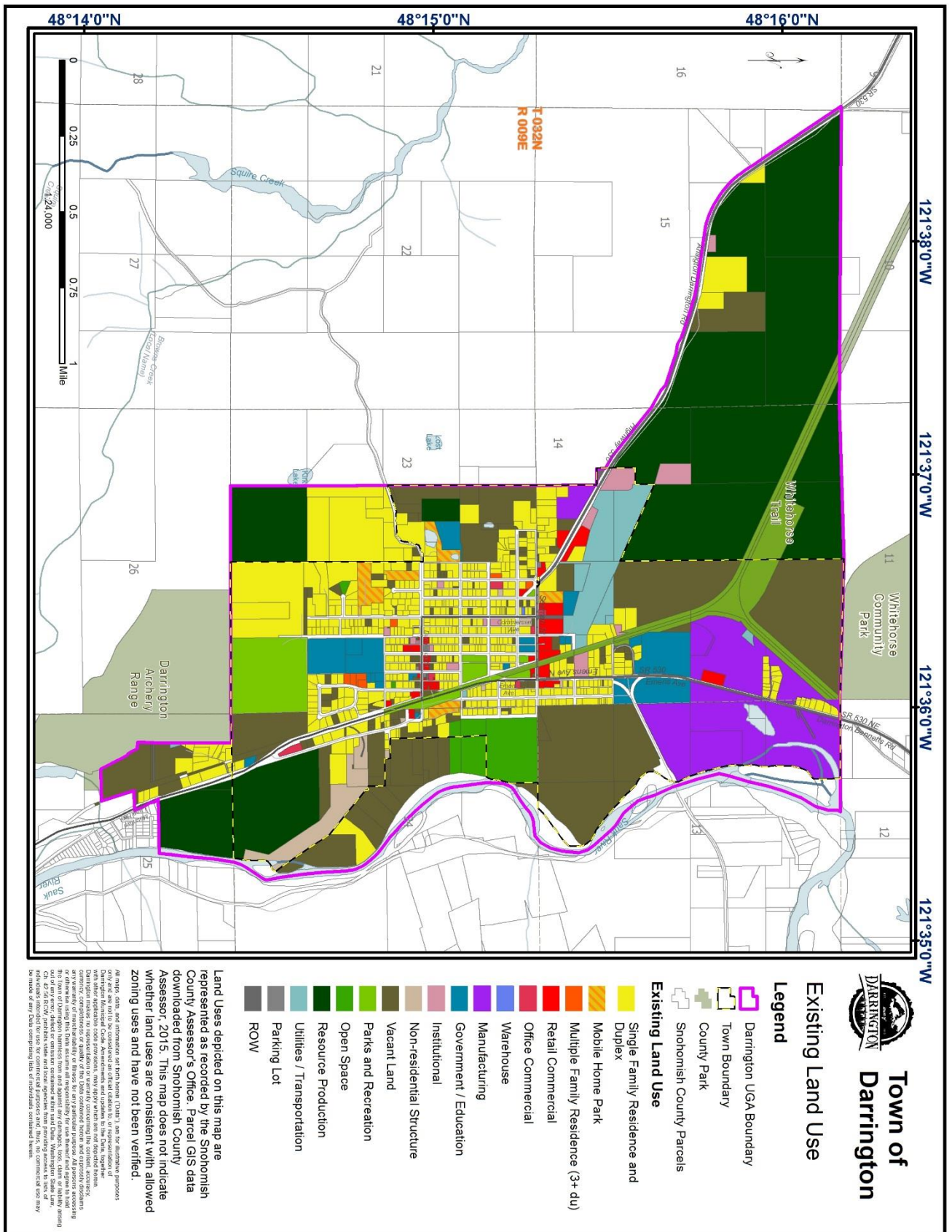


Figure LU-3 Darrington Future Land Use Map

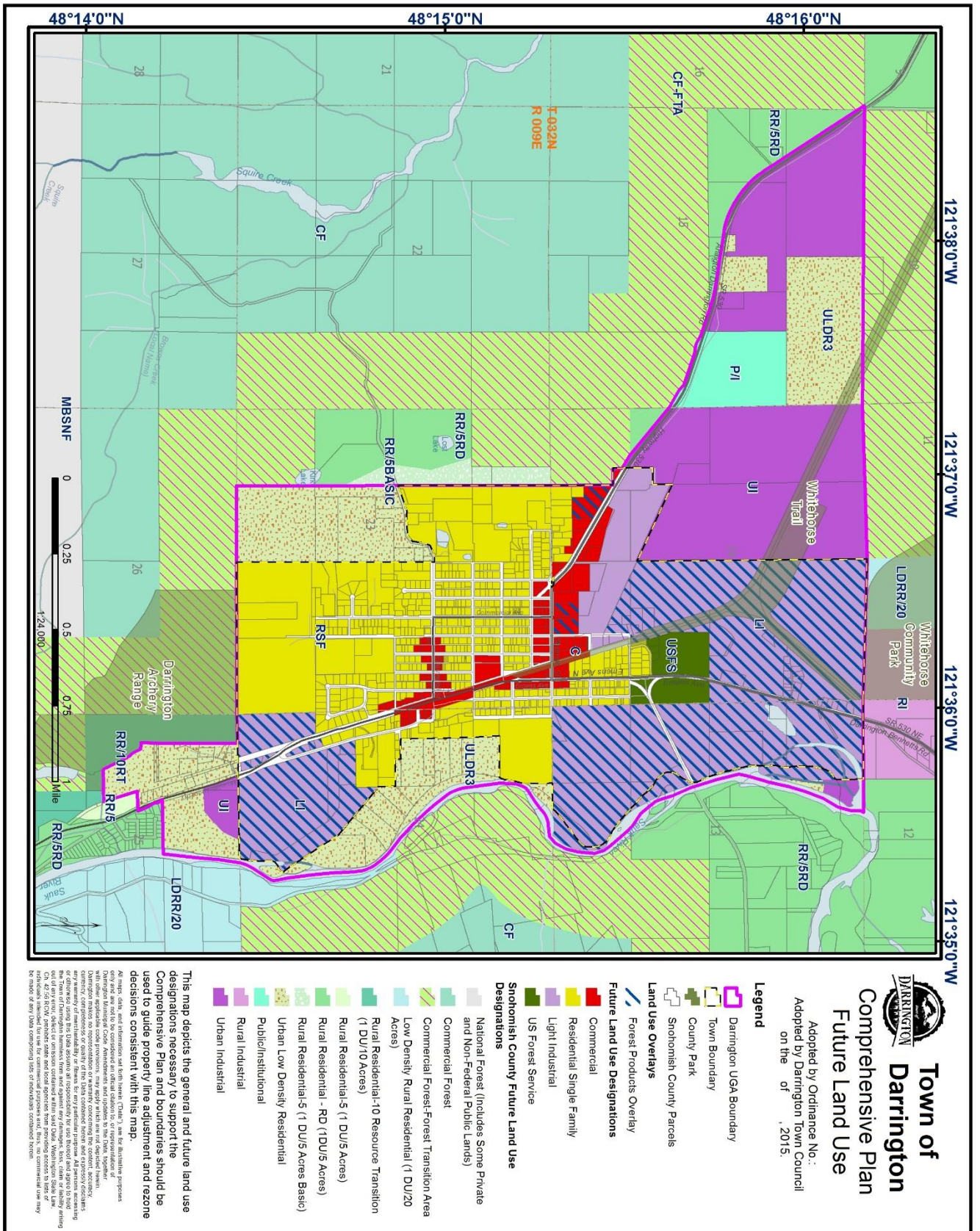


Figure LU-4 Town of Darrington Existing Zoning Approximate Map

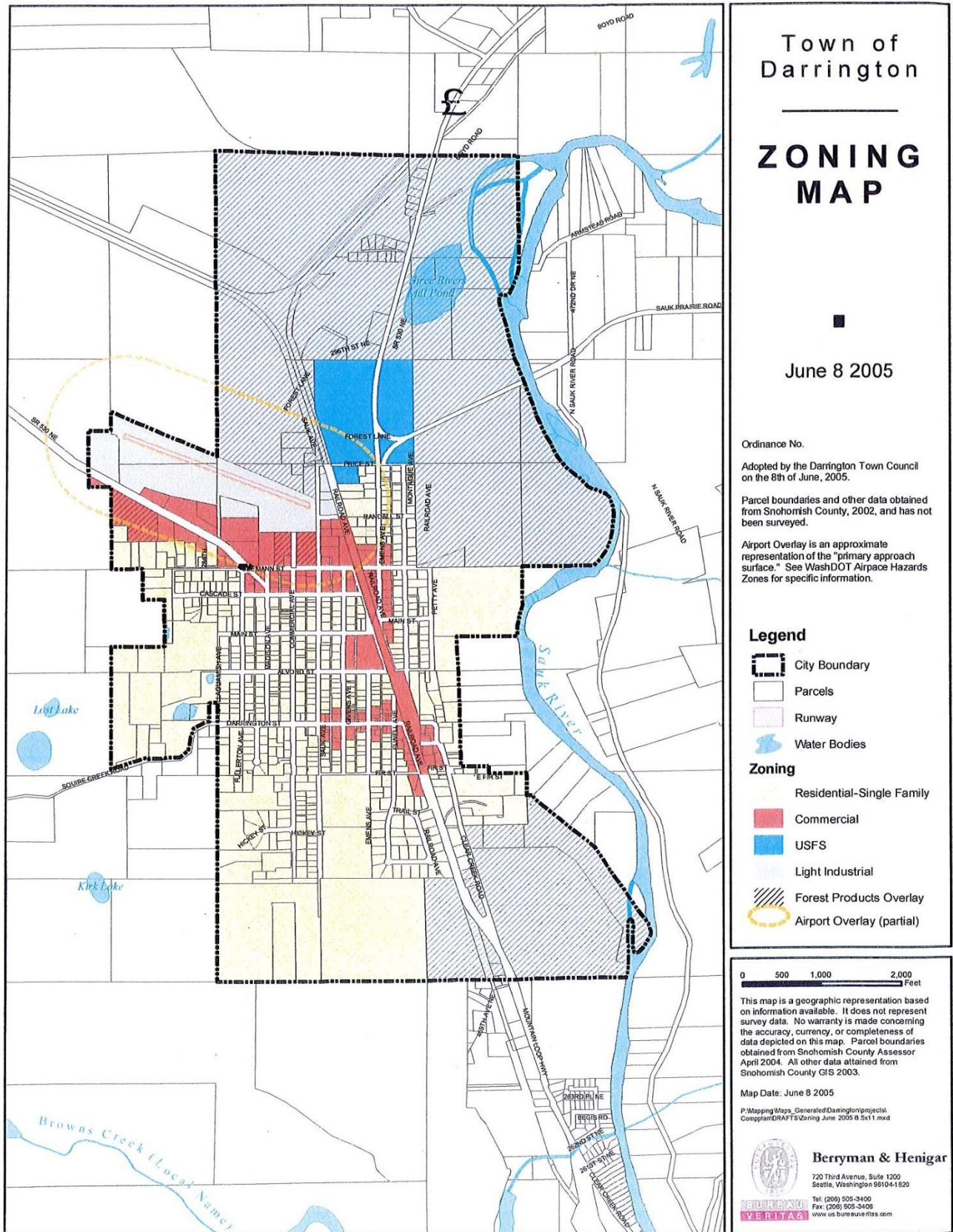
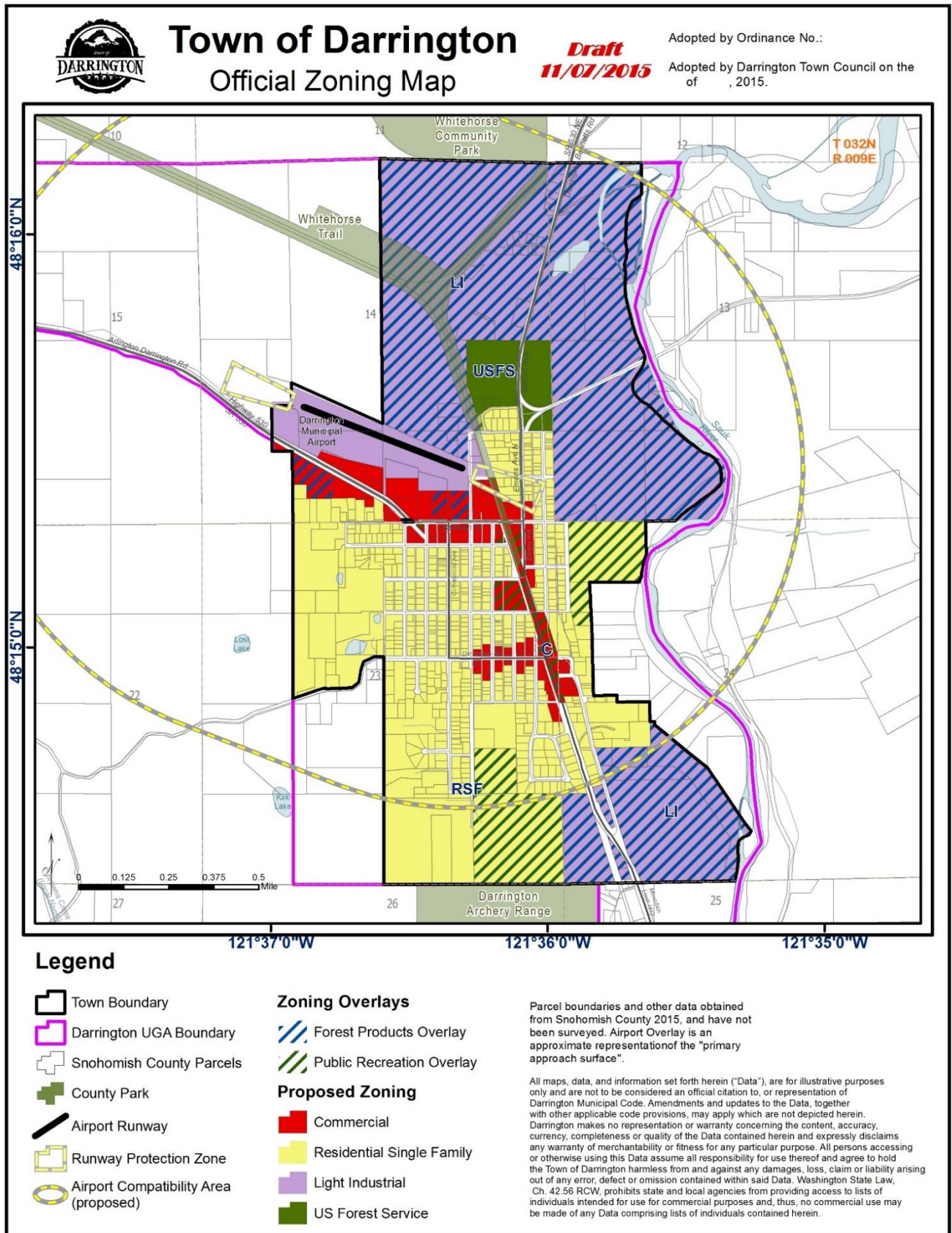


Figure LU-5 Proposed Zoning Map





Housing

Housing

This section of Darrington's Comprehensive Plan addresses housing. The combined Housing and Land Use sections of this plan establish the future character of the town of Darrington in that they address where people will live, work, and play. They also provide guidelines for population density and the character of the future community.

This Housing Element has been developed in accordance with the Growth Management Act (GMA) to address the current and future housing needs of the Town of Darrington. Specifically, this Element:

- Inventories existing housing
- Forecasts future housing needs based on population projections
- Identifies goals and policies that will assist town management in meeting the future housing needs of Darrington's citizens

Introduction

In recent years, residents of Puget Sound's more populated areas, as well as citizens new to the region, have discovered the relatively low land prices in east Snohomish County compared to the Seattle Metropolitan area. Demand for housing is directly correlated with population growth. According to the Snohomish County 2013 Housing Characteristics and Needs Report (HCNR), Snohomish County population has grown by 17.7 percent to 713,335 over the last decade, which was a slower rate than the previous two decades. In the same period, the population of Darrington increased by 211 residents, or 18.8 percent, from a 2000 Census population of 1,136 to a 2010 Census population of 1,347. The countywide slowdown reflected the economic recession and a slow recovery over the last 3 years of the decade.

Overall, the cities of Lake Stevens and Marysville experienced the greatest growth, 341 percent and 137 percent, respectively. However, this rapid growth was primarily due to large annexations. In contrast, the city of Mountlake Terrace experienced a modest decline of 2.2 percent while the city of Brier experienced the greatest decline of 4.6 percent. The unincorporated area of the county grew by 3.7 percent, the lowest growth rate. However, by 2035, the population in Snohomish County is expected to grow to approximately 950,000. The Town of Darrington must plan for a population target of 1,764 residents, for a total of 764 housing units, which requires an increase of 120 housing units by 2035. In addition, the UGA is expected to increase by a population of 611 residents and will require an additional 146 housing units to accommodate the population growth. In all, the total town and UGA population target has been allocated at 2,161 residents which sets the 2035 total housing unit target at 266 additional housing units. In 2008, The Puget Sound Regional Council (PSRC) adopted the regional plan, Vision 2040 which designates municipalities in the Puget Sound Regions under the following categories listed in Table HO-1.

Table HO-1

Regional Geography Classification	Jurisdiction
Metropolitan City	Everett
Core City	Bothell, Lynnwood
Larger City	Arlington, Edmonds, Lake Stevens, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo
Small City	Brier, Darrington, Gold Bar, Granite Falls, Index, Snohomish, Stanwood, Sultan, Woodway

The projected population increases throughout the region means that Darrington will likely come under increased pressure to accommodate additional population during the 20 year planning period. Accordingly, there will be increased demand in Darrington for housing.

Existing Housing Characteristics Inventory

This section quantifies and discusses the characteristics of existing housing in Darrington.

Housing Units

According to the 2010 Census, there are 45 unoccupied units and 602 occupied housing units in Darrington, an increase from 450 housing units since 1990, and an increase from 517 housing units in 2000. The same survey lists 115 mobile home units in Darrington. Of the total 647 housing units, 445 units were single-family residences, 36 units were multi-family dwellings (three or more units) and 166 units were mobile homes. This distribution of housing unit types is compared to that of Snohomish County, shown in Table H0-2.

TABLE HO-2 HOUSING TYPES			
<i>Housing Type</i>	<i>Darrington</i>		<i>Snohomish County Percentage Comparison</i>
	<i>Units</i>	<i>Percent of Total</i>	<i>Percent of Total</i>
Single Family	445	68.8	70.5
Multi-Family	36	5.5	23.3
Mobile homes	166	25.7	6.0
Other	0	0	0.2
Totals	647	100	100

Source: 2010 Census

Household Size

Snohomish County households are growing smaller in terms of the numbers of people per household. In 1980, the average Snohomish County household had 2.76 occupants. This number declined to 2.68 in 1990, and fell slightly further to 2.61 in 2013. Comparatively, the average household size in Darrington was 2.58 in the 2013 HCNR. This trend of declining household sizes means that more housing will be needed to accommodate a given number of people.

Affordable Housing

Darrington's median household income was \$34,063 in 2013, compared to a median household income in Snohomish County of \$67,777. Median housing values and monthly rent for the Town of Darrington are also less than Snohomish County as a whole. See Table H0-4 below.

A portion of the population have special supportive housing requirements due to their impairments, disabilities, or unique social circumstances. Known as special needs populations, this group requires special assistance or supportive care to subsist or achieve independent living and can include the elderly, developmentally disabled, chronically mentally ill, physically disabled, and homeless, persons participating in substance abuse programs, persons with AIDS, and victims of domestic violence. The needs of these groups are generally not analyzed in the Housing Element of each jurisdiction's Comprehensive Plan, but are integral to the planning for human services and housing assistance programs. The Darrington Area human non-profit organization North County Family Services, serves the needs of these populations in correlation with additional County, State and Federal services. A summary of these populations can be found in Table HO-5.

TABLE HO-3 HOUSING AFFORDABILITY	
<i>Town of Darrington</i>	<i>Percent</i>
Homeowners who spend >30% of income on mortgage	58.4
Renters who spend >30% of income on rent	67.8

TABLE HO-4 TOTAL OCCUPIED HOUSING UNITS			
<i>Area</i>	<i>Owner Occupied</i>	<i>Renter Occupied</i>	<i>Total Housing Units</i>
<i>Town of Darrington</i>	453	193	646
<i>Snohomish County</i>	180,540	85,791	266,331

Source: Snohomish County 2013 HOUSING CHARACTERISTICS AND NEEDS REPORT

TABLE HO-5 HOUSING COSTS AND RENTAL RATES			
<i>Area</i>	<i>Median Income</i>	<i>Median House Value</i>	<i>Median Monthly Rent Level</i>
<i>Town of Darrington</i>	\$34,063	\$152,600	\$738
<i>Snohomish County</i>	\$67,777	\$292,500	\$1,102

Source: Snohomish County 2013 HOUSING CHARACTERISTICS AND NEEDS REPORT

TABLE HO-6 SPECIAL NEEDS POPULATION		
<i>Area</i>	<i>Special Needs Population</i>	<i>Percent of County Special Needs Population</i>
<i>Town of Darrington</i>	327	0.3%
<i>Snohomish County</i>	109,610	100%

Source: Snohomish County 2013 HOUSING CHARACTERISTICS AND NEEDS REPORT

TABLE HO-7 ELDERLY POPULATION			
<i>Area</i>	<i>Elderly (65 and over)</i>	<i>% of County Elderly Population</i>	<i>Elderly as % of Jurisdiction Total Population</i>
<i>Town of Darrington</i>	278	0.4%	16.7%
<i>Snohomish County</i>	71,159	100%	10.1%

Source: Snohomish County 2014 HOUSING CHARACTERISTICS AND NEEDS REPORT

A standard measure of housing affordability used by the federal government is that a household should be paying no more than 30 percent of its income for housing. According to the 2010 Census, approximately 58.4 percent of homeowners in Darrington spend over 30 percent of their income on mortgage, while more than 67.8 percent of renters spend greater than 30 percent of their income on rent (see Table H0-3 on the previous page). As a comparison, the 2013 HCNR uses the federally recommended methodology for estimating housing needs on the County's Area Median Income categorizing needs for affordable housing into the three lower-income housing categories used by the US Department of Housing and Urban Development (HUD) which is summarized in Table HO-5. According to the 2013 HCNR, 61 percent of homeowners in Darrington spend over 30 percent of their income on mortgage, while more than 66 percent of renters spend greater than 30 percent of their income on rent (see Table H0-9). This data indicates that there is a greater need for affordable rental housing in Darrington than in Snohomish County.

AMI=Area Median Income.

TABLE HO-8 METHOD FOR ESTIMATING AFFORDABLE HOUSING NEED		
<i>Lower Income Categories</i>	<i>Income Ranges</i>	<i>Percent of Total Housing Supply</i>
<i>30% and below of AMI (very low)</i>	\$20,333 and less	11%
<i>30-50% of AMI (low)</i>	\$20,334 - \$33,888	11%
<i>50-80% of AMI (moderate)</i>	\$33,889 - \$54,221	17%

Data Source: ACS, 2011 5-year estimates.

TABLE HO-9 HOUSING AFFORDABILITY			
<i>Town of Darrington</i>	<i>Total Number of Occupied Housing Units</i>	<i>Total Number of Cost-burdened Housing Units</i>	<i>Percent</i>
<i>Homeowners</i>	264	161	61
<i>Renters</i>	162	107	66

Data Source: ACS, 2011 5-year estimates

TABLE HO-10 ESTIMATED AFFORDABLE RENTAL UNITS FOR LOW-MODERATE INCOME HOUSEHOLDS				
<i>Area</i>	<i>Total Rental Units</i>	<i>51-80% AMI Units/%</i>	<i>31-50% AMI Units/%</i>	<i>30% AMI Units/%</i>
<i>Town of Darrington</i>	162	42 (26%)	58 (36%)	59 (37%)
<i>Snohomish County</i>	82,980	35,670 (43%)	17,912 (22%)	5,255 (6%)

Data Source: ACS, 2011 5-year estimates

Calculations for affordable rent:

Affordable Rent for households at 80 percent AMI

County AMI (2011) = \$67,777 x 80 percent = \$54,221 / 12 months = \$4518/mo. x 30 percent = \$1356/mo. maximum rent

Affordable Rent for households at 50 percent AMI:

County AMI (2011) = \$67,777 x 50 percent = \$33,888 / 12 months = \$2824/mo. x 30 percent = \$847/mo. maximum rent

Affordable Rent for households at 30 percent AMI:

County AMI (2011) = \$67,777 x 30 percent = \$20,333 / 12 months = \$1694/mo. x 30 percent = \$508/mo. maximum rent

TABLE HO-11 ESTIMATED AFFORDABLE MORTGAGE UNITS FOR LOW-MODERATE INCOME HOUSEHOLDS				
<i>Area</i>	<i>Total Mortgaged Units</i>	<i>51-80% AMI Units/%</i>	<i>31-50% AMI Units/%</i>	<i>30% AMI Units/%</i>
<i>Town of Darrington</i>	264	156 (59%)	56 (21%)	0 (0%)
<i>Snohomish County</i>	143,315	21,427 (15%)	5,970 (4%)	1,181 (1%)

Data Source: ACS, 2011 5-year estimates

Calculations for affordable Mortgage:

Affordable Mortgage for households at 80 percent AMI:

County AMI (2011) = \$67,777 x 80 percent = \$54,221 / 12 months = \$4518/mo. x 28 percent = \$1265/mo. maximum payment

Affordable Mortgage for households at 50 percent AMI:

County AMI (2011) = \$67,777 x 50 percent = \$33,888 / 12 months = \$2824/mo. x 28 percent = \$791/mo. maximum payment

Affordable Mortgage for households at 30 percent AMI:

County AMI (2011) = \$67,777 x 30 percent = \$18,978 / 12 months = \$1581/mo. x 28 percent = \$443/mo. maximum payment

The special needs and low income portions of the population can require Assisted Living and/or Assisted Housing assistance from non-profit and government agencies. Assisted Living is residential housing that serves as a transition between independent living and living in a nursing home. Assisted Housing is a term generally used to describe a wide range of housing constructed by or receiving some manner of government support or assistance with the intention to provide housing to homeowners with low to moderate incomes. These homeowners may have various socio-economic obstacles that make it more difficult to find clean, affordable housing.

Housing vouchers are generally provided to low-income residents to supplement rent to private landlords. Residents may pay up to 30 percent of their income in rent in this manner. The difference between the 30 percent and the market rate is provided to the landlord through a voucher. Vouchers provide increased mobility and choice in location for low-income residents, enabling them to live in areas with increased access to economic opportunities and transportation.

TABLE HO-12 ASSISTED LIVING UNITS/VOUCHERS/OTHER SUPPORT										
<i>Jurisdiction</i>	<i>Seniors</i>			<i>Family</i>			<i>Total Households</i>			<i>% of County Total</i>
	<i>Fixed</i>	<i>Vouchers</i>	<i>Total</i>	<i>Fixed</i>	<i>Vouchers</i>	<i>Total</i>	<i>Fixed</i>	<i>Vouchers</i>	<i>Total</i>	
Darrington	20	6	26	49	1	50	69	7	76	0.58%
Snohomish County	4068	696	4677	5975	1584	7360	9804	2261	12037	100%

DATA SOURCE: Snohomish County, Analysis of Impediments to Fair Housing Choices, 2012

The supply of assisted housing units was last inventoried by the county’s Human Services staff in 2011, reflecting 2010 information about each housing resource and includes both public housing and units owned by private and/or non-profit owners assisted with designated Section 8 vouchers or through low-income housing tax credits and/or tax-exempt bonding:

TABLE HO-13 ASSISTED RENTAL DWELLING UNITS			
<i>Jurisdiction</i>	<i>Total DUs</i>	<i>Assisted DUs</i>	<i>% Assisted</i>
Darrington	644	20	3.1%
Snohomish County Urban Total	237,899	9,065	3.8%

DATA SOURCE: Snohomish County, Analysis of Impediments to Fair Housing Choices, 2012

Projected Housing Needs

As noted in the Land Use Element, over the 20-year planning period, the population for the Town of Darrington is estimated to increase to 2,161 when the town's urban growth area is included. If this population increase occurs, the community will undergo many changes. This projected growth provides Darrington with an opportunity to encourage a broad range of housing types and densities to serve the wide variety of needs that exist within a diverse resident population.

In developing housing targets for the various income groups and special needs populations, the Snohomish County HCNR recommends that individual jurisdictions develop their own housing targets by taking into account local population and housing characteristics. The report assists cities and towns with this task by starting with its overall housing unit target and applying the countywide breakdown for each income group to arrive at an initial estimate of affordable housing units needed and uses the household income groupings that are used by the U.S. Department of Housing and Urban Development (HUD) which are based on area median income (AMI):

TABLE HO-14 ASSISTED RENTAL DWELLING UNITS				
<i>Jurisdiction</i>	<i>Total Housing Unit Growth Need</i>	<i>Under 30% AMI Housing Need (11% of Total)</i>	<i>30-50% AMI Housing Need (11% of Total)</i>	<i>51-80% AMI Housing Need (17% of Total)</i>
<i>Darrington</i>	120	13	13	20
<i>Countywide Total</i>	97,128	10,684	10,684	16,512

Source: Snohomish County 2013 HOUSING CHARACTERISTICS AND NEEDS REPORT

If the resident population increases in its average age, as expected, Darrington will need to place more emphasis on innovative ways to provide sensitive, supportive housing for elderly people. Further, if the town is to retain its youth and benefit from its energy, careful thought will need to be given to housing that appeals to younger lifestyles.

Housing Types

Single-Family Housing

Single-family housing is the predominant housing type in Darrington. This type of housing has been consistently built in the town's development history. The town considers innovative housing types within the Single Family Residential zones including Home Occupation, or live/work, units.

Multi-Family Housing

The 2010 Census reported that Darrington has 36 multi-family units (i.e., three or more units in structure). These units include senior housing and low-income subsidized housing. Potential multifamily development may be limited by the town's lack of a sewer system.

Senior Housing

Darrington has a model senior housing complex, developed by the department of Housing and Urban Development (HUD) to improve the transition between independent living to senior housing living. Sensitivity to the psychological needs of Darrington's senior residents has been important to fostering acceptance of this type of housing. Existing units are attached dwellings with common yards, garden areas and parking. Provisions for yards and garden areas make the transition to senior housing less difficult and provides residents with opportunities to continue participating in outdoor activities. Gardens provide residents with opportunities to continue to grow their own fresh produce. Besides being personally rewarding, this promotes the continuation of family relationships. Yards allow for entertaining both adults and children and the ownership of pets. Existing senior housing is also close enough to shopping and parks to provide access by walking.

Senior Housing Alternatives

Other types of housing have emerged over the past several years that serve the elderly population in a supportive, group setting. Other examples include assisted living options such as Adult Family Homes and Adult Congregate Living Facilities, or ACLF units. These are small, service-oriented facilities that are generally without medical facilities on the premises and that do not have separate kitchen units. Areas within these facilities, such as meeting rooms, dining areas, and libraries, are designated for interaction and common functions.

Another alternative is to construct accessory apartments in the surplus space of single-family residences. This often results in elderly persons being able to live in close proximity with younger people and families. Depending on the personalities involved, this can provide older residents with good companionship. Such an arrangement can also offer security and assistance to both households. Cottage Housing has also emerged as a good alternative for Senior Housing. Units are small enough for senior independence and often, multiple generations choose this option as a housing choice, immersing seniors in a vibrant neighborhood. These neighborhoods could also be exclusively for seniors.

Mobile Home Parks

Mobile home parks also provide an affordable housing option for seniors and lower income residents. Mobile and manufactured homes have proven to be a reliable option for affordable housing and are allowed in the Single Family Residential zone.

Physically and Developmentally Disabled Housing and Halfway Houses.

Although Darrington's septic systems would allow for small group housing units, lack of support infrastructure places development of this type of housing in the 10-to-20-year planning spectrum. Both halfway houses and group homes for the developmentally and physically disabled need to be near employment centers, local shopping areas, educational/training facilities, major medical facilities and governmental support centers (i.e., social security, welfare, counseling, etc.). Currently, Darrington does not provide this support infrastructure. As the economy develops and more industry, commercial businesses, and state or county offices located in or near the town, a reassessment will need to be done and the plan amended to accommodate these housing needs.

Goals and Policies

This segment defines the goals and policies determined by the Town of Darrington to be important to the management and development of housing both within the town's existing boundaries and within the designated urban growth area. Goals state what the residents of the community value and desire for their future. Policies state what types of action should be taken in order to reach the goals of the community.

GOAL HO-1 Ensure a housing supply of adequate physical condition in all residential neighborhoods.

Policy HO-1A Prepare a "Housing Stock Improvement Plan" that includes a discussion of substandard housing problems and creates or identifies programs that provide residents with sources for financial assistance for housing rehabilitation.

GOAL HO-2 Encourage preservation and development of diverse housing types to meet the existing and projected housing needs of all economic segments of the community, including youth and senior citizens and allow innovative housing options in the zoning and design code.

Policy HO-2A Continue to allow for accessory dwelling units within or attached to single family homes as a means to increase the supply and diversity of housing opportunities.

Policy HO-2B Study regulations to include and allow innovative housing options in the zoning and design code including cottage housing and lot size averaging.

Policy HO-2C Allow for the location of apartments above commercial uses.

Policy HO-2D Continue to allow manufactured home parks in areas designated for residential land use, subject to meeting conditional use requirements that ensure the manufactured home park is designed and constructed to be consistent with the character of existing neighborhoods.

Policy HO-2E Encourage social and health service organizations that offer support programs for those with special needs, particularly those programs that help people remain in the community.

Policy HO-2F Participate in state programs, such as the Housing Assistance Program and the State Housing Finance Commission's home-ownership loan program that facilitates home ownership by low and moderate income families.

Policy HO-2G Endorse private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens.

GOAL HO-3 Ensure that new housing developments do not negatively impact the natural environment.

Policy HO-3A Continue to use the State Environmental Policy Act (SEPA) in the decision making process, when applicable.

Policy HO-3B Update regulations as needed to address building in critical areas such as steep slopes, landslide hazards areas, seismic hazards areas, flood hazards areas and along streams and wetlands.

Policy HO-3C Encourage the use of local building materials.

Policy HO-3D Encourage the use of energy efficient designs such as white roofs, green roofs, passive houses and geothermal heating.

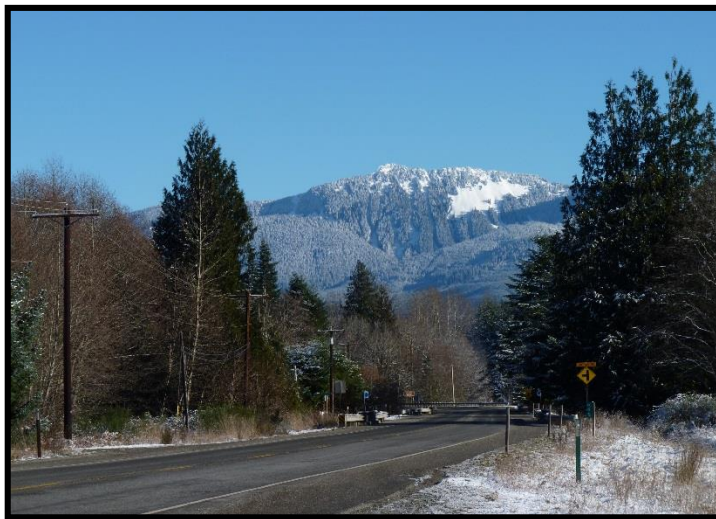
Policy HO-3E Limit light pollution in new housing development.

GOAL HO-4 Promote energy efficient housing units.

Policy H0-4A Encourage use of innovative technology and creative site planning, construction, and remodeling methods that promote efficient energy use; examples may include compact design, passive houses, low impact housing.

GOAL HO-5 Support a healthy population and the local farm to table market by allowing edible landscaping and yard gardens as an alternative to lawns

Policy H0-5A Ensure that development regulations do not prohibit edible landscaping and yard gardens in residential and commercial zones.



Transportation

Transportation

Transportation planning is important to the future of Darrington's residents and visitors. Roadways, pathways, the municipal airport, and the transit system will all contribute increasingly to the business and personal lives of those traveling to, from, and within the community. This element describes Darrington's existing transportation infrastructure and the steps the community must take to assure that this vital system meets its future needs.

This element:

- Inventories the existing transportation system.
- Forecasts future transportation needs.
- Outlines funding methods for transportation infrastructure development.

Consistency

The Town of Darrington has developed the Transportation Element of its Comprehensive Plan to be consistent with the *Snohomish County Countywide Planning Policies*, and the Transportation Plan prepared by the Puget Sound Regional Council the current version of which is Transportation 2040.

Introduction

The Need for Transportation Planning

Darrington's circumstances are similar to those of many other communities in Washington State. The community is projected to grow in population and must be prepared to fund transportation improvements and maintenance to meet the needs of that growth. Anticipating this eventuality, the Washington State Legislature has passed a variety of transportation legislation to assist individual communities and to guide and ensure coordination among jurisdictions. Washington's Growth Management Act (GMA) and the Commute Trip Reduction and Concurrency Management requirements mandate the linking of transportation and land use development, while encouraging the systematic management of travel facilities. Since the GMA's passage in 1990, the Puget Sound Regional Council (PSRC) has coordinated a transportation planning process involving King, Snohomish, Pierce, and Kitsap Counties. This effort has resulted in the production of a document entitled *Vision2040*, a road map for creating the Puget Sound's regional transportation systems of the 21st century.

Though the town of Darrington is located at the periphery of the area focused on by *Vision2040*, the community remains important when viewed as part of the state and regional effort to manage the dynamic and increasingly complex aspects of the interaction between urban and rural areas. The transportation needs of the local Darrington residents who are part of the urban labor pool are important to meet, as are the needs of those traveling within Darrington. These needs, combined with the increasing impacts of tourism and demographic changes caused by the migration to communities such as Darrington from urban areas, will require careful transportation planning, management, and resource allocation.

As with many municipalities, Darrington must rely on financial assistance to properly operate and expand its community facilities. State and federal funding requires compliance with guidelines and legislation, such as the GMA, and certification by the PSRC. In addition to sound management practice, one objective of this Transportation Element is to maintain a competitive position for the community in its effort to secure future transportation funding.

Primary among Darrington's transportation resources is its road network consisting of approximately 10.5 miles of streets. This road network represents a valuable resource and significant capital investment for the town. The roads, therefore, should be properly maintained to protect the public investment. Preserving Darrington's investment in this and other elements of its transportation system, while accommodating its orderly expansion, will benefit from the presence of an adopted plan. Annual review and update of this Transportation Element as part of Darrington's ongoing capital improvements program, will ensure a process that will meet changing needs and funding patterns.

Existing Transportation System

Darrington residents use a range of transportation modes to get around the town and within the region. While local trips are made on foot and bicycle, the auto is the most popular means of travel. Non-motorized transportation modes are increasing in use as well. Transit service via Community Transit, is available on a limited basis for commuter travel to Arlington. Private and charter air service to Darrington is accommodated by the Darrington Municipal Airport, which is located within the town limits. Rail freight service along the Arlington - Darrington spur was discontinued in 1991 and has since converted into a Snohomish County trail system through the Rails to Trails Program. Other transportation facilities include on-street parking spaces and about 7 miles of pedestrian walkways and 1.3 miles of sidewalks have been recently upgraded or added to meet ADA standards and the Safe Routes to School Program.

In 2005, the legislature added a new requirement for transportation planning under the GMA with the goal of increasing access to safe opportunities for exercise in all communities around the state. This bill (SSB 5186)30 requires local jurisdictions to include within their transportation element, a "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". This has been added to the Transportation Goals and Policy.

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 Darrington 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 Town of Darrington 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 carry 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 town-wide 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 are town designated streets which collect traffic from local streets in residential areas and connect 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. Speed limits usually range between 25 and 35 miles per hour and lower traffic volumes are observed compared to 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 four dwelling units.

Figure T- 1 depicts Darrington's current street system and its functional classes.

Street Inventory

The Darrington street system encompasses about 10.5 miles of town-maintained roads and about 2.5 miles of state highway.

Table T-1 shows the existing structural street design standards and Figure T-2 shows the type of structural design that is in place for existing streets.

**TABLE T-1
TOWN OF DARRINGTON
STREET DESIGN STANDARDS**

<i>Class</i>	<i>Avg. ROW*</i>	<i>Width</i>	<i>Comments</i>	<i>Service Criteria**</i>
Major	60-100'	40-48	Provided by other jurisdictions such as WSDOT and Snohomish County	Volumes serve 2,000+ vehicles per day
Minor	50-80	38-48	Full depth pavement with curbs, gutters and sidewalks.	Volumes range from 800 to 2,000 vehicles per day. Connect hospitals, schools and major, local developments.
Collector Street	40-60	28-40	Structural design (depth) will increase in industrial areas because of trucks and busses. Parking permissible with protection of sight distances.	Connecting to arterial(s) and serving 500+ trips per day.
Local Street	40-50	20+	Through trucks prohibited where volumes would degrade road structure. Parking one or both sides except where restricted for other reasons.	Volumes to 500 vehicles per day. Paved with storm drainage when serving over 15 dwellings or 150 trips per day. Unpaved will be graded 2 times per year.

* ROW - Right of Way, the amount of land needed to build the indicated width

** Design - All paved roadway and traffic design to conform to AASHTO and ITE as adopted by WSDOT

Traffic Volumes

Today's travel demands consist of residents carrying out daily functions such as working, shopping, going to and from school, medical needs and recreation. Travel demands also include trips to the neighboring urban communities.

SR 530, connecting westward and northward, provides access to and from other areas of the region, but also carries traffic through Darrington. Volumes along this corridor were reported to be about 4,500 to 5,000 vehicles per day during the week, but are as much as 50 percent higher during peak, summer weekend periods when non-resident travel increases.

Increases in population of the urban areas of Puget Sound have increased demand for recreational facilities in areas such as Darrington. The Mountain Loop Highway, maintained by Snohomish County and the National Forest Service, provides access to trailheads in the Mt. Baker - Snoqualmie National Forest. Travelers attracted to these and other recreational facilities combine with local travel to produce periods of congestion and increased wear on local streets.

Figure T-3 shows daily traffic volumes at key locations within the community.

Level of Service (LOS)

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure that describes 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. Letters are used to designate the six levels, 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.

Level of service for signalized intersections are 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 (HCM 2000) defines the signalized and unsignalized intersections with the average control delay per vehicle in Table T-2.

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

Source: Highway Capacity Manual, 2000

Consistent with the GMA requirement that comprehensive plans adopt LOS standard for streets, the town adopted an LOS standard of "C" for all town streets. The State Highway System Plan has identified an LOS standard of "C" for SR 530.

It is not feasible for the town to comprehensively and quantitatively monitor level of service standards at intersections within the town. Local driver perception indicates that all intersections operate at an LOS of 'A' or 'B.' The town will study, or require studies of, specific streets and intersections when proposed developments are expected to affect the LOS.

Access Management

Access management is the control of spacing and location of driveways and intersections. Because of safety concerns and impacts to the movement of traffic on state arterials, legislation at the state level has been enacted to minimize these impacts. As part of this legislation, the Washington State Department of Transportation (WSDOT) has carried out a review of all of its routes and has placed designations along them specifying the most appropriate level of access control to be provided. SR 530 has been designated as "Category 3" by WSDOT. The entire length of SR 530 through Darrington meets WSDOT standards of access control for this category.

Highways in this category typically will be planned with restrictive medians and two-way left-turn lanes to reduce the potential for rear-end accidents as vehicles slow to turn. At present, SR 530 does have a third lane and there has been a reduction in the speed limit to the 30 mph, consistent with state code for this type of highway.

The Town of Darrington has indicated support for WSDOT upholding Category 3 access standards by requiring plans for new development along SR 530 to be subject to access standards set by the state's designated Access Management "Category 3." These standards recognize that no more than one direct access point shall be provided to individual parcels or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the highway. A minimum distance to another access point shall be no less than 330 feet. Development applications which call for access to SR 530 will be coordinated with the State Access Management Engineer and will utilize the Department's Driveway Permit process.

Transit Service

Transit service is most effective in urban areas where there are concentrations of population. In densely populated areas, large buses and sometimes even trains can be justified to meet demand. In less dense rural and suburban areas, less frequent service and the use of smaller busses are more appropriate.

As shown in Figure T-4, Snohomish County and Community Transit have established service classifications for various types of development. Classifications used include urban residential, urban commercial/ industrial, and rural. Since Darrington is in the rural category, it is expected that service will be limited to the fixed-demand response type during its planning horizon. However, transit amenities and compatible land-use designs will maximize the use of these service types and as development in Darrington warrants further increases in service frequency, the town will work with Community Transit to secure such expansion.

Transit service is provided by Community Transit and operates between Arlington/Smokey Point and Darrington. Currently there is one AM and one PM run on weekdays and no weekend service. Between Smokey Point and Darrington, this service operates as a fixed route. Community Transit also provides a vanpool option for commuters from Darrington.

Darrington's present system of transit service was updated in 2015 by Community Transit. Figure T-5 shows the current stops for CT Route 230.

Pedestrian and Bicycle Facilities

Facilities for bicycles are categorized by whether or not they use roadways. *Trails* are the highest class because they are completely separate from roadways. *Paths*, which share roadways with autos, but are usually separate from sidewalks, are used where both recreational and other trip types are anticipated, and the additional expense can be justified. *Bike routes* promote the use of designated streets versus others that may not safely accommodate bikes, connecting common points of travel by use of signage. Routes are not separated from travel lanes by other than pavement markings. Table T-3 shows these classifications.

**TABLE T-3
TOWN OF DARRINGTON
BICYCLE FACILITIES FUNCTIONAL CLASSIFICATIONS**

<i>Class</i>	<i>Average ROW</i>	<i>Width</i>	<i>Comments</i>	<i>Service Criterion*</i>
Trails (off road), Paths (in road ROW**)	20-25 feet	12-14 feet	Narrower if one-way, may accompany sidewalk. May be paved or unpaved.	Provided in staged improvements as recreational, commute, or transit access amenity between major points of attraction.
Lane	N/A Part of Road Cross Section	5 feet +	Marked lane. Width of shared lane at least 13 ft. including bike lane, wider if parking allowed. Terminate in advance of restrictions.	Considered along new or rebuilt arterial or collector streets where demand will exceed 100 cyclists/hr.
Routes	N/A	4-5 feet	One way only with signing. Cyclist and motorists share traffic lane. Use only on lower volume, local streets.	To be provided where safety and demand (20+ cyclists/hr) warrant or to enhance transit, commercial, or school access functions.

* Design - All street related design to comply with adopted standards of WSDOT Design Manual

** ROW Right-of-Way, the amount of land needed to build the indicated width

Pedestrian walkways are categorized somewhat like bikeways. They are either located adjacent to the street or operate independently. On-street sidewalks are typically five feet in width, and wider if anticipated demand warrants. Wider walkways may be appropriate for schools, public buildings, shopping centers, and recreation centers.

Within Darrington, there are about 7 miles of sidewalks on one or both sides of the street (4 miles of sidewalks have curbs). In addition to those town sidewalks and pathways, the regional Whitehorse Trail connects Darrington to Arlington. The Town of Darrington has an agreement with Snohomish County Parks to maintain the Whitehorse Trail within the Town and has made recent improvements to the Darrington trailhead.

Service criteria for walkways are as follows: All new roadways are to be designed and constructed with a minimum of a five-foot sidewalk on both sides, provided that sidewalks are not required for streets planned to serve four or fewer residences. Existing streets should also be redeveloped with sidewalks when new development or substantial redevelopment occurs, provided that sidewalks may not be required of individual residences if the sidewalk would not connect to other sidewalks or pedestrian pathways.

Figure T-4 indicates the location of existing sidewalks.

Truck Routes / Deliveries

Deliveries to Darrington are provided over SR 530 and then through town along major streets. Concentrated industrial activity exists in the northern area of the town and just outside the town limits on the northeast. Truck deliveries along SR 530 are heavy at times. Through trips tend to remain on SR 530 and Mountain Loop Highway, the designated arterial streets. Fullerton, Darrington and the south portion of Sauk Ave are designated truck routes

within the town of Darrington. Using a series of truck restrictions, local streets are protected from encroachment by oversize vehicles.

Accidents

The Snohomish County Sheriff's Office indicates that there are no particular areas within the community that have high concentrations of accidents that would indicate a need for traffic revisions or other improvements. Relatively low traffic volumes and low speeds may be factors contributing to the absence of traffic safety problems. As streets are improved and as Darrington becomes more active, this situation may change. Hwy 530 currently does not have adequate pedestrian and bicycle travel space. Darrington will review the number and location of accidents annually to determine if lights, warning signs, increased patrolling or restrictions are warranted.

Neighborhood level safety, around schools and shopping facilities, especially for seniors and students, is a continuing concern. For this reason, a series of safe school routes has been established using conventional warning signs and marked crosswalks. In addition, curb sidewalks have been added to Emens, Fir, Alvord and Sauk Ave.

Air Service

The Darrington Municipal airport is located to the north of SR 530 along the western entrance to town. The Town of Darrington operates and maintains the airport, which is included in the Washington State Airport System Plan. The airport site is 40 acres in size, and includes a 150,000 square foot area on the west end set aside for commercial uses; the remainder of the site may be used for aviation-related business. The airport runway is 2,490-foot long, paved, and lighted at night. The airport serves primarily smaller planes and most of the airport activity is recreational in nature.

Additional general aviation airports include the Arlington Municipal and Skagit Regional airports, and Snohomish County/Paine Field in Everett. Intrastate and international service is provided at SeaTac International Airport. All airports outside of the immediate area are accessible by SR 530.

Air Quality

Air quality guidelines and directives have been enacted at state, regional and federal levels. A Washington State act specifically links air quality conformity to growth management planning efforts at the local and regional levels.

Located on the fringe of the metropolitan area, and situated outside the air pollution basin, local Darrington traffic contributes an insignificant amount to the metropolitan area's pollution problems. Local pollution impacts could be significant in the future, however, since particulate matter and emissions have a tendency to remain within the basin defined by local mountains and surrounding hills.

Darrington is committed to meeting federal and state air quality requirements and will work with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

By working toward increased local employment, Darrington hopes to achieve a balance between jobs and housing. This will reduce the number of work-related personal vehicle trips emanating from the community. Darrington's compact size and relationship between commercial and residential land uses provide opportunities for citizens to satisfy travel needs on foot and bicycle.

System Deficiencies

The data for existing transportation conditions provides a baseline for defining the existing and future deficiencies in the transportation system.

Overall, there are no current quantitative LOS deficiencies for motorized traffic in Darrington. The SR 530 arterial in the town lacks adequate pedestrian facilities such as sidewalks bike lanes and is in need of upgrading. There are deficiencies for wheelchair, and motorized wheelchair travel in Darrington such as the streets without curbs on the sidewalks that have become local parking spaces and that then force pedestrian traffic into the street.

Future Conditions

Travel Forecasts

In 1993, the Town of Darrington in cooperation with WSDOT acquired blanket traffic count information on its streets. In the spring of 1997, these locations were again counted. The 1997 traffic counts reflected a significant increase in volumes over the 1993 counts. Washington State DOT provides traffic volume counts for SR 530 for year 2014. The traffic 20 year projections made in 1997 for both town traffic and SR 530 traffic volume presumed a growth rate of 1.5% per year. The recent WSDOT traffic counts between 2011 and 2014 show an increase of approximately 1% per year for SR 530. The actual growth rate on SR 530 from 1997 to 2014 is very inconsistent comparing the two repeated locations of measurement. One location shows a growth rate of 1.5%, the other location shows a growth rate less than 0.5%. Neither of these growth rates substantially change the classification range of the streets and SR 530 within the next 20 year planning period. Estimated traffic volumes for the planning period are shown in Figure T-3.

Based on the inconsistent growth rates of the WSDOT traffic counts and projected growth rates, the Town of Darrington is predicting transportation demand in residential areas based on the average daily vehicle trips (ADVT) generated for single family and multi-family residential units. Using the Institute of Transportation Engineers Trip Generation Manual as a resource, the town estimates 10 ADVT for single family units and 6 ADVT for multi-family units.

Snohomish County Tomorrow allocated a 2035 population of 2,161 for Darrington and its UGA, and Snohomish County indicates that the entire Darrington UGA has a total population capacity of about 2,375. In order to meet its 2035 forecasted population and housing unit targets, Darrington will need an additional 266 Housing Units. According to this projection, residential generated daily trips will increase by an estimated 33 percent.

Current and Projected Residential Trip Generation:

**TABLE T-4
TOWN OF DARRINGTON
RESIDENTIAL TRIP GENERATION PROJECTION**

<i>Residential Area</i>	<i>Single Family</i>	<i>Multi-Family</i>	<i>Mobile Home</i>	<i>Total Daily Trips Generated</i>
Darrington Town Limits – 2010 estimated	4,450 trips based on 445 existing units	216 trips based on 36 existing units	830 trips based on 166 units	5,496
Darrington and UGA - 2035 projected	7,110 trips based on 711 total units (266 additional housing units)	216 trips based on 36 existing units	830 trips based on 166 units	8,156

Source: 2010 Census and 2012 Snohomish County Tomorrow Buildable Lands Report

Transportation Facility Plan (2015 - 2035)

Darrington's current 6-year transportation improvement program consists of new pavement reconstruction as well as resurfacing. Darrington plans to accomplish those projects indicated in Table T-5.

**TABLE T-5
TOWN OF DARRINGTON
STREET CAPITAL IMPROVEMENT NEEDS**

6 Year Transportation Improvement Plan 2016 - 2021							
<i>Project Name</i>	<i>Location</i>	<i>Sidewalk Improvement (feet)</i>	<i>Curb and Gutter Improvement (feet)</i>	<i>Asphalt, Paving or other Surfacing Improvement (feet)</i>	<i>Timeline</i>	<i>Cost</i>	<i>Funding Sources</i>
Darrington Street	Elwell to Sauk	1800	1800	1800	2016	\$544,103	TIB GRANT
Seeman Street	Fullerton to Montague	2050	2050	2050	2016	\$1,200,000	TIB GRANT & SNO CO
Stillaguamish Ave	North	0	0	485	2016-17	\$21,929	SNO CO
Tamara Lane		35	0	500 + Existing pavement repair	2016	\$37,000	SNO CO
Elwell Street	Darrington St to new asphalt	0	0	TBD	2016	\$5,194	SNO CO
Stillaguamish Ave	South	0	0	TBD	2016-17	\$1,176	SNO CO
Riddle Street	Asphalt to City Limits	0	0	110	2016-17	\$9,540	SNO CO
Cascade Street	Commercial to Railroad	0	0	230	2016-17	\$21,573	SNO CO

Railroad Ave	SR 530 to Cross Street	0	0	840	2016-17	\$42,283	SNO CO
Cross Roads Alignment		0	0	300	2016-17	\$23,850	SNO CO
Sauk Avenue	Fir Street to Archery Range	0	0	2540	> 2017	\$600,000	TIB
Alvord Street	Stillaguamish to Petty	0	0	1267	> 2017	\$404,900	SNO CO
Riddle Street	Stillaguamish to Petty	0	0	1267	> 2017	\$90,000	SNO CO
Cascade Street	Railroad to W ROW	0	0	3500	> 2017	\$350,000	SNO CO
Trail Street	Fir to Trail	0	0	2450	> 2017	\$350,000	SNO CO
Railroad Avenue	Seeman to Riddle	0	0	790	> 2017	\$20,000	SNO CO
Engel Rd	Airport and Cemetery	0	0	2170	> 2017	TBD	SNO CO
Riddle Street	Mountain Loop to Stillaguamish	720	0	0	> 2017	\$36,000	SNO CO
Cascade Street	Railroad to Fullerton	300	0	0	> 2017	\$19,000	SNO CO
ADA Ramps	Fullerton and Darrington Streets	20 ramps	0	0	> 2017	\$60,000	SNO CO
Givens Ave.	Fir to Seeman	5120	0	0	>2017	\$100,200	TBD

20 Year Transportation Facility Plan (2015 – 2035)

<i>Project Name</i>	<i>Location</i>	<i>Sidewalk Improvement (feet)</i>	<i>Curb and Gutter Improvement (feet)</i>	<i>Asphalt, Paving or other Surfacing Improvement (feet)</i>	<i>Timeline</i>	<i>Cost</i>	<i>Funding Sources</i>
Sauk Ave	Fir to Archery	980	1960	580 asphalt	2017 – 35	TBD	SNO CO
Riddle St	Mountain Loop to Stillaguamish	720	720	1185 reconstruction	2017 – 35	TBD	SNO CO
Cascade St	Railroad to Fullerton	300	300	1475 reconstruction	2017 – 35	TBD	SNO CO
Alvord Ave	Sauk to Stillaguamish	0	0	850 overlay	2017 – 35	TBD	SNO CO
Trail St	Fir to Trail	0	0	2450 overlay	2017 – 35	TBD	SNO CO
Railroad Ave	Seeman to Riddle	0	0	790 overlay	2017 – 35	TBD	SNO CO
Price St	SR 530 to Railroad	0	0	620 overlay	2017 – 35	TBD	SNO CO
Railroad Ave	Seeman to Price	0	0	1300 chip seal	2017 – 35	TBD	SNO CO

Cascade St	Fullerton to West End	0	0	790 chip seal	2017 – 35	TBD	SNO CO
Sauk Ave	Seeman to Airport	0	0	530 chip seal	2017 – 35	TBD	SNO CO
Stillaguamish Ave	Alvord to Riddle	0	0	485 reconstruction	2017 – 35	TBD	SNO CO
Engles Rd	SR 530 to Airport	0	0	450 reconstruction	2017 – 35	TBD	SNO CO
Commercial Ave	Seeman to Airport	0	0	530 reconstruction	2017 – 35	TBD	SNO CO
SR 530	City Limits	5650	0	0	2017 – 35	TBD	TBD

The Town of Darrington intends to calculate estimated costs of future Transportation Project needs by 2017 and will amend Table T-5 at that time.

While WSDOT reports only routine maintenance in the current period, planning staff note that they will be conducting a route development plan. Under this program, the needs of SR 530 will be defined and projects will be submitted through the state funding program.

Transportation Demand Management

In 1990, the U.S. Department of Transportation implemented funding legislation that included emphasis on two transportation management strategies. The first, called *demand management*, was aimed primarily at congested urban areas. Demand management encourages strategies that reduce the number, length and time of day of single-occupant auto trips. The second strategy, called *transportation systems management*, offers a number of concepts that Darrington will find useful. Concurrency management, associated with Washington's GMA compliance, is discussed further in this document.

Demand Management

Demand management will be accomplished through cooperation with Community Transit to provide expanded levels of transit service. Increases will be sought especially for night and weekends. In addition, transit access will be considered as a criterion in prioritizing pedestrian and bicycle improvements and maintenance functions. Promoting alternative modes will reduce the demand for auto travel.

Also supportive of transit is an ongoing effort to identify unofficial park and ride locations. These are locations where transit and carpool users park, often illegally, to use another form of transportation. The Town of Darrington would support a Park and Ride facility as there is only one un-designated park and ride facility seven miles west of town. If Darrington experiences development of these unofficial park-and-rides in the future, the town will coordinate with Community Transit and Washington State to formally identify, purchase, and designate an area appropriate for an official park-and-ride lot. As part of this process, these facilities will be improved as funds allow. Improvements may include paving, lighting, addition of bicycle facilities, and construction of walkways.

System Management

System management consists of a variety of actions that systematically identify needs within the transportation system and seek ways to meet them. System management functions for Darrington will encompass the actions indicated in Table T-6.

**TABLE T-6
TOWN OF DARRINGTON
TRANSPORTATION SYSTEM MANAGEMENT**

<i>Action Area</i>	<i>Objectives</i>
Routine Inspection and Maintenance	Preserve existing road infrastructure, and identify roadside hazards.
Annual Review of Needs and Update of TIP	React to changing needs and funding sources.
Parking and Access Restrictions	Limit impacts from recreational and oversize vehicles. React to changing needs and funding sources.

In addition to identifying needed non-routine maintenance, staff keep a record of identified road hazards. For educational purposes and to coordinate actions, Darrington makes use of the WSDOT's local jurisdiction support resources. In doing so it requests literature from the DOT's Olympia library and periodically sends staff to field presentations by the DOT. When necessary, field technicians, engineers, and planners meet with local staff. These meetings focus on route development planning and on seeking solutions to operational problems.

Transportation Improvement Program

Resulting Needs and Proposed Functional Classifications

Forecast traffic patterns are anticipated to be oriented primarily north-south. The relationship of the school district facilities south of Darrington Street, and the district's bus barn north of Seeman Street suggests a need to focus future improvements on Givens. Fullerton Street and Mountain Loop Highway are seen as strategic and important to keep maintained.

Funding

Darrington faces a need over the next six years for approximately \$3.0 million to improve local roadways to accommodate vehicle travel and to provide for safe pedestrian and bicycle travel.

Funding sources for Darrington's transportation improvements, new facilities and general maintenance vary depending on the type of improvement, facility classification, and other factors. For example, local neighborhood streets will generally be Darrington's responsibility to maintain. SR 530 is, and will probably continue to be, maintained and improved by Washington State. Since Limited amounts of state and federal funding are available for non-motorized programs the Town will seek grants to support non-motorized transportation systems.

When designated as part of a system of similar routes within the region, some town streets can be made eligible for receipt of state and federal funding. The availability of these funds to Darrington will greatly enhance the community's ability to afford the frequent maintenance and rehabilitation required by projected wear and the local

climate. One of the functions of this plan is to help Darrington compete for limited funds made available through state and federal programs.

Taxes imposed at the state level include the Motor Vehicle Fuel Tax and the Motor Vehicle Excise Tax. These taxes are intended for the improvement and maintenance of the overall state road network. Funds generated are distributed to WSDOT, cities, counties, transit agencies, ferries and local aid programs. The state also has property taxation authority.

An historical review of the town's transportation program funding is presented in Table T-7.

TABLE T-7 TOWN OF DARRINGTON SIX-YEAR TRANSPORTATION FUNDING HISTORY			
	<i>Total Amount</i>	<i>Expenditure Area</i>	
		<i>Operation/Maintenance</i>	<i>Construction</i>
2009	96,647.84	96,647.84	0.00
2010	82,260.19	82,260.19	0.00
2011	37,572.84	37,572.84	0.00
2012	834,026.16	91,644.17	742,381.99
2013	267,660.51	69,223.17	198,437.34
2014	713,524.60	39,546.97	673,977.67
Total	\$2,031,692.18	\$416,895.18	\$1,614,797.00

This funding experience averages about \$338,615.36 per year, including about \$538,265.66 spent on new construction and \$69,482.53 spent on maintenance. Table T-8 details the proposed mix of funds that would accomplish construction of Darrington's capital street improvements (not including maintenance) over the 6-year capital improvement planning period.

TABLE T-8 TOWN OF DARRINGTON STREET CAPITAL IMPROVEMENT FUNDING				
6-Year Funding	Percentage Responsibility		Dollar Amount of Responsibility	
	<i>State/Fed</i>	<i>Local Gov't.</i>	<i>State/Fed</i>	<i>Local Gov't</i>
\$4.4 million	90%	5%	\$3,960,000.00	\$220,000.00
Average Annual CIP Requirement			\$660,000.00	\$36,667.00
Needed Local Funding per Year				\$36,667.00

Darrington's share of street capital improvements, based on the 6 year TIP listed in Table T-5, as shown in Table T-8 would be about \$36,667.00 per year. The remaining \$660,000 per year required to meet funding goals would

need to come from state and federal sources, or from private- sector development. If state, federal, or private funding is unavailable, a larger amount of local funds would be necessary to complete the planned improvements.

Current funding and revenue sources are listed within the Capital Facilities chapter of the Comprehensive Plan. Under the Growth Management Act, RCW 82.02.050 - .110 and WAC 392.343.032 authorize the Town to implement traffic impact fees from new development under the voluntary agreement guidelines of RCW 82.02.020. In addition, Darrington Municipal Code 17.100.050 allows the council to require traffic impact fees as a condition of a preliminary subdivision plat approval. The Town can also consider requiring frontage and street improvements and dedications as authorized by RCW 58.17.110.

Strategy for Dealing with Funding Shortfalls

Funding shortfalls may occur. If they do, they will impede Darrington's ability to carry out its transportation plan. The town recognizes and implements the requirements of *concurrency management*, within its municipal code. Concurrency management is a transportation monitoring system which stipulates that level of service operating standards as well as utility and frontage improvements, or performance security bonds called for under the town's adopted service criteria be in place before development proposals are approved. Local governments can use Concurrency Management Systems (CMS) to monitor and maintain LOS that may result from various impacts of approved developments. In addition, a CMS can be used as a planning tool to estimate transportation facility needs and to update capital improvement plans. One or both of these circumstances may combine to present funding short falls.

Staging of developments in a manner to allow placement of needed services over time could be considered so that development does not outpace the provision of services. Demand management may also be used to reduce the need for new facilities.

A less desirable alternative is reconsideration of the adopted service levels so that the LOS can be obtained by the level of funding available. Another option is the revision of Darrington's land use plan to avoid development that cannot be supported. Both of the last two actions would only be sought where the first two strategies did not resolve the funding shortfall. Since the last two actions would require time to accomplish, it might be necessary under certain circumstances to impose moratoria on development in the affected area(s) if adopted LOS cannot be sustained.

Plan Administration

It has been said that a plan is only as good as the efforts used to implement it. Darrington recognizes that its development review process (coupled with the previously mentioned monitoring program - see *System Management* in the preceding Transportation Demand Management section) will be key to executing this plan.

Darrington will subscribe to a policy requiring that a transportation-impact analysis be required of new developments under the following circumstances:

- Residential developments of five or more units.
- Non-residential development of more than 3,500 square feet building area.
- Any use anticipated to generate more than 50 vehicle trips per day.

A traffic impact analysis (TIA) prepared by a registered traffic engineer would develop trip forecasts, compare

before and after conditions against adopted service criteria, elaborate alternative treatment strategies such as demand management that are consistent with this plan, report requirements of other jurisdictions (on state and county facilities), and prepare cost estimates.

For development actions not meeting the above criteria, Darrington, through its regular maintenance and improvement program, will provide facilities and services. Annual review and update of the Transportation Improvements Program (TIP) will allow reaction to changing conditions and needs.

Goals and Policies

This section defines the goals, policies and strategies determined by the Town of Darrington to be important to the management and implementation of the Transportation Element of this plan.

Goal T-1 Establish and maintain a transportation system that provides safe and efficient movement of people and goods while preserving the rural character of the town.

Policy T-1A Ensure adequate and safe access to property via a system of interconnected public roads, parking, pedestrian, and bicycle facilities, all of which meet American Disabilities Act standards where appropriate. Streets with sidewalks that do not have curbs have become de facto parking for local residents and this forces pedestrian traffic into the street. Where appropriate this should be corrected with signage, paint delineators, or new curbed sidewalks.

Policy T-1B Apply adopted level of service (LOS) standards in the maintenance and expansion of the local transportation network, and periodically review transportation forecasts and levels of service.

Policy T-1C Support Washington State and Snohomish County in managing safety and access to transportation facilities under their jurisdiction; encouraging maintenance and improvements to accommodate the travel needs of local residents as well as travelers to and through the area.

Policy T-1D Discourage land development not supported by the Comprehensive Plan that would unduly tax the transportation system such that service levels would operate below the adopted LOS.

Policy T-1E Develop and construct transportation facilities using sound engineering and environmental practices, while incorporating the concerns and comments of interested parties, coordinating with surrounding jurisdictions, and complying with applicable laws.

Policy T-1F Provide a recognized system of routes for trucks, buses, and recreational vehicles to provide access to major commercial, industrial, and recreation land uses and restricting use of facilities not designed for these vehicles. Seek to prevent "cut-through" traffic on local access streets, by providing adequate traffic capacity on collectors and arterials, and while maintaining connectivity of the transportation system.

Policy T-1G Access onto arterial streets shall be controlled to protect the function and traffic carrying capacity of Darrington's arterial roads.

Policy T-1H Coordinate with the State DOT in review of development requests adjacent to or impacting state facilities.

Policy T-1I The town shall adopt Snohomish County street standards until such time that town-specific standards are developed.

Goal T-2 Preserve and enhance the character of the town through street improvements, application of street standards, and the use of sidewalks, trees, benches and other amenities that promote a sense of community. Sidewalks should be upgraded to ADA standards and have curbs where possible to deter street parking for cars.

Policy T-2A Seek to acquire funding to bring existing streets up to town standards for new streets.

Policy T-2B Develop and sustain a road maintenance program to prevent the deterioration of public streets.

Policy T-2C Require property owners to maintain the appearance of the public right-of-way adjacent to their property.

Policy T-2D Encourage street improvement projects that enhance the safety and beauty of the streets within the town.

Policy T-2E Encourage street standards that require new streets, and streets that are substantially improved, to include landscaping strips and street trees at the time of development.

Policy T-2F Consistent with the Land Use element and the town's economic development efforts, seek funding to develop a plan for identified commercial revitalization areas that provides for amenities such as street lights, wide sidewalks, green space, public art, street furniture, banners, etc., in order to reinforce and capitalize on the small town character of Darrington.

Policy T-2G Encourage new short plats and subdivisions to be designed with traditional small town character by utilizing short block lengths, alley-ways, and by avoiding the use of cul-de-sacs.

Policy T-2H Allow for modern, efficient street lighting installation and upgrades while maintaining safety standards and meeting new guidelines for minimizing excess and wasteful lighting. Recognize the aesthetic value of a dark sky while providing light fixtures that enhance the small town character.

Goal T-3 Support county, regional, state, and national efforts to effectively manage the balance between transportation, land use, the environment, energy restraints, and our quality of life.

Demand Management

Policy T-3A Promote the use of alternative modes of travel through, but not limited to, improved ridesharing and carpooling opportunities and the expansion of transit service.

Policy T-3B Provide non-motorized facilities, such as sidewalks, trail connections, bike paths, and equestrian trails where economically feasible.

Policy T-3C All new roadways shall be designed and constructed to provide sidewalks on both sides, except those serving four or fewer residences.

Policy T-3D Existing streets should be redeveloped to include sidewalks when new development or substantial redevelopment occurs, provided that sidewalks may not be required of individual residences if the sidewalk would not connect to other sidewalks or pedestrian pathways.

Policy T-3E Consider the impact of new facilities in reducing the need for single-occupant vehicle trips.

Policy T-3F Foster the maintenance and expansion of integrated air and ground delivery facilities in the area.

Systems Management

Policy T-3G Darrington streets shall be classified according to adopted street standards that are consistent with federal, state, and regional guidelines.

Policy T-3H The Town of Darrington shall apply appropriate standards for street development that recognize the functional hierarchy of streets and the small town character of the community.

Policy T-3I Annually prepare an update to the Darrington Transportation Improvement Program (TIP) as part of the Capital Improvement Programming process, including reviewing current needs and funding sources.

Policy T-3J Monitor the condition of the local transportation system and prioritize improvements relative to adopted level of service (LOS) standards.

Policy T-3K Preserve and acquire rights-of-way required to accomplish the Comprehensive Plan whether through development conditions, donations, purchases or easements.

Policy T-3L Secure adequate funding for transportation improvements using a combination of local, state, and federal funds.

Policy T-3M Work with Washington State officials to achieve any needed modifications in state highway access management classifications to achieve a balance between safety, accessibility and movement functions.

Concurrency Management

Policy T-3N Ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development, including concurrency requirements of other jurisdictions.

Policy T-3O Coordinate planning, construction, and operation of transportation facilities and projects with other governmental agencies.

Goal T-4 Support use of the Darrington Airport consistent with this Comprehensive Plan to facilitate commercial and tourist activity.

Policy T-4A Encourage compatible commercial and light industrial uses near the airport that benefit from the airport's operation.

Policy T-4B Regulate uses near the airport to prevent incompatible uses or structures.

Policy T-4C Promote walking and biking from the airport to restaurants and business district.

Goal T-5 Develop a functional, safe and convenient system of pedestrian, bicycle and equestrian pathways and facilities throughout the town that support walking to schools, parks, and commercial services; provide trail connections; and reduce vehicle trips. Facilitate and encourage expansion of regional pedestrian, bicycle and equestrian pathways such as the Whitehorse Trail and possible connections to Skagit County and Whitehorse Community Park and facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Policy T-5A Work to develop a system of interconnected walkways, bicycle ways and equestrian trails that provide safe passage between neighborhoods, schools, public facilities, commercial and recreational areas. This should also connect with and encourage development of regional systems such as the Whitehorse Trail, connections to Skagit County, and new recreational facilities such as Whitehorse Community Park, and proposed mountain bike trail on North Mountain. These facilities and corridors should address and encourage enhanced community access and promote healthy lifestyles.

Policy T-5B Sidewalks should meet the minimum width standards, except in those areas, such as the main commercial core streets where wider sidewalk widths may be desirable.

Policy T-5C Sidewalks should be designed and constructed to allow for disabled access in compliance with Federal law.

Policy T-5D Require new developments to provide pedestrian and non-motorized connections to adjacent developments so as to establish a comprehensive pedestrian and non-motorized trail network that allows access throughout the town.

Policy T-5E The town shall develop a plan for construction of sidewalks or 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.

Policy T-5F The town shall encourage the location of bicycle racks at appropriate destination points, such as Town Hall, commercial establishments, parks, schools, and employment centers. Horse tie-up facilities should be located at the end of equestrian trails.

Policy T-5G Arterials and collectors should be designed with sufficient shoulders to allow for safe bicycle use.

Goal T-6 Provide transportation facilities and services in a manner that protects and enhances the environment.

Policy T-6A New transportation facilities shall be designed to minimize impacts on environmentally sensitive areas, including natural drainage patterns. The town should avoid locating new transportation facilities in, or adjacent to, environmentally sensitive areas and environmentally sensitive designs should be encouraged.

Policy T-6B Use and require the use of Best Management Practices to minimize the impact of work within the right-of-way and environmentally sensitive areas.

Policy T-6C The Town will encourage use of permeable pavement and sidewalk services if proposed by the developer and also encourage low impact development where feasible.

Goal T-7 Ensure, through proper planning and implementation, that appropriate transportation facilities are provided and maintained consistent with the Land Use Element.

Policy T-7A Develop 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.

Policy T-7B The town shall not issue development permits when projects require transportation improvements that exceed the town's ability to provide them in accordance with the acceptable level of service (LOS) standards. Developers may provide needed improvements in transportation facilities and/or services that may be financed individually through developer contributions or jointly through local improvement districts (LIDs). Developers may propose other strategies to mitigate impacts of their projects so long as these strategies are consistent with the town's goals and policies.

Policy T-7C Require developers to construct new streets directly serving new development, and pay a fair-share cost for specific off-site improvements needed to mitigate development impacts. The town shall also explore ways that developers can encourage pedestrian activity, bicycle commuting, the use of public transit, and other alternatives to reduce single occupant vehicle travel.

Policy T-7D Maintain an impact fee system for assessing and mitigating the impact of new development upon the town's transportation system.

Policy T-7E Adopt a concurrency exemption for the development of critical public facilities, such as schools, libraries, emergency services, and municipal facilities. Such exemptions do not relieve the developments from required transportation fees and improvements.

Policy T-7F Improvements to Darrington'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.

Goal T-8 Provide sufficient parking facilities and controls that complement the road system, serve the needs of Darrington residents and commercial areas, and are compatible with Darrington's small town character.

Policy T-8A Review adequacy of off street parking for all land uses.

Policy T-8B Maintain guidelines for setting parking requirements for all land uses as part of the development review process.

Policy T-8C Provide and require an adequate number of handicapped parking spaces at public facilities and commercial and multifamily uses.

Policy T-8D Encourage parking to be located on side and rear portions of sites and limit the overall width of parking areas to preserve Darrington's small town character.

Policy T-8E Provide or require directional signage to visitor parking areas, as well as community destinations and public buildings.

Policy T-8F Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial areas. This could include space for ridesharing and carpools.

Policy T-8G Investigate and seek possible Electric Car Charging facilities for public parking.

Goal T-9 In 2010, the US DOT issued a United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. This directive identifies bicyclists and pedestrians as integral elements of the transportation system. In addition, USDOT policies state communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks.

Policy T-9A Considering walking and bicycling as equals with other transportation modes, Ensuring that there are transportation choices for people of all ages and abilities, especially children, Going beyond minimum design standards, Removing snow from sidewalks and shared-use paths, Improving nonmotorized facilities during maintenance projects.

Goal T-10 Facilitate and encourage public transportation, rideshares, and carpools.

Policy T-10A Collaborate with Community Transit and other regional public transportation entities to improve service to and from Darrington and surrounding communities. This could include carpools and rideshares.

Town of Darrington

Figure T-2

EXISTING STREET STRUCTURAL DESIGN

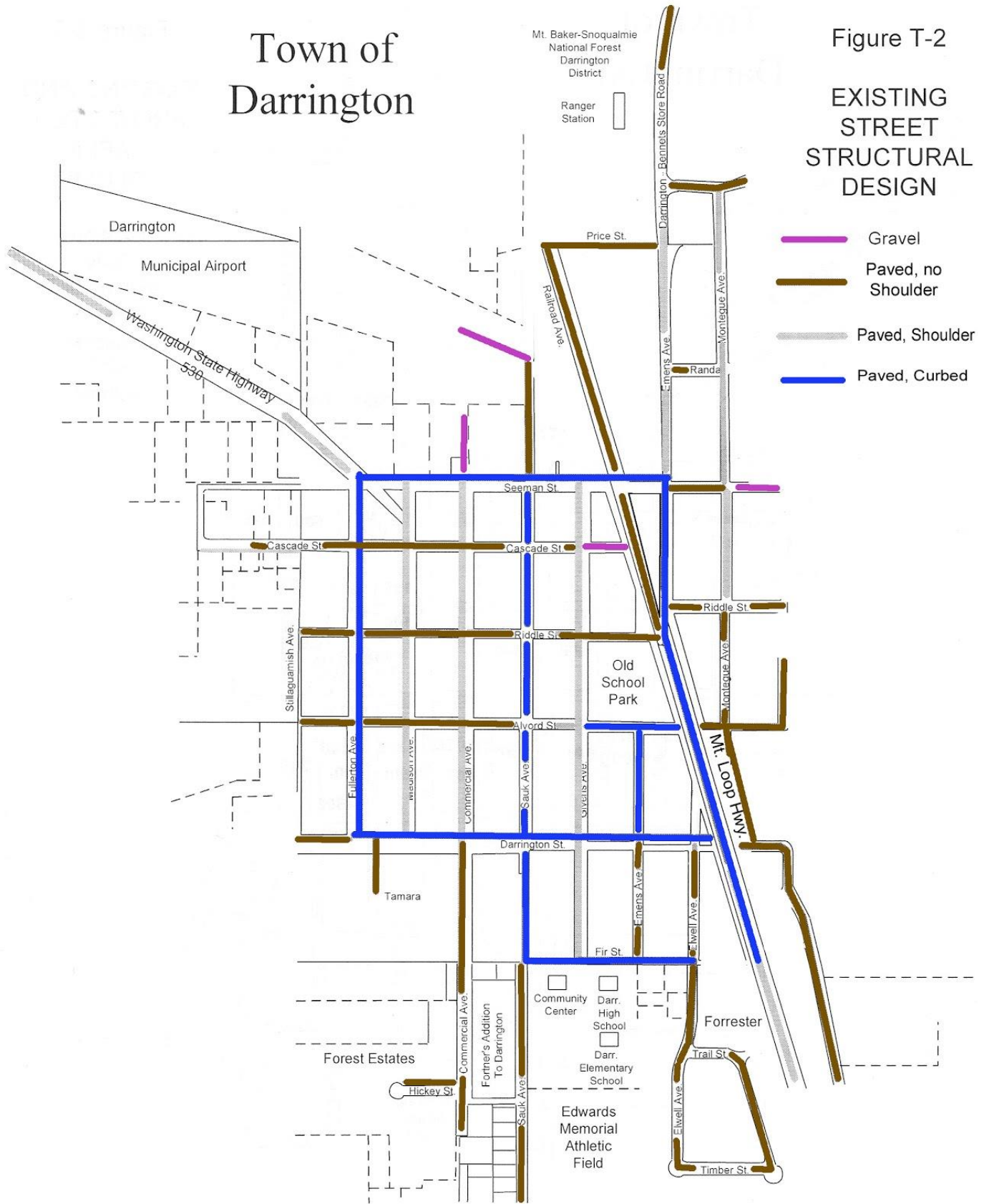
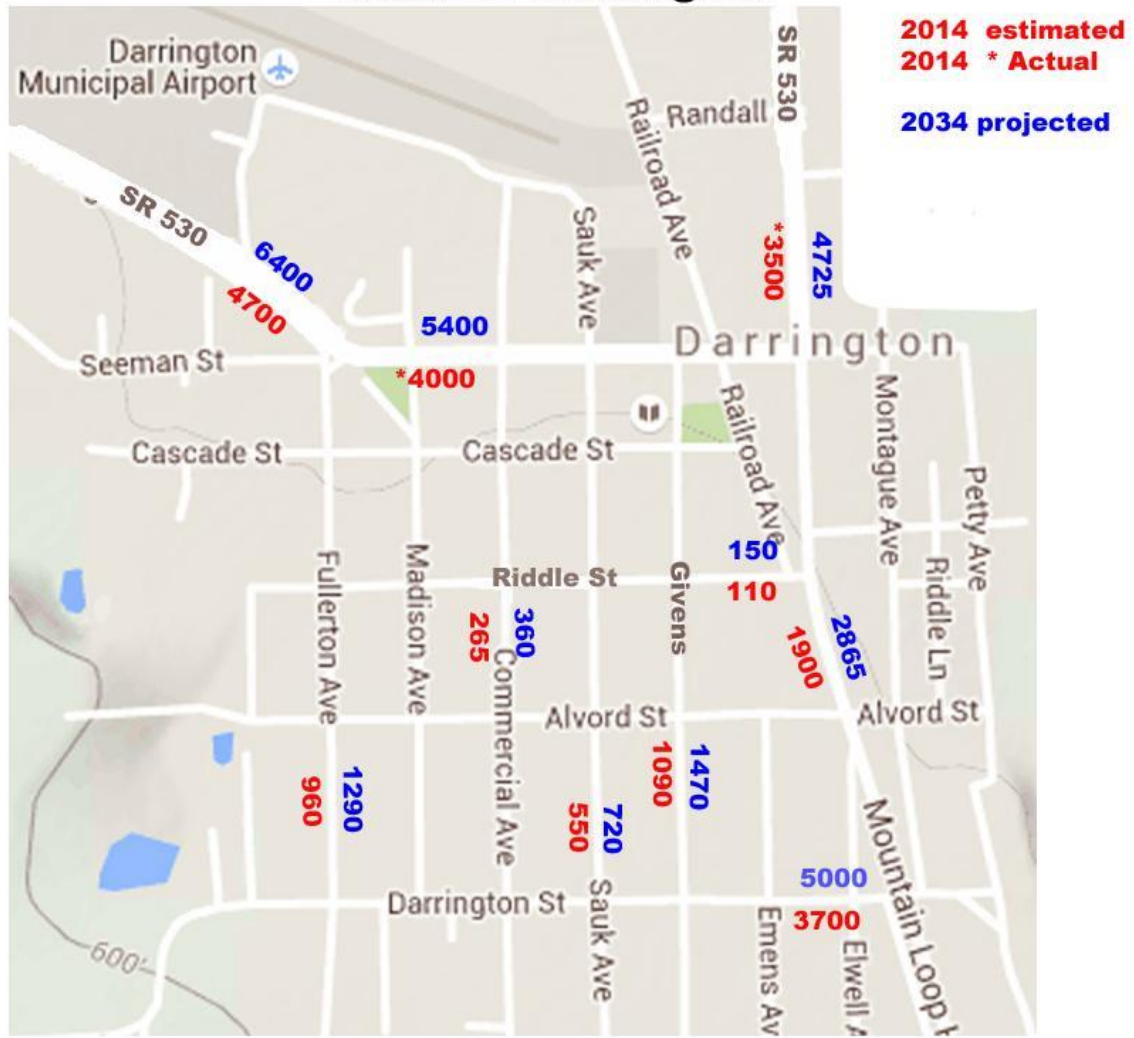
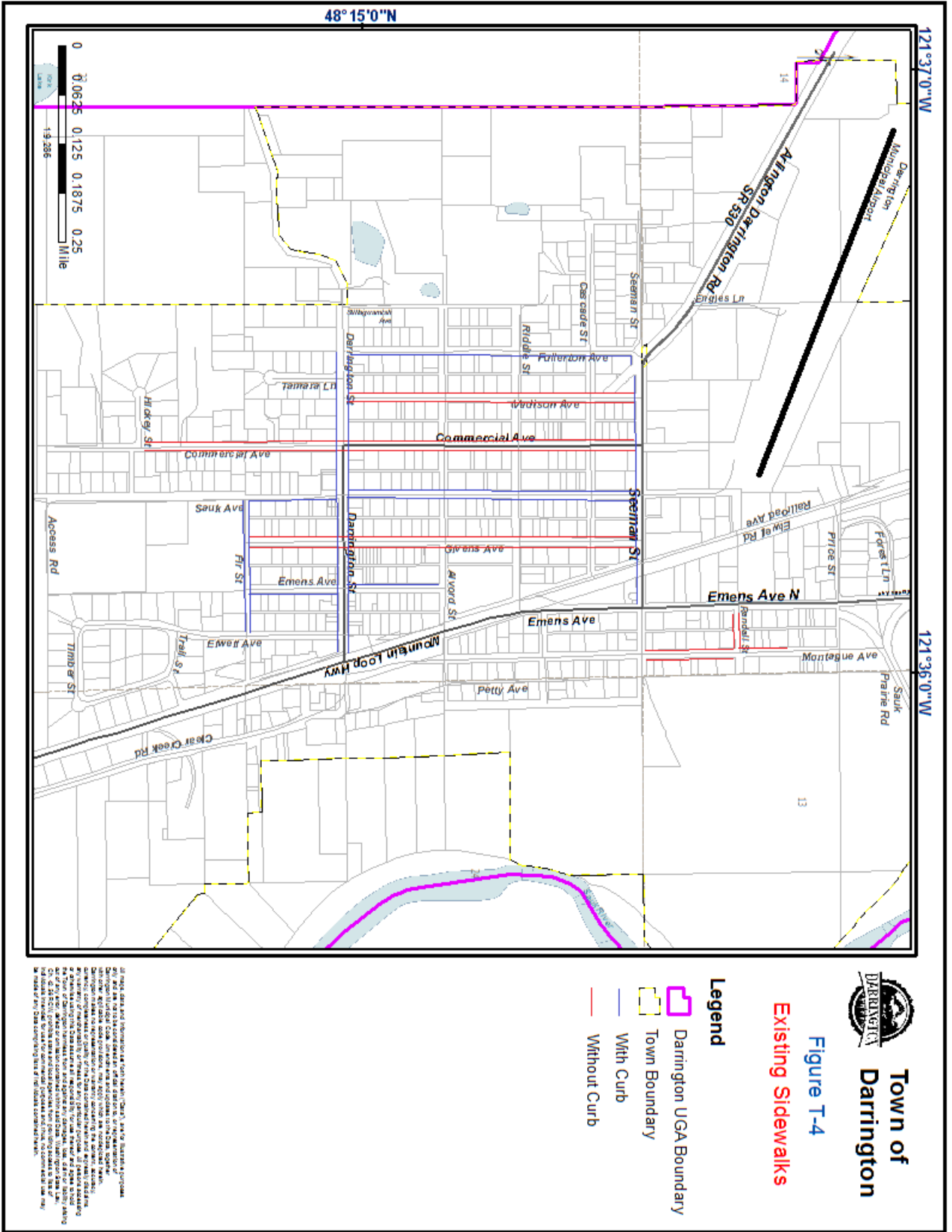


Figure T-3 Town of Darrington





All map data and information are from various sources, such as aerial photography, GIS data, and other information. The Town of Darrington is not responsible for any errors or omissions in this map. The Town of Darrington is not responsible for any errors or omissions in this map. The Town of Darrington is not responsible for any errors or omissions in this map.

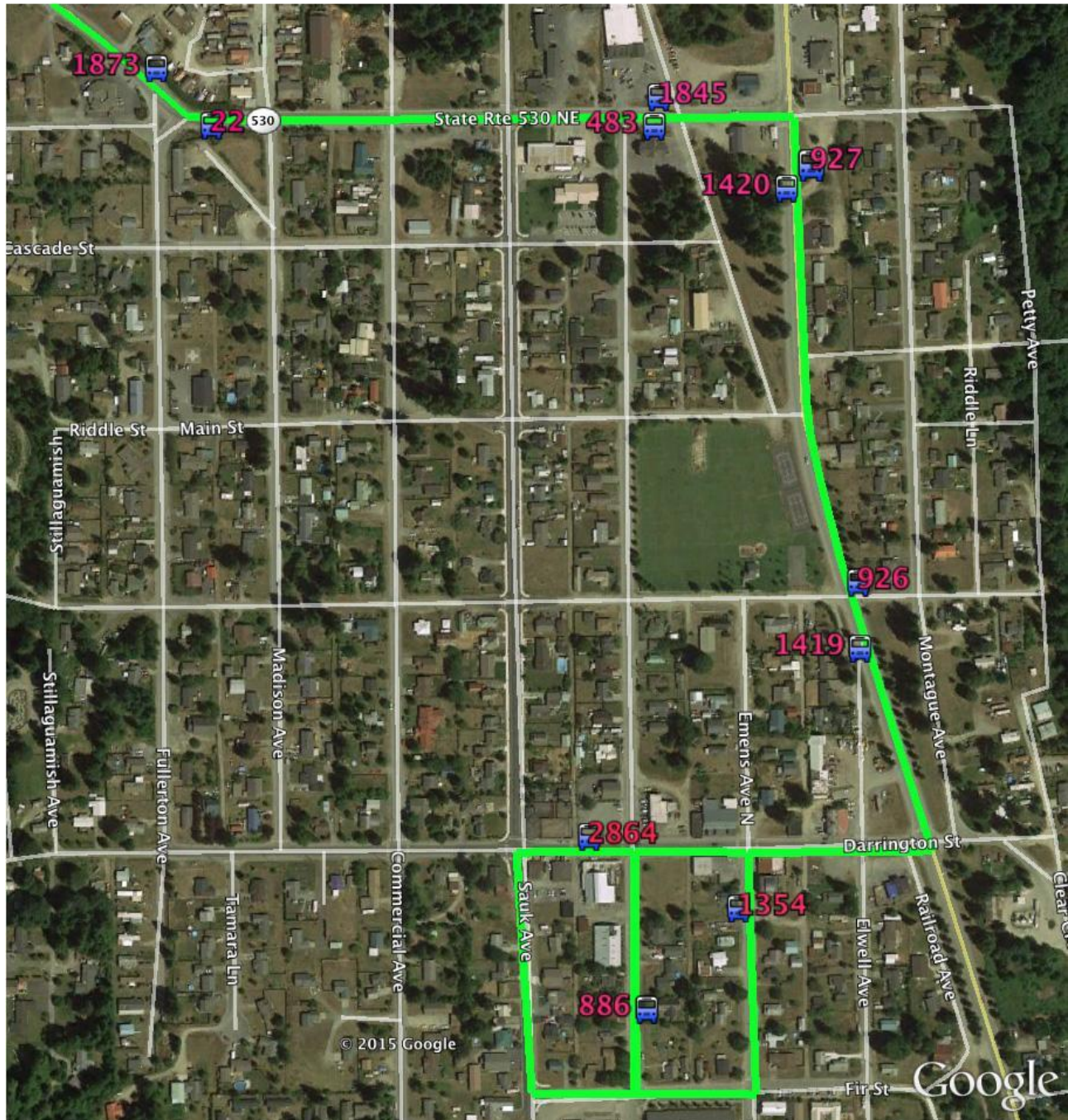


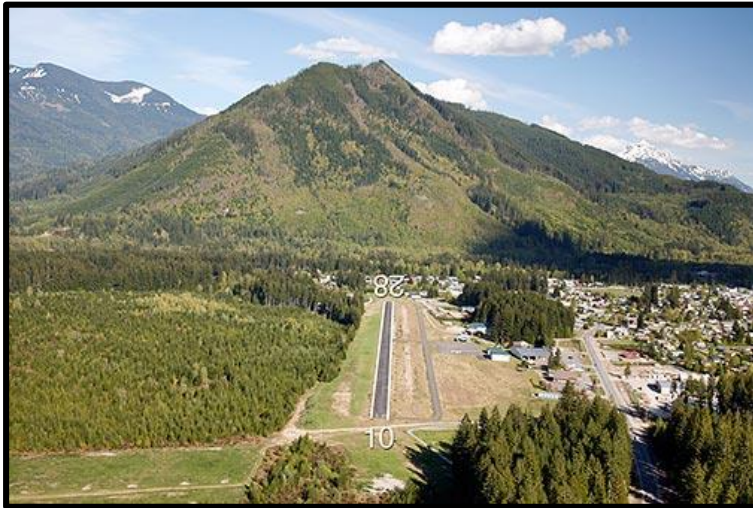
Town of Darrington

Figure T-4
Existing Sidewalks

- Legend**
- ▭ Darrington UGA Boundary
 - - - Town Boundary
 - With Curb
 - Without Curb

**Figure T -5 Community Transit
Route 230 Stops in Darrington
One Morning and One Afternoon
Visit, M-Fr.**





Capital Facilities

Capital Facilities

This section describes existing capital facilities in the Town of Darrington and helps determine the adequacy of these facilities over the planning period. Population and land use projections included in the Land Use Section of this plan will place demands on town-provided facilities. It is necessary to know whether expected revenue will be sufficient to pay for these facilities. If the costs of new facilities exceed expected revenues, the town must either a) reduce its level of service standards, b) reduce its costs, c) increase its revenue, or d) modify the comprehensive plan land use element to balance development with affordable capital facilities.

An important aspect of capital facilities planning under the Growth Management Act is that which requires "concurrency." Concurrency means that sufficient public facility capacity must be available concurrent with proposed development so that level of service standards are not reduced below levels established by the Town of Darrington. In other words, if the town decides to sponsor or allow infill development or proceed with boundary growth, it must have a viable plan for paying for capital facilities that will be necessitated.

This section contains:

1. An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities.
2. A forecast of future capital facility needs including their locations and capacities.
3. Proposed locations and capacities of expanded or new capital facilities.

A capital facility can be defined as a structure or equipment that costs \$10,000 or more and has a useful life of ten years or more. Capital facilities investments include major overhaul or maintenance on capital assets; construction of new buildings, streets, and other facilities; acquisition of land for public use; and purchase of special purpose vehicles and heavy equipment.

The Growth Management Act requires that this capital facilities element address all public facilities except transportation facilities which are to be addressed in the transportation element. However, a discussion of funding sources available to Darrington for roads, bridges, and mass transit is included in the funding sources section of this element.

Town Facilities and Services

Introduction

This section considers the inventory characteristics, level of service standards, and future needs identified for the following public facilities:

- Town Hall, City Offices, and Community Library
- The Town Shop & Storage facilities
- Old Town Hall
- Darrington Community Center
- Fire Department Services
- Police Department
- Schools

Also considered are

- Water Supply, Storage, and Distribution
- Parks and Recreation Facilities
 - Old School Park
 - Evans Conservation Easement
 - Faucett Conservation Easement (Seattle City Light Property)

Inventory

Town Hall, City, Offices and Community Library

Darrington has one building used for town administration. It is located at 1005 Cascade Street. This building contains the Mayor's office, the Town Council chambers, and the town clerk and treasurer's office. Various administrative services are provided here including utilities payments, vehicle licensing, property development permits, and distribution of government documents.

This structure is in good condition, as are the grounds surrounding it. This building rests on a site that could accommodate expansion. The building itself was designed so that it could be extended to both the east and west.

The Darrington library is collocated with the town office at 1005 Cascade Street. The library is a member of the SNO-ISLE library system. Library facility costs are paid for by Sno-Isle Library system. Staff salaries and materials costs are also paid for by SNO-ISLE. The building is owned by the town.

The Town Shop

Darrington's maintenance facility is located at 915 Railroad Avenue. It is approximately 3420 square feet in size. The building contains 1440 sq. feet of heated space with four open bays making up the rest of the building.

- *Cemetery Storage* Located 1324 SR 530, the building is a metal pole building built in 1980 with 960 SF.
- *Punkin Town Storage* Located at 26504 469th Ave. NE, the building is a metal pole building built in 1981 with 1620 SF.

Old Town Hall

Old Town Hall is located at 660 Emens Avenue. It is leased to a private business with an option to buy. If this property is not purchased, the town has the intention to continue a lease plan. The current tenant has upgraded the roof, plumbing and electrical system.

Darrington Community Center

The Darrington Community Center, located at 570 Sauk Ave, is currently leased by the Darrington School district and serves as a public gathering place and as a gymnasium for the school district. This structure was renovated periodically since 1990 with a new addition to the dining room, a new gym floor, appliances, plumbing updates to name a few. Most recently the roof has been replaced and energy efficient lighting installed. The building will need safety improvements and updates to the interior, exterior and parking lot as well.

Fire Department Services

The Darrington Fire District fire hall is located 1115 Seeman and was constructed in 1986. It houses fire, police, and emergency medical services and is the fire district headquarters. The fire district provides fire, rescue, and emergency medical services to the town and to unincorporated portions of the fire district, including portions of rural Snohomish County, rural Skagit County, and Sauk-Suiattle Tribal lands.

Fire district administrative staff consists of a part time chief, approximately 20 volunteers, and a part time district secretary. Maintenance and operational costs for the fire department are paid by the town and the fire district. The Fire District has been annexed into the County Fire District 24. The Fire District may need to upgrade to a paid staff in order to keep up with increasing need.

Fire District equipment consists of two engines, one tender, one rescue, two inflatable rafts, one cert trailer and one hovercraft. All of which are stored at the fire hall located at 1115 Seeman St.

Police Department

The town contracts with the Snohomish County Sheriff to provide law enforcement services within the town. The Sheriff also responds to emergency (911) calls to the unincorporated area when officers are available. The County will render services at the same level degree and type as customarily provided by the County in the unincorporated areas of Snohomish County surrounding the geographical boundaries of the Town. The County will provide Patrols services as the first response for the enforcement of state law as well as municipal criminal and traffic codes adopted by the Town. The County also provide Investigative Services, Special Services, Support Services, required data entry into the Records Management System (RMS), and maintain evidence and property as a result of investigations occurring within the Town.

Schools

- *Darrington High School* - Located at 1085 Fir St. In 2000 the school added an auditorium, expanded classrooms, and a new heating system. In 2015 the district replaced $\frac{2}{3}$ of structure with a new metal roof.
- *Darrington Elementary/Middle School* - Located at 1075 Fir St. and built in 1990. Structure is in good condition.

Existing capital facilities are shown on Figure CF-1.

Level of Service Standards

Town Hall, City Offices, and Community Library

Town staff has been queried about the adequacy of the Town Hall to meet current and projected needs. The staff feels that the administrative office space and council chambers are adequate to meet needs through at least half of the planning period.

The Town Shop & Storage

A new shop was built in 2005 and is approximately 3420 sq. ft. and should meet the needs of the town through the planning period.

- *Cemetery Storage* Adequate throughout planning period
- *Punkin Town Storage* Adequate throughout planning period

Old Town Hall

This structure is leased to a private entity.

Darrington Community Center

The structure meets the needs of the town at its present size.

Fire Department Services

The Darrington fire station is considered adequate to serve the current needs of the community, but will require major renovation, remodeling, or replacement at some point in the future.

Police Department

Police facilities are considered adequate throughout the planning period.

Schools

If Darrington continues to grow with an older population then the High, Middle and Elementary schools are adequate through the planning period. If younger families with children increase then the Elementary/Middle school may need to be expanded.

Future Needs

Snohomish County Tomorrow has allocated a 2035 population of 2,161 for Darrington and its UGA, and Snohomish County indicates that the entire Darrington UGA has a total population capacity of about 2,375. In order to meet its 2035 forecasted population and housing unit targets, the housing inventory in Darrington is predicted to increase by 266 Housing Units and the average residential generated vehicle trips is projected to increase by 33 percent. The Town has made a commitment to meet the infrastructure needs of its citizens into the year 2035.

Town Hall, City Offices, and Community Library

In the query of town staff about the adequacy of the Town Hall to meet projected needs, the staff indicated that the space required for administrative offices will be satisfactory through at least half of the planning period. However, it may eventually be necessary to expand the council's chambers to provide seating for a larger audience resulting from increased population.

Presently the library meets the expected need. If population growth is too large it will need to expand.

The Town Shop & Storage

The town shop may need security systems installed.

- *Punkin Town Storage*- adequate for this planning period.
- *Cemetery Storage*- adequate for this planning period.

Old Town Hall

If the town operates this building as a public facility, it will need to meet ADA standards and have mechanical improvements.

Darrington Community Center

The Darrington Community Center is in need of safety, energy and mechanical improvements with the dining hall area in need of a new roof. In addition, some community members have expressed interest in fundraising for an expansion of the facility to include a wrestling room.

Fire Department Services

Snohomish County Fire Protection District 24, also known as Darrington Fire District 24 provides fire, rescue, and emergency medical services to the fire district which includes rural areas of Snohomish and Skagit county, Sauk-Suiattle Tribal lands, and the Town of Darrington.

The fire district has apparatus stored at two fire stations. Station 38 is located on Swede Heaven road and houses 2 engines, 1 tender, 1 rescue, and 2 aid cars. This station will be remodeled soon to accommodate additional apparatus and services.

The fire district is governed by a 5 member board of fire commissioners. There is an administrative staff of a part time fire chief and a part time district secretary. We have approximately 20 volunteer firefighters.

Station 39 is housed in the public safety building at 1115 Seeman St which was built in 1986 and is the fire district headquarter. The building will require major renovation, remodeling, or replacement in the near future. It currently provides office space for the Sheriff's Office contract deputy. In the near future, the district will require facilities to accommodate paid staff with sleeping quarters and additional living space. The apparatus fleet is also aged and will require replacement. There are two engines, 1 tender 1 rescue, 2 aid cars, 2 inflatable rafts, 1 Cert trailer, and 1 hovercraft stored there.

Police Department

Police facilities are considered to be adequate throughout the planning period.

Schools

- *Darrington High School* - Heating system will need to be upgraded as it is outdated and approaching the end of its life span.
- *Elementary/Middle School* - If the school population increases in the future expansion of the school will be needed to house both Elementary and Middle school students in one building. The heating system, control system, and roof will need to be replaced as they are at the end of their lifespans.

**TABLE CF-1
TOWN OF DARRINGTON
TOWN STRUCTURES**

<i>Facility Name</i>	<i>Location</i>	<i>Estimated size</i>	<i>Facility Use</i>	<i>Annual Maintenance or Total Replacement Cost</i>
Town Hall	1005 Cascade St.	2300 SF	Administration	TBD - Replacement
Library	1005 Cascade St.	1500 SF	Public Library	TBD - Maintenance
Fire Station/EMS	1105 Cascade St.	7500 SF	Emergency Fire/EMS Services	TBD- Maintenance
The Town Shop	915 Railroad	3420 SF	Maintenance	TBD - Maintenance
Old Town Hall	660 Emens	2000 SF	Various uses	TBD - Maintenance
Community Center	570 Sauk Ave.	13,751 SF	School Gymnasium Community Functions	TBD - Maintenance
Old School Park Gazebo & Restrooms	1070 Alvord	1000 SF	Public Facilities	TBD - Maintenance
Punkin Town Storage	26504 469th Ave. NE	1620 SF	Storage	TBD - Maintenance
Punkin Town Water Tank	26504 469th Ave. NE	250,000 gallon water tank	Water Storage	TBD - Maintenance
West Tank	West of town	250,000 gallon water tank	Water storage	TBD - Maintenance
Cemetery Storage	1324 SR 530	960 SF	Storage	TBD - Maintenance
Airport Gazebo and Kiosk	1224 Airport Way	1500 SF	Public covered space	TBD - Maintenance
Yellow house*	1075 Railroad Ave	1248 SF	Airport Safety	N/A
Garage*	1075 Railroad Ave	720 SF	Airport Safety	N/A
Shop at airport*	1190 Sauk	2000 SF	Airport Safety	N/A

**These buildings will be removed or demolished.*

The Town of Darrington intends to calculate estimated costs of future Capital Facility Project and maintenance needs by 2017 and will amend Table CF-1 at that time.

TABLE CF-2
TOWN OF DARRINGTON
TOWN EQUIPMENT

<u><i>Equipment</i></u>	<u><i>Location</i></u>	<u><i>Cost</i></u>	<u><i>Annual Maintenance or Total Replacement Cost</i></u>
<u>Propane Generator</u>	<u>400 Sauk Ave Well house</u>	<u>\$100,000.00</u>	<u>TBD - Maintenance</u>
<u>Simplicity Pacer Mower</u>	<u>Railroad Ave Shop</u>	<u>\$20,000</u>	<u>TBD - Maintenance</u>
<u>John Deere 970 Tractor</u>	<u>Railroad Ave Shop</u>	<u>\$20,000</u>	<u>TBD - Maintenance</u>
<u>John Deere 310D Backhoe</u>	<u>Railroad Ave Shop</u>	<u>\$70,000</u>	<u>TBD - Maintenance</u>

The Town of Darrington intends to calculate estimated costs of future Capital Facility Project and maintenance needs by 2017 and will amend Table CF-2 at that time.

Water Supply, Storage, and Distribution

Water Supply

Darrington's water system provides water to the incorporated area residents and some unincorporated residents immediately outside the town limits. The water system includes two wells with a combined capacity of 550 gallons per minute at 65 pounds of pressure. Both wells are located in the south part of the community. The level of service for the unincorporated growth area may need to increase from 75 to approximately 400 people in the next 25 years. Darrington will update its Water Plan within the next two years and will amend this portion of the Capital Facilities element of the Comprehensive Plan as needed via the Town's annual amendment process.

There are currently about 534 service connections to Darrington's water system. Of these, 494 are estimated to be residential connections. Dividing the current population of 1,420 by the 494 water service connections gives an average of 2.9 persons per residential connection.

The level of service (LOS) for water services in Darrington can be established by using the Washington State Department of Health standard of 800 gallons per day per residential hookup or equivalent per day. Table CF-3 shows the amount of water that will be needed over the next 20 years in relation to the capacity of the system, based upon the projected population.

**TABLE CF-3
TOWN OF DARRINGTON
WATER SUPPLY REQUIREMENTS
(PER APPROVED WATER PLAN)**

<i>Time Period</i>	<i>Population</i>	<i># of Service Connections</i>	<i>Supply Required (wd)</i>	<i>Supply Available (gpd)</i>	<i>Net Reserve (wd)</i>
2003 - 2008	2000	740	425,000	800,000	375,000
2009 - 2017	2645	979	486,000	800,000	314,000

Water Storage

The purpose of water storage is to (1) maintain a satisfactory level of service as demands vary; (2) ensure continued service during time periods when the normal water supply is unavailable; and (3) ensure that adequate fire flow capacity is available. These standards are established by the Washington Department of Health Water Storage Requirements. Darrington currently has an ability to store 500,000 gallons of water. Two storage tanks each 250,000 gallons are located outside the town boundaries, one to the west and the other to the south. The town is currently paying for the newer tank west of town.

The level of service for the amount of water that Darrington is required to store is based on the town's approved Water Plan (see Table 5.4 of the Water Plan). The amount of storage required to accommodate future growth is estimated in the Darrington Water Plan to be 465,000 to 588,000 gallons. The Town will be updating the water plan in the next two years and subsequently amend the Comprehensive Plan.

**TABLE CF-4
TOWN OF DARRINGTON
WATER STORAGE REQUIREMENTS
(PER APPROVED WATER PLAN)**

<i>Time Period</i>	<i>Population</i>	<i># of Service Connections</i>	<i>Storage Required (gallons)</i>	<i>Storage Available (gallons)</i>	<i>Net Deficiency (rmd)</i>	<i>Net Cost</i>
2003- 2008	2000	740	465,000	490,000	-	-
2009- 2017	2645	979	588,000	490,000	98,000	\$300,000

Water Distribution

Water distribution lines are available throughout the Town of Darrington and to some unincorporated areas. This system is shown in Figure CF-2.

Other Public Facilities and Services

Schools

The Darrington School District administrative offices, grade school, middle school, high school, and playing fields are located within the incorporated town limits. Funding for the School District is provided by property taxes, levies, and bonds. Costs are apportioned equally to residents within the School District boundary.

Emergency Medical Services

Emergency medical personnel are volunteers. The fire district operates the EMS and ambulance.

Airport

Darrington Municipal Airport is located northwest of the town center and within the town limits. The south boundary of the airport is adjacent to SR 530. In the late 1990's, extensive planning and construction occurred at the airport. For several years this facility was unlighted and had a dirt runway. Through the efforts of the town and Washington State Aviation, Darrington Municipal Airport has been paved and lighted. The airport has a full-length taxiway, which is somewhat unusual for a facility of its size. In the summer of 1997, a parking apron was paved on the south side of the airport. This area is used to accommodate visiting aircraft. A covered information sign kiosk was built just east of the parking area the same year. The south west portion of airport property has been designated for light industrial and commercial development. The airport development plan designates the central and eastern portions of the airport property as reserved for aviation-related uses. In 2009 twelve acres were purchased on the west end of the airport. Trees have been removed along the extended centerline of the runway to the west making aircraft approaches and departures from and to that area much safer. In 2011 a ten thousand sq. ft. lot was purchased on the east end of the airport and in 2013 another twenty four thousand sq. ft. lot was purchased on the southeast end to meet state aviation safety standards.

Darrington Community Resources are summarized in Table CF-5.

TABLE CF-5 TOWN OF DARRINGTON COMMUNITY RESOURCES		
<i>Facility Name</i>	<i>Location</i>	<i>Type of Facility</i>
<i>Schools</i>	1075 Fir Street	Elementary/Middle/High Schools
<i>Darrington Municipal Airport</i>	1224 Airport Way	Public airport and related commercial and light industrial property
<i>Emergency Medical Services</i>	1115 Seeman Street	Space at fire hall

Postal Facility

The U.S. Postal Service operates one facility in Darrington. This facility is projected to meet the needs of the community for the next several years.

Darrington Ranger District Headquarters

The Darrington Ranger District headquarters is located within the town limits. Adequacy of this facility to meet the needs of the public is the responsibility of the U.S. Forest Service.

Essential Public Facilities

GMA defines essential public facilities as facilities that are typically difficult to site because they are locally unpopular. However, essential public facilities are "essential" and must be located where they can support the needs of the region. Essential public facilities include airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities, including substance abuse facilities, mental health facilities and group homes.

Future Funding Needs

Darrington's funding needs are discussed by major category in this section.

Office Space, Town Shop and Old Town Hall

Darrington considers its office space satisfactory through at least half of the planning period. When population is such that enlargement of office space is necessary the town plans to enlarge existing facilities. Should enlargement become necessary it would most likely result in expansion of the town council's meeting room.

The Old Town Hall's future is closely tied to the future of the commercial area along Darrington Avenue which will be a primary focus of an upcoming economic development effort. Once a long-range plan is established for Old Town Hall a funding program will be established.

Funding Sources

This section discusses the revenue sources available to the Town of Darrington for capital facilities.

Multi-Use Revenue Sources

Property Tax

Property tax levies are used by local governments for operating and maintenance costs. They are not often used for capital improvements. Property taxes throughout Snohomish County are collected at two percentage levels. These are the regular level and a discounted level that is available to citizens over the age of 61 as of January 1 of the year that the tax is levied, and to disabled citizens. To receive the discounted tax rate, taxpayers must apply for it and receive confirmation from the county that their information has been verified and their application has been accepted.

The current regular property tax rate in Darrington is 2.265 per \$1,000 of assessed value.

The maximum rate allowed by state law is \$3.60 per \$1,000 of assessed value. 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.

Darrington's current property tax valuation is \$89,647,428. Total tax accruing to the Town of Darrington from property taxes is \$233,441.29 for 2014.

General Obligation (GO) Bonds

There are two types of General Obligation 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. Councilmanic bonds are authorized by a jurisdiction's legislative body without the need for voter approval.

The amount of local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the town 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 town may issue up to 0.75 percent in the form of councilmanic bonds. State law allows cities an additional separate debt capacity of 0.75 percent of taxable value of property for non-voted lease obligations. The town has no councilmanic bonds nor non-voted lease obligations.

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 community's 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 capital facilities.

- A. 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, and storm and sanitary sewer systems; or
- B. Planning, construction repair, rehabilitation, or improvement of parks and recreation facilities.

In addition, the first 0.25 percent may be used for the following:

- A. The acquisition of parks and recreation facilities;
- B. Planning acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

When real property is sold within the Town of Darrington Washington State collects a 1.53 percent tax on the sale price. A percentage of this tax, 0.25 percent, is remitted to the town. The remaining 1.28 percent is paid to the state. The town has budgeted collections of approximately \$7,100 in real estate excise taxes in 2014.

Business and Occupation Tax

RCW 35.11 authorizes this tax on gross or net income of businesses, not to exceed a rate of .02 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate or increase. The current Business and Occupation Tax rate in Darrington is 0.00075%. The town collected a total of \$29,673.51 in Business and Occupation tax revenue in 2014.

Utility Tax

RCW 35A.52 authorizes this tax on gross receipts of electrical, gas, garbage, telephone, cable T.V., water, sanitary

sewer, and stormwater management providers. Service users pay the tax as part of their utility bills. State law limits the utility tax to 6 percent of the total receipts for certain utilities. The current Utility Tax rate in Darrington is 0.05029%. The town collected a total of \$206,796.82 in utility tax revenue in 2014.

Community Development Block Grants

Approximately \$8.5 million in Community Development Block Grant (CDBG) funding is available annually state-wide through the federal Department of Housing and Urban Development for public facilities, economic development and housing projects which benefit low and moderate income households. Funds may not be used for maintenance and operations.

The multi-use revenue sources discussed above are currently applicable to the Town of Darrington. Additional multi-use revenue sources are shown in Table CF-6.

TABLE CF-6 TOWN OF DARRINGTON MULTI-USE REVENUE SOURCES NOT CURRENTLY USED BY THE TOWN OF DARRINGTON	
<i>Revenue Source</i>	<i>Details of Revenue Source</i>
Local Option Sales Tax	Local governments may collect on retail sales of up to 1.1 percent, of which 0.1 percent may be used only for criminal justice purposes. Voter approval required.
Community Economic Revitalization Board Grants (CERB)	From the Department of Community 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.
Public Works Trust Fund Grants (PWTF)	From the Department of Community 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.

Single-Purpose Revenue Sources

This section discusses the single-purpose revenue sources available to the Town of Darrington. Currently the Town does not implement or collect impact fees, however Darrington Municipal Code 17.100.050 authorizes the Town Council to require the collection of impact fees for schools, parks, utilities and transportation improvements as a condition of a subdivision preliminary approval.

The Town collected the following Permit and Application Fees in 2014:

- Mechanical Permits - \$225.00
- Building Permits - \$1437.87
- Special Use / Other Permits - \$2418.74

Special Purpose Library

RCW 67.38.130 authorizes cultural arts, 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 \$1000 of assessed valuation. Typically, a special purpose district would serve a larger geographical area than the Town of Darrington.

Fire Impact Fees

Washington State 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 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.

Park Impact Fees

RCW 82.02.050-090 authorizes local government to enact impact fees to be paid by new development for its “fair share” of system improvement and costs of parks and recreation facilities necessary to serve the development.

Recreation Conservation Office Grants (RCO)

These grants are for parks, capital facilities acquisition and construction, and require a 50 percent local match.

Road Impact Fees

RCW 82.02.050-090 authorizes municipalities 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.

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.

Table CF-7 shows other single purpose revenue sources not utilized by the Town of Darrington.

TABLE CF-7 TOWN OF DARRINGTON ADDITIONAL REVENUE SOURCES NOT CURRENTLY USED BY THE TOWN OF DARRINGTON	
<i>Revenue Source</i>	<i>Details of Revenue Source</i>
Fire Protection and EMS Services	
EMS Levy	Washington state authorizes a \$0.50 per \$1000 of assessed valuation property tax which may be enacted by fire and hospital districts, cities and towns, and counties. Snohomish County has enacted a \$0.25 EMS levy.
Parks and Recreation	
Open space and Park Facility General Obligation Bonds	The total amount of local government debt which may be committed to open space and park facilities is 2.5 percent.

Park Districts	Washington state authorizes metropolitan park districts and park and recreation districts, each with independent taxing authority. Darrington does not have a park and recreation district.
Park and Recreation Service Area (PRSA)	RCW 36.68.400 authorizes park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreational facility. The maximum levy limit is \$.015 per \$1000 of assessed value. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue may be used for capital facilities maintenance and operations. Voters approve formation of a PRSA, and subsequently approve an excess levy for the purpose of constructing facilities.
User Fees and Program Fees	These fees are charged for using park facilities or participating in recreational programs.
Roads, Bridges and Mass Transit	
Motor Vehicle Fuel Tax	RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Municipalities 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 town streets, county roads and highways.
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 districted back to the county and its incorporated places on a per capita basis. Snohomish County has not enacted this local option fuel tax.
Commercial Parking Tax	RCW 82.80 authorizes a commercial parking tax for businesses, but does not set rates. Revenues must be spent for general transportation purposes.
Transportation Benefit District	RCW 35.21.225 authorizes local government to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing and funding any town street, county road, or state highway improvement within the district.
Street Utility Charge	RCW 35.95.040 authorizes local governments to charge for utilities to maintain, operate, and preserve the town streets.
National Highway System Grants	The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of the National Highway System (NHS). In order to be eligible, projects must be a component of the NHS and be on the regional transportation improvement program. Funds are available on a 86.5 percent federal, 13.5 percent local match based on the highest ranking projects from the regional TIB list.
Surface Transportation Program Grants	Puget Sound Regional Council (PSRC) provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIB list, and must be for roads with higher functional classifications and local or rural minor collectors.

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 a 83.13 percent federal, and 16.87 percent local match basis.
Transportation Improvement Account Grants	The state TIA provides funding for projects 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 an 80 percent /20 percent local match basis.
Solid Waste	
Flood Control Special Purpose Districts	Washington state authorizes flood control special purpose districts with independent taxing authority to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt.

Goals and Policies

Goal CF-1 Ensure, through proper planning and coordination with other public and private agencies, that the public capital facilities that exist within the Town of Darrington continue to meet the needs of its resident and visiting populations.

Policy CF-1A The Town of Darrington will strive to maintain an inventory of existing capital facilities owned by the town. This inventory shall include location and capacities of such facilities and will be reviewed annually and updated as needed.

Policy CF-1B Encourage the development of park and trail facilities along the Sauk River in the area of the Evans Conservation Easement and Seattle City Light property.

Policy CF-1C Encourage the promotion of area parks as a regional destination.

Policy CF-1D Encourage Community Services buildings to meet the needs for citizens and youth to engage in healthy activities.

Goal CF-2 Ensure that capital facilities and public services necessary to support new development are adequate to serve the development based on adopted levels of service.

Policy CF-2A Darrington will review the adequacy of town-owned properties on an annual basis and will assess existing population, anticipated population changes, and service conditions relative to adopted levels of service.

Policy CF-2B The Town of Darrington shall project needed capital facilities based on adopted level of service standards and forecasted growth in accordance with this Plan and incorporate needed changes into the community's capital facilities planning.

Policy CF-2C The town shall review new development for concurrency. Developers shall provide information relating to impacts on public facilities and services that would be caused by proposed developments. The town shall evaluate the impact analysis and determine whether the development will be adequately served by public facilities.

Policy CF-2D The town shall ensure that the density and intensity of new developments are compatible with the level of existing or planned public facilities that are necessary to support such developments.

Policy CF-2E New development shall be allowed only when and where such development can be adequately served by essential public utilities without reducing service below adopted levels of service.

Goal CF-3 Influence the planning and construction of facilities that are not owned by the town, but serve the public to encourage the service level provided to be sufficient to meet demand.

Policy CF-3A Darrington will coordinate, on an annual basis, population and service needs projections with other government and non-government agencies in the region, county, and community to ensure

that capital facilities planning is adequate to meet the identified need.

Policy CF3-B Encourage the creation of an education center focused on developing sustainable resource management that could also function as a regional public facility.

Policy CF3-C Encourage the creation of a community commercial kitchen with educational opportunities providing a center for rural innovation and fresh food opportunities.

Policy CF3-D Encourage and promote alternative energy and building manufacturing facilities that promote local jobs.

Policy CF3-E Promote individually owned utilities such as collective/community solar farms.

Policy CF3-F Recognize the priority to maintain the medical clinic in town.

Policy CF3-G Recognize the priority to maintain the U S Forest Ranger district in Darrington.

Goal CF-4 Finance needed public capital facilities in a manner that is economic, efficient, and fair.

Policy CF-4A The Town of Darrington shall annually update a six-year plan for capital facilities, as determined by adopted level of service standards and projected funding capabilities. The plan shall clearly identify sources of public money for capital facilities.

Policy CF-4B If the six-year capital facilities finance plan shows that projected funding is inadequate to finance projected capital facilities needs based on adopted level of service standards and forecasted growth, 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.

Policy CF-4C To reduce the cost of capital facilities, the town shall work to protect investments in existing facilities, maintain existing facilities, and maximize the use of existing facilities before investing in new facilities.

Policy CF-4D If adequate public facilities are unavailable and public funds are not committed to provide such facilities, a developer must provide the facilities at his/her own expense in order to develop. Developer provided facilities shall be constructed in accordance with town-adopted construction standards and level of service standards. The town shall require the developer to transfer those provided facilities to the town or to a homeowners association for long-term maintenance.

Policy CF-4E The Town of Darrington may levy impact fees in accordance with the Growth Management Act as part of the financing for public facilities. Public facilities for which impact fees may be collected include public streets and roads; sidewalks; lighting; public parks, open space and recreation facilities; school facilities; and town fire protection.

Goal CF-5 Maintain a properly functioning water system that is capable of meeting the needs of the community.

Policy CF-5A Maintain a water system that provides a level of service of 800 gallons per residential

equivalent for supply and storage of the town's water supply.

Policy CF-5B Regularly update the town's Water Supply Plan to ensure that the plans for water facilities and services are consistent with state and federal requirements, and review the town's water resources annually, including storage and distribution capabilities.

Policy CF-5C The Town of Darrington shall improve the water system to provide water service to accommodate projected land uses in accordance with the Water Supply Plan and the Comprehensive Plan.

Policy CF-5D The town shall only enter into long-term contracts for supplying bulk water when providing such supply will not negatively impact existing community users, including residences.

Policy CF-5E The town shall encourage conservation of water use through promotion of conservation devices and behavioral changes intended to minimize water consumption.

Policy CF-5F The town shall 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, or encourage the use of permeable construction materials and low impact development.
- D. Maintain, and periodically update, 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 town's wellhead protection studies to recognize changes to land uses within the aquifer recharge area.

Policy CF-5G The town shall encourage all annexations and new development to connect to the Town of Darrington or Snohomish PUD water system when available at the time of annexation or development, or to accommodate future connection to public water utilities when they are anticipated to be available to the site within three years.

Policy CF-5H The town shall facilitate connecting all existing development to public water facilities within the next 15 years so long as it is physically feasible and fiscally responsible to implement.

Policy CF-5I As new development occurs adjacent to properties with private wells, the town should encourage them to be either connected to the town's water system, if feasible, or should ensure through

development review that adverse impacts to existing wells from new development is avoided or mitigated.

Goal CF-6 Ensure that land development utilizes on-site, collective, or proprietary septic systems in a manner that protects groundwater, water quality, habitat, and other resources, and that prevents septic failures.

Policy CF-6A The Town of Darrington shall implement and enforce the Snohomish County Health District's regulations and standards regarding on-site individual septic disposal systems.

Policy CF-6B The town shall 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.

Policy CF-6C The town shall encourage regular inspections, maintenance, and pumping of septic systems and shall seek to provide 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.

Policy CF-6D Parcels served by on-site sewage systems shall meet the minimum size requirements mandated by state law and the Snohomish County Health District.

Policy CF-6E Existing platted lots smaller than 15,000 square feet and served by on-site septic systems, shall only be allowed to be developed in accordance with the Snohomish County Health District and the Department of Ecology requirements.

Policy CF-6F Septic systems shall not be allowed within wellhead protection areas or in aquifer recharge areas where they would pose a threat to sources of potable water.

Policy CF-6G Within critical aquifer recharge areas and wellhead protection areas, the town 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 town shall limit the density of septic systems to protect potable water from contamination.

Policy CF-6H 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 Town Engineer and Snohomish County Health Department that the septic system will not contaminate the well. The property owner shall record such collocation of the well and septic system on the property title until such time as the Town Engineer verifies that the collocation has ceased.

Goal CF-7 Manage stormwater to prevent downstream impacts and protect water quality, habitat and other resources.

Policy CF-7A The Town of Darrington shall adopt and implement stormwater management regulations to apply to development and redevelopment to manage the potential impacts of stormwater runoff.

Policy CF-7B The Town of Darrington should prioritize needed stormwater improvements based on

cost, feasibility, and effectiveness.

Policy CF-7C The town shall implement procedures and a maintenance schedule to properly maintain public and private stormwater collection, retention/detention, and treatment systems.

Policy CF-7D The town shall encourage low impact development techniques to control and reduce stormwater intrusion.

Goal CF-8 Ensure that essential public facilities of state or regional significance are sited through cooperative and coordinated planning with other jurisdictions in the region.

Policy CF-8A The town shall coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.

Policy CF-8B Proposed new or expansions to existing essential public facilities should be sited consistent with the Darrington Comprehensive Plan and Countywide Planning Policies.

Policy CF-8C 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 the a County wide service system; or
- D. The facility is difficult to site or expand.

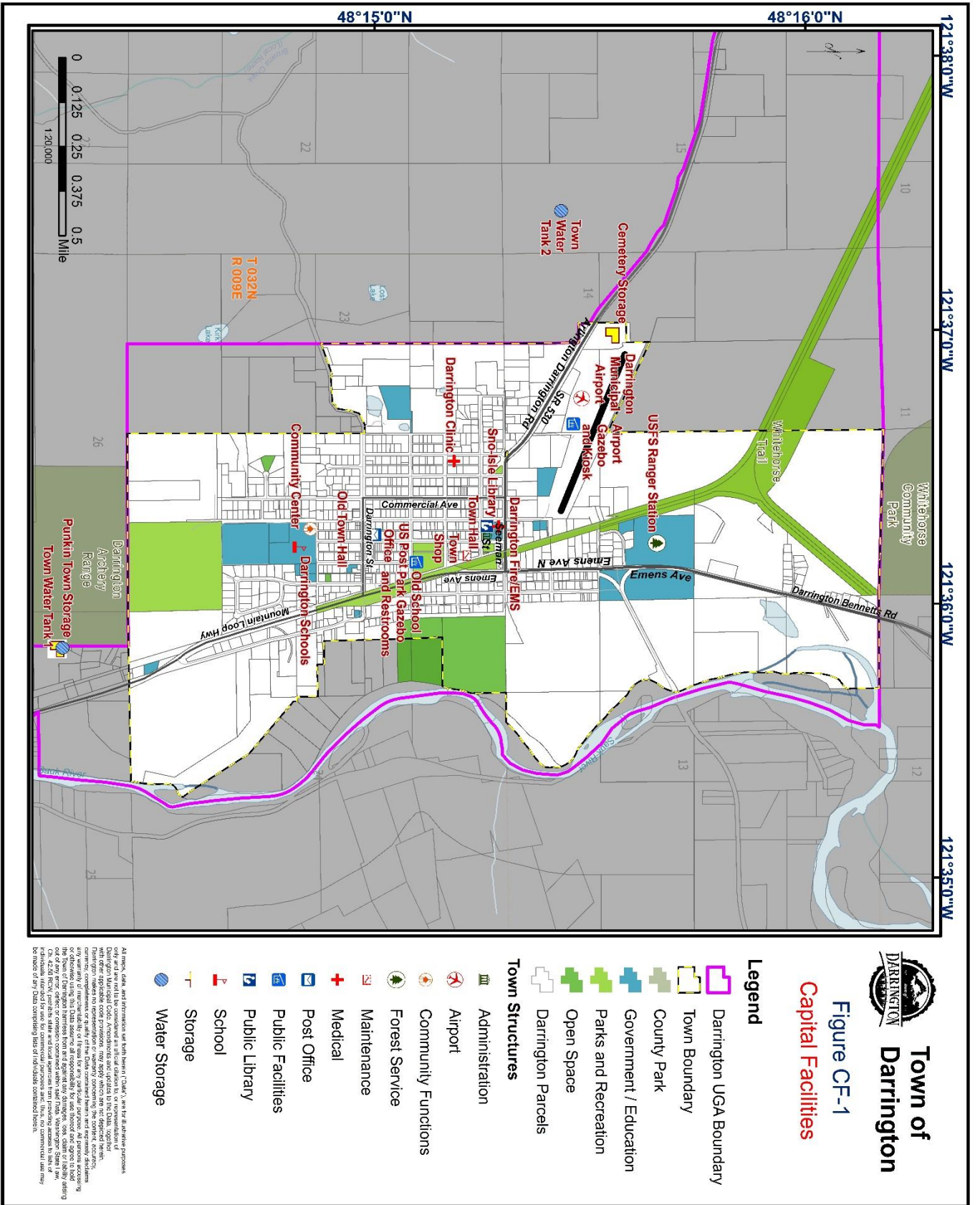
Policy CF-8D Facilitate the process to site proposed new or expansions to existing essential public facilities including locally owned power generation, and emergency communication plan which shall consist of the following:

- 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 and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
- D. An analysis of the proposal's consistency with county and Town of Darrington 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; and
- H. Extensive public involvement.
- I. Coordinate with Snohomish County Department of Emergency Management, USDA and USGS.

Goal CF-9 Encourage location possibilities for communication, high speed telecommunication and emergency radio facilities.

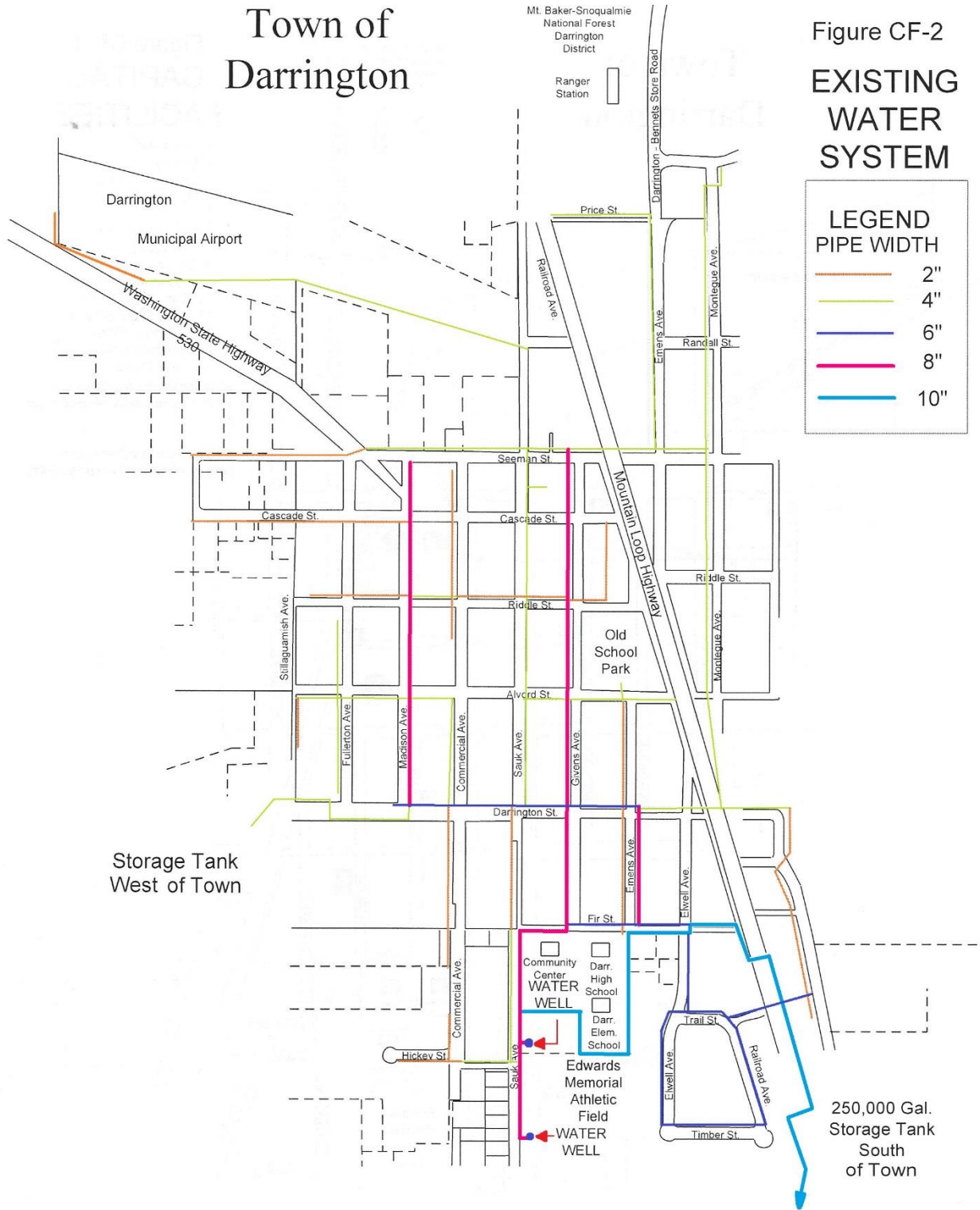
Policy CF-9A Collaborate with other government legislators and with communication service providers to encourage location of the best possible communication technologies that will help local residents.



All points, data, and information are both herein ("Data"), are for all purposes only and are not to be considered an indication of, or representation of, Darrington's official position or opinion. Darrington makes no representation or warranty concerning the content, accuracy, completeness or reliability of the data concerning plans and agencies, jurisdiction, or other information. The Data assumes all responsibility for the third party information and is not responsible for any errors or omissions. The Data is provided as a service to the public and is not intended to be used for any purpose other than that for which it was intended. The Data is provided as a service to the public and is not intended to be used for any purpose other than that for which it was intended. The Data is provided as a service to the public and is not intended to be used for any purpose other than that for which it was intended.

Town of Darrington

Figure CF-2
EXISTING
WATER
SYSTEM





Parks and Recreation

Parks and Recreation Facilities

Tucked into the foothills of the North Cascades Mountains, Darrington is surrounded by Federal and State land designated as timber or recreational use. The Darrington community recognizes its parks and recreation opportunities as central to the quality of life of its residents. The unique and world class recreation opportunities in the Darrington area have drawn in new community members and caused adults who were raised in Darrington to stay here or return after living away. Parks play a critical role in building livable and sustainable communities. They contribute to the health and wellness of individual residents and communities by providing safe places to walk, swim, ride, run, recreate, socialize and play.

The Town's primary Parks and Recreation goal is to serve the health, safety, wellbeing and sense of belonging for our community members and secondarily encourage the growth and prosperity of the tourism industry. Third, our Parks and Recreation create natural buffers between neighborhoods, natural hazards and create functional corridors for humans and wildlife throughout the urban environment as well as other communities in the school district.

Darrington presently has 24 acres of land designated as park or open space within the town limits. Using the national standard of 2.5 acres per 1000 population suggested by the National Park and Recreation Association, the size of Darrington's public parks are adequate now and through the planning period. However, the town administration has indicated an interest in increasing the size and furthering the development of parks and recreation facilities to meet the town's goals of attracting tourists and improving the quality of life for residents. The town would like to create a network of hiking, biking, and equestrian trails, which would connect with regional trails in the county with the parks in town, and showcase the natural beauty surrounding the town.

The Parks and Recreation Component of the Comprehensive Plan establishes specific goals and policies that will help guide decision-making related to acquisition, development and improvement of facilities and lands. City parks, events, trails, and open space are on the front line contributing to the clean water, clean air, healthy forests, mountains and great beaches residents and visitors enjoy. Darrington wishes to encourage healthy outdoor activities for its residents by providing and maintaining access to Parks and open spaces to support economic growth, rural youth resiliency, a physically and mentally healthy population, and an overall benefit to the community.

Darrington's current inventory of parks and recreation facilities is included in Table CF-4.

Goals and Objectives

- Expand the Town's Urban Growth Area to include Whitehorse County Park;
- Annex the County portion of the Evans Conservation Easement;
- Continue to acquire land and develop the park system's recreational facilities;
- Enhance the quality of life in the community by providing services, facilities, and programs that offer positive opportunities for healthy productive lives;
- Encourage more tourism by spotlighting the great recreational activities that are in and near town;

- Protect, preserve, and restore publicly owned natural resource areas through cooperative agreements with the school district, Snohomish County, and other public and private agencies; and
- Establish Darrington’s eligibility for funding through grants. The Washington Recreation and Conservation Office (RCO) requires grant applicants to have a park system master plan that has been updated within the last six years. This plan will meet the requirements.

Demand and Need Analysis

Snohomish County Tomorrow allocated a 2035 population of 2,161 for Darrington and its UGA, and Snohomish County indicates that the entire Darrington UGA has a total population capacity of about 2,375. In order to meet its 2035 forecasted population and housing unit targets, the housing inventory in Darrington is predicted to increase by 266 Housing Units. The Town has made a commitment to meet the infrastructure needs of its citizens into the year 2035 including Parks, Recreation and Open Space.

In 1999 the Darrington Area Recreation Partnership conducted an extensive survey asking what recreational activities people in the Darrington area partake in. The answers listed by popularity:

1. Hiking
2. Walking for pleasure
3. Driving for pleasure
4. Camping
5. Fishing

In addition to this survey, the town council has long been interested in acquiring land for public access and open space. This led to the town working with various groups to secure land along the Sauk River.

In 2008 the Town Council went through a public process that developed goals and visions for the community. The results included a number of recreation development projects which are listed in Goals and Visions 2010. An updated version of this list (Goals and Visions 2014) has also been included.

Again in 2014 a survey of people who live within the School District was undertaken. One of the principle findings has been a clearly expressed need for facilities geared for youth who are not connected with organized sports.

Based on these surveys and ongoing dialogue within the community, the town council and planning commission, the town priorities are the following:

1. Develop a comprehensive plan, which connects the parks and open space owned by the various government agencies.
2. Annex the County portion of the Evans Conservation Easement and acquire land along the Sauk River to protect the floodplain from development and allow public access.
3. Secure funding for a skate park at Old School Park.
4. Expand the Town’s Urban Growth Area to include Whitehorse County Park and bring town water out to the park on north end of town. Water is needed for restrooms, field maintenance and eventually camping needs.

Public involvement Public Input

In addition to the 1999 DARP survey and the Goals and Visioning process, an online survey was posted independently and on the City website and Facebook Page from December 31, 2013 through January 25, 2014. It was also distributed through the elementary school's Parent's folders (200 different families). Posters were posted throughout the town with surveys available at City Hall, Library, The Gold Nugget (Pawn shop), and Mt. Loop Books and Coffee. Further a survey was administered by students for students in grades 3rd through 12th. The adult survey results are listed below.

Are there adequate recreation activities for K-12 youth in Darrington?

Yes – 5% No 95%

Are you interested in seeing the Town of Darrington create more recreation activities?

Yes – 98% No – 2%

There is already a plan to develop a BMX/Skate park in town; are you in favor?

Yes – 85% No – 15%

What are some other recreation facilities you would like to see in Darrington?

The student survey results are as follows:

Have you visited another skate park?

57% had visited another skate park or 99 out of 175 students (who took the survey).

Would you use the skate park at Old School Park?

57% said they would use the skate park at Old School Park.

Establishing Level of Service

The Town of Darrington currently provides 109 acres of Parks and Open Space per 1,000 residents. To establish a Level of Service for maintenance, improvements and acquisitions, the Town of Darrington establishes the following Classification System:

- Community Park – Over 10 acres in size and can provide active or passive recreations including a mix of features and facilities. Community Parks should be within 2.5 miles of residential areas;
- Neighborhood Park – Between 1 and 10 acres, neighborhood parks are informally developed, provide active or passive recreation opportunities and multi-use areas. Neighborhood Parks should be within 1 mile of residential areas;
- Mini or Pocket Park – Less than 1 acre these areas provide small public or private areas including playgrounds, plazas, benches and picnic areas. These should be located within a half mile of residential or commercial areas;
- School Parks – School recreation areas supplement the town's recreation opportunities;
- Special Use or Facility – These can be public or private facilities which provide a unique experience or specific recreational needs to the community;
- Trails and Pedestrian Facilities – These can be soft or paved multi-use trails, walking paths or sidewalks; or
- Open Spaces – These are low intensity, passive recreation areas which can include Critical Area Protection areas, Conservation Easements or greenbelts.

**TABLE PR-1
TOWN OF DARRINGTON
PARKS AND RECREATION**

<i>Facility Name</i>	<i>Location</i>	<i>Acreage</i>	<i>Type of facility</i>	<i>Amenities</i>	<i>Annual Maintenance Cost</i>	<i>Future Needs</i>	<i>Cost</i>	<i>Ownership</i>
Dot Town Park	Seeman and Madison	0.23	Mini-park	undeveloped	TBD	Landscaping	TBD	Town of Darrington
Old School Park	Riddle and Givens	4.1	Neighborhood Park	Picnic area, restrooms, tennis courts, basketball court, ball fields, playground equipment, dirt jumps	TBD	skate park	\$1.1 Million	Town of Darrington
Harold Engels Memorial Park	Cascade and Givens	0.48	Mini-park	horseshoe pits	TBD	Park plan	TBD	Town of Darrington
Evans Conservation Easement	Alvord and Petty	16.56	Open Space	undeveloped	TBD	signage, trailhead parking, trails	TBD	Town of Darrington
Faucett Conservation Easement	Seeman St.	22.71	Open Space	undeveloped	TBD	signage trailhead parking, trails	TBD	Seattle City Light
Depot Park	Mt. Loop and Alvord	2	Neighborhood Park	undeveloped	TBD	Park plan	TBD	Town of Darrington
Unnamed Park	Between Railroad and Mt. Loop	0.83	Mini-park	undeveloped	TBD	Park plan	TBD	Town of Darrington
Community Center*	Fir and Sauk	4	Special Use Facility	multi-use structure with outdoor facilities	TBD	Expansion	TBD	Town of Darrington
Archery Range	Sauk Ave	40	Community Park	Archery range and trails, clubhouse, restrooms	TBD	maintenance of trails and facilities	TBD	Partnership with school district
Archery Range	Sauk Ave	96.67	Community Park	Archery range and trails, clubhouse, restrooms	TBD		TBD	Snohomish County

Whitehorse Trail	Price and Railroad	29.53	Trail and Pedestrian Facility	trailhead parking	TBD	connect with old school park	TBD	Snohomish County
Whitehorse County Park**	North Mtn. Road	82.3	Community Park	ball fields	TBD	water, restrooms, camping facilities, picnic tables	TBD	Snohomish County (Town intends to expand UGA to include park)
Total acres		299.41						

* The Community Center property, which is owned by the town, is recorded as Govt/Educational in the Land Use Element, therefore the Land Use Element indicates that there are a total of 295 acres of park.

** Town plans to expand UGA to include Whitehorse County Park.

The Town of Darrington intends to calculate estimated costs of future Parks and Recreation project and maintenance needs by 2017 and will amend Table PR-1 at that time.

TABLE PR-2 TOWN OF DARRINGTON PARKS AND RECREATION - 6 YEAR PLAN JULY 2015				
Old School Park				
<i>Project</i>	<i>Estimated Cost</i>	<i>Timeframe</i>	<i>Funding Sources</i>	<i>Status</i>
Park Plan	\$30,000	2016	Commerce Grant and Donations	Started
More playground equipment	TBD	2016	Commerce Grant	
Improve basketball court	\$37,000	2016	RCO grant	Build new full size court 2016
Skateboard/BMX park	200,000	2016	RCO Grant and donations	Construction 2016
Alumni Walk	\$3000	2016	Donations	2016
Public Health and Recreation Facility	TBD	> 2016	Grants and Donations	Future Planning and fundraising
Whitehorse County Park*				
<i>Project</i>	<i>Estimated Cost</i>	<i>Timeframe</i>	<i>Funding Sources</i>	<i>Status</i>

Potable water to park	\$485,000	2016	Snohomish County	County funding
Restrooms	TBD	Future	Grants and Donations	Future planning and fundraising
Camping Facilities	TBD	Future	Grants and Donations	Future planning and fundraising
Whitehorse Trail				
<i>Project</i>	<i>Estimated Cost</i>	<i>Timeframe</i>	<i>Funding Sources</i>	<i>Status</i>
Trailhead development at Price Street and Railroad	N/A	2012	Town of Darrington	Finished by Town maintenance Department
Railroad right of way developed to Old School Park	TBD	2013 - 2016	Town of Darrington	Town maintenance department
Faucett and Evans Conservation Easements				
<i>Project</i>	<i>Estimated Cost</i>	<i>Timeframe</i>	<i>Funding Sources</i>	<i>Status</i>
Faucett and Evans Conservations Easements	\$1,000	2013-2017	Grants and Donations	Planning

*Town plans to expand UGA to include Whitehorse County Park.

The Town of Darrington intends to calculate estimated costs of future Parks and Recreation project and maintenance needs by 2017 and will amend Table PR-2 at that time.

Gazebo and Restrooms

Located at 1007 Alvord St. in Old School Park the Gazebo and restrooms were constructed in 1996 with a grant from the Forest Service. The structure is in good condition, but might need improvements in future years.

Goals and Policies

Goal PR-1- Provide a high quality, diversified parks, recreation and open space system that provides natural habitats for native species, while maintaining and increasing recreational and cultural opportunities for all ages and interest groups.

Policy PR-1A Utilize parks and open spaces as wildlife protection corridors and natural habitats for native species.

Policy PR-1B Maintain and develop a diverse variety of parks and open spaces with different ecosystems, features, attractions or infrastructure.

Policy PR-1C Promote the inclusion of loops and linkages of all trail systems.

Policy PR-1D Incorporate visual arts into parks and park design (including sculptures, benches, railings etc.)

Policy PR-1E Encourage the inclusion of performance arts facilities in public park and recreation areas.

Goal PR-2- Provide space for community members and organizations to gather.

Policy PR-2A Promote indoor and outdoor spaces and facilities for groups and individuals to gather in all seasons and weather environments.

Policy PR-2B Promote indoor and outdoor spaces and facilities for community groups and individuals to host local events and festivals such as concerts, block parties, and commercial and artisan retail events.

Goal PR-3- Promote partnerships between the town, other local governances, schools, and organizations to create and maintain parks and open spaces.

Policy PR-3A Partner with Snohomish County and other institutions to develop and maintain the Whitehorse Trail and create trail linkages.

Policy PR-3B Partner with the Darrington School District and other educational institutions to create programs for youth and local residents to participate in designing and maintaining parks and open spaces.

Policy PR-3C Partner with the State of Washington and other organizations to support and promote downhill biking on North Mountain.

Policy PR-4C Work with Snohomish County to pursue both public and private partnerships to develop Whitehorse Park and create a trail connection to the Whitehorse Trail and investigate the feasibility of future annexation of those facilities.

Goal PR-4- Promote the preservation, acquisition and public display of cultural and historic sites, access to such sites, and items of cultural and historical significance.

Policy PR-4A Partner with the Darrington Historical Society, Sauk-Suiattle Tribe and other groups to acquire, preserve and display historic items and sites.

Policy PR-4B Pursue the purchase and/or preservation of land and rights of way that have been historically used by locals for recreation such as walking trails, swimming access, fishing access, hunting, and wild harvesting.

Policy PR-4C Recognize the importance of historical public swimming, fishing and portage access along waterbodies and waterways by maintaining existing access points, including supporting public access improvements to the Evans Conservation Easement along the Sauk River.

Goal PR-5- Encourage the use of non-motorized travel and recreation.

Policy PR-5A Support and promote downhill biking routes on North Mountain and the creation of trail systems that easily connect the town to downhill biking areas.

Policy PR-5B Support and promote the use and creation of non-motorized multi-use trails including pedestrian, bicycle and equestrian in town that connect to trails in the outlying areas such as Clear Creek, Sauk-Suiattle Reservation, Bennetville, Sauk-Prairie, Swede Heaven and Hazel.

Policy PR-5C Support and promote the creation of parks and trails throughout Darrington for diverse uses.

Policy PR-5D Work with private organizations and federal, state and local government agencies to maximize funding and staff resources in order to promote, develop, and/or acquire lands for trail linkages.

Goal PR-6 - Utilize parks and open spaces to enhance critical areas and to buffer the community from potential hazards, preserve access to natural resources.

Policy PR-6A Partner with local agencies to encourage the replanting of deforested areas

Policy PR-6B New landscaping shall consist of at least seventy-five percent native plants unless a local program is established to plant and maintain an edible garden within the park or open space.

Policy PR-6 Purchase land along the Sauk River Floodplain and River Migration Zone as outlined in Darrington's Shoreline Master Plan to be turned into parkland or open space.

Policy PR-6 Encourage Memorandums of Agreement with willing property owners for the development of parks and recreation or open spaces within the Sauk River Floodplain and River Migration Zone or other streams in the area.

Goal PR-7 - Promote and Support local youth programs engaging community with recreation and the outdoors such as those provided by the Darrington Junior Athletic Association, North Counties Family Services, Glacier Peak Institute, the Darrington School District and/or similar organizations.

Policy PR-7A All events occurring on park lands will benefit the community and youth.

Policy PR-7B The Town will support grants to benefit and engage youth in recreation, education and/or outdoor engagement.

Policy PR-7C The Town will support outdoor youth

Goal PR-8 - Proposed park improvements, policies and rules will evaluate benefits and impacts to local commerce, and projects that will increase commercial traffic will be prioritized.

Policy PR-8A Pursue funds for improvements along Railroad Ave and SR 530 including Whitehorse Trail access to SR 530 Commercial District and study the feasibility of RV and large trailer parking in the same area.

Goal PR-9- Provide parks, recreational facilities and open spaces that support Darrington's community in being active and healthy year round.

Policy PR-9A Explore the feasibility of, and investigate funding sources for indoor/outdoor facilities and parks that give residents easy year round recreation abilities such as swimming facilities, indoor gym, field or track, a wrestling addition to school or community center, or other indoor recreational facilities.

Policy PR-9B Explore the feasibility of, and investigate funding sources for indoor/outdoor facilities and parks that give youth learning and development opportunities including swimming facilities, bouldering facilities, multi-use recreation facilities, and other improvements that support physical activities and education.

Goal PR-10- Explore new funding opportunities to increase revenue for purchase, construction and maintenance of parks and open space inventories or enhance existing inventories.

Policy PR-10A Explore the feasibility of a park district.

Policy PR-10B Explore the feasibility of public/private partnerships to fund park projects and landscaping enhancements.

Policy PR-10C Perform a Park Impact Fee evaluation for new development and major renovations and change rates if needed.

Goal PR-11 Provide support for the archery range and archery competitions.



Utilities

Utilities

The Growth Management Act (GMA) requires communities 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.

The GMA distinguishes 'utilities' from 'capital facilities.' Utilities are those services that are provided by a private or investor held organization, as opposed to a public entity such as the town. In Darrington, utilities include electrical and telecommunication lines as well as solid waste services.

Planning for utilities should be recognized as being the primary responsibility of the utility providers. However, the requirements of the GMA offer an opportunity to identify ways of improving the quality of services provided within the town. All development requiring the various utility services should have these services extended to them in a timely manner where financially feasible. Therefore, the town intends to use this chapter of the Plan to guide decision making to ensure that provision of utilities is properly coordinated with land use and growth.

Inventory & Analysis

Natural Gas

Natural gas is not provided to Darrington.

Electricity

Facilities

Electricity is provided to Darrington by Snohomish Public Utility District (PUD) No. 1 . Snohomish PUD locates and operates electrical transmission and distribution system facilities within the Town of Darrington's public right-of-way in accordance with state law.

Electrical power is supplied to the Darrington area by transmission lines that carry the power to distribution substations where transformers reduce the voltage for standard distribution. Distribution lines provide the power throughout the community from the substation to the customers. Snohomish PUD maintains a substation located at 435 Avenue NE and State Highway 530.

Future Capacity

Electrical load (consumption) is directly related to both local and regional land use development. As local and regional development grows and electrical demand increases, additional generation, transmission and distribution capacity will be needed. To meet the needs of the Town of Darrington's urban growth area population projections (shown in the Land Use Element), Snohomish PUD does not anticipate a need for additional facilities in Darrington.

Old poles, insulators, and crossarms are replaced as necessary to maintain proper reliability. Larger conductors would be installed, when needed, to provide additional capacity.

Telecommunications

Telecommunications is the transmission of information by wire, radio, optical cable or other similar means. Telephone service and high speed internet access are provided to the Darrington area by Frontier

Communications. The Federal Communications Commission (FCC), considers access to true high speed internet, an essential utility. In January 2015, the FCC changed the definition of broadband speed from 4Mbps to a minimum of 25Mbps. In Darrington, citizens struggle to get 3Mbps. The Town understands the importance of access to the latest internet technology for 21st Century work, education and healthcare and will work with Federal, State and regional partners to promote high speed internet access to all of its citizens.

Facilities

Switching stations, also called "Central Offices," switch calls within and between line exchange groupings. The Central Office serving Darrington is located in town at the corner of Alvord and Montague.

Capacity

Since the telecommunications industry is required to provide service on demand, Frontier is required to upgrade their system to provide sufficient capacity to accommodate the projected growth shown in the Land Use Element.

Solid Waste

Darrington's landfill has been closed. Garbage disposal services are provided by a private corporation, Waste Management, through an agreement with the town. Snohomish County provides annual hazardous waste collection services in the Darrington area. The nearest permanent hazardous waste collection facility is in Arlington.

Goals & Policies

Goal UT-1 Facilitate the development of all utilities at appropriate levels of service to accommodate the expected growth of the City in a manner concurrent with development.

Policy UT-1A Coordinate the town's land use planning with the utility providers' planning by discussing and exchanging population forecasts, development plans, and technical data with the agencies identified in this element, and any future utility providers in Darrington.

Policy UT-1B The town shall encourage telecommunication providers to provide high-speed cable, phone, and data services to businesses, residences, schools, essential services, such as medical facilities, and other facilities throughout the town.

Policy UT-1C Considering that access to true high speed internet is an essential utility, Darrington will work with Federal, State and regional partners to seek opportunities to promote full and reliable access to all of its citizens.

Policy UT-1D The town shall promote conservation measures to reduce the need for additional utility distribution facilities in the future.

Goal UT-2 Minimize adverse environmental, aesthetic, and fiscal impacts associated with the siting, development, and operation of utility services and facilities.

Policy UT-2A Where physically feasible, require new utility distribution lines and telecommunication lines to be placed underground as streets are widened and/or redeveloped.

Policy UT-2B Encourage the coordination of utility construction and promote the location of utility facilities in shared corridors and trenches to reduce costs, minimize the amount of land allocated for this purpose, and to minimize construction disturbances.

Policy UT-2C Encourage cellular/wireless communication facilities be located and designed in a manner that is sensitive to the surrounding character and that minimizes aesthetic impacts.

Policy UT-2D Where expected to be safe, the town will work with utility providers to provide public trails within utility corridors.

Policy UT-2E The town shall encourage utility providers to plant lower-growing trees and shrubs in utility corridors, where appropriate, and to limit disturbance to vegetation within major utility transmission corridors to that which is necessary for the safety and maintenance of transmission facilities.



Economic Development

Economic Development

This element provides a blueprint for actions aimed at increasing Darrington's economic well-being. The 2002 Legislature amended the GMA to require economic development elements providing the following:

- An inventory of existing businesses;
- An analysis of the economic impact of existing businesses considering the number of employees, business activity, historical growth, and projected employment capabilities;
- A statement of goals, policies, objectives and mandatory provisions to promote the retention and expansion of existing businesses and the recruitment of new businesses; and
- Identification of future needs including capital facilities, infrastructure, and workforce training to foster economic development opportunities.

State funds to pay for this work have not been authorized, so the mandate is currently not in force. In the meantime, the town has determined that it is important to establish a framework of goals, policies, and strategies that can work with those of the other elements to guide future economic growth and development.

Because of its size and remote location, Darrington plays a minor role in the regional economy. While town government has limited ability to influence the economy, it is important to establish this framework and use it to forge local and regional partnerships that provide jobs, increase revenues, and improve the quality of life.

Background

In 2012, Snohomish County Tomorrow⁷ conducted an analysis of buildable land remaining within urban growth areas to determine the County's ability to accept anticipated population growth. The Snohomish County buildable lands program provides an estimate of the capacity of vacant and redevelopable land within the town and its urban growth area. The analysis uses a series of factors to account for unbuildable land including critical areas, easements, public lands, market availability and development history. The Snohomish County Tomorrow Growth Monitoring Report concludes that the town and the UGA have a total of about 701 total buildable acres of vacant and redevelopable land zoned for commercial or industrial use. The majority of this, 667 acres, is zoned for industrial development while only 34 acres are zoned for commercial uses. Based on this area, the report estimates a total employment capacity of approximately 4,068 jobs. Currently, the town and UGA support about 500 jobs, or 12.3% of capacity. The total number of jobs that could actually be generated would depend on the types of employers attracted to this available space, and the intensity of that employment.

⁷ Snohomish County Tomorrow (SCT) is a cooperative and collaborative public interjurisdictional forum consisting of representatives from the county and each of the cities, as well as the Tulalip Tribes. SCT's mission is to develop and adopt a shared vision, and the countywide planning goals and policies used to guide growth management in the county and to preserve Snohomish County's quality of life.

TABLE ED-1				
EMPLOYMENT LEVELS AND CAPACITY				
DARRINGTON AND UGA				
2000	2011	2025 Target	Total 2025 Capacity	% Capacity used
609	500	535	4,068	12.3%

Source: Snohomish County Tomorrow 2012 Buildable Lands Report

The ratio of local jobs and households in Darrington and its UGA is 0.77 with 500 jobs to 646_households⁸. Considering Darrington’s small size and more remote location, the current jobs to households ratio is understandable, but updates to the policies in the Comprehensive Plan and subsequent code changes could help improve this ratio for the better and improve local employment prospects for Darrington area residents.

The Puget Sound Regional Council (PSRC) tracks and forecasts employment growth for the Oso/Darrington “forecast analysis zone.” Forecast analysis zones are areas defined by the Census for recording statistical data. The PSRC 2030 forecast for the Darrington area predicts that there will be little employment growth or even a slight decline. If this prediction holds, it signals that much of the buildable commercial and industrial lands in Darrington will remain undeveloped. However, actual employment growth may be quite different than the forecast and could be influenced by economic development activities of the town and the Snohomish Economic Development Council. Local non-profit business organizations are continuing to pursue opportunities to support employment growth through participation in Snohomish County Tourism campaigns and regional recreation roundtables and by supporting major infrastructure improvement campaigns such as Pave the Mountain Loop. The Town also supports public-private forestland stewardship projects and the efforts of collaborative timber partnerships and organizations.

TABLE ED-2				
EMPLOYMENT FORECASTS				
OSO/DARRINGTON FORECAST ANALYSIS ZONE				
Year	2000	2010	2020	2030
Manufacturing	342	254	208	189
WTCU	33	24	23	21
Retail	147	128	124	125
FIRES	125	140	150	157
Govt/Ed	272	317	310	312
Total Employment	919	863	815	804

Source: Puget Sound Regional Council 2002 Small Area Forecasts

⁸ Source: Snohomish County Tomorrow 2012 Buildable Lands Report and 2014 Housing Needs Report

Goals and Policies

The goals, policies, and strategies outlined in the Economic Development Element are intended to provide a foundation for town decisions regarding incentives that promote desired results; regulations that strengthen the town's ability to guide project-level planning; and measures for monitoring and assessing performance.

GOAL ED-1 Support economic growth through business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other elements.

GOAL ED-2 Promote the creation of family-wage jobs that will serve the residents of Darrington.

Policy ED-2A Encourage and promote the use of local resources in local and regional industries and markets

Policy ED-2B Encourage and promote businesses that support the local community and encourage shoppers to buy local.

Policy ED-2C Encourage the creation of local resource-to-store and farm-to-table programs and markets including supporting school district and food bank gardens

Policy ED-2D Study the creation of cottage industry jobs and study the feasibility of creating a cottage industry zone.

Policy ED-2E Investigate the feasibility of providing pea-patch spaces within the city limits for local residents including the creation of a local composting program.

Policy ED-2F Encourage community craftsman and artisan jobs by supporting maker spaces and other business incubators for such markets including the creation and promotion of a local craftsman and artisan market.

Policy ED-2G Support the efforts of major regional infrastructure improvement projects such as Pave the Mountain Loop to increase tourism opportunities in the area.

Policy ED-2H Support the efforts of public-private partnerships to increase the opportunity for forestland stewardship projects and the efforts of collaborative timber partnerships and organizations to work with the US Forest Service to find new and innovative ways to harvest timber.

GOAL ED-3 Encourage economic sectors that will: pay higher-than-average wages; bring new capital into the local economy; can be sustainable within the town; utilize sound environmental practices; and diversify the economic base of the town.

Policy ED-3A Work with federal, state, regional and local organizations and agencies to create and support a local market that will attract new farm entrepreneurs.

Policy ED-3B Encourage and support the creation of telecommuting jobs including seeking funding opportunities to increase high speed telecommunications networks within the town and urban growth area.

Policy ED-3C Encourage the creation of and support existing recreation, adventure and tourism jobs.

Policy ED-3D Encourage the creation of and support existing natural resource jobs.

GOAL ED-4 Coordinate with federal, state, county and other local agencies and strive to seek partnerships with other rural communities both regionally and worldwide.

Policy ED-4A The town should work with the Washington State Department of Economic Development and the Snohomish County Economic Development Council to evaluate economic development options, garner technical assistance, and identify opportunities for coordinated marketing and cost-sharing promotion.

Policy ED-4B The town should work with the Washington State Department of Economic Development, and the Snohomish County Economic Development Board to promote tourist-related business and activity in Darrington.

Policy ED-4C Encourage Darrington Strong and other local economic development or commerce organizations to coordinate with the Mayor and Town Council to develop and implement a Darrington business economic development plan and investigate the feasibility of using Targeted Investment strategies in commercial zones and adjacent residential neighborhoods.

Policy ED-4D Provide information about U.S. Small Business Administration and related organizations' programs for training business owners and managers.

Policy ED-4E Work with employers and social service providers to coordinate employment and training opportunities for all citizens including support for transportation, dependent day-care, language, and access to housing.

Policy ED-4F The town shall encourage and support opportunities for leadership, education and training institutions of employers and employees.

GOAL ED-5 Create public-private partnerships that will nurture entrepreneurship, innovation and business growth and seek to establish a foundation of information, leadership, and self-knowledge which can efficiently and effectively leverage the town's resources to expand existing businesses and provide the social, cultural, economic, and governmental climate needed to attract new businesses.

Policy ED-5A Develop a marketing and information program to support business recruitment and retention efforts.

Policy ED-5B Develop relationships with other rural communities to leverage opportunities unique to rural locations.

GOAL ED-6 The Town shall maintain public capital facilities, infrastructure and regulatory incentives that will support existing businesses and foster new business development.

Policy ED-6A Seek funding opportunities to develop tourism infrastructure in town which will catalyze overnight stays and encourage visitors to stay longer and spend more dollars including RV parking and

dump stations, event parking, and pedestrian and bicycle trails that connect visitors to surrounding recreational areas.

Policy ED-6B Support the installation of modern, high-speed telecommunications technology in the town in order to link together and provide secure, reliable, and affordable access to citizens, businesses, and institutions.

GOAL ED-7 Analyze and streamline the land use and building permitting process including changes to the applications, processes, and developing informational bulletins to provide citizens and business owners a reasonable timeline, clarity and predictability in the permitting process, and ensuring consistency with the Comprehensive Plan and state and federal law.

Policy ED-7A The town should enact zoning, subdivision, and other regulatory ordinances to promote tourist-related businesses in Darrington.

Policy ED-7B In order to expedite the project review process and ensure that permits are processed in a timely manner, the town should review its land development permitting materials and develop comprehensive and clear checklists and forms that list the required documents necessary to complete the permit process, and also provide a clear understanding of the review process and schedule. These checklists should ensure that the public can submit a complete application based on the information within the forms and bulletins.

GOAL ED-8 The town should monitor the performance of these policies and strategies on a regular basis so that they can be amended or supplemented to remain current with community needs.

Policy ED-8A Establish performance measures for economic development. These may be in terms of new jobs created, increased tax revenues, increased retail sales, as well as qualitative terms such as wider diversity in shopping and service availability and higher quality employment opportunities.

Glossary

ACCESSORY USE - A use, building, structure, or part of a building or other structure, which is subordinate to and the use of is incidental to that of the main building, structure or use on the same lot, including a residential garage. If an accessory building is attached to the main building by a common wall or roof, such accessory building shall be considered a part of the main building. Parking areas will not be considered an accessory use under this definition.

ACTIVE RECREATION AREA - An area which provides active recreational facilities for area citizens or tenants of a development which may own common open space.

ADAPTIVE REUSE - The utilization of an older building which is no longer suited for its original purpose, but may be modified and reused for a different purpose such as housing. A common example is the conversion of older public school building to rental or condominium apartments.

ADJOINING - Next to, abutting.

ADMINISTRATIVE OFFICE - A land use defined by general administrative and bookkeeping functions of a business but where sales, display or storage of goods is not allowed.

AIRPORT, HELIPORT, OR AIRCRAFT LANDING FIELD - Any runway, landing area or other facility, whether publicly or privately owned and operated, which is designed, used or intended to be used either by public carriers or by private aircraft for landing and taking off of aircraft, including ultra-lights as defined by the Town of Darrington. This definition includes all necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces. This definition does not include manufacturing, servicing or testing facilities located in the vicinity of any landing area associated with the manufacturing or testing of commercial or military aircraft or other associated activities.

AIRPORT ELEVATION - The established elevation of the highest point on the usable landing area.

AIRPORT HAZARD - Any structure, tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport.

AIRPORT LANDING AREA - The area of the airport used for the landing, taking off or taxiing of aircraft.

AIRPORT REFERENCE POINT - The point established as the approximate geographic center of the airport landing area and so designated.

ALLEY - A public right of way which affords a secondary public means of vehicular access to abutting property and which is not intended for general traffic circulation.

ALTERNATIVE FUELS - Nonstandard fuels such as methanol, ethanol, and natural gas.

AMUSEMENT DEVICES, MECHANICAL - Any machine which, upon the insertion of a coin, slug, token, plate, or disk, may be operated by the public generally for use as a game, entertainment or amusement, whether or not registering a score. It includes such devices as marble machines, pinball machines, skill ball, mechanical grab machines, video games, operations or transactions similar thereto under whatever name they may be indicated to specify. "Mechanical amusement device" does not include pool tables.

ANNEXATION - The act of incorporating an area into the domain of a city, county or state.

APARTMENT - A dwelling unit in a multi-family building.

ARCADE - Any place of business having in excess of four mechanical amusement devices.

ASSISTED HOUSING - Owner-occupied or rental housing which is subject to restriction on rents or sales prices as a result of one or more project-based government subsidies. Assisted housing does not include holders of non-project based Section 8 certificates.

ASSISTED HOUSING DATABASE - An address based inventory of all assisted housing which is tabulated annually for CHAS. It includes housing units funded from federal, state and local fund sources, and may not include all assisted housing units.

ASSURANCE DEVICE - A mechanism approved by the Town whereby the Town has recourse to identifiable assets of the applicant in order to insure compliance with this code in conformance with Section 20.40.490.

AVERAGE LOAD DEMAND - The average rate at which electrical energy, water, etc. is delivered. For electricity this rate is expressed in kilowatts. (Average load demand equals the kilowatt-hours used during a time period divided by the number of hours in the time period.)

AVERAGE MEGAWATT (AMW) - A unit of average energy output over a specified time period (total energy in megawatt-hours divided by the number of hours in the time period.)

ATHLETIC CLUB - A use, generally membership oriented, featuring exercise, sports and other active physical conditioning, as well as a broader range of services such as full service restaurants and meeting rooms.

AUDITORIUM - A facility designed for the assembly of persons for exhibitions, performances, conferences, or other purposes serving an assembly function.

AUTOMOBILE REPAIR - Fixing, incidental body or fender work, painting, and upholstering, engine tune-up, adjusting lights, brakes, supplying and installing replacement parts to passenger vehicles and trucks.

AUTOMOBILE SERVICE STATION - A place of business having pumps and/or storage tanks from which liquid fuel and/or lubricants are dispensed. Sales and installation of auto accessories, washing, polishing, inspections and cleaning, but not steam cleaning, may be carried on incidental to the sale of such fuel and lubricants. Retail sales of food and grocery related items may also be considered an incidental use.

AUTOMOBILE TRAILER, EQUIPMENT SALES AREA - An open area, other than a street or alley, used for the display, sale, or rental of new or used automobiles, trucks, trailers or other equipment.

AUTOMOBILE WRECKING - The dismantling or disassembling of used motor vehicles or trailers, the storage, sale or dumping of dismantled, obsolete, or wrecked vehicles or their parts, and the towing of such vehicles or parts in connections with such activity.

AUTOMOBILE WRECKING YARD - Any premises devoted to automobile wrecking.

BARRACK HOUSING - Low-cost group dwellings, composed of simple box-type buildings and rows of beds or cots. May or may not include wall separation between individuals or groups of residents. Bathroom facilities and kitchen, if any, are shared. Although this may be used as a funded housing type, code changes or variances would allow non-public housing providers to build more cost-efficient dwellings.

BASEMENT - A story partly or wholly underground and having at least one-half of its height, measured from its floor to its finished ceiling, below the average adjoining grade.

BED AND BREAKFAST - A room situated in a single-family residence which is owner occupied and which is rented as temporary lodging subject to the following limitations:

1. The room is not rented to the same person or persons for more than thirty days per year;
2. The room is not rented to more than two persons at one time;
3. The persons renting such rooms are served only breakfast at the residence and that no meals are sold from the residence except to renters of bed and breakfast rooms;
4. That no rooms at this same residence are rented to roomers or boarders on a permanent basis and that no other business, service or commercial activity is conducted or provided on premises.

BEST AVAILABLE TECHNOLOGY - The most effective method, technique, or product available which is generally accepted in the field and which is demonstrated to be reliable and effective, which requires a low level of maintenance and which is responsive to the needs of the specific situation in which it is proposed to mitigate adverse impacts on the natural system.

BICYCLE SAFETY - An improvement designed to facilitate accessibility by bicycle, including bicycle trails, bicycle lanes, storage facilities etc.

BINDING SITE PLAN - The division of land into lots or tracts classified for industrial or commercial use as provided by RCW 58.17.020 and 58.17.040.

BLOCK - The area formed by two facing block fronts bound on two sides by alley or rear property lines and the other two sides by the center line of platted streets, with no other intersecting streets intervening.

BOARDING HOUSE - A dwelling in which persons, either individually or as families, are housed or lodged for hire with or without meals. A rooming house or a furnished-room house is a boarding house.

BOATHOUSE - A covered moorage or over water structure screened or enclosed by one or more sides exceeding 30 inches in height, except for vessels.

BOND - Contract to pay a specified sum of money (the principal or face value) at a specified future date (maturity) plus interest paid at an agreed percentage of the principal. Maturity is usually longer than one year.

BOND AND LEVY FINANCING - Local governments can raise revenues by selling tax-exempt municipal bonds or by increasing property taxes through property tax levies. Bonds require a 60 percent voter approval; levies require a simple majority. The Town can issue a limited amount of debt without voter approval. This is called limited general obligation or council manic debt. Voter approved bonds are retired with property tax revenues.

BROADBAND - See Internet

BUILDING - Any structure having a roof supported by columns or walls designed for housing or shelter of persons, animals, or property of any kind. When separated by dividing walls without opening, each portion of the building so separated shall be deemed a separated building.

BUILDING, ACCESSORY - A building secondary to the primary building on the same lot and not attached thereto.

BUILDING FRONT - That side of the main building facing the front of the lot line.

BUILDING HEIGHT - The vertical distance measured from the finished grade to the highest point of the roof for flat roofs, to the deck line of mansard roofs, and to the mean height between eaves and ridge for gable, hip and gambrel roofs. If a structure has none of the above features then the height shall be measured from the finished grade to the highest portion of the structure.

BUILDING, MAIN - The principal building or buildings on a lot or building site designed or used to accommodate the primary use to which the premises are devoted.

BUILDING OFFICIAL - The Town employee or designee charged with the enforcement of this Title.

BUILDING SITE - A parcel of land assigned to a use, to a main building, or to a main building and its accessory buildings, together with all yards and open spaces required by this Title.

CAPACITY - The ability to contain, absorb, or receive and hold employment or residential development.

CAPITAL FACILITIES - As a general definition, structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of the Capital Facilities Element, capital facilities are fire and rescue facilities, government offices, law enforcement facilities, parks and recreation facilities, and public health facilities.

CAPITAL IMPROVEMENTS - Projects to create, expand, or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings and equipment.

CAPITAL IMPROVEMENT PROGRAM (CIP) - A plan for future capital expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources over a six-year period.

CAR POOL - Two or more people sharing the use of a vehicle between fixed points on a regular basis.

CENSUS TRACTS - A spatial unit of measurement used by the Federal Bureau of Census to collect demographic data.

CHILD CARE SERVICE - A use providing regular care and training for children, generally for less than 24 hours, outside of the immediate family, or K through 12 education system. This use includes family day care homes (1-10 children), mini day care centers (11-12) children and day care centers (more than 12 children) as defined by the Department of Social and Health Services in WAC 388-73 as that section reads on the effective date of this ordinance. Also included are preschool and nursery school facilities which are not part of the K through 12 education program. Not included are uses solely for religious purposes.

CITY PLANNING - The identification by the community of desirable objectives in respect to the physical environment, including social and economic considerations, and the creation of administrative procedures and programs to achieve those objectives. Matters embraced by the subject include land use, transportation, employment, health, population, environmental planning, comprehensive planning, zoning ordinances, subdivision regulations, building codes, growth management, parks and open space, wildlife habitat, pollution control strategies, and environmental impact reviews and statements.

CLASSIFIED STREET - An arterial or connector street, as classified in the Transportation Section of the Darrington Land Use Plan.

CLEAN AIR ACT - Federal legislation requiring air quality goals for urbanized areas, with state implementation plans to ensure that urbanized areas are working toward achieving those goals.

CLEARING - Act of removing vegetation from land.

CLINIC - A building designed and used for the diagnosis and treatment of human patients which does not include overnight care facilities.

CLUB - An incorporated and unincorporated association of persons organized for a social, recreational, educational, literary, political or charitable purpose.

CLUSTER DEVELOPMENT - A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally critical areas.

COMMERCIAL RECREATION - Establishments engaged in providing amusement or entertainment for a fee or admission charge.

COMMERCIAL USE - Any activity or use of land which involves the selling, processing, or improving of things not produced on the land and having financial gain as the primary aim of the activity or use; whether or not such activity or use be for hire or on account of the buyer, seller, processor, or improver.

COMMERCIAL WASTE - Waste which comes from commercial use such as businesses, office buildings, stores, theaters, etc.

COMMUNITY CENTER - A place, structure, area, or other facility used for and providing religious, fraternal, social, and/or recreational programs generally open to the public and designed to accommodate and serve significant segments of the community.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM - A federal funding program which provides annual funding for eligible local governments for housing and community development program targeted primarily to low-income persons and neighborhoods.

COMMUNITY HOUSING AFFORDABILITY STRATEGY (CHAS) - A document which is prepared annually by the Department of Housing and Human Services (DHHS). Its primary role is to lay out housing affordability strategies that address the needs of homeless, low and moderate income people in ways that promote community and individual stability.

CONCURRENCY - A GMA requirement that the transportation facilities needed to maintain adopted level of service standards for arterials and transit routes are available within six years of development.

CONFORMING USE - An activity the nature and type of which is permitted in the district in which the property on which it is established is located.

CONSISTENCY - A measure of whether any feature of the Plan or regulation is incompatible with any other feature or a plan or a regulation. The GMA requires that the Plan be both internally and externally consistent.

CONTRACT REZONE - An agreement between the Town and a property owner which implements a rezone by outlining conditions and other obligations. A contract rezone must demonstrate a general public benefit, must run with the land and be binding upon the owner and his heirs, assigns and successors. A contract rezone cannot be inconsistent with the Comprehensive plan.

COUNTYWIDE PLANNING POLICIES - As required by GMA, the Snohomish County Council adopted a series of policies which embody a vision of the future of Snohomish County.

COVERAGE - The percentage of a lot which is built upon subject to the exclusions listed in Section 20.20.012. Underground buildings, not higher than 3 feet above finished grade, with their roofs in gardens, lawns, or landscaping are not buildings for the purpose of calculating coverage.

COVERED MOORAGE - Moorage covered by a roof.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) - A multidisciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

DANGEROUS WASTE - Those solid wastes designated in WAC 173-303-070 through 173-3030-103 as dangerous waste.

DAY-CARE CENTER, NURSERY SCHOOL, PRESCHOOL - Any type of group day-care programs, for children or adults, including nursery schools for children under minimum age for education in public schools, parent cooperative, nursery schools, playgroups for preschool children, covering after school care for school children, and programs which provide organized learning and education experiences, provided such establishments are licensed by the state and conducted in accordance with state requirements. For the purpose of this Title the following shall also apply to day-care center, nursery schools or preschools;

- A. Babysitting care: A dwelling which provides occasional custodial care to children, for periods of less than twenty-four hours, who do not reside within the residence of the person providing the care. Babysitting care is not necessarily provided in exchange for compensation.
- B. Home based day-care: A dwelling which provides regular custodial care of one to six children or adults, including all children under six years of age residing within the dwelling where day-care services are conducted, for periods of less than twenty-four hours.
- C. Mini day-care center: A place which provides regular custodial care for seven to twelve children, including all children under six years of age residing within any home where day-care services are conducted, for periods of less than twenty-four hours.
- D. Day-care center: A place which provides regular custodial care for twelve or more children, for periods of less than twenty-four hours.

E. Preschool/nursery schools: A place which provides regular custodial care and/or organized learning and educational experiences for six or more children.

DEAD STORAGE - A storage area for items not currently intended for use.

DEBT MANAGEMENT - Borrowing enables a jurisdiction to free itself from the constraints of current revenues, raise large sums of money, and obligate future citizens to repay the debt. To insure that the power to borrow is used prudently, it is carefully regulated and managed by a set of policies and procedures known as debt management.

DEDICATION - The deliberate appropriation of land by an owner for general or public uses, reserving no other rights than such as are compatible with the full exercise and enjoyments of the public uses to which the property has been devoted. The intention to dedicate shall be evidenced by the owner by the presentment for filing of a final plat showing the dedication thereon; and the acceptance by the public of any public dedications shall be evidenced by the administrative approval of the Town of such plat for filing and the filing thereof.

DENSITY - The number of families, persons or housing units per unit of land usually expressed as "per acre". There are several different ways of measuring density including:

1. NET SITE DENSITY - Units per net residential site area.
2. NEIGHBORHOOD DENSITY - Density per gross neighborhood land area.
3. CITY DENSITY - Density per gross city land areas.
4. DENSITY BONUSES - Incentives provided to a developer in order to encourage the construction of affordable housing units. The developer is allowed to build a certain amount (usually a percentage) more than normal in exchange for the provision of a certain number of affordable units. This technique is most attractive when the zoning allows less floor space than demand warrants.
5. DENSITY MEASURE - Any numerical means of determining the number of housing units occupying a specified area of land.

DESIGNATED FACILITY ZONE - A zoning district in which hazardous waste treatment and storage facilities are allowed uses, subject to the state siting criteria designated in Chapter 70.105 RCW.

DETACHED BUILDING - A building surrounded on all sides by open space and having no common wall with another building.

DEVELOPMENT - All structures and other modifications of the natural landscape above and below ground or water, on a particular site.

DEVELOPMENT STANDARDS - In respect to any development, fixed requirements or standards imposed by regulation or ordinance under environmental planning legislation.

DISTRIBUTION - The act or process of distributing electric, water, natural gas, etc. from convenient points on the transmission system to the customers. Also a functional classification describing that portion of the utility facilities or plant used for the purpose of delivery.

DISTRICT - A portion of the territory of the Town within which certain uniform regulations and requirements, or various combinations thereof, apply under the provisions of this Title.

DOWN ZONING - A change in the zoning classification of land to a classification which requires less intensive development, such as a change from multi-family to single-family or from commercial to residential. A change which allows more intensive development is up zoning.

DRAINAGE BASIN - An area which drains a creek or river system.

DWELLING - A building designed exclusively for residential purposes, including one-family, two-family and multiple family dwellings, but not including hotels or motel units without kitchens.

DWELLINGS, TYPES OF –

A. Dwelling, one family: A detached building designed exclusively for occupancy by one family and containing one dwelling unit. A manufactured home may be considered a one-family dwelling.

B. Dwelling, two-family (duplex): A building designed exclusively for occupancy by two families living independently of each other, and containing two dwelling units.

C. Dwelling, multiple family: A building designed exclusively for occupancy by three or more families living independently of each other, and containing three or more dwelling units.

D. Dwelling, townhouse: A building designed exclusively for occupancy by one family and contains one dwelling unit, occupying space from the ground to the roof and not lying vertically under or over adjacent units, and attached to one or more other dwelling units by common walls.

DWELLING UNIT - One or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen facilities for use solely by one family. All rooms comprising a dwelling unit shall have access through an interior door to other parts of the dwelling unit. An efficiency apartment constitutes a dwelling unit within the meaning of this Title.

EASEMENT - A grant or authorization by a property owner of the use of any designated portion of land by the public generally or by a corporation, or persons for specified purposes.

ENVIRONMENTAL IMPACT STATEMENT (EIS) - A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or problematic action. If the responsible official determines that a project or action may have a significant adverse effect upon the quality of the environment, the State Environmental Policy Act (SEPA) requires that an EIS be prepared. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project's acceptability.

EXTREMELY HAZARDOUS WASTE - Those solid wastes designated in WAC 173-303-070 through 173-303-103 as extremely hazardous waste.

FACADE - The front of a building.

FAIR MARKET VALUE - The expected price at which the development can be sold to a willing buyer. For developments which involve nonstructural operations such as dredging, drilling, dumping, or filling, the fair market value is the expected cost of hiring a contractor to perform the operation or where no such value can be calculated, the total of labor, equipment use, transportation, and other costs incurred for the duration of the permitted project.

FAMILY - A person living alone, or two or more persons customarily living together as a single housekeeping unit and using common cooking facilities, as distinguished from a group occupying a hotel, club, boarding or lodging house.

FAST FOOD RESTAURANT - An establishment which offers quick food service which is accomplished through a limited menu of items already prepared and held for service, or prepared, fried, or grilled quickly, or heated in a device such as a microwave oven. Orders are not generally taken at the customer's table and food is generally served in disposable wrappings or containers. There is only limited table service.

FEDERAL COMMUNICATIONS COMMISSION (FCC) - An independent agency of the United States government, created by Congressional statute (see 47 U.S.C. § 151 and 47 U.S.C. § 154) to regulate interstate communications by radio, television, wire, satellite, and cable in all 50 states, the District of Columbia and U.S. territories. The FCC works towards six goals in the areas of: broadband, competition, the spectrum, the media, public safety and homeland security. The Commission is also in the process of modernizing itself.

FENCE - A masonry wall or a barrier composed of posts connected by boards, rails, panels, or wire for the purpose of enclosing space or separating parcels of land. The term "fence" does not include retaining walls.

FILL - A solid material which increases ground surface elevation above or below the ordinary high water mark.

FILLING - Placing soil, rock, gravel, sand, peat, or debris on top of the existing land surface.

FINAL PLAT - The final drawing of the subdivision and any dedications prepared for filing for record with Snohomish County Assessor's Office and containing all elements and requirements set for final plats as required by State law.

FINANCIAL CAPACITY - Financial capacity is the ability of a jurisdiction to generate taxes and other revenues from its tax and revenue base. The base consists of economic activities that constitute the real or potential objects of taxation or charges.

FLOOD PLAINS - Low-lying lands adjacent to stream banks onto which excess water flows during periods of prolonged or intense precipitation. Floodplains are usually defined geographically on the basis of that area flooded by the most intense storm occurring during a certain period of years.

FLOOR AREA - A total floor area within the walls of all buildings on a lot or building site, except for the spaces there in devoted to vents, shafts, and light courts and except for the area devoted exclusively to loading and unloading facilities and to parking of motor vehicles.

FLOOR AREA RATIO (F.A.R.) - A measure of development intensity. Gross building area (square footage of the total floor area except parking and mechanical floors or areas) divided by net on- site land (square feet). Net on-site land areas includes the area of an easement but does not include public right-of-way.

FOSTER HOME - A home which provides regular care for up to four developmentally disabled adults, or up to four adults who are recipients of state or federal financial assistance services, or up to four foster children under the age of eighteen, or up to three expectant mothers in a residential structure of the person or persons under whose direct care and supervision the people are placed.

GARAGE OR CARPORT, RESIDENTIAL - A building, or a portion of a materials see Code of Federal regulations, Title 49, as amended; the Uniform Fire Code, as amended; and, the Town of Darrington Fire Department General hazardous Materials Guidelines, as amended.

GARAGE, COMMERCIAL - Any garage not a residential garage, and which is used for storage, repair, rental, servicing or supplying or gasoline or oil to motor vehicles.

GENERAL FUND - The general fund is used to account for all financial activities not reported in some other type of fund. It is used principally to account for the current operations of a jurisdiction's general purpose departments. Not included in the general fund are the activities included in capital projects funds, debt service funds, enterprise funds (i.e., funds for public utilities), internal service funds, and trust and agency funds.

GENERAL OBLIGATION DEBT - Local governments can raise revenues by selling tax-exempt municipal bonds and incurring debt. General obligation debt carries an unconditional promise by the local government to levy the taxes necessary to make the interest and principal payments required to retire the debt. General obligation debt is distinguished from limited obligation debt (also known as council manic bonds), which does not require a vote of the people and is paid from general operating revenues.

GOV/FIRE - A job category within an occupation classification system which includes government, financial, insurance, and real estate workers.

GRADE - The average of the finished ground level at the center of all exterior walls of a building. In case walls are within five feet of a public sidewalk, alley or other public way, the grade shall be the elevation of the sidewalk, alley or public way.

GROWTH MANAGEMENT ACT (GMA) - Refers to the 1990 State Growth Management Act (ESHB 2929) as amended in 1991, requiring urban counties and the cities within them to develop comprehensive plans to deal with growth in Washington State over the next twenty years.

GROSS FLOOR AREA - All floor area within the exterior walls of the building including area in halls, storage, and partitions, but excluding furnace and similar utility space used solely to maintain the building for occupancy.

GROUP RESIDENCE FACILITY - A facility licensed by the State and operated with full-time supervision for housing resident persons who, by reasons of their mental or physical disability, addiction to drugs or alcohol or family and social adjustment problems, require a transitional non-medical treatment program for rehabilitation and social readjustment. For the purposes of this Title, a non-medical treatment program consists of counseling, vocational services but does not include drug and/or alcohol detoxification. Monitoring the taking of prescription medication shall be permitted. The use of medication by any resident shall be incidental to that person's residence in the facility and shall not be a criterion for residence in the facility. Programs providing alternatives to imprisonment, including pre-release, work-release and probationary programs which are under the supervision of a court, state or local agency are included in this definition.

GUARD RAIL - A low fence capable of stopping or diverting a moving vehicle.

GUEST COTTAGE - An accessory, detached dwelling without any kitchen facilities designed for and used to house transient visitors or nonpaying guests of the occupants of the main building.

HANDCRAFTED PRODUCTS MANUFACTURE - Production by hand of crafts or other art-related items, such as pottery.

HAZARDOUS MATERIALS - A substance or materials in a quantity or form that may pose an unreasonable risk to health, safety or property when stored, transported or used in commerce. For specific definitions of hazardous materials see Code of Federal Regulations, Title 49, as amended; the Uniform Fire Code as amended; and the Darrington Fire Department General Hazardous Materials guidelines, as amended.

HAZARDOUS SUBSTANCE - Any liquid, solid, gas, or sludge, including any material, substance, product, commodity, or waste, regardless of quantity that exhibits any of the characteristics or criteria of hazardous waste as defined by Chapter 173-303 WAC.

HAZARDOUS SUBSTANCE PROCESSING OR HANDLING - The use, storage, manufacture, production, or other land use activity involving hazardous substances. Hazardous substances processing and handling activities do not include individually packaged household consumer products or quantities of hazardous substances of less than five gallons in volume per container.

HAZARDOUS WASTE - Those wastes designated in WAC 173-303-070 - 173-303-103 as extremely hazardous wastes.

HAZARDOUS WASTE STORAGE - The holding of hazardous waste for a temporary period. Accumulation of waste on the site of generation is not storage as long as the storage complies with applicable requirements of Chapter 173-303 WAC.

HAZARDOUS WASTE TREATMENT - The physical, chemical, or biological processing of dangerous waste to make such wastes non dangerous or less dangerous, safer for transport, or amenable for energy or material resource recovery.

HAZARDOUS WASTE TREATMENT AND STORAGE FACILITY, OFF-SITE - The treatment and storage of hazardous wastes from generators on properties other than that on which the off-site facility is located.

HAZARDOUS WASTE TREATMENT AND STORAGE FACILITY, ON-SITE - The treatment and storage of hazardous wastes generated on the same site.

HIGH OCCUPANCY VEHICLE LANES (HOV) - High Occupancy Vehicle lanes, also known as carpool or diamond lanes. The HOV system consists of a network of special-use freeway lanes which connect major population and employment centers. Drivers can use HOV lanes, whenever there are two or more people (including the driver) in the vehicle.

HIGH TECHNOLOGY LIGHT INDUSTRY - Uses engaging in research, development, testing, assembly, and manufacturing, including, but not limited to:

- a. Professional, scientific, or control instruments
- b. Electrical or other technical equipment
- c. Computers (assembly or software).

HOME FURNISHINGS, RETAIL - The retail sale of furniture and associated furnishings such as lamps, floor coverings, wall coverings, and accents, or combinations thereof, including the retail warehouse sales of such items.

HOME OCCUPATION - Any activity undertaken for gain or profit and carried on in a dwelling, or building accessory to a dwelling and not one in which the use of the premises as a dwelling is largely incidental to the occupation or profession carried on therein.

HOSPITAL - An institution specializing in giving clinical, temporary and emergency services of a medical or surgical nature to human patients and which is licensed by state law to provide facilities and services in surgery, obstetrics and general medical practice.

HOSPITAL OR CLINIC, SMALL ANIMAL - An establishment in which veterinary medical services and/or clipping, bathing and similar services are rendered to dogs, cats and other small animals and domestic pets, not including kennels.

HOTEL - Any building containing six or more guest rooms intended or designed to be used, or which are used, rented, or hired out to be occupied, or which are occupied for sleeping purposes by guests.

HOUSEHOLD - One of more adults and their dependents who will be residing in the affordable unit. For ownership units title will be held in the name of all adults, other than specifically identified dependents.

HOUSEHOLD INCOME - Household income shall include all income from all household members over the age of 18 residing in the household. Household income consists of all income that would be included as income for Federal income tax purposes (e.g., wages, interest income, etc.) for household members over the age of 18. Income of dependents who reside within a household for less than 3 months of the year will not be counted household income.

HOUSEHOLD PETS - Includes dogs, cats, rabbits, gerbils, guinea pigs, hamsters, cage birds, fish, nonvenomous reptiles, amphibians, and other animals of similar size and character normally associated with dwelling unit and generally housed within the dwelling unit. Specifically included as household pets is the keeping of six or fewer fowl.

HOUSING EXPENSES - Housing expenses include rent plus a utility allowance for rental units. For ownership affordable units, housing expenses include mortgage payments, property taxes, property hazard insurance, and homeowners' association dues.

INTERMODAL - More than one transportation mode or type of service.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) - Federal legislation of 1991 authorizing up to \$150 Billion for transportation programs over 6 years, providing greater funding flexibility for state and local transportation projects, and emphasizing improved coordination of land use and transportation planning, intermodal connectivity, congestion mitigation, and development of new technologies, among other things.

INTERNET/BROADBAND INTERNET - The Internet is the global system of interconnected computer networks. Broadband Internet, refers to high-speed Internet access that is always on and faster than the traditional dial-up access. U.S. regulators in January 2015, raised the standard for Broadband Internet, voting that only connections with download speeds of 25 megabits per second or faster will qualify as Broadband Internet.

JOBS/HOUSING BALANCE - A term representing the relationship between jobs and housing within a specified area. It can influence housing costs, pedestrian-oriented environment, and transportation demand.

JUNKYARD - Automobile wrecking yards and salvage yards or any premises devoted wholly or in part to the storage, buying or selling oil or otherwise handling or dealing in, old rages, sacks, bottles, cans, papers, metal, rubber or other articles commonly known as junk.

KENNEL - A place where four or more adult dogs or cats or any combination thereof are kept, whether by owners of the dogs or cats or by persons providing facilities and care, where or not for compensation, but not including a small animal hospital or clinic. An adult dog or cat is one of either sex, altered or unaltered, that has reached the age of four months.

KITCHEN - Any room or portion of a room, designed to be used for cooking or the preparation of food, having a kitchen type sink and provisions available for a permanent gas or electric stove or range.

LAND BANKS - Acquisition of land for the purpose of reserving it for specified fixture development types. The land bank concept cm include management of existing publicly owned lands, with designated reservations or restrictions for future uses.

LAND TRUSTS - A land trust is an organization created to own and steward land for the purpose of sustaining long term affordability (or other preservation goals, such as historical significance or agricultural value). The land trust organization leases development rights to individuals or non-profit organizations who agree to reasonable limitations on resale profits while maintaining basic owner equity and tenure rights.

LAND USE - A term used to indicate the utilization of any piece of land. The way in which land is being used is the land use.

LAND USE ZONING - Traditionally, a technical or physical approach to the segregation of incompatible land uses, such as housing and industrial, through systems of land use and development controls. More recently, the techniques have emphasized reinforcing positive relationships between compatible land uses such as residential and neighborhood commercial. The contemporary approach also emphasizes the close relationship between transportation and land use to more effectively respond to accessibility, reduction of infrastructure costs, urban design, air, noise, and water pollution, energy conservation, and conservation of resource lands.

LANDSCAPING - Vegetative cover including shrubs, trees, flowers, seeded lawn or sod, ivy and other similar plant material.

LOT - A parcel of land. Lot also means a legal lot for building purposes which shall have of at least sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such

yards and other open spaces as are herein required. Such lot shall have access to an improved public street, or to an approved private street, and may consist of:

- A. A single lot of record;
- B. A portion of a lot of record;
- C. A combination of complete lots of record, and portions of lots of record, if more than one lot is used for building site then a lot line adjustment shall be processed to remove the interior lot lines;
- D. A parcel of land described by metes and bounds provided that in no case shall the division or combination of any residual lot or parcel be created which does not meet the requirements of this code.

Lots created by the Snohomish County Assessor's office shall not be considered as building lots or lots that can be further subdivided unless in accordance with this Title and Land Division Ordinance.

LOT AREA - The total horizontal area within the boundary lines of a lot.

LOT COVERAGE - That percentage of the plot or lot area covered by all buildings including accessory buildings and uses. Coverage is determined by measuring from a horizontal plane from the outermost edge of eaves, cornices, overhang, or areas covered by weather tight roof. .

LOT DIMENSIONS - "Lot depth" shall mean:

- 1. If the front and the rear lines are parallel, the shortest distance between such lines.
- 2. If the front and rear lines are not parallel, the distance between the midpoint of the front lot line and the midpoint of the rear lot line.

"Lot Width" means the horizontal distance between the lot side lines measured at right angles to the line comprising the depth of the lot at a point midway between the lot front line and the lot rear line.

LOT LINES - The lines bounding the lot.

A. Front lot line:

- 1. For an interior lot the front lot line shall be that lot line which abuts the street right-of-way.
- 2. For a corner lot the front lot line shall be that lot line(s) which abuts a designated arterial. If neither or both is/are a designated arterial, the builder/owner shall at the time of applying for a permit have the option of selecting which lot line shall be the front lot line, the lot line abutting the intersecting street shall become a street side yard.
- 3. For a through lot, both lot lines which abut a street right-of-way shall be considered a rear lot line for the purposes of calculating the lot width and depth, only.

B. Rear lot line: The line opposite, most distant and most parallel with the front lot line. For a triangular or reshaped lot, a line ten (10) feet in length within the lot and farthest removed from the front lot line and at right angles to the line comprising the depth of the lot shall be used as the rear lot line.

C. Side lot line: All lot lines which do not qualify as a rear or front lot line.

D. Panhandle lot lines: For a panhandle lot the lot lines shall be approved by the Town Attorney. The lot lines shall be most consistent with the adjoining lot lines and shall take into consideration any unique physical characteristics of the property.

LOT OF RECORD - A lot which is recorded in the offices of Snohomish County and in conformance with this Title and the Land Division Ordinance. .

LOT TYPES -

- A. "Corner lot" means a lot situated at the intersection of two or more streets.
- B. "Interior lot" means a lot that is neither a corner or through lot.
- C. "Through lot" means a lot other than a corner lot, which abuts two streets.
- D. "Panhandle lot" means a lot accessed, from the abutting street, by a narrow corridor of land within the same lot. The maximum length of the panhandle access shall be one hundred (100) feet, with the exception of panhandle lots in the 2 1/2 - 5 acre zone, then there shall be no maximum length. The area within the panhandle access shall not be included in any lot size calculation including lot area, lot width, lot depth or lot coverage. No buildings shall be erected within the panhandle access.

MANUFACTURED HOME - A structure, transportable in one or more sections from its manufacturer, retailer, or wholesaler to its destination. A manufactured home is designed primarily for residential occupancy by human beings and the term includes geodesic domes or modular homes. This definition does not include mobile homes or recreational vehicle.

MANUFACTURING USES - Establishments engaged in the mechanical or chemical transformation of materials or substances into new products excluding any manufacturing defined as High Technology Light Industry.

MARQUEE - A permanent overhead canopy projecting from the elevation of a building and designed to provide continuous overhead weather protection to the area underneath.

MARSHES, BOGS, AND SWAMPS - Lands transitional between terrestrial and aquatic systems where saturation with water is the dominant factor determining plant and animal communities and soil development. For the purposes of this definition, these areas must have one or more of the following attributes:

- A. At least periodically, the land supports predominantly hydrophytes; and/or
- B. The substrate is predominantly undrained hydric soil.

MEAN DEPTH - The mean depth of a lot is the depth of such lot measured on a line approximately perpendicular to the fronting street and midway between the side lines of such lot.

MINIMUM DENSITY - Rather than the heretofore common approach of restricting density, this zoning method provides incentives for higher residential concentrations, which in turn support transit and pedestrian-oriented shopping areas.

MIXED RETAIL USE - Mixed Use Developments including a variety of retail and personal service uses.

MIXED USE DEVELOPMENT - The development of a contiguous tract of land, a building or a structure with two or more different uses identified on the Land Use Map.

MOBILE HOME - A factory constructed residential unit with its own independent sanitary facilities, that is intended for year round occupancy, and that is composed of one or more major components which are mobile in that they can be supported by wheels attached to their own integral frame or structure and towed over the public highway under license or by special permit. This definition does not include a recreational vehicle.

MOBILE HOME PARK - An area of land designed for the placement of a number of mobile homes providing for, but not limited to, water, sewer and electricity.

MOTEL/MOTOR HOTEL - A group of buildings containing individual sleeping or living units, designed for use by automobile tourists or transients, with garage attached or parking space conveniently located to each unit.

MOTOR HOME - A motorized vehicle with fully self-contained quarters.

MUNICIPAL BOND - A bond issued by a state or local government.

NATIONAL HIGHWAY SYSTEM - The Interstate system and other principal highways and roads that are deemed most important for interstate travel and commerce, and for which the largest share of ISTEA funds are authorized.

NATURAL CONDITIONS, NATURAL DETERMINANTS, AND NATURAL ENVIRONMENT - Existing topography, geology, soils, hydrology, water quality, climate, air quality, noise, vegetation, wildlife, marine life, and natural resources in the Town as recognized in the Comprehensive Plan as important in determining the types and forms of development permissible.

NATURAL OR EXISTING TOPOGRAPHY - The topography of the lot, parcel, or tract of real property immediately prior to any site preparation or grading, including excavation or filling.

NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE - An environmental assessment declaring no significant adverse environmental impacts.

NET SQUARE FEET - The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stairwells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.

NON BUILDNG TRACT - A fractional part of subdivided lands having fixed boundaries, which is dedicated or reserved by appropriate covenant or plat restriction for purposes of ingress, egress, utility access, open space, drainage, or other purpose necessary to the public welfare and which prohibits or precludes improvements for the purpose of human habitation or occupancy. Any lot so dedicated as a non-building tract shall not be considered a lot for purposes of calculating the number of lots included in a short division.

NON-CONFORMING LOT - A lot which does not conform to the area, width, depth, or street frontage regulations of the district in which it is located.

NON-CONFORMING SITE - A lot which does not conform to site development regulations, including but not limited to, the landscaping, parking, fence, driveway, street opening, pedestrian amenity, screening, and curb cut regulations of the district in which it is located due to changes in code requirements or annexation.

NON-CONFORMING USE - A use which, when commenced, complied with use regulations applicable at the time when such use was commenced, and which does not conform to the existing use regulations of the district where the use is now being conducted or carried on. The term "non-conforming use" shall be applicable to use of buildings, structures and land. This definition does not include those uses existing in the zone, prior to the adoption of this Title, which would now require an administrative or conditional use permit to operate in the zone. Any expansion of the space, volume or area of the use would then require an administrative or conditional use permit as this Title may require.

NONPOINT SOURCE POLLUTION - Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

OFFICE BUILDING - A building primarily designed to be used for the purpose of providing services rather than the production, distribution and/or retail sales of goods or commodities. The services provided are generally professional, educational, administrative, financial, or governmental in nature. This definition includes welfare, charitable, or business services.

OFFICE USE - A use that provides professional, administrative, or business related services. Production, distribution, or the retail or wholesale of goods and commodities are not included.

OFFSET - A recess or protrusion in a building wall.

ON-SITE RETENTION - Permanent impounding of storm water, or a large part of it, in man-made or man-modified lakes and ponds; often required for developments.

OPEN SPACE - Land area unoccupied by buildings, traffic circulation roads, or parking areas, including, but not limited to, woodlands, fields, sidewalks, walkways, landscape areas, gardens, courtyards, or lawns.

OPEN STRUCTURES - Structures which include but are not limited to, sheltered picnic areas, and covered play areas. Open walled structures may be considered on their merits as qualifying for open space characterization.

OPERATING COSTS - An estimate of the funds needed to continue operation of capital facilities on a yearly basis.

OVERCROWDING - The federal government considers a household to be living in overcrowded conditions when the number of persons per room exceeds 1.0.

OVERLAY ZONING - Additional set of land use regulations that guide development beyond the underlying zone.

OWNER - The owners of fee title, mortgages, and contract vendors.

PARKING SPACE - A space of a size adequate to temporarily park a motor vehicle which has access to a public street or alley.

PARKING, TEMPORARY - Parking spaces approved by the Planning Commission and Council for interim use during construction and site development, but in no case for use longer than one year. Upon termination of this temporary use or the expiration of one year, whichever comes first, the area occupied by the temporary parking spaces must be restored to a vegetated condition.

PEDESTRIAN CONNECTION - A continuous readily accessible, usable area, open at either end and designed primarily to provide public access between two or more publicly accessible spaces, including public sidewalks, by means of a direct route.

PEDESTRIAN ORIENTED FRONTAGE - Building frontage devoted to uses which stimulate pedestrian activity at the pedestrian level. Uses are typically sidewalk oriented and physically or visually accessible by pedestrians from the sidewalks.

PERMITTED USE - Any use authorized or permitted alone or in conjunction with another use in a specified district and subject to the limitations of the regulations of such use district.

PERSONAL SERVICE USE - An establishment that provides services involving the care of a person or of a person's apparel.

POINT SOURCE POLLUTION - A source of pollution from a single point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

PRELIMINARY PLAT - A neat and approximate drawing of a proposed subdivision showing the general layout of streets and alleys, lots, blocks, and restrictive covenants to be applicable to the subdivision, and

other elements of a plat or subdivision which shall furnish a basis for the approval or disapproval of the general layout of a subdivision.

PROCEDURAL GUIDELINES - Chapter 365-I95 WAC. The Washington State Legislature charged the Department of Community Development with the task of adopting procedural criteria to assist counties and cities in adopting comprehensive plans and development regulations that meet the goals and the requirements of the GMA. Along with listing requirements set forth in GMA, this document sets forth recommendations for meeting the requirements. It has been left up to each local jurisdiction to determine whether the recommendations are applicable.

PUGET SOUND CLEAN AIR AGENCY (PSCAA) - The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.

PUGET SOUND REGIONAL COUNCIL (PSRC) - The regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO), responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization (RTPO) for the four counties. PSRC manages the adopted regional growth strategy, Vision 2020.

REAL ESTATE EXCISE TRANSFER TAX (REET) - A tax levied on the sale of real property. The amount of the tax is determined as percentage of the sales price. The GMA authorized cities to impose a second 0.25 percent REET tax to be used to fund capital projects.

RECEIVING WATERS - Natural water bodies-oceans, lakes, ponds, rivers, streams, etc.-and their man-made extensions - watercourses, canals, ditches, channels, etc. - into which waste waters are discharged.

RECREATIONAL VEHICLE - Any wheeled, motorized vehicle manufactured, converted or altered to provide self-contained temporary living quarters for recreational, camping, or travel uses, and which does not exceed 40' in length. Any vehicle manufactured, converted, or altered which has integral wheels for towing or can be mounted on a motorized vehicle to provide self-contained, temporary living quarters for recreational, camping or travel uses.

RECYCLING CENTER - A collection point for small refuse items, such as bottles and newspapers, located either in a container or a small structure.

REGIONAL TAX BASE SHARING - Regional tax base sharing is a technique for redistributing local government revenues among jurisdictions in a metropolitan area. It generally involves placing a portion of the growth related tax revenues collected by each jurisdiction into a pool, and then redistributing the pooled revenues among the jurisdictions according to a formula that addresses fiscal imbalances or inequities among jurisdictions.

REGIONAL UTILITY SYSTEM - An electrical distribution line of at least IISKV, or any other element of a utility system which serves a geographic area greater than the Town of Darrington and its service areas as identified by the Comprehensive plan. Any system which does not meet this definition is a Local Utility System.

RELIGIOUS ACTIVITY - A use operated for worship, meditation, or prayer.

RELIGIOUS FACILITY - A facility operated for worship, prayer, meditation, or similar activity by an organization granted tax exempt status by the Federal Internal Revenue Service.

REMODELING, SUBSTANTIAL - Construction which increases the floor area of an existing building or structure by at least 20%.

RESERVE FUND - Reserve funds are used to set aside funds to ensure financial stability and provide for unanticipated emergencies, expenses, revenue decreases, and legal claims, and for major maintenance of capital facilities. The level of reserves is an important criterion for establishing a jurisdiction's credit rating for general obligation bond sales.

RESIDENCE, SINGLE-FAMILY - See Dwelling, Single-Family.

RESIDENTS ASSOCIATION, HOMEOWNER'S ASSOCIATION - A formally constituted nonprofit association or corporation made up of the property owners and/or residents of a fixed area; may take permanent responsibility for costs and upkeep of semi-private community facilities.

RESTAURANT, SIT-DOWN - A restaurant at which all food and drink is consumed on the premises.

RESTAURANT, TAKE-OUT - A restaurant that offers a take-out service whereby food may be consumed off the premises. A take-out restaurant may have seating facilities.

ROAD, PRIVATE - A way open to vehicular ingress and egress established as a separate tract for the sole use and responsibility of the property owner.

ROAD, PUBLIC - A public property reserved or dedicated for street traffic.

SALES, TRADE - Sales, other than wholesale, of supplies, equipment, fixtures or hardware in small or mixed lots to other businesses, rather than to the general public. For the purpose of land use classifications, these are treated as wholesale trade.

SALES, WHOLESALE - Sale for resale not for direct consumption. For the purpose of land use classifications, a business primarily engaged in resale or trade sales with less than 25% of the square footage of sales in related retail, will be classified as wholesale.

SATELLITE DISH ANTENNA - A structure intended to receive signals from orbiting satellites and other sources.

SCHOOL - An institution primarily engaged in academic instruction for all or part of the K through 12 education program, public, parochial, or private, and recognized or approved as such by the State.

SECTION 8 VOUCHERS AND CERTIFICATES - Rent subsidy instruments which may be granted to specific housing units or to renters who may use certification and vouchers for rental assistance in approved private market rental units.

SECTION 202 - Federal loan program to support private developers' creation of low-income housing for specific target populations, often the elderly.

SEMIPRIVATE FACILITY, SEMIPUBLIC FACILITY - Any facility which a class or group of the public is permitted to attend or use subject to the regulations of a club or other organization owning or regulating such a facility.

SENIOR CITIZEN DWELLINGS - Dwellings exclusively designed for and occupied by families each of which have at least one person of 62 years of age or older, and limited by the requirements of State or Federal programs for housing for senior citizens to include those individuals who are classified as head-of-household and are disabled or handicapped regardless of age.

SETBACK - The distance that buildings or uses must be removed from lot lines or easements. Setbacks shall be measured, where applicable, from proposed or actual public or private right-of-way lines.

SHELTER STATION - A structure for waiting customers of a public transportation system designed to protect from them from the elements of weather.

SHORE LAND, SHORELINE - Water and submerged lands under permanent bodies of water.

SIGN - Any device or visual communication that is used for the purpose of bringing the subject thereof to the attention of the public.

SIGNIFICANT IMPACT - Environmental effects of a proposed decision or action judged great enough to justify drafting an Environmental Impact Statement.

SOLID WASTE - A general term for discarded materials destined for disposal, but not discharged to a sewer or to the atmosphere.

SPA - A tub, generally with heated and/or jetted water, designed for therapy and relaxation.

SPECIALTY SPORTING GOOD - A retail sporting goods store which sells equipment and a subordinate amount of related apparel for a maximum of five sports activities. These uses may include space for practice and training areas, in addition to storage and retail sales display area.

STATE - The State of Washington.

STATE ENVIRONMENTAL POLICY ACT (SEPA) - The state law passed in 1971 requiring State and local agencies to consider environmental impacts in the decision-making process. A determination of environmental significance must be made for all non-exempt projects or actions which require a permit, license or decision from a government agency. If the action does not have significant adverse environmental impacts, a Declaration of Non-Significance (DNS) is issued. If the action or project could have major impacts, an Environmental Impact Statement (EIS) is required.

STOCK IN TRADE - Defined by either:

- A. The dollar value of all merchandise readily available for purchase, rental, viewing or use by patrons of the establishment, excluding merchandise located in any store room, under the counter or in any other portion of the premises not open to patrons; or
- B. The total volume of shelf space and display in those portions of the establishment open to patrons.

STORY - That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

STRUCTURAL ALTERATIONS - Any change in load or stress of the loaded or stressed members of a building or structure.

STRUCTURE - A combination of materials constructed and erected permanently on or under the ground or attached to something having a permanent location on or under the ground. Not included are residential fences, retaining walls with less than 30 inches in height, rockeries less than 30 inches in height and similar improvements of a minor character.

SUBDIVISION - The division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease or transfer of ownership, including all resubdivisions of land.

SUBDIVISION, SHORT - The division or redivision of land, including a unit of land resulting from a previous subdivision, short subdivision, or revision into four or less lots, tracts except non-building tracts, parcels, sites, or divisions, for the purpose of sale or lease or transfer of ownership.

SUBORDINATE USE - A use which is secondary or incidental to a permitted or principal use, located on the same lot or in the same structure as the permitted or principal use, and integrated with and dependent upon the permitted or principal use.

SUBSTANTIAL REDEVELOPMENT - Any redevelopment, reconstruction or remodel of an existing residential, commercial or industrial structure, or any replacement of such structure after damage, which results in an increase of floor area at or above 50% the original structure size, or an increase in valuation of the property at or above 20% the original property value.

SURFACE, IMPERVIOUS - Ground or covered ground, through which water cannot percolate.

TAKEOFF AND LANDING AREA - An obstruction free area designed for the arrival and departures of helicopters.

TOP OF PROTECTED SLOPE - The upper boundary of the protected slope as delineated on the slope category analysis; or in the case of slopes with colluvium or landslide deposits, as delineated by the geotechnical report.

TOUCHDOWN PAD - The area of a heliport upon which the landing gear of a helicopter rests immediately after landing or just prior to takeoff.

TRACT - A lot, usually several acres in area.

TRAIL - A deliberate, man-made pathway designed for use by pedestrians, bicyclists, horsemen, and other non-motorized users.

TRAILER HOUSE - Temporary living quarters pulled by a towing vehicle.

TRANSITION AREA - An area of higher-intensity use district which is close to a lower-intensity use district, in which special design and other criteria are applied in order to protect the lower-intensity uses from effects of the higher intensity uses.

TREE, LARGE-DIAMETER - A tree having a mature spread of at least 50 feet.

TREE, SMALL-DIAMETER - A tree having a mature spread of less than 50 feet.

UNIVERSAL SERVICE (FCC) - Universal service is the principle that all Americans should have access to communications services. Universal service is also the name of a fund and the category of FCC programs and policies to implement this principle. Universal service is a cornerstone of the law that established the FCC, the Communications Act of 1934. Since that time, universal service policies have helped make telephone service ubiquitous, even in remote rural areas. The FCC recognizes high-speed Internet as the 21st Century's essential communications technology, and is working to make broadband as ubiquitous as voice, while continuing to support voice service.

UTILITY FACILITY - Public utility buildings, telephone exchanges, sewage pumping stations, gas, water and electrical distribution substations, regional storm drainage detention facilities and similar facilities

located on a specific site and necessary for the operation of a public facility. Administrative offices and physically dispersed utility systems are not included.

UTILITY SYSTEM - Physically dispersed elements through which a public utility supplies service including, but not limited to, poles with cross arms, braces, guys and anchors, transmission and distribution lines, pad mounted switches, switches and above-ground transformers, underground transformers and microwave transformers, pipes, mains, interceptors, cables and underground conduits.

UTILITY TRAILER - Any vehicle with integral wheels designed to be towed by a motorized vehicle to transport goods, property, equipment or live stock.

WALKS, MAJOR - Major walks are those which provide for a main pedestrian route through a block or to a high pedestrian traffic-generating use or to between-block crosswalks.

WALKS, MINOR - Minor walks are those which provide an alternate route or a branch connection to a major walk or perimeter street sidewalk.

WATERCRAFT - Any vessel which issued for water travel, sport, or pleasure, which is greater than 12 feet in length, but does not exceed 40 feet in length or 12 feet in height as measured at the highest point when mounted on a trailer.

WETLANDS - The area mapped or defined as a wetland in the Town of Darrington Critical Areas Maps.

YARD - The area between the existing building and the property line.

ZONE - An area accurately defined as to boundaries and location on an official map and within such area only certain types of land uses are permitted, and other types of land uses are excluded, as set forth in this Ordinance.