



## CITY COUNCIL REGULAR MEETING

Monday, December 9, 2024, at 7:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

### MAYOR & COUNCIL MEMBERS

Mayor Katherine Ross

Councilmembers: Ethan Benson, Cara Christensen,  
Catherine Cotton, Bryan Holloway, Jo Johnson,  
Louis Washington, and Robert Wotton

*This meeting will be conducted in person at Snoqualmie City Hall and remotely using Zoom.*

**Join by Telephone:** To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **813 0614 8787** and Password **1800110121** if prompted.

Press \*9 to raise your hand to speak. Raising your hand signals the meeting moderator that you have a comment.

Press \*6 to mute and unmute.

**Join by Internet:** To watch the meeting over the internet via your computer, follow these steps:

- 1) Click this [link](#)
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter **813 0614 8787**; Enter Password **1800110121**
- 4) Please confirm that your audio works prior to participating.

### CALL TO ORDER & ROLL CALL

### PLEDGE OF ALLEGIANCE

### AGENDA APPROVAL

### PUBLIC HEARINGS, PRESENTATIONS, PROCLAMATIONS, AND APPOINTMENTS

#### Public Hearings

1. [AB24-096](#): Transportation Impact Fee Program.

**Proposed Action:** Public Hearing.

2. [AB24-098](#): Ordinance adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update.

**Proposed Action:** Public Hearing.

#### Appointments

3. [AB24-127](#): Appointment and Re-Appointments to Commissions and Advisory Committees.

**Proposed Action:** Move to confirm the Mayor's recommendation to appoint Nick Postiglione to the Economic Development Commission, re-appoint Nichole Pas to the Economic Development Commission, re-appoint Laurie Hay, Richard Anderson, and Kelly Coughlin to the Lodging Tax Advisory Committee, and re-appoint Luke Marusiak to the Planning Commission.

#### Presentations

4. [2024 Commission Accomplishments](#)

## PUBLIC COMMENTS AND REQUESTS FOR ITEMS NOT ON THE AGENDA

(NOTE: No online public comments will be accepted during the meeting. Written comments are encouraged and may be submitted via in-person drop off, mail, or e-mail to [cityclerk@snoqualmiewa.gov](mailto:cityclerk@snoqualmiewa.gov). All written comments must be received by 3:00 p.m. on the day of the scheduled meeting.)

## CONSENT AGENDA

- [5.](#) Approve the City Council Meeting Minutes dated November 25, 2024.
- [6.](#) **AB24-126:** Amendment to Landscape Maintenance Agreements for Snoqualmie Parkway and Other ROW's, Mini-Parks, and Facilities.
- [7.](#) **AB24-115:** Surplus of Vehicles and Equipment Replacements for the 2025-26 Biennium.
- [8.](#) **AB24-128:** Ratification of Proclamation of Emergency 24-23.

## ORDINANCES

- [9.](#) **AB24-096:** Transportation Impact Fee Program.

**Proposed Action:** Second Reading of Ordinance 1301. Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.

- [10.](#) **AB24-098:** Ordinance adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update.

**Proposed Action:** Second Reading of Ordinance 1302. Move to approve Ordinance 1302 adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update.

- [11.](#) **AB24-107:** 2023-2024 Biennial Budget Amendment

**Proposed Action:** Second Reading of Ordinance 1300. Move to approve Ordinance 1300 amending the 2023-2024 Biennial Budget.

## COMMITTEE REPORTS

**Public Safety Committee:**

**Community Development Committee:**

**Parks & Public Works Committee:**

12. **Utility Rate Study.**

**Proposed Action:** Presentation and Discussion.

**Finance & Administration Committee:**

- [13.](#) **AB24-114:** Purchase of vehicles and equipment replacements for the 2025-26 Biennium.

**Proposed Action:** Move to approve the purchase of twenty-three (23) vehicles and equipment replacements for the 2025-26 biennium.

**Committee of the Whole:**

## REPORTS

14. Mayor's Report
15. Commission/Committee Liaison Reports
- [16.](#) Department Reports for November 2024.



## **EXECUTIVE SESSION**

17. Executive Session pursuant to RCW 42.30.110(1)(i)(ii) or (iii) Litigation.

## **ADJOURNMENT**

Accommodation: Requests for assistance or accommodations can be arranged by contacting the City Clerk by phone at (425) 888-8016 or by e-mail at [cityclerk@snoqualmiewa.gov](mailto:cityclerk@snoqualmiewa.gov) no later than 3:00 pm the day of the meeting.



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-096  
November 25, 2024  
Ordinance

Item 1.

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-096:</b> Transportation Impact Fee Program	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Emily Arteche	9/25/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	11/14/2024
	City Administrator	Choose an item.	11/21/2024

<b>DEPARTMENT:</b>	Community Development		
	<b>STAFF:</b> Emily Arteche		
	<b>COMMITTEE:</b> Community Development		<b>COMMITTEE DATE:</b> November 18, 2024
	<b>EXHIBITS:</b> 1. AB24-096x1 Traffic Impact Fees Ordinance and Title 20.09 Draft Code Amendments 2. AB24-096x2 2024 Rate Study		

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

SMC Title 20.09, Transportation Impact Fees, will allow the City to capture a fair and proportionate share of the costs of new transportation facilities needed to serve new growth and development within the City of Snoqualmie.

### LEGISLATIVE HISTORY

None.

### BACKGROUND

In 1994 Washington State's Growth Management Act, or GMA, authorized counties, cities, and towns planning under the GMA to impose impact fees pursuant to RCW 82.02.050 to help pay for certain types of public facilities including public streets and roads. Since that time many cities in Western Washington have adopted

transportation impact fee programs. Snoqualmie has adopted a school impact fee program but has not yet adopted a transportation impact fee program.

## **ANALYSIS**

Transportation impact fees are defined fees required of all developers to pay for “system improvements” to the transportation network. Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the purpose of the impact fee is to fund improvements and expansion to the City’s transportation infrastructure to manage this additional demand.

The City retained Fehr & Peers to conduct a rate study to determine an appropriate transportation impact fee to charge applicants for new development in the City. The Snoqualmie Traffic Impact Fee Rate Study, dated November 13, 2024 (“2024 Rate Study”) is attached as Exhibit 2. To calculate the impact fee rate for Snoqualmie, a project list was developed using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of transportation mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044. After determining the eligible contribution of each project to the impact fee calculation, this total was divided by the expected growth in PM peak hour person trips over the next 20 years.

Due to the multimodal nature of much of the city’s transportation network, which includes trails, sidewalks and bicycle facilities, and the potential increase in demand that new development will incur on these, multimodal projects were included in the impact fee calculation, and growth in “person trips” were determined, instead of growth in “vehicle trips,” as is common in other jurisdictions. This multimodal impact fee structure was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development.

The final transportation impact fee rate calculated for Snoqualmie is \$5,733.29 per person trip, based on the methodology explained in the 2024 Rate Study (see attachment). The 16 eligible projects are summarized in the Rate Study, along with a rate table that compares the anticipated cost of various development projects to those incurred in other jurisdictions.

Exemptions are included in proposed SMC 20.09.080 A-I, including the constructing, reconstructing or remodeling of any assisted senior living where medical services are provided on site. The City Council can agree to include this development as an exemption from transportation impact fees for assisted living, the City will have to backfill 100% the impact fee on such projects with general City funds (i.e., the City would have to use other public funds to pay the exempted fee amount into the transportation impact fee fund).

This requirement comes from RCW 82.02.060(2). Senior assisted living doesn’t fall into the other carve-outs for “early learning facilities” or “low-income housing” in 82.02.060(4).

## **BUDGET IMPACTS**

City sponsored projects will need to comply with the Transportation Impact Fee provided they generate additional trips.

## **NEXT STEPS**

Propose a “motion to substitute” for the Transportation Impact Fee Program, AB24-096x1 draft code amendments as there were minor non-substantive updates to the draft ordinance made by both CD and Finance Departments since the last committee meeting.

A first reading of the ordinance to adopt SMC Chapter 20.09 Transportation Impact Fees and the associated Rate Study is expected for November 25, 2024, followed by a second reading and adoption of the ordinance on December 9, 2024.

## PROPOSED ACTION

Public Hearing, Second Reading and Proposed Adoption – December 9, 2024; Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.

**ORDINANCE NO. 1301**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SNOQUALMIE, KING COUNTY, WASHINGTON, AMENDING TITLE 20 OF THE SNOQUALMIE MUNICIPAL CODE TO ESTABLISH A NEW CHAPTER 20.09 ENTITLED “TRANSPORTATION IMPACT FEES”; ADOPTING A RATE STUDY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, the City has authority to adopt impact fees to address the impact on transportation facilities caused by new development, pursuant to Ch. 82.02 RCW; and

**WHEREAS**, Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the City Council desires to ensure that transportation facilities necessary to support development will be adequate to serve the development at the time the development is available for occupancy and use, or within the period provided by law, without decreasing the current service levels below established minimum standards for the City; and

**WHEREAS**, the City Council approved the development of a transportation impact fee program, including preparation of a rate study, at its regular scheduled City Council meeting on April 22, 2024; and

**WHEREAS**, the City retained Fehr & Peers to prepare a rate study analyzing the anticipated costs of transportation system improvements, using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044; and

**WHEREAS**, the Snoqualmie Impact Fee Rate Study conducted by Fehr & Peers and dated November 13, 2024 (“2024 Rate Study”) analyzed the anticipated costs of the transportation system improvements included on the project list, including multimodal transportation improvements; established a methodology for determining the portion of each project that is eligible to be collected through assessment of impact fees; and calculated the fee to be imposed per PM peak-hour person-trip; and

**WHEREAS**, the Rate Study includes an Impact Fee Rate Schedule (Table 6), which translates the recommended impact fee rate into a cost per unit of development for a variety of land uses included in the *ITE Trip Generation Manual*, which will assist project applicants in estimating their impact fee (although the City reserves the right to request a detailed trip generation analysis for any development proposal); and

**WHEREAS**, the City Council concludes that it is in the best interest of the City to approve the methodology by which transportation impact fees were calculated in the 2024 Rate Study and implement a traffic impact fee program to collect such fees; and

**WHEREAS**, the City Council held a public meeting on November 25, 2024, and a Public Hearing on this Ordinance was held during its regular City Council meeting on December 9, 2024;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Snoqualmie, Washington, as follows:

**Section 1. New Municipal Code Chapter.** Title 20 of the Snoqualmie Municipal Code is amended to add a new Chapter 20.09, entitled “Transportation Impact Fees,” containing the provisions shown in Exhibit A attached hereto.

**Section 2. Adoption of Rate Study.** The City Council hereby adopts the Snoqualmie Transportation Impact Fee Rate Study, dated November 13, 2024, prepared by Fehr and Peers and attached hereto as Exhibit B.

**Section 3. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 4. Effective Date.** This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five days after publication.

**Section 5. Corrections by the City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state, or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington this 25th day of November 2024.

\_\_\_\_\_  
Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Deana Dean, City Clerk

\_\_\_\_\_  
David Linehan, Interim City Attorney

## EXHIBIT A

### Chapter 20.09 TRANSPORTATION IMPACT FEES

<b>20.09.010</b>	<b>Authority and Purpose.</b>
<b>20.09.020</b>	<b>Definitions.</b>
<b>20.09.030</b>	<b>Review and Update of Impact Fees</b>
<b>20.09.040</b>	<b>Applicability.</b>
<b>20.09.050</b>	<b>Service Area.</b>
<b>20.09.060</b>	<b>Assessment of Transportation Impact Fees.</b>
<b>20.09.070</b>	<b>Collection of Transportation Impact Fees.</b>
<b>20.09.080</b>	<b>Exemptions.</b>
<b>20.09.090</b>	<b>Determination of Transportation Impact Fees, Reductions.</b>
<b>20.09.090</b>	<b>Credits, Adjustments and Independent Calculations, and Appeals.</b>
<b>20.09.100</b>	<b>Transportation Impact Fee Accounts and Refunds.</b>
<b>20.09.110</b>	<b>Use of Funds.</b>
<b>20.09.120</b>	<b>Existing Authority Unimpaired.</b>

#### **20.09.010 Authority and Purpose.**

A. This Chapter is enacted pursuant to the Growth Management Act as codified in chapter 36.70A RCW and the provisions of RCW 82.02.050 through 82.02.100.

B. The purposes of this Chapter are to:

1. Develop a program consistent with the City's Comprehensive Plan for joint public and private financing of transportation facilities as such facilities are necessitated in whole or in part by development within the City;

2. Ensure that those transportation facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or within the period established by law, without decreasing current service levels below established minimum standards for the City;

3. Create a mechanism to charge and collect Transportation Impact Fees to ensure that all new development bears its proportionate share of the capital costs of transportation facilities reasonably related to new development;

4. Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact; and

5. Increase transparency and reduce uncertainty related to the cost to build necessary new transportation capacity for Developers and reduce the administrative burden on the City to identify and collect necessary funding to support new transportation capacity related to development.



C. The City conducted studies documenting the procedures for measuring the impact of new growth and development on public transportation facilities, included a rate study and associated impact fee study. Based on the foregoing, the City prepared a formula and method of calculating Transportation Impact Fees to serve new development that provides a balance between Transportation Impact Fees and other sources of public funds.

D. The provisions of this Chapter shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, and welfare.

## **20.09.020 Definitions.**

For purposes of this Chapter, the following terms have the indicated meanings:

A. “Applicant” means a person, firm, company, partnership, or corporation, and all successors in interest thereto, proposing a development in the city.

B. "Capital Facilities and Utilities Element" means the capital facilities and utilities plan element of the City of Snoqualmie’s Comprehensive Plan currently in effect or as subsequently amended.

C. “City” means the City of Snoqualmie.

D. “Commercial” means any activity carried out for the purpose of financial gain for an individual or organization, whether profit or nonprofit.

E. “Developer” means a person or persons or entity or entities that owns, or holds purchase options or other control over, property on which development is proposed.

F. “Development” means any:

1. construction or expansion of a building, structure, or use;
2. change in use of a building or structure; or
3. change in the use of land

that creates additional demand for transportation facilities.

G. “Dwelling Unit” means a dwelling unit as defined in Section 18.100.270 of the Snoqualmie Municipal Code currently in effect or as subsequently amended.

H. “Encumber” means to transfer impact fee dollars from the Transportation Impact Fee Fund to a fund for a particular system improvement that is fully funded in the current biennium’s budget or for which a construction contract or contracts have been let.

I. “Peak Hour” means the consecutive 60-minute period during which the highest level of demand on a typical day during the week occurs. This is typically the PM peak hour, but the Transportation Impact Fee may be based on a different peak hour, at the discretion of the Director.

K. “Project Improvements” means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not System Improvements.

L. “System Improvements” means traffic capacity-adding transportation facilities that are included in the City’s Six-year Transportation Improvement Plan, other plans/studies prepared by the City, or facilities/programs/projects identified in the Transportation Impact Fee Rate Study and are designed to provide service to the community at large, in contrast to Project Improvements or existing transportation facility preservation projects, such as repaving projects.

M. “Transportation Impact Fee” means a payment of money imposed upon development as a condition of development approval and/or building permit approval to mitigate all or any portion of the transportation impact from the development on transportation facilities included in the Transportation Impact Fee Rate Study’s project list. "Transportation Impact Fee" does not include a reasonable permit or application fee, administrative fees for collecting and handling impact fees, the cost of reviewing independent fee calculations, the administrative fee required for an appeal, or the proportionate share of costs to implement transportation capacity projects that are not on the Transportation Impact Fee Rate Study’s project list.

N. “Transportation Impact Fee Fund” means the fund established for the transportation facilities for which Transportation Impact Fees are collected, which is currently the Non-Utility Capital Fund.

O. "Transportation Impact Fee Schedule" means the table of Transportation Impact Fees adopted by the City Council establishing the standard amounts that applicants pay for various types of projects as a condition of development within the City.

P. “Transportation Impact Fee Rate Study” means the rate study conducted to determine the Transportation Impact Fees to include in the Transportation Impact Fee Schedule, and includes any subsequent updates thereto.

#### **20.09.030 Review and Update of Impact Fees.**

A. The Transportation Impact Fee Schedule may be reviewed and amended by resolution of the City Council from time to time, as the City Council deems appropriate.

B. The Transportation Impact Fee Schedule shall be automatically updated for inflation annually using the following procedures:

1. The City shall use construction cost inflation data sources such as the Construction Cost Index for Seattle (June-June) published by the Engineering News Record, or similar, at the City’s discretion, to calculate annual inflation adjustments in the Transportation Impact Fee Schedule.

2. The indexed Transportation Impact Fee Schedule shall be effective January 1 of each year.

D. The Transportation Impact Fee Schedule shall not be adjusted for inflation if the index is unchanged.

#### **20.09.040 Applicability.**

A. A Transportation Impact Fee is hereby imposed on every development activity in the City based upon the rates established in the Transportation Impact Fee Rate Study and the Transportation Impact Fee Schedule. The Transportation Impact Fee Schedule shall establish such rates based upon the land use as defined within the *ITE Trip Generation Manual (11<sup>th</sup> Edition)*. The Transportation Impact Fee Rate Study identifies an impact fee per person-trip that is the basis for all the rates in the Transportation Impact Fee Schedule. A land use not included in the Transportation Impact Fee Schedule is not exempt from paying fees and will pay the rate based on person-trips generated as approved by the City.

B. Any Transportation Impact Fee imposed shall be reasonably related to the impact caused by the development and shall not exceed a proportionate share of the costs of System Improvements that are reasonably related to the development.

C. Transportation Impact Fees shall be based on the City Comprehensive Plan, Capital Facilities Element, the project list in the Transportation Impact Fee Rate Study, the City's Six-year Transportation Improvement Plan, and other relevant plans and studies prepared by the City.

D. The City shall also impose an application fee to cover the City's reasonable costs to administer the Transportation Impact Fee program. The administrative fee shall be paid by the Applicant to the City at the time of building permit application. The administrative fee shall be deposited into the General Fund. Administrative fees shall be used to defray the cost incurred by the City in the administration and update of the Transportation Impact Fee program, including, but not limited to, review of independent fee calculations and the value of credits. The administrative fee is not creditable or refundable and is not subject to deferral.

#### **20.09.050 Service Area.**

There shall be one service area which shall be consistent with the corporate limits of the City.

#### **20.09.060 Assessment of Transportation Impact Fees.**

A. The City shall assess Transportation Impact Fees from any Applicant seeking a building permit or certificate of occupancy from the City, using the Transportation Impact Fee Schedule in effect at the time of building permit or certificate of occupancy issuance, unless payment is deferred pursuant to Chapter 20.15 of this Title, in which case the Transportation Impact Fees shall be assessed

based on the Transportation Impact Fee Schedule in effect at the time of the deferral application.

B. Unless the proposed development is exempt or subject to adjustments, credits, or an independent fee calculation accepted by the City, the City shall not issue building permit(s) unless and until the Transportation Impact Fees have been paid.

#### **20.09.070 Collection of Transportation Impact Fees.**

A. Except as provided in subsection (B) of this section, the Transportation Impact Fees imposed under this Chapter are due and payable at the time of issuance of a permit issuance or, if a change of use, then at the time of issuance of a certificate of occupancy

B. Transportation Impact Fees may be deferred subject to the provisions of Chapter 20.15 SMC as currently enacted or subsequently amended.

#### **20.09.080 Exemptions.**

The following development activities do not create any additional transportation impacts or have been determined by the City Council to be exempt from paying Transportation Impact Fees pursuant to this ordinance:

A. Existing Dwelling Unit. Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing Dwelling Unit that does not result in the generation of any new Peak Hour trips.

B. Existing Nonresidential Building. Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing nonresidential building that does not result in the generation of any new Peak Hour trips.

C. Condominium projects in which existing Dwelling Units are converted into condominium ownership and that do not result in the generation of any new Peak Hour trips.

D. Any development activity that is exempt from the payment of a Transportation Impact Fee pursuant to RCW 82.02.100, due to mitigation required by the State Environmental Policy Act ("SEPA"). The Applicant is required to demonstrate to the satisfaction of the City that SEPA mitigations are duplicative of Transportation Impact Fees.

E. Any development activity for which transportation impacts have been mitigated pursuant to a condition of development approval or development agreement to pay fees, dedicate land, or construct or improve facilities, unless the condition of the development approval or a development agreement provides otherwise, provided that the condition of the development approval or development agreement predates the effective date of this Chapter.

F. Any development activity for which transportation impacts have been mitigated pursuant to a voluntary agreement entered into with the City pursuant to RCW 82.02.020 to pay fees, dedicate land, or construct or improve transportation facilities, unless the terms of the voluntary agreement provide otherwise, provided that the agreement predates the effective date of this Chapter.

G. A Developer who is constructing, reconstructing, or remodeling any form of Low-Income Housing within a Target Residential Area utilizing a multi-family tax exemption.

H. A Developer who is constructing, reconstructing, or remodeling any form of assisted senior living where medical and services are provided onsite.

I. A Developer who is constructing, reconstructing, or remodeling any form of Early Learning Facility consistent with the requirements of RCW 82.02.060(4)(b).

#### **20.09.090 Determination of Transportation Impact Fees, Reductions, Credits or Adjustments and Appeals.**

A. Determination of Transportation Impact Fees. The City shall determine the amount of a Developer's Transportation Impact Fees according to the Transportation Impact Fee Schedule.

B. Reductions. The Transportation Impact Fee amount established by the Transportation Impact Fee Schedule shall be reduced by the amount of any payment (other than application fees or application review costs) previously made for the development activity in question, either as a condition of development approval (such as, but not limited to, a SEPA condition) or pursuant to a voluntary agreement. The reduction shall only apply to any payment toward a system improvement identified in the Transportation Impact Fee Rate Study.

C. Credits or Adjustment.

1. Whenever a Developer is subject to a development condition that the Developer actually construct a System Improvement acceptable to the City or improve an existing System Improvement, the Developer shall be entitled to a credit for the actual cost of constructing or improving such System Improvement(s) against the Transportation Impact Fee that would be chargeable under the Transportation Impact Fee schedule, unless an applicable development agreement between the City and the Developer provides otherwise. The cost of construction of such System Improvement(s) shall be estimated for purposes of calculating an estimated credit, but must be documented, and the documentation confirmed after the construction is completed to assure that an accurate credit amount is provided. If construction costs are less than the calculated fee amount, the difference remaining shall be chargeable as a Transportation Impact Fee.

2. Whenever a Developer is subject to a development condition that the Developer dedicate land to the City to mitigate its transportation impacts, the Developer shall be entitled to a credit against the Transportation Impact Fee chargeable under the Transportation Impact Fee Schedule, unless an applicable development agreement between the City and the Developer provides otherwise. The value of a credit for dedication of land shall be established on a case-by-case basis by an appraiser selected by or acceptable to the City. The appraiser must be licensed in good standing by the state of Washington for the category of the property appraised. The appraisal and review shall be at the expense of the Applicant. The appraisal shall be in accordance with the most recent version of the Uniform Standards of Professional Appraisal Practice, as published by The Appraisal Foundation, and shall be subject to review and acceptance by the City. If the amount of a credit is less than the calculated fee amount, the difference remaining shall be chargeable as a Transportation Impact Fee.
3. No credit shall be given for Project Improvements or for land or right-of-way devoted to Project Improvements. In certain cases, a System Improvement may function as a Project Improvement. Where a System Improvement functions as a Project Improvement, the Applicant shall only receive a credit for the amount of the improvement that functions as a System Improvement. An example of a Project Improvement that may be integral to a System Improvement would be the sidewalk/landscape buffer that fronts an Applicant's development.
4. An Applicant must request a credit pursuant to this section prior to payment of the Transportation Impact Fees and the issuance of the first permit associated with the development. Any claim not timely made shall be waived.
5. Applicants may take credit for existing development when expanding, redeveloping, or changing the use at an existing developed site. In these cases the Transportation Impact Fee shall be calculated on the net-new Peak Hour trip generation resulting from the increased developed area or increased intensity of use associated with the new development. No credit shall be due for developments that result in a net-negative Peak Hour trip generation when no Transportation Impact Fees would otherwise be due.
6. Credits for existing development only pertain to active land uses within the development in the prior three years. Higher trip generating uses that may have occurred more than three years prior to the Applicant's building permit application are not considered for credit. This applies to properties that have been vacant for three or more years, in which no existing use credit will be considered.
6. Pursuant to RCW 82.02.060(5), an Applicant may request an adjustment to its calculated Transportation Impact Fees on the basis that the Applicant's specific case presents unusual circumstances and that imposition of the

Transportation Impact Fees as calculated based on the Transportation Impact Fee Schedule results in unfairness or disproportionate payment in relation to the impacts caused by the proposed development. In this case, the Applicant must, at its own expense, prepare and submit an Independent Rate Study to the City for review and approval.

D. Appeals.

1. Any credits or adjustments decision of the City with regard to Transportation Impact Fee amounts may be appealable by the applicant to the City's hearing examiner.
2. An appeal must be filed within ten (10) days of the credits or adjustments decision being appealed. A nonrefundable fee consistent with SMC 2.14.100.D shall be paid at the time the notice of appeal is submitted.

**20.09.100 Transportation Impact Fee Accounts and Refunds.**

A. Transportation Impact Fee receipts shall be earmarked specifically and retained in the Transportation Impact Fee Fund. All Transportation Impact Fees and any investment income generated by such fees shall remain in that fund until spent, Encumbered, or refunded pursuant to the provisions of this Chapter.

B. The current owner of property for which Transportation Impact Fees have been paid may receive a refund of such fees if the Transportation Impact Fees have not been expended or Encumbered within 10 years of their receipt by the City. In determining whether fees have been expended or Encumbered, fees shall be considered expended or Encumbered on a first-in, first-out basis. Fees collected by the City can be expended or Encumbered on any eligible Transportation Impact Fee program system improvement, regardless of its location within the City. Notwithstanding the above, this refund mechanism only applies to Transportation Impact Fees and shall not apply to funds expended for mitigation projects or funds collected pursuant to a mitigation and/or development agreement.

C. The City shall provide for the refund of fees according to the requirements of this section and RCW 82.02.080.

1. The City shall notify potential claimants of the refund availability by first-class mail deposited with the United States Postal Service addressed to the owner of the property as shown in the county tax records.
2. A request for a refund must be submitted to the City's Finance Director in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.

D. Any Transportation Impact Fees that are not expended or Encumbered within 10 years of their receipt by the City, and for which no application for a refund has been made within this one-year period, shall be retained by the City and expended consistent with the provisions of this chapter.

E. Refunds of Transportation Impact Fees shall include any interest earned on the fees pursuant to RCW 82.02.080.

F. Should the City seek to terminate all Transportation Impact Fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that all fee requirements are to be terminated, the City shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail addressed to the owner of the property as shown in the county tax records.

G. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the City, but must be expended for the original purposes, consistent with the provisions of this Chapter. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

H. An Applicant may request and shall receive a refund on paid Transportation Impact Fees, including interest earned on the Transportation Impact Fees, when:

1. The Applicant does not proceed to finalize the development activity as required by statute or City code or the International Building Code; and
2. The City has not expended or Encumbered the Transportation Impact Fees prior to the application for a refund. In the event that the City has expended or Encumbered the fees in good faith, no refund shall be forthcoming. However, if within a period of three years, the same or subsequent owner of the property proceeds with the same or substantially similar development activity, the owner shall be eligible for a credit against any then-existing Transportation Impact Fee requirement. The owner must petition the City in writing and provide receipts of Transportation Impact Fees paid by the owner for a development of the same or substantially similar nature on the same property or some portion thereof. The City shall determine whether to grant a credit and such determinations may be appealed by following the procedures set forth in this Chapter.

#### **20.09.110 Use of Funds.**

A. Transportation Impact Fees shall:

1. Be used for System Improvements that will reasonably benefit new development; and
2. Not be imposed to make up for deficiencies in the facilities serving existing development; and
3. Not be used for maintenance or operations.



B. Transportation Impact Fees will be spent for System Improvements listed in the City's Capital Facilities Element, the project list in the Transportation Impact Fee Rate Study, the City's Six-year Transportation Improvement Plan, and other relevant plans and studies prepared by the City. Expenditures may include but are not limited to: facility planning, land acquisition, site improvements, necessary off-site improvements, construction, engineering, permitting, financing, grant match funds and administrative expenses, mitigation costs, capital equipment pertaining to public facilities, and any other capital cost related to a particular System Improvement.

C. Transportation Impact Fees may also be used to recoup costs previously incurred by the City to finance System Improvements identified per subsection (B) of this section and directly benefiting new growth and development.

D. In the event that bonds or similar debt instruments are or have been issued for the construction of a public facility or System Improvement for which Transportation Impact Fees may be expended, Transportation Impact Fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this chapter and are used to serve new development.

#### **20.09.120 Existing Authority Unimpaired.**

Nothing in this Chapter is designed to supersede or replace the provisions Chapter 12.24 Transportation Concurrency. Further, nothing in this Chapter shall preclude the City from requiring an applicant to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, Chapter 43.21C RCW, based on the environmental documents accompanying the underlying development approval process, and/or Chapter 58.17 RCW governing plats and subdivisions; provided, that the exercise of the City's existing authority is consistent with the provisions of Chapters 43.21C and 82.02 RCW.

# Snoqualmie Impact Fee Rate Study

Prepared for:  
City of Snoqualmie

November 13, 2024

SE24-0948.00

FEHR  PEERS

## Table of Contents

---

<b>Introduction</b> .....	<b>1</b>
<b>Methodology</b> .....	<b>2</b>
<b>Impact Fee Project List</b> .....	<b>3</b>
<b>Person Trip Growth</b> .....	<b>5</b>
<b>Calculating Eligible Costs</b> .....	<b>8</b>
External Funding.....	8
Growth Outside Snoqualmie .....	8
Existing Deficiencies.....	9
Cost Allocation Results .....	9
<b>Impact Fee Schedule</b> .....	<b>11</b>

## List of Figures

---

Figure 1: Impact Fee Structure .....	2
Figure 2: Determination of Eligible Impact Fee Costs From Project List .....	10

## List of Tables

---

Table 1: Impact Fee Eligible Project List .....	4
Table 2: Estimating Growth in Land Use .....	6
Table 3: Translating ITE Vehicle Trip Generation Rates into Person Trip Generation Rates .....	7
Table 4: Growth in PM Peak Hour Person Trips (2023-2044) .....	7
Table 5: Calculation of the Fee Per Trip.....	10
Table 6: City of Snoqualmie Impact Fee Rate Schedule.....	11

# Introduction

Impact fees require all developers to pay for “transportation system improvements” to the transportation network. Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the purpose of the impact fee is to fund improvements and expansion of the City’s transportation infrastructure to manage this additional demand.

To calculate this impact fee rate for Snoqualmie, a project list was developed using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044. After determining the eligible contribution of each project to the impact fee calculation, this total was divided by the expected growth in PM peak hour person trips over the next 20 years.

Due to the multimodal nature of much of the City’s transportation network, which includes trails, sidewalks, and bicycle facilities, and the potential increase in demand that new development will incur on these, multimodal projects were included in the impact fee calculation, and growth in “person trips” were determined, instead of growth in “vehicle trips,” as is common in other jurisdictions.

The final impact fee rate calculated for Snoqualmie is \$5,922.80 per PM peak hour person trip (2024 dollars), based on the methodology explained in the following chapters.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

# Methodology

The multimodal impact fee structure for Snoqualmie was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development. Growth in residents and workers from new development will increase travel demand on public facilities. Therefore, the nexus between new development and the need for capital improvements is based on maintaining the City's existing level of investment in the transportation infrastructure as the City grows. This existing level of investment, or *existing transportation system value*, represents new development's maximum potential contribution to expanded or new facilities needed to accommodate growth. Because the City is shifting away from a vehicle-trip based impact fee program to a multimodal program, the travel demand associated with the existing infrastructure and new growth is measured in person trips. Therefore, by this methodology, new development cannot be charged more than the existing level of investment per person trip.

The following key points summarize the standard impact fee structure (see *Figure 1*.)

The initial project list was developed from the City of Snoqualmie 2025-2030 Six-Year Transportation Improvement Program. Additional projects were added from the Snoqualmie Riverwalk Master Plan, the Snoqualmie Mills EIS and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044.

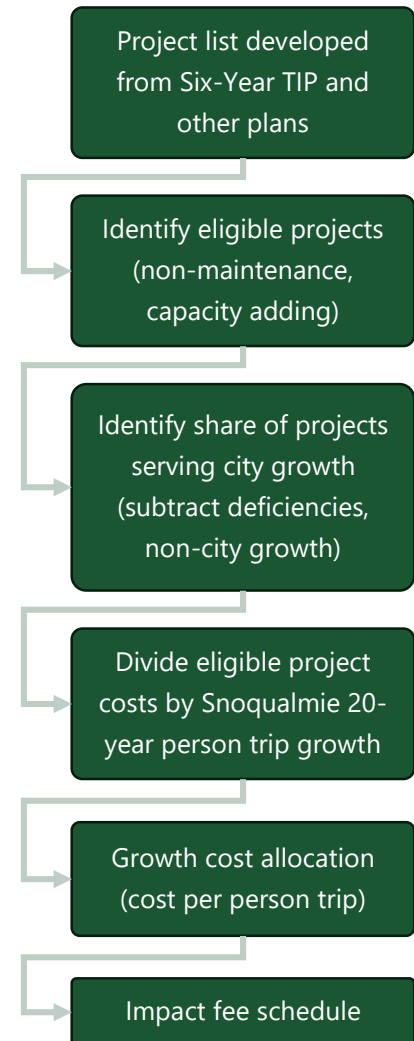
These projects were evaluated for impact fee eligibility; impact fees can only fund new capacity projects. Non-capacity investments, primarily maintenance projects, have been eliminated.

Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs.

The remaining list of eligible project costs were divided by Snoqualmie's expected growth in PM peak hour person trips over the next 15 years.

After determination of the allowable cost per PM peak hour person trip, a land use-based fee schedule was developed for the entire City. Person trip rates for multiple land use categories were estimated using vehicle trip generation rates from the Institute of Transportation Engineers (ITE) and the ratio of person trips to vehicle trips from household travel surveys conducted in Western Washington.

**Figure 1: Impact Fee Structure**



# Impact Fee Project List

Washington State law specifies that transportation impact fees are to be spent on “transportation system improvements.” Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections built to benefit projected needs. Projects included in the calculation of the impact fee rate must add new multimodal capacity (new streets, additional lanes, sidewalks, bike lanes, low-stress bike routes, multipurpose trails, signalization, roundabouts, etc.). The primary limitation on multimodal impact fees is that they cannot be used to fund local access projects, private roads and trails, or purely recreational trails that do not connect to the larger transportation network.

Fehr & Peers worked with the City to develop the transportation impact fee (TIF) project list by compiling all projects included in the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mill EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044 and removing those that were not eligible for TIF funding. Removed projects did not add multimodal capacity, addressed only maintenance, or addressed existing deficiencies. As a result, the TIF project list includes a network of biking, walking, and driving projects on the City’s roadway system. The resulting project list is shown in *Table 1*.

The project list is aligned to support the growth identified in the Comprehensive Plan and has a total cost of \$78 million if all projects were to be implemented. In the following chapters, we describe the proportion of project costs allocated to the impact fee program. The cost allocation considers the ability of the City to raise outside funding (e.g., grants) and technical limitations on how much of cost can be included in the TIF (e.g., excluding growth that is not outside of the City, excluding a portion of implementation that benefits current residents rather than growth, etc.).

**Table 1: Impact Fee Eligible Project List**

ID	Projects	Project Source	Assumed Total Cost
1	Americans with Disabilities Act (ADA) Program	TIP	\$1,000,000
2	Town Center Improvement Project – Phase 3	TIP	\$12,000,000
3	384th Sidewalk Improvements	TIP	\$500,000
4	Newton Street connection	TIP	\$462,600
5	King Street Rail Crossing Improvements	TIP	\$650,000
6	Snoqualmie Parkway Rail Crossing Improvements	TIP	\$1,000,000
7	Town Center Improvement Project – Phase 4	TIP	\$2,500,000
8	Town Center South Parking	TIP	\$250,000
9	Town Center North Improvement Project	TIP	\$50,000
10	Complete Streets and Safety Improvements	TIP	\$1,500,000
11	SR 202 Snoqualmie River Bridge <sup>1</sup>	TIP	\$40,000,000
12	Comprehensive Plan Intersection Traffic Mitigation	Comprehensive Plan	\$30,000,000
13	Snoqualmie Riverwalk	Riverwalk Master Plan	\$1,064,000
14	Snoqualmie Mill: Pedestrian Trails	Snoqualmie Mill EIS	\$600,000
15	Snoqualmie Mill: Mill Pond Road/Mill Street Roundabout	Snoqualmie Mill EIS	\$5,000,000
16	Snoqualmie Mill: Mill Street	Snoqualmie Mill EIS	\$1,500,000
<b>Total</b>			<b>\$98,076,600</b>

<sup>1</sup> A WSDOT Funded Project, listed to help promote enhanced multimodal improvements only if WSDOT funds replacement of bridge.

# Person Trip Growth

Determining the existing travel demand, as well as growth in travel demand caused by new development, is a key requirement for a TIF program. Trip generation rates by land use category are a reasonable measure of travel demand, or the desire for mobility by residents and workers to access homes, jobs, shopping, recreation, and other activities. For this study, trip generation represents the movement by one person on a typical weekday from one activity to another, regardless of travel mode (driving, riding transit, biking, or walking.)

Fehr & Peers developed a method to calculate growth in PM peak hour person trips using data from the Puget Sound Regional Council (PSRC) household travel survey, trip rates from the Institute of Transportation Engineers (ITE), and land use data from the Puget Sound Regional Council and the 2018-2022 American Community Survey (ACS.)

In order to calculate PM peak hour person trips, a trip was defined as travel between an origin and a destination. Each trip has two “trip ends”—one at the origin of the trip and one at the destination. Traditional data collection methods like ITE trip generation rates document the number of trip ends at a given type of land use—for example, the number of vehicles entering and exiting a business during the PM peak hour.

Traditionally, TIF programs are built around vehicle trip generation and support the expansion of vehicle capacity. However, Washington State explicitly allows TIF programs to fund multimodal transportation projects (e.g., roads, bike lanes, sidewalks, multipurpose trails, etc.). With an emphasis on multimodal transportation projects, this TIF is based on “person” trip ends rather than “vehicle” trip ends. A person trip end is any trip made from or to a land use, regardless of the mode of travel taken. This is an important step since there can be a clear nexus established for assessing an impact fee on person trips for any type of transportation capacity expansion. As an example, it could be challenging to assess a vehicle-based impact fee while building sidewalk or bikeway improvements that do not add to vehicle capacity.

The calculation of person trips required several steps, summarized below:

1. Calculate growth assumed in the Comprehensive Plan update and translate the growth into a format that can be used for impact fees.
2. Estimate the trip ends associated with the land use growth using a format that can be applied at an individual project level. For this TIF program, we are using standard ITE vehicle trip generation rates since most new development projects in the City of Snoqualmie are required to prepare a traffic impact analysis and the ITE is nearly always used to estimate growth in trips. Using the ITE vehicle trip generation rate for the peak hour, vehicle trips are translated into person trips using data from the PSRC household travel survey.
3. Total forecast person trip growth is then calculated for the entire City. Impact fees are usually calculated based on peak hour trip growth, since that is the time period when the transportation



capacity is most utilized. For the purposes of estimating an impact fee rate, the PM peak hour is used, although the TIF can be applied to any peak hour, at the discretion of the Planning Director.

These three steps are summarized in the tables below.

Table 2 shows the growth forecast in the City of Snoqualmie assumed in the Comprehensive Plan update. Growth is allocated into generalized land uses based on the existing mix of single-family to multi-family homes, commercial, retail, government, and industrial land uses in the City. The allocation in the generalized land use categories was also informed by the land use allocation in the PSRC regional travel model. It is important to note that land use growth does not represent buildout of all land in the City, but rather forecasts how much growth will occur based on regional projections from PSRC and the State of Washington.

**Table 2: Estimating Growth in Land Use**

Land Use Category	2023 Snoqualmie Totals	2044 Snoqualmie Totals		Total New Growth in DU/KSF
Single Family	4,161 DU	4,704 DU	<b>2044 Total minus 2023 Total</b>	543
Multi-Family	399 DU	451 DU		52
Retail	357 KSF	600 KSF		243
Office	732 KSF	1,232 KSF		500
Government	362 KSF	580 KSF		218
Education	236 KSF	486 KSF		250
Industrial	499 KSF	879 KSF		380

DU = dwelling unit; KSF = thousand square feet.

Source: Fehr & Peers, 2024.

Table 3 summarizes how traditional ITE trip generation rates are converted into person trip rates using a factor of observed person trip rates and vehicle trip rates from the PSRC Household Travel Survey. It is worth noting that we apply ITE vehicle trip generation rates rather than using the person trip generation rates directly from the PSRC regional travel demand model because the ITE rates reflect how individual-project level rates are calculated. In other words, when a developer is applying for a permit, they do not submit a traffic study based on a travel model run, they submit a traffic study based off ITE rates. By using the same calculations used at the project-level, the overall number of estimated person trips will be consistent, and the overall impact fee rate will be more accurate.

**Table 3: Translating ITE Vehicle Trip Generation Rates into Person Trip Generation Rates**

Land Use	ITE Vehicle Trip Rate <sup>1</sup>		Vehicle-to-Person Trip Ratio <sup>2</sup>		Person Trip Rate
Single Family	0.94	x	1.45	=	1.36
Multi-Family	0.45		1.45		0.65
Retail	3.4		1.25		4.25
Office	1.72		1.22		2.10
Government	1.71		1.25		2.14
Education	0.16		1.25		0.19
Industrial	0.34		1.08		0.37

1. DU = dwelling unit; KSF = thousand square feet.

2. Vehicle-to-person trip generation rate factors from the PSRC household travel survey.

Source: Fehr & Peers, 2024.

Table 4 applies the person trip generation rates derived in Table 3 to the land use growth from above. Pass-by trip adjustments (these are common adjustments to project-level trip generation applied in individual traffic studies) are applied to account for “net new” trip generation. Again, this is an important step since pass-by trips are not eligible to be included in an impact fee program. The net result is a forecast growth in PM peak hour person trips based on Comprehensive Plan land use growth rates.

**Table 4: Growth in PM Peak Hour Person Trips (2023-2044)**

Land Use Category		Growth in DU or KSF		Pass-by-Adjustment		Person Trip Rate		Growth in Person Trips
Single Family	543 DU	x	--	x	1.36	=	740	
Multi-Family	52 DU		--		0.65		34	
Retail	243 KSF		0.6		4.25		621	
Office	500 KSF		0.9		2.10		944	
Government	218 KSF		0.9		2.14		419	
Education	250 KSF		0.9		0.19		44	
Industrial	380 KSF		--		0.37		139	
Total Growth in Person Trips							2,941	

Source: Fehr & Peers, 2024.

These total PM peak hour person trip estimates will be used in the calculation of transportation impact fees rate.

# Calculating Eligible Costs

The Washington State Growth Management Act states that impact fees cannot be used to fund the entirety of the project list. This is based, in part, on practical matters: impact fees cannot be so high as to eliminate the potential for a person to develop their land. However, there are also technical issues that preclude impact fees from being a sole funding source for new capital projects. Namely, Snoqualmie cannot assess an impact fee on growth occurring outside of the City and development within the City cannot be responsible to pay for external growth. Additionally, Snoqualmie cannot have developers pay for “existing deficiencies” of the transportation system within the City. Snoqualmie must find other funds to build projects to bring the existing transportation system up to standard.

Therefore, the total cost of projects shown in *Table 1* are adjusted to account for assumed external funding, the share of growth that occurs outside of Snoqualmie, and the share of project costs needed to address existing deficiencies. These are explained below.

## External Funding

Snoqualmie has received outside funding commitments for several near-term projects, largely in the form of grants. When known, these grants are specifically taken into account. However, as a strong steward of municipal finances, Snoqualmie generally does not undertake large capital projects without external funding. Therefore, for longer-range projects with no grant funding yet secured, the impact fee program assumes that a proportion of the overall project cost is assumed to come from external sources. These range from a high proportion for projects such as the SR 202 bridge replacement, which is largely the responsibility of WSDOT, to a lower proportion of smaller transportation facilities entirely owned and operated by the City of Snoqualmie.

## Growth Outside Snoqualmie

As noted, development inside the City of Snoqualmie cannot pay for the impacts of growth occurring outside of the City. This is important considering that facilities like SR 202 and Snoqualmie Parkway are important regional roads and carry substantial amounts of non-local travel.

To account for growth occurring outside of the City, we used the PSRC travel model to specifically calculate the share of 2044 traffic on area roadways that have vehicle capacity improvement projects included in the project list. This share of future traffic not associated with the City of Snoqualmie was used to reduce the total costs of vehicle capacity projects included in the TIF program.

For pedestrian and bicycle projects, we are not able to use the regional travel model to determine the share of non-city travel that would occur on sidewalks, trails, and other active transportation improvements in 2044. However, given that walking and bicycling trips are considerably shorter in

distance than vehicle trips, and the relative isolation of Snoqualmie, we assumed 10% of all walk/bike person trip growth is attributable to new growth outside of the City.

## Existing Deficiencies

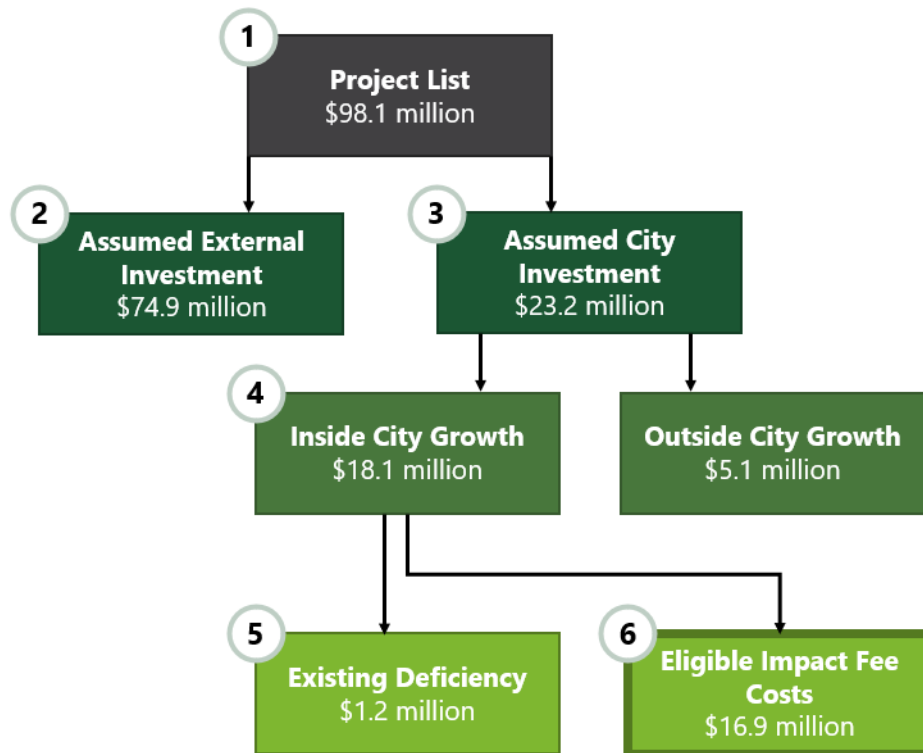
For vehicle capacity projects, existing deficiencies are determined based on whether a roadway or intersection fails to meet the City's adopted level of service standard under existing conditions. Per the analysis performed for the Comprehensive Plan, all intersections in the City of Snoqualmie meet the level of service standard and therefore there are no existing deficiencies related to vehicle capacity that must be addressed. In other words, the City of Snoqualmie has expanded roadways and intersections concurrent with growth which has ensured that today's roadway system can accommodate the level of traffic present during peak hours. In fact, the only notable traffic congestion in Snoqualmie is related to congestion that spills back from the SR 18/I-90 interchange.

While Snoqualmie has built out the roadway network, there are large portions of the City that do not have sidewalks or comfortable bicycling facilities. Evaluating existing deficiencies for active mode infrastructure is typically done by comparing the proportion of existing roadways that have standard active mode infrastructure (e.g., sidewalks, bike paths, bike lanes, etc.). Through development agreements, nearly all of Snoqualmie Ridge has robust active mode infrastructure, but the same is not true for the historic parts of the City.

Snoqualmie does not have a detailed inventory of all active mode infrastructure, but we conservatively estimated that half of the roadways in Snoqualmie lack adequate pedestrian/bicycle infrastructure. Therefore, for active mode projects, we apply a 50% deficiency to any project cost that expands the capacity for walking and bicycling. The simplest way to think about the active mode existing deficiency is to say that new development is being asked to pay for 50% of future pedestrian and bicycle infrastructure, which is an equal share to how much prior growth has built to this point. The City of Snoqualmie will have to identify funding to pay for its share of existing deficiencies.

## Cost Allocation Results

The steps in *Figure 2* and *Table 5* summarize how the total project costs are distilled down to the eligible costs that can be included in the multimodal TIF. As shown, the final cost to provide adequate future transportation infrastructure that will support new growth is \$5,733.29 per peak hour trip. Note that while the program was calculated based on PM peak hour trip generation, this is a proxy to measure the overall impact on the transportation caused by new development. It is the intent of the TIF program that the peak hour trip generation (AM, midday, PM) be considered when calculating an appropriate impact fee.

**Figure 2: Determination of Eligible Impact Fee Costs From Project List****Table 5: Calculation of the Fee Per Trip**

No	Calculation Step	Value
1	Eligible Project List Costs	\$98,076,600
2	Subtract Estimated External Funding	- \$74,892,500
3	Assumed City Investment	= \$23,184,100.00
4	Growth Attributable to Snoqualmie	× 51%-100% (range, based on project type and location) = \$18,080,474
5	Account for Existing Deficiencies	× 0%-50% (range, based on project)
6	Resulting Impact Fee Costs	= \$16,859,174
7	Divide by Growth in PM Peak Hour Person Trip Ends	÷ 2,941
8	<b>Cost per Peak Hour Person Trip End</b>	<b>\$5,733.29</b>

Source: Fehr &amp; Peers, 2024.

# Impact Fee Schedule

Table 5 highlights the most important calculation of the TIF, which is the cost per peak hour trip. Using this rate and the peak hour trip generation of any development project, the appropriate impact fee can be calculated. However, to assist project applicants in estimating their impact fees, we have developed a rate table that translated the impact fee rate into a cost per unit of development for a variety of land uses included in the *ITE Trip Generation Manual*. Table 6 shows the various components of the fee schedule (vehicle trip generation rates, pass-by rates, and person trip rates.)

The impact fee schedule can be used to calculate impact fees for simple land use projects, but the City of Snoqualmie reserves the right to request a detailed trip generation analysis for any development proposal. Applicants also have the right to submit an independent impact fee assessment for review by the City. As noted, some land uses (e.g., coffee shop, bakeries) may need to assess their impact fee on the AM or other peak hour, as directed by the City of Snoqualmie.

**Table 6: City of Snoqualmie Impact Fee Rate Schedule**

ITE Land Use Category	ITE Code	Units	Vehicle PM Peak Trips/Unit <sup>1</sup>	Pass-by % <sup>2</sup>	Vehicle-to-Person Trip Ratio <sup>3</sup>	PM Peak Person Trip Rate	Impact Fee Per Development Unit
Single Family – Detached	210	per DU	0.94	0%	1.45	1.36	\$7,814.47
Middle Housing <sup>4</sup>	215, 220	per DU	0.47	0%		0.78	\$3,907.24
Retirement Community	251	per DU	0.30	0%		0.44	\$2,493.98
Congregate Care/Asst Living	253	per DU	0.18	0%		0.26	\$1,496.39
Elementary School	520	students	0.16	20%	1.26	0.16	\$924.66
Middle/JR High School	522	students	0.15	20%		0.15	\$866.87
High School	525	students	0.14	20%		0.14	\$809.08
Day Care Center	565	per KSF	11.12	90%		1.40	\$8,033.03
Church	560	per KSF	0.49	0%		0.62	\$3,539.73
Nursing Home	620	per Bed	0.14	0%	1.08	0.18	\$1,011.35
Light Industrial/Manufacturing	110, 140	per KSF	0.695	0%		0.75	\$4,303.41
Industrial Park	130	per KSF	0.34	0%		0.37	\$2,105.26
Mini-Warehouse/Storage	151	per KSF	0.15	0%		0.16	\$928.79
Warehousing	150	per KSF	0.18	0%	1.22	0.19	\$1,114.55
Hospital	610	per KSF	0.86	0%		1.08	\$6,212.59
Medical/Dental Office	720	per KSF	3.93	0%		4.79	\$27,488.82
General Office (200k-300k)	710	per KSF	1.44	0%		1.76	\$10,072.24
General Office (300k)	710	per KSF	1.22	0%	1.22	1.49	\$8,533.43
Single Tenant Office	715	per KSF	1.76	0%		2.15	\$12,310.52

ITE Land Use Category	ITE Code	Units	Vehicle PM Peak Trips/Unit <sup>1</sup>	Pass-by % <sup>2</sup>	Vehicle-to-Person Trip Ratio <sup>3</sup>	PM Peak Person Trip Rate	Impact Fee Per Development Unit
Health Fitness Club	492	per KSF	3.45	25%	1.25	3.23	\$18,543.60
Recreational Community Center	495	per KSF	2.5	25%		2.34	\$13,437.39
Gasoline/Service Station	944	per VSP	13.91	62%	1.25	6.61	\$37,881.27
Gas Station w/Convenience Market	945	per VSP	18.42	62%		8.75	\$50,163.41
Self-Serve Car Wash	947	per stall	5.54	35%		4.50	\$25,806.96
Auto Sales (New/Used)	840, 841	per KSF	3.09	20%		3.09	\$17,687.19
Automobile Parts Sales	843	per KSF	4.9	43%		3.49	\$20,016.34
Auto Service Center	943	per KSF	2.06	30%		1.80	\$10,334.25
Variety Store	814	per KSF	6.7	50%		4.19	\$24,008.15
Freestanding Discount Store	815	per KSF	4.86	27%	1.25	4.43	\$25,425.70
Supermarket	850	per KSF	8.95	38%		6.94	\$39,767.52
Shopping Center (>150k)	820	per KSF	3.4	29%		3.02	\$17,300.20
Shopping Plaza (40 – 150k)	821	per KSF	9.03	40%		6.77	\$38,828.70
Strip Retail Plaza (<40k)	822	per KSF	6.59	34%		5.44	\$31,170.46
Hardware/Paint Store	816	per KSF	2.98	60%		1.49	\$8,542.60
Convenience Market	851	per KSF	49.11	61%		23.94	\$137,261.37
Pharmacy/Drug Store w/o Drive-Thru	880	per KSF	8.51	53%		5.00	\$28,664.29
Pharmacy/Drug Store w/Drive-Thru	881	per KSF	10.25	49%		6.53	\$37,463.46
Furniture Store	890	per KSF	0.52	40%		0.39	\$2,235.98
Drive-In Bank	912	per KSF	21.01	35%		17.07	\$97,870.82
Walk-In Bank	911	per KSF	12.13	47%		8.04	\$46,073.42
Fine Dining Restaurant	931	per KSF	7.8	44%		5.46	\$31,303.75
High Turnover Restaurant	932	per KSF	9.05	43%		6.45	\$36,968.96
Fast Food w/o Drive-Thru	933	per KSF	33.21	49%		21.17	\$121,381.60
Fast Food w/Drive-Thru	934	per KSF	33.03	55%		18.58	\$106,520.92
Hotel	310	per room	0.59	0%	1.45	0.86	\$4,904.83
Motel	320	per room	0.36	0%		0.52	\$2,992.78

1. Source: ITE Trip Generation Manual, 11th Edition. Vehicle trip rates for weekday, peak hour of adjacent street traffic (4-6pm).

2. A pass-by trip is any trip that may go to a land use but is part of a larger overall "trip tour." The defining feature of the pass-by trip is that it is an interim stop that did not initiate the overall need to travel.

3. Vehicle-to-person trip generation rate factors were developed from the 2017-2019 Puget Sound Regional Council Household Travel Survey.

4. Consistent with HB 1337, ADUs cannot have an impact fee of more than 50% of the fee for single family housing. To encourage middle housing, all forms of non-single family housing not otherwise listed in this table are eligible for this reduced impact fee rate.

Sources: ITE Trip Generation Handbook, 11th Edition; Fehr & Peers, 2024.



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-098  
November 25, 2024  
Ordinance

Item 2.

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-098:</b> Ordinance adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Motion to adopt Ordinance No. 1302, the City of Snoqualmie Comprehensive Plan 2044 Periodic Update	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Emily Arteche	11/19/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	11/20/2024
	City Administrator	Choose an item.	11/21/2024

<b>DEPARTMENT:</b>	Community Development		
	<b>STAFF:</b> Emily Arteche, CD Director		
	<b>COMMITTEE:</b> Community Development		<b>COMMITTEE DATE:</b> December 2, 2024
	<b>EXHIBITS:</b> <div>1. AB24-098x1 (Ord)</div> <div>2. AB24-098x2</div> <div>3. AB24-098x3</div>		

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

The City of Snoqualmie is required to adopt an updated Comprehensive Plan by December 31, 2024, pursuant to RCW Chapter 36.70A of the Growth Management Act (GMA), which contains the 15 goals intended to guide the development and contents of comprehensive plans in the state of Washington.

### LEGISLATIVE HISTORY

The Snoqualmie City Council adopted Ordinance No. 1148, Snoqualmie 2032, the 2014 City of Snoqualmie Comprehensive Plan on December 8, 2014.

### BACKGROUND

The City of Snoqualmie held meetings/open houses open to members of the public on April 6, 2023, at Snoqualmie City Hall, and October 18, 2023, at the Snoqualmie Library Meeting



Room, to facilitate public participation in the planning process to provide for an opportunity for early and continuous public participation during the comprehensive plan amendment process as required by RCW 36.70A.140.

The City of Snoqualmie developed and facilitated a Public Involvement Plan, (PIP) which generated over 400 public comments and over 40 separate interactions with the Washington State Departments of Commerce, Fish and Wildlife, and Transportation, the Puget Sound Regional Government, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Snoqualmie Valley Mobility Coalition, the Snoqualmie Valley Watershed Forum, the Snoqualmie Downtown Association, the Snoqualmie Ridge Merchants Association and other Community Partners which were used to help inform the development of the Plan.

The Planning Commission of the City of Snoqualmie invited members of the public meetings on July 17, 2023, August 7, 2023, August 21, 2023 (Land Use), September 5, 2023, September 18, 2023, October 2, 2023 (Housing), October 2, 2023, October 16, 2023, November 6, 2023, November 11, 2023 (Transportation), November 6, 2023, November 20, 2023, December 4, 2023 (Capital Facilities and Utilities), August 21, 2023, September 20, 2023, October 2, 2023 (Economic Development), December 4, 2023, January 16, 2024, February 5, 2024, February 20, 2024, and March 18, 2024 (Environment), and made recommendations to the Snoqualmie City Council regarding the proposed amendments.

City Council Committees of the City of Snoqualmie invited the public to meetings of the City Council Committee on November 6, 2023, November 20, 2023 (Land Use), October 16, 2023, November 11, 2023, November 20, 2023, December 4, 2023, February 5, 2024 (Housing), December 5, 2023, February 6, 2024 (Transportation), January 3, 2024 (Capital Facilities and Utilities), October 16, 2023; November 6, 2023; November 20, 2023 (Economic Development); and April 1, 2024 (Environmental) regarding the proposed amendments.

The City Council of the City of Snoqualmie held City Council meetings open to members of the public on February 12, 2024 (Land Use), February 26, 2024, March 11, 2024, and March 25, 2024 (Transportation), March 25, 2024 (Capital Facilities and Utilities), April 8, 2024, April 22, 2024, and May 13, 2024 (Economic Development and Environment) regarding the proposed amendments.

#### **ANALYSIS**

The City of Snoqualmie 2044 Comprehensive Plan is consistent with the requirements of the State Environmental Policy Act and the City issued a Determination of Non-significance Adoption and Addendum, June 3, 2024. This threshold determination adopted prior environmental analysis prepared for the Snoqualmie 2023 Comprehensive Plan and added new information based on environmental studies. The adoption of the Comprehensive Plan 2044 Periodic Update is unlikely to result in significant environmental impacts.

#### **BUDGET IMPACTS**

N/A

#### **NEXT STEPS**

Community Development Committee review on December 2, 2024.

Hold a public hearing at the second reading and adopt the City of Snoqualmie Comprehensive Plan 2044 Periodic Update, Ordinance No. 1302 on December 9, 2024.

#### **PROPOSED ACTION**

Approve a second reading and make a motion to adopt the City of Snoqualmie Comprehensive Plan 2044 Periodic Update, Ordinance No. 1302

**ORDINANCE NO. 1302****AN ORDINANCE OF THE CITY OF SNOQUALMIE,  
WASHINGTON, ADOPTING THE CITY OF SNOQUALMIE  
COMPREHENSIVE PLAN 2044 PERIODIC UPDATE**

**WHEREAS**, the City of Snoqualmie is required to plan under RCW Chapter 36.70A, the Growth Management Act, which contains fifteen goals intended to guide the development and contents of comprehensive plans for jurisdictions planning under GMA in order to manage population growth and the use of natural resources in the state of Washington; and

**WHEREAS**, the City of Snoqualmie is categorized as a fully-planning jurisdiction by the Growth Management Act and is required to prepare and keep current a comprehensive plan incorporating the various required elements specified by RCW 36.70A; and

**WHEREAS**, the City of Snoqualmie developed and facilitated a Public Involvement Plan, (PIP) which generated over 400 public comments and over 40 separate interactions with the Washington State Departments of Commerce, Fish and Wildlife, and Transportation, the Puget Sound Regional Government, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Snoqualmie Valley Mobility Coalition, the Snoqualmie Valley Watershed Forum, the Snoqualmie Downtown Association, the Snoqualmie Ridge Merchants Association and other Community Partners which were used to help inform the development of the Plan; and

**WHEREAS**, the City of Snoqualmie invited members of the Public and Community Partners to Open Houses on April 6, 2023, at Snoqualmie City Hall and

October 18, 2023, at the Snoqualmie Library Meeting Room to facilitate public participation in the planning process to provide for an opportunity for early and continuous public participation during the comprehensive plan amendment process as required by RCW 36.70A.140; and

**WHEREAS**, the Planning Commission of the City of Snoqualmie invited members of the public to public meetings on July 17, 2023, August 7, 2023, August 21, 2023 (Land Use), September 5, 2023, September 18, 2023, October 2, 2023 (Housing), October 2, 2023, October 16, 2023, November 6, 2023, November 11, 2023 (Transportation), November 6, 2023, November 20, 2023, December 4, 2023 (Capital Facilities and Utilities), August 21, 2023, September 20, 2023, October 2, 2023 (Economic Development), December 4, 2023, January 16, 2024, February 5, 2024, February 20, 2024, and March 18, 2024 (Environment) and made recommendations to the Snoqualmie City Council regarding the proposed amendments; and

**WHEREAS**, the City Council Committees of the City of Snoqualmie invited the public to City Council Committee meetings open to members of the public on November 6, 2023, November 20, 2023 (Land Use), October 16, 2023, November 11, 2023, November 20, 2023, December 4, 2023, February 5, 2024 (Housing), December 5, 2023, February 6, 2024 (Transportation), January 3, 2024 (Capital Facilities and Utilities), October 16, 2023; November 6, 2023; November 20, 2023 (Economic Development); and April 1, 2024 (Environmental) regarding the proposed amendments; and

**WHEREAS**, the City Council of the City of Snoqualmie invited the public to City Council meetings open to members of the public on February 12, 2024 (Land Use)

February 26, 2024, March 11, 2024, and March 25, 2024 (Transportation), March 25, 2024 (Capital Facilities and Utilities), April 8, 2024, April 22, 2024, May 13, 2024 (Economic Development and Environment) regarding the proposed amendments; and

**WHEREAS**, the City of Snoqualmie held a public hearing at the Snoqualmie City Hall on December 9, 2024, to hear public testimony on the Plan; and

**WHEREAS**, the City of Snoqualmie has prepared the Comprehensive Plan 2044 Periodic Update consistent with the requirements of RCW 36.70A and in pursuit of the fifteen goals of the Growth Management Act and has also considered, evaluated, and where appropriate incorporated the feedback and information gathered during various public participation opportunities, and

**WHEREAS**, to ensure the adoption of the City of Snoqualmie 2044 Comprehensive Plan is consistent with the requirements of the State Environmental Policy Act, the City of Snoqualmie on June 3, 2024 issued a Determination of Non-significance Adoption and Addendum, adopting prior environmental analysis prepared for the Snoqualmie 2023 Comprehensive Plan and adding new information based on environmental studies finding that the adoption of the Comprehensive Plan 2044 Periodic Update is unlikely to result in significant environmental impacts; and

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Snoqualmie as follows:

**Section 1. Adoption of Comprehensive Plan Periodic Update.** Volumes 1 and 2 of the 2024 City of Snoqualmie Comprehensive Plan periodic update, attached hereto, are hereby adopted.

**Section 2. Effective Date.** This ordinance shall be effective five days after its passage and publication, as provided by law.

**Section 3. Severability.** If any portion of this ordinance is found to be invalid or unenforceable for any reason, such finding shall not affect the validity or enforceability of any other section of this ordinance.

**Section 4. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington, at a regular meeting thereof this 9th day of December 2024.

---

Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

---

Deana Dean, City Clerk

---

David Linehan, Interim City Attorney



# CITY OF SNOQUALMIE

## COMPREHENSIVE PLAN

### 2024 – 2044





# SNOQUALMIE 2044

## CITY OF SNOQUALMIE COMPREHENSIVE PLAN

Adopted by Snoqualmie City Council  
December 9, 2024  
Resolution **xxxx**

*Cover Photo Courtesy of Jim Reitz  
Used with Permission*



# ACKNOWLEDGMENTS

## CITIZENS OF THE CITY OF SNOQUALMIE

### SNOQUALMIE CITY COUNCIL

*Katherine Ross, Mayor*

*Ethan Benson*

*Rob Wotton*

*Bryan Holloway*

*Louis Washington*

*Catherine (Cat) Cotton*

*Cara Christensen*

*Jolyon Johnson*

### SNOQUALMIE PLANNING COMMISSION

*Luke Marusiak, Chair*

*Andre Testman, Vice Chair*

*Ashleigh Kilcup*

*Michael Krohn*

*Darrell Lambert*

*Dan Murphy*

*Steve Smith*

### COMMUNITY DEVELOPMENT DEPARTMENT

*Emily Arteche, AICP, Community Development Director*

*Mona Davis, Senior Planner*

*\*Ashley Wragge, Planning Technician*

### CONTRIBUTING CITY STAFF

*Mike Chambless, City Administrator*

*Deana Dean, City Clerk*

*Danna McCall, Communications Coordinator*

*Drew Bouta, Finance Director*

*Mike Bailey, Fire Chief*

*Jeff Hamlin, Parks & Public Works Director*

*Brian Lynch, Police Chief*

### CONSULTANT TEAM

*FCS Group*

*Fehr & Peers*

*LDC*

*Otak*

*Perteet*

*\*Term of position concluded prior to Planning Commission recommendation or City Council adoption*



# VOLUME I

## Goals and Policies

DMcAllister



# TABLE OF CONTENTS

Acknowledgments .....	3
Introduction .....	7
Planning Framework.....	8
Growth Management Act (GMA).....	8
GMA Planning Goals.....	8
GMA Planning Timelines.....	9
Regional Planning Framework .....	9
Snoqualmie's Periodic Update Process.....	11
About the Plan .....	12
Comprehensive Plan Elements.....	13
Historical Overview .....	15
Snoqualmie Vision.....	17
Vision Central Themes .....	17
Vision Core Components.....	19
Community Engagement.....	20
Land Use.....	22
Introduction .....	22
Land Use Goals and Policies .....	23
Land Use Designations.....	26
Future Land Use Map.....	28
Housing.....	29
Introduction .....	29
Housing Goals and Policies .....	30
Transportation.....	33
Introduction .....	33
Transportation Goals and Policies .....	34
Capital Facilities and Utilities .....	38

Introduction .....	38
Capital Facilities & Utilities Goals and Policies .....	39
Parks and Recreation.....	42
Introduction .....	42
Parks and Recreation Goals and Policies .....	43
Environment.....	49
Introduction .....	49
Environment Goals and Policies .....	50
Economic Development .....	54
Introduction .....	54
Economic Development Goals and Policies.....	55
Shorelines.....	59
Introduction .....	59
Components of the Shorelines Element .....	60



## INTRODUCTION

Welcome to the City of Snoqualmie Comprehensive Plan. This plan projects the future of Snoqualmie through 2044, articulating goals and policies designed to cultivate a vibrant, sustainable, and inclusive community. It is the result of a periodic update process conducted in 2023 and 2024, refining the goals, policies, and supporting analysis of the 2014 Comprehensive Plan based on updated data and extensive community engagement. It serves as a foundation for the City's regulations and guides decision-making processes, ensuring that growth and development align with the aspirations of our residents.

Building on the principles established in previous plans, this Comprehensive Plan addresses community needs and complies with the Washington Growth Management Act (GMA) requirements for regular updates. It also aligns with King County's Countywide Planning Policies and the Puget Sound Regional Council's Vision 2050, ensuring regional coherence and collaboration. Through this plan, we aim to balance development with the preservation of our natural beauty and cultural heritage, ensuring a high quality of life for all Snoqualmie residents.



## PLANNING FRAMEWORK

### GROWTH MANAGEMENT ACT (GMA)

The State of Washington enacted the Growth Management Act (GMA) in 1990 to address the challenges posed by rapid growth and development. This legislation mandates that the state's fastest-growing counties, along with the cities within them, prepare comprehensive plans that guide conservation and development over a twenty-year period. These comprehensive plans serve as the legal foundation for all subsequent planning and zoning activities within the city, ensuring they are aligned with the GMA's goals and requirements.

To comply with the GMA, counties, in cooperation with cities, must designate urban growth areas (UGAs) to encompass areas and densities sufficient to accommodate the projected 20-year growth. All cities must be within a UGA, ensuring that growth is managed efficiently and sustainably. Additionally, public facilities and services necessary to support development must be in place or have funding committed within six years to serve new development concurrently.

### GMA PLANNING GOALS

The GMA outlines fourteen statutory goals to guide the development of comprehensive plans. These goals ensure that plans are not only internally consistent but also compatible with the plans of neighboring jurisdictions. The statutory goals of the GMA are as follows:

1. **Urban Growth:** Direct growth to areas where urban services can be provided efficiently.
2. **Reduce Sprawl:** Minimize the spread of low-density development on undeveloped land.
3. **Transportation:** Develop efficient, multimodal transportation systems coordinated with regional and local plans.
4. **Housing:** Ensure affordable housing is available to all economic segments and encourage a variety of housing types and densities.
5. **Economic Development:** Promote economic growth throughout the state, focusing on opportunities for all citizens, including disadvantaged individuals and regions with insufficient growth, while respecting natural resource capacities.
6. **Property Rights:** Protect landowners' rights from arbitrary actions and ensure fair compensation for public use of private property.
7. **Permitting:** Ensure timely and predictable processing of permit applications by state and local governments.



8. **Natural Resource Industries:** Support and enhance industries based on natural resources, such as timber, agriculture, and fisheries, and encourage conservation of productive lands.
9. **Open Space and Recreation:** Preserve open spaces, enhance recreational opportunities, conserve habitats, and develop parks.
10. **Environment:** Protect and enhance environmental quality, including air and water quality.
11. **Citizen Participation and Coordination:** Promote active citizen involvement in planning processes and coordinate efforts among communities and jurisdictions.
12. **Public Facilities and Services:** Ensure necessary public facilities and services are adequate to support development without reducing current service levels below established standards.
13. **Historic Preservation:** Identify and preserve lands, sites, and structures of historical and archaeological significance.
14. **Shoreline Management:** Effectively manage the state's shorelines to balance development with environmental conservation.

## GMA PLANNING TIMELINES

---

Local governments were to adopt their initial comprehensive plans by July 1, 1994. According to updates to RCW 36.70A.130 (5), King County cities must update both comprehensive plans and development regulations on or before December 31, 2024, again on or before June 30, 2034, and every ten years thereafter. Development regulations must be consistent with and implement the comprehensive plan. The GMA was amended in 2022 to require cities such as Snoqualmie to submit an implementation progress report five years after each periodic review of their comprehensive plans. For Snoqualmie, the first report is expected to be submitted in 2029, between the 2024 and 2034 periodic updates.

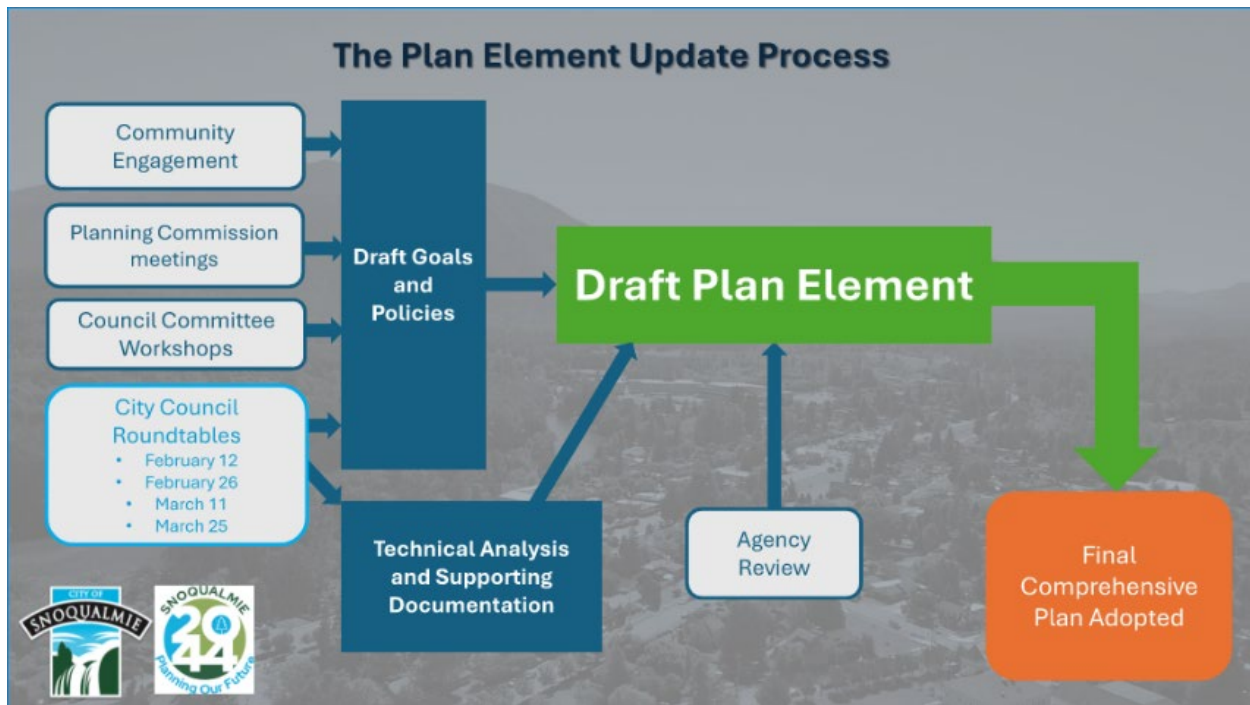
## REGIONAL PLANNING FRAMEWORK

---

The Snoqualmie Comprehensive Plan update supports and helps implement the multicounty policy guidance of Vision 2050. Vision 2050, created by the Puget Sound Regional Council (PSRC), provides a strategic framework for sustainable and equitable growth in the central Puget Sound region through 2050. This plan builds on Vision 2040, retaining its core emphasis on a strong economy, healthy environment, and urban growth within designated centers, while incorporating new regional outcomes and a heightened focus on equity, health, and climate resilience.

Snoqualmie's comprehensive plan advances a sustainable approach to growth and future development. The plan incorporates a systems approach to planning and decision-making that addresses protection of the natural environment. It commits to maintaining and restoring ecosystems by conserving key habitats, protecting surface and groundwater resources, and reducing greenhouse gas emissions. The plan includes provisions that ensure a healthy environment remains available for future generations. The updated comprehensive plan aligns with residential and employment targets set by Vision 2050, identifying the targeted number of housing units and employment opportunities in the city for the year 2044. The plan is also

consistent with the 2021 King County Countywide Planning Policies, which guide local comprehensive plans in managing growth and coordinating regional efforts.



The comprehensive plan addresses each of the policy areas in Vision 2050. Policies include habitat protection, water conservation, air quality, and climate change. Environmentally friendly development techniques, such as low-impact development, are supported. The plan calls for compact urban development and includes standards for mixed-use development.

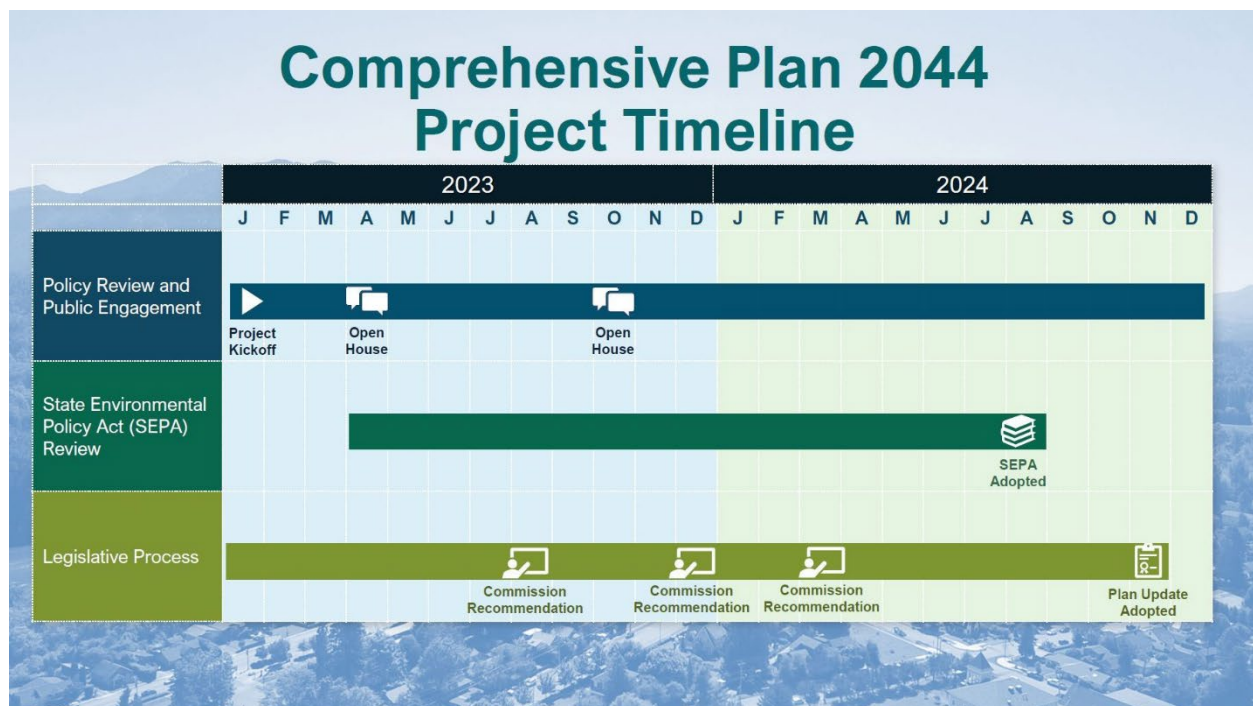
The housing element commits to expanding housing production at all income levels to meet the diverse needs of current and future residents. Economic development policies focus on creating jobs, investing in all people, and maintaining a high quality of life. The transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, alternatives to driving alone, and community health. Transportation planning is coordinated with neighboring jurisdictions, including level-of-service standards and concurrency provisions. Public service policies emphasize sustainability and conservation. The comprehensive plan also addresses local implementation actions consistent with Vision 2050, ensuring Snoqualmie's growth is resilient, inclusive, and sustainable.



## SNOQUALMIE'S PERIODIC UPDATE PROCESS

Beginning in January 2023, the City of Snoqualmie embarked on a comprehensive two-year project to update its Comprehensive Plan for the period of 2024-2044. This extensive initiative was designed to align with state law and the Growth Management Act (GMA) while addressing the evolving needs and priorities of the community. The update process was highly participatory, drawing on citizen input gathered over three years through a variety of channels, including public meetings, workshops, and consultations with City boards, commissions, and council committees. Key contributors to the process included the Planning Commission, Economic Development Commission, Park Board, and Arts Commission. Professional staff and consultants played a critical role in shaping the plan, ensuring it reflected the community's vision and goals.

Adopted in 2024, the updated Comprehensive Plan will guide the City's growth and development through 2044. The two-year update process was characterized by extensive public engagement, including two citywide open houses, surveys, and informational outreach initiatives. The City of Snoqualmie is committed to monitoring and updating the plan as needed to respond to changing conditions and ensure it continues to reflect the interests and aspirations of the community. This ongoing commitment to public involvement and adaptive planning will help ensure that Snoqualmie's growth remains sustainable and aligned with the community's long-term vision.





## ABOUT THE PLAN

The Snoqualmie Comprehensive Plan serves as a broad and cohesive blueprint for the city's future growth and development. It is designed to be internally consistent, ensuring that each element aligns with the others and with additional specific plans such as the Sewer System Comprehensive Plan, City of Snoqualmie Water System Comprehensive Plan, and the City of Snoqualmie Hazard Mitigation Plan. The plan is comprehensive, covering all geographic and functional aspects critical to the city's development, and general, summarizing major policies without delving into specific locations or regulations. It is also long-range, setting forth strategies to achieve the city's vision for the future, beyond current pressing issues.





The Comprehensive Plan is organized into two volumes:




- **Volume 1** is organized into several key elements, each addressing essential aspects such as land use, housing, transportation, capital facilities, utilities, and shorelines, along with additional chapters on the environment, economic development, and parks and recreation to address local priorities. Goals and policies for each element are clearly outlined in this first volume of the plan for easy reference and implementation.
- **Volume 2** includes additional documentation, with supporting data and analysis, background discussions, and subsections that cover specific issues and Growth Management Act (GMA) requirements for each element.

## COMPREHENSIVE PLAN ELEMENTS

The Comprehensive Plan is divided into chapters called “Elements.” Elements can be understood on their own but are also interconnected parts of the Comprehensive Plan and its framework. At a minimum, the GMA requires comprehensive plans to include elements focused on land use, housing, transportation, capital facilities, and utilities. Snoqualmie has tailored its Comprehensive Plan to local priorities by including optional elements such as environment, economic development, and parks and recreation, aligning with goals in these areas. The following table summarizes the purpose of each individual element, providing a detailed overview of the city's planning framework.

In 2023, a mandatory climate and resilience element was added, which must be adopted by jurisdictions in King County by 2029. Optional elements are allowed, such as solar energy, conservation, recreation, economic development, and sub-area plans.

Element	Focus
<b>Land Use</b> 	A long-range guide to the physical development of the City and its urban growth area. It translates the City vision into a physical plan describing where and how to develop, redevelop and preserve the city through general land use designations. Land use designations provide residents and property owners predictability about the nature of land use planned in Snoqualmie, helping guide future land use development applications.
<b>Housing</b> 	Considers the supply and condition of existing housing and analyzes housing needs for the City's current and projected population. Policies address various topics including residential growth capacity, development of various housing types and densities to meet all population segment needs and providing low cost and affordable housing for residents.
<b>Transportation</b> 	Guides transportation system improvements to meet Snoqualmie's existing and future travel needs. This Element incorporates local land use planning and the regional transportation system, helping the City to develop a comprehensive, multi-modal transportation system to serve the planning area, while supporting the broader long-range goals of community development.
<b>Capital Facilities and Utilities</b> 	Identifies essential public capital facilities along with private infrastructure facilities, establishes acceptable levels of service, and ensures that these facilities and services are provided in a timely manner to support existing and future residents. It is the mechanism the City can use to coordinate its physical and fiscal planning.

<p><b>Parks and Recreation</b></p> 	<p>Emphasizes the need to continue the high levels of service provided by existing parks, open space, recreation facilities, and programs while meeting future needs based on recreation trends and population demand, as established in the City's adopted Open Space, Parks, and Recreation Plan.</p>
<p><b>Environment</b></p> 	<p>Prioritizes protection of Snoqualmie's natural setting, including habitat areas, natural hazards, wetland protection, preservation of surface and groundwater quality, air quality, and sustainability.</p>
<p><b>Economic Development</b></p> 	<p>Focuses on how to maintain Snoqualmie's prosperity by providing a range of employment, retail, service, and recreational opportunities for its residents. Includes strategies to create, maintain, and grow value for the residents, property owners, and businesses who have invested, or will invest, in Snoqualmie.</p>





## HISTORICAL OVERVIEW

The history of Snoqualmie from 1930 to the present day is characterized by significant developments and challenges that have shaped the city's-built environment. During the Great Depression, despite economic hardships, the Snoqualmie Falls Lumber Company mill continued operating, providing essential employment and stabilizing the local economy. The 1930s also saw community-driven efforts to improve public spaces, such as the creation of Railroad Park. The construction of the I-90 freeway in the 1960s further transformed Snoqualmie, improving accessibility and linking the town more directly with Seattle and other urban centers, which facilitated growth and development.

The Weyerhaeuser mill site played a central role in Snoqualmie's industrial landscape. Originally established in 1917, it became one of the nation's first all-electric lumber mills. The mill operated for several decades, significantly contributing to the local economy. However, its closure in 2003 marked the end of an era and presented new opportunities for redevelopment. This site is now part of the city's ongoing transformation, with plans to integrate it into the broader community framework.

The Snoqualmie Tribe has been integral to the area's heritage and recent resurgence. In 1999, the Tribe gained federal recognition, which enabled it to reclaim and develop ancestral lands. The Tribe's economic ventures, including the Snoqualmie Casino opened in 2008, have provided substantial revenue and employment opportunities, contributing to the region's economic vitality and cultural renaissance.

Snoqualmie has also faced natural challenges, particularly floods in 1990 and 2009, which caused significant damage to homes and infrastructure. These events underscored the need for improved flood management and resilience planning. The community's response included measures to mitigate future flood risks and enhance emergency preparedness, ensuring that Snoqualmie could better withstand such events.

The development of the Snoqualmie Ridge neighborhood in the late 1990s and early 2000s marked a major shift in the city's expansion. This master-planned community brought thousands of new residents and a range of amenities, including parks, schools, and retail centers. Snoqualmie Ridge has significantly increased the city's population and altered its demographic and economic profile, turning it into a thriving suburban area.



Revitalization efforts in historic downtown Snoqualmie have aimed to preserve its rich heritage while fostering tourism and community engagement. The Northwest Railway Museum, featuring the Snoqualmie Depot, serves as a key attraction, drawing visitors interested in the region's railroading history. The River Trail project and the restoration of historic buildings have further enhanced the downtown area, blending the preservation of historic character with contemporary use. These efforts have helped create a vibrant, attractive city center that honors Snoqualmie's past while looking toward its future.



## SNOQUALMIE VISION

The Snoqualmie vision is intended to support unified planning for the future, shaped by extensive community engagement. This work distilled the most prominent aspects of the long-range vision to guide comprehensive plan goals, objectives, and policy development and continues to guide the City's work on the Comprehensive Plan. The vision statement is supported by three central themes and four core components, each defined by specific ideas that more fully articulate the community's vision for the future.

### Snoqualmie Vision Statement

Snoqualmie is a complete, sustainable, and prosperous small city that provides a high quality of life and maintains long-term value to the benefit of our citizens and the region.



## VISION CENTRAL THEMES

**Complete Community:** Residents may live, work, play in the city – which is a complete community with housing, jobs, shopping and services, schools/education, open space, parks and recreation, and arts, culture and entertainment for residents of all ages and income levels.



**Sustainable Development:** The City supports a pattern of resource use that meets human needs, while preserving the environment for present and future generations. This concept addresses economic and social considerations in meeting human needs, while maintaining the health of natural systems.



**Prosperity:** The City experiences economic growth, along with the qualitative gains of added social and environmental value by community development that supports and improves education, health and well-being, community services, recreation, employment, and other features integral to a prosperous community.





## VISION CORE COMPONENTS

**A Unified City with Strong Leadership** that cultivates community, incorporates equity and sustainability in decision-making, fosters partnerships to further local and regional goals, and thrives through active citizen engagement.



**A Healthy, Diverse Economy**, with stable businesses and employment opportunities that benefit our citizens, the surrounding rural area, and the region as a whole.



**A Distinctive Sense of Place** based on the quality and beauty of our natural and built environment, valued historic and cultural assets, unique local character, and a commitment to quality design and construction.



**A Livable and Complete Community** where our citizens can live, work, socialize, and recreate in a safe, attractive, and healthy environment.



The Snoqualmie Vision, including its Central Themes and Core Components, have guided the development of the updated goals and policies adopted in the Comprehensive Plan.



## COMMUNITY ENGAGEMENT

The City of Snoqualmie's 2044 Comprehensive Plan update involved an extensive community engagement process, mandated by the Washington Growth Management Act (GMA), to ensure broad public participation and input on plan alternatives. The Public Involvement Plan aimed to identify community values through a dynamic and inclusive process, engaging a diverse audience and adapting to their needs as the project progressed. The plan's ultimate goal was to gather comprehensive community feedback to shape a well-rounded and representative Comprehensive Plan for Snoqualmie's future development.



Key audiences included residents, students, seniors, business owners, property developers, and elected officials. Additionally, the city engaged various community organizations such as the Historic Downtown Merchants Association, the Snoqualmie Indian Tribe, and local service clubs like Kiwanis and Rotary. These diverse groups ensured a wide array of perspectives and insights, crucial for creating a Comprehensive Plan that addresses the multifaceted needs of the community.

The outreach strategy utilized multiple methods to maximize engagement. These included open houses, two city-wide open houses, focus groups, and visioning workshops, which provided platforms for direct interaction and feedback. The city also conducted place-based outreach through pop-up conversations in parks, libraries, and community events, along with presentations at community organization meetings and official public hearings. Public comments were actively solicited via the city's webpage and at all public meetings, ensuring continuous input from community members.



Various communication channels and tools supported these outreach efforts. A dedicated webpage, regularly updated with relevant information, along with the City's social media presence on Facebook helped disseminate information widely. Additional methods included digital and print newsletters, press releases, utility bill inserts, and postcards. These tools ensured that community members were well-informed and had multiple avenues to participate in the planning process. The comprehensive and iterative engagement strategy ensured the plan evolved in alignment with the community's vision and goals.





# PLAN ELEMENTS

Item 2.



## LAND USE

### INTRODUCTION

The Land Use Element of Snoqualmie's comprehensive plan is designed to shape the future development and land use within the city, preserving its high quality of life and distinct community character. This element harmonizes new growth with the city's natural features, promoting environmental protection and fostering open spaces that enhance community cohesion. By respecting both current and historical character, it ensures new developments integrate seamlessly with existing structures. Importantly, it emphasizes regional coherence, coordinating planning efforts with neighboring municipalities, special districts, and King County to create a unified approach to development. Compliance with the Growth Management Act (GMA) ensures Snoqualmie can accommodate 20 years of growth through appropriately zoned, buildable land, aiming to contain urban sprawl and promote sustainable, livable, and healthy communities.



To achieve these objectives, the Land Use Element sets forth goals such as maintaining Snoqualmie's unique character, promoting tourism and commerce, and reflecting the city's history through sustainable development. It supports annexations aligned with future land use maps, encourages compact, connected neighborhoods with balanced land uses, and manages floodplain development to protect against hazards while preserving the natural beauty of the Snoqualmie River shoreline. The plan also aims to provide diverse housing options for all economic segments, develop a robust local economy with living-wage jobs and a sustainable tax base, and ensure necessary institutional and utility land uses with minimal conflicts. These goals collectively guide Snoqualmie's growth and development, ensuring it remains a thriving, cohesive, and sustainable community.

## LAND USE GOALS AND POLICIES

---

**GOAL LU-1:** Maintain Snoqualmie's unique character and attractiveness with new development that complements the existing built and natural environment and allows tourism and commerce to thrive.

**POLICY LU-1.1:** Strive to maintain existing view corridors, including the Snoqualmie River and other natural features, while minimizing sensitive areas impacts;

**POLICY LU-1.2:** Protect the scenic nature of the I-90 corridor and the upper Snoqualmie Valley through partnerships;

**POLICY LU-1.3:** Maintain the City's federally recognized historic preservation program for the downtown and Meadowbrook commercial districts and ensure site and building changes are consistent with historic character through appropriate design standards and other regulations;

**POLICY LU-1.4:** Support historic design review through the Snoqualmie Historic Design Review Board and/or in partnership with the King County Landmarks Commission;

**POLICY LU-1.5:** Consider appropriate lighting standards that minimize light pollution without impacts to public safety.

**GOAL LU-2:** Tell the story of Snoqualmie's history and identity through buildings, districts, and landscape (with sustainable development) that fosters civic pride.

**POLICY LU-2.1:** Work individually and cooperatively to identify and evaluate important aspects of historical, and cultural, environmentally sensitive, and open space heritage and adopt appropriate regulations or other strategies to protect these resources;

**POLICY LU-2.2:** Support the preservation of Snoqualmie Valley history, facilities, and culture by working with and supporting the efforts of heritage organizations, agencies, and in concert with tribes;

**POLICY LU-2.3:** Consider local heritage when naming City streets and facilities;

**POLICY LU-2.4:** Maintain an inter-local agreement with King County for historic preservation assistance and inventory as well as landmark designation purposes;

**POLICY LU-2.5:** Work with property owners and developers to implement adaptive reuse strategies that preserve the character and viability of the city's historic sites, buildings, districts, landscape features, murals, and neighborhoods;

**POLICY LU-2.6:** Pursue grants and technical assistance as available to assist property owners with the preservation and rehabilitation of storefronts and buildings in the historic districts to preserve and restore their historic appearance and economic viability.

**POLICY LU-2.7:** As applicable, limit incompatible uses adjacent to Tribal reservation lands.

**GOAL LU-3: Pursue annexations that implement the future land use map designations.**

- POLICY LU-3.1:** Enter into interlocal agreements with King County for annexations when feasible, including the application of contingent zoning to potential annexation areas;
- POLICY LU-3.2:** Annexations should be reflective of the community vision for growth, diversify the City tax base, increase sales tax revenue, be servable by public water, sewer, and transportation network, including consideration of public transit and other community goals;
- POLICY LU-3.3:** Ensure City proposed King County Comprehensive Plan and/or Countywide Planning Policy docket items addressing Urban Growth Area adjustments to accommodate growth serve the community while conforming with adopted Countywide Planning Policies and State Growth Management Act, GMA requirements;
- POLICY LU-3.4:** Regularly evaluate the supply of vacant land and land suitable for re-development.

**GOAL LU-4: Encourage a compact development pattern of physically connected, distinct, complete neighborhoods that provide a balanced mix of land uses essential to the daily life of Snoqualmie residents, employees, and surrounding rural area residents.**

- POLICY LU-4.1:** Promote a range of uses that help create place and identity, reduce commuting expenses, reduce greenhouse gas emissions and encourage physical activity;
- POLICY LU-4.2:** Encourage development patterns that feature housing, jobs, services, and transit stops in close proximity to each other;
- POLICY LU-4.3:** Consider appropriate land use designations and zoning districts for undeveloped land, including Snoqualmie Hills West, that implement the goals and policies of this plan;
- POLICY LU-4.4:** Encourage commercial nodes to feature gathering spaces as well as civic, cultural, residential and recreational uses within walking distance of one another;
- POLICY LU-4.5:** Support the transformation of redevelopable lands into viable uses that support the needs of the community.
- POLICY LU-4.6:** Ensure that land regulations promote a healthy and safe built environment;
- POLICY LU-4.7:** Promote appropriate infill redevelopment that maintains or enhances neighborhood character;
- POLICY LU-4.8:** Provide sufficient areas with appropriate zoning to provide the full continuum of goods and services needed to serve the local population.

**GOAL LU-5: Manage development and conservation within the 100-year floodplain to protect existing and new development from flood hazards and to promote enjoyment of the natural and scenic character of the Snoqualmie River shoreline.**

- POLICY LU-5.1:** Within the floodplain, but outside the floodway, allow for infill and redevelopment in residential zones featuring a range of housing



options, including accessory dwelling units, within pedestrian-accessible distances of the historic downtown commercial core;

**POLICY LU-5.2:** Protect development from flood hazards through the application of residential lot coverage and impervious surface standards;

**POLICY LU-5.3:** Support commercial uses compatible in scale and character to existing single-family uses in residentially zoned districts within the floodway;

**POLICY LU-5.4:** Work with governmental agencies to acquire riverfront properties within the Snoqualmie River Trail and to naturalize them in order to allow for incorporation into a resilient river corridor;

**POLICY LU-5.5:** Continue to participate in the FEMA Flood Insurance Program and Community Rating System and implement measures to improve the City's flood insurance rating to benefit floodplain property owners;

**POLICY LU-5.6:** Support programs that address potential displacement of commercial uses in the floodway.

**GOAL LU-6:** Plan for and encourage high-quality residential areas that provide dwelling units of various type, density, and costs to meet the needs and interests of every economic segment of the community, including low-, very low-, and extremely low-income households.

**POLICY LU-6.1:** Allow and encourage a range of housing types and price ranges that are affordable to all economic segments of the City and make it possible for people to live and work in Snoqualmie;

**POLICY LU-6.2:** Support inclusive community planning that promotes equity, diversity and inclusion, identifies the needs of diverse communities, protects cultural resources, and embraces cohesion;

**POLICY LU-6.3:** Evaluate areas for potential residential and commercial displacement, including the floodplain, and use a range of strategies to mitigate displacement impacts.

**GOAL LU-7:** Develop a local economy that meets residents' everyday needs, supports a vibrant tourism industry, provides living-wage jobs, enhances community distinctiveness, and maintains a sufficient and sustainable tax base for the City.

**POLICY LU-7.1:** Allow for sufficient service, hospitality, and office uses in retail-focused areas;

**POLICY LU-7.2:** Promote neighborhood-scale retail and service businesses within mixed-use developments.

**GOAL LU-8:** Provide needed institutional and utility land uses within the community with minimal land use conflicts.

**POLICY LU-8.1:** Allow institutional uses, such as museums, interpretive centers, and community recreation centers as appropriate for designated Parks and Open Space areas;

**POLICY LU-8.2:** Ensure the impacts to surrounding areas from Essential Public Facilities are appropriately mitigated;

**POLICY LU-8.3:** Allow power generation facilities, sewage and water treatment plants, other public or private utilities, parks and open space uses, and other accessory commercial uses in areas designated Utility Park.

## LAND USE DESIGNATIONS

Land use designations, which serve as guiding principles rather than legally binding regulations, inform future zoning considerations but do not directly alter zoning districts or their descriptions, which remain subject to a separate public process. The land use designations provide a general framework for the types of uses that may occur within each category, influenced by factors such as physical constraints, historical planning, existing land use patterns, and infrastructure. The accompanying Future Land Use Map illustrates the proposed distribution, location, and extent of these uses across Snoqualmie's Urban Growth Area. The following table summarizes the predominant land use designations, providing a high-level overview of the types of uses envisioned within each category.

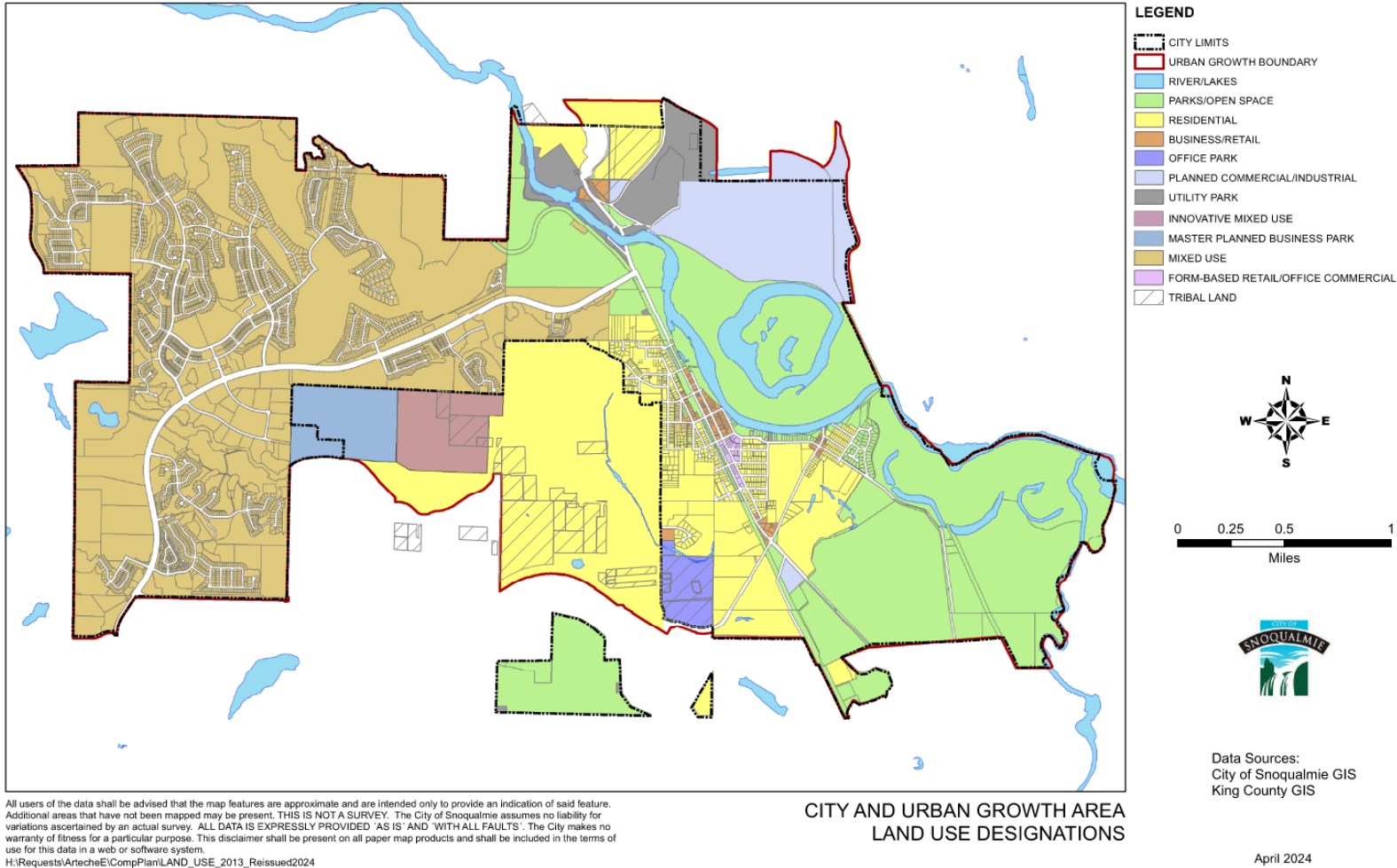
<b>Residential</b>	<p>Covers a broad range of housing sizes and types, from low to high-density housing as defined below:</p> <ul style="list-style-type: none"> <li>• High Density Residential (12-24 dwelling units per acre)</li> <li>• Medium Density Residential (6-12 dwelling units per acre)</li> <li>• Low Density Residential (up to 5 dwelling units per acre)</li> <li>• Constrained Residential (large parcels subject to significant environmental constraints and lack of adjacent sewer service)</li> </ul> <p><i>**The residential designation is not intended to include transient housing such as campgrounds, hotels, shelters, or time-shares.</i></p>
<b>Business/Retail</b>	<p>A broad variety of retail and other commercial uses with pedestrian-oriented retail and service uses centered in and around the historic downtown core and other general commercial uses centered near the SR202/Meadowbrook Way and Park St./Meadowbrook Way intersections. Current zoning district classifications within this designation include Business Retail I and II and Business General.</p>
<b>Form Based Commercial</b>	<p>Allowing for infill and re-development with an emphasis on pedestrian-oriented form and development pattern compatible with the Downtown Historic and Landmark District. A range of retail, commercial and office</p>



	uses could be allowed, but development is driven by form rather than use.
<b>Office Park</b>	Predominantly office uses in a campus setting.
<b>Planned Commercial/Industrial</b>	Requires a master-planned development plan for a potential mix of commercial, office and light industrial and manufacturing uses.
<b>Mixed Use</b>	A master-planned mix of residential, commercial, employment, institutional, utility and recreation use, excepting heavy industrial.
<b>Innovative Mixed Use</b>	Requires a master planned development plan to include a mix of residential types, sizes, costs, and living arrangements to expand the range of housing choices within the City and may include small-scale or compatible retail and service uses. Could include age restricted, independent or assisted-living housing for seniors; forms of cooperative housing; or plan for exceptional environmental outcomes.
<b>Master Planned Business Park</b>	Envisioned as an extension of the Snoqualmie Ridge Business Park, allowing office, research and development, and light manufacturing/industrial uses, but limiting warehouse and distribution uses.
<b>Parks/Open Space</b>	Active and passive recreation areas, allowing for museums, natural/cultural interpretive centers, community centers, golf courses and other commercial recreation uses in some areas, agriculture, along with natural open space and wildlife corridors.
<b>Utility Park</b>	Power generation and accessory uses, sewage and water treatment plants, other utilities and accessory parks, and open space uses.

## FUTURE LAND USE MAP

The Future Land Use Map reflects desired uses and implements the land use goals and policies in this plan; it does not always represent existing uses. Decisions and implementation based on these designations should include consideration of the entire comprehensive plan and site-specific conditions.



# HOUSING

## INTRODUCTION

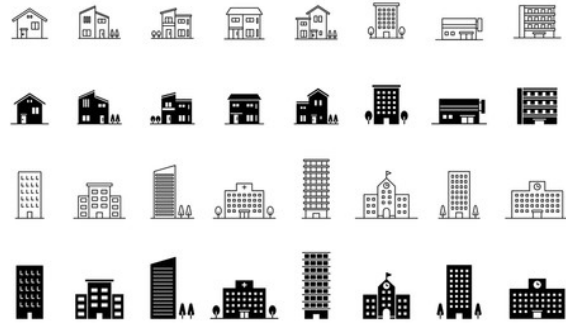
The Growth Management Act (GMA), specifically RCW 36.70A.070(2), outlines the requirements for housing elements within comprehensive plans for Washington state municipalities. Recent legislative changes, particularly those enacted through HB 1220 in the 2021 session, have significantly amended these provisions to address housing equity, affordability, and accessibility more robustly. HB 1220 mandates that local jurisdictions not only plan for housing across all economic segments but also explicitly accommodate housing for special needs populations, such as low-income households, seniors, and individuals with disabilities. This legislative update emphasizes the need for inclusive planning that mitigates and rectifies racially disparate impacts and historical inequities in housing.



One of the key changes introduced by HB 1220 is the requirement for jurisdictions to conduct a thorough housing needs assessment that reflects current and projected demands, particularly for populations disproportionately affected by housing shortages and affordability crises. The law now requires municipalities to plan for and promote a variety of housing types, including emergency shelters, permanent supportive housing, and transitional housing. Additionally, HB 1220 directs cities and counties to periodically update their comprehensive plans to incorporate these assessments, ensuring that housing strategies remain relevant and responsive to evolving community needs. Additional language has been added to goals and policies to include a mix of housing types and densities within the City. The role of accessory dwelling units (ADUs) in meeting housing needs was considered, with an analysis of ADU market and development capacity included in the *Land Capacity Analysis* and *Housing Strategy Plan*.

Regional housing policies adopted in Puget Sound Regional Council (PSRC)'s Vision 2050 regional housing strategy and the 2021 Countywide Planning Policies for King County aim to provide a full

range of affordable, accessible, healthy, and safe housing choices for all residents. They require jurisdictions to preserve, improve, and expand their housing stock, promote fair and equitable access, and eliminate disparities based on race, place, ability, and income. Vision 2050 emphasizes building diverse housing types, ensuring stability for residents by meeting their housing needs, and creating sustainable funding sources for very low-income and unhoused populations. These goals and policies guide local plans, such as the City of Snoqualmie's updated Comprehensive Plan Housing Element.



Volume 2 contains supporting documentation for the updated Housing Element provides more detailed analysis in support of these new requirements. The *Racial Equity and Displacement Analysis* and *Snoqualmie Valley Housing Needs Assessment*, both completed in 2023, identify areas and groups that may be at higher risk for displacement, with mapping and discussion to inform housing policies that address risks of disparate impacts, exclusion, and displacement. Volume 2 also features the land capacity analysis tailored to meet HB 1220 directives, evaluating the city's ability to accommodate growth and diverse housing options. Furthermore, the *Housing Strategy Plan* adopted by City of Snoqualmie in 2023 is a cornerstone of the updated Housing Element, with goals and policies implementing the five strategies recommended by the *Housing Strategy Plan* to remove barriers to housing and affordable housing development:

1. Incentivize new housing.
2. Bring down the cost of development.
3. Encourage a wide variety of housing types.
4. Improve the regulatory environment for permits.

The *Housing Strategy Plan* and goals and policies adopted in the Housing Element outline actionable steps and goals for increasing housing affordability, availability, and inclusivity, ensuring that the city's housing policies are equitable and effective in meeting the needs of all residents.

## HOUSING GOALS AND POLICIES

**GOAL H-1:** A sufficient mix of housing types, sizes, costs, and densities enables current and future citizens of all economic levels, age groups, and household make-ups to live within the City and provides housing to meet the needs of local employees.

**POLICY H-1.1:** Create a supportive environment for innovative housing that promotes City goals for affordability and housing to meet diverse household sizes, types, and age ranges by considering flexibility in density and design standards.

**POLICY H-1.2:** Allow accessory dwelling units and small-lot housing with regulations that minimize procedural requirements and address neighborhood compatibility.



- POLICY H-1.3:** In residential areas with alley access, incentivize and allow for small-lot and cottage housing subject to regulations to address issues of neighborhood compatibility.
- POLICY H-1.4:** Support the siting and operating of emergency, transitional, and permanent supportive housing, and ensure that sufficient land is zoned to allow their location near shops, services, and transit, prioritizing locations near historically underserved populations.
- POLICY H-1.5:** Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities to increase opportunities for seniors to live in accessible housing with nearby services.
- POLICY H-1.6:** Consider incentives to allow more senior housing in the City, where appropriate.
- POLICY H-1.7:** Support the development of rental apartments in locations that encourage a healthy lifestyle and are appropriate for families with children, including the provision of services, recreation and other amenities.

**GOAL H-2: Maintain a sufficient amount of quality affordable housing with healthy living environments.**

- POLICY H-2.1:** Work towards meeting the Countywide Planning Policies for moderate, low, very low, and extremely low-income housing and for emergency housing, emergency shelters, and permanent supportive housing.
- POLICY H-2.2:** Work with the community to plan for, create, and retain affordable housing.
- POLICY H-2.3:** Apply for housing funds available to assist in the development or improvement of affordable housing.
- POLICY H-2.4:** To the extent feasible, require affordable housing to be provided in new Mixed Use, Planned Residential and Innovative Development district projects that include a mix of rental and owner-occupied units, that are made available to people with low-, very low-, and extremely low incomes.
- POLICY H-2.5:** Offer strategies and mechanisms such as density bonuses and, where allowed by law, tax waivers and relief from development fees, to encourage low, very low, and extremely low-income housing development.
- POLICY H-2.6:** Consider utilizing Community Land Trusts (CLTs) as a tool for addressing the community's affordable housing needs. Consider offering favorable ground lease terms on city-owned land to CLTs.

- POLICY H-2.7:** Continue to support low-income housing with exempt impact fees for development types, for example:
- POLICY H-2.8:** ADU's,
- POLICY H-2.9:** Transitional housing facilities,
- POLICY H-2.10:** Shelters for temporary placement,
- POLICY H-2.11:** Community residential facilities,
- POLICY H-2.12:** Senior housing, and
- POLICY H-2.13:** Tiny homes
- POLICY H-2.14:** Consider recommendations from the Snoqualmie Valley Housing Taskforce and others to further promote affordable housing.
- POLICY H-2.15:** Provide new affordable housing and social services meeting the needs of our future residential and business communities, especially our local workforce of educational employees, first responders, retail clerks, and service industry employees with housing.
- POLICY H-2.16:** Cooperate with other government entities, non-profit housing organizations, and housing developers, to research and develop alternative means for keeping affordable housing affordable, so that units do not immediately appreciate beyond the reach of applicable income levels.
- POLICY H-2.17:** Consider partnerships with state and local agencies, community organizations, and the Snoqualmie Tribe to find solutions that would reduce, mitigate, and/or prevent displacement of very low to moderate-income households earning up to 80 percent of area median income.

**GOAL H-3: Support sustainable housing design through construction regulations, education, and partnerships.**

- POLICY H-3.1:** Support the use of high-quality, durable, fire-resistant materials, and low-maintenance building materials, high-efficiency energy systems, and environmentally responsible building principles in all new housing and renovation projects to reduce housing operation and balance the lifetime costs, energy use, and impact on natural resources.
- POLICY H-3.2:** Promote and raise public awareness of options for lower daily housing expenses, available tax incentives for green housing renovations, and energy conservation practices.
- POLICY H-3.3:** Consider keeping short subdivisions and small redevelopments more affordable by providing alternative streetscape improvements, open space, and recreation amenities requirements.
- POLICY H-3.4:** Consider making affordable housing types exempt from Floor Area Ratio (FAR) regulations and adding minimum density to areas where affordable housing is allowed.
- POLICY H-3.5:** Promote awareness of green housing renovation options and energy conservation practices that lower the cost of daily housing expenses.



## TRANSPORTATION

### INTRODUCTION

The Transportation Element is intended to guide transportation system improvements to meet Snoqualmie's existing and future travel needs of all types of users. This Element incorporates consistency with local land use planning and the regional transportation system, helping the City to develop a comprehensive, multi-modal transportation system to serve the planning area, while supporting the broader long-range goals of community development. Specifically, the Growth Management Act (GMA), specifically WAC 365-196-430, requires:



- Using land use assumptions and forecasted population growth in estimating travel demand;
- An inventory of existing air, water, and ground transportation facilities & services as a basis for future planning;
- Multi-modal Level of Service standards to gauge system performance and to support regional coordination and environmental justice;
- Identified actions and requirements to bring existing facilities & services up to established multi-modal level of service standards;
- Future traffic forecasts based on the land use assumptions and growth targets;
- Identified improvements and programs to address current and future transportation system deficiencies within the multi-modal network;
- Identified and designated planned pedestrian and bicycle improvements to promote healthy lifestyles;
- A description of any existing or planned transportation demand management strategies;



- A realistic multi-year financing plan and funding resources, in coordination with multi-modal level of service standards and the land use element;
- Identified methods for obtaining alternative funding when revenues do not meet transportation needs; and
- An explanation of intergovernmental coordination and regional consistency.

Furthermore, WAC 365-196-430(a) and RCW 36.70A.040(6) requires transportation improvements be made concurrent and in coordination with the land use element. For the City of Snoqualmie, it is also important to provide an efficient transportation system that minimizes disruption to the natural environment, supports active transportation methods, and maintains the character of city neighborhoods.

## TRANSPORTATION GOALS AND POLICIES

**GOAL T-1:** Provide for safe and efficient transportation system for vehicle, pedestrian, bicycle and transit travel within the City, that supports the City's planned land use pattern.

**PRIORITY T-1.1:** Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands;

**PRIORITY T-1.2:** Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area;

**PRIORITY T-1.3:** Ensure transportation improvements or strategies address development impacts in a manner concurrent with the city's adopted levels of service standards, as required by the GMA;

**PRIORITY T-1.4:** Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities to neighborhoods, shopping and services, schools, transit, parks and trails whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system;

**PRIORITY T-1.5:** Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes, supports economic development and plans for population area growth;

**PRIORITY T-1.6:** Encourage multiple connections between new development and historic parts of the city when feasible;

**PRIORITY T-1.7:** Monitor and prepare for changes in transportation technologies and mobility patterns;

**PRIORITY T-1.8:** Increase the resilience of the City's transportation system, support strategies for security and emergency management responses, and improve signage for transportation services and options including bicycles through the downtown.



**GOAL T-2:** Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.

- PRIORITY T-2.1:** Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility;
- PRIORITY T-2.2:** Coordinate with local and regional entities when traffic generated outside Snoqualmie especially on Highways 202 and 18 and Interstate-90 could impact City levels of service;
- PRIORITY T-2.3:** Support and participate in cooperative regional transportation planning processes to ensure that City interests are reflected in regional transportation plans while supporting the Regional Growth Strategy;
- PRIORITY T-2.4:** Support safe movement of freight by establishing clear signage, on routes that service trucks, hazardous material transport, and oversized load routes.

**GOAL T-3:** Promote an equitable and accessible transportation system through services, facilities, and improvements.

- PRIORITY T-3.1:** For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs to apply a peak-hour LOS D standard for arterial intersections. A LOS E at side-street stop locations is acceptable unless a signal is warranted or required by the City Traffic Engineer. The LOS shall be calculated with the delay method described in the most recent edition of the Highway Capacity Manual;
- PRIORITY T-3.2:** Plan street development and redevelopment to create complete streets, that accommodate pedestrians, cyclists, and transit users within right of way aligning with street classification and projected travel volumes where feasible;
- PRIORITY T-3.3:** When planning street development provide a protected space for bicycles with clear markings and signage;
- PRIORITY T-3.4:** Support access, connections, and mobility for all;
- PRIORITY T-3.5:** Ensure the needs of vulnerable and historically underserved populations through investment in equitable modes of transportation;
- PRIORITY T-3.6:** Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation;
- PRIORITY T-3.7:** Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.

**GOAL T-4:** Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips, and healthy physical activity.

- PRIORITY T-4.1:** Encourage new development and targeted systems of development to provide pedestrian and bicycle pathways that safely connect

residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails, and other destinations within the City;

**PRIORITY T-4.2:** Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials;

**PRIORITY T-4.3:** Collaborate with the School District to identify pedestrian safety improvements on school walk routes;

**PRIORITY T-4.4:** Ensure adequate bicycle parking provisions in historic downtown, Snoqualmie Ridge neighborhood center, public parks, and large offices and industrial developments to meet demand, promote bicycle travel and multimode commuting;

**PRIORITY T-4.5:** Evaluate the use of e-bikes and e-scooters on City sidewalks, trails, and parks, considering safety and potential conflicts with pedestrians and other users.

**GOAL T-5:** Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.

**PRIORITY T-5.1:** Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations, and adjacent communities;

**PRIORITY T-5.2:** Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools;

**PRIORITY T-5.3:** Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling stations including public and private partnerships to actively encourage and promote the use of electric and alternatively fueled vehicles;

**PRIORITY T-5.4:** Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel;

**PRIORITY T-5.5:** Engage with regional sustainability organizations to promote eco-friendly transportation initiatives;

**PRIORITY T-5.6:** Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility;

**PRIORITY T-5.7:** Seek to improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency;

**PRIORITY T-5.8:** Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourage fish passage and wildlife habitat areas and corridors;

- PRIORITY T-5.9:** As feasible, incorporate environmental factors into transportation decision-making that minimizes negative impacts to natural and cultural resources;
- PRIORITY T-5.10:** For vehicular and all transportation methods, including transit, bicycles, pedestrian planning and development review, use level of service (LOS) measures to evaluate system performance and needs that reflects the community's expectations for transportation performance;
- PRIORITY T-5.11:** For multimodal levels of service consider frequency, presence, and span of services to evaluate system performance and need including deficiencies;
- PRIORITY T-5.12:** Identify projects, programs or strategies that will address existing and all future transportation deficiencies including transit, bicycles, and pedestrian.

**GOAL T-6:** Provide for maintaining and preserving the life and utility of the City's transportation system and investments.

- PRIORITY T-6.1:** If feasible, ensure consistent and equitable system improvements throughout the City;
- PRIORITY T-6.2:** Encourage design of new developments to provide efficient pedestrian friendly traffic circulation;
- PRIORITY T-6.3:** Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan;
- PRIORITY T-6.4:** Employ Best Management Practices (BMPs) for storm water management, including low-impact development (LID) strategies, effective street cleaning, and other measures to alleviate major pollution sources from roadway uses;
- PRIORITY T-6.5:** Support local transit partnerships for better regional connections and to support tourism within Snoqualmie;
- PRIORITY T-6.6:** Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities to improve the efficiency of the City's current transportation system and facilities;
- PRIORITY T-6.7:** Identify stable and adequate funding mechanisms for transportation facilities;
- PRIORITY T-6.8:** Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.



## CAPITAL FACILITIES AND UTILITIES

### INTRODUCTION

The Capital Facilities and Utilities Element of Snoqualmie's comprehensive plan explains the public services and facilities needed to support the city's growing population and job market. This plan includes transportation systems like streets and sidewalks, parks and recreation areas, schools, libraries, stormwater management, water and sewer systems, and public safety services. By planning for these facilities alongside land use plans, the city ensures that development is well-supported. This element also strengthens other important parts of the comprehensive plan, such as transportation and parks. The Growth Management Act requires the city to keep an inventory of current facilities, forecast future needs, identify locations and capacities for new facilities, create a financing plan, and reassess plans if funding is insufficient. This organized approach helps Snoqualmie prioritize and manage capital projects efficiently, ensuring that the city's infrastructure meets service standards.



To reach these goals, Snoqualmie has set several key objectives for the Capital Facilities and Utilities Element. These include providing quality infrastructure for current and future residents and businesses, replacing aging infrastructure on time to maintain public services, and planning financially for the long-term maintenance, repair, and replacement of facilities. Additionally, the city aims to improve coordination within the city and with neighboring areas to align capital facility plans with broader land use and regional goals. Protecting and maintaining existing infrastructure is also a priority, ensuring the city's investments are preserved. Through these goals, Snoqualmie is dedicated to building a strong and sustainable framework for public services and facilities, supporting the city's growth and enhancing the quality of life for its residents.

## CAPITAL FACILITIES & UTILITIES GOALS AND POLICIES

**GOAL CFU--1:** Quality Infrastructure: Provide quality infrastructure to serve current and future residents and businesses.

- PRIORITY CFU 1.1:** Adopt level of service standards to accommodate growth concurrent with development;
- PRIORITY CFU 1.2:** Size essential capital facilities to meet the long-term demands of the community, and when feasible, phase facility development to match capital investments with actual community needs;
- PRIORITY CFU 1.3:** Provide adequate infrastructure in applicable areas to support the development of regional/local centers;
- PRIORITY CFU 1.4:** Avoid growth in areas that cannot be adequately served by utilities;
- PRIORITY CFU 1.5:** If the City is selected as a state or regional capital facility site, or is otherwise impacted by such a facility, ensure appropriate mitigation for local impacts is provided;
- PRIORITY CFU 1.6:** Plan for major or “trunk” utility facility locations and consider designating routes suitable for facility improvements, subject to development regulations;
- PRIORITY CFU 1.7:** Ensure that utility improvements minimize neighborhood impacts, are environmentally sensitive, aesthetically pleasing, safe and provided in a timely manner to serve planned growth;
- PRIORITY CFU 1.8:** To the maximum extent feasible, require the undergrounding of all new electrical and communication lines, the undergrounding of existing lines during road and utility improvements, and/or architectural compatibility of all new above-ground facilities;
- PRIORITY CFU 1.9:** Encourage the joint use of utility corridors for agriculture or passive recreation uses, provided that such uses are consistent with prudent legal and utility practice;
- PRIORITY CFU 1.10:** Site or expand capital facilities in a manner that considers impacts on historically marginalized communities;
- PRIORITY CFU 1.11:** Do not locate capital facilities outside the urban growth area unless it is demonstrated that non-urban sites are the most appropriate location;
- PRIORITY CFU 1.12:** Reduce and mitigate noise and light pollution caused by capital facilities;
- PRIORITY CFU 1.13:** Design capital facilities to achieve community development objectives and improve neighborhoods;
- PRIORITY CFU 1.14:** Coordinate capital investment projects and programs across departments.



**GOAL CFU--2:** **Continuity of Public Services:** Invest in the timely replacement of aging infrastructure to ensure continuity and delivery of vital public services.

- PRIORITY CFU 2.1:** Define essential public facilities, consistent with the Revised Code of Washington and the Growth Management Act;
- PRIORITY CFU 2.2:** To the extent feasible, increase the resilience of utilities and infrastructure by preparing for disasters and planning for system recovery;
- PRIORITY CFU 2.3:** Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements;
- PRIORITY CFU 2.4:** Provide residents with access to high-quality drinking water that meets or exceeds state and federal requirements;
- PRIORITY CFU 2.5:** Reduce per capita rate of water consumption through conservation, efficiency, reclamation, and reuse;
- PRIORITY CFU 2.6:** Establish level of service standards to guide delivery of quality services to current and future residents and businesses;
- PRIORITY CFU 2.7:** Consider the impacts of climate change, economic, and health impacts when siting and building essential capital facilities;
- PRIORITY CFU 2.8:** Plan for the long-term renewal or replacement of aging capital facilities as needed to maintain target service levels.

**GOAL CFU--3:** **Long-Term Financial Sustainability:** Provide long-term financial plans by identifying resources for the future maintenance, repair, and replacement of capital facilities citywide.

- PRIORITY CFU 3.1:** Seek grants to fund capital improvements whenever feasible, and plan for available funding to support the City's share of planned improvements;
- PRIORITY CFU 3.2:** Manage City debt effectively while maintaining sufficient required reserves for emergencies;
- PRIORITY CFU 3.3:** Allocate City sewer and water connection fees primarily for capital improvements related to facility expansion;
- PRIORITY CFU 3.4:** Evaluate new and existing sources of funding for services, maintenance and infrastructure;
- PRIORITY CFU 3.5:** Ensure parks facility users are paying reasonable fees for the usage and costs of operating and maintaining the facilities;
- PRIORITY CFU 3.6:** Evaluate and if appropriate, annually adopt by reference the Snoqualmie Valley School District Six-Year Capital Facility Plan and update school impact fees on new

residential units to ensure that school facilities will be provided to meet projected growth.

**GOAL CFU--4:** **Intra-City and Regional Coordination: Provide long-term capital facility plans that consider and complement land use objectives and capital facility planning efforts and objectives of neighboring jurisdictions.**

- PRIORITY CFU 4.1:** Participate in inter-jurisdictional efforts to site essential capital facilities and pursue agreements among jurisdictions to mitigate against the disproportionate burden that may fall on the jurisdiction which becomes the site of a facility;
- PRIORITY CFU 4.2:** Coordinate with neighboring jurisdictions on infrastructure projects that cross city boundaries in planning, development, and design;
- PRIORITY CFU 4.3:** Work with Snoqualmie Valley School District to meet existing and future community needs, including walkable safe routes to schools;
- PRIORITY CFU 4.4:** Coordinate with other jurisdictions to implement multi-jurisdictional facility improvements and attempt to coordinate land use procedures for consistent decision making.

**GOAL CFU--5:** **Protection and Preservation of Existing City Infrastructure: Protect and preserve its significant investment in infrastructure by adequately funding regular and ongoing maintenance needs of critical infrastructure.**

- PRIORITY CFU 5.1:** Require the joint use or co-location of utility trenches, conduits and poles to minimize aboveground structures, and to provide for the expansion, maintenance and upgrading facilities with the least amount of service disruption;
- PRIORITY CFU 5.2:** Reduce per capita rate of water consumption through conservation, efficiency, reclamation, and reuse;
- PRIORITY CFU 5.3:** Encourage and support replacement of failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

# PARKS AND RECREATION

## INTRODUCTION

The purpose of the Open Space, Parks and Recreation Plan is to guide the City in acquiring, developing, improving and managing its current and future open space, park and recreation facilities and programming. This Plan assesses the strengths and weaknesses of the current park system, provides direction for future development and capital expenditures, and establishes and implementation program.

In addition to providing the Snoqualmie Parks and Events Commission and Snoqualmie City council with a basic framework for park system decisions, this document also provides other benefits to the City. This Plan supports requests to obtain funds for park system capital improvements, improves coordination between various recreation planning agencies, helps maximize the benefits of each dollar spent, facilitates the protection of important natural areas and habitats and helps provide for the City's current and future park and recreation needs.

### Overall Goal

Provide a well-maintained, interconnected, and inclusive parks system that allows for enjoyment of the city's natural beauty while providing equitable access to programs and activities, and protection of valuable natural resources

## PARKS AND RECREATION GOALS AND POLICIES

The policies in this Element provide a basis of support for a functional and integrated parks system which includes, but is not limited to, open space, parks, trails, urban forest, community gardens and other recreational amenities and programs. The components of this vital system contribute to the physical, mental, and emotional well-being of Snoqualmie residents and surrounding areas. Other publicly owned lands outside of formal parks contribute to the system of open spaces and its environmental benefits and are addressed in the Snoqualmie Comprehensive Plan.

The following policies address various aspects of parks planning, namely: inclusive parks, facility investment, community connectivity, and natural resources.

**GOAL P&R-1:** **Inclusive Parks: Facilitate a universally equitable, inclusive, and expansive parks system that provides all residents with access to Snoqualmie's amenities, open spaces, and recreational programming.**

- POLICY P&R-1.1:** Expand City-offered programming opportunities and conduct a fee study to understand revenue generation opportunities that may exist by programming existing parks;
- POLICY P&R-1.2:** Plan for and fund development of community facilities to allow opportunities for additional performing arts programs and events;
- POLICY P&R-1.3:** Evaluate playground replacement equipment based on location and level of service (LOS) in each specific area. Consider alternatives to traditional playground facilities in areas with a high concentration of playgrounds;
- POLICY P&R-1.4:** Evaluate existing programming opportunities with a focus on expanding programs that appeal to middle school and high school age groups;
- POLICY P&R-1.5:** Expand senior programs such as fitness classes, and outdoor recreation groups;
- POLICY P&R-1.6:** Study the feasibility of adding transportation or shuttle options for seniors;
- POLICY P&R-1.7:** Provide educational materials and resources for senior residents which expand awareness of and access to local and regional recreational opportunities;
- POLICY P&R-1.8:** Study feasibility of adding or partnering with third parties to offer adult sports leagues;
- POLICY P&R-1.9:** Design and construct parks and facilities to allow multiple uses and provide amenities accessible to users of diverse physical capabilities, mental capabilities, skill levels, age groups, income levels, cultural backgrounds, and activity interests.

**GOAL P&R-2:** **Facility Investment:** Facilitate a universally equitable, inclusive, and expansive parks system that provides all residents with access to Snoqualmie’s amenities, open spaces, and recreational programming.

**POLICY P&R-2.1:** Create a lifecycle replacement and asset management system for parks equipment and facilities;

**POLICY P&R-2.2:** Conduct an ADA accessibility assessment of all parks and recreation facilities;

**POLICY P&R-2.3:** Conduct a lighting assessment of all parks and recreation facilities to maximize park use hours while adhering to Dark Sky initiatives and local ordinances;

**POLICY P&R-2.4:** Establish procedures for park land decommissioning and investigate underutilized parks for decommissioning or reinvestment;

**POLICY P&R-2.5:** Study the creation of a dog park or off-leash amenity in one of the parks on the ridge;

**POLICY P&R-2.6:** Study potential upgrades to enhance park’s view corridors and user’s experience with natural features;

**POLICY P&R-2.7:** Evaluate and expand facilities and operations at Riverview Park;

**POLICY P&R-2.8:** Reimagine and enhance Railroad Park to serve as a destination park and downtown event venue;

**POLICY P&R-2.9:** Expand the community center to provide additional capacity and the ability to implement indoor recreation opportunities;

**POLICY P&R-2.10:** Study the feasibility, including cost of facilities and staff, of providing aquatics access and programming for an extended portion of the year;

**POLICY P&R-2.11:** Develop and maintain athletic facilities that meet competitive playing standards for diverse abilities, age groups, skill levels, and recreational interests;

**POLICY P&R-2.12:** In park development or re-development plans, place a high priority on creating facilities that are energy efficient, vandal resistant, and water conscious and that require minimal maintenance;

**POLICY P&R-2.13:** Prioritize the importance of open space for the preservation of natural resources and use the full range of regulatory and land preservation tools available to create, maintain and steward the local and regional open space system;

**POLICY P&R-2.14:** Identify and prioritize acquiring and protecting open space sites that provide scenic views, valuable wildlife habitat, watershed conservation, serve scientific or education purposes, and/or contain other significant natural or cultural resources; examples include threatened and urban wildlife habitat, nesting sites, foraging areas, and wildlife mitigation corridors that promote habitat connectivity;



**POLICY P&R-2.15:** Ensure development protects and conserves open space areas, views and viewsheds, and maintains natural vegetation;

**POLICY P&R-2.16:** Develop and retain green belts or other vegetated buffer areas where appropriate between residential neighborhoods and between residential and adjacent non-residential areas;

**POLICY P&R-2.17:** Protect visual access to water bodies and rivers;

**GOAL P&R-3:** **Community Connectivity:** Enhance community connectivity by linking the city-wide trail network and provide spaces for community gathering and group recreation.

**POLICY P&R-3.1:** Identify trail connections to better implement and connect RiverTrail Projects such as RiverTrail Northwest of Sandy Cove, Sandy Cove Improvement Project, and Sandy Cove Bank Stabilization;

**POLICY P&R-3.2:** Utilize multiple sources in acquiring funds and properties for parks, park facilities, and park programs;

**POLICY P&R-3.3:** Provide trailhead amenities at Riverview Park to support new trail and boardwalk development;

**POLICY P&R-3.4:** Create a standardized signage and wayfinding plan to communicate a unified parks system and provide improved trail navigation;

**POLICY P&R-3.5:** Create venues for large special events and festivals to promote a sense of community and enhance economic development;

**POLICY P&R-3.6:** Host community wellness events such as City-sponsored walks/runs or fitness sport tournaments to promote health, wellness, and community;

**POLICY P&R-3.7:** Advertise and market special events and program offerings through the use of multiple engagement tools;

**POLICY P&R-3.8:** Increase recreation opportunities in the downtown area;

**POLICY P&R-3.9:** Study feasibility of hosting more programs and special events in the winter months;

**POLICY P&R-3.10:** Provide opportunities for Snoqualmie residents of diverse ages, abilities (physical and mental), cultural backgrounds, and interests to participate in a wide range of recreation programs and community events that are accessible and affordable;

**POLICY P&R-3.11:** Develop trail systems for a wide variety of users including pedestrian, equestrian, and bicycle users to connect open spaces, parks, recreation facilities, neighborhoods, employment areas, shopping areas, schools and other public spaces and facilities with specific attention to regional trail connections;

**POLICY P&R-3.12:** Integrate trails as alternative transportation routes, connecting them to transit stops, bike facilities, and sidewalk access points to create a comprehensive network of nonmotorized transportation throughout Snoqualmie and the region;

- POLICY P&R-3.13:** Require that new development aid in expanding and/or providing linkages to the local and regional trail systems;
- POLICY P&R-3.14:** Furnish trail systems with appropriate trailhead improvements that may include interpretive and directory signage, trail use rules and regulations, rest stops, drinking fountains, parking and loading areas, bike racks, restrooms, dog waste stations, trash containers and other services elements supporting trails-related use and maintenance;
- POLICY P&R-3.15:** Create and maintain strategic partnerships with the community, not-for-profit groups, and other stakeholders, to foster cooperative and volunteer efforts for trails-related upkeep and maintenance;
- POLICY P&R-3.16:** Acquire and preserve shoreline access for waterfront trails and water-related recreational activities in accordance with the Snoqualmie Shoreline Master Program;

**GOAL P&R-4:** **Natural Resources:** Enhance community connectivity by linking the city-wide trail network and provide spaces for community gathering and group recreation.

- POLICY P&R-4.1:** Expand program offerings to include nature education and recreation opportunities.
- POLICY P&R-4.2:** Explore opportunities and partnerships to host environmental education programs about local wildlife and ecosystems.
- POLICY P&R-4.3:** Create a formal volunteer program to promote educational and open space preservation opportunities.
- POLICY P&R-4.4:** Continue to grow the Green Snoqualmie Partnership through the development of a regional marketing plan for eco-tourism.
- POLICY P&R-4.5:** Consider implementing eco-tourism programs and opportunities in city forest lands.
- POLICY P&R-4.6:** Implement the recommendations of the Natural Infrastructure Assessment (2020).

**GOAL P&R-5:** **Communication:** Improve communication with the public on the City's integrated parks system through a variety of media.

- POLICY P&R-5.1:** Consult the Parks and Events Commission prior to approval of development agreement provisions, or amendments thereto, that involve parks acreage, open space, facilities mitigation or adjustments to the number of residential units;
- POLICY P&R-5.2:** Continue to utilize citizen participation in planning, developing, operating, stewarding and maintaining the City's integrated parks system, encouraging citizen input at all stages of parks planning to inform park management decisions;
- POLICY P&R-5.3:** Utilize ongoing public information and awareness strategies to keep the community informed and supportive of park projects;

**POLICY P&R-5.4:** Promote partnerships with public and private service providers to meet cultural, recreational and social needs of the community in parks program planning;

**POLICY P&R-5.5:** Work with the Meadowbrook Farm Preservation Association to better reflect the needs and desires of city residents for Meadowbrook Farm;

**GOAL P&R-6:** **Community Gardens:** Maintain and promote open public space within the city for community gardens.

**POLICY P&R-6.1:** Protect and support existing community gardens in the city as important open space resources that build community and provide a local food source;

**POLICY P&R-6.2:** Expand and increase support for community gardens and youth involvement in growing and preparing their own food through partnerships with other agencies such as schools, senior centers, neighborhood groups, businesses, and civic and gardening organizations;

**POLICY P&R-6.3:** Identify existing and potential community garden sites on public property, including parks, recreation centers, public easements and rights-of-way, and surplus properties, and prioritize community gardens in underserved areas;

**POLICY P&R-6.4:** Encourage and promote new construction to incorporate green roofs, edible landscaping, and use of roof spaces for community gardening;

**GOAL P&R-7:** **Urban Forestry:** Encourage and promote new construction to incorporate green roofs, edible landscaping, and use of roof spaces for community gardening.

**POLICY P&R-7.1:** Fully implement urban forestry standards and programs that provide education, encouragement and assistance for planting, maintaining and preserving trees on private property, street frontage planter strips, parks and natural open spaces;

**POLICY P&R-7.2:** Ensure that trees are an important part of public investments made for economic development and redevelopment activities;

**POLICY P&R-7.3:** In planning urban forestry enhancement projects, review tree equity data, such as American Forests "Tree Equity Score" to ensure equitable access for residents and visitors to the benefits of trees;

**POLICY P&R-7.4:** Plant street trees on all new streets and ensure street trees are prioritized in improvement plans for existing city streets;

**POLICY P&R-7.5:** Encourage the selection of species appropriate to projects, locations and site conditions to minimize conflicts with existing or planned public infrastructure. Provide adequate diversity for the urban ecosystem by varying tree species, distribution, forms, textures, flowering characteristics, and other aesthetic benefits to enhance city street environments;

- POLICY P&R-7.6:** Remove invasive species and noxious weeds to protect native plant and animal habitat on public property and educate citizens on the importance of their removal on private property. Prioritize removal of invasive species in valuable habitat and/or ecological function areas such as wetlands and streams;
- POLICY P&R-7.7:** Encourage the use of native and/or regionally produced edible plants and fruit-bearing trees;
- POLICY P&R-7.8:** Maintain a citywide canopy cover survey and canopy cover target to protect and enhance the current coverage offered by our urban forest and ensure that the forest's air, water quality, water management and economic benefits continue in perpetuity or are enhanced in the future;
- POLICY P&R-7.9:** Maintain the landmark tree program to inventory, protect and maintain trees with historic significance or other community value and prioritize preservation of these trees during development project planning;
- POLICY P&R-7.10:** Review City tree ordinances to ensure that they are consistent with urban forest and open space preservation and enhancement goals;





# ENVIRONMENT

## INTRODUCTION

The Environmental Element encompasses methods of stewardship for apprehending, protecting, preserving, and conserving the quality and quantity of natural environmental assets within and surrounding the City of Snoqualmie. When natural resources are actively protected and enhanced through mindful and cognizant coordination, a healthy functioning ecosystem can provide added safety and assurance to a community during potential natural hazards and disasters. Although, not a mandatory element, incorporating the Environmental Element enhances the City's commitment to regulating designated critical areas as expressed in WAC 365-196-485 and defined in RCW 36.70A.030(11). The element further provides additional acknowledgement of other environmental assets that support the community's character and resiliency in coordination with the Parks and Recreation, and Economic Development elements. Protecting the health, quality, and functionality of these natural resources are crucial to mitigating the city's future growth and continued economic development.



In 2021, Washington passed the Climate Commitment Act (CCA). It was followed up in 2023 by HB 1181, which introduced new requirements to local Comprehensive Planning processes, including a requirement to adopt a climate change and resiliency element designed to result in greenhouse gas emissions reductions and improved resilience to mitigate or avoid adverse impacts of climate change. This includes a climate resilience sub-element. Cities with populations above 6,000 in the eleven most populous counties (including King County) must include a greenhouse gas emissions sub-element as part of their climate element. Jurisdictions in King County must adopt climate elements by June 30, 2029. In June 2024, City of Snoqualmie began a planning process to develop a Climate Element, and accompanying changes to existing plan policies and development regulations, to be adopted in 2025.



## ENVIRONMENT GOALS AND POLICIES

**GOAL ENV-1:** The health, wildlife and ecosystem services and functions provided by the City's natural environment are protected and enhanced, and potential hazards to citizen health, welfare and property are minimized.

- POLICY ENV-1.1:** Incorporate and utilize applicable best available science for purposes of designating and protecting all regulated critical areas and anadromous fisheries that need "special consideration" for their conservation and protection;
- POLICY ENV-1.2:** Protect Snoqualmie's environmental critical areas, habitat, and the natural environment through land use plans, surface water management plans and programs, comprehensive park plans, development regulations and site-specific project review and consultation with affected Tribes;
- POLICY ENV-1.3:** Consider areas of high wildlife movement and mortality and the needs of all roadway users when designing and building neighborhood traffic safety projects;
- POLICY ENV-1.4:** Ensure the protection and recovery of ecosystems to provide healthy habitat and support fish, wildlife, and plant populations in a changing climate. This includes actively managing lands through controlling noxious weeds, restoring native vegetation, and monitoring project results;
- POLICY ENV-1.5:** Coordinate with governmental agencies, non-profit organizations and Tribes to protect and enhance the environment through countywide and watershed planning, fish and wildlife resource management, and habitat protection networks across jurisdictional boundaries;
- POLICY ENV-1.6:** Establish and maintain relations with Native American tribes to identify and preserve archaeological sites and traditional cultural properties;
- POLICY ENV-1.7:** Actively manage city forest lands to decrease climate-exacerbated risks from severe wildfires, protect residents, and improve ecosystem health and habitat and encourage others to do so;
- POLICY ENV-1.8:** Apply Best Available Science, including Traditional Ecological Knowledge, to protect critical areas, such as wetlands, landslide hazard and erosion-prone areas, and maintain these areas in their natural condition, including native vegetation preservation;
- POLICY ENV-1.9:** Control the spread of noxious weeds as identified by King County Noxious Weed Control Board from public properties, particularly in more fire-prone areas like roadsides and utility corridors and if possible, educate citizens about the control of noxious weeds on private property;
- POLICY ENV-1.10:** Support integrated and interdisciplinary approaches for environmental planning and assessment;

**POLICY ENV-1.11:** Promote innovative and environmentally sensitive practices in site planning, design, materials selection, construction and maintenance;

**POLICY ENV-1.12:** Encourage environmental stewardship on private and public lands through partnerships and voluntary efforts that protect, restore and enhance the quality and functions of critical areas and associated buffers;

**POLICY ENV-1.13:** Support programs that ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment, and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

**GOAL ENV-2:** Rivers, streams aquifer recharge areas, and other water resources within the City are protected and managed for multiple beneficial uses.

**POLICY ENV-2.1:** Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that support hydrological functions, water quality, regulate surface flows, and recharge groundwater;

**POLICY ENV-2.2:** Coordinate the management and restoration Snoqualmie watershed through participation in the Snoqualmie Watershed Forum and the implementation of the Puget Sound Action Agenda;

**POLICY ENV-2.3:** Coordinate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize culvert upgrades and utility crossings to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future throughout Snoqualmie, especially where terrestrial species connectivity can be restored simultaneously (i.e., with wider bridges);

**POLICY ENV-2.4:** Ensure that local regulations for surface and stormwater management allow for and encourage Low-Impact Development (LID) and Natural Drainage practices. Support retrofitting basins to improve stormwater management and quality;

**POLICY ENV-2.5:** Encourage building construction that uses alternative techniques to minimize impervious surfaces and reduce harmful impacts to the natural environment and proximate waterways;

**POLICY ENV-2.6:** Actively investigate and promote water conservation strategies to efficiently use the City's legal access to water, and to reduce the amount of wastewater to be treated, through such measures as rotating irrigation schedules, and by incentivizing or requiring installation of water-wise landscaping throughout the City;

- POLICY ENV-2.7:** Work with the State Department of Ecology, King County, Tribes, and other stakeholders to reduce or eliminate pollution sources and protect public health;
- POLICY ENV-2.8:** Work in conjunction with King County to take corrective action to remove contaminant loading due to failing septic systems and stormwater runoff in susceptible recharge areas;
- POLICY ENV-2.9:** Seek funding to support stormwater retrofitting and green technologies in areas where water quality is impacted by stormwater;
- POLICY ENV-2.10:** Natural hydraulic, hydrologic, and habitat functions, and scenic and recreational values of rivers, streams, wetlands, and natural drainage courses are protected;
- POLICY ENV-2.11:** Minimize stream crossings, utilizing bridges rather than culverts whenever feasible, and minimize new utility crossing impacts, when possible, by using techniques such as bridges, tunneling, or other innovative methods;
- POLICY ENV-2.12:** Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers (such as fish blocking culverts), and other impediments to anadromous fish spawning and rearing habitat;
- POLICY ENV-2.13:** Maintain infrastructure located within stream corridors in accordance with Best Management Practices that minimize water quality impacts and pursue design modifications or alternative siting options for when significant alterations are undertaken;
- POLICY ENV-2.14:** Protect wetlands areas, functions and values within the City and urban growth area, and allow the creation of wetlands where feasible and appropriate;
- POLICY ENV-2.15:** Restore and maintain previously disturbed wetlands and stream buffers riparian management zones and their buffers where feasible; using the correct mitigation sequencing and maintain restored buffers for optimal ecosystem services;
- POLICY ENV-2.16:** Ensure wetland regulations allow for conservation easements and other techniques to preserve their health and existence.

**GOAL ENV-3:** Public health and property damage risk associated with flood and geologic hazard areas have been reduced, while preventing irreparable harm to regionally significant ecological resources.

- POLICY ENV-3.1:** Pursue strategies to lower the City's classification rating in the federal FEMA program;
- POLICY ENV-3.2:** Protect properties and ecological functions in the floodplain with development regulations guided by standards established by FEMA, and the Department of Ecology, and Best Available Science that incorporates climate change projections;

- POLICY ENV-3.3:** Pursue the reduction of accelerated erosion and sedimentation due to construction and construction-related activities;
- POLICY ENV-3.4:** Protect areas with severe geologic hazard potential, limiting development in hazard areas or requiring development to minimize grading and enhance native vegetation to the greatest extent possible;
- POLICY ENV-3.5:** Seek to restore natural vegetative cover and natural drainage features on degraded sites, including the removal of invasive weeds as necessary;
- POLICY ENV-3.6:** Support the implementation of the City's Hazard Mitigation Plan to reduce risks associated with floods, erosion, damages to property owners, and other observed hazards and improve development regulations.







## ECONOMIC DEVELOPMENT

### INTRODUCTION

A robust local economy is paramount to Snoqualmie's sustained fiscal health and community vibrancy. The City is committed to fostering a diverse array of employment, retail, service, and recreational opportunities, aligning with its vision of becoming a "complete community" where residents can live, work, shop, and thrive. While the economic development element is not currently mandatory due to funding constraints, Snoqualmie recognizes the crucial role of economic growth in enhancing residents' quality of life. Strategies for economic development are integrated with essential elements like land use, housing, utilities, and transportation, ensuring a comprehensive approach to community development.



While the economic development element is listed as a mandatory component in RCW 36.70A.070, it is not currently a requirement due to the lack of provided funding when this element was incorporated into the Growth Management Act (GMA). Nevertheless, the importance of fostering economic growth, vitality, and a high quality of life is undeniable. Therefore, strategies to support economic development should be integrated with other critical elements such as land use, housing, utilities, and transportation. This holistic approach ensures that economic development efforts are aligned with the broader goals of creating a sustainable, vibrant community.

Snoqualmie's economic development goals prioritize attracting businesses that cater to resident needs, offer varied job opportunities, and contribute to city revenues while preserving its unique character. The City maintains a business-friendly climate through efficient regulations and code compliance, emphasizing environmental and cultural resource protection. Capitalizing on the draw of nearby natural features and the charm of its historic downtown, Snoqualmie leverages these assets to drive economic growth sustainably, enriching both residents and visitors alike while preserving the essence of what makes the city special.



## ECONOMIC DEVELOPMENT GOALS AND POLICIES

**GOAL ED-1:** Recruit businesses that meet the retail needs of residents, offer diverse employment opportunities, generate revenue to support city services, and enrich the City's unique character, while supporting the continued success of existing local businesses.

- POLICY ED-1.1:** Encourage a diverse range of smaller-scale, locally based, and independently-owned businesses to locate to Snoqualmie;
- POLICY ED-1.2:** Recruit businesses that will capture a greater share of residents' spending on retail goods and services without compromising the City's small-town look and feel;
- POLICY ED-1.3:** Capitalize on emerging local economic sectors, including wine tourism, weddings, film production, and outdoor recreation and events as well as regional sectors such as aerospace, information and communication technology, and life sciences;
- POLICY ED-1.4:** Prioritize the recruitment of businesses that follow environmental and socially responsible business practices;
- POLICY ED-1.5:** Prioritize the recruitment of a wide range of potential businesses that will create higher-than-average wages jobs to match local workforce skills allowing for residents to live and work in Snoqualmie;
- POLICY ED-1.6:** Strategically recruit businesses based on the features of individual vacant commercial and industrial spaces;
- POLICY ED-1.7:** Identify complementary and new industries to recruit to Snoqualmie based on sectors that are already well-represented in the City;
- POLICY ED-1.8:** Support the preservation and occupancy of key historic landmarks downtown including full-service restaurants.

**GOAL ED-2:** The City fosters a business climate that facilitates economic development through expedient and equitable regulations, permit review processes, and code compliance, while effectively preserving and protecting the area's environmental and cultural resources.

- POLICY ED-2.1:** Cultivate a policy and regulatory environment that helps to achieve the City's economic development goals;
- POLICY ED-2.2:** Consider risk of physical, economic, environmental, and cultural resource disruption or displacement on local business when creating or updating policies, regulations, investments, or programs;

- POLICY ED-2.3:** Explore partnerships with community and external organizations to address barriers and disparities such as diversity, equity and inclusion faced by small businesses to promote economic development opportunities;
- POLICY ED-2.4:** Strive to provide opportunities for business owners to share information on challenges and opportunities of the local business environment;
- POLICY ED-2.5:** Ensure business owners have accurate and timely information on permit applications and other review processes;
- POLICY ED-2.6:** Apply and enforce rules consistently across all business types and locations;
- POLICY ED-2.7:** Encourage local businesses to be aware of evolving technologies that lead to increased competitiveness, innovation, efficiency, productivity, and job opportunities;
- POLICY ED-2.8:** Foster a business environment that promotes local entrepreneurship.

**GOAL ED-3:** The City advances its economic development goals and maintains its competitiveness through land use regulations, strategic planning, and capital investments.

- POLICY ED-3.1:** Ensure City investments, plans, and regulations promote economic growth and facilitate the expansion of the City's retail base equitably across all City commercial areas, business types, and communities;
- POLICY ED-3.2:** Advocate for Snoqualmie's economic interests at the county, regional, state, and federal levels;
- POLICY ED-3.3:** Consider creating a historic Meadowbrook Retail District and sites not yet considered that promotes retail and service options that enhances the future River Trail for residents and visitors;
- POLICY ED-3.4:** Collaborate with intergovernmental partners to improve transit service to, from, and within Snoqualmie, aiming for increased frequency and accessibility;
- POLICY ED-3.5:** Attract developments with the potential to create a variety of jobs and commercial spaces of varying sizes to accommodate businesses of different scales and provide space for small businesses to grow;

- POLICY ED-3.6:** Encourage the development of housing options that are affordable for the full range of employment opportunities in the City;
- POLICY ED-3.7:** Ensure that economic growth and development is balanced with environmental and cultural resource protection;
- POLICY ED-3.8:** Encourage the creation of public gathering spaces near commercial areas in a manner that promotes commerce;
- POLICY ED-3.9:** Preserve the Master Planned Business Park land use designation, focused on office, research and development, and light manufacturing/industrial uses, within the City's potential annexation area (PAA);
- POLICY ED-3.10:** Ensure land use regulations support and promote the development of suitable forms of overnight lodging, with a particular focus on the downtown historic district;
- POLICY ED-3.11:** Ensure that Snoqualmie's infrastructure supports electric vehicle charging and other emerging climate-friendly technologies adequately.

**GOAL ED-4:** The City promotes desired economic development while sustaining the natural and built features that give Snoqualmie its unique sense of place that residents most value.

- POLICY ED-4.1:** Protect and promote the City's distinct mix of natural beauty, historic buildings, rich cultural heritage, and unique neighborhoods - including Snoqualmie Ridge, Historic Downtown, the Mill Site, and historic Meadowbrook, to foster desired economic development;
- POLICY ED-4.2:** Create wayfinding signage where Meadowbrook Way and Snoqualmie Parkway intersect with Railroad Avenue SE directing visitors to the historic downtown;
- POLICY ED-4.3:** Leverage Snoqualmie's distinctive sense of place and unique assets such as Meadowbrook Farm, Snoqualmie Point Park, and other large park and open spaces to attract visitors through historic and cultural events and activities;
- POLICY ED-4.4:** Support and celebrate the contributions of the city's existing culturally and ethnically diverse businesses, institutions, and the Snoqualmie Tribe;
- POLICY ED-4.5:** Maximize the Snoqualmie River Trail as a tourism asset that connects to the Centennial Trail and the regional Snoqualmie

Valley and Preston-Snoqualmie trails while protecting downtown riverfront properties from flooding;

- POLICY ED-4.6:** In collaboration with the Snoqualmie Valley Chamber of Commerce, support non-profit merchant organizations in Historic Downtown Snoqualmie, Kimball Creek, and Snoqualmie Ridge to strengthen economic vitality, design, organization, and promotion;
- POLICY ED-4.7:** Maintain and expand a wayfinding system that effectively directs visitors to Snoqualmie's commercial and retail districts and communicates information about parking, parks, and other attractions, with a particular focus on community-friendly assets;
- POLICY ED-4.8:** Preserve the economic viability of Snoqualmie's historic sites, buildings, districts, landscape features and neighborhoods by identifying and preserving their character and history through collaboration with the King County Historic Preservation Program and engaging informational plaques and signs;
- POLICY ED-4.9:** Enrich the cultural lives of residents and visitors by placing permanent and temporary art installations in public spaces in a manner that enhances Snoqualmie's unique sense of place and history;
- POLICY ED-4.10:** Promote public art events hosted by the Arts Commission, Art and Industry and other organizations such as Plein Air Paint Out, Art of the Rails, Chalk the Block, Snoqualmie Days, pole banners, and window murals;
- POLICY ED-4.11:** Encourage the creation of public murals throughout the City that are representative of the history, culture, and heritage of the Snoqualmie Valley;
- POLICY ED-4.12:** Protect and promote institutional, cultural, natural, and other unique resources such as the Northwest Railway Museum, Pacific West Rail Model Train Museum, Meadowbrook Farm, and the Snoqualmie River Trail.

# SHORELINES

## INTRODUCTION

The Shorelines Element of the City of Snoqualmie’s Comprehensive Plan is guided by Washington State’s Shoreline Management Act (SMA) of 1971, which aims to preserve and manage the state’s valuable shorelines while accommodating appropriate development. The City of Snoqualmie’s Shoreline Master Program (SMP) reflects this balance by establishing policies, goals, and regulations that are specifically tailored to protect and enhance Snoqualmie’s unique shoreline resources—namely, the Snoqualmie River, Kimball Creek, Borst Lake (Mill Pond), and their associated floodplains and wetlands.

The City’s shorelines are essential to its identity, providing recreational opportunities, natural beauty, and habitats for diverse plant and animal species. They also represent areas of historical and cultural importance, economic activity, and environmental sensitivity. To uphold these values, the SMP designates distinct shoreline environments based on their ecological functions, existing land use, and potential for public access. These environments—Urban Riverfront, Urban Floodplain, Urban Conservancy, Hydropower, Natural, and Aquatic—each support specific types of development and land uses that align with the City’s vision for sustainable, community-centered shoreline management.

The following over-arching goal of the Shoreline Master Program is intended to support and supplement all other goals and policies of this Element:

### Overall Goal

Shoreline use, activities, and development within the City’s shoreline jurisdiction result in minimal adverse impacts and no net loss of shoreline ecological functions.



## COMPONENTS OF THE SHORELINES ELEMENT

---

The City's Shoreline Management Program, most recently updated in 2021, establishes goals and policies that promote diverse uses of shoreline areas, enhance public access, and support economic development opportunities consistent with environmental protection standards. Key goals include encouraging water-enjoyment uses near riverfront and lakefront areas, preserving natural habitats, and providing access through connected trails and viewing platforms. Additionally, the SMP prioritizes maintaining floodplain functions and respecting the historical and cultural significance of shoreline areas, contributing to a balanced, sustainable approach to shoreline management in Snoqualmie.

These goals and policies of the SMP are contained within eight "elements" in that document, which function as sub-elements of the Shorelines Element in this comprehensive plan. These sub-elements include:

- Economic Development
- Public Access
- Recreation
- Circulation
- Shoreline Use and Shoreline Modification
- Conservation
- Historical, Cultural, Scientific, and Educational
- Flood Hazard Management

The SMP, included in this Element's corresponding section in Volume 2, contains the background data and analysis that describe the shorelines and applicable development regulations of the city, and provides the foundation for the following goals and policies.

### ECONOMIC DEVELOPMENT GOALS & POLICIES

---

The City's shoreline jurisdiction affords varying opportunities for economic development related to proximity to the Snoqualmie River. In areas very close to the left bank riverfront of the Snoqualmie River between the downtown Snoqualmie Historic District and the Meadowbrook Historic District, the future development of water-dependent uses or water-related uses is unlikely. However, there is a significant opportunity for additional water-enjoyment economic uses to provide visual access and aesthetic enjoyment of the main stem of the Snoqualmie River.

Borst Lake is located within the floodplain of the Snoqualmie River and is situated on the opposite side of the river from the historic downtown. Borst Lake offers opportunities for development of water-oriented growth associated with recreational tourism that will advance economic development. However, Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill, and further review is necessary prior to implementation of any future activities on or adjacent to the lake.

Further from the riverfront of the Snoqualmie River, projects related to economic development opportunities should be encouraged based upon the suitability of the land for such development and consistency with underlying zoning.

**GOAL S-1:** Water-oriented projects in support of economic development are promoted at appropriate locations in the Aquatic and Urban Conservancy environments on and adjacent Borst Lake to support recreational tourism businesses and activities, provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-1.1:** Allow non-motorized boating (canoes, kayaks, and similar small hand-powered vessels) within Borst Lake, provided water quality and potential toxic contamination in Borst Lake are addressed.

**POLICY S-1.2:** Allow pedestrian and bicycle trails, boardwalks, public parking, and viewing areas within the buffer of Borst Lake to provide for visual access. Allow access points for non-motorized boating within the buffer of Borst Lake to provide for physical access provided water quality and potential toxic contamination in Borst Lake is addressed.

**GOAL S-2:** Water-oriented projects in support of economic development are promoted at appropriate locations in the Aquatic and Urban Conservancy environments on and adjacent Borst Lake to support recreational tourism businesses and activities, provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-2.1:** Allow existing and new businesses in the Urban Riverfront Environment and the Urban Floodplain Environment within the Mill Planning Area to develop facilities for water-enjoyment uses, including river and lake vistas from walkways, patios and decks of restaurants and other tourist oriented businesses to enhance both tourism and general economic vitality.

**POLICY S-2.2:** Promote the development of a system of connected public riverfront trails, boardwalks and viewing platforms in the Urban Riverfront Urban Conservancy Environments, linking privately owned water enjoyment economic development and publicly owned facilities in support of tourism and general economic vitality.

**POLICY S-2.3:** Relax buffer standards in the Urban Riverfront Environment to allow for greater visual public access to the riverfront from walkways, decks or patios of businesses; provided any loss of shoreline ecological functions is fully mitigated by restoration or enhancement projects in the Natural Environment or Urban Conservancy Environment.

**GOAL S-3:** Nonwater-oriented uses, which foster or enhance economic development opportunities, are located within suitable environment designations and are consistent with underlying zoning.

**POLICY S-3.1:** Prohibit nonwater-oriented economic development in the Natural Environment.

- POLICY S-3.2:** Allow economic development in the Urban Conservancy Environment only to the extent consistent with the underlying zoning, and preserves the largely undeveloped nature of this environment consistent with existing low intensity recreation and agricultural uses, preservation of floodplain storage functions, protection of publicly owned open spaces, and public access to the Snoqualmie River.
- POLICY S-3.3:** Allow nonwater-oriented economic development, including retail, commercial, and light industrial uses in the Urban Floodplain Environment consistent with underlying zoning, critical areas regulations and flood hazard regulations.
- POLICY S-3.4:** Allow economic development for power generation in the Hydropower Environment consistent with Federal Energy Regulatory Commission regulations.
- POLICY S-3.5:** Allow hospitality, passive recreation, and visitor support uses which support economic development opportunities in the Hydropower Environment consistent with the importance of Snoqualmie Falls as a unique international attraction.

## PUBLIC ACCESS GOALS AND POLICIES

Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations (WAC 173-26-221(4)(d)(i)). Two City parks within the Urban Riverfront Environment provide direct public access to the riverfront of the Snoqualmie River. Sandy Cove Park at the foot of King Street affords good visual access year round, provides direct access to the water's edge except during periods of high water and flooding, and offers wading access. Riverview Park on Park Street provides only visual access due to its high bank. The City has also acquired a number of additional high-bank parcels along the left bank of the Snoqualmie River within the Urban Riverfront Environment, which will provide visual public access to the river once developed for public access. The King County Flood Control Zone District currently owns a significant portion of riverfront parcels in the Meadowbrook neighborhood at the eastern end of the Urban Riverfront Environment, which is expected to be conveyed to the City for park and open space uses. These parcels could provide additional visual access in the future.

The City owns large undeveloped open spaces within the Natural and Urban Conservancy Environments, which could be enhanced for additional physical and visual public access. These include the Kimball Creek open space (adjacent to the banks of Kimball Creek near its mouth) and the Snoqualmie River Open Space, (between SR 202 and the Snoqualmie River through which Kimball Creek flows to its mouth). The City also owns the portion of Three Forks Natural Area on the left bank of the Snoqualmie River within the city limits. All of these areas could be enhanced for additional public access, including trails, picnic areas and, in some locations, seasonal access to the water's edge for various recreation opportunities.

The existing SR202 and Meadowbrook Way Bridges, as well as King County's uncompleted Snoqualmie Valley Trail pedestrian bridge, provide visual public access to the Snoqualmie River.

The privately owned Puget Sound Energy Park within the Hydropower Environment also affords public access. An estimated two million people visit the park annually, where they can view Snoqualmie Falls from the upper Park's walkways and overlooks, or they can follow a hiking trail to the bottom of the Falls, where Puget Sound Energy provides direct public access for kayakers and other recreation users.

The greatest opportunity to enhance public access to the riverfront of the Snoqualmie River lies in a connected system of publicly accessible riverfront trails and viewing platforms, comprising a looped riverwalk corridor on both banks of the Snoqualmie River. Portions of the proposed system area are located on private land; therefore, the City acquired a large amount of left bank riverfront real property which could form the backbone of a river walk trail system with viewing platforms from Snoqualmie Falls to the Meadowbrook Bridge. Within the Mill Planning Area, the City has also secured commitments from the property owners for a riverwalk trail corridor along the right bank of the Snoqualmie River, which will allow for development of a looped system with connections to local and regional upland trail corridors.

Another potentially important opportunity for additional public access and enjoyment of the shoreline and linkage to water-oriented economic development is for a pedestrian and bicycle trail around Borst Lake, with put-in/take-out points for non-motorized boating. Borst Lake and its surrounding land are currently entirely privately-owned, and Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill and further review is necessary prior to implementation of any future activities on or adjacent to the lake. However, the City's zoning for the property encourages development of public and private open space, parks, and recreational uses within the floodway, including Borst Lake.

**GOAL S-4:** Public access to the Snoqualmie River, Kimball Creek, and Borst Lake is provided through the acquisition, preservation, and extension of publicly and privately owned open spaces, parks, and trails in the Natural, Urban Riverfront, and Urban Conservancy Environments.

- POLICY S-4.1:** Preserve and enhance existing visual public access to the riverfront areas at publicly owned parks and open space properties along the Snoqualmie River, including Sandy Cove Park, Riverview Park, and acquired residential properties in the floodway within the Urban Riverfront Environment.
- POLICY S-4.2:** Pursue opportunities to provide additional visual or physical public access to riverfront areas in other publicly owned properties, including the Snoqualmie River Open Space and Three Forks Natural Area in the Natural Environment and within public trail easements within the Natural Environment.
- POLICY S-4.3:** Require the provision of public shoreline access as appropriate to the Snoqualmie River and Borst Lake in conjunction with land use entitlements for development.

**GOAL S-5:** Public access to the Snoqualmie River riverfront is encouraged through the provision of a system of riverwalk trails, boardwalks, and viewing platforms linking publicly owned facilities and privately owned water enjoyment economic development uses.

**POLICY S-5.1:** Pursue additional opportunities for visual public access to the riverfront from publicly owned properties, including shoreline “Riverwalk” trails, boardwalks, and viewing platforms at various locations between the SR 202 Bridge on the north and west and Meadowbrook Bridge on the south and east, incorporating private facilities providing public access to the extent feasible pursuant to Shoreline Economic Development Policy 3.d.

**POLICY S-5.2:** Acquire riverfront properties, or other rights of way, as they become available, subject to funding availability, for future development of a connected system of riverwalk trails, boardwalks, and public viewing platforms.

**POLICY S-5.3:** Work with riverfront property owners and business owners to incorporate private property into a connected system of “Riverwalk” trails, boardwalks and viewing platforms, linking water-enjoyment economic development in the Urban Riverfront, Urban Floodplain and Conservancy Environments.

**POLICY S-5.4:** In support of economic development, adopt development standards and regulations including relaxed buffer standards to allow riverfront water enjoyment uses to provide visual public access for customers and the public from river oriented walkways, decks, balconies, and other viewing areas.

## RECREATION GOALS AND POLICIES

Recreational opportunities vary depending on proximity to the Snoqualmie River. The City provides a number of parks and recreational opportunities in the floodway portion of its shoreline jurisdiction, such as the Meadowbrook Farm Open Space and Centennial Fields Park, which are not significantly affected by their location within shoreline jurisdiction except for periodic flooding events. Portions of Meadowbrook Farm are located in the Urban Conservancy Environment. Meadowbrook Farm is a 450-acre open space property jointly owned by the Cities of North Bend and Snoqualmie. It serves as a community separator and provides areas for community events and passive recreation and an existing and planned system of trails. Centennial Fields, located within the Urban Floodplain Environment, provides active recreational facilities including three baseball fields, one football field, a picnic shelter, and a children’s play structure.

Recreational opportunities along the riverfront of the Snoqualmie River above Snoqualmie Falls are available at Sandy Cove Park, Riverview Park, and Three Forks Natural Area, as well as the privately owned Mount Si Golf Course. Sandy Cove Park provides for passive recreation such as picnicking and viewing, but also includes an informal beach that park visitors use for wading in the summer. Riverview Park features limited active recreation facilities, with a basketball court, a picnic shelter, and children’s play equipment. The Three Forks Natural Area contains a City owned off-leash dog park and is bisected by the King County Snoqualmie Valley Trail. Recreation at this location consists mainly of passive or low intensity uses such as viewing the riverfront, hiking, fishing,



picnicking, and wading. Mount Si Golf Course provides an 18-hole golf course, driving ranges, and putting green.

Puget Sound Energy provides active recreation action including access to the Snoqualmie River for boaters using kayak, canoe, and river rafts below the falls within the boundaries of the hydroelectric project and consistent with the FERC hydroelectric facility license requirements. The opportunity for expanded riverfront recreation such as swimming or boating above Snoqualmie Falls is significantly limited due to the hazards of steep banks, cold water, swift currents, and proximity to the 268 foot waterfall and the hydroelectric facilities.

Another potentially important opportunity for additional recreation and enjoyment of the shoreline is for a pedestrian and bicycle trail around Borst Lake, with put-in/take-out points for non-motorized boating. Borst Lake and its surrounding land are currently entirely privately-owned, and Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill and further review is necessary prior to implementation of any future activities on or adjacent to the lake.

**GOAL S-6:** A variety of active and passive recreation sites and facilities are provided as appropriate within the shoreline based on consideration of location, public safety, and protection of natural resources.

- POLICY S-6.1:** Ensure shoreline recreational developments are consistent with all adopted park, recreation, and open space plans and are given priority over other development for water access and use.
- POLICY S-6.2:** Allow high intensity active recreation facilities in the Urban Floodplain and Urban Conservancy Environments, provided such facilities shall comply with the applicable flood hazard regulations in Chapter 15.12 SMC.
- POLICY S-6.3:** Allow low intensity active recreation facilities in all shoreline environments except the Natural Environment.
- POLICY S-6.4:** Allow trails, viewing areas or platforms, and picnic areas in all environments, provided such facilities in the Natural Environment are of a size and design to have minimal impacts on the shoreline.
- POLICY S-6.5:** Support trail connections between the King County Snoqualmie Valley Trail and City of Snoqualmie trails such as the Centennial Trail, and support completion of the linkage to King County's Preston-Snoqualmie Trail.
- POLICY S-6.6:** Work cooperatively with Puget Sound Energy to provide safe access for non motorized boating in the Snoqualmie River below Snoqualmie Falls, and to improve pedestrian connectivity between the privately owned Snoqualmie Falls Park and City trails and parks.
- POLICY S-6.7:** Provide a riverfront trail system along both the left and right banks of the Snoqualmie River, creating a looped "riverwalk" trail offering visual public access to the river between Snoqualmie Falls and the Meadowbrook Historic District, with connections to other local and regional trails and parks.

- POLICY S-6.8:** Allow for non-motorized boating activities in the Borst Lake Aquatic Environment provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-6.9:** Ensure recreation facilities are located and designed to be compatible with the existing natural character and ecology of the shoreline.
- POLICY S-6.10:** Allow low intensity recreational opportunities in all shoreline environments provided these activities do not result in the significant loss of vegetation.

## CIRCULATION GOALS AND POLICIES

---

The transportation and circulation system within the shoreline of the City of Snoqualmie is a network of city streets, state highway SR-202, bridges, bike paths, trails, and railroad facilities. No significant new roads are planned within shoreline jurisdiction. Most anticipated work on the circulation system within shoreline jurisdiction will consist of maintenance or upgrades and improvements to existing roads. Due to the dense nature of shoreline jurisdiction in the City of Snoqualmie, bicycle paths, sidewalks, and trails could be important components of the circulation system.

**GOAL S-7:** A multimodal circulation system is provided within shoreline jurisdiction.

- POLICY S-7.1:** Ensure that all new or upgraded roads within shoreline jurisdiction include adequate facilities for pedestrians, bicycles, and public transportation as appropriate.
- POLICY S-7.2:** Encourage the development of trail and bicycle paths in riverfront areas where appropriate, provided they are constructed in a manner compatible with the existing natural character and ecology of the shoreline.
- POLICY S-7.3:** Where feasible, create connections between new and existing trails.
- POLICY S-7.4:** Locate and design circulation systems as necessary to satisfy public needs while minimizing impacts to the natural features and functions of the shoreline.
- POLICY S-7.5:** Allow existing transportation facilities to be maintained, repaired, and replaced in all shoreline environments.
- POLICY S-7.6:** Implement the Riverwalk Master Plan for purposes of providing pedestrian connectivity within shoreline jurisdictions.

## USE AND MODIFICATION GOALS AND POLICIES

---

Riverfront shoreline uses in the City of Snoqualmie have historically not been water-dependent or water-oriented except for those hydropower, hospitality and recreation uses at Snoqualmie Falls. There are no marinas, wharves, docks, piers, or other similar facilities. This is mainly due to the Snoqualmie Falls, which is a 268 foot high, impassible barrier to further upstream navigation. In addition, the Snoqualmie River currents pose a danger for recreational boating, floating, or swimming upstream of Snoqualmie Falls. Historically, residential and commercial uses were located

near the riverfront, with various other uses in the floodplain farther from the riverfront including residential, commercial, schools, churches and the railroad. In general, existing retail and commercial uses near the riverfront do not take advantage of their riverfront location.

Uses located within shoreline jurisdiction but not in proximity to the riverfront are not significantly affected by their location within shoreline jurisdiction except for flood considerations.

The Snoqualmie River is a shoreline of statewide significance. The historic commercial and residential development pattern occupies most of the downtown area near the riverfront and within the floodplain. Commercial and open space uses within the Urban Riverfront and Urban Floodplain Environments remain a viable development pattern, especially when considering the limited anticipated future development and redevelopment within shoreline jurisdiction. Residential use remains as a viable and desirable shoreline use outside of the floodway portions of the Urban Floodplain Environment.

The goals of RCW 90.58.020 for shorelines of statewide significance (preservation of natural character, long term over short term benefit, protection of resources and ecology of the shoreline, increasing public access to public owned areas, and increasing recreational opportunities) are largely achieved in Snoqualmie through acquisition, public ownership, and permanent protection of large areas of open space along the river and within the floodplain. The properties include the Kimball Creek Open Space (30.88 acres), Snoqualmie River Open Space (23.36 acres), Three Forks Natural Area (19.29 acres), portions of Meadowbrook Farm (244.47 acres), and various other riverfront parcels acquired or to be acquired by the City for flood damage reduction, open space and passive recreation purposes.

The intent of the shoreline use and modification policies is to support existing uses and appropriate new development within the City's shoreline jurisdiction, with appropriate provision for protection of critical areas, protection of public and private property, pursuing advancement of public restoration efforts, and continual assessment of the cumulative effect of all development and uses.

**GOAL S-8:** Allowable uses for each shoreline environment are generally consistent with the goals of the Shoreline Management Act, the existing development pattern, the underlying zoning, and the purposes of the shoreline environment designations.

**POLICY S-8.1:** Establish allowable shoreline uses within each environment designation that are compatible with the existing development pattern, consistent with underlying zoning, and consistent with the nature and purpose of the shoreline environment in which such use is located.

**POLICY S-8.2:** Regulate development within all shoreline environments to protect the public health, safety, and welfare through application of all development regulations of general applicability throughout the City including but not limited to flood hazard regulations, clearing and grading regulations, surface and storm water regulations, and building and fire regulations.

**POLICY S-8.3:** Unless otherwise allowed by RCW 90.58.320, prohibit any new or expanded building or structure of more than thirty-five feet above

average grade level on shorelines of the state that will obstruct the view of a large number of residences on areas adjoining such shorelines.

**POLICY S-8.4:** Recognize and protect private property consistent with the public interest through shoreline variances as may be necessary to avoid the unconstitutional taking of private property.

**POLICY S-8.5:** Apply lot size, building setback, height regulations, and performance standards as established by the underlying zoning regulations.

**POLICY S-8.6:** Ensure shoreline development does not result in any net loss of existing shoreline ecological functions as described in the Shoreline Analysis Report through on-going evaluation of the cumulative impacts of all permitted uses within shoreline jurisdiction and related implementation of appropriate mitigation.

**GOAL S-9:** Resources of the Aquatic Environment are protected through prohibition of most uses or development other than public access.

**POLICY S-9.1:** Allow uses designed to protect and restore resources waterward of the ordinary high water mark in the Aquatic Environment.

**POLICY S-9.2:** Allow public access to the water along the riverfront in the Aquatic Environment to the extent feasible, provided such public access is not detrimental to public safety or high value ecological resources.

**POLICY S-9.3:** Allow pedestrian bridges and overwater viewing piers that provide visual access and connectivity between shoreline public access and recreation areas, provided that no significant ecological impact will result.

**POLICY S-9.4:** Allow roadway and utility bridges to be built when it can be demonstrated that there is no feasible alternative and ecological impacts are mitigated. When allowed, encourage multiple use of such facilities including pedestrian access, and limit the size to that necessary to support the structure's intended use.

**POLICY S-9.5:** Ensure all developments and uses on navigable waters or their beds are located and designed to minimize interference with surface navigation, to consider impacts to public views, and to allow for safe, and unobstructed passage of fish and wildlife, particularly those species dependent on migration.

**POLICY S-9.6:** Prohibit uses that adversely impact the ecological functions of critical freshwater habitats except where necessary to achieve the objectives of RCW 90.58.020, and then only when associated impacts are mitigated.

**POLICY S-9.7:** Prohibit in-water pipes, cables, conduits, or other similar facilities in the Aquatic Environment.

**GOAL S-10:** The shoreline ecological functions of the Natural Environment remain intact or relatively free from human interference through implementation of appropriate use restrictions.

- POLICY S-10.1:** Prohibit any use or development in the Natural Environment that would degrade existing shoreline ecological functions to protect areas that are ecologically intact or minimally degraded areas.
- POLICY S-10.2:** Allow only uses requiring a riverfront location to provide public access for recreational or educational purposes, such as riverwalk trails, boardwalks and viewing platforms, or public access to natural beach areas in the Natural Environment when such uses are consistent with protecting shoreline ecological functions and public safety.
- POLICY S-10.3:** Allow maintenance of existing roads and utilities within the Natural Environment, but do not allow new roads or utilities unless there is no feasible alternative.
- POLICY S-10.4:** Encourage habitat restoration projects.
- POLICY S-10.5:** Allow low intensity public uses such as scientific, historical, cultural, and educational research uses; and water-oriented recreational access if ecological impacts are avoided.

**GOAL S-11:** The Urban Conservancy Environment retains its largely undeveloped character through implementation of appropriate use restrictions.

- POLICY S-11.1:** Allow conservation, restoration, and enhancement projects and uses in the Urban Conservancy Environment that preserve, restore, or enhance natural character; preserve open space and floodplain functions; and protect critical areas. Publicly owned lands within the Urban Conservancy Environment should be priority locations for projects to restore or enhance shoreline ecological functions.
- POLICY S-11.2:** Allow public access, recreation, low-density residential, and low intensity economic development uses in the Urban Conservancy Environment that are consistent with the underlying zoning and preserve the largely undeveloped character of this environment.
- POLICY S-11.3:** Allow agricultural uses at Meadowbrook Farm in the Urban Conservancy Environment, subject to best management practices and protection of critical areas.
- POLICY S-11.4:** Give preference to water-oriented uses over non-water oriented uses and give highest priority to water dependent uses to shoreline areas adjacent to Borst Lake. For any use in or adjacent to Borst Lake, water quality and potential toxic contamination in Borst Lake must be addressed.

**GOAL S-12:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

- POLICY S-12.1:** Allow second story single-family and small scale multi-family residential above non-residential, retail, commercial, and limited



light industrial uses in the Urban Riverfront Environment consistent with the existing development pattern and the underlying zoning.

**POLICY S-12.2:** Give preference to water-enjoyment uses on riverfront properties within the Urban Riverfront Environment that are consistent with the underlying zoning as conditional uses and appropriate to site-specific conditions, with conditions of approval for provision of public access for customers and the general public.

**POLICY S-12.3:** Allow continued use and maintenance of existing legal non-conforming residential structures and uses in the Urban Riverfront Environment, but prohibit enlargement except as permitted by applicable State and Federal floodway regulations. Require subsequent uses to be conforming uses if non-conforming residential uses are discontinued.

**POLICY S-12.4:** Restore and enhance publicly owned open space properties within the Urban Riverfront to improve ecological functions while providing for public access for views to the river and enjoyment of the riverfront. This may include provision of riverwalk trails, boardwalks, viewing platforms, parks, and supporting facilities, and for informal beach access to the riverfront where consistent with protection of shoreline ecological functions and public safety.

**POLICY S-12.5:** Require new development and redevelopment of second story single-family and small scale multi-family residential above non-residential, retail, commercial and light industrial uses in the Urban Riverfront Environment to plan for and provide views to the riverfront from walkways, decks and patios for their customers and the public. This requires site and building design oriented toward river views, and providing links to publicly owned public access facilities to the maximum extent feasible.

**POLICY S-12.6:** Use on-street and publicly owned parking facilities to the maximum extent feasible within the Urban Riverfront Environment to minimize the need for off-street parking. Locate required on-site parking, if any, landward of commercial or light industrial uses, except within the Downtown Historic District between SE Fir Street and SE River Street and the Meadowbrook Historic District around the SE Park Street and Meadowbrook Avenue SE intersection, in order to maintain the established main street development pattern.

**GOAL S-13:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

**POLICY S-13.1:** Allow second story single-family and small scale multi-family residential above non-residential, retail, commercial, and limited light industrial uses in the Urban Riverfront Environment consistent with the existing development pattern and the underlying zoning.

**POLICY S-13.2:** Allow innovative housing types in the Urban Floodplain Environment, subject to development of appropriate authorizing regulations in the zoning code.

- POLICY S-13.3:** Require small scale multi-family residential development in the Urban Floodplain Environment to provide public access to approved trail systems located within wetland buffers, where feasible.
- POLICY S-13.4:** Allow office, retail, and other commercial development in the Urban Floodplain where authorized by the underlying zoning.
- POLICY S-13.5:** Allow light industrial uses in the Urban Floodplain Environment where authorized by the underlying zoning.
- POLICY S-13.6:** Allow governmental, educational, museum, and institutional uses in the Urban Floodplain Environment where authorized by underlying zoning.

**GOAL S-14:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

- POLICY S-14.1:** Allow power generation facilities and accessory uses in the Hydropower Environment consistent with any license issued by the Federal Energy Regulatory Commission.
- POLICY S-14.2:** Allow other public or private utilities and parks and open space uses in the Hydropower Environment when consistent with the purpose of the Hydropower Environment.
- POLICY S-14.3:** Allow appropriate visitor and tourist related commercial services in the Hydropower Environment.
- POLICY S-14.4:** Preserve the existing undeveloped character of the Snoqualmie Falls viewshed and protect adjacent riverfront areas from any future development in the Hydropower Environment unless specifically required as a condition of a Federal Energy Regulatory Commission license.
- POLICY S-14.5:** Prohibit new non-water oriented uses except when allowed by a current Federal Energy Regulatory Commission license for the Snoqualmie Falls hydroelectric facility, and when such uses do not conflict with or limit opportunities for water oriented uses or where there is no direct access to the shoreline.
- POLICY S-14.6:** Require new development to include environmental cleanup and restoration of the shoreline in compliance with relevant state and federal law.
- POLICY S-14.7:** Where redevelopment occurs within the Hydropower Environment, ensure visual and physical public access is maintained and improved and adheres to appropriate standards for signage, site planning, screening, architectural design, and maintenance of natural vegetative buffers.

**GOAL S-15:** Flood hazard reduction measures for protection of public and private property is provided through non-structural methods, except where structural measures are the only feasible solution.

- POLICY S-15.1:** Locate and design new development near the riverfront to avoid the need for future structural flood hazard reduction measures to the greatest extent practicable and avoid or minimize new development that would require flood hazard reduction measures that could result in significant impacts to adjacent or downstream properties and shoreline ecological functions.
- POLICY S-15.2:** Where feasible, pursue non-structural measures to reduce flood hazards for public and private property, such as elevating or relocating structures, increasing buffers, enhancing vegetation, or managing drainage and runoff in preference to shoreline stabilization measures.
- POLICY S-15.3:** Allow new structural flood hazard reduction measures only where demonstrated to be necessary, when non-structural methods are infeasible, and when mitigation is provided.
- POLICY S-15.4:** New structural flood hazard reduction measures should be allowed only when located landward of associated wetland and buffer areas, except where no alternative exists as documented in a geotechnical analysis.

**GOAL S-16:** Measures to reduce shoreline erosion for protection of public and private property is provided through non-structural methods, except where structural measures are the only feasible solution.

- POLICY S-16.1:** Allow structural shoreline stabilization measures to protect existing public and private property when the infrastructure or primary structures are in danger from shoreline erosion as demonstrated by conclusive evidence and documented by a geotechnical analysis.
- POLICY S-16.2:** Allow shoreline stabilization measures to control erosion when designed as part of a planned shoreline public access or enjoyment improvement.
- POLICY S-16.3:** When structural shoreline stabilization measures are allowed to reduce shoreline erosion, require the use of soft structural measures such as bio engineered methods (e.g., jute netting and live staking) or bio-technical methods (e.g., erosion control matting and live cribbing) that provide restoration of ecological functions, unless a geotechnical report demonstrates that soft structural stabilization measures will not be sufficient and hard structural methods (e.g. riprap and gabion walls) are required.
- POLICY S-16.4:** Limit the size of structural shoreline stabilization measures necessary and ensure that publicly financed or subsidized shoreline erosion control measures do not restrict appropriate public access to the shoreline except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions.
- POLICY S-16.5:** Allow replacement of existing shoreline stabilization structures based on demonstrated need. Allow waterward encroachment of replacement shoreline structures only for residences occupied prior to January 1, 1992.

**GOAL S-17:** Agricultural activities are accommodated in appropriate locations on public and private lands subject to best management practices and appropriate environmental protection.

- POLICY S-17.1:** Allow existing agricultural activities occurring on agricultural land to continue without modification of or limitation, as provided in RCW 90.58.065, the definitions of which are hereby incorporated herein by this reference.
- POLICY S-17.2:** Allow new agricultural uses on Meadowbrook Farm when consistent with the approved Meadowbrook Farm Master Site Plan.
- POLICY S-17.3:** Allow new agricultural activities on privately and publicly owned land, including on privately owned land not meeting the definition of agricultural land, in the Urban Floodplain Environment and Urban Conservancy Environment subject to compliance with applicable policies and regulations.
- POLICY S-17.4:** Require all new and expanded agricultural uses to maintain adequate buffers from streams and wetlands to protect critical areas and to employ best management practices to control pollution.
- POLICY S-17.5:** Permit development on agricultural land as defined in the Shoreline Management Act in compliance with the underlying zoning and all city code regulations.

**GOAL S-18:** Non-commercial aquaculture for conservation or habitat purposes is allowed subject to the provision of appropriate environmental protection.

- POLICY S-18.1:** Give preference to aquaculture operations that minimize environmental impacts through use of fewer visible structures or less extensive substrate and vegetation modifications.
- POLICY S-18.2:** Prohibit aquaculture in areas where it would degrade water quality.
- POLICY S-18.3:** Ensure aquaculture facilities are designed to minimize nuisance odors and noise, as well as visual impacts on surrounding shoreline development.

**GOAL S-19:** Boating facilities are provided only at safe locations and are limited to launches for canoes, kayaks, or other small non-motorized vessels.

- POLICY S-19.1:** Allow non-motorized boating only on the Snoqualmie River below Snoqualmie Falls or above the Meadowbrook Bridge, and potentially on Borst Lake provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-19.2:** Prohibit motorized boating on the Snoqualmie River and on Borst Lake.
- POLICY S-19.3:** Prohibit boating of any nature on the Snoqualmie River downstream of Meadowbrook Bridge to Snoqualmie Falls.
- POLICY S-19.4:** Allow launches and take-out locations for canoes, kayaks, or other small non-motorized vessels below Snoqualmie Falls, above Meadowbrook Bridge, and in Borst Lake where appropriate access can be provided consistent with public safety and protection of

shoreline ecological functions, and also provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-19.5:** Prohibit piers, docks, and floating platforms over the Snoqualmie River, except for limited use of piers to provide public viewpoints identified in an approved integrated shoreline area public access system plan.

**POLICY S-19.6:** Potentially allow a limited number of piers, docks, or floating platforms in Borst Lake for canoes, kayaks, or other small non-motorized vessels, provided the size is limited to the minimum necessary to support the structure's intended use, and water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-19.7:** Ensure all boat launches, piers, docks, and floats are located and designed to minimize interference with surface navigation, consider impacts to public views, and allow for the safe and unobstructed passage of fish and wildlife, particularly those dependent on migration.

**GOAL S-20:** Dredging is limited to that necessary for shoreline restoration projects and flood hazard reduction.

**POLICY S-20.1:** Allow dredging only for restoration projects and flood hazard reduction only as part of a long-term management strategy consistent with an approved flood hazard reduction plan to ensure that impacts to the riverine geomorphic process are minimized.

**POLICY S-20.2:** Allow dredging for fill material only for projects associated with the state Model Toxics Control Act (MTCA) or federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) habitat restoration, or any other substantial restoration effort approved by a shoreline conditional use permit.

**GOAL S-21:** Prohibit disposal of dredged material within shoreline jurisdiction.

**POLICY S-21.1:** Fill within shoreline jurisdiction is limited through compliance and enforcement with the City's Flood Hazard Regulations and the Critical Areas Regulations of the SMP.

**POLICY S-21.2:** Prohibit fill waterward of the ordinary high water mark of the Snoqualmie River or Kimball Creek, except as required for restoration or flood hazard reduction projects.

**POLICY S-21.3:** Prohibit fill of wetlands or buffers within shoreline jurisdiction except as allowed by Article VI of Chapter 19.08 SMC, including integrated protections of Chapter 19.12 SMC, with full mitigation by providing replacement wetlands or buffers at the prescribed ratios.

**POLICY S-21.4:** Allow fill landward of the ordinary high water mark of the Snoqualmie River or Kimball Creek and outside wetlands and buffers only to the extent allowed by Flood Hazard Regulations, Chapter 15.12 SMC, which are designed to preserve both flood storage and flood conveyance capacity.



**GOAL S-22: Apply the Forest Practices Act and rules to forest practice activities.**

- POLICY S-22.1:** Ensure compliance with the State Forest Practices Act (Chapter 76.09 RCW) for all forest management activities, including Class IV, general forest practices, where shorelines are being converted or are expected to be converted, to non-forest uses.
- POLICY S-22.2:** Conduct forest practices within shoreline areas to maintain the ecological function of the watershed's hydrologic system.
- POLICY S-22.3:** Where forest lands are converted to another use, assure no significant adverse impacts on other shoreline uses, resources, and values such as recreation and public access.

**GOAL S-23: Industrial uses and redevelopment are encouraged to locate where environmental cleanup and restoration can be accomplished.**

- POLICY S-23.1:** Light industrial development shall be located, designed, and constructed in a manner to avoid significant adverse impact to shoreline ecological, aesthetic, and recreational resources and values.
- POLICY S-23.2:** Encourage the location of industrial uses and redevelopment where environmental cleanup and restoration can be accomplished.

**GOAL S-24: Allow in-stream structures only when consistent with the public interest, ecological functions, and environmental protection.**

- POLICY S-24.1:** Permit in-stream structures, including those for hydroelectric generation, irrigation, water supply, waste and storm water discharge, flood control, transportation, utility service transmission, fish habitat enhancement, or other purpose, only when consistent with the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species. Light industrial development shall be located, designed, and constructed in a manner to avoid significant adverse impact to shoreline ecological, aesthetic, and recreational resources and values.
- POLICY S-24.2:** Ensure that in-stream structures provide protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources.

**GOAL S-25: No new mining operations occur within shoreline jurisdiction.**

- POLICY S-25.1:** Prohibit new mining operations within shoreline jurisdiction.
- POLICY S-25.2:** Allow existing mining operations to continue as legal non-conforming uses subject to existing mining permits.
- POLICY S-25.3:** Work with the State Department of Natural Resources to limit extension of existing mining permits within shoreline jurisdiction.

**GOAL S-26: Residential development is regulated to protect shoreline ecological functions and public access.**

**POLICY S-26.1:** Require new residential subdivisions and multiunit residential development to be designed, configured, and developed to prevent the loss of ecological functions at build-out; prevent the need for new shoreline stabilization or flood hazard reduction measures; and be consistent with applicable shoreline environment designations and standards.

**POLICY S-26.2:** To the extent consistent with constitutional principles, require new multiunit development and subdivisions of more than four lots to provide public access in conformance to local public access plans. Where such a requirement is inconsistent with constitutional principles, encourage the provision of such public access.

**GOAL S-27:** Habitat and natural ecosystem restoration and enhancement projects are accomplished as appropriate and feasible within all shoreline environments.

**POLICY S-27.1:** Allow and encourage habitat and natural ecosystem restoration and enhancement programs and projects, including projects required as mitigation for other shoreline development, in all shoreline environments consistent with the following goals and objectives of the City's SMP Shoreline Restoration Plan.

**Goal 1. Protect and enhance the existing shoreline riparian areas in concert with appropriate planned improvements for public access and enjoyment.**

*Objective A. Protect shoreline processes and ecological functions through acquisition of properties and conservation easements along the Snoqualmie River.*

*Objective B. Stabilize banks along the Snoqualmie River adjacent to public infrastructure and park and open space areas while restoring riparian shoreline conditions.*

*Objective C. Remove invasive plants and install native riparian trees, shrubs, and groundcover along the shorelines of the Snoqualmie River, Kimball Creek and Borst Lake.*

**Goal 2. Maintain appropriate native habitats.**

*Objective A. Maintain native forests within the floodway to provide diversity of habitat recruitment of woody debris of the river, attenuate flood flow velocities, and reduce sedimentation and erosion of the river.*

*Objective B. Protect wetlands on public and private lands through provisions of the SMP and the City Critical Area regulations, with an emphasis on preserving the highest rated wetlands in natural conditions, and restoring degraded wetlands to higher functional conditions.*

*Objective C. Conserve and protect critical areas within shoreline jurisdiction from loss or degradation.*

**Goal 3. Protect and improve water quality.**

- Objective A. Protect and restore native plant communities within shoreline areas.*
- Objective B. Reduce sediment loading, erosion, and stormwater impacts within shoreline areas by utilizing best management practices and low impact development techniques.*
- Objective C. Require all new development, and all existing development currently using septic systems where sewer service is available, to connect to the City's sanitary sewer system in order to protect water quality against impacts associated with failing septic tanks.*

**Goal 4. Restore habitat on public lands and encourage restoration on public lands.**

- Objective A. Encourage land use applicants in need of off-site mitigation to enhance identified degraded wetland and buffer areas within the publicly owned open-space lands of Meadowbrook Farm and the Three Forks Natural Area.*
- Objective B. Work with the private sector and other volunteer organizations to under-plant forests and reduce the presence of invasive non-natives in riparian shoreline areas.*
- Objective C. Develop a public outreach and education habitat restoration program for property owners within the shoreline area.*

**Goal 5. Facilitate public access on publicly owned property within the shoreline area.**

- Objective A. Develop a looped shoreline public access trail to increase the amount and diversity of physical and visual public access along the shorelines of the Snoqualmie River, Kimball Creek and Borst Lake to facilitate enjoyment of the shoreline aesthetic and scenic qualities, enhance opportunities for recreation, and support water-oriented economic development.*
- Objective B. Develop public recreation trail linkages between major public parks and other open space areas within shoreline jurisdiction.*

**GOAL S-28:** Utility construction, extension, and maintenance projects include analysis of shoreline functions and values and mitigation as appropriate.

**POLICY S-28.1:** Allow maintenance of existing utilities within all shoreline environments.

**POLICY S-28.2:** Prohibit new utilities or utility extensions within the Natural and Urban Conservancy Environments, unless it can be demonstrated that there is no feasible alternative.

**POLICY S-28.3:** Allow new utilities or extensions in all other shoreline environments, provided they are appropriately planned to avoid critical areas to the maximum extent feasible.

**GOAL S-29:** Shoreline regulations are established, administered, and enforced consistent with these policies through a system of shoreline substantial development permits, shoreline conditional uses, and shoreline variances consistent with the requirements of the SMA and the implementing regulations of the Department of Ecology.

**POLICY S-29.1:** Require a shoreline substantial development permit for any non-exempt development within shoreline jurisdiction having a value greater than the threshold established by state law.

**POLICY S-29.2:** Provide for existing non-conforming structures and uses that recognize their existence but limits their expansion and requires a conforming use upon the abandonment of the non-conforming use.

**POLICY S-29.3:** Provide for shoreline conditional uses for those shoreline uses which due to their nature may require additional conditions to fully mitigate their impacts compared to uses that are permitted outright.

**POLICY S-29.4:** Provide for shoreline variances to allow for relief in extraordinary circumstances from hardships that would result from the strict application of the shoreline regulations and to prevent unconstitutional takings.

**POLICY S-29.5:** Condition all shoreline permits on providing mitigation and appropriate monitoring to ensure the mitigation is successful.

## CONSERVATION GOALS AND POLICIES

The areas within shoreline jurisdiction, both on the riverfront and in the floodplain areas distant from the riverfront, vary widely from a fully developed state, to degraded areas affording some opportunities for restoration, to ecologically intact or minimally degraded open space areas providing significant wildlife habitat and other ecological functions. The floodplain is characterized by significant hydraulically connected wetlands that were formerly regulated by Chapter 19.12 of the Snoqualmie Municipal Code, Critical Areas. The large areas of publicly owned open space, including the Kimball Creek Open Space, the Snoqualmie River Open Space, Meadowbrook Farm, and Three Forks Natural Area offer excellent opportunities for conservation, mitigation, restoration, and enhancement projects.

**GOAL S-30:** The adoption of Article VI (critical areas), adequately protects critical areas within shoreline jurisdiction.

**POLICY S-30.1:** Protect critical areas located within shoreline jurisdiction, including areas with a critical recharging effect on aquifers used for potable

water, fish and wildlife habitation conservation areas, geologically hazardous areas, and channel migration zones.

**POLICY S-30.2:** Prohibit new development and the creation of new lots in geologically hazardous areas that would cause foreseeable risk from geological conditions during the life of the development.

**POLICY S-30.3:** Resolve any conflict or ambiguity between the adopted Critical Areas regulations and this SMP in favor of the regulations that are most consistent with the goals and policies of the SMA, including shoreline public access and shoreline economic development, while providing at least equal protection to critical areas through mitigation requirements as established in the Critical Areas Regulations.

**POLICY S-30.4:** Develop regulations to allow for innovative mitigation such as advance mitigation or mitigation banking.

**POLICY S-30.5:** Alter allowable uses and buffer requirements of the Critical Areas Regulations and maintain wetland regulations that allow for a continuous “Riverwalk” trail, including boardwalks, public viewing areas, public parks, and water access areas along the Snoqualmie River, Kimball Creek, and Borst Lake, regardless of the shoreline environment designation.

**POLICY S-30.6:** Alter allowable uses and buffer requirements of the Critical Areas Regulations to allow for water-enjoyment economic development facilities in the Urban Riverfront Environment from Fir Street to Riverview Park, provided such facilities are designed and constructed to afford public access to views of the riverfront and provide a public easement as part of a linked Riverwalk trail, boardwalk and public viewing system.

**POLICY S-30.7:** Provide for shoreline variances in those circumstances where the strict application of any regulation of this Shoreline Master Program would result in extraordinary hardship or the denial of all reasonable economic use of the owner’s property within shoreline jurisdiction.

**GOAL S-31:** Shoreline vegetation conservation is managed by appropriate restrictions on clearing of native vegetation, vegetation restoration, and the control of invasive weeds and non-native species.

**POLICY S-31.1:** Require clearing activities to be designed and conducted to minimize stream and wetland sedimentation, impacts to wildlife habitat, and degradation of water quality.

**POLICY S-31.2:** Ensure all clearing activities are limited to the minimum reasonably necessary to accommodate public access sites or specific permitted shoreline development.

**POLICY S-31.3:** Ensure effective maintenance of vegetation in ecologically intact shoreline areas and increase the integrity of vegetation in ecologically altered shoreline areas.



**GOAL S-32: Shoreline vegetation management corridors of appropriate widths provide wildlife habitat, wildlife migration corridors and shading for temperature control along Kimball Creek, the Snoqualmie River, and Borst Lake.**

- POLICY S-32.1:** Establish shoreline vegetation management corridors on the Snoqualmie River, Kimball Creek, and Borst Lake.
- POLICY S-32.2:** Prohibit the removal of vegetation, other than non-native invasive species and danger trees, in all designated shoreline vegetation management corridors in all environments except as specifically allowed by these policies.
- POLICY S-32.3:** In all shoreline vegetation management corridors, vegetation may be removed to provide public access such as trails; plazas; boardwalks; viewing areas; non-motorized boating access points; parks and accessory facilities including parking, restrooms, viewing, resting and picnic facilities; and interpretive or wayfinding signage, provided the vegetation cleared and removed is the minimum necessary to accommodate the permitted development and restoration would be required.
- POLICY S-32.4:** Ensure replanting is accomplished with species native to the Snoqualmie River Basin and the replanted areas are maintained as necessary to ensure that vegetation is fully reestablished and adequate monitoring is provided.
- POLICY S-32.5:** Allow non-motorized boating access facilities and public parking within the vegetation management corridors of Borst Lake and the Snoqualmie River below Snoqualmie Falls and upstream of the Meadowbrook Bridge consistent with public safety and protection of shoreline ecological functions, and provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-32.6:** Require a vegetation management plan for development in the vegetation management corridor and require the use of best management practices for erosion and sedimentation control during construction.
- POLICY S-32.7:** Prohibit native vegetation removal on steep or unstable slopes unless part of a project, other than non-native or noxious species which should be removed by manual or mechanical means.

**GOAL S-33: Mitigation projects are given priority at locations as close to the location of the impacts of development as feasible. Restoration and enhancement projects are given priority in locations affording the best opportunities to mitigate for impacts in other areas of more intensive development.**

- POLICY S-33.1:** Require mitigation projects to be on-site or as close to the location of the impacts of development as feasible.
- POLICY S-33.2:** Establish mitigation sequencing for actions that may have an adverse impact on shoreline ecological functions.
- POLICY S-33.3:** Require monitoring to ensure successful mitigation and require the project proponent to take corrective measures when necessary.

- POLICY S-33.4:** Focus restoration and enhancement projects to appropriate locations within large publicly-owned properties in the Natural Environment and Urban Conservancy Environment, such as the Kimball Creek Open Space, the Snoqualmie River Open Space, Meadowbrook Farm, and Three Forks Natural Area.
- POLICY S-33.5:** Allow mitigation, restoration, and enhancement projects at appropriate locations within all shoreline environments.
- POLICY S-33.6:** Allow shoreline habitat and natural systems enhancement projects including removal of nonnative or invasive plants, shoreline stabilization, dredging, and filling, provided that the primary purpose of such actions is restoration of the natural character and ecological functions of the shoreline. Consider applications for relief from expansion of shoreline jurisdiction as authorized by RCW 90.58.580.
- POLICY S-33.7:** Restoration, enhancement, and mitigation projects should be consistent with the recommendations of the SMP Restoration Plan to the maximum extent feasible.

**GOAL S-34:** Impacts to shoreline ecological functions from development activity are properly evaluated and appropriate mitigation imposed to ensure no net loss of shoreline ecological functions.

- POLICY S-34.1:** Evaluate environmental impacts of proposed projects through the SEPA process for non-exempt projects and through application of SMP policies and regulations.
- POLICY S-34.2:** Require applicants for projects exempt from SEPA review or Shoreline Substantial Development Permit requirements to provide a report of project impacts on shoreline ecological impacts and mitigation.
- POLICY S-34.3:** Impose identified mitigation for project impacts as a condition of project approval.
- POLICY S-34.4:** Review the assessment of the cumulative impact on shoreline ecological functions of future shoreline development and uses that is reasonably foreseeable at a minimum every eight years, or sooner if significant change in zoning occurs within shoreline jurisdiction, and amend such policies and regulations as may be necessary. Continually review the cumulative impact of approved development projects.

**GOAL S-35:** The water quality of Kimball Creek, the Snoqualmie River, and Borst Lake is protected through appropriate development regulations.

- POLICY S-35.1:** Manage surface and stormwater runoff quantity and quality through strict application of Chapter 15.18 SMC, Surface and Stormwater Management Regulations, to prevent adverse water quality impacts to Kimball Creek or the Snoqualmie River from pollutants in stormwater runoff.

- POLICY S-35.2:** Encourage the use of low-impact surface and stormwater management techniques to the maximum extent feasible under existing site conditions.
- POLICY S-35.3:** Manage erosion and sedimentation impacts to water quality through strict application of Chapter 15.20 SMC, Clearing and Grading Regulations, including requirements for an approved erosion and sedimentation control plan for all land disturbing activities, regardless of whether a clearing and grading permit is required.
- POLICY S-35.4:** Require all new development and all existing development currently using septic systems to connect to the City's sanitary sewer system where sewer service is available, consistent with requirements of SMC 13.04.060, in order to protect water quality from impacts associated with failing septic tanks.

## HISTORIC, CULTURAL, SCIENTIFIC, AND EDUCATIONAL GOALS AND POLICIES

The 268-foot cascading Snoqualmie Falls is the most significant public feature located within Snoqualmie's shoreline, and it serves as an important Snoqualmie Indian Tribe cultural resource. Other historical structures and sites found in Snoqualmie's shoreline include the Snoqualmie Falls Hydroelectric power plant, School District Administrative offices, and old churches and buildings within the Downtown Commercial Landmark and Historic Districts including the Snoqualmie train depot and the old City Hall. The hydroelectric power plant site and historic buildings, school district administration office building, and the train depot are State-designated landmarks.

**GOAL S-36:** Cultural and historical resources within shoreline jurisdiction are protected to the extent feasible.

- POLICY S-36.1:** Protect sites or structures which are placed on the national, state or local historical registers and encourage their restoration.
- POLICY S-36.2:** Solicit the input of the Snoqualmie Indian Tribe, the State Historic Preservation Officer, or other appropriate authority as to sites, structures, and resources having historic, cultural value.
- POLICY S-36.3:** Require site inspection or evaluation by a professional archeologist in consultation in coordination with affected Indian tribes prior to issuing permits in areas documented to contain archaeological resources.
- POLICY S-36.4:** Stop work on any project if sites of likely historic or cultural significance are discovered in the course of the work until the historic or cultural value of the site is confirmed.
- POLICY S-36.5:** Encourage interpretive and educational projects and programs that foster a greater understanding and appreciation of the natural and cultural history of the shoreline, including the culture of the native people and the settlement history of Snoqualmie.

## FLOOD HAZARD MANAGEMENT GOALS AND POLICIES

Flooding is a paramount concern in the City of Snoqualmie. The City's shoreline areas lie within a constrained floodplain subject to frequent inundation from flooding. The greater portion of the historic area of the city, platted in 1889, lies within the floodplain, and is characterized by residential and commercial development on small lots. Existing and new development in the floodplain is at risk to flooding and may impact flood conveyance and storage capacity. Furthermore, existing development located along some segments of the Snoqualmie River is susceptible to severe bank erosion.

**GOAL S-37:** Flood hazards are effectively managed to minimize risks to public safety, reduce flood damage, and protect natural floodplain functions through appropriate land use controls, hazard mitigation planning, development best practices, and other appropriate hazard mitigation.

**POLICY S-37.1:** Ensure new development in the special flood hazard area complies with the City's Comprehensive Plan, Hazard Mitigation Plan, stormwater regulations, and flood hazard area regulations.

**POLICY S-37.2:** Subject to availability of funding, acquire flood prone properties along the Snoqualmie riverbank in public ownership to manage flood risk and preserve open space for flood mitigation, wildlife habitat, water quality, passive recreation, and educational uses.

**POLICY S-37.3:** Design and construct new development in strict compliance with Chapter 15.12 SMC, Flood Hazard Regulations, to minimize damage from flooding, avoid downstream flooding impacts, protect property, and improve public safety.

**POLICY S-37.4:** Protect natural drainage courses and wetlands to maintain their capacity to store and convey stormwater and recharge ground water.

**POLICY S-37.5:** Locate, design, and construct new shoreline development to avoid the need for future structural shoreline stabilization measures to the greatest extent practicable.

**POLICY S-37.6:** Coordinate flood damage reduction programs with the City of North Bend and King County.

**GOAL S-38:** Channel migration zones are mapped and classified according to severity of the danger posed to public and private property, and appropriate development regulations are imposed.

**POLICY S-38.1:** Locate, map, and classify channel migration zones within shoreline jurisdiction.

**POLICY S-38.2:** Prohibit new development in areas classified as severe channel migration zones.

**POLICY S-38.3:** Generally prohibit bank armoring in any severe channel migration zones, except if determined necessary to protect existing public infrastructure and public and private buildings between SE Fir Street and the Meadowbrook Bridge.

**POLICY S-38.4:** Adopt development regulations in moderate channel migration zones to assure to the maximum extent feasible that bank armoring will not be required in the future to protect new development or improvements to existing development.





# CITY OF SNOQUALMIE

## COMPREHENSIVE PLAN

### 2024 – 2044





# VOLUME II

## Background Analysis

DM Allister



## TABLE OF CONTENTS

Introduction.....	6
Public Involvement Plan .....	6
Land Use .....	7
Introduction .....	7
Background and Context .....	7
Existing Conditions.....	8
Growth Targets.....	13
Land Capacity .....	13
Potential Annexation Areas .....	14
Proposed Land Uses.....	14
Attachments .....	17
Housing.....	18
Emergency Housing Needs Capacity.....	18
Attachments .....	21
Transportation .....	22
Transportation: Driving Factors .....	22
Transportation Concepts .....	23
Existing Transportation System .....	24
Traffic Safety .....	28
Future Transportation System.....	34
References.....	40
Attachments .....	40
Capital Facilities and Utilities .....	41
Introduction .....	41
Public Facility Providers.....	42
General Government and Information Technology Facilities.....	42

Parks, Recreation, and Open Space .....	44
Capital Projects.....	46
Transportation.....	47
Fire .....	51
Police .....	52
Schools.....	53
Sewer .....	53
Stormwater .....	55
Water.....	56
Solid Waste .....	58
Energy.....	59
Telecommunications.....	60
Library.....	60
References.....	61
Attachments .....	61
Parks and Recreation .....	62
Attachments .....	62
Environment .....	63
Environmental Setting .....	63
Regulatory Conservation .....	63
Air Quality .....	64
Water Resources.....	64
Frequently Flooded Areas .....	66
Geologically Hazardous Areas .....	67
Fish and Wildlife Habitat Conservation Areas .....	67
Urban Forestry .....	68
Open Space .....	68
References.....	68
Economic Development.....	70
Regional Framework.....	70
Economic Profile .....	71
Attachments .....	74

References.....74

Shorelines .....75

Attachments .....75





## INTRODUCTION

Volume 2 of the Snoqualmie Comprehensive Plan offers the foundational information and analyses that support the goals and policies outlined in Volume I. This volume provides detailed data, studies, and assessments to ensure that the Plan's goals are grounded in an accurate understanding of Snoqualmie's current conditions, opportunities, and challenges. Throughout the comprehensive planning process, the Planning Commission has utilized this background information to refine and align the Plan's objectives with the latest state and regional frameworks, ensuring consistency with the Washington State Growth Management Act (GMA).

Each section in Volume 2 addresses specific elements required by the GMA, such as Land Use, Housing, Transportation, and Capital Facilities. For example, the Land Use Element incorporates growth targets and land capacity analyses that guide sustainable development, while the Housing Element provides a detailed assessment of housing supply, affordability, and future needs. The Transportation Element includes an inventory of facilities and network improvements, and the Capital Facilities Element outlines long-term plans for essential public services and infrastructure.

Volume 2's comprehensive inventories, data analyses, and needs assessments offer a clear picture of Snoqualmie's existing conditions and emerging trends. This information ensures that the City's planning strategies and policies are both forward-thinking and realistically grounded, promoting a sustainable and resilient future for the Snoqualmie community.

## PUBLIC INVOLVEMENT PLAN

- City of Snoqualmie. 2023. Comprehensive Plan Update 2024 Public Involvement Plan. Snoqualmie, WA.

# PLAN ELEMENTS

Item 2.



## LAND USE

### INTRODUCTION

The Land Use Element is a long-range guide to the physical development of the City and its urban growth area. It translates the City's vision into a physical plan describing where and how to develop, redevelop and preserve the City through general land use designations. Land use designations provide residents and property owners predictability about the nature of land use planned in Snoqualmie, helping guide future land use development applications.



The Land Use Element Background Information contains the background data and analysis that provide the foundation for the Land Use Element goals and policies.

### BACKGROUND AND CONTEXT

#### LAND USE PLANNING FRAMEWORK

The Growth Management Act (GMA; RCW 36.70A.070) mandates that cities develop a comprehensive plan that includes a Land Use Element to designate proposed land use categories (such as residential, commercial, etc.) and their intensities. This planning process must account for projected population growth and be supported by adequate public facilities and services. Additionally, the GMA requires that the Land Use Element of the City's Comprehensive Plan include a detailed plan, scheme, or design for each of the following:



- The proposed general location and extent of land uses, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities & facilities, and other uses.
- Population densities, building intensities, and future population growth estimates.
- Protection of the quality and quantity of groundwater used for public water supplies.
- Consideration of achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.
- Urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.
- Review of drainage, flooding, and storm water run-off in the area and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state, including waters entering the Puget Sound.
- Reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools.

GMA also requires adjacent jurisdictions to cooperate in comprehensive plan development, as comprehensive plans are to be coordinated and consistent with those of adjacent jurisdictions and with the countywide planning policies.

## EXISTING CONDITIONS

---

### NATURAL ENVIRONMENT

---

The land use planning and determination of the Urban Growth Area (UGA) for the City of Snoqualmie are intricately tied to the natural features surrounding it. The northern boundary of the city is defined by the steep slopes of the Lake Alice Plateau, which extend to the northwest and encompass areas around Snoqualmie Falls and mining operations to the northeast above the Mill Planning Area. The eastern boundary is demarcated by the Snoqualmie River and adjoining forest land, establishing a natural barrier that influences development patterns. Meanwhile, the southern boundary is primarily delineated by the I-90 corridor, with the exception of municipal property on Rattlesnake Ridge, creating an isolated island within the city limits. Finally, the western boundary is characterized by the rugged terrain of the Lake Alice Plateau and the presence of Lake Alice, shaping the city's western edge. These natural features play a pivotal role in land capacity assessment and urban growth planning, guiding decisions on infrastructure development, environmental conservation, and the allocation of resources to ensure sustainable growth within the City of Snoqualmie.

### POPULATION

---

The population of Snoqualmie increased by 32.3% from 2010-2020 (adding approximately 3,451 people), nearly twice the percent change in King County's population during the same period. Assuming a constant growth rate, the city also grew annually at almost twice the rate of King County overall. It should be noted that annexations of unincorporated County areas account for

some of the city's growth. The high rate of growth seen in the 2010-2020 decade still represented a slowdown when compared to the decade of 2000 to 2010, when Snoqualmie grew by over 500%, increasing in population from 1,631 to 10,670.

Table LU-1 – Population Change – 2010-2020

County	2010	2020	Percent Change 2010-2020
Snoqualmie	10,670	14,121	32.3%
King County	1,931,249	2,269,675	17.5%

## CRITICAL AREAS

The Land Capacity Analysis (LCA) reveals that nearly half of the City's land, about 2,208 acres or 49%, is affected by critical areas, significantly influencing land use planning and development potential. The LCA performed for this update assessed various environmentally critical areas, including wetlands, streams, steep slopes, floodways, and the channel migration zone. Notably, the floodway alone comprises 1,091 acres, or 24% of the City's area, while wetlands cover 22%, streams 12%, steep slopes 10%, and the channel migration zone 14%. These areas and their associated buffers substantially reduce the amount of land available for development, directly impacting the City's ability to meet projected housing and employment needs for the 2019-2044 planning period.

Wetlands, streams, and steep slopes are protected with defined buffer zones that restrict development to preserve ecological functions and mitigate hazards such as erosion and landslides. For instance, wetland buffers range from 40 to 225 feet depending on the category, while stream buffers can be up to 200 feet. The channel migration zone, particularly its severe and moderate areas, further restricts housing development and land subdivision, adding another layer of constraint on land use.

Flood plain issues are especially significant in Snoqualmie, as floodways cover a substantial portion of the City and are subject to development prohibitions under SMC 19.12.150. This includes not only the floodway but also the floodplain, which adds another 935 acres or 21% of the City to the restricted area. These extensive flood-prone areas necessitate careful planning and mitigation strategies to manage flood risks and ensure public safety. Consequently, the high proportion of land affected by critical areas and flood regulations shapes the City's land use planning, limiting available land for future development and influencing long-term growth strategies.

## FLOODPLAIN LAND USE

The GMA directs cities to reduce low-density development and its consequent consumption of land, though it also directs cities to limit development in environmentally sensitive or constrained areas, including flood hazard areas. The Historic Snoqualmie planning area, along with certain portions of the Snoqualmie Hills East, Meadowbrook, and Mill Planning Areas, lie substantially within the 100-year Snoqualmie River floodplain, and are subject to frequent inundation. In addition, much of the vacant land within the Historic Snoqualmie and Meadowbrook Planning Areas is located within the FEMA 100-year floodway, wherein new residential construction is prohibited by state law. Current

FEMA Flood Insurance Rate maps show floodplain areas having 100-year flood depths ranging from 2 to 15 feet; wetlands from tributary streams and topographic depressions are also common.

To address the potential for flood damages, the National Flood Insurance Program (NFIP) provides disaster assistance to public agencies and makes flood insurance available to private landowners; participating communities must adopt regulations intended to reduce flood hazards to qualify residents for flood insurance. Under the NFIP, the City participates in the FEMA Community Rating System (CRS) program, by adopting regulations that meet or exceed federal minimum standards and implementing other measures to reduce or minimize flood hazards, including requirements for home elevations. Participation in the CRS Program also qualifies City residents for flood insurance premium discounts. Current studies show that potential projects to reduce flood hazards could alter the floodway, floodplain and high-risk areas. Given the complexity of these issues, the City has determined that floodplain land use policies should be reevaluated every three years as new information becomes available or actual flooding conditions change due to flood control projects.

## HISTORIC AND CULTURAL RESOURCES

---

Snoqualmie has a wealth of historic and cultural resources from many thousands of years of native American habitation and its more recent 100 years of European settlement. A strong sense of community history is provided by local buildings such as the train depot, City Hall, older churches, Weyerhaeuser mill and School District administration offices, which recall the town's railroad, timber and Victorian heritage. Outside of the City core, the natural and cultural landscape contains important sites and features that provide tangible reminders of past events, people, places and lifestyles. These resources contribute to Snoqualmie's unique identity and are highly valued by local residents.

## HISTORIC DISTRICTS

---

In February of 1992, the City adopted an ordinance establishing an overlay zone for historic areas of the City, including areas downtown along Railroad Avenue and separately in the Meadowbrook neighborhood. The ordinances were established to help preserve and enhance the buildings and uses in these zones, and ensure that future nearby development is compatible with the historic structures.

In 1995, the City entered into an Interlocal Agreement with King County so that the County could help provide landmark designation and protection services. In addition to the historic overlay zones within the City, the presence of at least 20 contributing historic buildings in Snoqualmie's Downtown inspired designation of the Downtown Historic Commercial Landmark District in 1997. Buildings in both the Downtown Historic District overlay zone, as well as the Commercial Landmark District, are subject to specific design review. However, those buildings within the Landmark District may also apply for special historic funding programs; buildings in this area may choose to undergo the County design review process, and may be required to undergo County design review should funding be awarded.



## THE SNOQUALMIE TRIBE

---

The historic and contemporary presence of the Snoqualmie Tribe in the Valley has historic and cultural significance for the region. The Snoqualmie Indians were officially recognized by the Federal Government and given tribal status in 2000, and their presence grew in many centers of Valleywide planning. The City continues to work with the Snoqualmie Tribe, Snoqualmie Valley Historical Society, King County, and other cultural agencies to preserve and protect local Native American heritage sites.

The locations of many Native American graves are no longer precisely known and can be easily destroyed by new building development. The Snoqualmie Tribe will, if notified by a landowner or developer, investigate the unearthing of remains and arrange for their reburial at the Snoqualmie Tribal Cemetery in Fall City.

## SNOQUALMIE AREA HISTORIC SITES INVENTORY

---

The Snoqualmie Area Historic Sites Inventory lists heritage sites that have been identified and researched to date, and that are included in the King County Historic Sites Inventory. Some sites have received landmark designation; others may be considered for future designation. Additional sites can be added to the heritage sites inventory; suggested additions to Snoqualmie Area Historic Sites list are also provided.

Table LU-2 – Snoqualmie Inventory of Historic Sites

Name	Location	Designated	King County Survey File number
Snoqualmie Historic Commercial District: Includes 20 contributing properties, including the Snoqualmie Railroad Depot and the Order of Oddfellows Hall.		1997	
Snoqualmie Railroad Depot	109 King St.	1995	0013
Northern Pacific Railway Steam Rotary Snowplow	NW Railway Museum	1995	
Messenger of Peace Chapel Car, 1898	NW Railway Museum	2009	
Independent Order of Oddfellows Hall	King St. and Maple Ave., Snoqualmie	1995	0753
Snoqualmie Falls Lumber Co. Power Plant; 1929	37800 SE 69 <sup>th</sup> , Snoqualmie	1982	0500
Meadowbrook Bridge	396 <sup>th</sup> Ave. SE & SE 82 <sup>nd</sup> St.	1997	0832
Bookter's Baker/ Puget Sound Power and Light	8120 Railroad Ave. SE		1353
Café and Tavern	8072 Railroad Ave. SE		1348
Fort Alden Site	North of Park St. on River		0016
The Fury Block	8102-8112 Railroad Ave. SE		1352
Glazed Brick Building	8062 Railroad Ave. SE		1347
Kritzer's Meats	8096 Railroad Ave. SE		1350
Latberger's Barbershop	8008 Railroad Ave. SE		1345
Methodist Church (Legion Hall)	River St. and Doone St., Snoqualmie		0754
Residence: Nye, 1902	108 W. Silva, Snoqualmie		0752
Residence: Sage, 1890/1918	405 N. Maple, Snoqualmie		0751
Residence: Tharp, 1904	222 Euclid St., Snoqualmie		0772
Snoqualmie State Bank/ City Hall	River St. and Falls Ave., Snoqualmie		0742
School Administration Building	King St. and Silva St.		0501
Sunset Theater/ Town Hall	8086 Railroad Ave. SE		1349
True Value Hardware Store (Reinig Bros. General Merc.)	North Falls Avenue, Snoqualmie		0750
Snoqualmie Falls Townsite & Plant	Off 396 <sup>th</sup> Dr. SE, Snoqualmie		0755
Railroad Right-of-Way, including Memorial Trees and Totem Pole	West of Railroad Ave. between the north line of River and 90' north of King St.		1354

## GROWTH TARGETS

The state sets targets for the amount of growth counties will accommodate within the next twenty years, and counties and cities work together to allocate that growth in a way that makes sense. King County publishes the resulting growth targets as part of the King County Countywide Planning Policies. The 2019-2044 growth targets adopted for the City of Snoqualmie include a housing target of 1,500 residential units and an employment target of 4,425 jobs. These targets are significantly higher than previous estimates, particularly for housing. Given the constraints on developable land, Snoqualmie has identified a substantial shortfall in meeting these targets and is requesting to amend the housing target to 719 residential units. This request is backed by detailed land capacity and critical areas analyses, emphasizing the need for more realistic growth expectations based on current land use constraints.

The proposed adjustment reflects Snoqualmie's assessment that the existing land use, critical area regulations, and other physical constraints significantly limit the City's capacity to accommodate the originally assigned growth targets. The city has outlined its request to King County for a target amendment based on these comprehensive analyses, aiming for a more achievable target that aligns with the actual capacity and development potential of the area. This amendment is critical for ensuring sustainable and manageable growth within Snoqualmie over the next two decades.

See the attached *2044 Growth Targets Analysis*, for more detailed analysis, methodology, and challenges of growth targets and land capacity in the 2019-2044 timeframe.

## LAND CAPACITY

Land capacity analysis is a tool for determining whether growth targets can be met within a city using existing zoning designations. In 2021, the City of Snoqualmie had available capacity for 372 new housing units and 4,079 jobs. The current zoning and land use regulations significantly restrict additional development, with critical areas and flood hazard regulations impacting approximately 70% of the City's land. Additionally, 86% of single-family lots are managed by Residential Owners Associations, which typically do not support increased density or development. As a result, the city faces a substantial shortfall in land capacity to meet the housing target of 1,500 units.

As detailed in the attached *2044 Growth Targets Analysis*, the City has planned corrective actions to address these capacity issues. However, the extent of critical area constraints and land ownership patterns make it infeasible to meet the current housing targets under existing conditions. Snoqualmie's request to adjust the housing target to 719 units is based on a realistic assessment of land availability and regulatory constraints. This revised target aims to balance growth with the preservation of critical areas and community character, ensuring that the City can sustainably manage future development.

## POTENTIAL ANNEXATION AREAS

The City of Snoqualmie has identified several potential annexation areas (PAAs) as part of its growth strategy to address the housing capacity shortfall. One significant area under consideration is the Snoqualmie Hills, which includes the local planning areas of Snoqualmie Hills West and Snoqualmie Hills East. This area, located between the existing city limits and Interstate 90, was evaluated for its land capacity based on proposed zoning by the Community Development Department. The proposed zoning includes a Mixed-Use zone to provide a buffer between commercial and residential areas, resulting in a projected capacity of 1,576 jobs on 51.7 acres of buildable land. Additionally, the Residential-3 zone and Residential-1-10 zone were projected to yield 500 units on 23.8 acres and 52 units on 22.7 acres, respectively.

Despite the potential of the Snoqualmie Hills to provide additional capacity, significant challenges impede its development. A substantial portion of the developable land is owned by the Snoqualmie Tribe, which aims to preserve these lands for cultural reasons, thereby excluding them from capacity analysis. Moreover, issues such as lack of support from landowners, insufficient capital facilities and service capacity, and the widespread presence of critical areas, present considerable hurdles. Furthermore, concentrating the housing capacity deficit within the UGA would disproportionately impact low-income residents, leading to social and economic isolation. Consequently, the City's proposed corrective actions, including the potential annexation of the Snoqualmie Hills, were deemed infeasible due to these multifaceted challenges.

## PROPOSED LAND USES

### RESIDENTIAL LAND USES

Residential land use consists of single-family and multifamily dwellings, including manufactured housing, foster care facilities, group quarters, senior housing, assisted housing and cooperative housing. Other land uses found in residentially-designated areas include schools, churches, parks and open space, and undeveloped platted lands. To allow for zoning flexibility, the comprehensive plan applies the "Residential" land use designation to identify existing and future residential areas within the City. Residential uses are also allowed within Mixed Use designated areas. Second story residential uses may also be appropriate in some commercial areas. Lower density residential zoning districts will generally be applied to areas constrained by sensitive areas. Larger, large-lot undeveloped residential areas lend themselves to zoning that requires master-planned residential development to encourage an appropriate mix of housing types and densities. The residential designation is not intended to include transient housing such as campgrounds, hotels, shelters, or time-shares.

### COMMERCIAL LAND USES

Commercial land uses support the daily retail and service needs of the community and can provide local employment. There are six designations to accommodate commercial uses, including General; Office; Retail; Office Park; Planned Commercial/ Industrial and Mixed Use.

- The **General** designation may accommodate a broad range of retail and commercial uses, including those that are larger-scale or that are inappropriate for the core downtown. Such uses include automotive repair, warehouses, limited light-industry or commercial storage.
- The **Office** district is intended principally for offices, but also includes retail and services.
- The **Retail** designation is intended for core shopping needs in Snoqualmie, with uses serving as shopping catalysts to other businesses in the district; ground floor retail and services are encouraged for this area with offices and professional services on upper floors.
- The **Planned Commercial/Industrial** designation may accommodate manufacturing, office and light industrial development planned in a comprehensive manner.
- The **Office Park** designation is intended to accommodate coordinated medical, dental and professional services development in a planned campus setting. Second story residences may be appropriate in some commercial areas.

## INDUSTRIAL LAND USES

---

The City's proximity to the major transportation routes of Interstate 90 and State Route 18 make Snoqualmie a convenient location for industrial uses, which provide jobs and contribute to the local tax base. Two designations accommodate industrial land uses; **Industrial** and **Planned Commercial/Industrial**, including land used for manufacturing, processing, warehousing, storage and related uses. Heavy industrial uses should be limited in the floodplain to prevent additional flood hazards associated with such uses.

## MIXED USE

---

Mixed use development is intended for comprehensively planning large properties with a mix of residential, retail, commercial, public and open space uses. Mixed use projects should be developed to accomplish the following:

- Enable imaginative site and building design with a compatible mix of uses that will encourage pedestrian and non-motorized access to employment, retail goods, services and public facilities.
- Ensure land use and design is sensitive to adjacent land uses, and avoid the creation of incompatible uses.
- Ensure that all development adequately considers and mitigates its impacts to transportation, public utilities, open space, recreation, public facilities & services, and that circulation, solid waste disposal and recycling, water, sewer, and storm water systems are designed to adequately to serve future adjacent development.
- Ensure that development protects and preserves the natural environment to the maximum extent possible, including but not limited to protecting Snoqualmie River water quality and its tributaries, contributing to long-term flooding solutions, protecting of wetlands and sensitive areas, and protecting view-sheds.
- Ensure that development considers and promotes access to existing or comprehensively planned local and regional trail systems in the vicinity of the development.



**Innovative Mixed Use** will be especially sought after in future new development proposals in the City and its UGA. These are developments that intend to holistically meet comprehensive plan goals such as developments that propose high-level green-building certification; show exceptional planned environmental outcomes; that provide much needed park facilities beyond development requirements; that propose expanded educational opportunities for residents; or that propose senior, assisted living or planned retirement communities.

## INSTITUTIONAL AND UTILITIES LAND USE

---

Institutional land uses includes public buildings, services, transportation facilities (see the Capital Facilities element) and non-profit agencies such as museums, interpretive centers, churches and schools which require land throughout the City. These uses typically have important environmental, health, safety, and aesthetic considerations associated with their location. While institutional land uses require City services, they do not contribute tax revenues because they are tax-exempt.

In turn, utility land uses accommodate public and private utility facilities. A **Utility Park** land use designation accommodates power generation and accessory uses, sewage and water treatment plants, other utilities and related parks and open spaces. The Puget Power hydropower generating plant at Snoqualmie Falls is located within a designated Utility Park area. Views of undeveloped property visible from the Snoqualmie Falls Park and views from Salish Lodge public access areas provide significant economic and environmental community resources; protection and preservation of these views remains an important consideration in Snoqualmie Falls Utility Park area development.

## PARKS, RECREATION, AND OPEN SPACE LANDS

---

Parks and open space areas include land and facilities used for active and passive recreation, natural areas, undeveloped critical areas, agricultural land, and corridors such as roads, trails, utility corridors, and abandoned railroad rights-of-way. Trails and open space corridors can enhance the accessibility of open space resources, connecting parks, recreation areas and open spaces into an integrated network. Parks, trails and open space areas also buffer various land uses, helping maintain a high quality of life for residents. Parks, recreation and open space lands are addressed in the City of Snoqualmie 2012 Open Space, Parks and Recreation Plan.

## ATTACHMENTS

- City of Snoqualmie. 2024. *2044 Growth Targets Analysis*. Prepared by LDC Inc. Woodinville, WA.
  - Appendices
    - (2024). Appendix A – Land Capacity Analysis Memo.
    - (2024). Appendix B – Critical Areas Analysis Memo.
    - (2024). Appendix C – City of Snoqualmie Housing Strategy Plan.
    - (2024). Appendix D – City of Snoqualmie Housing Needs Assessment.
    - (2024). Appendix E – Snoqualmie Valley Regional Housing Needs Assessment.
    - (2024). Land Capacity Analysis Assumptions Table.
- City of Snoqualmie. 2023. Planning Commission Briefing – Land Use Strategy and Middle Housing Strategies and Actions. Prepared by LDC Inc. Woodinville, WA.



## HOUSING

### EMERGENCY HOUSING NEEDS CAPACITY

#### EMERGENCY HOUSING CAPACITY (HOUSE BILL 1220)

HB 1220 includes requirements for Emergency Needs Housing capacity. These requirements are applicable to all jurisdictions that have been assigned Emergency Needs Housing targets, of which Snoqualmie has been assigned 115 beds. The bill requires that jurisdictions allow for siting of indoor emergency housing or indoor emergency housing shelters where hotels are allowed or within “a majority of zones within a one-mile proximity to transit.”

City of Snoqualmie allows hotels as a conditional use in the BR-1, BR-2, FMBU, MU, BO, BG, and OP zoning districts and is required to demonstrate land capacity for emergency housing in addition to permanent housing if emergency housing is not allowed outright in all these zones. In early 2024, the City updated its use code table to allow “Emergency Housing or Shelter” as an outright permitted use in all zones where hotels are permitted, along with other development regulation updates needed to comply with the GMA.

Emergency Housing capacity was assessed through an Emergency Housing Land Capacity Analysis (EHLCA) based on the City’s recently amended development regulations and developable land identified in this LCA. In an EHLCA, land for capacity is identified based on the zoning use code table found in SMC 17.55.020 and SMC 17.30.060. Zones where the above listed emergency housing uses are outright permitted will be considered to have capacity for these housing needs.



Additionally, residential and non-residential capacity are treated differently in an EHLCA; land identified for permanent residential development capacity can also be counted for emergency housing capacity, but land identified for emergency housing capacity in commercial zones must be removed from the non-residential capacity in those zones. This difference is due to the assumptions behind the creation of the permanent and emergency housing targets which assume that if all permanent housing needs are met emergency housing should no longer be necessary and could be re-purposed.



**Table H-1** shows all zones evaluated in the EHLCA, their use code table level of permit approval, and any emergency housing capacity identified in them and compares the total identified emergency housing capacity to the City's emergency housing target.

Table H-1 – Emergency Housing Capacity

Zone	EH Use Code Table	Residential EH Acres	Commercial EH Acres	Total EH Acres	Density (beds/acre)	Capacity (beds)	Total Capacity	Total Need	Capacity Surplus (or Deficit)
Constrained Residential	No	0.00	0.00	0.00	0	0	124	115	9
Planned Residential	No	0.00	0.00	0.00	0	0			
R-1-10	No	0.00	0.00	0.00	0	0			
R-2	No	0.00	0.00	0.00	0	0			
Business General (BG)	Permitted	0.00	0.00	0.00	12	0			
Business Office (BO)	Permitted	0.00	0.00	0.00	12	0			
Business Retail 1 (BR)	Permitted	0.00	0.00	0.00	12	0			
Business Retail 2 (BR)	Permitted	0.00	0.00	0.00	12	0			
Office Park (OP)	Permitted	0.00	0.00	0.00	12	0			
Planned Commercial/Industrial (PCI)	No	0.00	0.00	0.00	0	0			
Resource Extraction (I)	No	0.00	0.00	0.00	0	0			
SRI Commercial - Retail	Permitted	0.00	0.00	0.00	12	0			
SRI Commercial - Office Park	Permitted	0.00	0.00	0.00	12	0			
SRI Residential	Permitted	9.13	0.00	9.13	12	110			
SRII Residential	Permitted	0.00	0.00	0.00	12	0			
FBMU Commercial	Permitted	0.00	0.00	0.00	12	0			
FBMU Residential	Permitted	1.14	0.00	1.14	12	14			



A total of 10.27 acres of land identified to have residential capacity had development regulations that support the future development of emergency housing uses in the City's next 20 years. This EHLCA utilized a very reasonable assumption of 12 beds per acre to evaluate the development potential of emergency housing. Overall, the City was found to have capacity for approximately 124 beds of emergency housing, which overshoots the target by nine beds.

Based on development regulations updates the City adopted in 2024, this EHLCA identified sufficient land for capacity to meet the revised housing targets for emergency housing uses in Snoqualmie.

## ATTACHMENTS

---

- City of Snoqualmie. 2023. *Housing Strategy Plan*. Prepared by LDC Inc. and FCS Group. Woodinville, WA and Kirkland, WA.
- City of Snoqualmie. 2023. *Land Capacity Map*. Snoqualmie, WA.
- City of Snoqualmie. 2023. *Racial Equity and Displacement Analysis*. Prepared by LDC Inc. Woodinville, WA.
- Cities of Carnation, Duvall, North Bend, and Snoqualmie. 2023. *Snoqualmie Valley Regional Housing Needs Assessment*. Prepared by FCS Group, Blue Line Group, and LDC Inc. Redmond, WA; Kirkland, WA; and Woodinville, WA.
- City of Snoqualmie. 2024. *Key Housing Definitions*. Prepared by LDC Inc. Woodinville, WA.
- City of Snoqualmie. 2024. *Adequate Provisions Checklists*. Format by Washington Department of Commerce. Olympia, WA.



## TRANSPORTATION

### TRANSPORTATION: DRIVING FACTORS

The Transportation Element was prepared in several stages, including inventorying existing transportation facilities and services; 2044 travel forecasts and demand analysis; objectives, policies and standards development; travel system needs and deficiencies evaluation; and identification of transportation system improvements and financing strategies. The city transportation network should be coordinated with the Washington State Department of Transportation's (WSDOT) Washington Transportation Plan and Active Transportation Plan, Puget Sound Regional Council's (PSRC) Vision 2050 plan, and King County Six-Year Capital Improvement Program. Coordination with these entities ensures local improvements connect and flow with the regional transportation network cohesively. While the City has existing funding mechanisms to support local improvements, coordination with regional partners provide cost effective and time-saving opportunities for projects that would otherwise be fragmented by jurisdictional boundaries.

A main issue for the City's transportation system is balancing the need to reconstruct older, degrading streets and the maintenance and preservation of new streets. Reconstruction, maintenance, and preservation projects are also influenced by utility repairs and upgrades along rights-of-way, aging or deteriorating materials, or long-range subarea plans that improve City's economic growth and aesthetics. Street connectivity and existing infrastructure guide many capital project programs so that traffic will flow at a reasonable pace, and bicycles and pedestrians have safe access to neighborhoods, schools, and amenities. Creating continuity between aged infrastructure and new infrastructure can provide unique complications for all types of users. However, effective coordination between new infrastructure and needed maintenance or preservation can provide opportunities for innovation and alternative solutions that would otherwise, individually, be more expensive and postpone implementation.

All transportation projects should include consideration of capital improvement plans for utility distribution, connectivity to open space and recreation corridors, impacts to air quality and neighboring ecosystems, and concurrence with Title II of the Americans with Disabilities Act (ADA).

## TRANSPORTATION CONCEPTS

---

Two important concepts underlying this Element are the functional classification system and level of service.

### FUNCTIONAL CLASSIFICATION

---

The functional classification system provides for a hierarchy of roadways that emphasize through-traffic movement and access to adjacent properties (or some combination of these functions, depending on the roadway's functional classification). These functional classifications are used in planning and designing appropriate roadway facilities.

Functional classification within and surrounding the City of Snoqualmie include state routes, principal arterials, minor arterials, collectors, and local roadways as shown on Figure 4.1.

### LEVEL OF SERVICE (LOS)

---

Level of Service is a quantitative measure of transportation system operating conditions that helps interpret the significance of roadway/intersection traffic delays; it generally measures speed, travel time, traffic interruptions and convenience. Level of service for signalized intersections measures control delay, indicating driver discomfort, fuel consumption and increased travel time. The delay experienced by a motorist is influenced by several factors including control, geometries, traffic and incidents. Total delay is the difference between the actually experienced travel time and the hypothetical travel time (without traffic control, geometric delay, incidents and other vehicles).

Snoqualmie is committed to expanding the multimodal LOS analysis to eventually encompass the entire City and at that time, there is an expectation that full multimodal concurrency standards would be adopted based on the new LOS results. However, until the full citywide multimodal LOS system is developed and calculated, Snoqualmie proposes transportation mobility standards for concurrency review.

All public and private new development and redevelopment must also comply with the Snoqualmie municipal code. Under Ordinance 1092, passed in February 2012, Snoqualmie codified a Complete Streets policy requiring that all new or substantially redeveloped arterial and collector streets shall be designed and constructed with appropriate facilities for pedestrians, bicyclists, transit users and persons of all abilities to the extent feasible.



## EXISTING TRANSPORTATION SYSTEM

---

Existing transportation facilities and travel patterns for the city and its surrounding planning areas, including air, water, and land transportation; transit operations; and levels of service (LOS) at 15 City intersections. Under GMA, any facilities or services operating below the established LOS require the City to take specific actions. Identifying existing transportation deficiencies helps guide future transportation improvements.

### AIR, WATER, AND RAIL

---

Goods and services to and from the City of Snoqualmie via air, water, or rail use a variety of transportation facilities from outside the City. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing Field (operated by King County). The nearest general aviation airport is a private facility in Fall City. There are no water-based transportation facilities near Snoqualmie, although goods to and from the City may pass through Seattle and Tacoma ports. While there is a set of train tracks running through downtown Snoqualmie, there is no freight rail service in the City; the Northwest Railway Museum operates weekend excursion passenger rail service between Snoqualmie and North Bend. The following plans and reports contain inventories, plans, policies and projects for these modes of transportation.

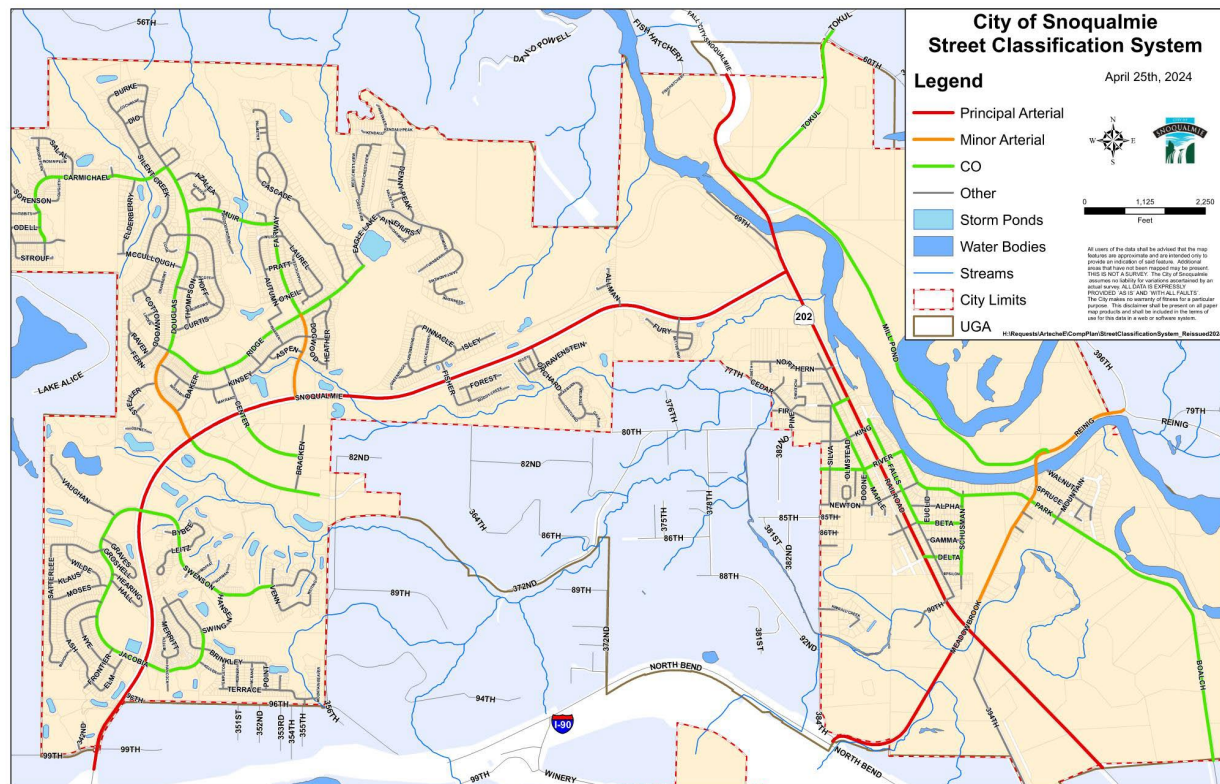
- Air Travel—Puget Sound Regional Council's "Regional Aviation System Plan;" Port of Seattle's "Sea-Tac Master Plan;" King County's "Boeing Field Master Plan."
- Water Travel—Ferries: WSDOT 2040 Long-Range Plan.
- Rail—WSDOT's "2019-2040 Freight Rail Plan."

### ACTIVE TRANSPORTATION

---

As part of the updated Transportation Element of the Snoqualmie Comprehensive Plan, the city evaluated the presence of existing pedestrian and bicycle throughout the city. To promote equitable access to the transportation network, additional review of the city's active transportation network is needed to evaluate opportunities for implementing complete streets concepts in proposed improvement projects and clearer understanding of gaps in the network. Given limited resources, a more comprehensive review of pedestrian and bicycle LOS was not possible. It is notable, however, that Snoqualmie has adopted progressive design guidelines in the newer areas of the city and these areas have extensive high-quality facilities to accommodate ADA access and non-automotive travel.

### Figure T-1 - Street Classification System





## TRAFFIC VOLUMES, LEVEL OF SERVICE, AND SAFETY

Review of average weekday traffic volumes for key city corridor segments shows that Snoqualmie Parkway's traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. Table 4.1 shows the calculated levels of service (LOS) at 15 study intersections based on these PM peak hour traffic volumes. Not all intersections in the City meet the City's primary LOS D PM peak hour standard, with the highest delays shown along multiple SR 202 unsignalized intersections. All other city intersections operate at LOS D or better.

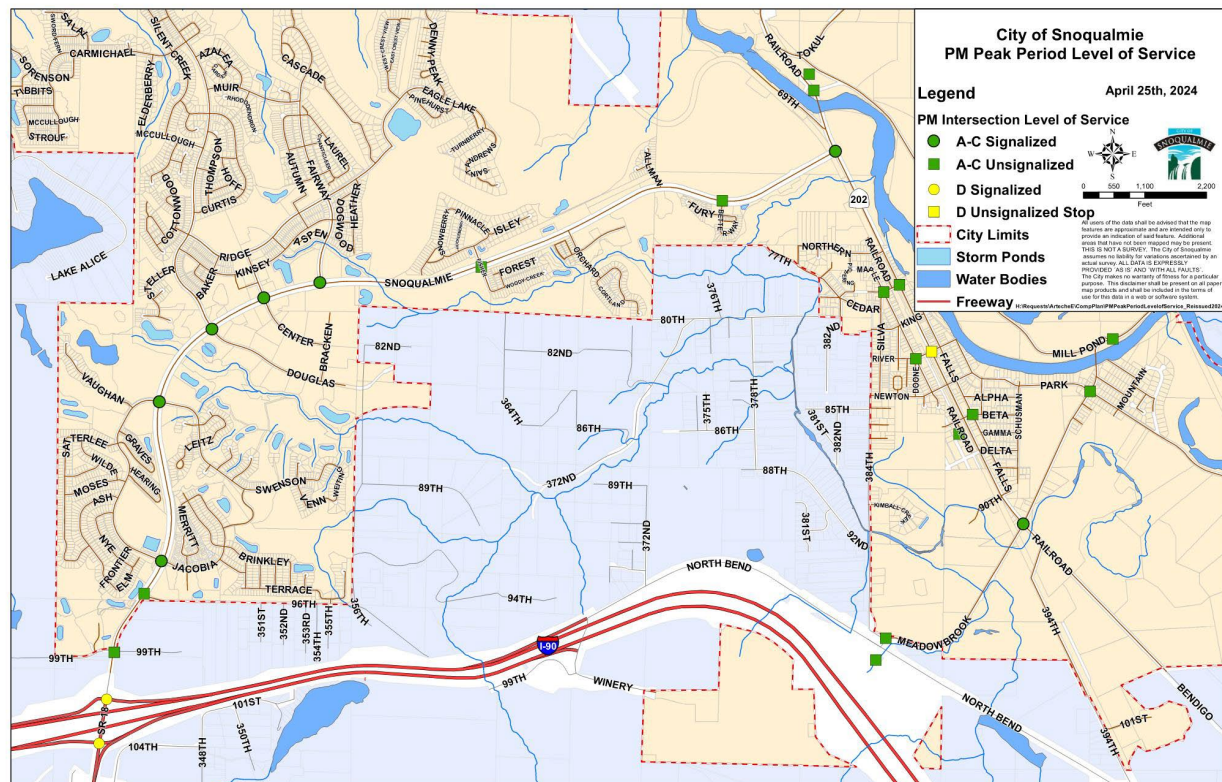
**Table T-1 – Existing Intersection Level of Service (LOS), 2023**

Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	SSSC	33.1	D
Snoqualmie Parkway/SE 96th Street	SSSC	13.5	B
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	13.0	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	23.2	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	23.1	C
Snoqualmie Parkway/Fisher Avenue SE	SSSC	28.7	D
SR 202/Tokul Road	Roundabout	6.2	A
SR 202/Snoqualmie Parkway	Traffic Signal	38.7	D
SR 202/SE Fir Street	SSSC	51.0	F
SR 202/SE River Street	SSSC	31.8	D
SR 202SE Newton Street	SSSC	31.6	D
SR 202/SE Beta Street	SSSC	43.9	E
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	13.3	B
Meadowbrook Way SE/SE Mill Pond Road	SSSC	10.7	B

*Note: SSSC = Side-street stop control*

*Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7*

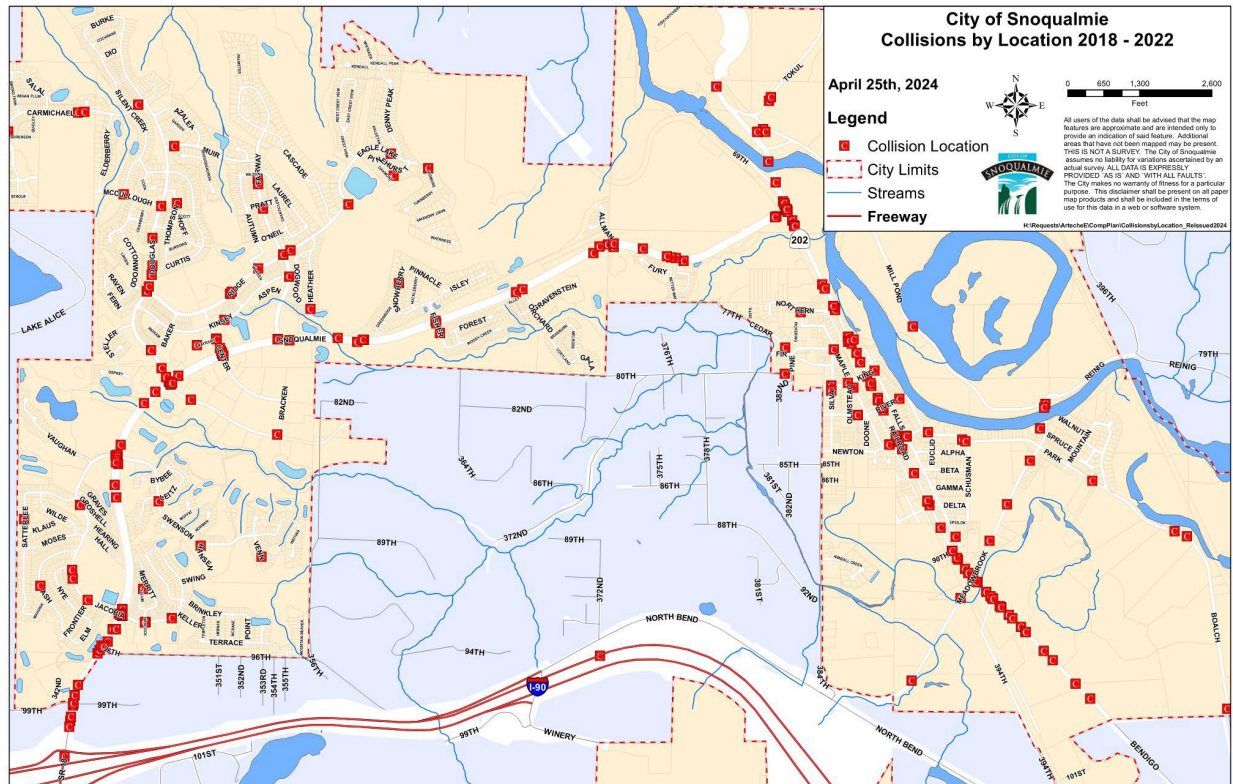
Figure T-2 – PM Peak Period Existing Level of Service for Study Area Intersections



## TRAFFIC SAFETY

Figure 4.3 maps Collision Density in the City between 2018 to 2022. Although as the City continues to develop, the prevalence of wildlife-related collisions on Snoqualmie Parkway will continue and may decrease over time. Coordination with the Parks and Recreation, and Environmental Elements should be implemented and include the city's conservation efforts related to fish and wildlife habitat conservation areas by identifying wildlife corridors. WSDOT also publishes average roadway segment collision rates by roadway classification for different state areas, providing a general comparison opportunity for City collision rates.

Figure T-3 – Collisions by Location, 2018-2022



## TRUCK ROUTES

A few commercial and industrial centers in the study area generate truck traffic, including the Snoqualmie Valley School District Bus Barn (SVSD) and Glacier Northwest. The SVSD Bus Barn is located at the intersection of King Street and 384th Avenue, and stores about forty full-size buses.

Glacier Northwest operates a gravel mining facility northeast of Snoqualmie, but outside City limits. However, virtually all truck traffic must pass through at least a portion of the city. Trucks cannot travel southbound on Mill Pond Road to access Meadowbrook Way, due to weight limits on the one-lane Snoqualmie River Bridge on Meadowbrook Way.

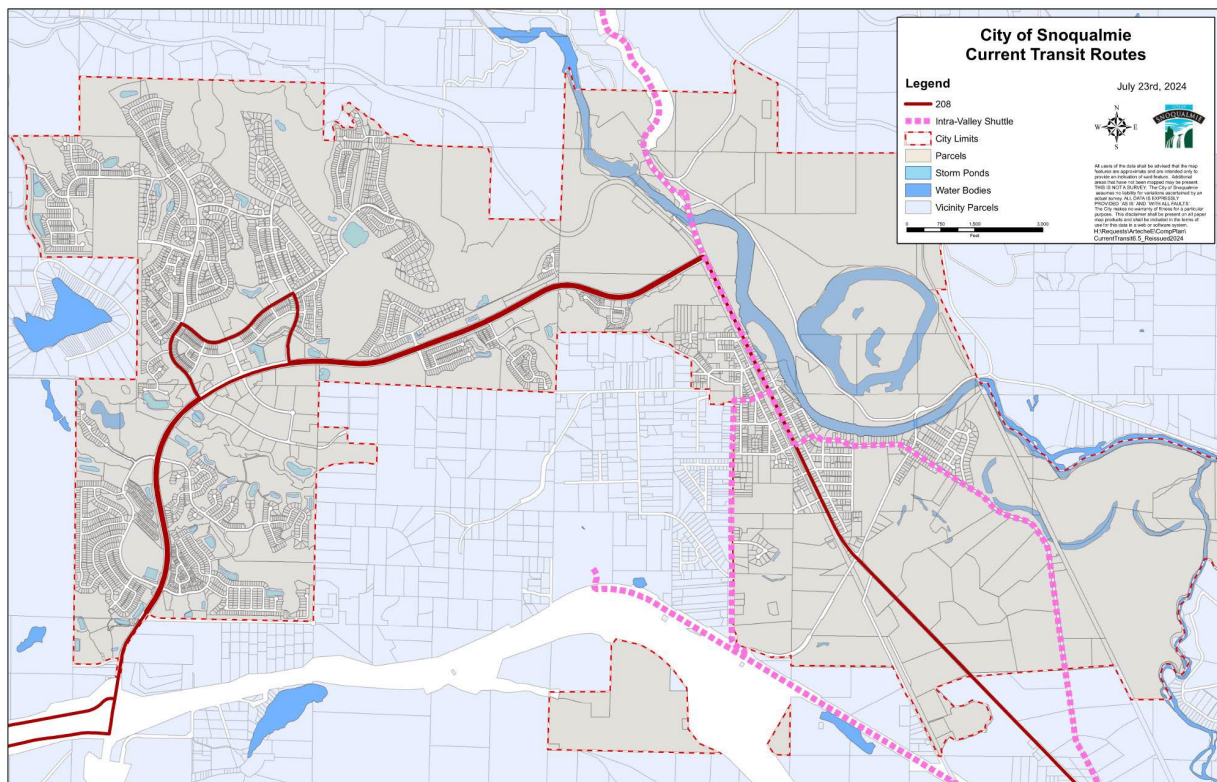


The North Bend Nintendo distribution facility, located outside the city, may also contribute truck traffic to City roads. The facility is located close to I-90 exit 31 in North Bend, though the primary truck route is along a King County Road, North Bend Way to exit 27 near the Snoqualmie Casino.

## TRANSIT SYSTEM

King County Metro Transit provides limited transit service to the city as shown on Figure 4.4. The number 208 route connects the City with North Bend and Issaquah. Snoqualmie Valley Transportation runs a Valley Shuttle from North Bend to Duvall. Bus stops for the Snoqualmie Valley Transportation Shuttle utilize the same bus stop infrastructure as King County Metro. Due to funding shortfalls, the King County Council approved Metro route cuts that eliminated previous routes number 214, servicing the City via Issaquah and to Seattle.

### Figure T-4 – Current Transit Routes



## PEDESTRIAN AND BICYCLE FACILITIES

The city has relatively widespread pedestrian facilities. The residential and commercial areas of Snoqualmie Ridge generally all have sidewalks, separated from the road by planter strips with street trees. Likewise, most of the residential and commercial historic neighborhoods east of 384th Ave/ have sidewalks, planter strips and street trees, along with marked crosswalks on Railroad Ave. supporting crossings to access businesses east of SR 202. Snoqualmie has multiple dedicated local and regional bicycle & pedestrian trails. There are also many off-street bike facilities for



recreation and neighborhood connections in Snoqualmie Ridge. The primary paved off-street trails in Snoqualmie are:

- The **Snoqualmie Parkway Trail** parallels Snoqualmie Parkway from the City boundary at 96th Street to Railroad Ave., providing east-west access from Snoqualmie Ridge to downtown.
- The **Centennial Trail** parallels SR 202 from the Snoqualmie Parkway intersection to Fir Street downtown, linking to the Snoqualmie Parkway Trail and providing cyclists an alternative to the two-lane SR-202. The 2014 Phase II downtown improvement project will extend this trail further south to SE River St.

Snoqualmie is also served by two regional trails:

- The **Snoqualmie Valley Trail** is a regional facility, and the longest trail in King County. It is soft surface and travels 31 miles from Duvall to south of North Bend. This trail passes through the western part of the city, taking riders on an interim road link connector along Toku Rd SE, coming to a 'T' near 60th Street where cyclists generally follow Tokul Road SE, SE Mill Pond Road, and Reinig Road before crossing the Snoqualmie River on a dedicated bridge back to the trail. This is the only roadway segment on the trail.
- The **Preston-Snoqualmie Trail** is a 7-mile paved regional trail that runs east from Preston to an overlook near Snoqualmie Falls, with soft-surface trail access from Eagle Lake Dr. Built on old railroad right of way, a missing trestle has prevented completion of the planned connection to Snoqualmie Falls.

Figure T-5 – Existing Pedestrian Facilities Map

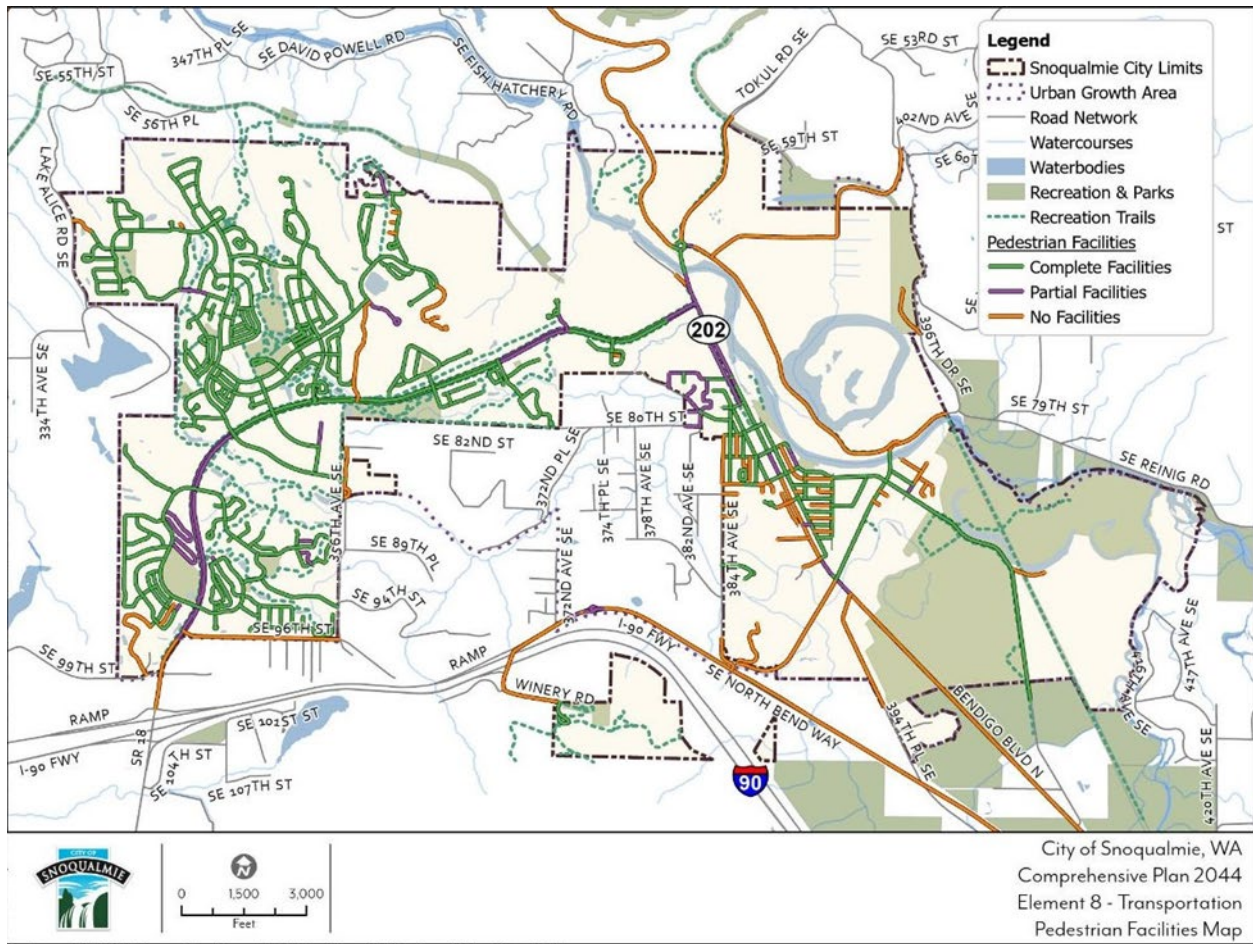


Figure T-6 – Existing Bicycle Facilities Map

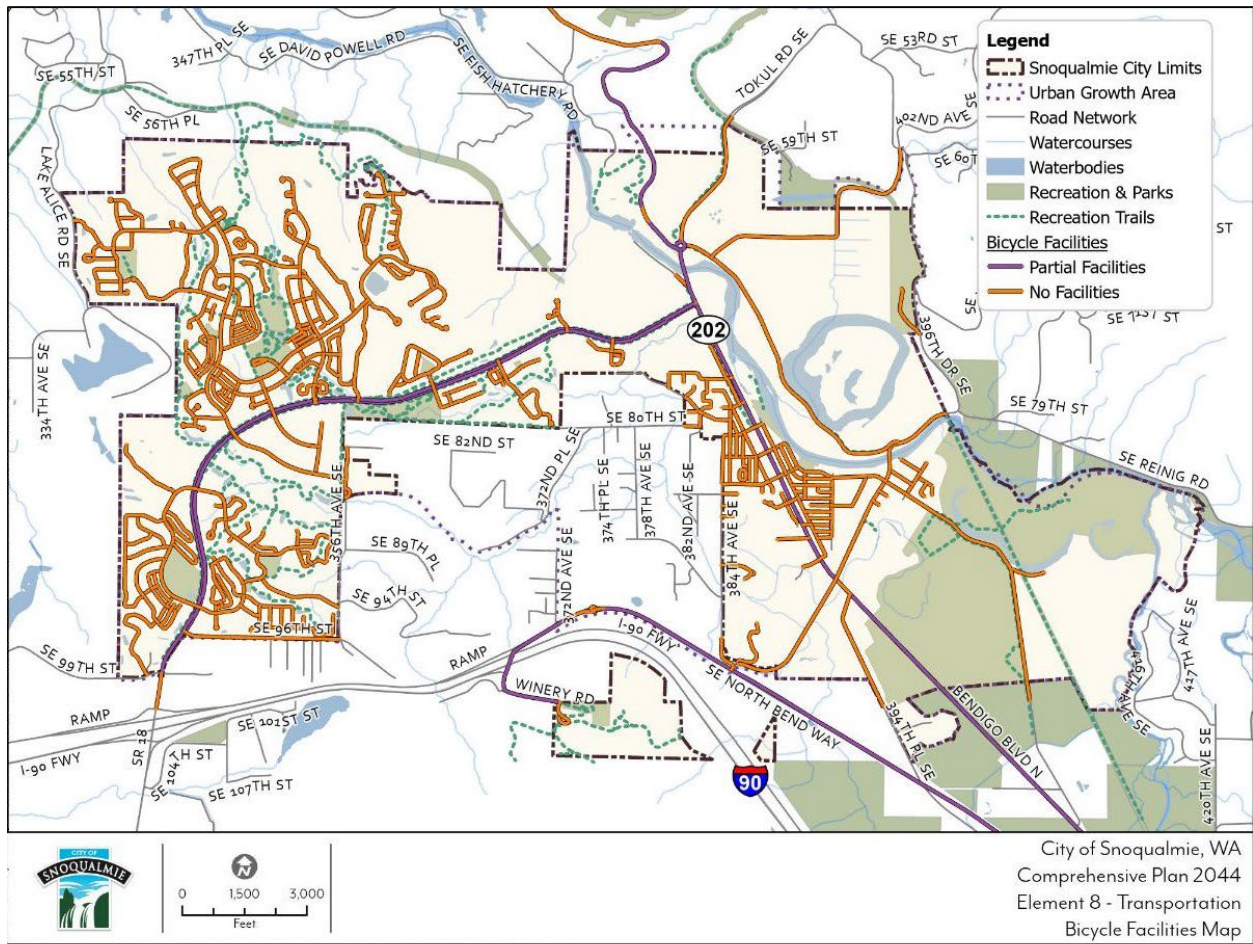
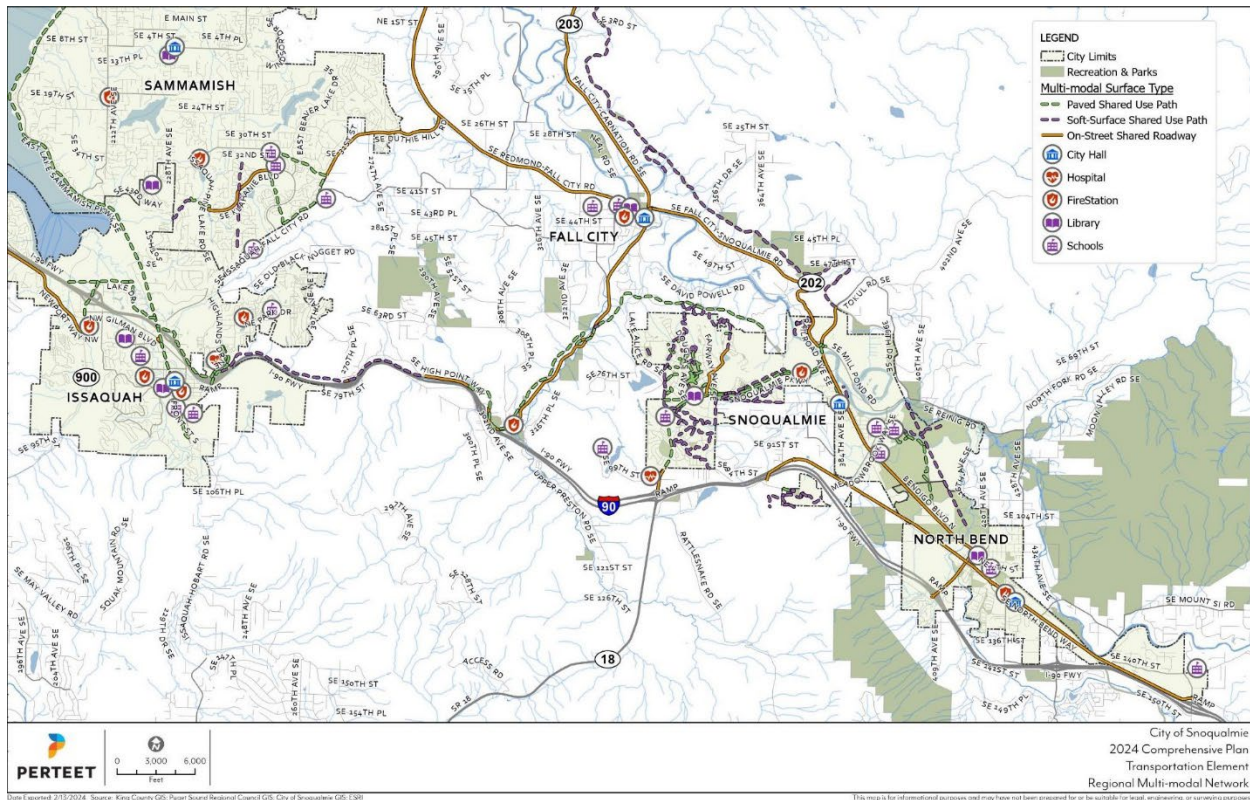




Figure T-7 – Existing Bicycle Facilities Map



As part of meeting the 2005 GMA amendments, requiring a Comprehensive Plan pedestrian and bicycle component, the City inventoried its bicycle and pedestrian facilities in the 2012 Bicycle and Pedestrian Recommendations Report, and used multimodal assessment (MMLOS) to highlight additional improvements needed in its Capital Facilities Projects list. As previously mentioned, due to limited resources, a more comprehensive review of pedestrian and bicycle facilities was not possible during the latest periodic update. In the Figures 4.5 and 4.6, pedestrian and bicycle facilities were given classifications generally based on available digital evidence of their presence. Facility classifications were also generally applied based existing dataset through the PSRC and based on the evidence of sidewalk surfacing and right-of-way shoulders capable of supporting the facilities.



## FUTURE TRANSPORTATION SYSTEM

WAC 365-196-430 requires that the City review at least a 10-year forecast of how future land use growth could impact the City's transportation network. This section reviews anticipated land use changes and needed transportation system improvements. Based on this information, future intersection traffic LOS is evaluated along with potential impacts to other transportation modes. Since the GMA requires that actions be taken to address any facilities that do not meet adopted LOS standards, this section also identifies future transportation improvement projects.

The City will continue to seek funding for arterial and collector improvements such as the Downtown Phase II project, the Tokul Roundabout, and Snoqualmie Parkway rehabilitation. New collector roads in the UGA as it is developed will also be major transportation capital improvements, helping serve new development, and provide for additional roadway connections between the Snoqualmie Parkway, SR202, and other existing arterials and collectors.

Land use forecasts for 2044 were prepared by the City of Snoqualmie, estimating that approximately 719 households and 4,425 jobs will be added to the City. Fifteen intersections were identified, and travel demand modeling was analyzed based on the adopted 2040 scenario and land use estimates provided by PSRC. The new projected LOS results are shown in Table 5.1 and Figure 5.1.

### RECOMMENDED INTERSECTION IMPROVEMENTS

To determine the likely 2044 roadway network, the City's 2025-2030 Capital Improvement Plan (CIP) and WSDOT documents were reviewed, identifying numerous intersection improvements.

Based on projected traffic growth, there are several existing intersection locations that degrade to a LOS below City standards as shown in Table 5.1. This section reviews suggested intersection improvements to improve and mitigate the LOS through changing the type of intersection. Figure 5.1 shows LOS without recommended improvements, and Figure 5.2 shows the 2032 LOS with recommended improvements.

Table T-2 – Future Intersection Level of Service (LOS), 2044

Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	SSSC	87.3	F
Snoqualmie Parkway/SE 96th Street	SSSC	16.0	C
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	14.1	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	26.7	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	26.3	C
Snoqualmie Parkway/Fisher Avenue SE	SSSC	80.0	F
SR 202/Tokul Road	Roundabout	66.7	E
SR 202/Snoqualmie Parkway	Traffic Signal	146.2	F
SR 202/SE Fir Street	SSSC	281.9	F
SR 202/SE River Street	SSSC	150.8	F
SR 202SE Newton Street	SSSC	800.6	F
SR 202/SE Beta Street	SSSC	50.5	F
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	14.2	B
Meadowbrook Way SE/SE Mill Pond Road	SSSC	11.9	B

Note: SSSC = Side-street stop control

Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7

Figure T-8 – Projected 2032 Intersection Level of Service

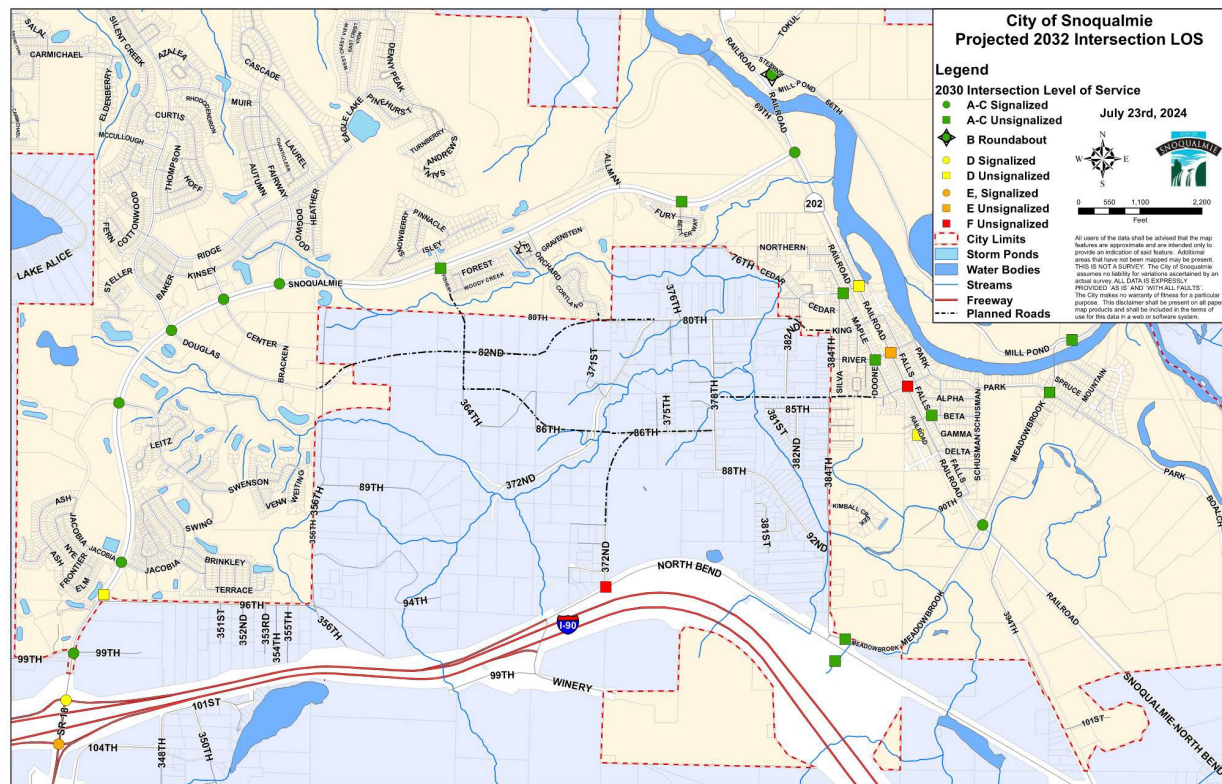


Table T-3 – Mitigated Intersection Level of Service (LOS), 2044

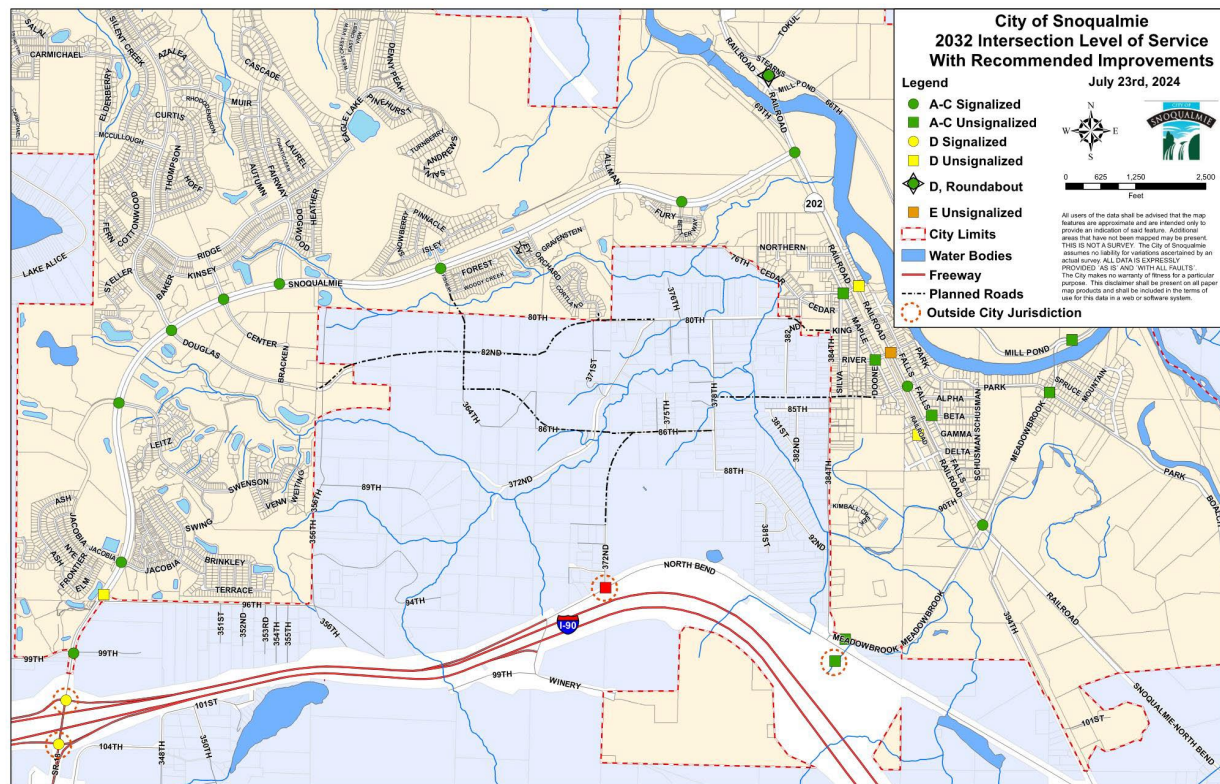
Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	Roundabout	13.8	B
Snoqualmie Parkway/SE 96th Street	SSSC	16.0	C
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	14.1	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	26.3	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	26.7	C
Snoqualmie Parkway/Fisher Avenue SE	Roundabout	5.1	A
SR 202/Tokul Road	Roundabout	12.3	B
SR 202/Snoqualmie Parkway	Roundabout	19.1	B
SR 202/SE Fir Street	Mini-Roundabout	15.0	B
SR 202/SE River Street	Mini-Roundabout	13.2	B
SR 202SE Newton Street	Mini-Roundabout	13.8	B
SR 202/SE Beta Street	Mini-Roundabout	11.9	B
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	27.2	C
Meadowbrook Way SE/SE Mill Pond Road	SSSC	11.9	B

Note: SSSC = Side-street stop control

Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7



Figure T-9 – 2032 Intersection Level of Service with Recommended Improvements



## MULTI-MODAL LEVEL OF SERVICE

Continued housing and employment growth shows increased travel demands by many modes – whether by car, truck, transit, bike or by foot. If the City is to support all travel modes well, it is necessary to assess which pedestrian and bicycle gaps to address first. As noted in Policy 1-d of this element, all other elements of the comprehensive plan should be included in multi-modal feasibility reviews in order to create an integrated, balanced, and convenient multi-modal network. WAC 365-196-430(1)(g) further stipulates that planned improvements to pedestrian and bicycle facilities should be coordinated to encourage enhanced community access and to promote healthy lifestyles. Additionally, assessments should address current facility deficiencies regarding Title II of ADA, and a transition plan should be derived to establish and identify obstacles so that upgrades and modifications can be appropriately coordinated with other modal improvements.



## PEDESTRIAN & BICYCLE FACILITIES

Addressing multiple travel modes supports the Comprehensive Plan as a whole and is also a key element of the Snoqualmie Downtown Master Plan, advancing multiple goals from increased safety for students attending downtown schools, to extending the retail stay length of tourists.

Key elements that should be used for identifying gaps in the pedestrian network for future improvements are:

- width and buffer appropriateness,
- crosswalk placement, and
- crosswalk design should be evaluated for identifying gaps in the pedestrian network.

Examples of improvement projects that would support increased LOS for pedestrian facilities would be signage/wayfinding, landscaping beautification, crosswalk striping and painting, and gap analysis regarding network connectivity, dimensional, and surfacing quality.

Downtown Snoqualmie has a well-connected street grid, but little dedicated or signed bicycle infrastructure. Low volume, but well-connected, street grids provide an ideal situation to support bicycle boulevard additions with minimal cost. Based on the existing conditions, a Downtown bicycle network composed of bicycle boulevards and off-street trails, supported by bicycle parking when warranted, match the area grid of relatively low-volume streets and nearby trails. The key elements of bicycle boulevards in attracting riders are:

- Slow speed and low volume of motorists
- Connections to other bicycle facilities or destinations
- Safe intersection treatments at arterials or collectors
- Limited number of cyclists stops
- Clear signage for motorists and cyclists

Examples of improvement projects that would support increased LOS for bicycle facilities would be signage/wayfinding, striping and symbol painting with lanes, and gap analysis regarding network connectivity dimensional and surfacing quality.

Some bicycle and pedestrian facility improvements, which support healthy physical activity among citizens and youth, may be bundled into the large projects or undertaken separately from street improvements. As such, some non-motorized projects such as the Riverwalk, Snoqualmie River Pedestrian-Bicycle Bridge and completing missing trail links, may be listed City parks and trails system improvements, but nonetheless are important in multimodal transportation. “Last Mile” bicycle and pedestrian connections to and from transit stops should be an important consideration for the benefit of equity, job growth, and commerce opportunities.

The American Association of State Highway and Transportation Officials (AASHTO), and the PRSC Bicycle and Pedestrian Advisory Committee as a reference for standards regarding pedestrian and bicycle facilities should be used as the primary indicator for safe and equitable pedestrian infrastructure.

## OVERVIEW OF COSTS AND REVENUES

The key requirements as noted in RCW 36.70A.070(6) are analysis of future funding capabilities, a multi-year financing plan to the analysis, and assessment of funding resources if funding falls short of identified needs. A fiscally constrained Transportation Element must first consider operation and maintenance of existing facilities, and then incorporate capital improvements. To develop a fiscally constrained plan, the City inventoried revenues and costs to identify funds that will likely be available for capital construction and operations.

The City Transportation Element contains various projects that will cost the city and agency partners between millions over 20 years. The Transportation Element includes new multimodal capacity to facilitate anticipated future growth, regional projects that will generally be led and funded by other agencies, and transportation system maintenance projects to ensure the network is kept in good condition.

The City of Snoqualmie currently funds transportation improvements, operations, and maintenance through various revenue sources, including local taxes, fees, as well as state and federal grants. In addition to City programs, WSDOT funds some improvements along SR 202 through Snoqualmie, while King County funds arterial improvements in unincorporated areas adjacent to the City. Revenues available to the City to finance transportation improvements vary each year, depending on development levels, the success of grant applications, and local economic factors. The City can use funds from the following sources for transportation improvements:

- City general funds (sales tax; real estate excise tax; and property tax)
- Distributions from the State gas tax
- Developer contributions and mitigation (fees)
- Grants, both Federal and State sources
- Bond financing
- Local Improvement District financing
- Contributions from local/regional jurisdictions (King County)
- Transportation Benefit District financing

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources including higher permit fees or additional general fund transfers.
- Adopt new sources of revenue such as transportation impact fees, or creation of additional Local Improvement Districts. One strategy, using a Transportation Benefit District, is already being employed by the City and is incorporated in the revenues below.
- Lower the level of service standard or adopt design standards that result in fewer transportation projects needed to meet adopted mobility needs and lower-cost projects.

## REFERENCES

---

Washington State Department of Transportation's (WSDOT), 2040 and Beyond -Washington Transportation Plan and Active Transportation Plan, Prepared by Washington State Transportation Commission, WA; 2018

Puget Sound Regional Council's (PSRC) Vision 2050 Plan, Prepared by Puget Sound Regional Council; October 2020

Six-Year Capital Program (2021-2026), Prepared by King County, Department of Local Services, Road Services Division; 2021

City of Snoqualmie, Complete Streets Policy, Ordinance 1092; February 2012

## ATTACHMENTS

---

- City of Snoqualmie, Base Year (2023) and Future (2044) Travel Demand Forecasting (TDF) Model Development, Prepared by Fehr & Peers; March 2024
- City of Snoqualmie, 2025-2030 Transportation Improvement Plan; 2024.



## CAPITAL FACILITIES AND UTILITIES

### INTRODUCTION

The Growth Management Act (GMA) requires all cities in King County plan for capital facilities and utilities to ensure an adequate level of facilities and services are planned to support future development at time of occupancy or use. The GMA also stipulates that new development shall not decrease the level of service below locally established standards, and that cities have a plan to pay for needed facilities.

The GMA requires that the local Capital Facilities and Utilities Comprehensive Plan Element include an inventory of existing public-owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year capital facilities plan that identifies financing sources for the identified future facilities.

Over the next 20 years, the City of Snoqualmie plans to continue to work with service providers to maintain existing infrastructure and invest in new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified capital project needs over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term

The different types of capital facilities are described in the following sections, including an inventory of existing facilities, a forecast of future needs, and a description of projected capital facility projects and funding sources.



## PUBLIC FACILITY PROVIDERS

Capital facilities in Snoqualmie are provided by the City and by other entities, as shown below in **Table CFU-1**.

Table CFU-1 – City Provided Facilities

Capital Facilities	Provider
General Government Services	City of Snoqualmie
Parks, Recreation, and Open Space	City of Snoqualmie
Transportation	City of Snoqualmie, State Government, Federal Government
Transit	King County Metro Transit
Fire	City of Snoqualmie
Police	City of Snoqualmie
Schools	Snoqualmie Valley School District
Library	King County Library System
Sewer	City of Snoqualmie
Stormwater	City of Snoqualmie
Water	City of Snoqualmie
Energy	Puget Sound Energy
Solid Waste	Various private hauling companies and King County
Telecommunications	CenturyLink, Comcast, Verizon Wireless, AT&T, and T-Mobile

## GENERAL GOVERNMENT AND INFORMATION TECHNOLOGY FACILITIES

### DESCRIPTION OF EXISTING FACILITIES

Originally incorporated in 1903, The City of Snoqualmie operates under the mission statement:

“We are the stewards of our natural and built environment, striving to preserve and create an extraordinary community for our residents, businesses, and visitors.”

This is reflected in the City’s commitment to maintaining and preserving its capital facilities in all capacities.

The City’s Information Technology Department is operated with the goal of delivering innovative and sustainable technology solutions that improve the lives of the citizens of Snoqualmie. This

Division is responsible for computer hardware and software, telephone systems, cell phones, audio and video, security systems and Geographic Information Systems (GIS) management and services.

## INVENTORY OF EXISTING FACILITIES

The following section details existing facilities serving the residents of Snoqualmie:

- City Hall (Located at 38624 SE River Street): 14,120 Sq. Ft.
- Public Works Maintenance Facility (Located at 38194 SE Stearns Road): 16,200 Sq. Ft.
- Community Center (Located at 35018 SE Ridge Street): 12,490 Sq. Ft.

## FORECAST OF FUTURE NEEDS

In the 2025-2030 proposed General Government Capital Improvement Program (CIP), the City plans to keep its on-going contributions to its Facilities Improvement Program as well as the development of a proposed Community Center Expansion project in 2025 (see **Tables CFU-2 and CFU-3**).

With regard to Intellectual Property (IT), the City's proposed 2025-2030 CIP includes plans to make improvements to its computer server system and replace it's fiber optic backbone.

Table CFU-2 – General Government Facilities Capital Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Facilities Improvement Program	\$ 276,359	\$ 297,455	\$ 229,290	\$ 236,286	\$ 268,835	\$ 293,922	\$ 1,602,147
Community Center Expansion Project	18,977,588	-	-	-	-	-	18,977,588
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 19,253,947</b>	<b>\$ 297,455</b>	<b>\$ 229,290</b>	<b>\$ 236,286</b>	<b>\$ 268,835</b>	<b>\$ 293,922</b>	<b>\$ 20,579,735</b>

Table CFU-2 – IT Capital Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Server Improvements	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
Fiber Optic Backbone Replacement	50,000	375,000	-	-	-	-	425,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 50,000</b>	<b>\$ 450,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>

Source: City of Snoqualmie, 2024.

## PARKS, RECREATION, AND OPEN SPACE

### DESCRIPTION OF EXISTING CONDITIONS

The City of Snoqualmie provides residents and visitors ample opportunity to enjoy its Parks, Recreation, and Open Space facilities. These parks also facilitate tourism that benefits local businesses and the City's overall fiscal sustainability in the form of sales tax revenue.

As referenced in the 2018 Open Space, Parks and Recreation Plan the City has established level of service (LOS) standards, in the form of park acreage to be provided for every 1,000 persons in the city as listed below:

- Mini Parks: 0.25 Acres/1,000 residents
- Neighborhood Parks: 2 Acres/1,000 residents
- Community Parks: 8 Acres/1,000 residents
- Natural Parks: Enough space to protect resources. /1,000 residents
- Water Access Area: 1 Acres/1,000 residents
- Parkway and Trails: 1.5 miles/1,000 residents

The total amount of park land (regardless of classification) needed during this planning period per this standard is 10.25 acres.

The City has additional LOS standards in place for recreation facilities (such as the City's community center) provided to citizens as well. Please refer to the 2018 Open Space, Parks and Recreation Plan for more detail.

### INVENTORY OF EXISTING FACILITIES

- 12.28 Acres of Mini Parks
- 28.01 Acres of Neighborhood Parks
- 83.19 Acres of Community Parks
- 477.31 Acres of Conservancy and Natural Areas

- 14.88 Miles of Parkways and Trails
- 42 Parks

## FORECAST OF FUTURE NEEDS

---

Snoqualmie is one of the fastest growing communities in the state, having a 10.18% compound annual growth rate since 2000, as of 2022 (U.S. Census Bureau). As a result of this future needs are extensive as seen below in the capital improvement plan. For additional details related to the forecast of future parks needs to serve the City's growth, please refer to the Parks and Recreation Element for more information and details.



## CAPITAL PROJECTS

The City's Parks Capital Improvement Plan (CIP) for projects from 2025-2030 is shown in **Table CFU-4**.

Table CFU-4 – Parks, Recreation, and Open Space Capital Facilities Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Playgrounds Replacement Program	\$ 687,024	\$ -	\$ 593,877	\$ -	\$ 669,665	\$ -	\$ 1,950,566
Trails Improvement Program	-	146,329	-	114,525	-	139,131	399,985
Sport Court Improvement Program	28,500	32,471	29,542	31,813	34,125	38,172	194,623
Parks Parking Lot Resurfacing Program	-	146,506	-	138,860	-	161,283	446,649
Parks Facilities Improvement Program	42,872	46,311	35,750	37,090	42,205	46,173	250,401
Rivertrail Project - NW of Sandy Cove Park	2,634,560	-	-	-	-	-	2,634,560
Riverfront Land Acquisitions & Demolitions	850,000	-	1,000,000	-	650,000	-	2,500,000
Rivertrail Project - Arboretum Trail	-	269,600	871,100	589,500	-	-	1,730,200
Rivertrail Project - Boardwalk	-	-	-	-	-	1,496,140	1,496,140
Environmental Improvement Program	-	62,600	-	58,810	-	68,282	189,692
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 4,242,956</b>	<b>\$ 703,817</b>	<b>\$ 2,530,269</b>	<b>\$ 970,598</b>	<b>\$ 1,395,995</b>	<b>\$ 1,949,181</b>	<b>\$ 11,792,816</b>

Source: City of Snoqualmie, 2024.

## TRANSPORTATION

### DESCRIPTION OF EXISTING CONDITIONS

Goods and services to and from the City of Snoqualmie via roads, air, water, or rail use a variety of transportation facilities. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing Field (operated by King County). The nearest general aviation airport is a private facility in Fall City. There are no water transportation facilities near Snoqualmie, although goods to and from the City may pass through the Ports of Seattle and Tacoma. While there is a set of historic train tracks running through downtown Snoqualmie, there is no freight rail service in the City; the Northwest Railway Museum operates weekend excursion passenger rail service between Snoqualmie and North Bend.

Snoqualmie and its UGA are principally served by Interstate 90 (I-90), and State Routes (SR) 18 & 202; Snoqualmie Parkway, Meadowbrook Way and SE North Bend Way are principal arterials.

Snoqualmie Parkway's traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. Average weekday traffic volumes on SR 202 north and south of downtown were approximately 8,000 vehicles per day in 2024.

The Snoqualmie transportation system map is shown in **Figure CFU-1** and the satellite image in **Figure CFU-2**.

### INVENTORY OF EXISTING FACILITIES

Major Roadways:

- Interstate 90
- State Route 18 & 202
- Snoqualmie Parkway
- SE North Bend Way
- Meadowbrook Way SE
- 384<sup>th</sup> Avenue SE

These facilities include:

- 7.3 miles of principal arterial roadways
- 1.7 miles of minor arterials
- 11.5 miles of collector streets

### Pedestrian and Bicycle Facilities:

- Snoqualmie Parkway Trail
- The Centennial Trail
- Snoqualmie Valley Trail
- Preston Snoqualmie Trail

Figure CFU-1 – Snoqualmie Transportation System Map

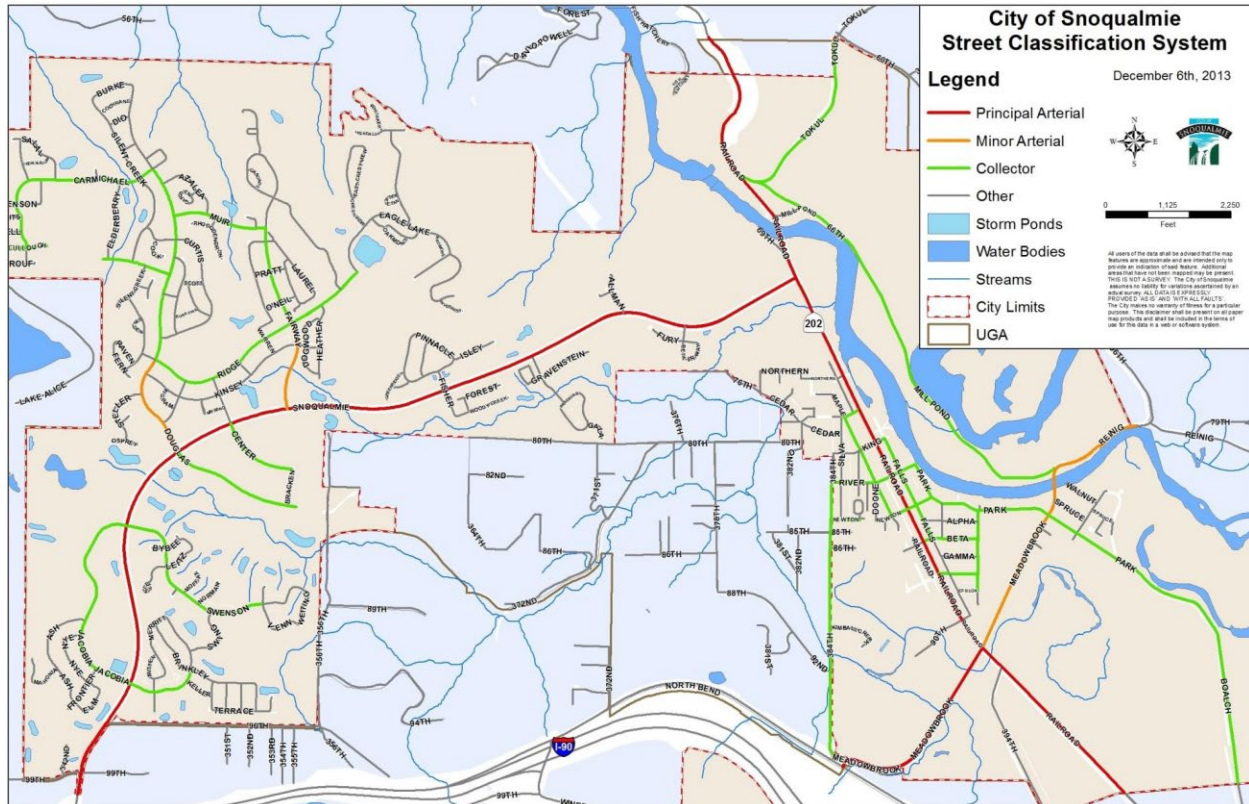
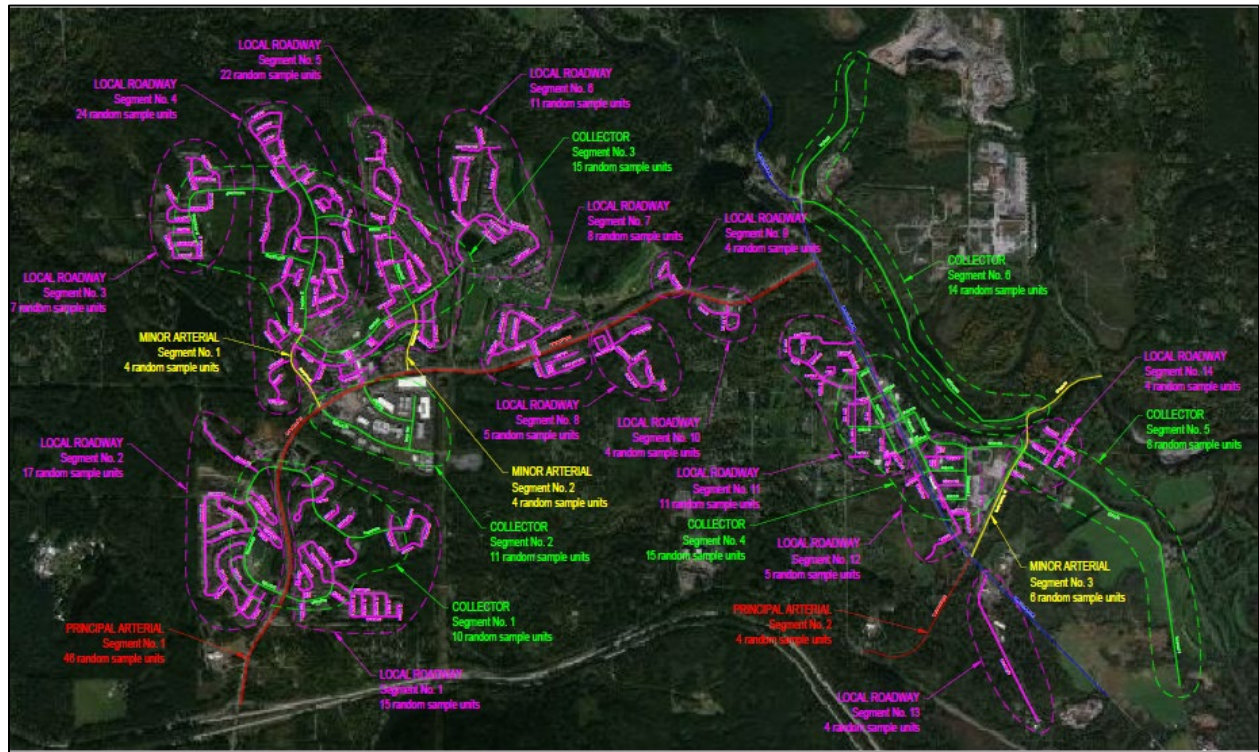


Figure CFU-2 – Satellite Image of Snoqualmie Transportation System





## FORECAST OF FUTURE NEEDS

The City's Transportation facilities Capital Improvement Plan (TIP) is shown in **Table CFU-5** for major facility improvements planned for years 2025-2030.

Please refer to the Comprehensive Plan's Transportation Element for additional information regarding future transportation needs.

**Table CFU-5 – Transportation Facilities Capital Improvement Plan**

Description	2025	2026	2027	2028	2029	2030	Total
Street Resurfacing Program	\$ 436,666	\$ 736,354	\$ 595,542	\$ 615,230	\$ 688,071	\$ 744,968	\$ 3,816,831
Sidewalk Improvement Program	167,320	261,090	207,770	214,520	240,090	261,048	1,351,838
Americans with Disabilities Act (ADA) Program	73,423	90,258	79,732	81,868	89,970	96,960	512,211
Town Center Improvement Project - Phase III	417,600	-	2,555,600	5,533,100	-	-	8,506,300
Meadowbrook Bridge Restoration Project	-	-	-	296,200	2,692,600	-	2,988,800
Railroad Crossing Project	-	2,205,300	-	-	-	-	2,205,300
Complete Streets Improvement Program	67,500	87,725	68,242	71,254	81,064	88,422	464,207
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,162,509</b>	<b>\$ 3,380,727</b>	<b>\$ 3,506,886</b>	<b>\$ 6,812,172</b>	<b>\$ 3,791,795</b>	<b>\$ 1,191,398</b>	<b>\$ 19,845,487</b>

Source: City of Snoqualmie, 2024.

## FIRE

### DESCRIPTION OF EXISTING CONDITIONS

According to the *2022 Snoqualmie Fire Department Annual Report*, firefighters in the City responded to over 1,600 incidents, and have seen an 18% increase in calls over the previous year– the most incidents the department has responded to in its history. In 2022, the Fire Department maintained its Accredited Status with the Commission on Fire Accreditation International. The average response time to incidents by the Department's first arriving unit in 2022 was 6 minutes and 52 seconds. In addition to responding to incidents the department engages in training field personnel, fire inspections related to community development and permitting as well as community risk reduction and outreach.

The City of Snoqualmie Fire Department, King County Fire District 27 - Fall City, and King County Fire District 45 – Duvall, work cooperatively through an interlocal agreement to share Fire Department staff and resources as needed for fire and emergency medical response.

### INVENTORY OF EXISTING FACILITIES

- Fire Station Headquarters (Located at 37600 Snoqualmie Parkway): 16,536 Sq Ft.
- Two (2) Basic Life Support Units (BLS)
- Three (3) Command Vehicles
- Main Engine
- Reserve Engine

### FORECAST OF FUTURE NEEDS

The City plans to further improve the level of service provided within its service area. This would require investment in fire station facilities and apparatus. The expected capital cost over the 2025-2030 timeframe is shown in the CIP table below (**Table CFU-6**).

Table CFU-6 – Fire Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Fire Station Facility Improvement Project	\$ 80,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,800
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 80,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 80,800</b>

Source: City of Snoqualmie, 2024.

## POLICE

### DESCRIPTION OF EXISTING CONDITIONS

According to the *2023 Snoqualmie Police Department Annual Report*, the Police Department responded to 12,249 calls for service throughout. 7,079 of these calls were within the city limits of Snoqualmie, and 5,170 of these calls were serving the neighboring municipal jurisdiction of North Bend. The department serves its community by helping in the form of command/management, administrative support, police operations and participation in community events.

The City has one police station which can accommodate up to 21 personnel at any given time if offices are shared during a shift, or roughly 39 for occupation throughout the day.

### INVENTORY OF EXISTING FACILITIES

- City of Snoqualmie Police Station (Located at 34825 SE Douglas Street): 12,200 Sq Ft.
- Two (2) Command Staff Vehicles
- Two (2) Supervisory/Patrol Vehicles
- Six (6) Patrol Vehicles
- Four (4) North Bend Patrol Vehicles
- One (1) Jail Transport Vehicle
- One (1) Detective Vehicle
- One (1) School Resource Officer Vehicle
- One (1) Administrative/Reserve Vehicle

### FORECAST OF FUTURE NEEDS

The Police Department plans to make renovations to portions of the station, particularly with regard to evidence handling and storage as part of the LEMAP accreditation process, as shown below in **Table CFU-7**.

Table CFU-7 – Police Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Police Station Facility Improvement Project	\$ -	\$ 273,600	\$ 93,400	\$ -	\$ -	\$ -	\$ 367,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ -</b>	<b>\$ 273,600</b>	<b>\$ 93,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>367,000</b>

Source: City of Snoqualmie, 2024.

## SCHOOLS

### INVENTORY OF EXISTING FACILITIES

The City of Snoqualmie is served by the Snoqualmie Valley School District #410 (SVSD) for public elementary, junior and high school education. The complete Capital Facility Plans of the school district, as amended and adopted by the City Council, are adopted by reference in this Capital Facilities and Utilities Plan Element of the City of Snoqualmie.

Inventory of Current School District Facilities:

- Administration Building
- Six (6) Elementary Schools
- Three (3) Middle Schools
- Two (2) High Schools
- SVSD Bus Barn (stores 40 full-size school buses).

### FORECAST OF FUTURE NEEDS

Future needs of the Snoqualmie Valley School District are identified below in the 2023 Facility Financing Plan. These facilities are included in this plan to maintain current levels of service and provide educational facilities for students of the district.

Table CFU-8 – 2023 SVSD Facility Financing Plan

Project Description	Estimated Costs	Funding Sources (Secured and Unsecured)
Preschool	\$5,000,000	\$4.7 Million from secured bonds, \$150,000 from impact fees.
Elementary School Construction	94,300,000	\$89.3 Million in unsecured bond funding, \$3 Million from state match, \$2 Million from impact fees
Portable Classrooms	670,000	\$495,000 from impact fees (unsecured), \$175,000 from impact fees (secured)
Land Acquisition/Development – Transportation Facility Expansion	6,000,000	TBD
<b>TOTAL ESTIMATED COSTS</b>	<b>\$105,970,000</b>	

Source: Snoqualmie Valley School District 2023 Facility Financing Plan.

## SEWER



## DESCRIPTION OF EXISTING CONDITIONS

The City's sewer system includes a gravity collection and conveyance system, 17 wastewater lift stations, force mains, the water reclamation facility (WRF), and an effluent outfall within a service area of 8.8 square miles.

In addition to the residential and commercial units the City serves, sewer service is provided to the Snoqualmie Casino (Casino), which is located inside the City's Urban Growth Area (UGA) and contributes significant flow and loading to the City's collection system and WRF.

## INVENTORY OF EXISTING FACILITIES

- 17 Wastewater Lift Stations
- 47.1 Miles of Gravity Sewer Main Piping
- 4,718 sewer connections serving a sewer service population of approximately 13,391.
- Sewer planning area of 8.8 square miles.

## FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Sewer utility is looking to make on-going infrastructure improvements to its already established system including its WRF. The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater and Water capital improvement plans.

Table CFU-9 – Sewer Facilities Capital IMprovement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,763,000
Railroad Place Lift Station Improvement Project	106,000	-	-	-	-	-	106,000
Eagle Lake Water Reclamation Basin Improvement Project	106,000	215,000	1,828,000	1,183,000	-	-	3,332,000
Water Reclamation Facility Improvements	2,805,000	10,552,000	1,373,000	-	-	-	14,730,000
<b>TOTAL CIP IMPROVEMENTS</b>	<b>\$ 4,004,000</b>	<b>\$ 12,901,000</b>	<b>\$ 5,405,000</b>	<b>\$ 3,462,000</b>	<b>\$ 2,472,000</b>	<b>\$ 2,687,000</b>	<b>\$ 30,931,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 3,017,000</b>	<b>\$ 10,767,000</b>	<b>\$ 3,201,000</b>	<b>\$ 1,183,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,168,000</b>

Source: City of Snoqualmie, 2024.

## STORMWATER

### DESCRIPTION OF EXISTING CONDITIONS

The City's Stormwater Utility was established with the purpose of supporting the City's desired stormwater management activities. These activities include planning, design, construction, operations and maintenance, replacement, and administration of the public stormwater system and compliance with the Western Washington Phase II NPDES (National Pollutant Discharge Elimination System) municipal stormwater permit.

Stormwater infrastructure at the Snoqualmie Ridge development was constructed in compliance with evolving stormwater management regulations for conveyance capacity, water-quality treatment, and peak flow control. The City's stormwater utility was created in 1998 to finance service for the stormwater infrastructure at Snoqualmie Ridge and in 2003 the service area was expanded to include the historic downtown region of the City.

### INVENTORY OF EXISTING FACILITIES

- Incorporated City Area: 4,750 Acres
- UGA Area: 878 Acres
- 11 Outfalls to Snoqualmie River
- 75 Outfalls to Streams and Wetlands (Excluding Snoqualmie River)
- 120 miles of Stormwater Pipes and Ditches
- 16 Combined Ponds (Water Quality and Flow Control)
  - 2 Flow Control Ponds (Infiltrating, Non-Water Quality)
  - 18 Water Quality Ponds
- 41 Water Quality Bioswales
- 5 Bio-Retention Facilities

### FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Stormwater utility plans to make on-going infrastructure improvements to the established system as well as repairing and replacing existing infrastructure through the projects titled "Kimball Creek Riparian Restoration Project", and "Sandy Cove Park Riverbank Restoration & Outfall Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater, and Water capital improvement plans. See **Table CFU-10**.

Table CFU-10 – Stormwater Facilities Capital Improvement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,687,000
Urban Forestry Improvement Program	211,000	237,000	258,000	280,000	301,000	323,000	1,610,000
Stormwater Pond Improvement Program	53,000	56,000	58,000	60,000	62,000	65,000	354,000
SR 202 Drainage Improvement Project	-	-	892,000	1,726,000	-	-	2,618,000
Leitz Street Drainage Improvement Project	-	-	-	132,000	-	-	132,000
Ridge Street Drainage Improvement Project	-	166,000	170,000	-	-	-	336,000
Kimball Creek Riparian Restoration Project	79,000	161,000	161,000	1,075,000	900,000	-	2,376,000
Sandy Cove Park Riverbank Restoration & Outfall Project	581,000	3,037,000	1,882,000	-	-	-	5,500,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,911,000</b>	<b>\$ 5,791,000</b>	<b>\$ 5,625,000</b>	<b>\$ 5,552,000</b>	<b>\$ 3,735,000</b>	<b>\$ 3,075,000</b>	<b>\$ 25,689,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 924,000</b>	<b>\$ 3,657,000</b>	<b>\$ 3,421,000</b>	<b>\$ 3,273,000</b>	<b>\$ 1,263,000</b>	<b>\$ 388,000</b>	<b>\$ 12,926,000</b>

Source: City of Snoqualmie, 2024.

## WATER

### DESCRIPTION OF EXISTING CONDITIONS

The City provides water service to approximately 14,322 people within its water service area boundary, which extends beyond the corporate limits. The City is responsible for providing public water service, utility management, and water system development within this area.

The City's water system was initially established from springs and surface streams. In 1950, the City began to utilize the Canyon Springs source. Well No. 1 was the City's next source, which was constructed in 1973 on the Mount Si High School property. This well was eventually decommissioned and replaced with Well No. 1-R in 2006. Well No. 2 was drilled by a developer in 1995 and fully developed in 2009 as a second well. Both Well Nos. 1-R and 2 currently comprise

the South Wellfield. Well Nos. 6 and 7 were drilled in 1995 and equipped in 1996 to become the North Wellfield. Well No. 8 was drilled in 2001 and equipped in 2002 to become a part of the North Wellfield.

## INVENTORY OF EXISTING FACILITIES

- Five (5) Well Sources
- One (1) Spring Source
- Ten (10) Pressure Zones
- Five (5) Pump Stations (Total Capacity of 15,993 gpm, Gallons per minute)
- 6 Storage Reservoirs (Capacity of 4.9 MG, Million Gallons)
- 69 Miles of Water mains (362,827 linear feet)
- 19 Pressure Reducing Stations
- 4,911 water connections serving a water service residential population of 14,322 and employment population of 3,718
- Annual consumption of 552 million gallons
- Water service area of 14.6 square miles

## FORECAST OF FUTURE NEEDS

In the City's 2023-2028 CIP, the water utility is expected to make on-going infrastructure improvements to its already established system as well as repairing and replacing existing infrastructure through the project titled "SR 202 Bridge Utility Main Replacement Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across the Sewer, Stormwater, and Water capital improvement plans, as reflected in **Table CFU-11**.

Table CFU-11 – Water Facilities Capital Improvement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,763,000
Pressure Zone Conversions Project	-	\$27,000	204,000	-	-	-	231,000
Pressure Reducing Valve (PRV) Stations Project	84,000	237,000	-	-	-	-	321,000
1040 Zone Booster Pump Station Improvement Project	38,000	394,000	-	-	-	-	432,000
705 Zone Booster Pump Station Improvement Project	-	-	54,000	521,000	-	-	575,000



South Wellfield Improvement Project	-	-	258,000	2,600,000	-	-	2,858,000
1040 Zone Reservoir Addition Project	38,000	394,000	-	-	-	5,000,000	5,432,000
Canyon Springs Improvement Project	-	-	-	-	-	1,253,000	1,253,000
SR 202 Bridge Utility Main Replacement Project	-	-	84,000	634,000	1,262,000	1,935,000	3,915,000
599 Zone Reservoir Addition Project	-	-	48,000	161,000	1,720,000	2,188,000	4,117,000
Source of Supply Improvement Project	686,000	129,000	129,000	1,290,000	-	-	2,234,000
Snoqualmie Mill Water Main Loop Project	158,000	409,000	5,591,000	645,000	-	-	6,803,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,991,000</b>	<b>\$ 3,724,000</b>	<b>\$ 8,572,000</b>	<b>\$ 8,130,000</b>	<b>\$ 5,454,000</b>	<b>\$ 13,063,000</b>	<b>\$ 40,934,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 1,004,000</b>	<b>\$ 1,590,000</b>	<b>\$ 6,368,000</b>	<b>\$ 5,851,000</b>	<b>\$ 2,982,000</b>	<b>\$ 10,376,000</b>	<b>\$ 28,171,000</b>

Source: City of Snoqualmie, 2024.

## SOLID WASTE

### DESCRIPTION OF EXISTING CONDITIONS

The King County Department of Natural Resources, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Local hauling services in the unincorporated areas and a majority of nearby cities is provided by private garbage collection companies that receive oversight through the Washington State Utilities and Transportation Commission (WUTC). Collected solid waste is transported to the King County Cedar Hills Regional Landfill located in the Maple Valley area.

## ENERGY

### DESCRIPTION OF EXISTING CONDITIONS

Puget Sound Energy (PSE) provides electrical service to the City of Snoqualmie. Residential customers include single family residences and some multi-family residences. Customers on commercial/retail meters include all retail stores, warehouses, office buildings, public facilities, utilities, and some multi-family developments as well.

Planning for electrical production and distribution is done on a regional basis. Currently the majority of electricity in the Puget Sound Region is derived from hydroelectric, natural gas and coal-fired plants, and increasingly wind generation. Future possibilities of demand reduction are also factored into the planning process through probable conservation factors.

PSE's electric system is interconnected to distant generation by way of 230 kV transmission lines which bring power into north King County to the Sammamish and Novelty Hill Transmission Substations (Redmond). There the voltage is transformed (or reduced) from 230 kV to 115 kV, with 115 kV Transmission lines linking the transmission substations to distribution stations in Snoqualmie and throughout King County.

In the Snoqualmie/North Bend Area, there are four small hydroelectric developments. In Snoqualmie, PSE owns the Snoqualmie Falls Hydroelectric Project, which completed a \$250 million, five-year upgrade in 2013. Upgrades to the 111-year-old facility's two power plants included new turbines, penstocks, and water-intake systems that will increase energy production to 54 Megawatts, enough to power 40,000 households. A 115 kV transmission switching station called Snoqualmie Switch is located next to Snoqualmie Falls. This substation integrates the Snoqualmie Falls generation into the power system, as well as providing an interconnection point for the transmission lines in the area.

The Snoqualmie Switch 115 kV substation is the hub of the local transmission system serving the area. Here two lines connect to the two powerhouses that make up the Snoqualmie Falls generation complex. A third line extends to the Fall City substation and beyond to the Novelty Hill substation, while a fourth line extends to Seattle City Light's Cedar Falls generation and beyond to the Berrydale substation. Finally, there are two lines to the Lake Tradition substation in Issaquah, which supply most of the power to the Snoqualmie area when the area load exceeds area generation. Bonneville Power Administration (BPA) also owns a 5-mile-long transmission line from PSE's Mount Si substation to Tanner Electric's substation in North Bend.

The highest voltage transmission line currently within the Snoqualmie/North Bend Area is the Monroe-Echo Lake 500 kV line owned by BPA. This line is the only North-South 500 kV in Western Washington. BPA also owns a 345 kV line on the North flank of Rattlesnake Ridge. This line, connecting Rocky Reach on the Columbia River to Maple Valley in Renton, traverses the area from east and west. Both of these high voltage lines supply power to the Puget Sound Area electric transmission system.

There are four distribution substations (Snoqualmie, Mount Si, Fall City and North Bend) which serve the Snoqualmie area. From these four substations there are 10 distribution circuits serving

the customers in the City of Snoqualmie. The distribution substations reduce voltage to standard distribution levels, 12 kV, with 12 kV feeders distributing power to individual customers. The Snoqualmie distribution substation is located within the City of Snoqualmie and is south of the Snoqualmie River and just east of the Power Station near the Falls.

## TELECOMMUNICATIONS

---

### DESCRIPTION OF EXISTING CONDITIONS

---

Telecommunication is broadly defined as communication using technology, covering a broad range of services in the city including telephone, fiber optics, communications satellites, cloud and enterprise services, and high-speed internet. Although these technologies were once offered separately, they are increasingly combining into merged networks operated by separate, competing providers.

Depending on the nature of the telecommunications services requested by Snoqualmie citizens and visitors there are several options available to provide services. Although the following list is not comprehensive some notable providers include Comcast, Century Link, T-Mobile, AT&T, and Verizon.

## LIBRARY

---

### DESCRIPTION OF EXISTING CONDITIONS

---

The Snoqualmie Library, located at 7824 Center Boulevard S.E., was constructed in 2007 with 5,844 square feet of floor area. The library is owned and operated by the King County Library System as one of its 48 libraries, which has 22 million items in circulation.

## REFERENCES

---

- City of Snoqualmie 2018 Open Space, Parks and Recreation Plan
- City of Snoqualmie 2025 to 2030 6-year Transportation Improvement Plan
- City of Snoqualmie Draft CIP Tables, 2024
- City of Snoqualmie Non-Utility Capital CIP 2025-2030, Statement of Sources and Uses: Prepared for 6/18/24 Comp. Plan Review Committee Meetings
- FCS research regarding private facility providers
- Snoqualmie Comprehensive Plan Adopted 2014, Element 8 Transportation
- Snoqualmie Comprehensive Plan, Amended 2017
- Snoqualmie Fire Department 2022 Annual Report
- Snoqualmie Police Department 2023 Annual Report
- Snoqualmie Valley School District 410 – Capital Facilities Plan
- Snoqualmie Water System Plan Agency Review Draft 2021 08.pdf
- SNQ\_GSP\_FINAL\_20220705.pdf
- SNQ\_SWP\_PRELIM\_102020.pdf
- U.S. Census, American Community Survey, 2022

## ATTACHMENTS

---

- City of Snoqualmie. 2024. *2025-2030 Capital Improvement Program*. Snoqualmie, WA.



## PARKS AND RECREATION

### ATTACHMENTS

---

- City of Snoqualmie. 2024. Parks, Recreation, Open Space, and Trails Master Plan. Snoqualmie, WA.





## ENVIRONMENT

### ENVIRONMENTAL SETTING

The City of Snoqualmie is known for its stunning natural landscapes, which contribute to the city's economic prosperity and quality of life. Tourists and residents alike enjoy a variety of local outdoor and indoor recreational activities, making the surrounding natural resources the most striking and precious assets for the community. The natural, small-town character of Snoqualmie is interwoven throughout the city and its neighborhoods and can be seen and felt throughout the community's historic downtown architecture and many commemorative monuments to the logging and railroad industries.

Positioned within the Snoqualmie River Basin and surrounded by the rising topography of Mount Si to the east and Tiger Mountain to the west, the city's natural geography provides a full spectrum of varying flora and fauna. With Snoqualmie Falls, one of Washington State's most spectacular waterfalls, being located within the city's boundaries, and many miles of hiking and biking trails winding across the region, destination-based recreation and the protection of these environmental assets also provides the Snoqualmie community with continued economic opportunities.

The siting of future development patterns and infrastructure need to reinforce the city's community character, the natural environment and how the built environment affects the habitats, residents, visitors, and businesses of future generations. The city's overall community and economic health are directly tethered to its natural resources, including air and water quality, the stability of geographic features, and the natural hazards associated with these environmental resources.

### REGULATORY CONSERVATION

All Washington cities and counties are required to adopt critical areas regulations through classification and designation according to Chapter 365-190 WAC. Chapter 19.12 of the

Snoqualmie Municipal Code sets forth regulatory measures for the designation and preservation of critical areas with the city limits and urban growth areas, pursuant to Chapter 36.70A RCW. RCW 36.70A.172(1) requires the inclusion of best available science to be used in developing policies and regulations to protect critical area functions and values. WAC 365-196-485 further requires a retroactive approach to review existing ordinances and regulations related to critical area be reviewed for consistency. The City is required to review, evaluate and, if necessary, revise their critical areas ordinances according to an update schedule.

There are qualitative differences between various critical areas; some are critical because of the hazard they present to public safety, while others are critical due to essential functions they perform for the welfare of natural systems. In some cases, the risk posed to the public or to adjacent natural systems by a proposed development can be mitigated or reduced by engineering or site design. In other cases, the potential for risk or negative impacts can only be effectively reduced by avoiding the critical area. Due to their very nature, these critical areas require special planning and regulation in order to protect their functions and values as provided in WAC 365-196-830.

## AIR QUALITY

---

While not defined as a regulated critical area, air quality is a critical component of environmental health, providing one of many foundational supports for all humans, habitats, and species. The 1970 Clean Air Act, implemented by the U.S. EPA, identifies six criteria air pollutants that are known to impact urban environments. In coordination with federal mandates, the Washington State Department of Ecology maintains monitoring stations across the Puget Sound region in an effort to inform and monitor the influence of contaminating airborne particulates. The Clean Air Act further regulates air quality through the implementation of the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare for air pollution. Under the jurisdiction of the Puget Sound Clean Air Agency, the Puget Sound Region, including all of King County is classified as an area of concern due to urban influences from carbon monoxide (CO) and ozone (O3).

## WATER RESOURCES

---

### CRITICAL AQUIFER RECHARGE AREAS

---

RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies. As further expressed in WAC 365-190-100, a classification strategy should be utilized to maintain the quality and quantity of groundwater particularly related to recharge areas with high susceptibility to contamination. Methods for protecting public water supplies include strictly regulating hazardous uses within critical aquifer recharge areas (CARAs) and designated of wellhead protection areas. CARAs and wellhead protection areas span across jurisdictional boundaries, resulting in dynamic buffer areas associated with permeability and hydraulic activity.

Once ground water is contaminated it is difficult, costly, and sometimes impossible to restore. Groundwater resources must be protected from contamination to assure potable water supplies, prevent potential risks to public health, and avoid costly corrective measures. To ensure protection measures are adequately being implemented the City plans to coordinate with the State Department of Ecology, King County, regional Tribe affiliations, and other community stakeholders to reduce or eliminate pollution sources.

## WETLANDS

As defined by RCW 36.70A.0303, wetlands are areas inundated or saturated by groundwater or surface water at a rate and duration sufficient to support prevalent vegetation adapted to saturated soils. Freshwater wetlands such as bogs, marshes, swamps, wet meadows, scrub-shrub, and forested systems are widespread west of the Cascades, occurring both as isolated wetlands or in association with rivers, streams, lakes, or ponds. Due to proximity to the river and downtown Snoqualmie's floodplain location, there are several significant wetlands in the City, including ox-bow ponds and along the old Snoqualmie River channels. The classification and designation of wetlands are stipulated in WAC 365-190-090 and is implemented through the City's critical area ordinance (Chapter 19.12 SMC). The city further expressed the need for protection development impacts in this element's policies through the use of best available science and traditional ecological knowledge and continued coordination with neighboring jurisdictions. While the National Wetland Inventory (NWI) provides a solid foundation for inventorying wetland areas according to the US Department of Interior's Fish and Wildlife Service, additional regulatory measures in the city's critical area ordinance creates the opportunity to mitigate impacts to smaller wetlands across the city's natural landscape. The retention of natural water storage sites also supports this element's intention of preserving geological features, aquatic habitats, and wildlife corridors.

## RIVERS, STREAMS, AND LAKES

River and stream corridors, also referred to as riparian corridors, consist of the river or stream channel itself and its associated regulated riparian zone. These corridors, including intermittent and ephemeral drainage courses, support a multitude of fish and wildlife; purify surface waters help regulate stormwater storage and groundwater recharge and provide recreational opportunities along with aesthetic value. Development can disturb these natural drainage systems if not properly mitigated. These natural drainage courses are regulated by the City's critical area regulations (Chapter 19.12 SMC) in addition to the City's Stormwater Management Program. Waters of the State, according to RCW 90.48.0202, and other stream courses are regulated according to established categories, depending on the flow of the stream, its seasonal continuity, and whether the stream is used by salmonids, affecting buffer width and other development regulations as expressed in the City's Shoreline Master Program. Additional methods for preservation of rivers, streams, and lakes are include the regulatory resource associated with fish and wildlife habitat management related to Riparian Habitat Zones, Washington Priority Species Lists, and Stream Habitat Restoration. The city has established policies to assist these aquatic habitats through coordination with the Snoqualmie Watershed Forum and neighboring jurisdictions. Furthermore, the quality of these habitats are supported through various methods of stormwater runoff



mitigation, restriction in critical aquifer recharge areas, and water conservation strategies to reduce wastewater treatment.

## FREQUENTLY FLOODED AREAS

### GROUNDWATER AND STORMWATER

While RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies, it is important to incorporate the groundwater topic into the discussion of stormwater and frequently flood areas. Stormwater management will take on increasing importance in future years. This includes supporting natural drainage design and green infrastructure solutions in the built environment where feasible and maintaining the City's engineered stormwater infrastructure to help maintain the City's NPDES II Stormwater Permit. The City has identified the following methods for apprehending stormwater and flooding hazards; encouraging Low-Impact Development (LID), encourage alternative techniques to minimize impervious surfaces, utilizing natural drainage features, and management and restoration coordination with the Snoqualmie Watershed Forum.

### FLOOD HAZARD AREAS

Primary responsibility for flood damage reduction policy resides with King County, in combination with the directives noted in WAC 365-190-110 for designating and classifying frequently flooded areas. The City is responsible for enforcing local regulations required by Federal and State law, and that are consistent with King County regulations. King County flood damage reduction policies are embodied King County Flood Hazard Reduction Plan, recently updated. The City continues to utilize the Hazard Mitigation Plan and cooperate with King County in its efforts to find solutions to City flood hazards.

Development within the 100-year floodplain is currently regulated by the City's Flood Hazard Ordinance (SMC 15.12) and the FEMA Community Rating System (CRS) via National Flood Insurance Program (NFIP), which regulates new floodplain and floodway construction (with additional regulation in SMC 15.18, Surface Water & Stormwater Management). All new residential construction in the floodway is prohibited per state law, and all new structures in the floodplain must be constructed with the main floor elevated above the 100-year base-flood.

Flood hazard areas in Snoqualmie are defined as the area subject to inundation by the 100-year flood, or the area that has at least a one percent probability of inundation in any given year. Streams, lakes, wetlands, and closed depressions all have floodplains that may also qualify as flood hazard areas. A flood hazard area consists of the following:

- Floodplain: The floodplain is the total area subject to inundation by the 100-year, or base, flood.
- FEMA Floodway: The Federal Emergency Management Agency (FEMA) floodway is the channel of the river or other watercourse and those floodplain portions that must be

reserved to discharge base floodwaters without cumulatively increasing the water surface elevation more than one foot.

In addition to floodplain and floodway concerns, the Channel Migration Zones (CMZ) of the South Fork Snoqualmie River and Snoqualmie River present significant erosion and evulsion hazards during flood events. CMZs refer to a river's likely lateral movement, based on evidence of active movement over the past century.

Floods within the City of Snoqualmie can be particularly severe for the following reasons:

- The majority of the existing historic City is located in the floodplain of the Snoqualmie River.
- The City is located just downstream of the confluence of the three forks of the Snoqualmie River, thus receiving the full brunt of combined flows.
- Kimball Creek flows through the City and into the Snoqualmie River. During flood events, the creek cannot flow out due to high water levels in the river, creating a backwater flooding effect.

## GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are lands which are susceptible to hazards associated with underlying soils and geology, and include erosion, landslides, seismic events, soil subsidence, and other geological events. As defined by RCW 36.70A.030(11), the siting of development in geologically hazardous areas can pose threats to people and property, increase public costs, and jeopardize important ecological and hydrological processes. Additionally, naturally occurring hydrologic activity greatly influences the stability and value of these geological features. As stipulated by WAC 365-190-830, the functions and values of geologically hazardous areas must be protected and preserved for the benefit of public health and safety. Through the implementation of the environmental policies and the City's Hazard Mitigation Plan, the city seeks to protect and preserve geological hazardous areas through minimizing grading, enhancing vegetation cover, utilizing natural drainage features, and implementing mitigations during construction activity.

## FISH AND WILDLIFE HABITAT CONSERVATION AREAS

As defined by WAC 365-190-030(6), and expressed in WAC 365-190-130, the city acknowledges fish and wildlife habitats contribute to the city's overall biodiversity. The purpose of this critical areas is to manage land in order to maintain health populations of species so that the habitat can support sufficient population numbers, and no isolated subpopulations are created. Within the policies of this element, best available sciences should be utilized for designating and protecting all regulated critical areas including anadromous fisheries in need of "special consideration". Protection of the ecosystems are important for promoting healthy habitats for fish, wildlife, and plant populations in a changing climate.



## URBAN FORESTRY

Urban Forestry has been integrated into the Parks and Recreation Element as Goal 8, supporting the planting, preservation and maintenance of trees and tree canopies on public and private lands. The city has historically held the subject of tree canopy management as highly important for both recreation and habitat management. Supporting this goal, urban forestry policies plan to incorporate street trees on new and improved streets, buffer residential neighborhoods from the impacts of adjacent traffic, assess appropriate species for the community, re-evaluate tree canopy inventories, educate the importance of invasive species removal, and implement standards for education and assistance.

## OPEN SPACE

Similarly, the subject of open space is predominantly covered within the Parks and Recreation Element, and further supported in the City's Open Space, Parks, and Recreation Plan. The city's policies within the Environmental Element also acknowledges the importance of open space corridors related to critical wildlife habitat. As noted in the Parks and Recreation Element, the city is setting goals and policies regarding nonregulatory measures for protecting critical areas, such as communications that promote stewardship, public information, and awareness strategies, and aesthetically pleasing signage.

## REFERENCES

- Department of Commerce. 2018. *Summary of Critical Areas WAC Amendments*. December 2018. Washington Department of Commerce. Olympia, WA.
- Department of Commerce. 2023. *Critical Areas Handbook, A Handbook for Reviewing Critical Areas Regulations, Version 3*. Washington Department of Commerce. Olympia, WA.
- Department of Commerce. 2024. *Critical Area Checklist, A Technical Assistance Tool from Growth Management Services*. Updated March 2024. Washington Department of Commerce. Olympia, WA.
- Department of Fish and Wildlife. 2023. *Riparian Management Zone Checklist for Critical Areas Ordinances*. Olympia, WA.
- Hruby, Thomas. 2014. *Washington State Wetland Rating System for Western Washington: 2023 Update*. Washington Department of Ecology. Publication #23-06-009. Olympia, WA. 147 pp + App.
- Washington State Department of Ecology. 2022. *Wetland Guidance for Critical Area Ordinance (COA) Updates: Western and Eastern Washington, Publication No. 22-06-014*. October 2022. Shorelands and Environmental Assistance Program, Olympia, WA. 36 pp + App.
- Zyla, C., E. Ostergaard and E. Davis. 2022. *15-Year Status Report: Snoqualmie & South Fork Skykomish Watersheds, 2005-2020*. Prepared for the Snoqualmie Watershed Forum, King County Water and Land Resources Division, Seattle, WA.

- WDFW. 2023. *State of Washington Priority Habitats and Species List*. August 2008 Updated June 2023. Olympia, Washington. 299 pp.
- Department of Ecology. 2024. Western Washington Phase II Municipal Stormwater Permit (NPDES II Stormwater Permit). Washington Department of Ecology. Olympia, WA  
Department of Emergency Management. King County Regional Flood Hazard Reduction Plan. 2020. King County Department of Emergency Management. Renton, WA



## ECONOMIC DEVELOPMENT

Cities and counties required to plan under GMA are encouraged to include an economic development element in their comprehensive plan. The element must establish “local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.” WAC 365-196-435 provides further details about what should be included in economic development elements.

## REGIONAL FRAMEWORK

The U.S. Economic Development Administration (EDA) strongly encourages regional economic development planning in the form of a Comprehensive Economic Development Strategy (CEDS). A CEDS is a strategic planning document that guides the economic growth and development of a region, including an analysis of regional strengths and weaknesses, economic and demographic data, and identification of key industry sectors. A CEDS also details specific strategies and action plans to address economic challenges, enhance competitiveness, and improve quality of life.

The Regional Economic Development Strategy within the Puget Sound Regional Council (PSRC) Vision 2050 plan acts as the CEDS by aligning regional economic goals with federal economic development guidelines set by the U.S. Economic Development Administration (EDA). This alignment ensures that regional projects are eligible for federal funding and support.

The previous Economic Development element, adopted in 2014, was developed with PSRC's then-current Vision 2040 plan, which emphasized managing growth to protect natural resources, enhance livability, and reduce congestion through compact urban development and infrastructure investments. Vision 2050, while carrying forward many of the economic policies from Vision 2040, expands or adds several policy areas. These include the retention and recruitment of locally-, women-, and minority-owned small businesses and start-ups, promotion of industries and technologies that support environmental sustainability, strategies to expand access to opportunity, and measures to address and prevent commercial displacement.

PSRC's strategy focuses on three broad goals; opening economic opportunities to everyone, competing globally, and sustaining a high quality of life. The City of Snoqualmie will use PSRC's guiding goals to focus on maintaining their prosperity by providing a range of employment, retail, service and recreational opportunities, advancing social equity, grow value and opportunity for all of its residents and future residents. Additionally, Vision 2050 promotes environmentally and socially responsible business practices that address climate change and improve health outcomes, and recognizes the contributions of culturally and ethnically diverse communities, institutions, and Native Tribes.

## ECONOMIC PROFILE

The economic profile provides a brief overview of a jurisdiction's economy and all the factors that influence the economy's health and the opportunities available to the community. For a Comprehensive Plan, an economic profile works as an inventory of the current economic conditions of a city and region. This inventory will then contribute to the formation of targeted goals and policies tailored to the needs of a community. Based in part on focus areas and data sources recommended by PSRC's *Vision 2050 Planning Resources: Economic Development Guide*, this economic profile provides an overview of Snoqualmie's key economic factors which includes, estimates of covered employment, the employment capacity, educational attainment of its residents, income and poverty measures of the residents as well as other resident demographics, ratio of housing and job availability, and mapping of the opportunity available to the residents of Snoqualmie.

### COVERED EMPLOYMENT ESTIMATES

Covered employment figures provide an overview of overall employment, densities, and growth trends by estimating the number of workers by sector within the City of Snoqualmie, based on positions covered by the Washington Unemployment Insurance Act. Using 2022 data, PSRC estimates 5,011 total covered positions in Snoqualmie, broken down by sector as follows:

Table ED-1 – 2022 Estimated Covered Employment by Sector

Sector	Jobs in Snoqualmie (est. 2022)
Construction and Resources	55
Finance, Insurance, and Real Estate	143
Manufacturing	539
Retail	275
Services	2,324
Wholesale Trade, Transportation, and Utilities	392
Government	645
Education	638

### EMPLOYMENT CAPACITY

As described in the Land Capacity Analysis, employment capacity in Snoqualmie is supported by vacant and redevelopable land along with pipeline projects. The city has used Floor-Area-Ratio (FAR) assumptions to estimate the potential commercial building square footage on developable

land, which is then converted into potential job numbers based on employment density assumptions. The analysis indicates that Snoqualmie has more than sufficient capacity to meet its employment growth targets for the 2024-2044 period. The total employment capacity is projected to be 4,670 jobs, which exceeds the target of 4,425 jobs by 245 jobs.

The majority of this employment capacity is expected to come from the Planned Commercial/Industrial zone, notably through the Snoqualmie Mill Site project. This mixed-use development is anticipated to provide approximately 3,778 jobs by developing 1,851,448 square feet of commercial space. Other significant contributions come from the Office Park zone, with an estimated 400 jobs, and the Mixed-Use Commercial zone, providing around 249 jobs. In total, developable land is projected to yield 892 jobs, ensuring that the city not only meets but exceeds its employment targets for the planning period.

## EDUCATIONAL ATTAINMENT

The American Community Survey and the United States Census track the highest level of education that an individual has completed. Tracking the educational attainment helps coordinate the career opportunities of the local workforce. This data can also be useful for cities in better understanding if there are any educational gaps across their region. This helps inform goals and policies that can affect the education opportunities for a city. Using 2019 data, the City of Snoqualmie has a majority college educated population with 42% of their total population having bachelor's degrees and 27% of their population with graduate or professional degrees.

## INCOME AND POVERTY

As defined by the Puget Sound Regional Council (PSRC), income refers to the amount of money that an individual earns on a per year basis. PSRC defines poverty as lacking the financial resources necessary to meet the cost of living as an individual or a family fall below a certain income threshold. Tracking the income and poverty of an area is essential to understanding the community's economic health as well as their access to opportunity and quality of life. The analysis of income and poverty data is essential to informing a city's goals and policies in which past economic injustices can be corrected. Snoqualmie's median household income is \$186,353 with an estimated 0.3% of persons in poverty.

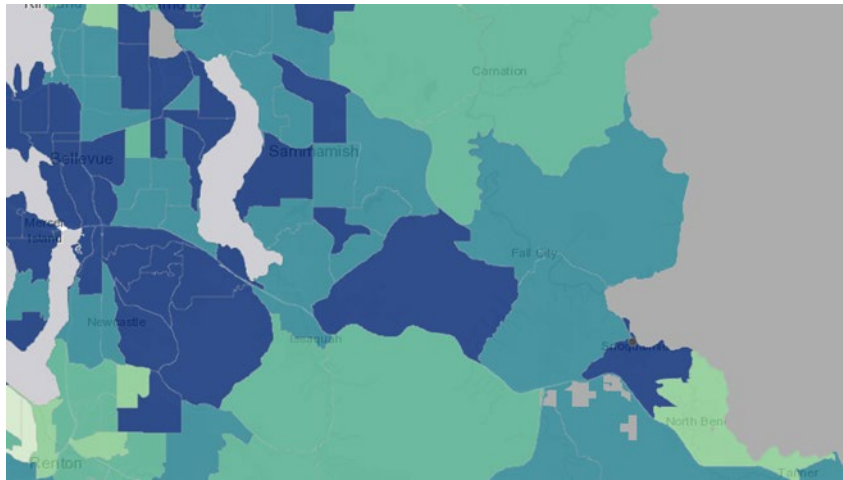
## OPPORTUNITY MAPPING

The Puget Sound Regional Council developed an opportunity mapping tool that analyses the growth that may occur in the areas mapped with a moderate to high opportunity projection. The Opportunity Index that the Puget Sound Regional Council uses, combines measures of five elements:

- Education
- Economic Health
- Housing and Neighborhood Quality
- Mobility and Transportation
- Health and Environment



Figure ED-1 – PSRC Opportunity mapping for Snoqualmie vicinity



Currently, the majority of tracts in Snoqualmie are scored as “Very High” on the Opportunity Index. [Opportunity Mapping | Puget Sound Regional Council \(psrc.org\)](https://psrc.org/Opportunity-Mapping)

## JOBS/HOUSING RATIO

The jobs/housing ratio is the measure of the amount of employment compared to the amount of housing in a specific area. This ratio is calculated by dividing the number jobs within an area by the number of housing units within that same area. This measurement is necessary in ensuring that there is a job/housing balance around major employment centers and within communities to be able to plan for the improved distribution of employment and housing opportunities. A low ratio is indicative of a housing-rich “bedroom community” while a high ratio indicates a larger employer hub. The City of Snoqualmie is a part of the East King County subarea, in 2019 The East King County subarea had an inventory of 431,800 jobs and 250,900 housing units which gave this region a jobs/housing ratio of 1.72.

## TAXABLE RETAIL SALES

Taxable retail sales indicate the health of the local economy, the spending of consumers, as well as indicate if the local market is shrinking or growing. By measuring the dollar amount of retail sales within a jurisdiction’s contribution to the local tax base, taxable retail sales help regions calculate the tax revenues, tax levels of a city, and project whether a community is recovering from economic decline or heading towards a period of economic decline. The Washington State Department of Revenue calculated Snoqualmie’s 2023 fourth quarter total taxable retail sales at \$76,644,858.

## WORKFORCE DEMOGRAPHICS

The analysis of workforce demographics provides a description of what demographic groups are a part of the local economy. This helpful in better understanding who has access to economic opportunity as well as highlights any gaps in the community’s workforce. Using 2019 data, Snoqualmie’s work area profile reports That females account for the majority of the workforce in Snoqualmie at 52.6%. Almost 60% of the workers are between the ages of 30 to 54.

Snoqualmie's jobs by race lack in diversity where they have a majority white identifying workforce at 81%.

Table ED-2 – 2019 Jobs by Worker Age

Age	Count	Share
29 or younger	931	18.4%
30 to 54	2,979	59.0%
55 or older	1,143	22.6%

Table ED-3 – 2019 Jobs by Worker Sex

Sex	Count	Share
Female	2,656	52.6%
Male	2,397	47.4%

Table ED-4 – 2019 Jobs by Worker Race

Race	Count	Share
White Alone	4,100	81.1%
Black or African American Alone	133	2.6%
American Indian or Alaska Native Alone	89	1.8%
Asian Alone	561	11.1%
Native Hawaiian or Other Pacific Islander Alone	9	0.2%
Two or More Race Groups	161	3.2%
Ethnicity	Count	Share
Not Hispanic or Latino	4,650	92.0%
Hispanic or Latino	403	8.0%

## ATTACHMENTS

- City of Snoqualmie. 2021. *Stakeholder SWOT Session Report*. Prepared by Marketing Solutions. Mill Creek, WA.
- City of Snoqualmie. 2022. *Citizen Survey*. Prepared by Marketing Solutions. Mill Creek, WA.

## REFERENCES

- Puget Sound Regional Council. 2022. *Vision 2050 Planning Resources: Economic Development Guide*. Seattle, WA.



## SHORELINES

### ATTACHMENTS

---

- City of Snoqualmie. 2021. *Shoreline Master Program*. Snoqualmie, WA.



## BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-127**  
**December 9, 2024**  
**Appointment**

### AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-127:</b> Appointment and Re-Appointments to Commissions and Advisory Committees	<input type="checkbox"/> Discussion Only
<b>RECOMMENDED ACTION:</b>	Confirm the Mayor's recommendation to appoint Nick Postiglione to the Economic Development Commission, re-appoint Nichole Pas to the Economic Development Commission, re-appoint Laurie Hay, Richard Anderson, and Kelly Coughlin to the Lodging Tax Advisory Committee, and re-appoint Luke Marusiak to the Planning Commission.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>DEPARTMENT:</b>	Mayor	
<b>STAFF:</b>	Deana Dean, City Clerk	
<b>COMMITTEE:</b>	n/a	Meeting Date: n/a
<b>EXHIBITS:</b>	n/a	

### SUMMARY

The purpose of this Agenda Bill is to approve the Mayor's recommendation to appointments and re-appointments on the Economic Development Commission, Lodging Tax Advisory Committee, and Planning Commission.

Nick Postiglione has applied to fill position #7 on the Economic Development Commission which will be vacant as of January 1, 2025. His term will expire December 31, 2026. Nick has lived in the city for 3 years and operates a business within the Snoqualmie business community. He will make a great addition to the Economic Development Commission.

Nichole Pas is a current Economic Development Commissioner, filling position #5, and wishes to continue her service. Her term will expire December 31, 2026.

Laurie Hay (position #2), Richard Anderson (position #3), and Kelly Coughlin (position #4) are current members of the Lodging Tax Advisory Committee and wish to continue their service. Their terms will expire December 31, 2025.

Luke Marusiak has been a Planning Commissioner since 2017, filling position #5, and wishes to continue his service. His term will expire 12/31/2028.

**BACKGROUND**

Staff reached out to current members with expiring terms to determine interest in re-appointment. The individuals being re-appointed here have requested re-appointment.

Following these appointments, the Arts Commission will have three open positions, the Economic Development Commission will have one open position, and the Parks & Events Commission will have three open positions. Recruitment to fill these positions is ongoing.

**APPOINTMENT PROCESS**

Commission and Advisory Committee members are appointed by the Mayor and subject to confirmation by the City Council as outlined in Title 2 of the Snoqualmie Municipal Code.

**RECOMMENDED ACTION**

Move to confirm the Mayor's recommendation to appoint Nick Postiglione to the Economic Development Commission, re-appoint Nichole Pas to the Economic Development Commission, re-appoint Laurie Hay, Richard Anderson, and Kelly Coughlin to the Lodging Tax Advisory Committee, and re-appoint Luke Marusiak to the Planning Commission.





# **Snoqualmie Commissions**

## **2024 Accomplishments**

**December 9, 2024  
City Council Meeting**



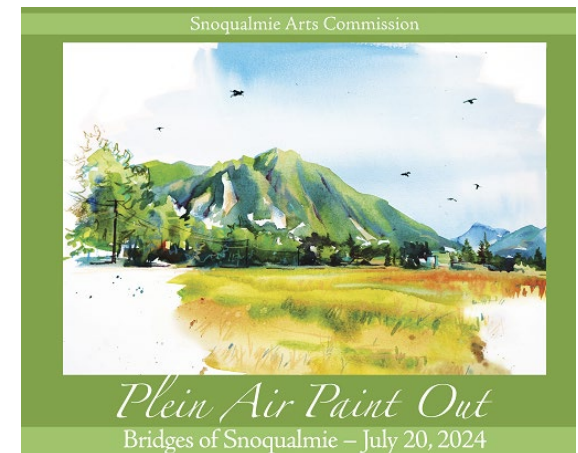
# Arts Commission

## **Mission Statement**

The Snoqualmie Arts Commission enriches the cultural lives of residents and visitors by placing art in public spaces and facilitating access to the arts.



# 2024 Art Events





# Economic Development Commission

## *2024 Activities/Accomplishments*

- **Nurture an environment to support and grow local businesses**
  - Small Business Roundtables
  - Outreach to 68 businesses to inform and invite to the small business roundtable
  - 2 Roundtables Held at City Hall in 2024
  - Retail District Overlay recommendation to the Planning Commission
- **Foster the spirit of entrepreneurship and strategic partnerships**
  - Creative Districts Research
  - Community Status for Mainstreets Research
- **Support a vibrant tourism economy**
  - Signage/Wayfinding Improvements
  - Troll Project – Thomas Dambo Research



# Economic Development Commission

## *Looking ahead to 2025*

### Listening to our Business Community

- **Need more foot traffic and customers to raise revenues**
  - Cause: Minimum wage requirements and inflation
  - Opportunity: Create more tourism and local marketing opportunities
    - Increase wayfinding signage
    - Increase marketing for tourism and tourism development
- **Workforce coming from out of the area**
  - Cause: High cost of Living
  - Opportunity: Exploring the feasibility of a Snoqualmie Business Bus



# Parks and Events Commission

## Mission Statement

To enrich the quality of life in the community of Snoqualmie through the stewardship and enhancement of City parks, trails, recreational facilities, open spaces, and community events.



Centennial Park All-Inclusive Playground



# Parks and Events Commission

## *2024 Accomplishments*

- **Snoqualmie Parks & Events Commission (SPEC):** formally redefined & updated SPEC goals and functions, met with City Administrator to review updated priorities and recommendations, advocated for maintaining local citizens' voices (SPEC) as an important role in the city's parks and events planning
- **Centennial Park Grand Opening:** The new all-inclusive playground at Centennial Park features equipment serving children of all ages and abilities
- **Parks, Recreation, Open Space, & Trails (PROST) Plan:** Provided input directly to Kimley-Horn & City Staff throughout the process
- **YMCA Expansion Project:** attended all open houses and town talks, listened to local citizens, and advocated for expansion project process transparency

**Goals for 2025:** recruit 3 commissioners, meet quorum every meeting, continue in a formal and functional advisory capacity to City Staff and City Council.



# Planning Commission

## *Comprehensive Plan 2044 Focus*

- Puget Sound Regional Council 2050 Vision Discussion
  - Comp Plan to be Consistent with 2050 Vision
  - Pulse Check of Past Populations Projections
- Housing Needs Assessment and Housing Action Plan (Joint with CDC)
- Middle Housing Presentation/Discussion (Joint with CDC)
- Buckshot Honey Pergola Historic Design Review
- Gere Automotive Design Review Color
- Accessory Dwelling Units (ADUs) – Reviewed HB 1337, Decided to Move Faster to Enable ADUs (non-HOA land)
- SMC 17.55.070 Code Amendment Recommendations (with Public Hearing) for ADUs
- Land Use Comp Plan Goals and Policies Recommendation
- Review of EDC Economic Development Goals and Policies Recommendation
- Housing Comp Plan Goals and Policies Recommendation
- Transportation Comp Plan Element Review



# Thank You



## CITY COUNCIL REGULAR MEETING MINUTES

### November 25, 2024

**CALL TO ORDER & ROLL CALL:** Mayor Ross called the Regular Meeting to order at 7:00 pm.

**City Council:** Councilmembers Ethan Benson, Bryan Holloway, Louis Washington, Catherine Cotton, Cara Christensen, and Jo Johnson.

It was moved by CM Holloway; seconded by CM Christensen to:

**Excuse CM Wotton from this evening's meeting.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

Mayor Katherine Ross was also present.

**City Staff Present:** Kim Pratt, Acting City Attorney; Mike Chambless, City Administrator; Jeff Hamlin, Acting City Administrator/Parks & Public Works Director; Deana Dean, City Clerk; Danna McCall, Communications Coordinator; Drew Bouta, Finance Director; Janna Walker, Budget Manager; Fletcher Lacroix, IT Director; Emily Artech, Community Development Director; Gary Horejsi, Police Captain; Chris Brown, Deputy Fire Chief; Mona Davis, Senior Planner; Jacob Fouts, Fire Captain; Andrew Jongekryg, IT Support; and numerous members of the fire department. Fire Chief Bailey arrived at 7:32 pm.

**PLEDGE OF ALLEGIANCE** – The pledge of allegiance was led by CM Benson.

#### AGENDA APPROVAL

It was moved by CM Washington; seconded by CM Holloway to:

**Approve the agenda.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

#### PUBLIC HEARINGS, PRESENTATIONS, PROCLAMATIONS, AND APPOINTMENTS

##### Appointments

1. Firefighter Badge Pinning and Introduction of New Volunteer EMT's. Deputy Chief Brown introduced career firefighters Jack Owens and Damian Ramos and volunteer EMT/firefighters Aliza Davids, Shannon Outzs, William Sirski, and Hayley West and spoke to their experience and qualifications. Badge pinning performed by family members. Helmets were presented by Mayor Ross. Photos followed.
2. **AB24-123:** City Attorney Appointment and Oath of Office. Mayor Ross introduced City Attorney Dena Burke and spoke regarding her experience and qualifications.

It was moved by CM Washington; seconded by CM Christensen to:

**Confirm the Mayor's appointment of Dena Burke as City Attorney.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

City Clerk Dean administered the Oath of Office. Counsel Burke briefly spoke. Photos followed.



**PUBLIC COMMENTS AND REQUESTS FOR ITEMS NOT ON THE AGENDA** – There were no public comments.

### CONSENT AGENDA

3. Approve the City Council Meeting Minutes dated November 12, 2024.
4. Approve the Claims Report dated November 25, 2024
5. **AB24-125:** Interlocal Agreement Renewal with Issaquah Jail.
6. **AB24-119:** Adoption of the 2024-2029 King County Flood Management Plan and City of Snoqualmie Jurisdiction Annexation (removed from consent agenda).

It was moved by CM Johnson; seconded by CM Holloway to:

**Approve the consent agenda as amended.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

It was moved by CM Holloway to remove AB24-119 from the consent agenda.

**AB24-119:** Adoption of the 2024-2029 King County Flood Management Plan and City of Snoqualmie Jurisdiction Annexation. Introduction read into the record by CM Washington. Discussion followed with Community Development Director Emily Arteche and Acting City Attorney Kim Pratt answering Council questions.

It was moved by CM Washington; seconded by CM Holloway to:

**Approve Resolution 1700 for the 2024-2029 King County Flood Management Plan.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

### ORDINANCES

7. **AB24-105:** Certifying an Increase in Property Taxes. Introduction read into the record by CM Holloway. Council questions answered by Budget Manager Janna Walker and Acting City Attorney Kim Pratt.

It was moved by CM Holloway, seconded by CM Washington to:

**Adopt Ordinance 1299 certifying an increase in the regular property tax revenue for the fiscal year commencing January 1, 2025, on all property both real and personal in the City of Snoqualmie which is subject to taxation for the purpose of paying sufficient revenue to carry on the departments of the City for the ensuing year; and providing for severability and an effective date.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

8. **AB24-106:** 2025 Property Tax Levy. Introduction read into the record by CM Holloway.

It was moved by CM Holloway, seconded by CM Washington to:

**Adopt Ordinance 1298 Levying Regular Property Taxes for the fiscal year commencing January 1, 2025, on all property both real and personal in the City of Snoqualmie which is subject to taxation for the purpose of providing sufficient revenue to cover departmental operations of the City for the ensuing year; and providing for severability and an effective date.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

9. **AB24-107:** 2023-2024 Biennial Budget Amendment. Introduction read into the record by CM Holloway. Presentation by Budget Manager Janna Walker. Council questions followed. This is the first reading of Ordinance 1300. The second reading and proposed adoption will be at the December 9, 2024, City Council meeting.

10. **AB24-096:** Transportation Impact Fees. Introduction read into the record by CM Washington.

It was moved by CM Washington, seconded by CM Johnson:

**To substitute definition in 20.09.020 (N) to add “which is currently the Non-Utility Capital Fund” after “Transportation Impact Fees are collected,” and in 20.09.040, add “the General Fund” after “The administrative fee shall be deposited into.”**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

Community Development Director Arteche introduced Chris Breiland from Fehr & Peers. Presentation and discussion followed. This is the first reading of Ordinance 1301. A Public Hearing, second reading of the ordinance, and proposed adoption will be at the December 9, 2024, City Council meeting.

11. **AB24-098:** Adoption of Comprehensive Plan 2044. Introduction read into the record by CM Washington. Community Development Director Arteche answered Council questions.

This is the first reading of Ordinance 1302. A Public Hearing, second reading of the ordinance, and proposed adoption will be at the December 9, 2024, City Council meeting.

It was moved by CM Holloway, seconded by CM Johnson to:

**Return this item to the December 2, 2024, Community Development Committee meeting and Council meeting on December 9, 2024.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

## COMMITTEE REPORTS

### Public Safety Committee:

12. Fire 3rd Quarter 2024 Accreditation Report. This was included in the agenda packet and was for informational purposes only.

**Community Development Committee:** There was no report.

### Parks & Public Works Committee:

13. **AB24-124:** Land Acquisition for Reclaimed Water System Improvements. Introduction read into the record by CM Benson. Council questions answered by Project Engineer Andrew Vining.

It was moved by CM Benson, seconded by CM Washington to:

**Approve a Purchase and Sale Agreement with CF Arcis VII, LLC, with a total contract value of up to \$332,000.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

It was moved by CM Holloway, seconded by CM Johnson to:

**Substitute the draft purchase and sale agreement in the agenda packet with the updated draft handed out to Council this evening.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

### Finance & Administration Committee:

14. **AB24-121:** RiverTrail Property Acquisition. Introduction read into the record by CM Holloway. Additional information provided by Community Development Director Emily Arteche.

It was moved by CM Holloway, seconded by CM Christensen to:

**Adopt Resolution 1701 approving a Purchase and Sale Agreement for Parcel No. 784920-0025 and authorizing the Mayor to sign.**

PASSED: 6-0 (Benson, Holloway, Washington, Cotton, Christensen, Johnson)

### **Committee of the Whole:**

15. 2025 Legislative Priorities. CM Holloway led the discussion which included the potential for two meetings with legislators consisting of three councilmembers and the Mayor; one on December 9<sup>th</sup> and one on December 17<sup>th</sup>. CM Holloway will incorporate feedback from the committees and update the legislative priorities.

### **REPORTS**

#### **16. Mayor's Report:**

- An Emergency Proclamation was issued on November 20, 2024, and Council will be asked to ratify the proclamation at the next Council meeting. Staff did an outstanding job in the aftermath of the November 19, 2024, bomb cyclone.
- The CA Carey litigation is complete and fees have been paid.
- Several Tribe properties have gone into reservation and police and fire services have continued to be provided to the Tribe. Two of the three meetings to discuss fee for services have been cancelled and one conversation with the Tribe will happen on December 4<sup>th</sup> regarding fee for service regarding police and fire service.

#### **17. Commission/Committee Liaison Reports: There were no reports.**

### **EXECUTIVE SESSION**

18. Executive Session pursuant to RCW 42.30.110(1)(i) To discuss with legal counsel representing the agency matters relating to agency enforcement actions, or to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency.

At 8:52 pm, Council went into Executive Session which was expected to last until 9:30 pm. No action was anticipated following the Executive Session and recording of the meeting ceased.

At 9:30 pm, Mayor Ross extended Executive Session to 9:40 pm.

At 9:40 pm, Mayor Ross extended Executive Session to 9:45 pm.

At 9:45 pm, Mayor Ross extended Executive Session to 10:00 pm

The regular meeting reconvened at 10:00 pm.

### **ADJOURNMENT**

It was moved by CM Holloway, seconded by CM Washington to adjourn the meeting which passed unanimously.

The meeting was adjourned at 10:00 pm.

**CITY OF SNOQUALMIE**

---

Katherine Ross, Mayor

Attest:

---

Deana Dean, City Clerk

DRAFT



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-126  
December 9, 2024  
Committee Report

Item 6.

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-126:</b> Amendment to Landscape Maintenance Agreements for Snoqualmie Parkway and Other ROW's, Mini-Parks, and Facilities	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed:
<b>PROPOSED ACTION:</b>	Approve Amendments to Landscape Maintenance Agreements with AtWork Commercial Enterprises, LLC for Snoqualmie Parkway & Other ROW's, Mini Parks, and Facilities, and authorize the Mayor to sign.	<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Jeff Hamlin	11/26/2024
	Finance	Janna Walker	11/26/2024
	Legal	David Linehan	Click or tap to enter a date.
	City Administrator	Mike Chambless	Click or tap to enter a date.

<b>DEPARTMENT:</b>	Parks & Public Works		
	<b>STAFF:</b> Andrew Vining, Project Engineer		
	<b>COMMITTEE:</b> Parks & Public Works		<b>COMMITTEE DATE:</b> December 3, 2024
	<b>EXHIBITS:</b> 1. Bid Results 2. Contract Addenda 3. Contract Amendment 1: Snoqualmie Parkway & Other ROWs 4. Contract Amendment 1: Mini-Parks 5. Contract Amendment 1: Facilities		

<b>AMOUNT OF EXPENDITURE</b>	\$ 537,403
<b>AMOUNT BUDGETED</b>	\$ 7,026,426
<b>APPROPRIATION REQUESTED</b>	\$ 0

## SUMMARY

### INTRODUCTION

AtWork Commercial Enterprises, LLC (AtWork) is contracted with the City to perform landscape services during the years 2022 thru 2024 for the Snoqualmie Parkway & Other Right-of-Way's, Mini-Parks, and Facilities under three separate agreements. These agreements will expire on December 31, 2024. This agenda bill seeks to amend all three agreements to extend services thru the year 2025 and increase the scope of services provided along the Snoqualmie Parkway & Other Right-of-Way's, and Mini-Parks.



## LEGISLATIVE HISTORY

Three separate agreements for landscape services for the years 2022 thru 2024 were approved on January 10, 2022, under Agenda Bill AB22-001.

## BACKGROUND

To garner more competition and receive better pricing, Parks & Public Works split the 2022 – 2024 Landscape Maintenance Services into three separate contracts, one for [Snoqualmie Parkway and Other ROW's](#), one for [Mini Parks](#), and one for [Facilities](#). On December 13, 2021, the City received and opened bids for the three Landscape Maintenance Agreements. Three companies submitted bids for each of the three agreements. For all three agreements, AtWork was the lowest bidder as shown in Exhibit 1 (Bid Results).

During the 2022-2024 contract period City staff identified locations to be added to the contracted landscape service agreements. These additions include areas located downtown, along Center Street, sidewalk connectors on Snoqualmie Ridge, at Fairway and Borden Parks, and at the Elderberry Open-Space as detailed in Exhibit 2 (Contract Addenda).

All three agreements expire on December 31, 2024 ("Initial Term"). As provided in Section 7.A. of the agreement at the City's option, the agreements may be extended for up to two (2) one-year terms. Compensation for the renewal terms shall be the amount paid per month for the last twelve (12) months of Initial Term plus an increase equal to the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal term.

The 2024 Consumer Price Index for Seattle-Bremerton is 4.3 percent. In addition, the cost for landscape services at locations described in Exhibit 2 contract addenda are summarized as \$13,710 for the Snoqualmie Parkway & other ROW's and \$14,465 for Mini Park's.

The 2025 amendment services are proposed below:

	2024 Charge (A)	4.3% CPI Addition (B)	Expanded Scope Additions (C)	New Contract Amount (A + B + C)
Snoqualmie Parkway & Other ROW's	\$ 243,697	\$ 10,479	\$ 13,710	\$ 267,886
Mini-Parks	\$ 209,959	\$ 9,028	\$ 14,465	\$ 233,452
Facilities	\$ 34,578	\$ 1,487	\$ -	\$ 36,065
<b>Totals</b>	<b>\$ 488,234</b>	<b>\$ 20,994</b>	<b>\$ 28,175</b>	<b>\$ 537,403</b>

## ANALYSIS

During the year 2021 Parks and Public Works restructured the landscape maintenance contract to receive better pricing and increase contractor accountability. As described in AB22-001 AtWork was the overall lowest bidder for the services by a margin of \$244,101, or approximately 15 percent. In addition, AtWork was the only contractor to provide equal pricing for the years 2022, 2023, and 2024- as opposed to tiered pricing to reflect inflation. Based on analysis of the 2021 bid results and 2024 AtWork pricing City staff do not anticipate cost savings by re-bidding the landscape maintenance services.

Parks and Public Works recommends City Council amend the three Landscape Maintenance Agreements for AtWork to provide services during 2025 and maintain additional locations.

## BUDGET IMPACTS

Administration recommends approving the proposed amendments to the AtWork contract totaling \$537,403 for 2025 landscaping services. These expenditures were incorporated within the 2025-26 Biennial Budget in

three separate funds, including Parks and Streets Maintenance (General Fund #001), the Stormwater Utility Fund (#403), and the Facilities Maintenance Fund (#510), with their respective budget for services shown below. Currently, \$32,836 in outstanding contract value exists for these funds, as shown below or on the following page. With the addition of the AtWork contract, the remaining biennial budget appropriation is \$3,116,806 within Parks & Streets Maintenance (#001), \$2,412,739 within Stormwater (#403), and \$926,642 within Facilities Maintenance (#510). Therefore, sufficient appropriation exists within the 2025-2026 Biennial Budget to fund the contract.

#### Various Funds - Services

2025-2026 Biennial Budget	Parks & Streets Maintenance (#001)	Stormwater (#403)	Facilities Maintenance (#510)	Combined
Beginning Budget	\$ 3,484,201	\$ 2,546,682	\$ 995,543	\$ 7,026,426
Expenditures	\$ -	\$ -	\$ -	\$ -
Outstanding Contract Value	\$ -	\$ -	\$ (32,836)	\$ (32,836)
Current Available Budget	\$ 3,484,201	\$ 2,546,682	\$ 962,707	\$ 6,993,590
Value of these Contracts (AB24-126)	\$ (367,395)	\$ (133,943)	\$ (36,065)	\$ (537,403)
Available Budget after Contract	\$ 3,116,806	\$ 2,412,739	\$ 926,642	\$ 6,456,187

#### PROPOSED ACTION

##### MOVE TO:

- 1) Approve Amendment 1 to the Snoqualmie Parkway & Other ROW's Landscape Maintenance Agreement with AtWork Commercial Enterprises, LLC. in the amount of \$267,886 for and authorize the Mayor to sign.
- 2) Approve Amendment 1 to the Mini-Parks Landscape Maintenance Agreement with AtWork Commercial Enterprises, LLC. in the amount of \$233,452 for and authorize the Mayor to sign.
- 3) Approve Amendment 1 to the Facilities Landscape Maintenance Agreement with AtWork Commercial Enterprises, LLC. in the amount of \$36,065 for and authorize the Mayor to sign.

LANDSCAPE MAINTENANCE AGREEMENT -Combined Grand Totals  
Bid Tabulation  
12/13/2021

	Monarch Landscape Services (NLS)		Brightview Landscape Services		At Work Commercial Enterprise, LLC	
Landscape Maintenance Agreement	(Grand Total Cost)		(Grand Total Cost)		(Grand Total Cost)	
Mini Parks	\$	744,831	\$	717,060	\$	629,878
Snoqualmie Pky & ROW's	\$	907,968	\$	846,884	\$	731,090
Facilities	\$	135,859	\$	144,860	\$	103,736
2022-2024 Grand Total of Landscape Maintenance Agreements	\$	1,788,657	\$	1,708,805	\$	1,464,704

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ADDENDA



PHONE (425) 831-4919

Fax (425) 831-4798

---

CITY OF SNOQUALMIE

Parks & Public Works Department

38624 SE River Street

PO Box 987

Snoqualmie, Washington 98065

[www.snoqualmiewa.gov](http://www.snoqualmiewa.gov)

**CITY OF SNOQUALMIE**

**2022-2024**

**LANDSCAPE MAINTENANCE**

**SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY  
ADDENDUM No. 2**

**JANUARY 2024**

**ADDITIONAL WORK DOCUMENTS**

## Landscape Contract 2022 – 2024

### Addendum #1 January 2023

#### Right-of-Way Additions:

**Sidewalk Connections\*:** Added frequency schedule for Weed Removal & Spraying, Mulching & Ground Cover, Shrub Pruning, and Pre-Emergent. These areas are identified on maps C5, C6 & C7 there was no frequency schedule.

\*SE Ash St / SE Moses St, (Sidewalk connections)

\*Satterlee Ave SE / SE Ash St,

\*SE Moses St / SE Klaus St

\*SE Ash St / Nye Ave SE

**Center Street:** Weed Removal & Spraying, Mulching & Ground Cover, Shrub Pruning, and Pre-Emergent.

**Historic Downtown, Railroad Avenue\*:** Weed Removal & Spraying, Mulching & Ground Cover, Shrub Pruning, and Pre-Emergent

**Historic Downtown, King Street\*:** Weed Removal & Spraying, Mulching & Ground Cover, Shrub Pruning, and Pre-Emergent

**Historic Downtown, River Street\*:** Weed Removal & Spraying, Mulching & Ground Cover, Shrub Pruning, and Pre-Emergent

\*These areas will need to be visited twice a year (April & August)

---



### HISTORIC DISTRICT PLANTER BEDS (SEE LOCATION B4 & B5 CLOUDED AREAS)

(SR 202: Northern Street to Newton Street. Falls Avenue: King Street to River Street. King Street: Falls Avenue to Maple Avenue. River Street: Maple Avenue to Park Street)

visits per month

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Garbage/Recycle bins	<del>Every Monday &amp; Friday</del>												
Benches	<del>Every Visit</del>												
Trees/Shrubs/Beds													
Weeding/Raking	0	0	0	1	0	0	0	1	0	0	0	0	2
Weed /Spray	0	0	0	1	0	0	0	1	0	0	0	0	2
Prune Ground Cover	0	0	0	1	0	0	0	1	0	0	0	0	2
Fertilization	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>2</del>
Hard Surfaces													
Crack Weeds	0	0	0	1	0	0	0	1	0	0	0	0	2
Air blow walks	EVERY VISIT												
Other													
Leaf Cleanup	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>4</del>
Pre-emergent													
Mulch	0	0	0	1	0	0	0	0	0	0	0	0	1



B3

Item 6.

SE FIR ST

RAILROAD AVE SE

B4

MAPLE AVE SE

FALLS AVE SE

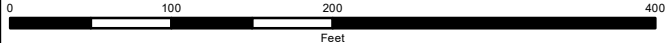
SE KING ST

B5

# City of Snoqualmie: ROW Landscape Map Book

Jan. 3rd, 2024

LOCATION:



- Landscape Bed
- Landscape - Swale
- Trash Cans
- Grass
- Grass Swale



223

H:\Requests\Krause\B.LandscapeContract ROW Landscape Mapbook.mxd



B4

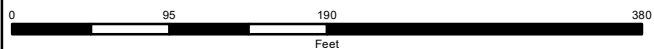
Item 6.






## City of Snoqualmie: ROW Landscape Map Book

B5

LOCATION: Railroad + Falls



- |   |   |
|---|---|
|  Landscape Bed     |  Grass       |
|  Landscape - Swale |  Grass Swale |
|  Trash Cans        |   |



Jan. 3rd, 2024

All users of the data shall be advised that the map features are approximate and are intended only to provide an indication of suit feature. Additional survey data may be required for final design. THIS IS NOT A SURVEY. The City makes no warranty as to the accuracy of the data. The City makes no warranty as to the accuracy of the data. The City makes no warranty as to the accuracy of the data. H:\Requests\Krause\B5LandscapeContract ROWLandscapeMapbook.mxd

224



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

**BID SCHEDULE**

**2022 -2024 Landscape Maintenance ROW**

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Frequency Historic Downtown Snoqualmie Planter Beds (See Locations B4 & B5 Clouded Areas)			
	2022	2023	2024
Weed Removal / Spraying			
Mulching	Other		
Ground cover / Shrub Pruning			
Airblow Walks - Every Visit			
Subtotal	\$-	\$	\$
WA State Tax @ 8.9%	\$	\$	\$
TOTAL	\$	\$	\$

**Total Sum of 2024**

\$ \_\_\_\_\_

## Center Street

(Center Boulevard, East and West side of Center, Mayrand East & West of Center, Kinsey East & West of Center)  
visits per month

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Garbage/Recycle bins	Every Monday & Friday												
Benches	Every Visit												
Trees/Shrubs/Beds													
Weeding/Raking	0	0	0	1	0	0	0	1	0	0	0	0	2
Weed /Spray	0	0	0	1	0	0	0	1	0	0	0	0	2
Prune Ground Cover	0	0	0	1	0	0	0	1	0	0	0	0	2
Fertilization	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>2</del>
Hard Surfaces													
Crack Weeds	0	0	0	1	0	0	0	1	0	0	0	0	2
Air blow walks	EVERY VISIT												
Other													
Leaf Cleanup	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>1</del>	<del>1</del>	<del>4</del>
Pre-emergent													
Mulch	0	0	0	1	0	0	0	0	0	0	0	0	1



## A7

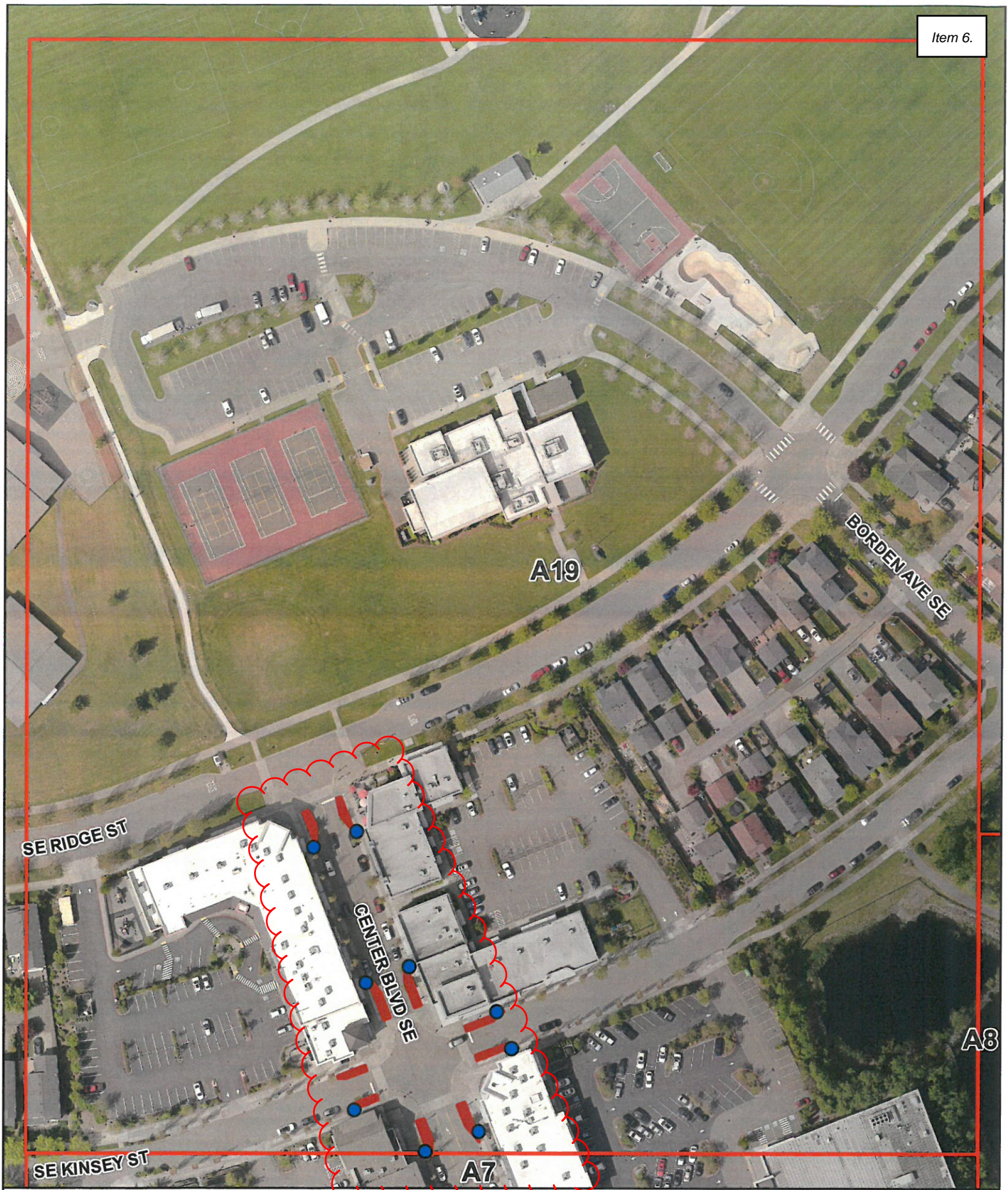
0 95 190 380  
Feet



Apr. 1st, 2022

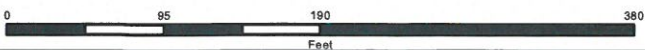
227





# City of Snoqualmie: ROW Landscape Map Book

**A19**  
**LOCATION: Center**



- Landscape Bed
- Landscape - Swale
- Trash Cans
- Grass
- Grass Swale



Apr. 1st, 2022

All users of the data shall be advised that the map indicates an approximate representation of the data provided. This is NOT A SURVEY. THE CITY MAKES NO WARRANTY OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR SUITABILITY OF THE DATA FOR ANY PURPOSE. THE CITY MAKES NO WARRANTY OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR SUITABILITY OF THE DATA FOR ANY PURPOSE. THE CITY MAKES NO WARRANTY OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY, COMPLETENESS, OR SUITABILITY OF THE DATA FOR ANY PURPOSE.



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

### BID SCHEDULE

#### 2022 -2024 Landscape Maintenance ROW

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Frequency Center Boulevard			
	2022	2023	2024
	Trees/Shrubs/Beds		
Weed Removal / Spraying			
Mulching			
Ground cover / Shrub Pruning			
	Other		
<del>Air blow Walks Weekly</del>			
<del>Empty Garbage Weekly</del>			
<del>Leaf Cleanup</del>			
Pre-emergent			
Subtotal	\$-	\$	\$
WA State Tax @ 8.9%	\$	\$	\$
<b>TOTAL</b>	\$	\$	\$

**Total Sum of 2024**

\$ \_\_\_\_\_

### Sidewalk Connections

1. SE Ash to SE Moses 2. Satterlee AVE SE to SE Ash Street 3. SE Moses Street to SE Klaus Street 4. SE Ash Street to Nye Ave SE

visits per month

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Trees/Shrubs/Beds</b>													
Weeding/Raking	0	0	0	1	0	0	0	1	0	0	0	0	2
Weed /Spray	0	0	0	1	0	0	0	1	0	0	0	0	2
Prune Ground Cover	0	0	0	1	0	0	0	1	0	0	0	0	2
<del>Fertilization ???</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>2</del>
<b>Hard Surfaces</b>													
Crack Weeds	0	0	0	1	0	0	0	1	0	0	0	0	2
Air blow walks	EVERY VISIT												
<b>Other</b>													
<del>Leaf Cleanup</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>4</del>	<del>3</del>	<del>9</del>
Pre-emergent ????													
Mulch	0	0	0	1	0	0	0	0	0	0	0	0	1

## **Landscape Contract 2022 – 2024 (Additions/clarifications)**

### **Sidewalk Connections**

See maps C5, C6 & C7 in the map book



BID SCHEDULE

2022 -2024 Landscape Maintenance

- NOTES:
- 1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
  - 2. All entries must be typed or entered in ink.
  - 3. See attached maps

See Appendix Attached – Landscape Maintenance – Sidewalk Connections (4 locations) (See attached frequency)			
	2022	2023	2024
	Turf		
	Trees/Shrubs/Beds		
Weed Removal / Spraying			
Mulching			
Ground cover / Shrub Pruning			
	Other		
<del>Air blow Walks</del>			
<del>Leaf Cleanup</del>			
<del>Pre-emergent</del>			
Subtotal	\$-	\$	\$
WA State Tax @ 8.9%	\$	\$	\$
TOTAL	\$	\$	\$

Total Sum of 2024

\$ \_\_\_\_\_

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

Atwork

BID SCHEDULE

2022 -2024 Landscape Maintenance ROW

NOTES:

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Frequency Historic Downtown Snoqualmie Planter Beds (See Locations B4 & B5 Clouded Areas)			
	2022	2023	2024
Weed Removal / Spraying			\$900 -
Mulching	Other		\$980 -
Ground cover / Shrub Pruning			\$1,040 -
Airblow Walks - Every Visit 2 x Per Yr			\$70 -
Subtotal	\$-	\$	\$2,990 -
WA State Tax @ 8.9%	\$	\$	\$266.11
TOTAL	\$	\$	\$3,256.11

Total Sum of 2024

\$3,256.11

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

AtWork

## BID SCHEDULE

## 2022 -2024 Landscape Maintenance ROW

## NOTES:

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Frequency Center Boulevard			
	2022	2023	2024
	Trees/Shrubs/Beds		
Weed Removal / Spraying			\$980-
Mulching			\$1,400-
Ground cover / Shrub Pruning			\$1,300-
	Other		
Air blow Walks Weekly			
Empty Garbage Weekly			
Leaf Cleanup			
Pre-emergent			
Subtotal	\$-	\$	\$520-
WA State Tax @ 8.9%	\$	\$	\$4,200-
TOTAL	\$	\$	\$373 <sup>80</sup>
			\$4,573 <sup>80</sup>

Total Sum of 2024

\$4,573<sup>80</sup>



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

Atwork

**BID SCHEDULE**

**2022 -2024 Landscape Maintenance**

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.
3. See attached maps

See Appendix Attached – Landscape Maintenance – Sidewalk Connections (4 locations) (See attached frequency)			
	2022	2023	2024
	<b>Turf</b>		
	<b>Trees/Shrubs/Beds</b>		
Weed Removal / Spraying			\$1,140-
Mulching			\$1,880-
Ground cover / Shrub Pruning			\$1,600-
	<b>Other</b>		
Air blow Walks			
Leaf Cleanup			
Pre-emergent			\$ 780-
<b>Subtotal</b>	\$-	\$	\$ 5,400-
<b>WA State Tax @ 8.9%</b>	\$	\$	\$ 480.60
<b>TOTAL</b>	\$	\$	\$ 5,880.60

**Total Sum of 2024**

\$ 5,880.60



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ADDENDA



PHONE (425) 831-4919

Fax (425) 831-4798

---

CITY OF SNOQUALMIE

Parks & Public Works Department

38624 SE River Street

PO Box 987

Snoqualmie, Washington 98065

[www.snoqualmiewa.gov](http://www.snoqualmiewa.gov)

**CITY OF SNOQUALMIE**  
**2022-2024**  
**LANDSCAPE MAINTENANCE**

**MINI PARKS**  
**ADDENDUM No. 1**

**JANUARY 2024**

**ADDITIONAL WORK DOCUMENTS**

## **Landscape Contract 2022 – 2024**

### **Addendum #1 January 2023**

#### **Mini Park Additions:**

**Elderberry Open Space:** Mowing, Line Trimming, Edging, Airblow Walks, , and Empty Garbage

**Fairway Park & Trail:** Mowing, Edging/ Trimming, Airblow Walks, and Empty Garbage

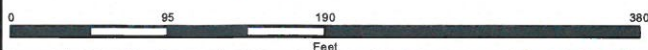
**Borden Park Addition:** Mowing, Trimming, Air blow Walks, and Empty Garbage

#### **Mini Park Subtractions:**

**All Locations:** No fertilizer or pre-emergent

ROW														
Elderberry Open Space														
visits per month														
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Turf														
Mowing	0	1	2	4	4	5	4	5	4	3	1	0	33	
Line Trimming	0	1	2	4	4	5	4	5	4	3	1	0	33	
Hard Surfaces														
Air blow walks	EVERY VISIT													
Other														
Empty Garbage	EVERY VISIT													







CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

**BID SCHEDULE**

**2022 -2024 Landscape Maintenance ROW**

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Elderberry Open Space			
	2022	2023	2024
	Turf		
Mowing			
Line Trimming			
	Other		
Air blow Walks (each visit)			
Empty Garbage (each visit)			
<b>Subtotal</b>	\$-	\$	\$
<b>WA State Tax @ 8.9%</b>	\$	\$	\$
<b>TOTAL</b>	\$	\$	\$

**Total Sum of 2024**

\$ \_\_\_\_\_

## MINI PARKS

Autumn, Borden, Bybee, Cascade, Chanticleer, Cottonwood, Crestview, Curtis, Denny Peak, Dogwood, Eagle, Fairway, Fury, Hoff, Ironwood, Jacobia, Kinsey, Koinonia, Muir, Raven, Railroad, Sandy Cove, Satterlee #1, Satterlee #2, Silent Creek, Stellar Park, Stellar Sports Field, Swenson Park, Thompson, Woody Creek

(Add Fairway Park)

visits per month

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Turf													
Mowing	0	1	2	4	4	5	4	5	4	3	1	0	33
Edging	0	0	1	2	2	3	2	3	2	2	1	0	18
Trimming	0	1	2	4	4	5	4	5	4	3	1	0	33
Fertilization	No Fertilizer												
Weed Spray	0	0	0	0	1	0	0	0	1	0	0	0	2
Trees/Shrubs/Beds													
Weeding	0	1	2	2	2	2	2	2	2	1	1	0	17
Weed - Spraying	0	0	1	1	1	1	1	1	1	1	1	0	9
Ground cover	0	0	1	0	0	1	0	1	0	0	0	0	3
Hard Surfaces													
Air blow walks	EVERY VISIT												
Other													
Empty Garbage & Recycle cans	EVERY VISIT												
Leaf Cleanup	1	0	0	0	0	0	0	0	0	1	4	3	9
Pre-emergent	No pre-emergent												





## City of Snoqualmie: Park Landscape Map Book

### FAIRWAY PARK

ADDRESS: Fairway Ave SE

Grass Landscape Bed Pavement

\*For area measurements of turf and landscape beds, see end of mapbook.



Apr. 1st, 2022

All users of the data shall be advised that the map features are an approximate representation of the actual conditions. This is not a warranty, and the City makes no warranty of any kind, expressed or implied, for the use of the data in any way. The City makes no warranty of any kind, expressed or implied, for the use of the data in any way. The City makes no warranty of any kind, expressed or implied, for the use of the data in any way.

242

H:\Snoqualmie\Krause\GIS\MapBooks\Contractor\ParkLandscape.mxd



BORDEN AVE SE

SE KINSEY ST

## City of Snoqualmie: Park Landscape Map Book

### BORDEN PARK

ADDRESS: 35201 SE Kinsey St

Apr. 1st, 2022



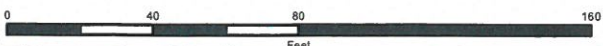
All users of the data shall be advised that the map features are approximate and provide an indication of general location only. THIS IS NOT A SURVEY. THE CITY MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE ACCURACY OF THE DATA PROVIDED. ALL DATA PROVIDED IS FOR INFORMATIONAL PURPOSES ONLY. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS OR RIGHTS OF WAY FOR THE DATA IN A WEB OR OFFLINE SYSTEM.

243

Grass Landscape Bed Pavement

\*For area measurements of turf and landscape beds, see end of mapbook.

H:\Requests\Krause\SL and scope Contract\Borden Park Landscape.mxd





CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI-PARKS

### BID SCHEDULE

#### 2022 -2024 Landscape Maintenance Mini Parks

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Appendix Attached - Work Locations – Fairway and Borden Park Map			
	2022	2023	2024
<b>Turf</b>			
Mowing			
Edging / Trimming			
Fertilization			
Weed Removal / Spraying			
<b>Trees/Shrubs/Beds</b>			
Weed Removal / Spraying			
Mulching			
Ground cover / Shrub Pruning			
<b>Other</b>			
Airblow Walks - Every Visit			
Empty Garbage & Recycle cans Every Visit			
Leaf Cleanup			
Pre-emergent			
<b>Subtotal</b>	\$-	\$	\$
<b>WA State Tax @ 8.9%</b>	\$	\$	\$
<b>TOTAL</b>	\$	\$	\$

**Total Sum of 2024**

\$ \_\_\_\_\_

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
ROW

At Work

**BID SCHEDULE**

**2022 -2024 Landscape Maintenance ROW**

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Attached - Work Locations – Elderberry Open Space			
	2022	2023	2024
	<b>Turf</b>		
Mowing			\$ 2,160 <sup>-</sup>
Line Trimming			\$ 720 <sup>-</sup>
	<b>Other</b>		
Air blow Walks (each visit)			\$ 396 <sup>-</sup>
Empty Garbage (each visit)			\$ 336 <sup>-</sup>
Subtotal	\$-	\$	\$ 3,612 <sup>-</sup>
WA State Tax @ 8.9%	\$	\$	\$ 321.47
<b>TOTAL</b>	<b>\$</b>	<b>\$</b>	<b>\$ 3,933.47</b>

Total Sum of 2024

\$ 3,933.47



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI-PARKS

AtWork

**BID SCHEDULE**

**2022 -2024 Landscape Maintenance Mini Parks**

**NOTES:**

1. Unit prices for all bid items, all extensions, and the total amount bid must be shown.
2. All entries must be typed or entered in ink.

See Appendix Attached - Work Locations – Fairway and Borden Park Map			
	2022	2023	2024
	<b>Turf</b>		
Mowing			\$ 2,580-
Edging / Trimming			\$ 960-
Fertilization			
Weed Removal / Spraying			\$ 576-
	<b>Trees/Shrubs/Beds</b>		
Weed Removal / Spraying			\$ 1,140-
Mulching			\$ 680-
Ground cover / Shrub Pruning			\$ 588-
	<b>Other</b>		
Airblow Walks - Every Visit			\$ 600-
Empty Garbage & Recycle cans Every Visit			\$ 336-
Leaf Cleanup			\$ 1,755-
Pre-emergent			\$ 456-
Subtotal	\$-	\$	\$ 9,671-
WA State Tax @ 8.9%	\$	\$	\$ 860.72
<b>TOTAL</b>	\$	\$	<b>\$ 10,531.72</b>

Total Sum of 2024

\$ 10,531.72

CITY OF SNOQUALMIE  
 AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES  
 Contract Amendment No. 1  
 Snoqualmie Parkway & Other ROW's

This Amendment No. 1 to Agreement for Consulting Services is entered into this \_\_\_\_ day of December, 2024 by and between the City of Snoqualmie, a Washington municipal corporation ("City") and AtWork Commerical Enterprises, LLC ("Contractor"). City and Contractor are collectively referred to herein as "the Parties."

**WHEREAS**, the City and Contractor previously entered into an Agreement for Landscape Maintenance Services on February 3, 2022 ("Agreement"), which provided for Contractor to complete landscape maintenance services along the Snoqualmie Parkway & Other Right-of-Way's during the period 2022 thru 2024; and

**WHEREAS**, the City has requested Contractor to provide additional services including landscape maintenance service along Center Street, the Historical Downtown, and Snoqualmie Ridge Sidewalk Connectors;

**WHEREAS**, Section 7.A. of the Agreement allows at the City's option, the agreement to be extended for up to two (2) one-year terms with adjusted pricing based on the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal;

**WHEREAS**, the City has requested Contractor to provide extended services for the year 2025; and

**WHEREAS**, Contractor has the resources and capability to perform this work and has provided pricing for such additional work;

**NOW, THEREFORE**, the parties herein do mutually agree as follows:

**Section 1. Scope of Work Amended.** The February 3, 2022 Agreement is hereby amended to add the additional work tasks set forth in Addendum 2 dated January 2024.

**Section 2. Compensation Amended.** Section 3 of the February 3, 2022 Agreement ("Compensation") is hereby amended to increase the year 2025 compensation to be paid Consultant for the work from \$243,696.70 to \$267,886.

**Section 3. Term Amended.** Section 7 of the February 3, 2022 Agreement "Term and Termination" is hereby amended to extend the Agreement term thru December 31, 2025.



CITY OF SNOQUALMIE,  
WASHINGTON

By: \_\_\_\_\_

Its: Mayor

Date: \_\_\_\_\_

Contractor AtWork Commercial Enterprises, LLC.

By: \_\_\_\_\_

Typed/Printed Name: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

Deana Dean, City Clerk

Date: \_\_\_\_\_

APPROVED AS TO FORM:

David Linehan, City Attorney

Date: \_\_\_\_\_

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

**Section 00 05 00**

**LANDSCAPE MAINTENANCE AGREEMENT  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY**

THIS AGREEMENT is made by and between the City of Snoqualmie, a Washington municipal corporation (hereinafter the "City"), and AtWork Commercial Enterprises, LLC., organized under the laws of the State of Washington, located and doing business at 1935 152<sup>nd</sup> PI NE, Bellevue, Washington (hereinafter the "Contractor" or "Vendor").

1. **DESCRIPTION OF WORK.** The Contractor shall do all the work and furnish all labor, materials, tools and equipment for the performance of the work (the "Work") in full compliance with the contract documents entitled **2022-2024 Landscape Maintenance (Snoqualmie Parkway & Other Rights of Way)** ("Contract Documents"), including this Agreement, Invitation to Bid, Instructions to Bidders, General Provisions, Specifications for Landscape Maintenance, Prevailing Wage Rate Requirements, Bid Form and Bid Schedules, Bid Guarantee Bond, Bidder Qualification/Responsibility Information, Performance and Payment Bond, Executed Retainage Forms, and Appendices A-C, all of which are incorporated by reference and made a part of this Agreement.
2. **TIME OF COMPLETION.** Upon the effective date of this Agreement, Vendor shall commence work, and complete the work and provide all goods, materials, and services according to the intervals and on the schedule set forth in the Contract Documents.
3. **COMPENSATION.** The City shall pay the Vendor an amount not to exceed the amount of \$243,696.70 in year 2022, \$243,696.70 in year 2023, and \$243,696.70 in year 2024, including applicable Washington State Sales Tax, for the goods, materials, and services contemplated in this Agreement. The City shall pay the Vendor the annual "not to exceed amount" in twelve (12) equal monthly installments per year.
  - A. **Defective or Unauthorized Work.** The City reserves its right to withhold payment from Vendor and to assess penalties for any defective, incomplete or unauthorized goods, materials or services, as described in the General Provisions. In the event of errors or omissions by the Vendor in the performance of any Work required under this Contract, the Vendor shall make any and all necessary corrections without additional compensation.
  - B. **Replacement Work.** If Vendor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement from any and all amounts due or to become due the Vendor.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

4. **CHANGES.** The City reserves the right to direct Vendor to change the frequency of services, add services or deduct services, as described in the General Provisions. In the event of any such changes, the City will adjust the monthly fee paid to Vendor to reflect the changes. All change directives will be issued in writing, and all services changes shall be itemized separately in the Vendor's monthly invoice.
  
5. **INVOICING AND PAYMENT.** The Vendor shall submit a monthly invoice on the last day of the month to the Parks and Public Works Department. Each invoice must contain an invoice number, site name, billing period, amount due for each site, and Washington Sales Tax if applicable. Each invoice must itemize any changes due to addition or deduction of services, or to changes in service frequency. Each invoice must also be accompanied by properly filled-out Supervisor's Inspection Reports. Any submitted invoice that is not accompanied by the Supervisor's Inspection Reports will not be processed.
  
6. **PREVAILING WAGES.** Vendor shall file a Statement of Intent to Pay Prevailing Wages with the State of Washington Department of Labor & Industries prior to commencing the Contract work. Vendor shall pay prevailing wages in effect on the date the bid is accepted or executed by Vendor, and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions. At the completion of the Work, Vendor and its subcontractors shall submit Affidavits of Wages Paid to the Department of Labor and Industries for certification. Final payment on the Contract shall be withheld until the City receives certification from the Department of Labor and Industries that prevailing wage requirements have been satisfied.
  
7. **TERM AND TERMINATION.**
  - A. **Term.** This Agreement shall remain in effect until December 31, 2024 ("Initial Term"). At the City's option, this Agreement may be extended for up to two (2) one-year terms. Compensation for the renewal terms shall be the amount paid per month for the last twelve (12) months of the Initial Term plus an increase equal to the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal term(s).
  
  - B. **Termination.** Either party may terminate this Agreement, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Agreement. In addition, the City has a right to immediately terminate this Contract upon written notice to the Vendor if: (1) the Vendor fails to comply with any provisions of this Contract and fails to timely cure the deficiency, as described in the General Provisions; or (2) the Vendor becomes insolvent or is adjudged bankrupt.
  
8. **WARRANTY.** Vendor warrants that it will faithfully and satisfactorily perform all work provided under this Agreement in accordance with the provisions of this Agreement and further warrants that the Work shall be free from defects in workmanship and material.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

The Vendor shall promptly correct all defects in workmanship and materials: (1) when Vendor knows or should have known of the defect, or (2) upon Vendor's receipt of notification from the City of the existence or discovery of the defect.

**9. INDEMNIFICATION.** Vendor shall defend, indemnify and hold the City, its officers, officials, employees, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits, including all legal costs and attorney fees, arising out of or in connection with the Vendor's performance of this Agreement, except for that portion of the injuries and damages caused by the City's negligence. The City's inspection or acceptance of any of Vendor's work when completed shall not be grounds to avoid any of these covenants of indemnification. It is further specifically and expressly understood that the indemnification provided herein constitutes the vendor's waiver of immunity under industrial insurance, Title 51 RCW, solely for the purposes of this indemnification. The parties further acknowledge that they have mutually negotiated this waiver. In the event Vendor refuses tender of defense in any suit or any claim, if that tender was made pursuant to this indemnification clause, and if that refusal is subsequently determined by a court having jurisdiction (or other agreed tribunal) to have been a wrongful refusal on the Vendor's part, then Vendor shall pay all the City's costs for defense, including all reasonable expert witness fees and reasonable attorneys' fees, plus the City's legal costs and fees incurred because there was a wrongful refusal on the Vendor's part. The provisions of this section shall survive the expiration or termination of this Agreement.

**10. INDEPENDENT CONTRACTOR.** The parties intend that an Independent Contractor-Employer Relationship will be created by this Agreement. By their execution of this Agreement, and in accordance with Ch. 51.08 RCW, the parties make the following representations:

- A. The Vendor has the ability to control and direct the performance and details of its work, the City being interested primarily in the results obtained under this Agreement.
- B. The Vendor maintains and pays for its own place of business from which Vendor's services under this Agreement will be performed.
- C. The Vendor has an established and independent business that is eligible for a business deduction for federal income tax purposes that existed before the City retained Vendor's services, or the Vendor is engaged in an independently established trade, occupation, profession, or business of the same nature as that involved under this Agreement.
- D. The Vendor is responsible for filing as they become due all necessary tax documents with appropriate federal, state and local agencies, including the Internal Revenue Service, the state Department of Revenue and the City of Snoqualmie.
- E. The Vendor has registered and/or licensed its business and established an account with the state Department of Revenue, the City of Snoqualmie and other state and/or



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

local agencies as may be required by Vendor's business, and has obtained a Unified Business Identifier (UBI) number from the State of Washington and a business license from the City of Snoqualmie.

- F. The Vendor maintains a set of books dedicated to the expenses and earnings of its business.
- 11. BOND.** Contractor shall provide a performance and payment bond for the faithful performance and payment of all its obligations under this Contract and in accordance with RCW 39.08.010. The performance bond shall remain in effect to guarantee the repair and replacement of defective equipment, materials, and workmanship and payment of damages sustained by the City on account of such defects, discovered within one (1) year after final acceptance by the City.
- 12. RETAINAGE.** The City shall retain monies as required by RCW 60.28 and pay the retainage as provided therein.
- 13. DISCRIMINATION.** In the hiring of employees for the performance of work under this Agreement or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.
- 14. LIMITATION OF ACTIONS.** Vendor must file any lawsuit arising from or connected with this Agreement within 120 days from the date the contract work is complete or vendor's ability to file that suit shall be forever barred. This section further limits any applicable statutory limitations period.
- 15. INSURANCE.** A. Consultant shall comply with the following conditions and procure and keep in force at all times during the term of this Agreement, at Consultant's expense, the following policies of insurance with companies authorized to do business in the State of Washington. The Consultant's insurance shall be rated by A. M. Best Company at least "A" or better with a numerical rating of no less than seven (7) and otherwise acceptable to the City.
- A. Workers' Compensation Insurance as required by Washington law and Employer's Liability Insurance with limits not less than \$1,000,000 per occurrence. If the City authorizes sublet work, the Consultant shall require each sub-consultant to provide Workers' Compensation Insurance for its employees, unless the Consultant covers such employees.
- B. Commercial General Liability Insurance on an occurrence basis in an amount not less than \$2,000,000 per occurrence and at least \$5,000,000 in the annual

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

aggregate, including but not limited to: premises/operations (including off-site operations), blanket contractual liability and broad form property damage.

- C. Business Automobile Liability Insurance in an amount not less than \$1,000,000 per occurrence, extending to any automobile. A statement certifying that no vehicle will be used in accomplishing this Agreement may be substituted for this insurance requirement.
- D. Professional Errors and Omissions Insurance in an amount not less than \$1,000,000 per occurrence and \$1,000,000 in the annual aggregate. Coverage may be written on a claims made basis; provided that the retroactive date on the policy or any renewal policy shall be the effective date of this Agreement or prior, and that the extended reporting or discovery period shall not be less than 36 months following expiration of the policy. The City may waive the requirement for Professional Errors and Omissions Insurance whenever the Work does not warrant such coverage or the coverage is not available.
- E. Pollution Liability insurance in the amount of \$1,000,000 per occurrence and in the aggregate to cover sudden and non-sudden bodily injury and/or property damage to include the destruction of tangible property, loss of use, clean up costs and the loss of use of tangible property that has not been physically injured or destroyed.
- F. Each policy shall contain a provision that the policy shall not be canceled or materially changed without 30 days prior written notice to the City. Upon written request to the City, the insurer will furnish, before or during performance of any Work, a copy of any policy cited above, certified to be a true and complete copy of the original.
- G. Before the Consultant performs any Work, Consultant shall provide the City with a Certificate of Insurance acceptable to the City Attorney evidencing the above-required insurance and naming the City of Snoqualmie, its officers, employees and agents as Additional Insured on the Commercial General Liability Insurance policy and the Business Automobile Liability Insurance policy with respect to the operations performed and services provided under this Agreement and that such insurance shall apply as primary insurance on behalf of such Additional Insured. Receipt by the City of any certificate showing less coverage than required is not a waiver of the Consultant's obligations to fulfill the requirements.
- H. Consultant shall comply with the provisions of Title 51 of the Revised Code of Washington before commencing the performance of the Work. Consultant shall provide the City with evidence of Workers' Compensation Insurance (or evidence of qualified self-insurance) before any Work is commenced.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

**16. JOB SAFETY.** All work done shall be done in a manner that minimizes interruptions or inconvenience to the public and/or City staff. All work shall be carried on with due regard for the safety of the public, and Contractor shall maintain strict compliance with the appropriate provisions relating to control of traffic and pedestrians through work areas as set forth in the Manual on Uniform Traffic and Control Devices (current edition) as adopted by the Washington State Department of Highways. Property and streets adjacent to the Project site shall be kept free and clear at all times from accumulations of mud, dirt, gravel, rock, and other matter. Contractor will be responsible for daily and final clean up and disposal of refuse, waste and debris produced by its operation. Should the City determine Contractor is not fulfilling its obligation in this regard, the City reserves the right to take such action as may be necessary, and to charge Contractor with any costs that may be incurred in such remedial action.

- A. Work performed at Vendor's risk.** Vendor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Vendor's own risk, and Vendor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

**17. MISCELLANEOUS PROVISIONS.**

- A. Non-Waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Agreement, or to exercise any option conferred by this Agreement in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.
- B. Resolution of Disputes and Governing Law.** If any dispute, controversy, or claim arises out of this Contract, the parties agree to first try to settle the dispute, controversy, or claim in non-binding mediation with the assistance of a recognized professional mediation service. The parties shall each designate a representative with full settlement authority who will participate in the mediation. The parties shall bear all expenses charged by the mediation service equally; the parties shall be responsible for their own attorneys' fees incurred as a result of mediation.
- C. Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the Agreement, unless notified to the contrary.
- D. Assignment.** Any assignment of this Agreement by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Agreement shall continue in full force and effect and no further assignment shall be made without additional written consent.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

- E. Modification.** No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Vendor.
- F. Entire Agreement.** The written provisions and terms of this Agreement, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Agreement. All of the above documents are hereby made a part of this Agreement. However, should any language in any of the Exhibits to this Agreement conflict with any language contained in this Agreement, the terms of this Agreement shall prevail.
- G. Compliance with Laws.** The Vendor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of those operations.
- H. Public Records Act.** The Vendor acknowledges that the City is a public agency subject to the Public Records Act codified in Chapter 42.56 of the Revised Code of Washington and documents, notes, emails, and other records prepared or gathered by the Vendor in its performance of this Agreement may be subject to public review and disclosure, even if those records are not produced to or possessed by the City of Snoqualmie. As such, the Vendor agrees to cooperate fully with the City in satisfying the City's duties and obligations under the Public Records Act.
- I. City Business License Required.** Prior to commencing the Work, and every January thereafter for the Term of this Agreement, Contractor agrees to provide proof of a current city of Snoqualmie business license and payment of all applicable business and occupation taxes pursuant to Chapters 5.04 and 5.08 of the Snoqualmie Municipal Code.
- J. Counterparts and Signatures by Fax or Email.** This Agreement may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Agreement. Further, upon executing this Agreement, either party may deliver the signature page to the other by fax or email and that signature shall have the same force and effect as if the Agreement bearing the original signature was received in person.
- K. Jurisdiction/Law.** This Contract shall be governed by and construed in accordance with the laws of the State of Washington. Any suit to enforce or relating to this Contract shall be brought in King County Superior Court, King County, Washington.
- L. Attorneys' Fees.** In the event that any party commences litigation against the other party relating to the performance, enforcement or breach of this Contract, the



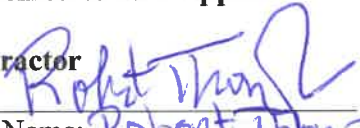
CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
SNOQUALMIE PARKWAY & OTHER RIGHTS OF WAY

prevailing party in such action shall be entitled to all costs, including attorneys' fees and costs and any such fees or costs incurred on appeal.

**M. Exclusivity.** Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.

**IN WITNESS, the parties below execute this Agreement, which shall become effective on the last date entered below. All acts consistent with the authority of this Agreement and prior to its effective date are ratified and affirmed, and the terms of the Agreement shall be deemed to have applied.**

**Contractor**

By:   
Print Name: Robert Thompson  
Its CFO  
Date: 1/19/2022

**Notices to be sent to:**

\_\_\_\_\_  
\_\_\_\_\_

**City of Snoqualmie**

By:   
Print Name: Katherine Ross  
Its Mayor  
Date: 2/3/2022

**Notices to be sent to:**

\_\_\_\_\_  
\_\_\_\_\_

**Attest:**

 2/3/2022  
Deborah A. Estrada, City Clerk

**Approved as to form by:**

 2/3/2022  
Bob Sterbank, City Attorney

CITY OF SNOQUALMIE  
 AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES  
 Contract Amendment No. 1  
 Mini-Parks

This Amendment No. 1 to Agreement for Consulting Services is entered into this \_\_\_\_ day of December, 2024 by and between the City of Snoqualmie, a Washington municipal corporation (“City”) and AtWork Commerical Enterprises, LLC (“Contractor”). City and Contractor are collectively referred to herein as “the Parties.”

**WHEREAS**, the City and Contractor previously entered into an Agreement for Landscape Maintenance Services on February 3, 2022 (“Agreement”), which provided for Contractor to complete landscape maintenance services at Mini-parks during the period 2022 thru 2024; and

**WHEREAS**, the City has requested Contractor to provide additional services including landscape maintenance service at the Elderberry-Open Space, ad Fairway and Borden Parks;

**WHEREAS**, Section 7.A. of the Agreement allows at the City’s option, the agreement to be extended for up to two (2) one-year terms with adjusted pricing based on the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal;

**WHEREAS**, the City has requested Contractor to provide extended services for the year 2025; and

**WHEREAS**, Contractor has the resources and capability to perform this work and has provided pricing for such additional work;

**NOW, THEREFORE**, the parties herein do mutually agree as follows:

**Section 1. Scope of Work Amended.** The February 3, 2022 Agreement is hereby amended to add the additional work tasks set forth in Addendum 1 dated January 2024.

**Section 2. Compensation Amended.** Section 3 of the February 3, 2022 Agreement (“Compensation”) is hereby amended to increase the year 2025 compensation to be paid Consultant for the work from \$209,959 to \$233,452.

**Section 3. Term Amended.** Section 7 of the February 3, 2022 Agreement “Term and Termination” is hereby amended to extend the Agreement term thru December 31, 2025.

CITY OF SNOQUALMIE,  
WASHINGTON

By: \_\_\_\_\_

Its: Mayor

Date: \_\_\_\_\_

Contractor AtWork Commercial Enterprises, LLC.

By: \_\_\_\_\_

Typed/Printed Name: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

Deana Dean, City Clerk

Date: \_\_\_\_\_

APPROVED AS TO FORM:

David Linehan, City Attorney

Date: \_\_\_\_\_

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

**Section 00 05 00**

**LANDSCAPE MAINTENANCE AGREEMENT – MINI PARKS**

THIS AGREEMENT is made by and between the City of Snoqualmie, a Washington municipal corporation (hereinafter the "City"), and AtWork Commercial Enterprises, LLC., organized under the laws of the State of Washington, located and doing business at 1935 152<sup>nd</sup> PI NE, Bellevue, Washington (hereinafter the "Contractor" or "Vendor").

1. **DESCRIPTION OF WORK.** The Contractor shall do all the work and furnish all labor, materials, tools and equipment for the performance of the work (the "Work") in full compliance with the contract documents entitled **2022-2024 Landscape Maintenance (Mini Parks)** ("Contract Documents"), including this Agreement, Invitation to Bid, Instructions to Bidders, General Provisions, Specifications for Landscape Maintenance, Prevailing Wage Rate Requirements, Bid Form and Bid Schedules, Bid Guarantee Bond, Bidder Qualification/Responsibility Information, Performance and Payment Bond, Executed Retainage Forms, and Appendices A-C, all of which are incorporated by reference and made a part of this Agreement.
2. **TIME OF COMPLETION.** Upon the effective date of this Agreement, Vendor shall commence work, and complete the work and provide all goods, materials, and services according to the intervals and on the schedule set forth in the Contract Documents.
3. **COMPENSATION.** The City shall pay the Vendor an amount not to exceed the amount of \$209,959.49 in year 2022, \$209,959.49 in year 2023, and \$209,959.49 in year 2024, including applicable Washington State Sales Tax, for the goods, materials, and services contemplated in this Agreement. The City shall pay the Vendor the annual "not to exceed amount" in twelve (12) equal monthly installments per year.
  - A. **Defective or Unauthorized Work.** The City reserves its right to withhold payment from Vendor and to assess penalties for any defective, incomplete or unauthorized goods, materials or services, as described in the General Provisions. In the event of errors or omissions by the Vendor in the performance of any Work required under this Contract, the Vendor shall make any and all necessary corrections without additional compensation.
  - B. **Replacement Work.** If Vendor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement from any and all amounts due or to become due the Vendor.



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

4. **CHANGES.** The City reserves the right to direct Vendor to change the frequency of services, add services or deduct services, as described in the General Provisions. In the event of any such changes, the City will adjust the monthly fee paid to Vendor to reflect the changes. All change directives will be issued in writing, and all services changes shall be itemized separately in the Vendor's monthly invoice.
  
5. **INVOICING AND PAYMENT.** The Vendor shall submit a monthly invoice on the last day of the month to the Parks and Public Works Department. Each invoice must contain an invoice number, site name, billing period, amount due for each site, and Washington Sales Tax if applicable. Each invoice must itemize any changes due to addition or deduction of services, or to changes in service frequency. Each invoice must also be accompanied by properly filled-out Supervisor's Inspection Reports. Any submitted invoice that is not accompanied by the Supervisor's Inspection Reports will not be processed.
  
6. **PREVAILING WAGES.** Vendor shall file a Statement of Intent to Pay Prevailing Wages with the State of Washington Department of Labor & Industries prior to commencing the Contract work. Vendor shall pay prevailing wages in effect on the date the bid is accepted or executed by Vendor, and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions. At the completion of the Work, Vendor and its subcontractors shall submit Affidavits of Wages Paid to the Department of Labor and Industries for certification. Final payment on the Contract shall be withheld until the City receives certification from the Department of Labor and Industries that prevailing wage requirements have been satisfied.
  
7. **TERM AND TERMINATION.**
  - A. **Term.** This Agreement shall remain in effect until December 31, 2024 ("Initial Term"). At the City's option, this Agreement may be extended for up to two (2) one-year terms. Compensation for the renewal terms shall be the amount paid per month for the last twelve (12) months of the Initial Term plus an increase equal to the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal term(s).
  
  - B. **Termination.** Either party may terminate this Agreement, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Agreement. In addition, the City has a right to immediately terminate this Contract upon written notice to the Vendor if: (1) the Vendor fails to comply with any provisions of this Contract and fails to timely cure the deficiency, as described in the General Provisions; or (2) the Vendor becomes insolvent or is adjudged bankrupt.
  
8. **WARRANTY.** Vendor warrants that it will faithfully and satisfactorily perform all work provided under this Agreement in accordance with the provisions of this Agreement and further warrants that the Work shall be free from defects in workmanship and material.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

The Vendor shall promptly correct all defects in workmanship and materials: (1) when Vendor knows or should have known of the defect, or (2) upon Vendor's receipt of notification from the City of the existence or discovery of the defect.

- 9. INDEMNIFICATION.** Vendor shall defend, indemnify and hold the City, its officers, officials, employees, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits, including all legal costs and attorney fees, arising out of or in connection with the Vendor's performance of this Agreement, except for that portion of the injuries and damages caused by the City's negligence. The City's inspection or acceptance of any of Vendor's work when completed shall not be grounds to avoid any of these covenants of indemnification. It is further specifically and expressly understood that the indemnification provided herein constitutes the vendor's waiver of immunity under industrial insurance, Title 51 RCW, solely for the purposes of this indemnification. The parties further acknowledge that they have mutually negotiated this waiver. In the event Vendor refuses tender of defense in any suit or any claim, if that tender was made pursuant to this indemnification clause, and if that refusal is subsequently determined by a court having jurisdiction (or other agreed tribunal) to have been a wrongful refusal on the Vendor's part, then Vendor shall pay all the City's costs for defense, including all reasonable expert witness fees and reasonable attorneys' fees, plus the City's legal costs and fees incurred because there was a wrongful refusal on the Vendor's part. The provisions of this section shall survive the expiration or termination of this Agreement.

- 10. INDEPENDENT CONTRACTOR.** The parties intend that an Independent Contractor-Employer Relationship will be created by this Agreement. By their execution of this Agreement, and in accordance with Ch. 51.08 RCW, the parties make the following representations:

- A. The Vendor has the ability to control and direct the performance and details of its work, the City being interested primarily in the results obtained under this Agreement.
- B. The Vendor maintains and pays for its own place of business from which Vendor's services under this Agreement will be performed.
- C. The Vendor has an established and independent business that is eligible for a business deduction for federal income tax purposes that existed before the City retained Vendor's services, or the Vendor is engaged in an independently established trade, occupation, profession, or business of the same nature as that involved under this Agreement.
- D. The Vendor is responsible for filing as they become due all necessary tax documents with appropriate federal, state and local agencies, including the Internal Revenue Service, the state Department of Revenue and the City of Snoqualmie.
- E. The Vendor has registered and/or licensed its business and established an account with the state Department of Revenue, the City of Snoqualmie and other state and/or

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

local agencies as may be required by Vendor's business, and has obtained a Unified Business Identifier (UBI) number from the State of Washington and a business license from the City of Snoqualmie.

- F. The Vendor maintains a set of books dedicated to the expenses and earnings of its business.
- 11. BOND.** Contractor shall provide a performance and payment bond for the faithful performance and payment of all its obligations under this Contract and in accordance with RCW 39.08.010. The performance bond shall remain in effect to guarantee the repair and replacement of defective equipment, materials, and workmanship and payment of damages sustained by the City on account of such defects, discovered within one (1) year after final acceptance by the City.
- 12. RETAINAGE.** The City shall retain monies as required by RCW 60.28 and pay the retainage as provided therein.
- 13. DISCRIMINATION.** In the hiring of employees for the performance of work under this Agreement or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.
- 14. LIMITATION OF ACTIONS.** Vendor must file any lawsuit arising from or connected with this Agreement within 120 days from the date the contract work is complete or vendor's ability to file that suit shall be forever barred. This section further limits any applicable statutory limitations period.
- 15. INSURANCE.** A. Consultant shall comply with the following conditions and procure and keep in force at all times during the term of this Agreement, at Consultant's expense, the following policies of insurance with companies authorized to do business in the State of Washington. The Consultant's insurance shall be rated by A. M. Best Company at least "A" or better with a numerical rating of no less than seven (7) and otherwise acceptable to the City.
- A. Workers' Compensation Insurance as required by Washington law and Employer's Liability Insurance with limits not less than \$1,000,000 per occurrence. If the City authorizes sublet work, the Consultant shall require each sub-consultant to provide Workers' Compensation Insurance for its employees, unless the Consultant covers such employees.
- B. Commercial General Liability Insurance on an occurrence basis in an amount not less than \$2,000,000 per occurrence and at least \$5,000,000 in the annual

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

aggregate, including but not limited to: premises/operations (including off-site operations), blanket contractual liability and broad form property damage.

- C. Business Automobile Liability Insurance in an amount not less than \$1,000,000 per occurrence, extending to any automobile. A statement certifying that no vehicle will be used in accomplishing this Agreement may be substituted for this insurance requirement.
- D. Professional Errors and Omissions Insurance in an amount not less than \$1,000,000 per occurrence and \$1,000,000 in the annual aggregate. Coverage may be written on a claims made basis; provided that the retroactive date on the policy or any renewal policy shall be the effective date of this Agreement or prior, and that the extended reporting or discovery period shall not be less than 36 months following expiration of the policy. The City may waive the requirement for Professional Errors and Omissions Insurance whenever the Work does not warrant such coverage or the coverage is not available.
- E. Pollution Liability insurance in the amount of \$1,000,000 per occurrence and in the aggregate to cover sudden and non-sudden bodily injury and/or property damage to include the destruction of tangible property, loss of use, clean up costs and the loss of use of tangible property that has not been physically injured or destroyed.
- F. Each policy shall contain a provision that the policy shall not be canceled or materially changed without 30 days prior written notice to the City. Upon written request to the City, the insurer will furnish, before or during performance of any Work, a copy of any policy cited above, certified to be a true and complete copy of the original.
- G. Before the Consultant performs any Work, Consultant shall provide the City with a Certificate of Insurance acceptable to the City Attorney evidencing the above-required insurance and naming the City of Snoqualmie, its officers, employees and agents as Additional Insured on the Commercial General Liability Insurance policy and the Business Automobile Liability Insurance policy with respect to the operations performed and services provided under this Agreement and that such insurance shall apply as primary insurance on behalf of such Additional Insured. Receipt by the City of any certificate showing less coverage than required is not a waiver of the Consultant's obligations to fulfill the requirements.
- H. Consultant shall comply with the provisions of Title 51 of the Revised Code of Washington before commencing the performance of the Work. Consultant shall provide the City with evidence of Workers' Compensation Insurance (or evidence of qualified self-insurance) before any Work is commenced.



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

**16. JOB SAFETY.** All work done shall be done in a manner that minimizes interruptions or inconvenience to the public and/or City staff. All work shall be carried on with due regard for the safety of the public, and Contractor shall maintain strict compliance with the appropriate provisions relating to control of traffic and pedestrians through work areas as set forth in the Manual on Uniform Traffic and Control Devices (current edition) as adopted by the Washington State Department of Highways. Property and streets adjacent to the Project site shall be kept free and clear at all times from accumulations of mud, dirt, gravel, rock, and other matter. Contractor will be responsible for daily and final clean up and disposal of refuse, waste and debris produced by its operation. Should the City determine Contractor is not fulfilling its obligation in this regard, the City reserves the right to take such action as may be necessary, and to charge Contractor with any costs that may be incurred in such remedial action.

- A. Work performed at Vendor's risk.** Vendor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Vendor's own risk, and Vendor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

**17. MISCELLANEOUS PROVISIONS.**

- A. Non-Waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Agreement, or to exercise any option conferred by this Agreement in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.
- B. Resolution of Disputes and Governing Law.** If any dispute, controversy, or claim arises out of this Contract, the parties agree to first try to settle the dispute, controversy, or claim in non-binding mediation with the assistance of a recognized professional mediation service. The parties shall each designate a representative with full settlement authority who will participate in the mediation. The parties shall bear all expenses charged by the mediation service equally; the parties shall be responsible for their own attorneys' fees incurred as a result of mediation.
- C. Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the Agreement, unless notified to the contrary.
- D. Assignment.** Any assignment of this Agreement by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Agreement shall continue in full force and effect and no further assignment shall be made without additional written consent.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

- E. Modification.** No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Vendor.
- F. Entire Agreement.** The written provisions and terms of this Agreement, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Agreement. All of the above documents are hereby made a part of this Agreement. However, should any language in any of the Exhibits to this Agreement conflict with any language contained in this Agreement, the terms of this Agreement shall prevail.
- G. Compliance with Laws.** The Vendor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of those operations.
- H. Public Records Act.** The Vendor acknowledges that the City is a public agency subject to the Public Records Act codified in Chapter 42.56 of the Revised Code of Washington and documents, notes, emails, and other records prepared or gathered by the Vendor in its performance of this Agreement may be subject to public review and disclosure, even if those records are not produced to or possessed by the City of Snoqualmie. As such, the Vendor agrees to cooperate fully with the City in satisfying the City's duties and obligations under the Public Records Act.
- I. City Business License Required.** Prior to commencing the Work, and every January thereafter for the Term of this Agreement, Contractor agrees to provide proof of a current city of Snoqualmie business license and payment of all applicable business and occupation taxes pursuant to Chapters 5.04 and 5.08 of the Snoqualmie Municipal Code.
- J. Counterparts and Signatures by Fax or Email.** This Agreement may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Agreement. Further, upon executing this Agreement, either party may deliver the signature page to the other by fax or email and that signature shall have the same force and effect as if the Agreement bearing the original signature was received in person.
- K. Jurisdiction/Law.** This Contract shall be governed by and construed in accordance with the laws of the State of Washington. Any suit to enforce or relating to this Contract shall be brought in King County Superior Court, King County, Washington.
- L. Attorneys' Fees.** In the event that any party commences litigation against the other party relating to the performance, enforcement or breach of this Contract, the

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
MINI PARKS

prevailing party in such action shall be entitled to all costs, including attorneys' fees and costs and any such fees or costs incurred on appeal.

**M. Exclusivity.** Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.

**IN WITNESS, the parties below execute this Agreement, which shall become effective on the last date entered below. All acts consistent with the authority of this Agreement and prior to its effective date are ratified and affirmed, and the terms of the Agreement shall be deemed to have applied.**

**Contractor**

By: Robert Thompson

Print Name: Robert Thompson

Its CFO

Date: 1/19/2022

**Notices to be sent to:**

\_\_\_\_\_

\_\_\_\_\_

**City of Snoqualmie**

By: Mayor Katherine Ross

Print Name: Katherine Ross

Its Mayor

Date: 2/3/2022

**Notices to be sent to:**

\_\_\_\_\_

\_\_\_\_\_

**Attest:**

Deborah A. Estrada 2/3/2022  
Deborah A. Estrada, City Clerk

**Approved as to form by:**

Bob Sterbank 2/3/2022  
Bob Sterbank, City Attorney

CITY OF SNOQUALMIE  
 AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES  
 Contract Amendment No. 1  
 Facilities

This Amendment No. 1 to Agreement for Consulting Services is entered into this \_\_\_\_ day of December, 2024 by and between the City of Snoqualmie, a Washington municipal corporation (“City”) and AtWork Commerical Enterprises, LLC (“Contractor”). City and Contractor are collectively referred to herein as “the Parties.”

**WHEREAS**, the City and Contractor previously entered into an Agreement for Landscape Maintenance Services on February 3, 2022 (“Agreement”), which provided for Contractor to complete landscape maintenance services at City of Snoqualmie Facilities during the period 2022 thru 2024; and

**WHEREAS**, Section 7.A. of the Agreement allows at the City’s option, the agreement to be extended for up to two (2) one-year terms with adjusted pricing based on the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal;

**WHEREAS**, the City has requested Contractor to provide extended services for the year 2025; and

**WHEREAS**, Contractor has the resources and capability to perform this work and has provided pricing for such additional work;

**NOW, THEREFORE**, the parties herein do mutually agree as follows:

**Section 1. Scope of Work Amended.** The February 3, 2022 Agreement is hereby amended to add the additional work tasks set forth in Addendum 2 dated January 2024.

**Section 2. Compensation Amended.** Section 3 of the February 3, 2022 Agreement (“Compensation”) is hereby amended to increase the year 2025 compensation to be paid Consultant for the work from \$34,578 to \$36,065.

**Section 3. Term Amended.** Section 7 of the February 3, 2022 Agreement “Term and Termination” is hereby amended to extend the Agreement term thru December 31, 2025.



CITY OF SNOQUALMIE,  
WASHINGTON

By: \_\_\_\_\_

Its: Mayor

Date: \_\_\_\_\_

Contractor AtWork Commercial Enterprises, LLC.

By: \_\_\_\_\_

Typed/Printed Name: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

Deana Dean, City Clerk

Date: \_\_\_\_\_

APPROVED AS TO FORM:

David Linehan, City Attorney

Date: \_\_\_\_\_

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

Section 00 05 00

**LANDSCAPE MAINTENANCE AGREEMENT - FACILITIES**

THIS AGREEMENT is made by and between the City of Snoqualmie, a Washington municipal corporation (hereinafter the "City"), and AtWork Commercial Enterprises, organized under the laws of the State of Washington, located and doing business at 1935 152<sup>nd</sup> Pl NE, Bellevue, Washington (hereinafter the "Contractor" or "Vendor").

1. **DESCRIPTION OF WORK.** The Contractor shall do all the work and furnish all labor, materials, tools and equipment for the performance of the work (the "Work") in full compliance with the contract documents entitled **2022-2024 Landscape Maintenance (Facilities and Parks)** ("Contract Documents"), including this Agreement, Invitation to Bid, Instructions to Bidders, General Provisions, Specifications for Landscape Maintenance, Prevailing Wage Rate Requirements, Bid Form and Bid Schedules, Bid Guarantee Bond, Bidder Qualification/Responsibility Information, Performance and Payment Bond, Executed Retainage Forms, and Appendices A-C, all of which are incorporated by reference and made a part of this Agreement.
2. **TIME OF COMPLETION.** Upon the effective date of this Agreement, Vendor shall commence work, and complete the work and provide all goods, materials, and services according to the intervals and on the schedule set forth in the Contract Documents.
3. **COMPENSATION.** The City shall pay the Vendor an amount not to exceed the amount of \$34,578.56 in year 2022, \$34,578.56 in year 2023, and \$34,578.56 in year 2024, including applicable Washington State Sales Tax, for the goods, materials, and services contemplated in this Agreement. The City shall pay the Vendor the annual "not to exceed amount" in twelve (12) equal monthly installments per year.
  - A. **Defective or Unauthorized Work.** The City reserves its right to withhold payment from Vendor and to assess penalties for any defective, incomplete or unauthorized goods, materials or services, as described in the General Provisions. In the event of errors or omissions by the Vendor in the performance of any Work required under this Contract, the Vendor shall make any and all necessary corrections without additional compensation.
  - B. **Replacement Work.** If Vendor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Vendor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement from any and all amounts due or to become due the Vendor.
4. **CHANGES.** The City reserves the right to direct Vendor to change the frequency of services, add services or deduct services, as described in the General Provisions. In the event of any such changes, the City will adjust the monthly fee paid to Vendor to reflect

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

the changes. All change directives will be issued in writing, and all services changes shall be itemized separately in the Vendor's monthly invoice.

5. **INVOICING AND PAYMENT.** The Vendor shall submit a monthly invoice on the last day of the month to the Parks and Public Works Department. Each invoice must contain an invoice number, site name, billing period, amount due for each site, and Washington Sales Tax if applicable. Each invoice must itemize any changes due to addition or deduction of services, or to changes in service frequency. Each invoice must also be accompanied by properly filled-out Supervisor's Inspection Reports. Any submitted invoice that is not accompanied by the Supervisor's Inspection Reports will not be processed.
  
6. **PREVAILING WAGES.** Vendor shall file a Statement of Intent to Pay Prevailing Wages with the State of Washington Department of Labor & Industries prior to commencing the Contract work. Vendor shall pay prevailing wages in effect on the date the bid is accepted or executed by Vendor, and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions. At the completion of the Work, Vendor and its subcontractors shall submit Affidavits of Wages Paid to the Department of Labor and Industries for certification. Final payment on the Contract shall be withheld until the City receives certification from the Department of Labor and Industries that prevailing wage requirements have been satisfied.
  
7. **TERM AND TERMINATION.**
  - A. **Term.** This Agreement shall remain in effect until December 31, 2024 ("Initial Term"). At the City's option, this Agreement may be extended for up to two (2) one-year terms. Compensation for the renewal terms shall be the amount paid per month for the last twelve (12) months of the Initial Term plus an increase equal to the annual increase in the Consumer Price Index for Seattle-Bremerton for each year of the renewal term(s).
  
  - B. **Termination.** Either party may terminate this Agreement, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Agreement. In addition, the City has a right to immediately terminate this Contract upon written notice to the Vendor if: (1) the Vendor fails to comply with any provisions of this Contract and fails to timely cure the deficiency, as described in the General Provisions; or (2) the Vendor becomes insolvent or is adjudged bankrupt.
  
8. **WARRANTY.** Vendor warrants that it will faithfully and satisfactorily perform all work provided under this Agreement in accordance with the provisions of this Agreement and further warrants that the Work shall be free from defects in workmanship and material. The Vendor shall promptly correct all defects in workmanship and materials: (1) when Vendor knows or should have known of the defect, or (2) upon Vendor's receipt of notification from the City of the existence or discovery of the defect.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

9. **INDEMNIFICATION.** Vendor shall defend, indemnify and hold the City, its officers, officials, employees, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits, including all legal costs and attorney fees, arising out of or in connection with the Vendor's performance of this Agreement, except for that portion of the injuries and damages caused by the City's negligence. The City's inspection or acceptance of any of Vendor's work when completed shall not be grounds to avoid any of these covenants of indemnification. It is further specifically and expressly understood that the indemnification provided herein constitutes the vendor's waiver of immunity under industrial insurance, Title 51 RCW, solely for the purposes of this indemnification. The parties further acknowledge that they have mutually negotiated this waiver. In the event Vendor refuses tender of defense in any suit or any claim, if that tender was made pursuant to this indemnification clause, and if that refusal is subsequently determined by a court having jurisdiction (or other agreed tribunal) to have been a wrongful refusal on the Vendor's part, then Vendor shall pay all the City's costs for defense, including all reasonable expert witness fees and reasonable attorneys' fees, plus the City's legal costs and fees incurred because there was a wrongful refusal on the Vendor's part. The provisions of this section shall survive the expiration or termination of this Agreement.
10. **INDEPENDENT CONTRACTOR.** The parties intend that an Independent Contractor-Employer Relationship will be created by this Agreement. By their execution of this Agreement, and in accordance with Ch. 51.08 RCW, the parties make the following representations:
- A. The Vendor has the ability to control and direct the performance and details of its work, the City being interested primarily in the results obtained under this Agreement.
  - B. The Vendor maintains and pays for its own place of business from which Vendor's services under this Agreement will be performed.
  - C. The Vendor has an established and independent business that is eligible for a business deduction for federal income tax purposes that existed before the City retained Vendor's services, or the Vendor is engaged in an independently established trade, occupation, profession, or business of the same nature as that involved under this Agreement.
  - D. The Vendor is responsible for filing as they become due all necessary tax documents with appropriate federal, state and local agencies, including the Internal Revenue Service, the state Department of Revenue and the City of Snoqualmie.
  - E. The Vendor has registered and/or licensed its business and established an account with the state Department of Revenue, the City of Snoqualmie and other state and/or local agencies as may be required by Vendor's business, and has obtained a Unified Business Identifier (UBI) number from the State of Washington and a business license from the City of Snoqualmie.
  - F. The Vendor maintains a set of books dedicated to the expenses and earnings of its business.



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

11. **BOND.** Contractor shall provide a performance and payment bond for the faithful performance and payment of all its obligations under this Contract and in accordance with RCW 39.08.010. The performance bond shall remain in effect to guarantee the repair and replacement of defective equipment, materials, and workmanship and payment of damages sustained by the City on account of such defects, discovered within one (1) year after final acceptance by the City.
12. **RETAINAGE.** The City shall retain monies as required by RCW 60.28 and pay the retainage as provided therein.
13. **DISCRIMINATION.** In the hiring of employees for the performance of work under this Agreement or any sub-contract, the Vendor, its sub-contractors, or any person acting on behalf of the Vendor or sub-contractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.
14. **LIMITATION OF ACTIONS.** Vendor must file any lawsuit arising from or connected with this Agreement within 120 days from the date the contract work is complete or vendor's ability to file that suit shall be forever barred. This section further limits any applicable statutory limitations period.
15. **INSURANCE.** A. Consultant shall comply with the following conditions and procure and keep in force at all times during the term of this Agreement, at Consultant's expense, the following policies of insurance with companies authorized to do business in the State of Washington. The Consultant's insurance shall be rated by A. M. Best Company at least "A" or better with a numerical rating of no less than seven (7) and otherwise acceptable to the City.
  - A. Workers' Compensation Insurance as required by Washington law and Employer's Liability Insurance with limits not less than \$1,000,000 per occurrence. If the City authorizes sublet work, the Consultant shall require each sub-consultant to provide Workers' Compensation Insurance for its employees, unless the Consultant covers such employees.
  - B. Commercial General Liability Insurance on an occurrence basis in an amount not less than \$2,000,000 per occurrence and at least \$5,000,000 in the annual aggregate, including but not limited to: premises/operations (including off-site operations), blanket contractual liability and broad form property damage.
  - C. Business Automobile Liability Insurance in an amount not less than \$1,000,000 per occurrence, extending to any automobile. A statement certifying that no vehicle will be used in accomplishing this Agreement may be substituted for this insurance requirement.
  - D. Professional Errors and Omissions Insurance in an amount not less than \$1,000,000 per occurrence and \$1,000,000 in the annual aggregate. Coverage may be written on a claims made basis; provided that the retroactive date on the policy or any renewal policy

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

shall be the effective date of this Agreement or prior, and that the extended reporting or discovery period shall not be less than 36 months following expiration of the policy. The City may waive the requirement for Professional Errors and Omissions Insurance whenever the Work does not warrant such coverage or the coverage is not available.

- E. Pollution Liability insurance in the amount of \$1,000,000 per occurrence and in the aggregate to cover sudden and non-sudden bodily injury and/or property damage to include the destruction of tangible property, loss of use, clean-up costs and the loss of use of tangible property that has not been physically injured or destroyed.
  - F. Each policy shall contain a provision that the policy shall not be canceled or materially changed without 30 days prior written notice to the City. Upon written request to the City, the insurer will furnish, before or during performance of any Work, a copy of any policy cited above, certified to be a true and complete copy of the original.
  - G. Before the Consultant performs any Work, Consultant shall provide the City with a Certificate of Insurance acceptable to the City Attorney evidencing the above-required insurance and naming the City of Snoqualmie, its officers, employees and agents as Additional Insured on the Commercial General Liability Insurance policy and the Business Automobile Liability Insurance policy with respect to the operations performed and services provided under this Agreement and that such insurance shall apply as primary insurance on behalf of such Additional Insured. Receipt by the City of any certificate showing less coverage than required is not a waiver of the Consultant's obligations to fulfill the requirements.
  - H. Consultant shall comply with the provisions of Title 51 of the Revised Code of Washington before commencing the performance of the Work. Consultant shall provide the City with evidence of Workers' Compensation Insurance (or evidence of qualified self-insurance) before any Work is commenced.
16. **JOB SAFETY.** All work done shall be done in a manner that minimizes interruptions or inconvenience to the public and/or City staff. All work shall be carried on with due regard for the safety of the public, and Contractor shall maintain strict compliance with the appropriate provisions relating to control of traffic and pedestrians through work areas as set forth in the Manual on Uniform Traffic and Control Devices (current edition) as adopted by the Washington State Department of Highways. Property and streets adjacent to the Project site shall be kept free and clear at all times from accumulations of mud, dirt, gravel, rock, and other matter. Contractor will be responsible for daily and final clean up and disposal of refuse, waste and debris produced by its operation. Should the City determine Contractor is not fulfilling its obligation in this regard, the City reserves the right to take such action as may be necessary, and to charge Contractor with any costs that may be incurred in such remedial action.
- A. **Work performed at Vendor's risk.** Vendor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Vendor's own risk, and Vendor shall be

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

**17. MISCELLANEOUS PROVISIONS.**

- A. Non-Waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Agreement, or to exercise any option conferred by this Agreement in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.
- B. Resolution of Disputes and Governing Law.** If any dispute, controversy, or claim arises out of this Contract, the parties agree to first try to settle the dispute, controversy, or claim in non-binding mediation with the assistance of a recognized professional mediation service. The parties shall each designate a representative with full settlement authority who will participate in the mediation. The parties shall bear all expenses charged by the mediation service equally; the parties shall be responsible for their own attorneys' fees incurred as a result of mediation.
- C. Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the Agreement, unless notified to the contrary.
- D. Assignment.** Any assignment of this Agreement by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Agreement shall continue in full force and effect and no further assignment shall be made without additional written consent.
- E. Modification.** No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Vendor.
- F. Entire Agreement.** The written provisions and terms of this Agreement, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Agreement. All of the above documents are hereby made a part of this Agreement. However, should any language in any of the Exhibits to this Agreement conflict with any language contained in this Agreement, the terms of this Agreement shall prevail.
- G. Compliance with Laws.** The Vendor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Vendor's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of those operations.

CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

- H. Public Records Act.** The Vendor acknowledges that the City is a public agency subject to the Public Records Act codified in Chapter 42.56 of the Revised Code of Washington and documents, notes, emails, and other records prepared or gathered by the Vendor in its performance of this Agreement may be subject to public review and disclosure, even if those records are not produced to or possessed by the City of Snoqualmie. As such, the Vendor agrees to cooperate fully with the City in satisfying the City's duties and obligations under the Public Records Act.
- I. City Business License Required.** Prior to commencing the Work, and every January thereafter for the Term of this Agreement, Contractor agrees to provide proof of a current city of Snoqualmie business license and payment of all applicable business and occupation taxes pursuant to Chapters 5.04 and 5.08 of the Snoqualmie Municipal Code.
- J. Counterparts and Signatures by Fax or Email.** This Agreement may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Agreement. Further, upon executing this Agreement, either party may deliver the signature page to the other by fax or email and that signature shall have the same force and effect as if the Agreement bearing the original signature was received in person.
- K. Jurisdiction/Law.** This Contract shall be governed by and construed in accordance with the laws of the State of Washington. Any suit to enforce or relating to this Contract shall be brought in King County Superior Court, King County, Washington.
- L. Attorneys' Fees.** In the event that any party commences litigation against the other party relating to the performance, enforcement or breach of this Contract, the prevailing party in such action shall be entitled to all costs, including attorneys' fees and costs and any such fees or costs incurred on appeal.
- M. Exclusivity.** Vendor acknowledges and understands that it is not the City's exclusive provider of these goods, materials, or services and that the City maintains its unqualified right to obtain these goods, materials, and services through other sources.



CITY OF SNOQUALMIE  
2022-2024 LANDSCAPE MAINTENANCE  
FACILITIES

IN WITNESS, the parties below execute this Agreement, which shall become effective on the last date entered below. All acts consistent with the authority of this Agreement and prior to its effective date are ratified and affirmed, and the terms of the Agreement shall be deemed to have applied.

**Contractor**By: Robert ThunflPrint Name: Robert ThunflIts CFODate: 1/19/2022

Notices to be sent to:

---



---

**City of Snoqualmie**By: Mayor Katherine Ross

Print Name: Katherine Ross

Its Mayor

Date: 2/3/2022

Notices to be sent to:

---



---

**Attest:**

Deborah A. Estrada 2/3/2022  
Deborah A. Estrada, City Clerk

**Approved as to form by:**

Bob Sterbank 2/3/2022  
Bob Sterbank, City Attorney



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-115**  
**December 9, 2024**  
**Committee Report**

Item 7.

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-115:</b> Surplus of Vehicles and Equipment Replacements for the 2025-26 Biennium	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Move to approve Resolution 1703 authorizing the surplus of Vehicles and Equipment Replacements for the 2025-26 Biennium	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Jeff Hamlin	11/26/2024
	Finance	Janna Walker	10/14/2024
	Legal	n/a	Click or tap to enter a date.
	City Administrator	Mike Chambless	10/28/2024

<b>DEPARTMENT:</b>	Parks & Public Works		
	<b>STAFF:</b> Don Harris		
	<b>COMMITTEE:</b> Parks & Public Works		<b>COMMITTEE DATE:</b> December 3, 2024
	<b>EXHIBITS:</b> 1. AB24-115x1 Draft Resolution 2. AB24-115X2 Attachment “B” Surplus List		

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

The purpose of this agenda bill is to obtain authorization to surplus replacement vehicles and equipment for the 2025-26 Biennium.

### BACKGROUND

The Equipment Replacement and Repair (ER&R) Fund was established in 2005 to set aside funds annually for the replacement of vehicles or equipment as they reach the end of their useful lives. Once a vehicle is due for replacement, and with Council approval, the City draws upon the accumulated funds to pay for the replacement without any additional borrowing or interfund transfers. Equipment viable enough to be surplusd is sold at auction. Money produced in the surplus sale or auction process it placed back into the ER&R fund.

**ANALYSIS**

Administration is recommending the surplus of thirty-three (33) existing ER&R vehicles and equipment for the 2025-26 Biennium.

**BUDGET IMPACTS**

No budgetary impact.

**NEXT STEPS**

Following council approval, staff will continue forward removing reusable equipment, removing all city markings, title /licensing, bill of sales, and prep asset for sale. Working with auction vendor Govdeals.com to place vehicles and equipment for sale on online website. Post auction, working with transport staff, sale paperwork, and scheduling new owner pick up, transport. All sales moneys are handled through the Auction vendor and sent by check to our finance to be placed back into the ER&R fund.

**PROPOSED ACTION**

Move to approve Resolution 1703 authorizing the surplus of Vehicles and Equipment Replacements for the 2025-26 Biennium.

## RESOLUTION NO. 1703

### A RESOLUTION OF THE CITY OF SNOQUALMIE, WASHINGTON, DECLARING SURPLUS PROPERTY AND AUTHORIZING THE SALE, AWARD, OR DISPOSAL OF CITY PROPERTY

**WHEREAS**, the City Council of the City of Snoqualmie has passed a Resolution establishing a procedure for the sale of surplus City property (Resolution #231); and

**WHEREAS**, said Resolution calls for the City Council to pass a Resolution in order to sell, award, or dispose of surplus City property; and

**WHEREAS**, the City of Snoqualmie finds itself in possession of surplus City property that is no longer useful or has de minimis residual monetary value.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Snoqualmie as follows:

**Section 1.** The items listed as surplus in Attachment “B” are declared surplus.

**Section 2.** The aforementioned surplus property shall be disposed of by a sale, award, or disposal that complies with State Law.

**PASSED** by the City Council of the City of Snoqualmie, Washington, this 9<sup>th</sup> day of December 2024.

\_\_\_\_\_  
Katherine Ross, Mayor

Attest:

Approved as to form:

\_\_\_\_\_  
Deana Dean, City Clerk

\_\_\_\_\_  
David Linehan, Interim City Attorney



**ATTACHMENT "B"****2025 ER&R Surplus List:**

Count	Asset	Year	ID#	Department	Vin#	Value
1	Ford Fusion	2015	2	Motor Pool	3FA6POLU6FR307966	\$3,000.00
2	Ford Explorer	2020	105	Sno Police	1FM5K8AC8LGA03811	\$4,500.00
3	Chev. Tahoe	2013	106	Sno Police	1GNSK2E02DR339195	\$4,000.00
4	Ford Explorer	2020	107	NB Police	1FM5K8AC5LGC02024	\$4,500.00
5	Ford Explorer	2020	109	Sno Police	1FM5K8AC7LGB23924	\$4,500.00
6	Ford Explorer	2020	110	NB Police	1FM5K8AC8LGC15592	\$4,500.00
7	Ford Explorer	2020	122	Sno Police	1FM5K8AC8LGA03808	\$4,500.00
8	Chev. 2500 Pickup	2016	607	Fire & EM	1GC1KUEG8GF230730	\$4,000.00
9	Ford Aid Unit	2013	604	Fire & EM	1FDRF3HTXDEA05765	\$3,000.00
10	Chev. Colorado	2012	501	P&PW (Stormwater)	1GCJTBF8E8C111248	\$1,500.00
11	Chev. 1 Ton Service	2003	232	P&PW (Water)	1GBJC34U13E323835	\$3,500.00
12	Chev. 3/4 Ton Utility	2004	455	P&PW (Water)	1GBHC24U14E315003	\$2,500.00
13	Onan Generator Set - 450KW	1995	G-2	P&PW (Wastewater)	37174824	\$2,500.00
14	Onan Trailer Mount Generator	1999	243	P&PW (Wastewater)	K990026611	\$2,500.00
15	Ford F-250	2008	401	P&PW (Parks)	1FTSX21508EA55783	\$2,000.00
16	Toro 4100D Mower	2008	406	P&PW (Parks)	280000185	\$2,500.00
17	Toro 54" Walkbehind Mower	2020	433	P&PW (Parks)	406643212	\$500.00
18	Toro Infield Groomer	2007	41	P&PW (Parks)	210000167	\$1,500.00
19	DR Walkbehind Mower	2013	467	P&PW (Parks)	ATM126998	\$500.00
20	Onan Generator Set - 20KW	1998	G-3	Sno Police	601852	\$800.00

**2026 ER&R Surplus List:**

Count	Asset	Year	Asset	Department	Vin#	Value
1	Chevy Colorado	2012	504	CD (Building)	1GCHTCFE4C8110926	\$1,500.00
2	Honda WB-30X Pump	2011	203	P&PW (Water)	WABJ-1145646	\$200.00
3	Chevy Colorado	2012	502	P&PW (Water)	1GCJTBF8E2C8111407	\$1,500.00
4	Onan Trailer-mount Gen. Set 250KW	1999	244	P&PW (Water)	K990026610	\$2,500.00
5	Ford F-550 Service Truck	2000	236	P&PW (Wastewater)	1FDAW57F8YEE52282	\$3,500.00
6	Ford F-550 Service Truck	2009	227	P&PW (Streets)	1FDAF57Y59EB13000	\$3,500.00
7	BE Pressure Washer	2016	262	P&PW (Stormwater)	B-GCBCT-2104009	\$200.00
8	Ford F-350 Truck	2009	403	P&PW (Parks)	1FTWX31519EB12999	\$2,000.00
9	Toro Walkbehind 54" Mower	2021	409	P&PW (Parks)	\$407,393,651	\$500.00
10	Toro 4700 Mower	2013	412	P&PW (Parks)	\$313,000,107	\$4,900.00
11	Paros 2 1/2 Ton Trailer	1999	421	P&PW (Parks)	5R8T82229EM032826	\$1,000.00
12	Toro Zero-turn Mower	2013	460	P&PW (Parks)	\$313,000,162	\$500.00
13	Chevy Colorado	2012	503	P&PW (Parks)	1GCJTBF8E1C8110815	\$1,500.00



## BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-128**  
**December 9, 2024**  
**Committee Reports**

### AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-128:</b> Resolution ratifying Proclamation of Emergency 24-23	<input type="checkbox"/> Discussion Only
<b>RECOMMENDED ACTION:</b>	Approve Resolution No. 1702 ratifying Proclamation of Emergency 24-23 dated November 20, 2024.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Mike Chambless	Click or tap to enter a date.
	Finance	n/a	Click or tap to enter a date.
	Legal	Kim Pratt	11/26/2024
	City Administrator	Choose an item.	

DEPARTMENT:	Administration		
STAFF:	City Clerk		
COMMITTEE:	Finance & Administration	12/03/2024	
EXHIBITS:	1. Resolution 2. Proclamation of Emergency 24-23		

### SUMMARY

#### INTRODUCTION

In accordance with Snoqualmie Municipal Code [2.48.050](#)(A)(2), Resolution No. 1702 ratifies the Proclamation of Emergency dated November 20, 2024.

#### BACKGROUND

A severe windstorm struck the city of Snoqualmie beginning on November 19, 2024, with wind gusts exceeding 50 mph. Parks & Public Works crews, as well as several contractors, responded to the storm working around the clock to clear roads of fallen trees, and maintain the functionality of water and wastewater systems during communications and power failures. Over 100 street and park trees were lost in the storm, and storm cleanup and restoration of streetscapes is ongoing.

Snoqualmie Municipal Code [2.48.050](#)(A)(2) authorizes the Mayor to take all necessary actions and measures to combat a disaster; protect persons, property, and natural resources; and provide emergency assistance to victims of the disaster and exercise powers authorized in [RCW 38.52.070](#). [The Proclamation of Emergency](#) authorizes each city department or office the ability to: (1) Enter into contracts for services and mutual aid agreements, rent equipment, purchase supplies and materials, and incur obligations on behalf of the City as necessary to respond to and/or combat the severe winter conditions and related emergency conditions, to

protect the health and safety of persons and property; (2) Close or restrict access to, and evacuate, such roads, streets or other areas of the City as may be adversely affected by the emergency; (3) Provide appropriate emergency assistance to the victims of the emergency; and (4) Other, as determined appropriate by the Mayor, City Administrator or Department Heads, as applicable.

**BUDGET IMPACTS**

Budget impacts, if any, are unknown at this time.

**RECOMMENDED ACTION**

MOVE to approve Resolution No. 1702 ratifying Proclamation of Emergency 24-23.

**RESOLUTION NO. 1702****A RESOLUTION OF THE CITY OF SNOQUALMIE,  
WASHINGTON, RATIFYING THE NOVEMBER 20, 2024,  
PROCLAMATION OF EMERGENCY.**

**WHEREAS**, it was reported to the Office of the Mayor, that beginning November 19, 2024, severe winds, later known as a bomb cyclone, were expected to affect the City of Snoqualmie;

**WHEREAS**, Section 2.48.020(B) of the Snoqualmie Municipal Code defines an “emergency” as including “an event or set of circumstances which demands immediate action to preserve public health, protect life, protect property, protect natural resources or to provide relief to any stricken community overtaken by such occurrences”; and

**WHEREAS**, SMC 2.48.050(A)(2) authorizes the Mayor to, among other things, “[i]ssue and transmit to federal, state, regional and local agencies a proclamation of local emergency authorizing the mayor and city staff to, *inter alia*, take all necessary actions and measures to combat a disaster; protect persons, property, and natural resources; and provide emergency assistance to victims of the disaster and exercise powers authorized in RCW 38.52.070; and

**WHEREAS**, on November 20, 2024, Mayor Katherine Ross issued Emergency Proclamation 24-23 authorizing each city department or office the ability to:

(1) Enter into contracts for services and mutual aid agreements, rent equipment, purchase supplies and materials, and incur obligations on behalf of the City as necessary to respond to and/or combat the severe winter conditions and related emergency conditions, to protect the health and safety of persons and property;



(2) Close or restrict access to, and evacuate, such roads, streets or other areas of the City as may be adversely affected by the emergency;

(3) Provide appropriate emergency assistance to the victims of the emergency; and

(4) Other, as determined appropriate by the Mayor, City Administrator or Department Heads, as applicable; and

**WHEREAS**, SMC Section 2.48.050(A)(2) provides that “following its issuance, such a proclamation [of emergency] must be approved by the City Council when practical”;

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the City Council of the City of Snoqualmie, Washington hereby ratifies the Proclamation of Emergency issued on November 20, 2024, attached hereto as Exhibit A, and all emergency actions taken by the City under the authority thereof.

**PASSED** by the City Council of the City of Snoqualmie, Washington this 9<sup>th</sup> day of December 2024.

\_\_\_\_\_  
Katherine Ross, Mayor

Attest:

Approved as to form:

\_\_\_\_\_  
Deana Dean, City Clerk

\_\_\_\_\_  
David Linehan, Interim City Attorney



## CITY OF SNOQUALMIE, WASHINGTON

### PROCLAMATION OF EMERGENCY

**WHEREAS**, a severe windstorm storm struck the City of Snoqualmie beginning on November 19, 2024, and has caused disruption of services, resulted in power outages, affected roadways, and created hazardous driving conditions, in the City of Snoqualmie; and

**WHEREAS**, this has caused a threat to life, property, and the ability to provide public safety; and

**WHEREAS**, this constitutes an emergency as defined by the Snoqualmie Comprehensive Emergency Services and Management Plan, and necessitates the utilization of emergency powers granted pursuant Snoqualmie Municipal Code Chapter 2.48 and RCW 35.33.081(2);

**NOW, THEREFORE, BE IT HEREBY PROCLAIMED** by the Mayor of the City of Snoqualmie that an emergency exists in Snoqualmie, and in order to respond to said emergency, and to protect the public health, safety, order and welfare within the City of Snoqualmie, the following actions are authorized:

The Mayor, City Administrator, and each City of Snoqualmie department or office is authorized to exercise the powers vested under this Proclamation of Emergency, including, but not limited to, the following:

- (1) Enter into contracts for services and mutual aid agreements, rent equipment, purchase supplies and materials, and incur obligations on behalf of the City as necessary to respond to and/or combat the severe winter conditions and related emergency conditions, to protect the health and safety of persons and property;
- (2) Close or restrict access to, and evacuate, such roads, streets or other areas of the City as may be adversely affected by the emergency;
- (3) Provide appropriate emergency assistance to the victims of the emergency; and
- (4) Other, as determined appropriate by the Mayor, City Administrator or Department Heads, as applicable.

The foregoing actions and exercise of emergency powers may be undertaken without regard to time consuming procedure and the formalities prescribed by law (excepting mandatory constitutional requirements), such as budget law limitations, requirements of competitive bidding and publication of notices, provisions pertaining to the performance of public work, entering into contracts, the incurring of obligations, the employment of temporary workers, the appropriation and expenditures of public funds, and/or provisions relating to collective bargaining.

It is the policy of City of Snoqualmie that no guarantee is implied by actions authorized above, and that there is no perfect emergency response system. In any given set of circumstances, the City of Snoqualmie, its officers, employees and agents, and its assets and

systems may be overwhelmed, and the City can only endeavor to make every reasonable effort to respond based on the situation, and information and resources available at this time.

The emergency declared herein shall be in place immediately upon the date of adoption and continue and shall remain in place until terminated, extended, or amended by further Proclamation of the Mayor and/or action of the City Council.

Dated this 20<sup>th</sup> day of November 2024



---

Katherine Ross, Mayor

Attest:



---

Deana Dean, City Clerk

Approved:



---

Drew Bouta, Acting City Administrator/Finance Director












# Emergency Proclamation 24-23

Final Audit Report

2024-11-20

Created:	2024-11-20
By:	Deana Dean (ddean@snoqualmiewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAKBOWfEa8dur_SXZhPvUIUeYgJipl_uhl

## "Emergency Proclamation 24-23" History

-  Document created by Deana Dean (ddean@snoqualmiewa.gov)  
2024-11-20 - 6:06:50 PM GMT
-  Document emailed to Katherine Ross (KRoss@snoqualmiewa.gov) for signature  
2024-11-20 - 6:07:43 PM GMT
-  Email viewed by Katherine Ross (KRoss@snoqualmiewa.gov)  
2024-11-20 - 6:09:19 PM GMT
-  Document e-signed by Katherine Ross (KRoss@snoqualmiewa.gov)  
Signature Date: 2024-11-20 - 6:09:51 PM GMT - Time Source: server
-  Document emailed to Drew Bouta (dbouta@snoqualmiewa.gov) for signature  
2024-11-20 - 6:09:52 PM GMT
-  Email viewed by Drew Bouta (dbouta@snoqualmiewa.gov)  
2024-11-20 - 6:21:41 PM GMT
-  Document e-signed by Drew Bouta (dbouta@snoqualmiewa.gov)  
Signature Date: 2024-11-20 - 6:21:53 PM GMT - Time Source: server
-  Document emailed to Deana Dean (ddean@snoqualmiewa.gov) for signature  
2024-11-20 - 6:21:54 PM GMT
-  Email viewed by Deana Dean (ddean@snoqualmiewa.gov)  
2024-11-20 - 6:22:08 PM GMT
-  Document e-signed by Deana Dean (ddean@snoqualmiewa.gov)  
Signature Date: 2024-11-20 - 6:22:16 PM GMT - Time Source: server
-  Agreement completed.  
2024-11-20 - 6:22:16 PM GMT



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-096  
November 25, 2024  
Ordinance

Item 9.

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-096:</b> Transportation Impact Fee Program	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Emily Arteche	9/25/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	11/14/2024
	City Administrator	Choose an item.	11/21/2024

<b>DEPARTMENT:</b>	Community Development		
	<b>STAFF:</b> Emily Arteche		
	<b>COMMITTEE:</b> Community Development		<b>COMMITTEE DATE:</b> November 18, 2024
	<b>EXHIBITS:</b> 1. AB24-096x1 Traffic Impact Fees Ordinance and Title 20.09 Draft Code Amendments 2. AB24-096x2 2024 Rate Study		

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

SMC Title 20.09, Transportation Impact Fees, will allow the City to capture a fair and proportionate share of the costs of new transportation facilities needed to serve new growth and development within the City of Snoqualmie.

### LEGISLATIVE HISTORY

None.

### BACKGROUND

In 1994 Washington State's Growth Management Act, or GMA, authorized counties, cities, and towns planning under the GMA to impose impact fees pursuant to RCW 82.02.050 to help pay for certain types of public facilities including public streets and roads. Since that time many cities in Western Washington have adopted



transportation impact fee programs. Snoqualmie has adopted a school impact fee program but has not yet adopted a transportation impact fee program.

## **ANALYSIS**

Transportation impact fees are defined fees required of all developers to pay for “system improvements” to the transportation network. Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the purpose of the impact fee is to fund improvements and expansion to the City’s transportation infrastructure to manage this additional demand.

The City retained Fehr & Peers to conduct a rate study to determine an appropriate transportation impact fee to charge applicants for new development in the City. The Snoqualmie Traffic Impact Fee Rate Study, dated November 13, 2024 (“2024 Rate Study”) is attached as Exhibit 2. To calculate the impact fee rate for Snoqualmie, a project list was developed using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of transportation mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044. After determining the eligible contribution of each project to the impact fee calculation, this total was divided by the expected growth in PM peak hour person trips over the next 20 years.

Due to the multimodal nature of much of the city’s transportation network, which includes trails, sidewalks and bicycle facilities, and the potential increase in demand that new development will incur on these, multimodal projects were included in the impact fee calculation, and growth in “person trips” were determined, instead of growth in “vehicle trips,” as is common in other jurisdictions. This multimodal impact fee structure was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development.

The final transportation impact fee rate calculated for Snoqualmie is \$5,733.29 per person trip, based on the methodology explained in the 2024 Rate Study (see attachment). The 16 eligible projects are summarized in the Rate Study, along with a rate table that compares the anticipated cost of various development projects to those incurred in other jurisdictions.

Exemptions are included in proposed SMC 20.09.080 A-I, including the constructing, reconstructing or remodeling of any assisted senior living where medical services are provided on site. The City Council can agree to include this development as an exemption from transportation impact fees for assisted living, the City will have to backfill 100% the impact fee on such projects with general City funds (i.e., the City would have to use other public funds to pay the exempted fee amount into the transportation impact fee fund).

This requirement comes from RCW 82.02.060(2). Senior assisted living doesn’t fall into the other carve-outs for “early learning facilities” or “low-income housing” in 82.02.060(4).

## **BUDGET IMPACTS**

City sponsored projects will need to comply with the Transportation Impact Fee provided they generate additional trips.

## **NEXT STEPS**

Propose a “motion to substitute” for the Transportation Impact Fee Program, AB24-096x1 draft code amendments as there were minor non-substantive updates to the draft ordinance made by both CD and Finance Departments since the last committee meeting.

A first reading of the ordinance to adopt SMC Chapter 20.09 Transportation Impact Fees and the associated Rate Study is expected for November 25, 2024, followed by a second reading and adoption of the ordinance on December 9, 2024.

## PROPOSED ACTION

Public Hearing, Second Reading and Proposed Adoption – December 9, 2024; Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.

**ORDINANCE NO. 1301**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SNOQUALMIE, KING COUNTY, WASHINGTON, AMENDING TITLE 20 OF THE SNOQUALMIE MUNICIPAL CODE TO ESTABLISH A NEW CHAPTER 20.09 ENTITLED “TRANSPORTATION IMPACT FEES”; ADOPTING A RATE STUDY; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, the City has authority to adopt impact fees to address the impact on transportation facilities caused by new development, pursuant to Ch. 82.02 RCW; and

**WHEREAS**, Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the City Council desires to ensure that transportation facilities necessary to support development will be adequate to serve the development at the time the development is available for occupancy and use, or within the period provided by law, without decreasing the current service levels below established minimum standards for the City; and

**WHEREAS**, the City Council approved the development of a transportation impact fee program, including preparation of a rate study, at its regular scheduled City Council meeting on April 22, 2024; and

**WHEREAS**, the City retained Fehr & Peers to prepare a rate study analyzing the anticipated costs of transportation system improvements, using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044; and

**WHEREAS**, the Snoqualmie Impact Fee Rate Study conducted by Fehr & Peers and dated November 13, 2024 (“2024 Rate Study”) analyzed the anticipated costs of the transportation system improvements included on the project list, including multimodal transportation improvements; established a methodology for determining the portion of each project that is eligible to be collected through assessment of impact fees; and calculated the fee to be imposed per PM peak-hour person-trip; and

**WHEREAS**, the Rate Study includes an Impact Fee Rate Schedule (Table 6), which translates the recommended impact fee rate into a cost per unit of development for a variety of land uses included in the *ITE Trip Generation Manual*, which will assist project applicants in estimating their impact fee (although the City reserves the right to request a detailed trip generation analysis for any development proposal); and

**WHEREAS**, the City Council concludes that it is in the best interest of the City to approve the methodology by which transportation impact fees were calculated in the 2024 Rate Study and implement a traffic impact fee program to collect such fees; and

**WHEREAS**, the City Council held a public meeting on November 25, 2024, and a Public Hearing on this Ordinance was held during its regular City Council meeting on December 9, 2024;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Snoqualmie, Washington, as follows:

**Section 1. New Municipal Code Chapter.** Title 20 of the Snoqualmie Municipal Code is amended to add a new Chapter 20.09, entitled “Transportation Impact Fees,” containing the provisions shown in Exhibit A attached hereto.

**Section 2. Adoption of Rate Study.** The City Council hereby adopts the Snoqualmie Transportation Impact Fee Rate Study, dated November 13, 2024, prepared by Fehr and Peers and attached hereto as Exhibit B.

**Section 3. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 4. Effective Date.** This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five days after publication.

**Section 5. Corrections by the City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state, or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington this 9<sup>th</sup> day of December 2024.

\_\_\_\_\_  
Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Deana Dean, City Clerk

\_\_\_\_\_  
David Linehan, Interim City Attorney



## EXHIBIT A

### Chapter 20.09 TRANSPORTATION IMPACT FEES

<b>20.09.010</b>	<b>Authority and Purpose.</b>
<b>20.09.020</b>	<b>Definitions.</b>
<b>20.09.030</b>	<b>Review and Update of Impact Fees</b>
<b>20.09.040</b>	<b>Applicability.</b>
<b>20.09.050</b>	<b>Service Area.</b>
<b>20.09.060</b>	<b>Assessment of Transportation Impact Fees.</b>
<b>20.09.070</b>	<b>Collection of Transportation Impact Fees.</b>
<b>20.09.080</b>	<b>Exemptions.</b>
<b>20.09.090</b>	<b>Determination of Transportation Impact Fees, Reductions.</b>
<b>20.09.090</b>	<b>Credits, Adjustments and Independent Calculations, and Appeals.</b>
<b>20.09.100</b>	<b>Transportation Impact Fee Accounts and Refunds.</b>
<b>20.09.110</b>	<b>Use of Funds.</b>
<b>20.09.120</b>	<b>Existing Authority Unimpaired.</b>

#### **20.09.010 Authority and Purpose.**

A. This Chapter is enacted pursuant to the Growth Management Act as codified in chapter 36.70A RCW and the provisions of RCW 82.02.050 through 82.02.100.

B. The purposes of this Chapter are to:

1. Develop a program consistent with the City's Comprehensive Plan for joint public and private financing of transportation facilities as such facilities are necessitated in whole or in part by development within the City;

2. Ensure that those transportation facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or within the period established by law, without decreasing current service levels below established minimum standards for the City;

3. Create a mechanism to charge and collect Transportation Impact Fees to ensure that all new development bears its proportionate share of the capital costs of transportation facilities reasonably related to new development;

4. Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact; and

5. Increase transparency and reduce uncertainty related to the cost to build necessary new transportation capacity for Developers and reduce the administrative burden on the City to identify and collect necessary funding to support new transportation capacity related to development.

C. The City conducted studies documenting the procedures for measuring the impact of new growth and development on public transportation facilities, included a rate study and associated impact fee study. Based on the foregoing, the City prepared a formula and method of calculating Transportation Impact Fees to serve new development that provides a balance between Transportation Impact Fees and other sources of public funds.

D. The provisions of this Chapter shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, and welfare.

## **20.09.020 Definitions.**

For purposes of this Chapter, the following terms have the indicated meanings:

A. “Applicant” means a person, firm, company, partnership, or corporation, and all successors in interest thereto, proposing a development in the city.

B. "Capital Facilities and Utilities Element" means the capital facilities and utilities plan element of the City of Snoqualmie’s Comprehensive Plan currently in effect or as subsequently amended.

C. “City” means the City of Snoqualmie.

D. “Commercial” means any activity carried out for the purpose of financial gain for an individual or organization, whether profit or nonprofit.

E. “Developer” means a person or persons or entity or entities that owns, or holds purchase options or other control over, property on which development is proposed.

F. “Development” means any:

1. construction or expansion of a building, structure, or use;
2. change in use of a building or structure; or
3. change in the use of land

that creates additional demand for transportation facilities.

G. “Dwelling Unit” means a dwelling unit as defined in Section 18.100.270 of the Snoqualmie Municipal Code currently in effect or as subsequently amended.

H. “Encumber” means to transfer impact fee dollars from the Transportation Impact Fee Fund to a fund for a particular system improvement that is fully funded in the current biennium’s budget or for which a construction contract or contracts have been let.

I. “Peak Hour” means the consecutive 60-minute period during which the highest level of demand on a typical day during the week occurs. This is typically the PM peak hour, but the Transportation Impact Fee may be based on a different peak hour, at the discretion of the Director.

K. “Project Improvements” means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not System Improvements.

L. “System Improvements” means traffic capacity-adding transportation facilities that are included in the City’s Six-year Transportation Improvement Plan, other plans/studies prepared by the City, or facilities/programs/projects identified in the Transportation Impact Fee Rate Study and are designed to provide service to the community at large, in contrast to Project Improvements or existing transportation facility preservation projects, such as repaving projects.

M. “Transportation Impact Fee” means a payment of money imposed upon development as a condition of development approval and/or building permit approval to mitigate all or any portion of the transportation impact from the development on transportation facilities included in the Transportation Impact Fee Rate Study’s project list. "Transportation Impact Fee" does not include a reasonable permit or application fee, administrative fees for collecting and handling impact fees, the cost of reviewing independent fee calculations, the administrative fee required for an appeal, or the proportionate share of costs to implement transportation capacity projects that are not on the Transportation Impact Fee Rate Study’s project list.

N. “Transportation Impact Fee Fund” means the fund established for the transportation facilities for which Transportation Impact Fees are collected, which is currently the Non-Utility Capital Fund.

O. "Transportation Impact Fee Schedule" means the table of Transportation Impact Fees adopted by the City Council establishing the standard amounts that applicants pay for various types of projects as a condition of development within the City.

P. “Transportation Impact Fee Rate Study” means the rate study conducted to determine the Transportation Impact Fees to include in the Transportation Impact Fee Schedule, and includes any subsequent updates thereto.

#### **20.09.030 Review and Update of Impact Fees.**

A. The Transportation Impact Fee Schedule may be reviewed and amended by resolution of the City Council from time to time, as the City Council deems appropriate.

B. The Transportation Impact Fee Schedule shall be automatically updated for inflation annually using the following procedures:

1. The City shall use construction cost inflation data sources such as the Construction Cost Index for Seattle (June-June) published by the Engineering News Record, or similar, at the City’s discretion, to calculate annual inflation adjustments in the Transportation Impact Fee Schedule.

2. The indexed Transportation Impact Fee Schedule shall be effective January 1 of each year.

D. The Transportation Impact Fee Schedule shall not be adjusted for inflation if the index is unchanged.

#### **20.09.040 Applicability.**

A. A Transportation Impact Fee is hereby imposed on every development activity in the City based upon the rates established in the Transportation Impact Fee Rate Study and the Transportation Impact Fee Schedule. The Transportation Impact Fee Schedule shall establish such rates based upon the land use as defined within the *ITE Trip Generation Manual (11<sup>th</sup> Edition)*. The Transportation Impact Fee Rate Study identifies an impact fee per person-trip that is the basis for all the rates in the Transportation Impact Fee Schedule. A land use not included in the Transportation Impact Fee Schedule is not exempt from paying fees and will pay the rate based on person-trips generated as approved by the City.

B. Any Transportation Impact Fee imposed shall be reasonably related to the impact caused by the development and shall not exceed a proportionate share of the costs of System Improvements that are reasonably related to the development.

C. Transportation Impact Fees shall be based on the City Comprehensive Plan, Capital Facilities Element, the project list in the Transportation Impact Fee Rate Study, the City's Six-year Transportation Improvement Plan, and other relevant plans and studies prepared by the City.

D. The City shall also impose an application fee to cover the City's reasonable costs to administer the Transportation Impact Fee program. The administrative fee shall be paid by the Applicant to the City at the time of building permit application. The administrative fee shall be deposited into the General Fund. Administrative fees shall be used to defray the cost incurred by the City in the administration and update of the Transportation Impact Fee program, including, but not limited to, review of independent fee calculations and the value of credits. The administrative fee is not creditable or refundable and is not subject to deferral.

#### **20.09.050 Service Area.**

There shall be one service area which shall be consistent with the corporate limits of the City.

#### **20.09.060 Assessment of Transportation Impact Fees.**

A. The City shall assess Transportation Impact Fees from any Applicant seeking a building permit or certificate of occupancy from the City, using the Transportation Impact Fee Schedule in effect at the time of building permit or certificate of occupancy issuance, unless payment is deferred pursuant to Chapter 20.15 of this Title, in which case the Transportation Impact Fees shall be assessed

based on the Transportation Impact Fee Schedule in effect at the time of the deferral application.

B. Unless the proposed development is exempt or subject to adjustments, credits, or an independent fee calculation accepted by the City, the City shall not issue building permit(s) unless and until the Transportation Impact Fees have been paid.

#### **20.09.070 Collection of Transportation Impact Fees.**

A. Except as provided in subsection (B) of this section, the Transportation Impact Fees imposed under this Chapter are due and payable at the time of issuance of a permit issuance or, if a change of use, then at the time of issuance of a certificate of occupancy

B. Transportation Impact Fees may be deferred subject to the provisions of Chapter 20.15 SMC as currently enacted or subsequently amended.

#### **20.09.080 Exemptions.**

The following development activities do not create any additional transportation impacts or have been determined by the City Council to be exempt from paying Transportation Impact Fees pursuant to this ordinance:

A. Existing Dwelling Unit. Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing Dwelling Unit that does not result in the generation of any new Peak Hour trips.

B. Existing Nonresidential Building. Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing nonresidential building that does not result in the generation of any new Peak Hour trips.

C. Condominium projects in which existing Dwelling Units are converted into condominium ownership and that do not result in the generation of any new Peak Hour trips.

D. Any development activity that is exempt from the payment of a Transportation Impact Fee pursuant to RCW 82.02.100, due to mitigation required by the State Environmental Policy Act ("SEPA"). The Applicant is required to demonstrate to the satisfaction of the City that SEPA mitigations are duplicative of Transportation Impact Fees.

E. Any development activity for which transportation impacts have been mitigated pursuant to a condition of development approval or development agreement to pay fees, dedicate land, or construct or improve facilities, unless the condition of the development approval or a development agreement provides otherwise, provided that the condition of the development approval or development agreement predates the effective date of this Chapter.



F. Any development activity for which transportation impacts have been mitigated pursuant to a voluntary agreement entered into with the City pursuant to RCW 82.02.020 to pay fees, dedicate land, or construct or improve transportation facilities, unless the terms of the voluntary agreement provide otherwise, provided that the agreement predates the effective date of this Chapter.

G. A Developer who is constructing, reconstructing, or remodeling any form of Low-Income Housing within a Target Residential Area utilizing a multi-family tax exemption.

H. A Developer who is constructing, reconstructing, or remodeling any form of assisted senior living where medical and services are provided onsite.

I. A Developer who is constructing, reconstructing, or remodeling any form of Early Learning Facility consistent with the requirements of RCW 82.02.060(4)(b).

#### **20.09.090 Determination of Transportation Impact Fees, Reductions, Credits or Adjustments and Appeals.**

A. Determination of Transportation Impact Fees. The City shall determine the amount of a Developer's Transportation Impact Fees according to the Transportation Impact Fee Schedule.

B. Reductions. The Transportation Impact Fee amount established by the Transportation Impact Fee Schedule shall be reduced by the amount of any payment (other than application fees or application review costs) previously made for the development activity in question, either as a condition of development approval (such as, but not limited to, a SEPA condition) or pursuant to a voluntary agreement. The reduction shall only apply to any payment toward a system improvement identified in the Transportation Impact Fee Rate Study.

C. Credits or Adjustment.

1. Whenever a Developer is subject to a development condition that the Developer actually construct a System Improvement acceptable to the City or improve an existing System Improvement, the Developer shall be entitled to a credit for the actual cost of constructing or improving such System Improvement(s) against the Transportation Impact Fee that would be chargeable under the Transportation Impact Fee schedule, unless an applicable development agreement between the City and the Developer provides otherwise. The cost of construction of such System Improvement(s) shall be estimated for purposes of calculating an estimated credit, but must be documented, and the documentation confirmed after the construction is completed to assure that an accurate credit amount is provided. If construction costs are less than the calculated fee amount, the difference remaining shall be chargeable as a Transportation Impact Fee.

2. Whenever a Developer is subject to a development condition that the Developer dedicate land to the City to mitigate its transportation impacts, the Developer shall be entitled to a credit against the Transportation Impact Fee chargeable under the Transportation Impact Fee Schedule, unless an applicable development agreement between the City and the Developer provides otherwise. The value of a credit for dedication of land shall be established on a case-by-case basis by an appraiser selected by or acceptable to the City. The appraiser must be licensed in good standing by the state of Washington for the category of the property appraised. The appraisal and review shall be at the expense of the Applicant. The appraisal shall be in accordance with the most recent version of the Uniform Standards of Professional Appraisal Practice, as published by The Appraisal Foundation, and shall be subject to review and acceptance by the City. If the amount of a credit is less than the calculated fee amount, the difference remaining shall be chargeable as a Transportation Impact Fee.
3. No credit shall be given for Project Improvements or for land or right-of-way devoted to Project Improvements. In certain cases, a System Improvement may function as a Project Improvement. Where a System Improvement functions as a Project Improvement, the Applicant shall only receive a credit for the amount of the improvement that functions as a System Improvement. An example of a Project Improvement that may be integral to a System Improvement would be the sidewalk/landscape buffer that fronts an Applicant's development.
4. An Applicant must request a credit pursuant to this section prior to payment of the Transportation Impact Fees and the issuance of the first permit associated with the development. Any claim not timely made shall be waived.
5. Applicants may take credit for existing development when expanding, redeveloping, or changing the use at an existing developed site. In these cases the Transportation Impact Fee shall be calculated on the net-new Peak Hour trip generation resulting from the increased developed area or increased intensity of use associated with the new development. No credit shall be due for developments that result in a net-negative Peak Hour trip generation when no Transportation Impact Fees would otherwise be due.
6. Credits for existing development only pertain to active land uses within the development in the prior three years. Higher trip generating uses that may have occurred more than three years prior to the Applicant's building permit application are not considered for credit. This applies to properties that have been vacant for three or more years, in which no existing use credit will be considered.
6. Pursuant to RCW 82.02.060(5), an Applicant may request an adjustment to its calculated Transportation Impact Fees on the basis that the Applicant's specific case presents unusual circumstances and that imposition of the

Transportation Impact Fees as calculated based on the Transportation Impact Fee Schedule results in unfairness or disproportionate payment in relation to the impacts caused by the proposed development. In this case, the Applicant must, at its own expense, prepare and submit an Independent Rate Study to the City for review and approval.

D. Appeals.

1. Any credits or adjustments decision of the City with regard to Transportation Impact Fee amounts may be appealable by the applicant to the City's hearing examiner.
2. An appeal must be filed within ten (10) days of the credits or adjustments decision being appealed. A nonrefundable fee consistent with SMC 2.14.100.D shall be paid at the time the notice of appeal is submitted.

**20.09.100 Transportation Impact Fee Accounts and Refunds.**

A. Transportation Impact Fee receipts shall be earmarked specifically and retained in the Transportation Impact Fee Fund. All Transportation Impact Fees and any investment income generated by such fees shall remain in that fund until spent, Encumbered, or refunded pursuant to the provisions of this Chapter.

B. The current owner of property for which Transportation Impact Fees have been paid may receive a refund of such fees if the Transportation Impact Fees have not been expended or Encumbered within 10 years of their receipt by the City. In determining whether fees have been expended or Encumbered, fees shall be considered expended or Encumbered on a first-in, first-out basis. Fees collected by the City can be expended or Encumbered on any eligible Transportation Impact Fee program system improvement, regardless of its location within the City. Notwithstanding the above, this refund mechanism only applies to Transportation Impact Fees and shall not apply to funds expended for mitigation projects or funds collected pursuant to a mitigation and/or development agreement.

C. The City shall provide for the refund of fees according to the requirements of this section and RCW 82.02.080.

1. The City shall notify potential claimants of the refund availability by first-class mail deposited with the United States Postal Service addressed to the owner of the property as shown in the county tax records.
2. A request for a refund must be submitted to the City's Finance Director in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.

D. Any Transportation Impact Fees that are not expended or Encumbered within 10 years of their receipt by the City, and for which no application for a refund has been made within this one-year period, shall be retained by the City and expended consistent with the provisions of this chapter.

E. Refunds of Transportation Impact Fees shall include any interest earned on the fees pursuant to RCW 82.02.080.

F. Should the City seek to terminate all Transportation Impact Fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that all fee requirements are to be terminated, the City shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail addressed to the owner of the property as shown in the county tax records.

G. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the City, but must be expended for the original purposes, consistent with the provisions of this Chapter. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

H. An Applicant may request and shall receive a refund on paid Transportation Impact Fees, including interest earned on the Transportation Impact Fees, when:

1. The Applicant does not proceed to finalize the development activity as required by statute or City code or the International Building Code; and
2. The City has not expended or Encumbered the Transportation Impact Fees prior to the application for a refund. In the event that the City has expended or Encumbered the fees in good faith, no refund shall be forthcoming. However, if within a period of three years, the same or subsequent owner of the property proceeds with the same or substantially similar development activity, the owner shall be eligible for a credit against any then-existing Transportation Impact Fee requirement. The owner must petition the City in writing and provide receipts of Transportation Impact Fees paid by the owner for a development of the same or substantially similar nature on the same property or some portion thereof. The City shall determine whether to grant a credit and such determinations may be appealed by following the procedures set forth in this Chapter.

#### **20.09.110 Use of Funds.**

A. Transportation Impact Fees shall:

1. Be used for System Improvements that will reasonably benefit new development; and
2. Not be imposed to make up for deficiencies in the facilities serving existing development; and
3. Not be used for maintenance or operations.

B. Transportation Impact Fees will be spent for System Improvements listed in the City's Capital Facilities Element, the project list in the Transportation Impact Fee Rate Study, the City's Six-year Transportation Improvement Plan, and other relevant plans and studies prepared by the City. Expenditures may include but are not limited to: facility planning, land acquisition, site improvements, necessary off-site improvements, construction, engineering, permitting, financing, grant match funds and administrative expenses, mitigation costs, capital equipment pertaining to public facilities, and any other capital cost related to a particular System Improvement.

C. Transportation Impact Fees may also be used to recoup costs previously incurred by the City to finance System Improvements identified per subsection (B) of this section and directly benefiting new growth and development.

D. In the event that bonds or similar debt instruments are or have been issued for the construction of a public facility or System Improvement for which Transportation Impact Fees may be expended, Transportation Impact Fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this chapter and are used to serve new development.

#### **20.09.120 Existing Authority Unimpaired.**

Nothing in this Chapter is designed to supersede or replace the provisions Chapter 12.24 Transportation Concurrency. Further, nothing in this Chapter shall preclude the City from requiring an applicant to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, Chapter 43.21C RCW, based on the environmental documents accompanying the underlying development approval process, and/or Chapter 58.17 RCW governing plats and subdivisions; provided, that the exercise of the City's existing authority is consistent with the provisions of Chapters 43.21C and 82.02 RCW.



# Snoqualmie Impact Fee Rate Study

Prepared for:  
City of Snoqualmie

November 13, 2024

SE24-0948.00

FEHR  PEERS

## Table of Contents

---

<b>Introduction.....</b>	<b>1</b>
<b>Methodology .....</b>	<b>2</b>
<b>Impact Fee Project List.....</b>	<b>3</b>
<b>Person Trip Growth.....</b>	<b>5</b>
<b>Calculating Eligible Costs .....</b>	<b>8</b>
External Funding.....	8
Growth Outside Snoqualmie .....	8
Existing Deficiencies.....	9
Cost Allocation Results .....	9
<b>Impact Fee Schedule .....</b>	<b>11</b>

## List of Figures

---

Figure 1: Impact Fee Structure .....	2
Figure 2: Determination of Eligible Impact Fee Costs From Project List .....	10

## List of Tables

---

Table 1: Impact Fee Eligible Project List .....	4
Table 2: Estimating Growth in Land Use .....	6
Table 3: Translating ITE Vehicle Trip Generation Rates into Person Trip Generation Rates .....	7
Table 4: Growth in PM Peak Hour Person Trips (2023-2044) .....	7
Table 5: Calculation of the Fee Per Trip.....	10
Table 6: City of Snoqualmie Impact Fee Rate Schedule.....	11

# Introduction

Impact fees require all developers to pay for “transportation system improvements” to the transportation network. Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the purpose of the impact fee is to fund improvements and expansion of the City’s transportation infrastructure to manage this additional demand.

To calculate this impact fee rate for Snoqualmie, a project list was developed using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044. After determining the eligible contribution of each project to the impact fee calculation, this total was divided by the expected growth in PM peak hour person trips over the next 20 years.

Due to the multimodal nature of much of the City’s transportation network, which includes trails, sidewalks, and bicycle facilities, and the potential increase in demand that new development will incur on these, multimodal projects were included in the impact fee calculation, and growth in “person trips” were determined, instead of growth in “vehicle trips,” as is common in other jurisdictions.

The final impact fee rate calculated for Snoqualmie is \$5,922.80 per PM peak hour person trip (2024 dollars), based on the methodology explained in the following chapters.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

# Methodology

The multimodal impact fee structure for Snoqualmie was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development. Growth in residents and workers from new development will increase travel demand on public facilities. Therefore, the nexus between new development and the need for capital improvements is based on maintaining the City's existing level of investment in the transportation infrastructure as the City grows. This existing level of investment, or *existing transportation system value*, represents new development's maximum potential contribution to expanded or new facilities needed to accommodate growth. Because the City is shifting away from a vehicle-trip based impact fee program to a multimodal program, the travel demand associated with the existing infrastructure and new growth is measured in person trips. Therefore, by this methodology, new development cannot be charged more than the existing level of investment per person trip.

The following key points summarize the standard impact fee structure (see *Figure 1*.)

The initial project list was developed from the City of Snoqualmie 2025-2030 Six-Year Transportation Improvement Program. Additional projects were added from the Snoqualmie Riverwalk Master Plan, the Snoqualmie Mills EIS and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044.

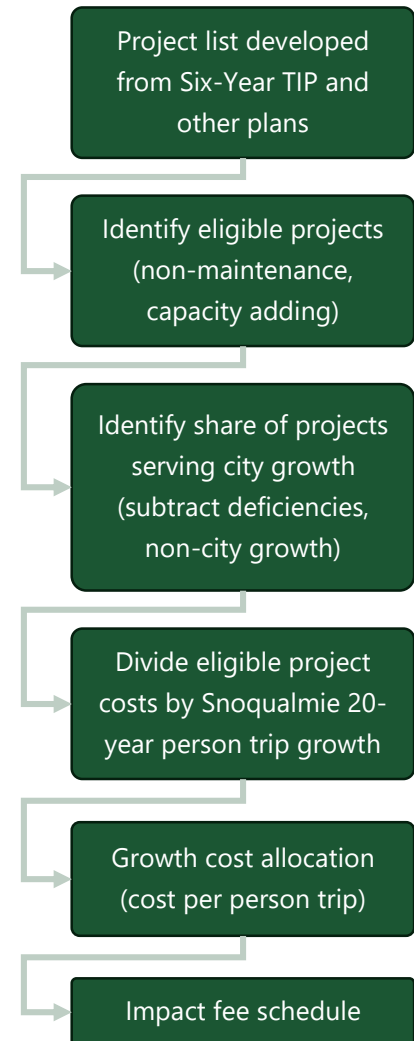
These projects were evaluated for impact fee eligibility; impact fees can only fund new capacity projects. Non-capacity investments, primarily maintenance projects, have been eliminated.

Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs.

The remaining list of eligible project costs were divided by Snoqualmie's expected growth in PM peak hour person trips over the next 15 years.

After determination of the allowable cost per PM peak hour person trip, a land use-based fee schedule was developed for the entire City. Person trip rates for multiple land use categories were estimated using vehicle trip generation rates from the Institute of Transportation Engineers (ITE) and the ratio of person trips to vehicle trips from household travel surveys conducted in Western Washington.

**Figure 1: Impact Fee Structure**



# Impact Fee Project List

Washington State law specifies that transportation impact fees are to be spent on “transportation system improvements.” Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections built to benefit projected needs. Projects included in the calculation of the impact fee rate must add new multimodal capacity (new streets, additional lanes, sidewalks, bike lanes, low-stress bike routes, multipurpose trails, signalization, roundabouts, etc.). The primary limitation on multimodal impact fees is that they cannot be used to fund local access projects, private roads and trails, or purely recreational trails that do not connect to the larger transportation network.

Fehr & Peers worked with the City to develop the transportation impact fee (TIF) project list by compiling all projects included in the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mill EIS, and the list of mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044 and removing those that were not eligible for TIF funding. Removed projects did not add multimodal capacity, addressed only maintenance, or addressed existing deficiencies. As a result, the TIF project list includes a network of biking, walking, and driving projects on the City’s roadway system. The resulting project list is shown in *Table 1*.

The project list is aligned to support the growth identified in the Comprehensive Plan and has a total cost of \$78 million if all projects were to be implemented. In the following chapters, we describe the proportion of project costs allocated to the impact fee program. The cost allocation considers the ability of the City to raise outside funding (e.g., grants) and technical limitations on how much of cost can be included in the TIF (e.g., excluding growth that is not outside of the City, excluding a portion of implementation that benefits current residents rather than growth, etc.).



**Table 1: Impact Fee Eligible Project List**

ID	Projects	Project Source	Assumed Total Cost
1	Americans with Disabilities Act (ADA) Program	TIP	\$1,000,000
2	Town Center Improvement Project – Phase 3	TIP	\$12,000,000
3	384th Sidewalk Improvements	TIP	\$500,000
4	Newton Street connection	TIP	\$462,600
5	King Street Rail Crossing Improvements	TIP	\$650,000
6	Snoqualmie Parkway Rail Crossing Improvements	TIP	\$1,000,000
7	Town Center Improvement Project – Phase 4	TIP	\$2,500,000
8	Town Center South Parking	TIP	\$250,000
9	Town Center North Improvement Project	TIP	\$50,000
10	Complete Streets and Safety Improvements	TIP	\$1,500,000
11	SR 202 Snoqualmie River Bridge <sup>1</sup>	TIP	\$40,000,000
12	Comprehensive Plan Intersection Traffic Mitigation	Comprehensive Plan	\$30,000,000
13	Snoqualmie Riverwalk	Riverwalk Master Plan	\$1,064,000
14	Snoqualmie Mill: Pedestrian Trails	Snoqualmie Mill EIS	\$600,000
15	Snoqualmie Mill: Mill Pond Road/Mill Street Roundabout	Snoqualmie Mill EIS	\$5,000,000
16	Snoqualmie Mill: Mill Street	Snoqualmie Mill EIS	\$1,500,000
<b>Total</b>			<b>\$98,076,600</b>

<sup>1</sup> A WSDOT Funded Project, listed to help promote enhanced multimodal improvements only if WSDOT funds replacement of bridge.

# Person Trip Growth

Determining the existing travel demand, as well as growth in travel demand caused by new development, is a key requirement for a TIF program. Trip generation rates by land use category are a reasonable measure of travel demand, or the desire for mobility by residents and workers to access homes, jobs, shopping, recreation, and other activities. For this study, trip generation represents the movement by one person on a typical weekday from one activity to another, regardless of travel mode (driving, riding transit, biking, or walking.)

Fehr & Peers developed a method to calculate growth in PM peak hour person trips using data from the Puget Sound Regional Council (PSRC) household travel survey, trip rates from the Institute of Transportation Engineers (ITE), and land use data from the Puget Sound Regional Council and the 2018-2022 American Community Survey (ACS.)

In order to calculate PM peak hour person trips, a trip was defined as travel between an origin and a destination. Each trip has two “trip ends”—one at the origin of the trip and one at the destination. Traditional data collection methods like ITE trip generation rates document the number of trip ends at a given type of land use—for example, the number of vehicles entering and exiting a business during the PM peak hour.

Traditionally, TIF programs are built around vehicle trip generation and support the expansion of vehicle capacity. However, Washington State explicitly allows TIF programs to fund multimodal transportation projects (e.g., roads, bike lanes, sidewalks, multipurpose trails, etc.). With an emphasis on multimodal transportation projects, this TIF is based on “person” trip ends rather than “vehicle” trip ends. A person trip end is any trip made from or to a land use, regardless of the mode of travel taken. This is an important step since there can be a clear nexus established for assessing an impact fee on person trips for any type of transportation capacity expansion. As an example, it could be challenging to assess a vehicle-based impact fee while building sidewalk or bikeway improvements that do not add to vehicle capacity.

The calculation of person trips required several steps, summarized below:

1. Calculate growth assumed in the Comprehensive Plan update and translate the growth into a format that can be used for impact fees.
2. Estimate the trip ends associated with the land use growth using a format that can be applied at an individual project level. For this TIF program, we are using standard ITE vehicle trip generation rates since most new development projects in the City of Snoqualmie are required to prepare a traffic impact analysis and the ITE is nearly always used to estimate growth in trips. Using the ITE vehicle trip generation rate for the peak hour, vehicle trips are translated into person trips using data from the PSRC household travel survey.
3. Total forecast person trip growth is then calculated for the entire City. Impact fees are usually calculated based on peak hour trip growth, since that is the time period when the transportation

capacity is most utilized. For the purposes of estimating an impact fee rate, the PM peak hour is used, although the TIF can be applied to any peak hour, at the discretion of the Planning Director.

These three steps are summarized in the tables below.

Table 2 shows the growth forecast in the City of Snoqualmie assumed in the Comprehensive Plan update. Growth is allocated into generalized land uses based on the existing mix of single-family to multi-family homes, commercial, retail, government, and industrial land uses in the City. The allocation in the generalized land use categories was also informed by the land use allocation in the PSRC regional travel model. It is important to note that land use growth does not represent buildout of all land in the City, but rather forecasts how much growth will occur based on regional projections from PSRC and the State of Washington.

**Table 2: Estimating Growth in Land Use**

Land Use Category	2023 Snoqualmie Totals	2044 Snoqualmie Totals		Total New Growth in DU/KSF
Single Family	4,161 DU	4,704 DU	<b>2044 Total minus 2023 Total</b>	543
Multi-Family	399 DU	451 DU		52
Retail	357 KSF	600 KSF		243
Office	732 KSF	1,232 KSF		500
Government	362 KSF	580 KSF		218
Education	236 KSF	486 KSF		250
Industrial	499 KSF	879 KSF		380

DU = dwelling unit; KSF = thousand square feet.

Source: Fehr & Peers, 2024.

Table 3 summarizes how traditional ITE trip generation rates are converted into person trip rates using a factor of observed person trip rates and vehicle trip rates from the PSRC Household Travel Survey. It is worth noting that we apply ITE vehicle trip generation rates rather than using the person trip generation rates directly from the PSRC regional travel demand model because the ITE rates reflect how individual-project level rates are calculated. In other words, when a developer is applying for a permit, they do not submit a traffic study based on a travel model run, they submit a traffic study based off ITE rates. By using the same calculations used at the project-level, the overall number of estimated person trips will be consistent, and the overall impact fee rate will be more accurate.

**Table 3: Translating ITE Vehicle Trip Generation Rates into Person Trip Generation Rates**

Land Use	ITE Vehicle Trip Rate <sup>1</sup>		Vehicle-to-Person Trip Ratio <sup>2</sup>		Person Trip Rate
Single Family	0.94	x	1.45	=	1.36
Multi-Family	0.45		1.45		0.65
Retail	3.4		1.25		4.25
Office	1.72		1.22		2.10
Government	1.71		1.25		2.14
Education	0.16		1.25		0.19
Industrial	0.34		1.08		0.37

1. DU = dwelling unit; KSF = thousand square feet.

2. Vehicle-to-person trip generation rate factors from the PSRC household travel survey.

Source: Fehr & Peers, 2024.

Table 4 applies the person trip generation rates derived in Table 3 to the land use growth from above. Pass-by trip adjustments (these are common adjustments to project-level trip generation applied in individual traffic studies) are applied to account for “net new” trip generation. Again, this is an important step since pass-by trips are not eligible to be included in an impact fee program. The net result is a forecast growth in PM peak hour person trips based on Comprehensive Plan land use growth rates.

**Table 4: Growth in PM Peak Hour Person Trips (2023-2044)**

Land Use Category	Growth in DU or KSF		Pass-by-Adjustment		Person Trip Rate		Growth in Person Trips
Single Family	543 DU	x	--	x	1.36	=	740
Multi-Family	52 DU		--		0.65		34
Retail	243 KSF		0.6		4.25		621
Office	500 KSF		0.9		2.10		944
Government	218 KSF		0.9		2.14		419
Education	250 KSF		0.9		0.19		44
Industrial	380 KSF		--		0.37		139
Total Growth in Person Trips							2,941

Source: Fehr & Peers, 2024.

These total PM peak hour person trip estimates will be used in the calculation of transportation impact fees rate.

# Calculating Eligible Costs

The Washington State Growth Management Act states that impact fees cannot be used to fund the entirety of the project list. This is based, in part, on practical matters: impact fees cannot be so high as to eliminate the potential for a person to develop their land. However, there are also technical issues that preclude impact fees from being a sole funding source for new capital projects. Namely, Snoqualmie cannot assess an impact fee on growth occurring outside of the City and development within the City cannot be responsible to pay for external growth. Additionally, Snoqualmie cannot have developers pay for “existing deficiencies” of the transportation system within the City. Snoqualmie must find other funds to build projects to bring the existing transportation system up to standard.

Therefore, the total cost of projects shown in *Table 1* are adjusted to account for assumed external funding, the share of growth that occurs outside of Snoqualmie, and the share of project costs needed to address existing deficiencies. These are explained below.

## External Funding

Snoqualmie has received outside funding commitments for several near-term projects, largely in the form of grants. When known, these grants are specifically taken into account. However, as a strong steward of municipal finances, Snoqualmie generally does not undertake large capital projects without external funding. Therefore, for longer-range projects with no grant funding yet secured, the impact fee program assumes that a proportion of the overall project cost is assumed to come from external sources. These range from a high proportion for projects such as the SR 202 bridge replacement, which is largely the responsibility of WSDOT, to a lower proportion of smaller transportation facilities entirely owned and operated by the City of Snoqualmie.

## Growth Outside Snoqualmie

As noted, development inside the City of Snoqualmie cannot pay for the impacts of growth occurring outside of the City. This is important considering that facilities like SR 202 and Snoqualmie Parkway are important regional roads and carry substantial amounts of non-local travel.

To account for growth occurring outside of the City, we used the PSRC travel model to specifically calculate the share of 2044 traffic on area roadways that have vehicle capacity improvement projects included in the project list. This share of future traffic not associated with the City of Snoqualmie was used to reduce the total costs of vehicle capacity projects included in the TIF program.

For pedestrian and bicycle projects, we are not able to use the regional travel model to determine the share of non-city travel that would occur on sidewalks, trails, and other active transportation improvements in 2044. However, given that walking and bicycling trips are considerably shorter in



distance than vehicle trips, and the relative isolation of Snoqualmie, we assumed 10% of all walk/bike person trip growth is attributable to new growth outside of the City.

## Existing Deficiencies

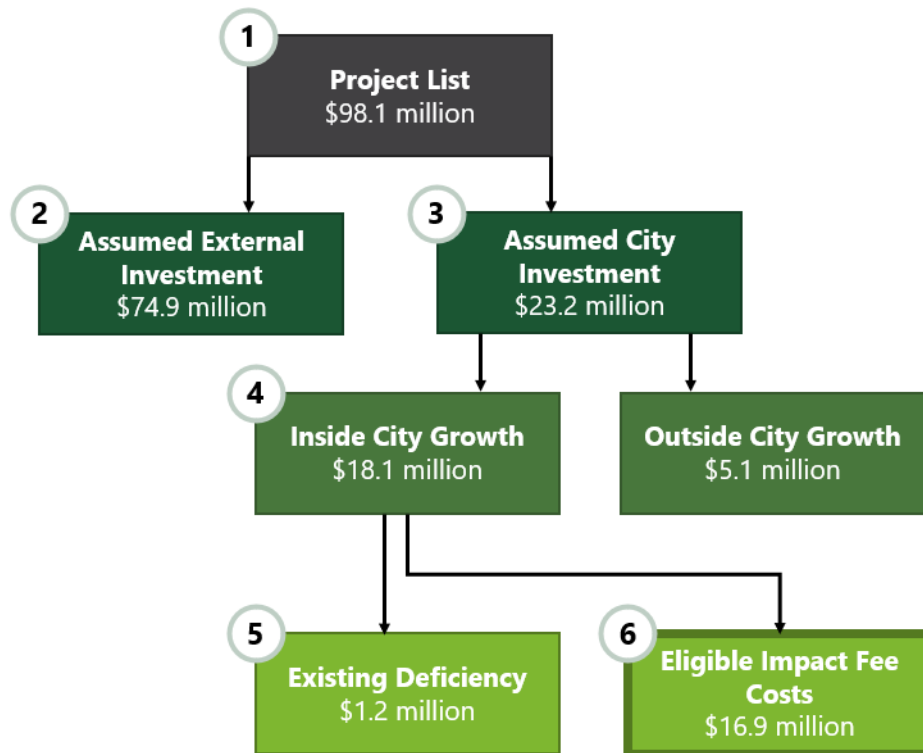
For vehicle capacity projects, existing deficiencies are determined based on whether a roadway or intersection fails to meet the City's adopted level of service standard under existing conditions. Per the analysis performed for the Comprehensive Plan, all intersections in the City of Snoqualmie meet the level of service standard and therefore there are no existing deficiencies related to vehicle capacity that must be addressed. In other words, the City of Snoqualmie has expanded roadways and intersections concurrent with growth which has ensured that today's roadway system can accommodate the level of traffic present during peak hours. In fact, the only notable traffic congestion in Snoqualmie is related to congestion that spills back from the SR 18/I-90 interchange.

While Snoqualmie has built out the roadway network, there are large portions of the City that do not have sidewalks or comfortable bicycling facilities. Evaluating existing deficiencies for active mode infrastructure is typically done by comparing the proportion of existing roadways that have standard active mode infrastructure (e.g., sidewalks, bike paths, bike lanes, etc.). Through development agreements, nearly all of Snoqualmie Ridge has robust active mode infrastructure, but the same is not true for the historic parts of the City.

Snoqualmie does not have a detailed inventory of all active mode infrastructure, but we conservatively estimated that half of the roadways in Snoqualmie lack adequate pedestrian/bicycle infrastructure. Therefore, for active mode projects, we apply a 50% deficiency to any project cost that expands the capacity for walking and bicycling. The simplest way to think about the active mode existing deficiency is to say that new development is being asked to pay for 50% of future pedestrian and bicycle infrastructure, which is an equal share to how much prior growth has built to this point. The City of Snoqualmie will have to identify funding to pay for its share of existing deficiencies.

## Cost Allocation Results

The steps in *Figure 2* and *Table 5* summarize how the total project costs are distilled down to the eligible costs that can be included in the multimodal TIF. As shown, the final cost to provide adequate future transportation infrastructure that will support new growth is \$5,733.29 per peak hour trip. Note that while the program was calculated based on PM peak hour trip generation, this is a proxy to measure the overall impact on the transportation caused by new development. It is the intent of the TIF program that the peak hour trip generation (AM, midday, PM) be considered when calculating an appropriate impact fee.

**Figure 2: Determination of Eligible Impact Fee Costs From Project List****Table 5: Calculation of the Fee Per Trip**

No	Calculation Step	Value
1	Eligible Project List Costs	\$98,076,600
2	Subtract Estimated External Funding	- \$74,892,500
3	Assumed City Investment	= \$23,184,100.00
4	Growth Attributable to Snoqualmie	× 51%-100% (range, based on project type and location) = \$18,080,474
5	Account for Existing Deficiencies	× 0%-50% (range, based on project)
6	Resulting Impact Fee Costs	= \$16,859,174
7	Divide by Growth in PM Peak Hour Person Trip Ends	÷ 2,941
8	<b>Cost per Peak Hour Person Trip End</b>	<b>\$5,733.29</b>

Source: Fehr &amp; Peers, 2024.

# Impact Fee Schedule

Table 5 highlights the most important calculation of the TIF, which is the cost per peak hour trip. Using this rate and the peak hour trip generation of any development project, the appropriate impact fee can be calculated. However, to assist project applicants in estimating their impact fees, we have developed a rate table that translated the impact fee rate into a cost per unit of development for a variety of land uses included in the *ITE Trip Generation Manual*. Table 6 shows the various components of the fee schedule (vehicle trip generation rates, pass-by rates, and person trip rates.)

The impact fee schedule can be used to calculate impact fees for simple land use projects, but the City of Snoqualmie reserves the right to request a detailed trip generation analysis for any development proposal. Applicants also have the right to submit an independent impact fee assessment for review by the City. As noted, some land uses (e.g., coffee shop, bakeries) may need to assess their impact fee on the AM or other peak hour, as directed by the City of Snoqualmie.

**Table 6: City of Snoqualmie Impact Fee Rate Schedule**

ITE Land Use Category	ITE Code	Units	Vehicle PM Peak Trips/Unit <sup>1</sup>	Pass-by % <sup>2</sup>	Vehicle-to-Person Trip Ratio <sup>3</sup>	PM Peak Person Trip Rate	Impact Fee Per Development Unit
Single Family – Detached	210	per DU	0.94	0%	1.45	1.36	\$7,814.47
Middle Housing <sup>4</sup>	215, 220	per DU	0.47	0%		0.78	\$3,907.24
Retirement Community	251	per DU	0.30	0%		0.44	\$2,493.98
Congregate Care/Asst Living	253	per DU	0.18	0%		0.26	\$1,496.39
Elementary School	520	students	0.16	20%	1.26	0.16	\$924.66
Middle/JR High School	522	students	0.15	20%		0.15	\$866.87
High School	525	students	0.14	20%		0.14	\$809.08
Day Care Center	565	per KSF	11.12	90%		1.40	\$8,033.03
Church	560	per KSF	0.49	0%		0.62	\$3,539.73
Nursing Home	620	per Bed	0.14	0%	1.08	0.18	\$1,011.35
Light Industrial/Manufacturing	110, 140	per KSF	0.695	0%		0.75	\$4,303.41
Industrial Park	130	per KSF	0.34	0%		0.37	\$2,105.26
Mini-Warehouse/Storage	151	per KSF	0.15	0%		0.16	\$928.79
Warehousing	150	per KSF	0.18	0%	1.22	0.19	\$1,114.55
Hospital	610	per KSF	0.86	0%		1.08	\$6,212.59
Medical/Dental Office	720	per KSF	3.93	0%		4.79	\$27,488.82
General Office (200k-300k)	710	per KSF	1.44	0%		1.76	\$10,072.24
General Office (300k)	710	per KSF	1.22	0%		1.49	\$8,533.43
Single Tenant Office	715	per KSF	1.76	0%		2.15	\$12,310.52

ITE Land Use Category	ITE Code	Units	Vehicle PM Peak Trips/Unit <sup>1</sup>	Pass-by % <sup>2</sup>	Vehicle-to-Person Trip Ratio <sup>3</sup>	PM Peak Person Trip Rate	Impact Fee Per Development Unit
Health Fitness Club	492	per KSF	3.45	25%	1.25	3.23	\$18,543.60
Recreational Community Center	495	per KSF	2.5	25%		2.34	\$13,437.39
Gasoline/Service Station	944	per VSP	13.91	62%	1.25	6.61	\$37,881.27
Gas Station w/Convenience Market	945	per VSP	18.42	62%		8.75	\$50,163.41
Self-Serve Car Wash	947	per stall	5.54	35%		4.50	\$25,806.96
Auto Sales (New/Used)	840, 841	per KSF	3.09	20%		3.09	\$17,687.19
Automobile Parts Sales	843	per KSF	4.9	43%		3.49	\$20,016.34
Auto Service Center	943	per KSF	2.06	30%		1.80	\$10,334.25
Variety Store	814	per KSF	6.7	50%		4.19	\$24,008.15
Freestanding Discount Store	815	per KSF	4.86	27%	1.25	4.43	\$25,425.70
Supermarket	850	per KSF	8.95	38%		6.94	\$39,767.52
Shopping Center (>150k)	820	per KSF	3.4	29%		3.02	\$17,300.20
Shopping Plaza (40 – 150k)	821	per KSF	9.03	40%		6.77	\$38,828.70
Strip Retail Plaza (<40k)	822	per KSF	6.59	34%		5.44	\$31,170.46
Hardware/Paint Store	816	per KSF	2.98	60%		1.49	\$8,542.60
Convenience Market	851	per KSF	49.11	61%		23.94	\$137,261.37
Pharmacy/Drug Store w/o Drive-Thru	880	per KSF	8.51	53%		5.00	\$28,664.29
Pharmacy/Drug Store w/Drive-Thru	881	per KSF	10.25	49%		6.53	\$37,463.46
Furniture Store	890	per KSF	0.52	40%		0.39	\$2,235.98
Drive-In Bank	912	per KSF	21.01	35%		17.07	\$97,870.82
Walk-In Bank	911	per KSF	12.13	47%		8.04	\$46,073.42
Fine Dining Restaurant	931	per KSF	7.8	44%		5.46	\$31,303.75
High Turnover Restaurant	932	per KSF	9.05	43%		6.45	\$36,968.96
Fast Food w/o Drive-Thru	933	per KSF	33.21	49%		21.17	\$121,381.60
Fast Food w/Drive-Thru	934	per KSF	33.03	55%		18.58	\$106,520.92
Hotel	310	per room	0.59	0%	1.45	0.86	\$4,904.83
Motel	320	per room	0.36	0%		0.52	\$2,992.78

1. Source: ITE Trip Generation Manual, 11th Edition. Vehicle trip rates for weekday, peak hour of adjacent street traffic (4-6pm).

2. A pass-by trip is any trip that may go to a land use but is part of a larger overall "trip tour." The defining feature of the pass-by trip is that it is an interim stop that did not initiate the overall need to travel.

3. Vehicle-to-person trip generation rate factors were developed from the 2017-2019 Puget Sound Regional Council Household Travel Survey.

4. Consistent with HB 1337, ADUs cannot have an impact fee of more than 50% of the fee for single family housing. To encourage middle housing, all forms of non-single family housing not otherwise listed in this table are eligible for this reduced impact fee rate.

Sources: ITE Trip Generation Handbook, 11th Edition; Fehr & Peers, 2024.



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-098**  
**November 25, 2024**  
**Ordinance**

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-098:</b> Ordinance adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Motion to adopt Ordinance No. 1302, the City of Snoqualmie Comprehensive Plan 2044 Periodic Update	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Emily Arteche	11/19/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	11/20/2024
	City Administrator	Choose an item.	11/21/2024

<b>DEPARTMENT:</b>	Community Development		
	<b>STAFF:</b> Emily Arteche, CD Director		
	<b>COMMITTEE:</b> Community Development		<b>COMMITTEE DATE:</b> December 2, 2024
	<b>EXHIBITS:</b> 1. AB24-098x1 (Ord) 2. AB24-098x2 3. AB24-098x3		

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

The City of Snoqualmie is required to adopt an updated Comprehensive Plan by December 31, 2024, pursuant to RCW Chapter 36.70A of the Growth Management Act (GMA), which contains the 15 goals intended to guide the development and contents of comprehensive plans in the state of Washington.

### LEGISLATIVE HISTORY

The Snoqualmie City Council adopted Ordinance No. 1148, Snoqualmie 2032, the 2014 City of Snoqualmie Comprehensive Plan on December 8, 2014.

### BACKGROUND

The City of Snoqualmie held meetings/open houses open to members of the public on April 6, 2023, at Snoqualmie City Hall, and October 18, 2023, at the Snoqualmie Library Meeting



Room, to facilitate public participation in the planning process to provide for an opportunity for early and continuous public participation during the comprehensive plan amendment process as required by RCW 36.70A.140.

The City of Snoqualmie developed and facilitated a Public Involvement Plan, (PIP) which generated over 400 public comments and over 40 separate interactions with the Washington State Departments of Commerce, Fish and Wildlife, and Transportation, the Puget Sound Regional Government, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Snoqualmie Valley Mobility Coalition, the Snoqualmie Valley Watershed Forum, the Snoqualmie Downtown Association, the Snoqualmie Ridge Merchants Association and other Community Partners which were used to help inform the development of the Plan.

The Planning Commission of the City of Snoqualmie invited members of the public meetings on July 17, 2023, August 7, 2023, August 21, 2023 (Land Use), September 5, 2023, September 18, 2023, October 2, 2023 (Housing), October 2, 2023, October 16, 2023, November 6, 2023, November 11, 2023 (Transportation), November 6, 2023, November 20, 2023, December 4, 2023 (Capital Facilities and Utilities), August 21, 2023, September 20, 2023, October 2, 2023 (Economic Development), December 4, 2023, January 16, 2024, February 5, 2024, February 20, 2024, and March 18, 2024 (Environment), and made recommendations to the Snoqualmie City Council regarding the proposed amendments.

City Council Committees of the City of Snoqualmie invited the public to meetings of the City Council Committee on November 6, 2023, November 20, 2023 (Land Use), October 16, 2023, November 11, 2023, November 20, 2023, December 4, 2023, February 5, 2024 (Housing), December 5, 2023, February 6, 2024 (Transportation), January 3, 2024 (Capital Facilities and Utilities), October 16, 2023; November 6, 2023; November 20, 2023 (Economic Development); and April 1, 2024 (Environmental) regarding the proposed amendments.

The City Council of the City of Snoqualmie held City Council meetings open to members of the public on February 12, 2024 (Land Use), February 26, 2024, March 11, 2024, and March 25, 2024 (Transportation), March 25, 2024 (Capital Facilities and Utilities), April 8, 2024, April 22, 2024, and May 13, 2024 (Economic Development and Environment) regarding the proposed amendments.

#### **ANALYSIS**

The City of Snoqualmie 2044 Comprehensive Plan is consistent with the requirements of the State Environmental Policy Act and the City issued a Determination of Non-significance Adoption and Addendum, June 3, 2024. This threshold determination adopted prior environmental analysis prepared for the Snoqualmie 2023 Comprehensive Plan and added new information based on environmental studies. The adoption of the Comprehensive Plan 2044 Periodic Update is unlikely to result in significant environmental impacts.

#### **BUDGET IMPACTS**

N/A

#### **NEXT STEPS**

Community Development Committee review on December 2, 2024.

Hold a public hearing at the second reading and adopt the City of Snoqualmie Comprehensive Plan 2044 Periodic Update, Ordinance No. 1302 on December 9, 2024.

#### **PROPOSED ACTION**

Approve a second reading and make a motion to adopt the City of Snoqualmie Comprehensive Plan 2044 Periodic Update, Ordinance No. 1302

**ORDINANCE NO. 1302****AN ORDINANCE OF THE CITY OF SNOQUALMIE,  
WASHINGTON, ADOPTING THE CITY OF SNOQUALMIE  
COMPREHENSIVE PLAN 2044 PERIODIC UPDATE**

**WHEREAS**, the City of Snoqualmie is required to plan under RCW Chapter 36.70A, the Growth Management Act, which contains fifteen goals intended to guide the development and contents of comprehensive plans for jurisdictions planning under GMA in order to manage population growth and the use of natural resources in the state of Washington; and

**WHEREAS**, the City of Snoqualmie is categorized as a fully-planning jurisdiction by the Growth Management Act and is required to prepare and keep current a comprehensive plan incorporating the various required elements specified by RCW 36.70A; and

**WHEREAS**, the City of Snoqualmie developed and facilitated a Public Involvement Plan, (PIP) which generated over 400 public comments and over 40 separate interactions with the Washington State Departments of Commerce, Fish and Wildlife, and Transportation, the Puget Sound Regional Government, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Snoqualmie Valley Mobility Coalition, the Snoqualmie Valley Watershed Forum, the Snoqualmie Downtown Association, the Snoqualmie Ridge Merchants Association and other Community Partners which were used to help inform the development of the Plan; and

**WHEREAS**, the City of Snoqualmie invited members of the Public and Community Partners to Open Houses on April 6, 2023, at Snoqualmie City Hall and

October 18, 2023, at the Snoqualmie Library Meeting Room to facilitate public participation in the planning process to provide for an opportunity for early and continuous public participation during the comprehensive plan amendment process as required by RCW 36.70A.140; and

**WHEREAS**, the Planning Commission of the City of Snoqualmie invited members of the public to public meetings on July 17, 2023, August 7, 2023, August 21, 2023 (Land Use), September 5, 2023, September 18, 2023, October 2, 2023 (Housing), October 2, 2023, October 16, 2023, November 6, 2023, November 11, 2023 (Transportation), November 6, 2023, November 20, 2023, December 4, 2023 (Capital Facilities and Utilities), August 21, 2023, September 20, 2023, October 2, 2023 (Economic Development), December 4, 2023, January 16, 2024, February 5, 2024, February 20, 2024, and March 18, 2024 (Environment) and made recommendations to the Snoqualmie City Council regarding the proposed amendments; and

**WHEREAS**, the City Council Committees of the City of Snoqualmie invited the public to City Council Committee meetings open to members of the public on November 6, 2023, November 20, 2023 (Land Use), October 16, 2023, November 11, 2023, November 20, 2023, December 4, 2023, February 5, 2024 (Housing), December 5, 2023, February 6, 2024 (Transportation), January 3, 2024 (Capital Facilities and Utilities), October 16, 2023; November 6, 2023; November 20, 2023 (Economic Development); and April 1, 2024 (Environmental) regarding the proposed amendments; and

**WHEREAS**, the City Council of the City of Snoqualmie invited the public to City Council meetings open to members of the public on February 12, 2024 (Land Use)

February 26, 2024, March 11, 2024, and March 25, 2024 (Transportation), March 25, 2024 (Capital Facilities and Utilities), April 8, 2024, April 22, 2024, May 13, 2024 (Economic Development and Environment) regarding the proposed amendments; and

**WHEREAS**, the City of Snoqualmie held a public hearing at the Snoqualmie City Hall on December 9, 2024, to hear public testimony on the Plan; and

**WHEREAS**, the City of Snoqualmie has prepared the Comprehensive Plan 2044 Periodic Update consistent with the requirements of RCW 36.70A and in pursuit of the fifteen goals of the Growth Management Act and has also considered, evaluated, and where appropriate incorporated the feedback and information gathered during various public participation opportunities, and

**WHEREAS**, to ensure the adoption of the City of Snoqualmie 2044 Comprehensive Plan is consistent with the requirements of the State Environmental Policy Act, the City of Snoqualmie on June 3, 2024 issued a Determination of Non-significance Adoption and Addendum, adopting prior environmental analysis prepared for the Snoqualmie 2023 Comprehensive Plan and adding new information based on environmental studies finding that the adoption of the Comprehensive Plan 2044 Periodic Update is unlikely to result in significant environmental impacts; and

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Snoqualmie as follows:

**Section 1. Adoption of Comprehensive Plan Periodic Update.** Volumes 1 and 2 of the 2024 City of Snoqualmie Comprehensive Plan periodic update, attached hereto, are hereby adopted.



**Section 2. Effective Date.** This ordinance shall be effective five days after its passage and publication, as provided by law.

**Section 3. Severability.** If any portion of this ordinance is found to be invalid or unenforceable for any reason, such finding shall not affect the validity or enforceability of any other section of this ordinance.

**Section 4. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington, at a regular meeting thereof this 9th day of December 2024.

---

Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

---

Deana Dean, City Clerk

---

David Linehan, Interim City Attorney

# CITY OF SNOQUALMIE

## COMPREHENSIVE PLAN

### 2024 – 2044





# **SNOQUALMIE 2044**

## **CITY OF SNOQUALMIE COMPREHENSIVE PLAN**

Adopted by Snoqualmie City Council  
December 9, 2024  
Resolution **xxxx**

*Cover Photo Courtesy of Jim Reitz  
Used with Permission*



# ACKNOWLEDGMENTS

## CITIZENS OF THE CITY OF SNOQUALMIE

### SNOQUALMIE CITY COUNCIL

*Katherine Ross, Mayor*  
*Ethan Benson*  
*Rob Wotton*  
*Bryan Holloway*  
*Louis Washington*  
*Catherine (Cat) Cotton*  
*Cara Christensen*  
*Jolyon Johnson*

### SNOQUALMIE PLANNING COMMISSION

*Luke Marusiak, Chair*  
*Andre Testman, Vice Chair*  
*Ashleigh Kilcup*  
*Michael Krohn*  
*Darrell Lambert*  
*Dan Murphy*  
*Steve Smith*

### COMMUNITY DEVELOPMENT DEPARTMENT

*Emily Arteche, AICP, Community Development Director*  
*Mona Davis, Senior Planner*  
*\*Ashley Wragge, Planning Technician*

### CONTRIBUTING CITY STAFF

*Mike Chambless, City Administrator*  
*Deana Dean, City Clerk*  
*Danna McCall, Communications Coordinator*  
*Drew Bouta, Finance Director*  
*Mike Bailey, Fire Chief*  
*Jeff Hamlin, Parks & Public Works Director*  
*Brian Lynch, Police Chief*

### CONSULTANT TEAM

*FCS Group*  
*Fehr & Peers*  
*LDC*  
*Otak*  
*Perteet*

*\*Term of position concluded prior to Planning Commission recommendation or City Council adoption*



# VOLUME I

## Goals and Policies

*DMcAllister*



# TABLE OF CONTENTS

Acknowledgments .....	3
Introduction .....	7
Planning Framework.....	8
Growth Management Act (GMA).....	8
GMA Planning Goals.....	8
GMA Planning Timelines.....	9
Regional Planning Framework .....	9
Snoqualmie's Periodic Update Process.....	11
About the Plan .....	12
Comprehensive Plan Elements.....	13
Historical Overview .....	15
Snoqualmie Vision.....	17
Vision Central Themes .....	17
Vision Core Components.....	19
Community Engagement.....	20
Land Use.....	22
Introduction .....	22
Land Use Goals and Policies .....	23
Land Use Designations.....	26
Future Land Use Map.....	28
Housing.....	29
Introduction .....	29
Housing Goals and Policies .....	30
Transportation.....	33
Introduction .....	33
Transportation Goals and Policies .....	34
Capital Facilities and Utilities .....	38

Introduction .....	38
Capital Facilities & Utilities Goals and Policies .....	39
Parks and Recreation.....	42
Introduction .....	42
Parks and Recreation Goals and Policies .....	43
Environment.....	49
Introduction .....	49
Environment Goals and Policies .....	50
Economic Development .....	54
Introduction .....	54
Economic Development Goals and Policies .....	55
Shorelines.....	59
Introduction .....	59
Components of the Shorelines Element .....	60



## INTRODUCTION

Welcome to the City of Snoqualmie Comprehensive Plan. This plan projects the future of Snoqualmie through 2044, articulating goals and policies designed to cultivate a vibrant, sustainable, and inclusive community. It is the result of a periodic update process conducted in 2023 and 2024, refining the goals, policies, and supporting analysis of the 2014 Comprehensive Plan based on updated data and extensive community engagement. It serves as a foundation for the City's regulations and guides decision-making processes, ensuring that growth and development align with the aspirations of our residents.

Building on the principles established in previous plans, this Comprehensive Plan addresses community needs and complies with the Washington Growth Management Act (GMA) requirements for regular updates. It also aligns with King County's Countywide Planning Policies and the Puget Sound Regional Council's Vision 2050, ensuring regional coherence and collaboration. Through this plan, we aim to balance development with the preservation of our natural beauty and cultural heritage, ensuring a high quality of life for all Snoqualmie residents.



## PLANNING FRAMEWORK

### GROWTH MANAGEMENT ACT (GMA)

The State of Washington enacted the Growth Management Act (GMA) in 1990 to address the challenges posed by rapid growth and development. This legislation mandates that the state's fastest-growing counties, along with the cities within them, prepare comprehensive plans that guide conservation and development over a twenty-year period. These comprehensive plans serve as the legal foundation for all subsequent planning and zoning activities within the city, ensuring they are aligned with the GMA's goals and requirements.

To comply with the GMA, counties, in cooperation with cities, must designate urban growth areas (UGAs) to encompass areas and densities sufficient to accommodate the projected 20-year growth. All cities must be within a UGA, ensuring that growth is managed efficiently and sustainably. Additionally, public facilities and services necessary to support development must be in place or have funding committed within six years to serve new development concurrently.

### GMA PLANNING GOALS

The GMA outlines fourteen statutory goals to guide the development of comprehensive plans. These goals ensure that plans are not only internally consistent but also compatible with the plans of neighboring jurisdictions. The statutory goals of the GMA are as follows:

1. **Urban Growth:** Direct growth to areas where urban services can be provided efficiently.
2. **Reduce Sprawl:** Minimize the spread of low-density development on undeveloped land.
3. **Transportation:** Develop efficient, multimodal transportation systems coordinated with regional and local plans.
4. **Housing:** Ensure affordable housing is available to all economic segments and encourage a variety of housing types and densities.
5. **Economic Development:** Promote economic growth throughout the state, focusing on opportunities for all citizens, including disadvantaged individuals and regions with insufficient growth, while respecting natural resource capacities.
6. **Property Rights:** Protect landowners' rights from arbitrary actions and ensure fair compensation for public use of private property.
7. **Permitting:** Ensure timely and predictable processing of permit applications by state and local governments.



8. **Natural Resource Industries:** Support and enhance industries based on natural resources, such as timber, agriculture, and fisheries, and encourage conservation of productive lands.
9. **Open Space and Recreation:** Preserve open spaces, enhance recreational opportunities, conserve habitats, and develop parks.
10. **Environment:** Protect and enhance environmental quality, including air and water quality.
11. **Citizen Participation and Coordination:** Promote active citizen involvement in planning processes and coordinate efforts among communities and jurisdictions.
12. **Public Facilities and Services:** Ensure necessary public facilities and services are adequate to support development without reducing current service levels below established standards.
13. **Historic Preservation:** Identify and preserve lands, sites, and structures of historical and archaeological significance.
14. **Shoreline Management:** Effectively manage the state's shorelines to balance development with environmental conservation.

## GMA PLANNING TIMELINES

Local governments were to adopt their initial comprehensive plans by July 1, 1994. According to updates to RCW 36.70A.130 (5), King County cities must update both comprehensive plans and development regulations on or before December 31, 2024, again on or before June 30, 2034, and every ten years thereafter. Development regulations must be consistent with and implement the comprehensive plan. The GMA was amended in 2022 to require cities such as Snoqualmie to submit an implementation progress report five years after each periodic review of their comprehensive plans. For Snoqualmie, the first report is expected to be submitted in 2029, between the 2024 and 2034 periodic updates.

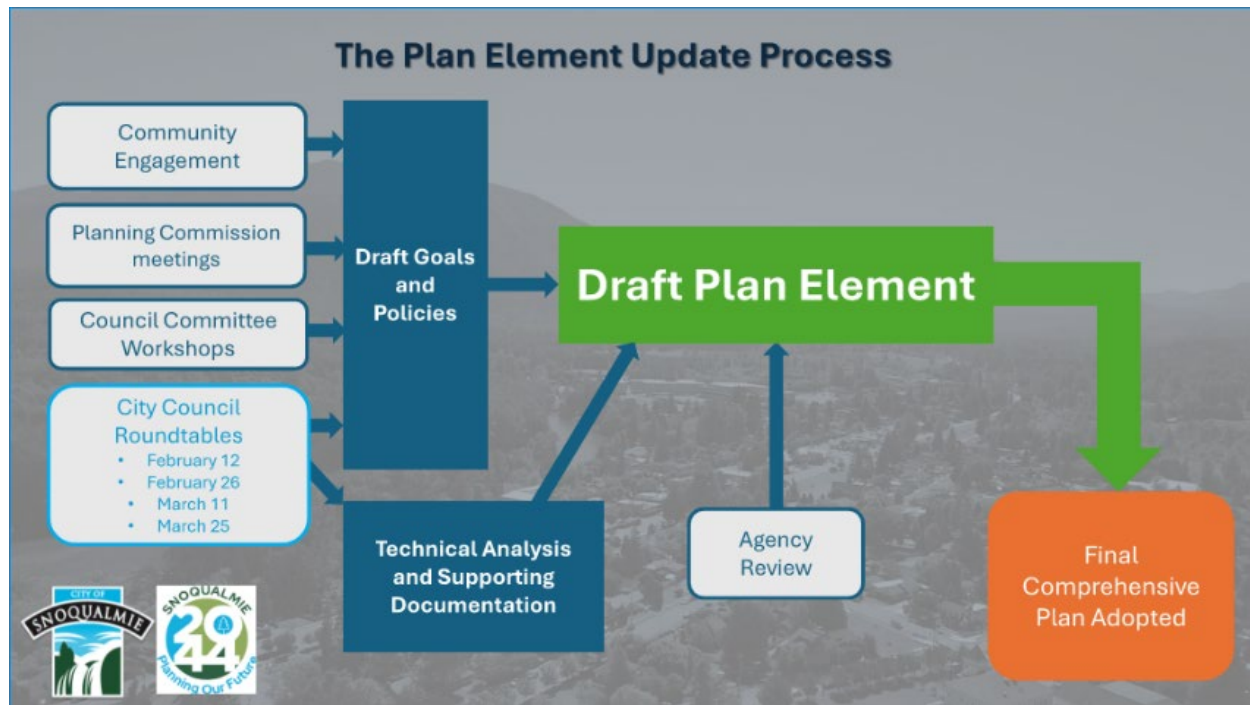
## REGIONAL PLANNING FRAMEWORK

The Snoqualmie Comprehensive Plan update supports and helps implement the multicounty policy guidance of Vision 2050. Vision 2050, created by the Puget Sound Regional Council (PSRC), provides a strategic framework for sustainable and equitable growth in the central Puget Sound region through 2050. This plan builds on Vision 2040, retaining its core emphasis on a strong economy, healthy environment, and urban growth within designated centers, while incorporating new regional outcomes and a heightened focus on equity, health, and climate resilience.

Snoqualmie's comprehensive plan advances a sustainable approach to growth and future development. The plan incorporates a systems approach to planning and decision-making that addresses protection of the natural environment. It commits to maintaining and restoring ecosystems by conserving key habitats, protecting surface and groundwater resources, and reducing greenhouse gas emissions. The plan includes provisions that ensure a healthy environment remains available for future generations. The updated comprehensive plan aligns with residential and employment targets set by Vision 2050, identifying the targeted number of housing units and employment opportunities in the city for the year 2044. The plan is also



consistent with the 2021 King County Countywide Planning Policies, which guide local comprehensive plans in managing growth and coordinating regional efforts.



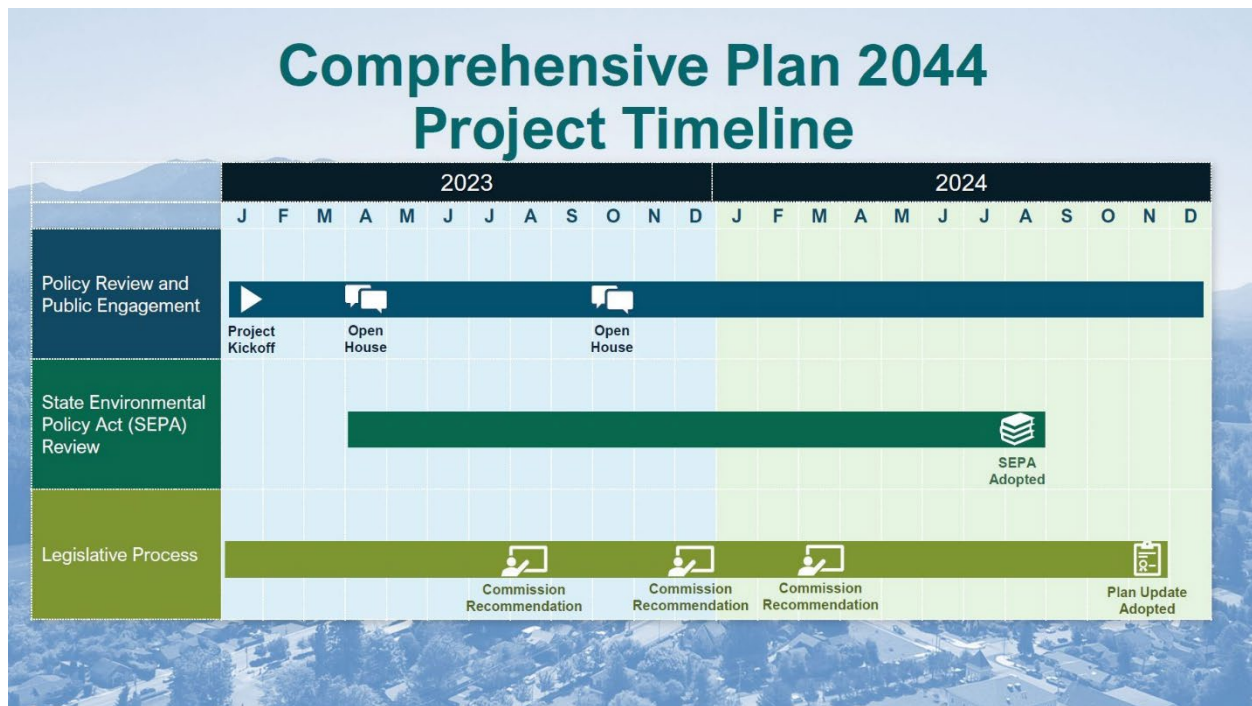
The comprehensive plan addresses each of the policy areas in Vision 2050. Policies include habitat protection, water conservation, air quality, and climate change. Environmentally friendly development techniques, such as low-impact development, are supported. The plan calls for compact urban development and includes standards for mixed-use development.

The housing element commits to expanding housing production at all income levels to meet the diverse needs of current and future residents. Economic development policies focus on creating jobs, investing in all people, and maintaining a high quality of life. The transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, alternatives to driving alone, and community health. Transportation planning is coordinated with neighboring jurisdictions, including level-of-service standards and concurrency provisions. Public service policies emphasize sustainability and conservation. The comprehensive plan also addresses local implementation actions consistent with Vision 2050, ensuring Snoqualmie's growth is resilient, inclusive, and sustainable.

## SNOQUALMIE'S PERIODIC UPDATE PROCESS

Beginning in January 2023, the City of Snoqualmie embarked on a comprehensive two-year project to update its Comprehensive Plan for the period of 2024-2044. This extensive initiative was designed to align with state law and the Growth Management Act (GMA) while addressing the evolving needs and priorities of the community. The update process was highly participatory, drawing on citizen input gathered over three years through a variety of channels, including public meetings, workshops, and consultations with City boards, commissions, and council committees. Key contributors to the process included the Planning Commission, Economic Development Commission, Park Board, and Arts Commission. Professional staff and consultants played a critical role in shaping the plan, ensuring it reflected the community's vision and goals.

Adopted in 2024, the updated Comprehensive Plan will guide the City's growth and development through 2044. The two-year update process was characterized by extensive public engagement, including two citywide open houses, surveys, and informational outreach initiatives. The City of Snoqualmie is committed to monitoring and updating the plan as needed to respond to changing conditions and ensure it continues to reflect the interests and aspirations of the community. This ongoing commitment to public involvement and adaptive planning will help ensure that Snoqualmie's growth remains sustainable and aligned with the community's long-term vision.





## ABOUT THE PLAN

The Snoqualmie Comprehensive Plan serves as a broad and cohesive blueprint for the city's future growth and development. It is designed to be internally consistent, ensuring that each element aligns with the others and with additional specific plans such as the Sewer System Comprehensive Plan, City of Snoqualmie Water System Comprehensive Plan, and the City of Snoqualmie Hazard Mitigation Plan. The plan is comprehensive, covering all geographic and functional aspects critical to the city's development, and general, summarizing major policies without delving into specific locations or regulations. It is also long-range, setting forth strategies to achieve the city's vision for the future, beyond current pressing issues.

The Comprehensive Plan is organized into two volumes:





- **Volume 1** is organized into several key elements, each addressing essential aspects such as land use, housing, transportation, capital facilities, utilities, and shorelines, along with additional chapters on the environment, economic development, and parks and recreation to address local priorities. Goals and policies for each element are clearly outlined in this first volume of the plan for easy reference and implementation.
- **Volume 2** includes additional documentation, with supporting data and analysis, background discussions, and subsections that cover specific issues and Growth Management Act (GMA) requirements for each element.






## COMPREHENSIVE PLAN ELEMENTS

The Comprehensive Plan is divided into chapters called “Elements.” Elements can be understood on their own but are also interconnected parts of the Comprehensive Plan and its framework. At a minimum, the GMA requires comprehensive plans to include elements focused on land use, housing, transportation, capital facilities, and utilities. Snoqualmie has tailored its Comprehensive Plan to local priorities by including optional elements such as environment, economic development, and parks and recreation, aligning with goals in these areas. The following table summarizes the purpose of each individual element, providing a detailed overview of the city's planning framework.

In 2023, a mandatory climate and resilience element was added, which must be adopted by jurisdictions in King County by 2029. Optional elements are allowed, such as solar energy, conservation, recreation, economic development, and sub-area plans.

Element	Focus
<b>Land Use</b> 	A long-range guide to the physical development of the City and its urban growth area. It translates the City vision into a physical plan describing where and how to develop, redevelop and preserve the city through general land use designations. Land use designations provide residents and property owners predictability about the nature of land use planned in Snoqualmie, helping guide future land use development applications.
<b>Housing</b> 	Considers the supply and condition of existing housing and analyzes housing needs for the City's current and projected population. Policies address various topics including residential growth capacity, development of various housing types and densities to meet all population segment needs and providing low cost and affordable housing for residents.
<b>Transportation</b> 	Guides transportation system improvements to meet Snoqualmie's existing and future travel needs. This Element incorporates local land use planning and the regional transportation system, helping the City to develop a comprehensive, multi-modal transportation system to serve the planning area, while supporting the broader long-range goals of community development.
<b>Capital Facilities and Utilities</b> 	Identifies essential public capital facilities along with private infrastructure facilities, establishes acceptable levels of service, and ensures that these facilities and services are provided in a timely manner to support existing and future residents. It is the mechanism the City can use to coordinate its physical and fiscal planning.

<p><b>Parks and Recreation</b></p> 	<p>Emphasizes the need to continue the high levels of service provided by existing parks, open space, recreation facilities, and programs while meeting future needs based on recreation trends and population demand, as established in the City's adopted Open Space, Parks, and Recreation Plan.</p>
<p><b>Environment</b></p> 	<p>Prioritizes protection of Snoqualmie's natural setting, including habitat areas, natural hazards, wetland protection, preservation of surface and groundwater quality, air quality, and sustainability.</p>
<p><b>Economic Development</b></p> 	<p>Focuses on how to maintain Snoqualmie's prosperity by providing a range of employment, retail, service, and recreational opportunities for its residents. Includes strategies to create, maintain, and grow value for the residents, property owners, and businesses who have invested, or will invest, in Snoqualmie.</p>





## HISTORICAL OVERVIEW

The history of Snoqualmie from 1930 to the present day is characterized by significant developments and challenges that have shaped the city's-built environment. During the Great Depression, despite economic hardships, the Snoqualmie Falls Lumber Company mill continued operating, providing essential employment and stabilizing the local economy. The 1930s also saw community-driven efforts to improve public spaces, such as the creation of Railroad Park. The construction of the I-90 freeway in the 1960s further transformed Snoqualmie, improving accessibility and linking the town more directly with Seattle and other urban centers, which facilitated growth and development.

The Weyerhaeuser mill site played a central role in Snoqualmie's industrial landscape. Originally established in 1917, it became one of the nation's first all-electric lumber mills. The mill operated for several decades, significantly contributing to the local economy. However, its closure in 2003 marked the end of an era and presented new opportunities for redevelopment. This site is now part of the city's ongoing transformation, with plans to integrate it into the broader community framework.

The Snoqualmie Tribe has been integral to the area's heritage and recent resurgence. In 1999, the Tribe gained federal recognition, which enabled it to reclaim and develop ancestral lands. The Tribe's economic ventures, including the Snoqualmie Casino opened in 2008, have provided substantial revenue and employment opportunities, contributing to the region's economic vitality and cultural renaissance.

Snoqualmie has also faced natural challenges, particularly floods in 1990 and 2009, which caused significant damage to homes and infrastructure. These events underscored the need for improved flood management and resilience planning. The community's response included measures to mitigate future flood risks and enhance emergency preparedness, ensuring that Snoqualmie could better withstand such events.

The development of the Snoqualmie Ridge neighborhood in the late 1990s and early 2000s marked a major shift in the city's expansion. This master-planned community brought thousands of new residents and a range of amenities, including parks, schools, and retail centers. Snoqualmie Ridge has significantly increased the city's population and altered its demographic and economic profile, turning it into a thriving suburban area.



Revitalization efforts in historic downtown Snoqualmie have aimed to preserve its rich heritage while fostering tourism and community engagement. The Northwest Railway Museum, featuring the Snoqualmie Depot, serves as a key attraction, drawing visitors interested in the region's railroading history. The River Trail project and the restoration of historic buildings have further enhanced the downtown area, blending the preservation of historic character with contemporary use. These efforts have helped create a vibrant, attractive city center that honors Snoqualmie's past while looking toward its future.



## SNOQUALMIE VISION

The Snoqualmie vision is intended to support unified planning for the future, shaped by extensive community engagement. This work distilled the most prominent aspects of the long-range vision to guide comprehensive plan goals, objectives, and policy development and continues to guide the City's work on the Comprehensive Plan. The vision statement is supported by three central themes and four core components, each defined by specific ideas that more fully articulate the community's vision for the future.

### Snoqualmie Vision Statement

Snoqualmie is a complete, sustainable, and prosperous small city that provides a high quality of life and maintains long-term value to the benefit of our citizens and the region.



## VISION CENTRAL THEMES

**Complete Community:** Residents may live, work, play in the city – which is a complete community with housing, jobs, shopping and services, schools/education, open space, parks and recreation, and arts, culture and entertainment for residents of all ages and income levels.



**Sustainable Development:** The City supports a pattern of resource use that meets human needs, while preserving the environment for present and future generations. This concept addresses economic and social considerations in meeting human needs, while maintaining the health of natural systems.



**Prosperity:** The City experiences economic growth, along with the qualitative gains of added social and environmental value by community development that supports and improves education, health and well-being, community services, recreation, employment, and other features integral to a prosperous community.



## VISION CORE COMPONENTS

**A Unified City with Strong Leadership** that cultivates community, incorporates equity and sustainability in decision-making, fosters partnerships to further local and regional goals, and thrives through active citizen engagement.



**A Healthy, Diverse Economy**, with stable businesses and employment opportunities that benefit our citizens, the surrounding rural area, and the region as a whole.



**A Distinctive Sense of Place** based on the quality and beauty of our natural and built environment, valued historic and cultural assets, unique local character, and a commitment to quality design and construction.



**A Livable and Complete Community** where our citizens can live, work, socialize, and recreate in a safe, attractive, and healthy environment.



The Snoqualmie Vision, including its Central Themes and Core Components, have guided the development of the updated goals and policies adopted in the Comprehensive Plan.





## COMMUNITY ENGAGEMENT

The City of Snoqualmie's 2044 Comprehensive Plan update involved an extensive community engagement process, mandated by the Washington Growth Management Act (GMA), to ensure broad public participation and input on plan alternatives. The Public Involvement Plan aimed to identify community values through a dynamic and inclusive process, engaging a diverse audience and adapting to their needs as the project progressed. The plan's ultimate goal was to gather comprehensive community feedback to shape a well-rounded and representative Comprehensive Plan for Snoqualmie's future development.



Key audiences included residents, students, seniors, business owners, property developers, and elected officials. Additionally, the city engaged various community organizations such as the Historic Downtown Merchants Association, the Snoqualmie Indian Tribe, and local service clubs like Kiwanis and Rotary. These diverse groups ensured a wide array of perspectives and insights, crucial for creating a Comprehensive Plan that addresses the multifaceted needs of the community.

The outreach strategy utilized multiple methods to maximize engagement. These included open houses, two city-wide open houses, focus groups, and visioning workshops, which provided platforms for direct interaction and feedback. The city also conducted place-based outreach through pop-up conversations in parks, libraries, and community events, along with presentations at community organization meetings and official public hearings. Public comments were actively solicited via the city's webpage and at all public meetings, ensuring continuous input from community members.



Various communication channels and tools supported these outreach efforts. A dedicated webpage, regularly updated with relevant information, along with the City's social media presence on Facebook helped disseminate information widely. Additional methods included digital and print newsletters, press releases, utility bill inserts, and postcards. These tools ensured that community members were well-informed and had multiple avenues to participate in the planning process. The comprehensive and iterative engagement strategy ensured the plan evolved in alignment with the community's vision and goals.





# PLAN ELEMENTS

Item 10.



## LAND USE

### INTRODUCTION

The Land Use Element of Snoqualmie's comprehensive plan is designed to shape the future development and land use within the city, preserving its high quality of life and distinct community character. This element harmonizes new growth with the city's natural features, promoting environmental protection and fostering open spaces that enhance community cohesion. By respecting both current and historical character, it ensures new developments integrate seamlessly with existing structures. Importantly, it emphasizes regional coherence, coordinating planning efforts with neighboring municipalities, special districts, and King County to create a unified approach to development. Compliance with the Growth Management Act (GMA) ensures Snoqualmie can accommodate 20 years of growth through appropriately zoned, buildable land, aiming to contain urban sprawl and promote sustainable, livable, and healthy communities.



To achieve these objectives, the Land Use Element sets forth goals such as maintaining Snoqualmie's unique character, promoting tourism and commerce, and reflecting the city's history through sustainable development. It supports annexations aligned with future land use maps, encourages compact, connected neighborhoods with balanced land uses, and manages floodplain development to protect against hazards while preserving the natural beauty of the Snoqualmie River shoreline. The plan also aims to provide diverse housing options for all economic segments, develop a robust local economy with living-wage jobs and a sustainable tax base, and ensure necessary institutional and utility land uses with minimal conflicts. These goals collectively guide Snoqualmie's growth and development, ensuring it remains a thriving, cohesive, and sustainable community.

## LAND USE GOALS AND POLICIES

**GOAL LU-1:** Maintain Snoqualmie's unique character and attractiveness with new development that complements the existing built and natural environment and allows tourism and commerce to thrive.

**POLICY LU-1.1:** Strive to maintain existing view corridors, including the Snoqualmie River and other natural features, while minimizing sensitive areas impacts;

**POLICY LU-1.2:** Protect the scenic nature of the I-90 corridor and the upper Snoqualmie Valley through partnerships;

**POLICY LU-1.3:** Maintain the City's federally recognized historic preservation program for the downtown and Meadowbrook commercial districts and ensure site and building changes are consistent with historic character through appropriate design standards and other regulations;

**POLICY LU-1.4:** Support historic design review through the Snoqualmie Historic Design Review Board and/or in partnership with the King County Landmarks Commission;

**POLICY LU-1.5:** Consider appropriate lighting standards that minimize light pollution without impacts to public safety.

**GOAL LU-2:** Tell the story of Snoqualmie's history and identity through buildings, districts, and landscape (with sustainable development) that fosters civic pride.

**POLICY LU-2.1:** Work individually and cooperatively to identify and evaluate important aspects of historical, and cultural, environmentally sensitive, and open space heritage and adopt appropriate regulations or other strategies to protect these resources;

**POLICY LU-2.2:** Support the preservation of Snoqualmie Valley history, facilities, and culture by working with and supporting the efforts of heritage organizations, agencies, and in concert with tribes;

**POLICY LU-2.3:** Consider local heritage when naming City streets and facilities;

**POLICY LU-2.4:** Maintain an inter-local agreement with King County for historic preservation assistance and inventory as well as landmark designation purposes;

**POLICY LU-2.5:** Work with property owners and developers to implement adaptive reuse strategies that preserve the character and viability of the city's historic sites, buildings, districts, landscape features, murals, and neighborhoods;

**POLICY LU-2.6:** Pursue grants and technical assistance as available to assist property owners with the preservation and rehabilitation of storefronts and buildings in the historic districts to preserve and restore their historic appearance and economic viability.

**POLICY LU-2.7:** As applicable, limit incompatible uses adjacent to Tribal reservation lands.

**GOAL LU-3: Pursue annexations that implement the future land use map designations.**

- POLICY LU-3.1:** Enter into interlocal agreements with King County for annexations when feasible, including the application of contingent zoning to potential annexation areas;
- POLICY LU-3.2:** Annexations should be reflective of the community vision for growth, diversify the City tax base, increase sales tax revenue, be servable by public water, sewer, and transportation network, including consideration of public transit and other community goals;
- POLICY LU-3.3:** Ensure City proposed King County Comprehensive Plan and/or Countywide Planning Policy docket items addressing Urban Growth Area adjustments to accommodate growth serve the community while conforming with adopted Countywide Planning Policies and State Growth Management Act, GMA requirements;
- POLICY LU-3.4:** Regularly evaluate the supply of vacant land and land suitable for re-development.

**GOAL LU-4: Encourage a compact development pattern of physically connected, distinct, complete neighborhoods that provide a balanced mix of land uses essential to the daily life of Snoqualmie residents, employees, and surrounding rural area residents.**

- POLICY LU-4.1:** Promote a range of uses that help create place and identity, reduce commuting expenses, reduce greenhouse gas emissions and encourage physical activity;
- POLICY LU-4.2:** Encourage development patterns that feature housing, jobs, services, and transit stops in close proximity to each other;
- POLICY LU-4.3:** Consider appropriate land use designations and zoning districts for undeveloped land, including Snoqualmie Hills West, that implement the goals and policies of this plan;
- POLICY LU-4.4:** Encourage commercial nodes to feature gathering spaces as well as civic, cultural, residential and recreational uses within walking distance of one another;
- POLICY LU-4.5:** Support the transformation of redevelopable lands into viable uses that support the needs of the community.
- POLICY LU-4.6:** Ensure that land regulations promote a healthy and safe built environment;
- POLICY LU-4.7:** Promote appropriate infill redevelopment that maintains or enhances neighborhood character;
- POLICY LU-4.8:** Provide sufficient areas with appropriate zoning to provide the full continuum of goods and services needed to serve the local population.

**GOAL LU-5: Manage development and conservation within the 100-year floodplain to protect existing and new development from flood hazards and to promote enjoyment of the natural and scenic character of the Snoqualmie River shoreline.**

- POLICY LU-5.1:** Within the floodplain, but outside the floodway, allow for infill and redevelopment in residential zones featuring a range of housing



options, including accessory dwelling units, within pedestrian-accessible distances of the historic downtown commercial core;

**POLICY LU-5.2:** Protect development from flood hazards through the application of residential lot coverage and impervious surface standards;

**POLICY LU-5.3:** Support commercial uses compatible in scale and character to existing single-family uses in residentially zoned districts within the floodway;

**POLICY LU-5.4:** Work with governmental agencies to acquire riverfront properties within the Snoqualmie River Trail and to naturalize them in order to allow for incorporation into a resilient river corridor;

**POLICY LU-5.5:** Continue to participate in the FEMA Flood Insurance Program and Community Rating System and implement measures to improve the City's flood insurance rating to benefit floodplain property owners;

**POLICY LU-5.6:** Support programs that address potential displacement of commercial uses in the floodway.

**GOAL LU-6:** Plan for and encourage high-quality residential areas that provide dwelling units of various type, density, and costs to meet the needs and interests of every economic segment of the community, including low-, very low-, and extremely low-income households.

**POLICY LU-6.1:** Allow and encourage a range of housing types and price ranges that are affordable to all economic segments of the City and make it possible for people to live and work in Snoqualmie;

**POLICY LU-6.2:** Support inclusive community planning that promotes equity, diversity and inclusion, identifies the needs of diverse communities, protects cultural resources, and embraces cohesion;

**POLICY LU-6.3:** Evaluate areas for potential residential and commercial displacement, including the floodplain, and use a range of strategies to mitigate displacement impacts.

**GOAL LU-7:** Develop a local economy that meets residents' everyday needs, supports a vibrant tourism industry, provides living-wage jobs, enhances community distinctiveness, and maintains a sufficient and sustainable tax base for the City.

**POLICY LU-7.1:** Allow for sufficient service, hospitality, and office uses in retail-focused areas;

**POLICY LU-7.2:** Promote neighborhood-scale retail and service businesses within mixed-use developments.

**GOAL LU-8:** Provide needed institutional and utility land uses within the community with minimal land use conflicts.

**POLICY LU-8.1:** Allow institutional uses, such as museums, interpretive centers, and community recreation centers as appropriate for designated Parks and Open Space areas;

**POLICY LU-8.2:** Ensure the impacts to surrounding areas from Essential Public Facilities are appropriately mitigated;

**POLICY LU-8.3:** Allow power generation facilities, sewage and water treatment plants, other public or private utilities, parks and open space uses, and other accessory commercial uses in areas designated Utility Park.

## LAND USE DESIGNATIONS

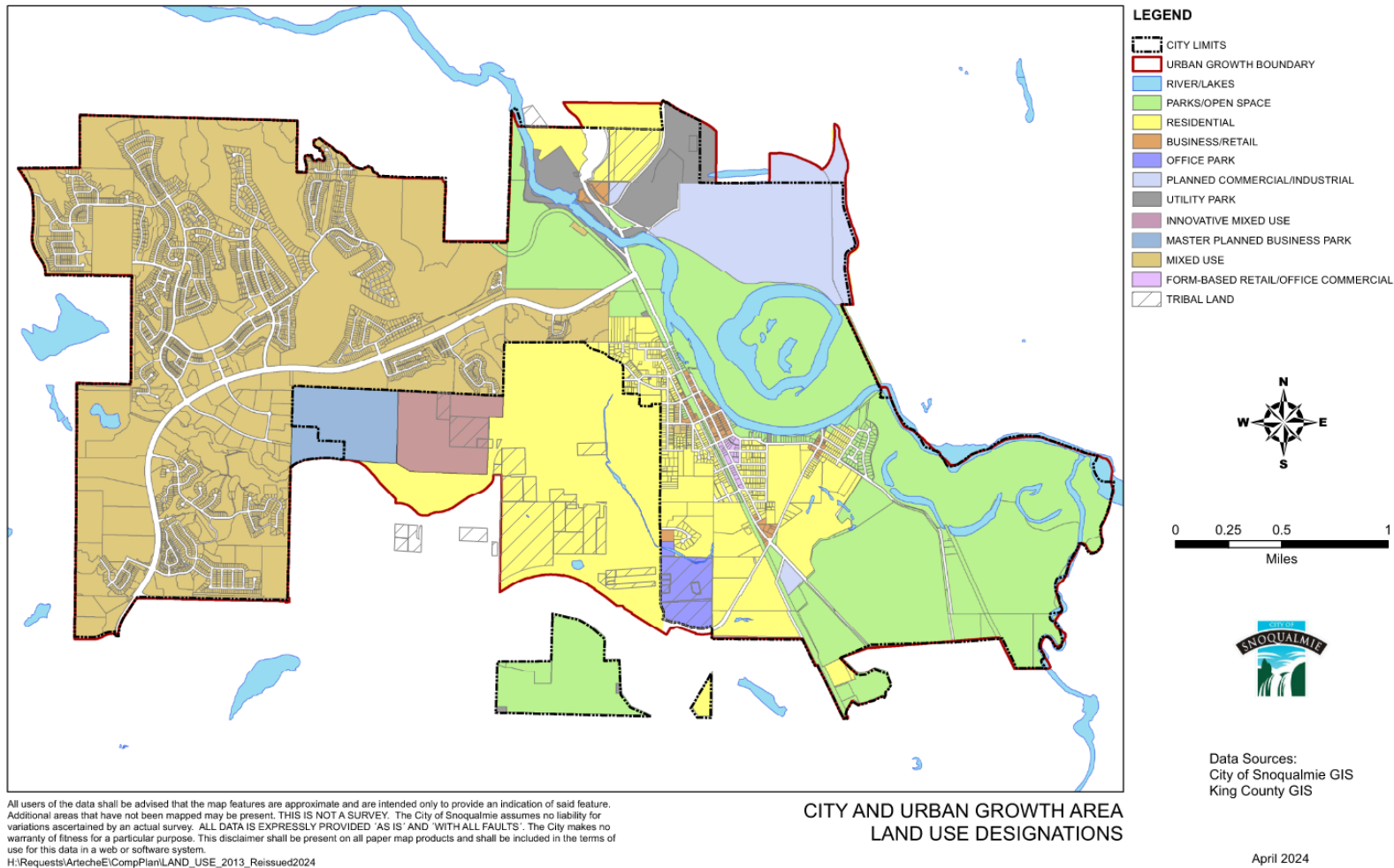
Land use designations, which serve as guiding principles rather than legally binding regulations, inform future zoning considerations but do not directly alter zoning districts or their descriptions, which remain subject to a separate public process. The land use designations provide a general framework for the types of uses that may occur within each category, influenced by factors such as physical constraints, historical planning, existing land use patterns, and infrastructure. The accompanying Future Land Use Map illustrates the proposed distribution, location, and extent of these uses across Snoqualmie's Urban Growth Area. The following table summarizes the predominant land use designations, providing a high-level overview of the types of uses envisioned within each category.

<b>Residential</b>	<p>Covers a broad range of housing sizes and types, from low to high-density housing as defined below:</p> <ul style="list-style-type: none"> <li>• High Density Residential (12-24 dwelling units per acre)</li> <li>• Medium Density Residential (6-12 dwelling units per acre)</li> <li>• Low Density Residential (up to 5 dwelling units per acre)</li> <li>• Constrained Residential (large parcels subject to significant environmental constraints and lack of adjacent sewer service)</li> </ul> <p><i>**The residential designation is not intended to include transient housing such as campgrounds, hotels, shelters, or time-shares.</i></p>
<b>Business/Retail</b>	<p>A broad variety of retail and other commercial uses with pedestrian-oriented retail and service uses centered in and around the historic downtown core and other general commercial uses centered near the SR202/Meadowbrook Way and Park St./Meadowbrook Way intersections. Current zoning district classifications within this designation include Business Retail I and II and Business General.</p>
<b>Form Based Commercial</b>	<p>Allowing for infill and re-development with an emphasis on pedestrian-oriented form and development pattern compatible with the Downtown Historic and Landmark District. A range of retail, commercial and office</p>

	uses could be allowed, but development is driven by form rather than use.
<b>Office Park</b>	Predominantly office uses in a campus setting.
<b>Planned Commercial/Industrial</b>	Requires a master-planned development plan for a potential mix of commercial, office and light industrial and manufacturing uses.
<b>Mixed Use</b>	A master-planned mix of residential, commercial, employment, institutional, utility and recreation use, excepting heavy industrial.
<b>Innovative Mixed Use</b>	Requires a master planned development plan to include a mix of residential types, sizes, costs, and living arrangements to expand the range of housing choices within the City and may include small-scale or compatible retail and service uses. Could include age restricted, independent or assisted-living housing for seniors; forms of cooperative housing; or plan for exceptional environmental outcomes.
<b>Master Planned Business Park</b>	Envisioned as an extension of the Snoqualmie Ridge Business Park, allowing office, research and development, and light manufacturing/industrial uses, but limiting warehouse and distribution uses.
<b>Parks/Open Space</b>	Active and passive recreation areas, allowing for museums, natural/cultural interpretive centers, community centers, golf courses and other commercial recreation uses in some areas, agriculture, along with natural open space and wildlife corridors.
<b>Utility Park</b>	Power generation and accessory uses, sewage and water treatment plants, other utilities and accessory parks, and open space uses.

## FUTURE LAND USE MAP

The Future Land Use Map reflects desired uses and implements the land use goals and policies in this plan; it does not always represent existing uses. Decisions and implementation based on these designations should include consideration of the entire comprehensive plan and site-specific conditions.



# HOUSING

## INTRODUCTION

The Growth Management Act (GMA), specifically RCW 36.70A.070(2), outlines the requirements for housing elements within comprehensive plans for Washington state municipalities. Recent legislative changes, particularly those enacted through HB 1220 in the 2021 session, have significantly amended these provisions to address housing equity, affordability, and accessibility more robustly. HB 1220 mandates that local jurisdictions not only plan for housing across all economic segments but also explicitly accommodate housing for special needs populations, such as low-income households, seniors, and individuals with disabilities. This legislative update emphasizes the need for inclusive planning that mitigates and rectifies racially disparate impacts and historical inequities in housing.

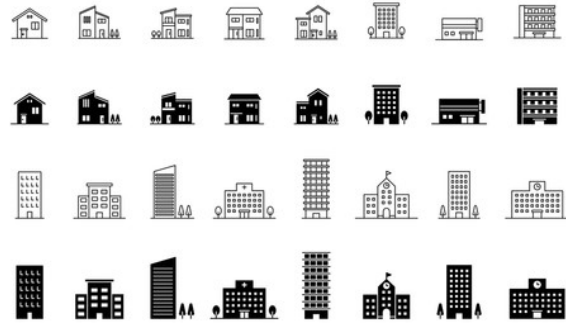


One of the key changes introduced by HB 1220 is the requirement for jurisdictions to conduct a thorough housing needs assessment that reflects current and projected demands, particularly for populations disproportionately affected by housing shortages and affordability crises. The law now requires municipalities to plan for and promote a variety of housing types, including emergency shelters, permanent supportive housing, and transitional housing. Additionally, HB 1220 directs cities and counties to periodically update their comprehensive plans to incorporate these assessments, ensuring that housing strategies remain relevant and responsive to evolving community needs. Additional language has been added to goals and policies to include a mix of housing types and densities within the City. The role of accessory dwelling units (ADUs) in meeting housing needs was considered, with an analysis of ADU market and development capacity included in the *Land Capacity Analysis* and *Housing Strategy Plan*.

Regional housing policies adopted in Puget Sound Regional Council (PSRC)'s Vision 2050 regional housing strategy and the 2021 Countywide Planning Policies for King County aim to provide a full



range of affordable, accessible, healthy, and safe housing choices for all residents. They require jurisdictions to preserve, improve, and expand their housing stock, promote fair and equitable access, and eliminate disparities based on race, place, ability, and income. Vision 2050 emphasizes building diverse housing types, ensuring stability for residents by meeting their housing needs, and creating sustainable funding sources for very low-income and unhoused populations. These goals and policies guide local plans, such as the City of Snoqualmie's updated Comprehensive Plan Housing Element.



Volume 2 contains supporting documentation for the updated Housing Element provides more detailed analysis in support of these new requirements. The *Racial Equity and Displacement Analysis* and *Snoqualmie Valley Housing Needs Assessment*, both completed in 2023, identify areas and groups that may be at higher risk for displacement, with mapping and discussion to inform housing policies that address risks of disparate impacts, exclusion, and displacement. Volume 2 also features the land capacity analysis tailored to meet HB 1220 directives, evaluating the city's ability to accommodate growth and diverse housing options. Furthermore, the *Housing Strategy Plan* adopted by City of Snoqualmie in 2023 is a cornerstone of the updated Housing Element, with goals and policies implementing the five strategies recommended by the *Housing Strategy Plan* to remove barriers to housing and affordable housing development:

1. Incentivize new housing.
2. Bring down the cost of development.
3. Encourage a wide variety of housing types.
4. Improve the regulatory environment for permits.

The *Housing Strategy Plan* and goals and policies adopted in the Housing Element outline actionable steps and goals for increasing housing affordability, availability, and inclusivity, ensuring that the city's housing policies are equitable and effective in meeting the needs of all residents.

## HOUSING GOALS AND POLICIES

**GOAL H-1:** A sufficient mix of housing types, sizes, costs, and densities enables current and future citizens of all economic levels, age groups, and household make-ups to live within the City and provides housing to meet the needs of local employees.

**POLICY H-1.1:** Create a supportive environment for innovative housing that promotes City goals for affordability and housing to meet diverse household sizes, types, and age ranges by considering flexibility in density and design standards.

**POLICY H-1.2:** Allow accessory dwelling units and small-lot housing with regulations that minimize procedural requirements and address neighborhood compatibility.

- POLICY H-1.3:** In residential areas with alley access, incentivize and allow for small-lot and cottage housing subject to regulations to address issues of neighborhood compatibility.
- POLICY H-1.4:** Support the siting and operating of emergency, transitional, and permanent supportive housing, and ensure that sufficient land is zoned to allow their location near shops, services, and transit, prioritizing locations near historically underserved populations.
- POLICY H-1.5:** Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities to increase opportunities for seniors to live in accessible housing with nearby services.
- POLICY H-1.6:** Consider incentives to allow more senior housing in the City, where appropriate.
- POLICY H-1.7:** Support the development of rental apartments in locations that encourage a healthy lifestyle and are appropriate for families with children, including the provision of services, recreation and other amenities.

**GOAL H-2: Maintain a sufficient amount of quality affordable housing with healthy living environments.**

- POLICY H-2.1:** Work towards meeting the Countywide Planning Policies for moderate, low, very low, and extremely low-income housing and for emergency housing, emergency shelters, and permanent supportive housing.
- POLICY H-2.2:** Work with the community to plan for, create, and retain affordable housing.
- POLICY H-2.3:** Apply for housing funds available to assist in the development or improvement of affordable housing.
- POLICY H-2.4:** To the extent feasible, require affordable housing to be provided in new Mixed Use, Planned Residential and Innovative Development district projects that include a mix of rental and owner-occupied units, that are made available to people with low-, very low-, and extremely low incomes.
- POLICY H-2.5:** Offer strategies and mechanisms such as density bonuses and, where allowed by law, tax waivers and relief from development fees, to encourage low, very low, and extremely low-income housing development.
- POLICY H-2.6:** Consider utilizing Community Land Trusts (CLTs) as a tool for addressing the community's affordable housing needs. Consider offering favorable ground lease terms on city-owned land to CLTs.

- POLICY H-2.7:** Continue to support low-income housing with exempt impact fees for development types, for example:
- POLICY H-2.8:** ADU's,
- POLICY H-2.9:** Transitional housing facilities,
- POLICY H-2.10:** Shelters for temporary placement,
- POLICY H-2.11:** Community residential facilities,
- POLICY H-2.12:** Senior housing, and
- POLICY H-2.13:** Tiny homes
- POLICY H-2.14:** Consider recommendations from the Snoqualmie Valley Housing Taskforce and others to further promote affordable housing.
- POLICY H-2.15:** Provide new affordable housing and social services meeting the needs of our future residential and business communities, especially our local workforce of educational employees, first responders, retail clerks, and service industry employees with housing.
- POLICY H-2.16:** Cooperate with other government entities, non-profit housing organizations, and housing developers, to research and develop alternative means for keeping affordable housing affordable, so that units do not immediately appreciate beyond the reach of applicable income levels.
- POLICY H-2.17:** Consider partnerships with state and local agencies, community organizations, and the Snoqualmie Tribe to find solutions that would reduce, mitigate, and/or prevent displacement of very low to moderate-income households earning up to 80 percent of area median income.

**GOAL H-3:** Support sustainable housing design through construction regulations, education, and partnerships.

- POLICY H-3.1:** Support the use of high-quality, durable, fire-resistant materials, and low-maintenance building materials, high-efficiency energy systems, and environmentally responsible building principles in all new housing and renovation projects to reduce housing operation and balance the lifetime costs, energy use, and impact on natural resources.
- POLICY H-3.2:** Promote and raise public awareness of options for lower daily housing expenses, available tax incentives for green housing renovations, and energy conservation practices.
- POLICY H-3.3:** Consider keeping short subdivisions and small redevelopments more affordable by providing alternative streetscape improvements, open space, and recreation amenities requirements.
- POLICY H-3.4:** Consider making affordable housing types exempt from Floor Area Ratio (FAR) regulations and adding minimum density to areas where affordable housing is allowed.
- POLICY H-3.5:** Promote awareness of green housing renovation options and energy conservation practices that lower the cost of daily housing expenses.





## TRANSPORTATION

### INTRODUCTION

The Transportation Element is intended to guide transportation system improvements to meet Snoqualmie's existing and future travel needs of all types of users. This Element incorporates consistency with local land use planning and the regional transportation system, helping the City to develop a comprehensive, multi-modal transportation system to serve the planning area, while supporting the broader long-range goals of community development. Specifically, the Growth Management Act (GMA), specifically WAC 365-196-430, requires:



- Using land use assumptions and forecasted population growth in estimating travel demand;
- An inventory of existing air, water, and ground transportation facilities & services as a basis for future planning;
- Multi-modal Level of Service standards to gauge system performance and to support regional coordination and environmental justice;
- Identified actions and requirements to bring existing facilities & services up to established multi-modal level of service standards;
- Future traffic forecasts based on the land use assumptions and growth targets;
- Identified improvements and programs to address current and future transportation system deficiencies within the multi-modal network;
- Identified and designated planned pedestrian and bicycle improvements to promote healthy lifestyles;
- A description of any existing or planned transportation demand management strategies;

- A realistic multi-year financing plan and funding resources, in coordination with multi-modal level of service standards and the land use element;
- Identified methods for obtaining alternative funding when revenues do not meet transportation needs; and
- An explanation of intergovernmental coordination and regional consistency.

Furthermore, WAC 365-196-430(a) and RCW 36.70A.040(6) requires transportation improvements be made concurrent and in coordination with the land use element. For the City of Snoqualmie, it is also important to provide an efficient transportation system that minimizes disruption to the natural environment, supports active transportation methods, and maintains the character of city neighborhoods.

## TRANSPORTATION GOALS AND POLICIES

**GOAL T-1:** Provide for safe and efficient transportation system for vehicle, pedestrian, bicycle and transit travel within the City, that supports the City's planned land use pattern.

**PRIORITY T-1.1:** Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands;

**PRIORITY T-1.2:** Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area;

**PRIORITY T-1.3:** Ensure transportation improvements or strategies address development impacts in a manner concurrent with the city's adopted levels of service standards, as required by the GMA;

**PRIORITY T-1.4:** Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities to neighborhoods, shopping and services, schools, transit, parks and trails whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system;

**PRIORITY T-1.5:** Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes, supports economic development and plans for population area growth;

**PRIORITY T-1.6:** Encourage multiple connections between new development and historic parts of the city when feasible;

**PRIORITY T-1.7:** Monitor and prepare for changes in transportation technologies and mobility patterns;

**PRIORITY T-1.8:** Increase the resilience of the City's transportation system, support strategies for security and emergency management responses, and improve signage for transportation services and options including bicycles through the downtown.



**GOAL T-2:** Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.

- PRIORITY T-2.1:** Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility;
- PRIORITY T-2.2:** Coordinate with local and regional entities when traffic generated outside Snoqualmie especially on Highways 202 and 18 and Interstate-90 could impact City levels of service;
- PRIORITY T-2.3:** Support and participate in cooperative regional transportation planning processes to ensure that City interests are reflected in regional transportation plans while supporting the Regional Growth Strategy;
- PRIORITY T-2.4:** Support safe movement of freight by establishing clear signage, on routes that service trucks, hazardous material transport, and oversized load routes.

**GOAL T-3:** Promote an equitable and accessible transportation system through services, facilities, and improvements.

- PRIORITY T-3.1:** For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs to apply a peak-hour LOS D standard for arterial intersections. A LOS E at side-street stop locations is acceptable unless a signal is warranted or required by the City Traffic Engineer. The LOS shall be calculated with the delay method described in the most recent edition of the Highway Capacity Manual;
- PRIORITY T-3.2:** Plan street development and redevelopment to create complete streets, that accommodate pedestrians, cyclists, and transit users within right of way aligning with street classification and projected travel volumes where feasible;
- PRIORITY T-3.3:** When planning street development provide a protected space for bicycles with clear markings and signage;
- PRIORITY T-3.4:** Support access, connections, and mobility for all;
- PRIORITY T-3.5:** Ensure the needs of vulnerable and historically underserved populations through investment in equitable modes of transportation;
- PRIORITY T-3.6:** Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation;
- PRIORITY T-3.7:** Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.

**GOAL T-4:** Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips, and healthy physical activity.

- PRIORITY T-4.1:** Encourage new development and targeted systems of development to provide pedestrian and bicycle pathways that safely connect

residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails, and other destinations within the City;

**PRIORITY T-4.2:** Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials;

**PRIORITY T-4.3:** Collaborate with the School District to identify pedestrian safety improvements on school walk routes;

**PRIORITY T-4.4:** Ensure adequate bicycle parking provisions in historic downtown, Snoqualmie Ridge neighborhood center, public parks, and large offices and industrial developments to meet demand, promote bicycle travel and multimode commuting;

**PRIORITY T-4.5:** Evaluate the use of e-bikes and e-scooters on City sidewalks, trails, and parks, considering safety and potential conflicts with pedestrians and other users.

**GOAL T-5: Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.**

**PRIORITY T-5.1:** Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations, and adjacent communities;

**PRIORITY T-5.2:** Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools;

**PRIORITY T-5.3:** Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling stations including public and private partnerships to actively encourage and promote the use of electric and alternatively fueled vehicles;

**PRIORITY T-5.4:** Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel;

**PRIORITY T-5.5:** Engage with regional sustainability organizations to promote eco-friendly transportation initiatives;

**PRIORITY T-5.6:** Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility;

**PRIORITY T-5.7:** Seek to improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency;

**PRIORITY T-5.8:** Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourage fish passage and wildlife habitat areas and corridors;

- PRIORITY T-5.9:** As feasible, incorporate environmental factors into transportation decision-making that minimizes negative impacts to natural and cultural resources;
- PRIORITY T-5.10:** For vehicular and all transportation methods, including transit, bicycles, pedestrian planning and development review, use level of service (LOS) measures to evaluate system performance and needs that reflects the community's expectations for transportation performance;
- PRIORITY T-5.11:** For multimodal levels of service consider frequency, presence, and span of services to evaluate system performance and need including deficiencies;
- PRIORITY T-5.12:** Identify projects, programs or strategies that will address existing and all future transportation deficiencies including transit, bicycles, and pedestrian.

**GOAL T-6:** Provide for maintaining and preserving the life and utility of the City's transportation system and investments.

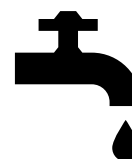
- PRIORITY T-6.1:** If feasible, ensure consistent and equitable system improvements throughout the City;
- PRIORITY T-6.2:** Encourage design of new developments to provide efficient pedestrian friendly traffic circulation;
- PRIORITY T-6.3:** Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan;
- PRIORITY T-6.4:** Employ Best Management Practices (BMPs) for storm water management, including low-impact development (LID) strategies, effective street cleaning, and other measures to alleviate major pollution sources from roadway uses;
- PRIORITY T-6.5:** Support local transit partnerships for better regional connections and to support tourism within Snoqualmie;
- PRIORITY T-6.6:** Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities to improve the efficiency of the City's current transportation system and facilities;
- PRIORITY T-6.7:** Identify stable and adequate funding mechanisms for transportation facilities;
- PRIORITY T-6.8:** Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.



## CAPITAL FACILITIES AND UTILITIES

### INTRODUCTION

The Capital Facilities and Utilities Element of Snoqualmie's comprehensive plan explains the public services and facilities needed to support the city's growing population and job market. This plan includes transportation systems like streets and sidewalks, parks and recreation areas, schools, libraries, stormwater management, water and sewer systems, and public safety services. By planning for these facilities alongside land use plans, the city ensures that development is well-supported. This element also strengthens other important parts of the comprehensive plan, such as transportation and parks. The Growth Management Act requires the city to keep an inventory of current facilities, forecast future needs, identify locations and capacities for new facilities, create a financing plan, and reassess plans if funding is insufficient. This organized approach helps Snoqualmie prioritize and manage capital projects efficiently, ensuring that the city's infrastructure meets service standards.



To reach these goals, Snoqualmie has set several key objectives for the Capital Facilities and Utilities Element. These include providing quality infrastructure for current and future residents and businesses, replacing aging infrastructure on time to maintain public services, and planning financially for the long-term maintenance, repair, and replacement of facilities. Additionally, the city aims to improve coordination within the city and with neighboring areas to align capital facility plans with broader land use and regional goals. Protecting and maintaining existing infrastructure is also a priority, ensuring the city's investments are preserved. Through these goals, Snoqualmie is dedicated to building a strong and sustainable framework for public services and facilities, supporting the city's growth and enhancing the quality of life for its residents.

## CAPITAL FACILITIES & UTILITIES GOALS AND POLICIES

**GOAL CFU--1:** Quality Infrastructure: Provide quality infrastructure to serve current and future residents and businesses.

- PRIORITY CFU 1.1:** Adopt level of service standards to accommodate growth concurrent with development;
- PRIORITY CFU 1.2:** Size essential capital facilities to meet the long-term demands of the community, and when feasible, phase facility development to match capital investments with actual community needs;
- PRIORITY CFU 1.3:** Provide adequate infrastructure in applicable areas to support the development of regional/local centers;
- PRIORITY CFU 1.4:** Avoid growth in areas that cannot be adequately served by utilities;
- PRIORITY CFU 1.5:** If the City is selected as a state or regional capital facility site, or is otherwise impacted by such a facility, ensure appropriate mitigation for local impacts is provided;
- PRIORITY CFU 1.6:** Plan for major or “trunk” utility facility locations and consider designating routes suitable for facility improvements, subject to development regulations;
- PRIORITY CFU 1.7:** Ensure that utility improvements minimize neighborhood impacts, are environmentally sensitive, aesthetically pleasing, safe and provided in a timely manner to serve planned growth;
- PRIORITY CFU 1.8:** To the maximum extent feasible, require the undergrounding of all new electrical and communication lines, the undergrounding of existing lines during road and utility improvements, and/or architectural compatibility of all new above-ground facilities;
- PRIORITY CFU 1.9:** Encourage the joint use of utility corridors for agriculture or passive recreation uses, provided that such uses are consistent with prudent legal and utility practice;
- PRIORITY CFU 1.10:** Site or expand capital facilities in a manner that considers impacts on historically marginalized communities;
- PRIORITY CFU 1.11:** Do not locate capital facilities outside the urban growth area unless it is demonstrated that non-urban sites are the most appropriate location;
- PRIORITY CFU 1.12:** Reduce and mitigate noise and light pollution caused by capital facilities;
- PRIORITY CFU 1.13:** Design capital facilities to achieve community development objectives and improve neighborhoods;
- PRIORITY CFU 1.14:** Coordinate capital investment projects and programs across departments.



**GOAL CFU--2:** **Continuity of Public Services:** Invest in the timely replacement of aging infrastructure to ensure continuity and delivery of vital public services.

- PRIORITY CFU 2.1:** Define essential public facilities, consistent with the Revised Code of Washington and the Growth Management Act;
- PRIORITY CFU 2.2:** To the extent feasible, increase the resilience of utilities and infrastructure by preparing for disasters and planning for system recovery;
- PRIORITY CFU 2.3:** Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements;
- PRIORITY CFU 2.4:** Provide residents with access to high-quality drinking water that meets or exceeds state and federal requirements;
- PRIORITY CFU 2.5:** Reduce per capita rate of water consumption through conservation, efficiency, reclamation, and reuse;
- PRIORITY CFU 2.6:** Establish level of service standards to guide delivery of quality services to current and future residents and businesses;
- PRIORITY CFU 2.7:** Consider the impacts of climate change, economic, and health impacts when siting and building essential capital facilities;
- PRIORITY CFU 2.8:** Plan for the long-term renewal or replacement of aging capital facilities as needed to maintain target service levels.

**GOAL CFU--3:** **Long-Term Financial Sustainability:** Provide long-term financial plans by identifying resources for the future maintenance, repair, and replacement of capital facilities citywide.

- PRIORITY CFU 3.1:** Seek grants to fund capital improvements whenever feasible, and plan for available funding to support the City's share of planned improvements;
- PRIORITY CFU 3.2:** Manage City debt effectively while maintaining sufficient required reserves for emergencies;
- PRIORITY CFU 3.3:** Allocate City sewer and water connection fees primarily for capital improvements related to facility expansion;
- PRIORITY CFU 3.4:** Evaluate new and existing sources of funding for services, maintenance and infrastructure;
- PRIORITY CFU 3.5:** Ensure parks facility users are paying reasonable fees for the usage and costs of operating and maintaining the facilities;
- PRIORITY CFU 3.6:** Evaluate and if appropriate, annually adopt by reference the Snoqualmie Valley School District Six-Year Capital Facility Plan and update school impact fees on new

residential units to ensure that school facilities will be provided to meet projected growth.

**GOAL CFU--4:** **Intra-City and Regional Coordination: Provide long-term capital facility plans that consider and complement land use objectives and capital facility planning efforts and objectives of neighboring jurisdictions.**

- PRIORITY CFU 4.1:** Participate in inter-jurisdictional efforts to site essential capital facilities and pursue agreements among jurisdictions to mitigate against the disproportionate burden that may fall on the jurisdiction which becomes the site of a facility;
- PRIORITY CFU 4.2:** Coordinate with neighboring jurisdictions on infrastructure projects that cross city boundaries in planning, development, and design;
- PRIORITY CFU 4.3:** Work with Snoqualmie Valley School District to meet existing and future community needs, including walkable safe routes to schools;
- PRIORITY CFU 4.4:** Coordinate with other jurisdictions to implement multi-jurisdictional facility improvements and attempt to coordinate land use procedures for consistent decision making.

**GOAL CFU--5:** **Protection and Preservation of Existing City Infrastructure: Protect and preserve its significant investment in infrastructure by adequately funding regular and ongoing maintenance needs of critical infrastructure.**

- PRIORITY CFU 5.1:** Require the joint use or co-location of utility trenches, conduits and poles to minimize aboveground structures, and to provide for the expansion, maintenance and upgrading facilities with the least amount of service disruption;
- PRIORITY CFU 5.2:** Reduce per capita rate of water consumption through conservation, efficiency, reclamation, and reuse;
- PRIORITY CFU 5.3:** Encourage and support replacement of failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

# PARKS AND RECREATION

## INTRODUCTION

The purpose of the Open Space, Parks and Recreation Plan is to guide the City in acquiring, developing, improving and managing its current and future open space, park and recreation facilities and programming. This Plan assesses the strengths and weaknesses of the current park system, provides direction for future development and capital expenditures, and establishes and implementation program.

In addition to providing the Snoqualmie Parks and Events Commission and Snoqualmie City council with a basic framework for park system decisions, this document also provides other benefits to the City. This Plan supports requests to obtain funds for park system capital improvements, improves coordination between various recreation planning agencies, helps maximize the benefits of each dollar spent, facilitates the protection of important natural areas and habitats and helps provide for the City's current and future park and recreation needs.

### Overall Goal

Provide a well-maintained, interconnected, and inclusive parks system that allows for enjoyment of the city's natural beauty while providing equitable access to programs and activities, and protection of valuable natural resources

## PARKS AND RECREATION GOALS AND POLICIES

The policies in this Element provide a basis of support for a functional and integrated parks system which includes, but is not limited to, open space, parks, trails, urban forest, community gardens and other recreational amenities and programs. The components of this vital system contribute to the physical, mental, and emotional well-being of Snoqualmie residents and surrounding areas. Other publicly owned lands outside of formal parks contribute to the system of open spaces and its environmental benefits and are addressed in the Snoqualmie Comprehensive Plan.

The following policies address various aspects of parks planning, namely: inclusive parks, facility investment, community connectivity, and natural resources.

**GOAL P&R-1:** **Inclusive Parks: Facilitate a universally equitable, inclusive, and expansive parks system that provides all residents with access to Snoqualmie's amenities, open spaces, and recreational programming.**

- POLICY P&R-1.1:** Expand City-offered programming opportunities and conduct a fee study to understand revenue generation opportunities that may exist by programming existing parks;
- POLICY P&R-1.2:** Plan for and fund development of community facilities to allow opportunities for additional performing arts programs and events;
- POLICY P&R-1.3:** Evaluate playground replacement equipment based on location and level of service (LOS) in each specific area. Consider alternatives to traditional playground facilities in areas with a high concentration of playgrounds;
- POLICY P&R-1.4:** Evaluate existing programming opportunities with a focus on expanding programs that appeal to middle school and high school age groups;
- POLICY P&R-1.5:** Expand senior programs such as fitness classes, and outdoor recreation groups;
- POLICY P&R-1.6:** Study the feasibility of adding transportation or shuttle options for seniors;
- POLICY P&R-1.7:** Provide educational materials and resources for senior residents which expand awareness of and access to local and regional recreational opportunities;
- POLICY P&R-1.8:** Study feasibility of adding or partnering with third parties to offer adult sports leagues;
- POLICY P&R-1.9:** Design and construct parks and facilities to allow multiple uses and provide amenities accessible to users of diverse physical capabilities, mental capabilities, skill levels, age groups, income levels, cultural backgrounds, and activity interests.

**GOAL P&R-2:** **Facility Investment:** Facilitate a universally equitable, inclusive, and expansive parks system that provides all residents with access to Snoqualmie’s amenities, open spaces, and recreational programming.

- POLICY P&R-2.1:** Create a lifecycle replacement and asset management system for parks equipment and facilities;
- POLICY P&R-2.2:** Conduct an ADA accessibility assessment of all parks and recreation facilities;
- POLICY P&R-2.3:** Conduct a lighting assessment of all parks and recreation facilities to maximize park use hours while adhering to Dark Sky initiatives and local ordinances;
- POLICY P&R-2.4:** Establish procedures for park land decommissioning and investigate underutilized parks for decommissioning or reinvestment;
- POLICY P&R-2.5:** Study the creation of a dog park or off-leash amenity in one of the parks on the ridge;
- POLICY P&R-2.6:** Study potential upgrades to enhance park’s view corridors and user’s experience with natural features;
- POLICY P&R-2.7:** Evaluate and expand facilities and operations at Riverview Park;
- POLICY P&R-2.8:** Reimagine and enhance Railroad Park to serve as a destination park and downtown event venue;
- POLICY P&R-2.9:** Expand the community center to provide additional capacity and the ability to implement indoor recreation opportunities;
- POLICY P&R-2.10:** Study the feasibility, including cost of facilities and staff, of providing aquatics access and programming for an extended portion of the year;
- POLICY P&R-2.11:** Develop and maintain athletic facilities that meet competitive playing standards for diverse abilities, age groups, skill levels, and recreational interests;
- POLICY P&R-2.12:** In park development or re-development plans, place a high priority on creating facilities that are energy efficient, vandal resistant, and water conscious and that require minimal maintenance;
- POLICY P&R-2.13:** Prioritize the importance of open space for the preservation of natural resources and use the full range of regulatory and land preservation tools available to create, maintain and steward the local and regional open space system;
- POLICY P&R-2.14:** Identify and prioritize acquiring and protecting open space sites that provide scenic views, valuable wildlife habitat, watershed conservation, serve scientific or education purposes, and/or contain other significant natural or cultural resources; examples include threatened and urban wildlife habitat, nesting sites, foraging areas, and wildlife mitigation corridors that promote habitat connectivity;



- POLICY P&R-2.15:** Ensure development protects and conserves open space areas, views and viewsheds, and maintains natural vegetation;
- POLICY P&R-2.16:** Develop and retain green belts or other vegetated buffer areas where appropriate between residential neighborhoods and between residential and adjacent non-residential areas;
- POLICY P&R-2.17:** Protect visual access to water bodies and rivers;

**GOAL P&R-3:** **Community Connectivity:** Enhance community connectivity by linking the city-wide trail network and provide spaces for community gathering and group recreation.

- POLICY P&R-3.1:** Identify trail connections to better implement and connect RiverTrail Projects such as RiverTrail Northwest of Sandy Cove, Sandy Cove Improvement Project, and Sandy Cove Bank Stabilization;
- POLICY P&R-3.2:** Utilize multiple sources in acquiring funds and properties for parks, park facilities, and park programs;
- POLICY P&R-3.3:** Provide trailhead amenities at Riverview Park to support new trail and boardwalk development;
- POLICY P&R-3.4:** Create a standardized signage and wayfinding plan to communicate a unified parks system and provide improved trail navigation;
- POLICY P&R-3.5:** Create venues for large special events and festivals to promote a sense of community and enhance economic development;
- POLICY P&R-3.6:** Host community wellness events such as City-sponsored walks/runs or fitness sport tournaments to promote health, wellness, and community;
- POLICY P&R-3.7:** Advertise and market special events and program offerings through the use of multiple engagement tools;
- POLICY P&R-3.8:** Increase recreation opportunities in the downtown area;
- POLICY P&R-3.9:** Study feasibility of hosting more programs and special events in the winter months;
- POLICY P&R-3.10:** Provide opportunities for Snoqualmie residents of diverse ages, abilities (physical and mental), cultural backgrounds, and interests to participate in a wide range of recreation programs and community events that are accessible and affordable;
- POLICY P&R-3.11:** Develop trail systems for a wide variety of users including pedestrian, equestrian, and bicycle users to connect open spaces, parks, recreation facilities, neighborhoods, employment areas, shopping areas, schools and other public spaces and facilities with specific attention to regional trail connections;
- POLICY P&R-3.12:** Integrate trails as alternative transportation routes, connecting them to transit stops, bike facilities, and sidewalk access points to create a comprehensive network of nonmotorized transportation throughout Snoqualmie and the region;

- POLICY P&R-3.13:** Require that new development aid in expanding and/or providing linkages to the local and regional trail systems;
- POLICY P&R-3.14:** Furnish trail systems with appropriate trailhead improvements that may include interpretive and directory signage, trail use rules and regulations, rest stops, drinking fountains, parking and loading areas, bike racks, restrooms, dog waste stations, trash containers and other services elements supporting trails-related use and maintenance;
- POLICY P&R-3.15:** Create and maintain strategic partnerships with the community, not-for-profit groups, and other stakeholders, to foster cooperative and volunteer efforts for trails-related upkeep and maintenance;
- POLICY P&R-3.16:** Acquire and preserve shoreline access for waterfront trails and water-related recreational activities in accordance with the Snoqualmie Shoreline Master Program;

**GOAL P&R-4:** **Natural Resources:** Enhance community connectivity by linking the city-wide trail network and provide spaces for community gathering and group recreation.

- POLICY P&R-4.1:** Expand program offerings to include nature education and recreation opportunities.
- POLICY P&R-4.2:** Explore opportunities and partnerships to host environmental education programs about local wildlife and ecosystems.
- POLICY P&R-4.3:** Create a formal volunteer program to promote educational and open space preservation opportunities.
- POLICY P&R-4.4:** Continue to grow the Green Snoqualmie Partnership through the development of a regional marketing plan for eco-tourism.
- POLICY P&R-4.5:** Consider implementing eco-tourism programs and opportunities in city forest lands.
- POLICY P&R-4.6:** Implement the recommendations of the Natural Infrastructure Assessment (2020).

**GOAL P&R-5:** **Communication:** Improve communication with the public on the City's integrated parks system through a variety of media.

- POLICY P&R-5.1:** Consult the Parks and Events Commission prior to approval of development agreement provisions, or amendments thereto, that involve parks acreage, open space, facilities mitigation or adjustments to the number of residential units;
- POLICY P&R-5.2:** Continue to utilize citizen participation in planning, developing, operating, stewarding and maintaining the City's integrated parks system, encouraging citizen input at all stages of parks planning to inform park management decisions;
- POLICY P&R-5.3:** Utilize ongoing public information and awareness strategies to keep the community informed and supportive of park projects;

**POLICY P&R-5.4:** Promote partnerships with public and private service providers to meet cultural, recreational and social needs of the community in parks program planning;

**POLICY P&R-5.5:** Work with the Meadowbrook Farm Preservation Association to better reflect the needs and desires of city residents for Meadowbrook Farm;

**GOAL P&R-6:** **Community Gardens:** Maintain and promote open public space within the city for community gardens.

**POLICY P&R-6.1:** Protect and support existing community gardens in the city as important open space resources that build community and provide a local food source;

**POLICY P&R-6.2:** Expand and increase support for community gardens and youth involvement in growing and preparing their own food through partnerships with other agencies such as schools, senior centers, neighborhood groups, businesses, and civic and gardening organizations;

**POLICY P&R-6.3:** Identify existing and potential community garden sites on public property, including parks, recreation centers, public easements and rights-of-way, and surplus properties, and prioritize community gardens in underserved areas;

**POLICY P&R-6.4:** Encourage and promote new construction to incorporate green roofs, edible landscaping, and use of roof spaces for community gardening;

**GOAL P&R-7:** **Urban Forestry:** Encourage and promote new construction to incorporate green roofs, edible landscaping, and use of roof spaces for community gardening.

**POLICY P&R-7.1:** Fully implement urban forestry standards and programs that provide education, encouragement and assistance for planting, maintaining and preserving trees on private property, street frontage planter strips, parks and natural open spaces;

**POLICY P&R-7.2:** Ensure that trees are an important part of public investments made for economic development and redevelopment activities;

**POLICY P&R-7.3:** In planning urban forestry enhancement projects, review tree equity data, such as American Forests "Tree Equity Score" to ensure equitable access for residents and visitors to the benefits of trees;

**POLICY P&R-7.4:** Plant street trees on all new streets and ensure street trees are prioritized in improvement plans for existing city streets;

**POLICY P&R-7.5:** Encourage the selection of species appropriate to projects, locations and site conditions to minimize conflicts with existing or planned public infrastructure. Provide adequate diversity for the urban ecosystem by varying tree species, distribution, forms, textures, flowering characteristics, and other aesthetic benefits to enhance city street environments;

- POLICY P&R-7.6:** Remove invasive species and noxious weeds to protect native plant and animal habitat on public property and educate citizens on the importance of their removal on private property. Prioritize removal of invasive species in valuable habitat and/or ecological function areas such as wetlands and streams;
- POLICY P&R-7.7:** Encourage the use of native and/or regionally produced edible plants and fruit-bearing trees;
- POLICY P&R-7.8:** Maintain a citywide canopy cover survey and canopy cover target to protect and enhance the current coverage offered by our urban forest and ensure that the forest's air, water quality, water management and economic benefits continue in perpetuity or are enhanced in the future;
- POLICY P&R-7.9:** Maintain the landmark tree program to inventory, protect and maintain trees with historic significance or other community value and prioritize preservation of these trees during development project planning;
- POLICY P&R-7.10:** Review City tree ordinances to ensure that they are consistent with urban forest and open space preservation and enhancement goals;







## ENVIRONMENT

### INTRODUCTION

The Environmental Element encompasses methods of stewardship for apprehending, protecting, preserving, and conserving the quality and quantity of natural environmental assets within and surrounding the City of Snoqualmie. When natural resources are actively protected and enhanced through mindful and cognizant coordination, a healthy functioning ecosystem can provide added safety and assurance to a community during potential natural hazards and disasters. Although, not a mandatory element, incorporating the Environmental Element enhances the City's commitment to regulating designated critical areas as expressed in WAC 365-196-485 and defined in RCW 36.70A.030(11). The element further provides additional acknowledgement of other environmental assets that support the community's character and resiliency in coordination with the Parks and Recreation, and Economic Development elements. Protecting the health, quality, and functionality of these natural resources are crucial to mitigating the city's future growth and continued economic development.



In 2021, Washington passed the Climate Commitment Act (CCA). It was followed up in 2023 by HB 1181, which introduced new requirements to local Comprehensive Planning processes, including a requirement to adopt a climate change and resiliency element designed to result in greenhouse gas emissions reductions and improved resilience to mitigate or avoid adverse impacts of climate change. This includes a climate resilience sub-element. Cities with populations above 6,000 in the eleven most populous counties (including King County) must include a greenhouse gas emissions sub-element as part of their climate element. Jurisdictions in King County must adopt climate elements by June 30, 2029. In June 2024, City of Snoqualmie began a planning process to develop a Climate Element, and accompanying changes to existing plan policies and development regulations, to be adopted in 2025.



## ENVIRONMENT GOALS AND POLICIES

**GOAL ENV-1:** The health, wildlife and ecosystem services and functions provided by the City's natural environment are protected and enhanced, and potential hazards to citizen health, welfare and property are minimized.

- POLICY ENV-1.1:** Incorporate and utilize applicable best available science for purposes of designating and protecting all regulated critical areas and anadromous fisheries that need "special consideration" for their conservation and protection;
- POLICY ENV-1.2:** Protect Snoqualmie's environmental critical areas, habitat, and the natural environment through land use plans, surface water management plans and programs, comprehensive park plans, development regulations and site-specific project review and consultation with affected Tribes;
- POLICY ENV-1.3:** Consider areas of high wildlife movement and mortality and the needs of all roadway users when designing and building neighborhood traffic safety projects;
- POLICY ENV-1.4:** Ensure the protection and recovery of ecosystems to provide healthy habitat and support fish, wildlife, and plant populations in a changing climate. This includes actively managing lands through controlling noxious weeds, restoring native vegetation, and monitoring project results;
- POLICY ENV-1.5:** Coordinate with governmental agencies, non-profit organizations and Tribes to protect and enhance the environment through countywide and watershed planning, fish and wildlife resource management, and habitat protection networks across jurisdictional boundaries;
- POLICY ENV-1.6:** Establish and maintain relations with Native American tribes to identify and preserve archaeological sites and traditional cultural properties;
- POLICY ENV-1.7:** Actively manage city forest lands to decrease climate-exacerbated risks from severe wildfires, protect residents, and improve ecosystem health and habitat and encourage others to do so;
- POLICY ENV-1.8:** Apply Best Available Science, including Traditional Ecological Knowledge, to protect critical areas, such as wetlands, landslide hazard and erosion-prone areas, and maintain these areas in their natural condition, including native vegetation preservation;
- POLICY ENV-1.9:** Control the spread of noxious weeds as identified by King County Noxious Weed Control Board from public properties, particularly in more fire-prone areas like roadsides and utility corridors and if possible, educate citizens about the control of noxious weeds on private property;
- POLICY ENV-1.10:** Support integrated and interdisciplinary approaches for environmental planning and assessment;

**POLICY ENV-1.11:** Promote innovative and environmentally sensitive practices in site planning, design, materials selection, construction and maintenance;

**POLICY ENV-1.12:** Encourage environmental stewardship on private and public lands through partnerships and voluntary efforts that protect, restore and enhance the quality and functions of critical areas and associated buffers;

**POLICY ENV-1.13:** Support programs that ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment, and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

**GOAL ENV-2:** Rivers, streams aquifer recharge areas, and other water resources within the City are protected and managed for multiple beneficial uses.

**POLICY ENV-2.1:** Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that support hydrological functions, water quality, regulate surface flows, and recharge groundwater;

**POLICY ENV-2.2:** Coordinate the management and restoration Snoqualmie watershed through participation in the Snoqualmie Watershed Forum and the implementation of the Puget Sound Action Agenda;

**POLICY ENV-2.3:** Coordinate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize culvert upgrades and utility crossings to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future throughout Snoqualmie, especially where terrestrial species connectivity can be restored simultaneously (i.e., with wider bridges);

**POLICY ENV-2.4:** Ensure that local regulations for surface and stormwater management allow for and encourage Low-Impact Development (LID) and Natural Drainage practices. Support retrofitting basins to improve stormwater management and quality;

**POLICY ENV-2.5:** Encourage building construction that uses alternative techniques to minimize impervious surfaces and reduce harmful impacts to the natural environment and proximate waterways;

**POLICY ENV-2.6:** Actively investigate and promote water conservation strategies to efficiently use the City's legal access to water, and to reduce the amount of wastewater to be treated, through such measures as rotating irrigation schedules, and by incentivizing or requiring installation of water-wise landscaping throughout the City;

- POLICY ENV-2.7:** Work with the State Department of Ecology, King County, Tribes, and other stakeholders to reduce or eliminate pollution sources and protect public health;
- POLICY ENV-2.8:** Work in conjunction with King County to take corrective action to remove contaminant loading due to failing septic systems and stormwater runoff in susceptible recharge areas;
- POLICY ENV-2.9:** Seek funding to support stormwater retrofitting and green technologies in areas where water quality is impacted by stormwater;
- POLICY ENV-2.10:** Natural hydraulic, hydrologic, and habitat functions, and scenic and recreational values of rivers, streams, wetlands, and natural drainage courses are protected;
- POLICY ENV-2.11:** Minimize stream crossings, utilizing bridges rather than culverts whenever feasible, and minimize new utility crossing impacts, when possible, by using techniques such as bridges, tunneling, or other innovative methods;
- POLICY ENV-2.12:** Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers (such as fish blocking culverts), and other impediments to anadromous fish spawning and rearing habitat;
- POLICY ENV-2.13:** Maintain infrastructure located within stream corridors in accordance with Best Management Practices that minimize water quality impacts and pursue design modifications or alternative siting options for when significant alterations are undertaken;
- POLICY ENV-2.14:** Protect wetlands areas, functions and values within the City and urban growth area, and allow the creation of wetlands where feasible and appropriate;
- POLICY ENV-2.15:** Restore and maintain previously disturbed wetlands and stream buffers riparian management zones and their buffers where feasible; using the correct mitigation sequencing and maintain restored buffers for optimal ecosystem services;
- POLICY ENV-2.16:** Ensure wetland regulations allow for conservation easements and other techniques to preserve their health and existence.

**GOAL ENV-3:** Public health and property damage risk associated with flood and geologic hazard areas have been reduced, while preventing irreparable harm to regionally significant ecological resources.

- POLICY ENV-3.1:** Pursue strategies to lower the City's classification rating in the federal FEMA program;
- POLICY ENV-3.2:** Protect properties and ecological functions in the floodplain with development regulations guided by standards established by FEMA, and the Department of Ecology, and Best Available Science that incorporates climate change projections;

- POLICY ENV-3.3:** Pursue the reduction of accelerated erosion and sedimentation due to construction and construction-related activities;
- POLICY ENV-3.4:** Protect areas with severe geologic hazard potential, limiting development in hazard areas or requiring development to minimize grading and enhance native vegetation to the greatest extent possible;
- POLICY ENV-3.5:** Seek to restore natural vegetative cover and natural drainage features on degraded sites, including the removal of invasive weeds as necessary;
- POLICY ENV-3.6:** Support the implementation of the City's Hazard Mitigation Plan to reduce risks associated with floods, erosion, damages to property owners, and other observed hazards and improve development regulations.







## ECONOMIC DEVELOPMENT

### INTRODUCTION

A robust local economy is paramount to Snoqualmie's sustained fiscal health and community vibrancy. The City is committed to fostering a diverse array of employment, retail, service, and recreational opportunities, aligning with its vision of becoming a "complete community" where residents can live, work, shop, and thrive. While the economic development element is not currently mandatory due to funding constraints, Snoqualmie recognizes the crucial role of economic growth in enhancing residents' quality of life. Strategies for economic development are integrated with essential elements like land use, housing, utilities, and transportation, ensuring a comprehensive approach to community development.



While the economic development element is listed as a mandatory component in RCW 36.70A.070, it is not currently a requirement due to the lack of provided funding when this element was incorporated into the Growth Management Act (GMA). Nevertheless, the importance of fostering economic growth, vitality, and a high quality of life is undeniable. Therefore, strategies to support economic development should be integrated with other critical elements such as land use, housing, utilities, and transportation. This holistic approach ensures that economic development efforts are aligned with the broader goals of creating a sustainable, vibrant community.

Snoqualmie's economic development goals prioritize attracting businesses that cater to resident needs, offer varied job opportunities, and contribute to city revenues while preserving its unique character. The City maintains a business-friendly climate through efficient regulations and code compliance, emphasizing environmental and cultural resource protection. Capitalizing on the draw of nearby natural features and the charm of its historic downtown, Snoqualmie leverages these assets to drive economic growth sustainably, enriching both residents and visitors alike while preserving the essence of what makes the city special.



## ECONOMIC DEVELOPMENT GOALS AND POLICIES

**GOAL ED-1:** Recruit businesses that meet the retail needs of residents, offer diverse employment opportunities, generate revenue to support city services, and enrich the City's unique character, while supporting the continued success of existing local businesses.

**POLICY ED-1.1:** Encourage a diverse range of smaller-scale, locally based, and independently-owned businesses to locate to Snoqualmie;

**POLICY ED-1.2:** Recruit businesses that will capture a greater share of residents' spending on retail goods and services without compromising the City's small-town look and feel;

**POLICY ED-1.3:** Capitalize on emerging local economic sectors, including wine tourism, weddings, film production, and outdoor recreation and events as well as regional sectors such as aerospace, information and communication technology, and life sciences;

**POLICY ED-1.4:** Prioritize the recruitment of businesses that follow environmental and socially responsible business practices;

**POLICY ED-1.5:** Prioritize the recruitment of a wide range of potential businesses that will create higher-than-average wages jobs to match local workforce skills allowing for residents to live and work in Snoqualmie;

**POLICY ED-1.6:** Strategically recruit businesses based on the features of individual vacant commercial and industrial spaces;

**POLICY ED-1.7:** Identify complementary and new industries to recruit to Snoqualmie based on sectors that are already well-represented in the City;

**POLICY ED-1.8:** Support the preservation and occupancy of key historic landmarks downtown including full-service restaurants.

**GOAL ED-2:** The City fosters a business climate that facilitates economic development through expedient and equitable regulations, permit review processes, and code compliance, while effectively preserving and protecting the area's environmental and cultural resources.

**POLICY ED-2.1:** Cultivate a policy and regulatory environment that helps to achieve the City's economic development goals;

**POLICY ED-2.2:** Consider risk of physical, economic, environmental, and cultural resource disruption or displacement on local business when creating or updating policies, regulations, investments, or programs;

- POLICY ED-2.3:** Explore partnerships with community and external organizations to address barriers and disparities such as diversity, equity and inclusion faced by small businesses to promote economic development opportunities;
- POLICY ED-2.4:** Strive to provide opportunities for business owners to share information on challenges and opportunities of the local business environment;
- POLICY ED-2.5:** Ensure business owners have accurate and timely information on permit applications and other review processes;
- POLICY ED-2.6:** Apply and enforce rules consistently across all business types and locations;
- POLICY ED-2.7:** Encourage local businesses to be aware of evolving technologies that lead to increased competitiveness, innovation, efficiency, productivity, and job opportunities;
- POLICY ED-2.8:** Foster a business environment that promotes local entrepreneurship.

**GOAL ED-3:** The City advances its economic development goals and maintains its competitiveness through land use regulations, strategic planning, and capital investments.

- POLICY ED-3.1:** Ensure City investments, plans, and regulations promote economic growth and facilitate the expansion of the City's retail base equitably across all City commercial areas, business types, and communities;
- POLICY ED-3.2:** Advocate for Snoqualmie's economic interests at the county, regional, state, and federal levels;
- POLICY ED-3.3:** Consider creating a historic Meadowbrook Retail District and sites not yet considered that promotes retail and service options that enhances the future River Trail for residents and visitors;
- POLICY ED-3.4:** Collaborate with intergovernmental partners to improve transit service to, from, and within Snoqualmie, aiming for increased frequency and accessibility;
- POLICY ED-3.5:** Attract developments with the potential to create a variety of jobs and commercial spaces of varying sizes to accommodate businesses of different scales and provide space for small businesses to grow;

- POLICY ED-3.6:** Encourage the development of housing options that are affordable for the full range of employment opportunities in the City;
- POLICY ED-3.7:** Ensure that economic growth and development is balanced with environmental and cultural resource protection;
- POLICY ED-3.8:** Encourage the creation of public gathering spaces near commercial areas in a manner that promotes commerce;
- POLICY ED-3.9:** Preserve the Master Planned Business Park land use designation, focused on office, research and development, and light manufacturing/industrial uses, within the City's potential annexation area (PAA);
- POLICY ED-3.10:** Ensure land use regulations support and promote the development of suitable forms of overnight lodging, with a particular focus on the downtown historic district;
- POLICY ED-3.11:** Ensure that Snoqualmie's infrastructure supports electric vehicle charging and other emerging climate-friendly technologies adequately.

**GOAL ED-4:** The City promotes desired economic development while sustaining the natural and built features that give Snoqualmie its unique sense of place that residents most value.

- POLICY ED-4.1:** Protect and promote the City's distinct mix of natural beauty, historic buildings, rich cultural heritage, and unique neighborhoods - including Snoqualmie Ridge, Historic Downtown, the Mill Site, and historic Meadowbrook, to foster desired economic development;
- POLICY ED-4.2:** Create wayfinding signage where Meadowbrook Way and Snoqualmie Parkway intersect with Railroad Avenue SE directing visitors to the historic downtown;
- POLICY ED-4.3:** Leverage Snoqualmie's distinctive sense of place and unique assets such as Meadowbrook Farm, Snoqualmie Point Park, and other large park and open spaces to attract visitors through historic and cultural events and activities;
- POLICY ED-4.4:** Support and celebrate the contributions of the city's existing culturally and ethnically diverse businesses, institutions, and the Snoqualmie Tribe;
- POLICY ED-4.5:** Maximize the Snoqualmie River Trail as a tourism asset that connects to the Centennial Trail and the regional Snoqualmie

Valley and Preston-Snoqualmie trails while protecting downtown riverfront properties from flooding;

- POLICY ED-4.6:** In collaboration with the Snoqualmie Valley Chamber of Commerce, support non-profit merchant organizations in Historic Downtown Snoqualmie, Kimball Creek, and Snoqualmie Ridge to strengthen economic vitality, design, organization, and promotion;
- POLICY ED-4.7:** Maintain and expand a wayfinding system that effectively directs visitors to Snoqualmie's commercial and retail districts and communicates information about parking, parks, and other attractions, with a particular focus on community-friendly assets;
- POLICY ED-4.8:** Preserve the economic viability of Snoqualmie's historic sites, buildings, districts, landscape features and neighborhoods by identifying and preserving their character and history through collaboration with the King County Historic Preservation Program and engaging informational plaques and signs;
- POLICY ED-4.9:** Enrich the cultural lives of residents and visitors by placing permanent and temporary art installations in public spaces in a manner that enhances Snoqualmie's unique sense of place and history;
- POLICY ED-4.10:** Promote public art events hosted by the Arts Commission, Art and Industry and other organizations such as Plein Air Paint Out, Art of the Rails, Chalk the Block, Snoqualmie Days, pole banners, and window murals;
- POLICY ED-4.11:** Encourage the creation of public murals throughout the City that are representative of the history, culture, and heritage of the Snoqualmie Valley;
- POLICY ED-4.12:** Protect and promote institutional, cultural, natural, and other unique resources such as the Northwest Railway Museum, Pacific West Rail Model Train Museum, Meadowbrook Farm, and the Snoqualmie River Trail.

# SHORELINES

## INTRODUCTION

The Shorelines Element of the City of Snoqualmie's Comprehensive Plan is guided by Washington State's Shoreline Management Act (SMA) of 1971, which aims to preserve and manage the state's valuable shorelines while accommodating appropriate development. The City of Snoqualmie's Shoreline Master Program (SMP) reflects this balance by establishing policies, goals, and regulations that are specifically tailored to protect and enhance Snoqualmie's unique shoreline resources—namely, the Snoqualmie River, Kimball Creek, Borst Lake (Mill Pond), and their associated floodplains and wetlands.

The City's shorelines are essential to its identity, providing recreational opportunities, natural beauty, and habitats for diverse plant and animal species. They also represent areas of historical and cultural importance, economic activity, and environmental sensitivity. To uphold these values, the SMP designates distinct shoreline environments based on their ecological functions, existing land use, and potential for public access. These environments—Urban Riverfront, Urban Floodplain, Urban Conservancy, Hydropower, Natural, and Aquatic—each support specific types of development and land uses that align with the City's vision for sustainable, community-centered shoreline management.

The following over-arching goal of the Shoreline Master Program is intended to support and supplement all other goals and policies of this Element:

### Overall Goal

Shoreline use, activities, and development within the City's shoreline jurisdiction result in minimal adverse impacts and no net loss of shoreline ecological functions.



## COMPONENTS OF THE SHORELINES ELEMENT

The City's Shoreline Management Program, most recently updated in 2021, establishes goals and policies that promote diverse uses of shoreline areas, enhance public access, and support economic development opportunities consistent with environmental protection standards. Key goals include encouraging water-enjoyment uses near riverfront and lakefront areas, preserving natural habitats, and providing access through connected trails and viewing platforms. Additionally, the SMP prioritizes maintaining floodplain functions and respecting the historical and cultural significance of shoreline areas, contributing to a balanced, sustainable approach to shoreline management in Snoqualmie.

These goals and policies of the SMP are contained within eight "elements" in that document, which function as sub-elements of the Shorelines Element in this comprehensive plan. These sub-elements include:

- Economic Development
- Public Access
- Recreation
- Circulation
- Shoreline Use and Shoreline Modification
- Conservation
- Historical, Cultural, Scientific, and Educational
- Flood Hazard Management

The SMP, included in this Element's corresponding section in Volume 2, contains the background data and analysis that describe the shorelines and applicable development regulations of the city, and provides the foundation for the following goals and policies.

### ECONOMIC DEVELOPMENT GOALS & POLICIES

The City's shoreline jurisdiction affords varying opportunities for economic development related to proximity to the Snoqualmie River. In areas very close to the left bank riverfront of the Snoqualmie River between the downtown Snoqualmie Historic District and the Meadowbrook Historic District, the future development of water-dependent uses or water-related uses is unlikely. However, there is a significant opportunity for additional water-enjoyment economic uses to provide visual access and aesthetic enjoyment of the main stem of the Snoqualmie River.

Borst Lake is located within the floodplain of the Snoqualmie River and is situated on the opposite side of the river from the historic downtown. Borst Lake offers opportunities for development of water-oriented growth associated with recreational tourism that will advance economic development. However, Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill, and further review is necessary prior to implementation of any future activities on or adjacent to the lake.

Further from the riverfront of the Snoqualmie River, projects related to economic development opportunities should be encouraged based upon the suitability of the land for such development and consistency with underlying zoning.

**GOAL S-1:** Water-oriented projects in support of economic development are promoted at appropriate locations in the Aquatic and Urban Conservancy environments on and adjacent Borst Lake to support recreational tourism businesses and activities, provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-1.1:** Allow non-motorized boating (canoes, kayaks, and similar small hand-powered vessels) within Borst Lake, provided water quality and potential toxic contamination in Borst Lake are addressed.

**POLICY S-1.2:** Allow pedestrian and bicycle trails, boardwalks, public parking, and viewing areas within the buffer of Borst Lake to provide for visual access. Allow access points for non-motorized boating within the buffer of Borst Lake to provide for physical access provided water quality and potential toxic contamination in Borst Lake is addressed.

**GOAL S-2:** Water-oriented projects in support of economic development are promoted at appropriate locations in the Aquatic and Urban Conservancy environments on and adjacent Borst Lake to support recreational tourism businesses and activities, provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-2.1:** Allow existing and new businesses in the Urban Riverfront Environment and the Urban Floodplain Environment within the Mill Planning Area to develop facilities for water-enjoyment uses, including river and lake vistas from walkways, patios and decks of restaurants and other tourist oriented businesses to enhance both tourism and general economic vitality.

**POLICY S-2.2:** Promote the development of a system of connected public riverfront trails, boardwalks and viewing platforms in the Urban Riverfront Urban Conservancy Environments, linking privately owned water enjoyment economic development and publicly owned facilities in support of tourism and general economic vitality.

**POLICY S-2.3:** Relax buffer standards in the Urban Riverfront Environment to allow for greater visual public access to the riverfront from walkways, decks or patios of businesses; provided any loss of shoreline ecological functions is fully mitigated by restoration or enhancement projects in the Natural Environment or Urban Conservancy Environment.

**GOAL S-3:** Nonwater-oriented uses, which foster or enhance economic development opportunities, are located within suitable environment designations and are consistent with underlying zoning.

**POLICY S-3.1:** Prohibit nonwater-oriented economic development in the Natural Environment.

- POLICY S-3.2:** Allow economic development in the Urban Conservancy Environment only to the extent consistent with the underlying zoning, and preserves the largely undeveloped nature of this environment consistent with existing low intensity recreation and agricultural uses, preservation of floodplain storage functions, protection of publicly owned open spaces, and public access to the Snoqualmie River.
- POLICY S-3.3:** Allow nonwater-oriented economic development, including retail, commercial, and light industrial uses in the Urban Floodplain Environment consistent with underlying zoning, critical areas regulations and flood hazard regulations.
- POLICY S-3.4:** Allow economic development for power generation in the Hydropower Environment consistent with Federal Energy Regulatory Commission regulations.
- POLICY S-3.5:** Allow hospitality, passive recreation, and visitor support uses which support economic development opportunities in the Hydropower Environment consistent with the importance of Snoqualmie Falls as a unique international attraction.

## PUBLIC ACCESS GOALS AND POLICIES

Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations (WAC 173-26-221(4)(d)(i)). Two City parks within the Urban Riverfront Environment provide direct public access to the riverfront of the Snoqualmie River. Sandy Cove Park at the foot of King Street affords good visual access year round, provides direct access to the water's edge except during periods of high water and flooding, and offers wading access. Riverview Park on Park Street provides only visual access due to its high bank. The City has also acquired a number of additional high-bank parcels along the left bank of the Snoqualmie River within the Urban Riverfront Environment, which will provide visual public access to the river once developed for public access. The King County Flood Control Zone District currently owns a significant portion of riverfront parcels in the Meadowbrook neighborhood at the eastern end of the Urban Riverfront Environment, which is expected to be conveyed to the City for park and open space uses. These parcels could provide additional visual access in the future.

The City owns large undeveloped open spaces within the Natural and Urban Conservancy Environments, which could be enhanced for additional physical and visual public access. These include the Kimball Creek open space (adjacent to the banks of Kimball Creek near its mouth) and the Snoqualmie River Open Space, (between SR 202 and the Snoqualmie River through which Kimball Creek flows to its mouth). The City also owns the portion of Three Forks Natural Area on the left bank of the Snoqualmie River within the city limits. All of these areas could be enhanced for additional public access, including trails, picnic areas and, in some locations, seasonal access to the water's edge for various recreation opportunities.

The existing SR202 and Meadowbrook Way Bridges, as well as King County's uncompleted Snoqualmie Valley Trail pedestrian bridge, provide visual public access to the Snoqualmie River.

The privately owned Puget Sound Energy Park within the Hydropower Environment also affords public access. An estimated two million people visit the park annually, where they can view Snoqualmie Falls from the upper Park's walkways and overlooks, or they can follow a hiking trail to the bottom of the Falls, where Puget Sound Energy provides direct public access for kayakers and other recreation users.

The greatest opportunity to enhance public access to the riverfront of the Snoqualmie River lies in a connected system of publicly accessible riverfront trails and viewing platforms, comprising a looped riverwalk corridor on both banks of the Snoqualmie River. Portions of the proposed system area are located on private land; therefore, the City acquired a large amount of left bank riverfront real property which could form the backbone of a river walk trail system with viewing platforms from Snoqualmie Falls to the Meadowbrook Bridge. Within the Mill Planning Area, the City has also secured commitments from the property owners for a riverwalk trail corridor along the right bank of the Snoqualmie River, which will allow for development of a looped system with connections to local and regional upland trail corridors.

Another potentially important opportunity for additional public access and enjoyment of the shoreline and linkage to water-oriented economic development is for a pedestrian and bicycle trail around Borst Lake, with put-in/take-out points for non-motorized boating. Borst Lake and its surrounding land are currently entirely privately-owned, and Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill and further review is necessary prior to implementation of any future activities on or adjacent to the lake. However, the City's zoning for the property encourages development of public and private open space, parks, and recreational uses within the floodway, including Borst Lake.

**GOAL S-4:** Public access to the Snoqualmie River, Kimball Creek, and Borst Lake is provided through the acquisition, preservation, and extension of publicly and privately owned open spaces, parks, and trails in the Natural, Urban Riverfront, and Urban Conservancy Environments.

- POLICY S-4.1:** Preserve and enhance existing visual public access to the riverfront areas at publicly owned parks and open space properties along the Snoqualmie River, including Sandy Cove Park, Riverview Park, and acquired residential properties in the floodway within the Urban Riverfront Environment.
- POLICY S-4.2:** Pursue opportunities to provide additional visual or physical public access to riverfront areas in other publicly owned properties, including the Snoqualmie River Open Space and Three Forks Natural Area in the Natural Environment and within public trail easements within the Natural Environment.
- POLICY S-4.3:** Require the provision of public shoreline access as appropriate to the Snoqualmie River and Borst Lake in conjunction with land use entitlements for development.

**GOAL S-5:** Public access to the Snoqualmie River riverfront is encouraged through the provision of a system of riverwalk trails, boardwalks, and viewing platforms linking publicly owned facilities and privately owned water enjoyment economic development uses.

**POLICY S-5.1:** Pursue additional opportunities for visual public access to the riverfront from publicly owned properties, including shoreline “Riverwalk” trails, boardwalks, and viewing platforms at various locations between the SR 202 Bridge on the north and west and Meadowbrook Bridge on the south and east, incorporating private facilities providing public access to the extent feasible pursuant to Shoreline Economic Development Policy 3.d.

**POLICY S-5.2:** Acquire riverfront properties, or other rights of way, as they become available, subject to funding availability, for future development of a connected system of riverwalk trails, boardwalks, and public viewing platforms.

**POLICY S-5.3:** Work with riverfront property owners and business owners to incorporate private property into a connected system of “Riverwalk” trails, boardwalks and viewing platforms, linking water-enjoyment economic development in the Urban Riverfront, Urban Floodplain and Conservancy Environments.

**POLICY S-5.4:** In support of economic development, adopt development standards and regulations including relaxed buffer standards to allow riverfront water enjoyment uses to provide visual public access for customers and the public from river oriented walkways, decks, balconies, and other viewing areas.

## RECREATION GOALS AND POLICIES

Recreational opportunities vary depending on proximity to the Snoqualmie River. The City provides a number of parks and recreational opportunities in the floodway portion of its shoreline jurisdiction, such as the Meadowbrook Farm Open Space and Centennial Fields Park, which are not significantly affected by their location within shoreline jurisdiction except for periodic flooding events. Portions of Meadowbrook Farm are located in the Urban Conservancy Environment. Meadowbrook Farm is a 450-acre open space property jointly owned by the Cities of North Bend and Snoqualmie. It serves as a community separator and provides areas for community events and passive recreation and an existing and planned system of trails. Centennial Fields, located within the Urban Floodplain Environment, provides active recreational facilities including three baseball fields, one football field, a picnic shelter, and a children’s play structure.

Recreational opportunities along the riverfront of the Snoqualmie River above Snoqualmie Falls are available at Sandy Cove Park, Riverview Park, and Three Forks Natural Area, as well as the privately owned Mount Si Golf Course. Sandy Cove Park provides for passive recreation such as picnicking and viewing, but also includes an informal beach that park visitors use for wading in the summer. Riverview Park features limited active recreation facilities, with a basketball court, a picnic shelter, and children’s play equipment. The Three Forks Natural Area contains a City owned off-leash dog park and is bisected by the King County Snoqualmie Valley Trail. Recreation at this location consists mainly of passive or low intensity uses such as viewing the riverfront, hiking, fishing,



picnicking, and wading. Mount Si Golf Course provides an 18-hole golf course, driving ranges, and putting green.

Puget Sound Energy provides active recreation action including access to the Snoqualmie River for boaters using kayak, canoe, and river rafts below the falls within the boundaries of the hydroelectric project and consistent with the FERC hydroelectric facility license requirements. The opportunity for expanded riverfront recreation such as swimming or boating above Snoqualmie Falls is significantly limited due to the hazards of steep banks, cold water, swift currents, and proximity to the 268 foot waterfall and the hydroelectric facilities.

Another potentially important opportunity for additional recreation and enjoyment of the shoreline is for a pedestrian and bicycle trail around Borst Lake, with put-in/take-out points for non-motorized boating. Borst Lake and its surrounding land are currently entirely privately-owned, and Borst Lake is potentially contaminated due to the historic operations of the Snoqualmie Mill and further review is necessary prior to implementation of any future activities on or adjacent to the lake.

**GOAL S-6:** A variety of active and passive recreation sites and facilities are provided as appropriate within the shoreline based on consideration of location, public safety, and protection of natural resources.

- POLICY S-6.1:** Ensure shoreline recreational developments are consistent with all adopted park, recreation, and open space plans and are given priority over other development for water access and use.
- POLICY S-6.2:** Allow high intensity active recreation facilities in the Urban Floodplain and Urban Conservancy Environments, provided such facilities shall comply with the applicable flood hazard regulations in Chapter 15.12 SMC.
- POLICY S-6.3:** Allow low intensity active recreation facilities in all shoreline environments except the Natural Environment.
- POLICY S-6.4:** Allow trails, viewing areas or platforms, and picnic areas in all environments, provided such facilities in the Natural Environment are of a size and design to have minimal impacts on the shoreline.
- POLICY S-6.5:** Support trail connections between the King County Snoqualmie Valley Trail and City of Snoqualmie trails such as the Centennial Trail, and support completion of the linkage to King County's Preston-Snoqualmie Trail.
- POLICY S-6.6:** Work cooperatively with Puget Sound Energy to provide safe access for non motorized boating in the Snoqualmie River below Snoqualmie Falls, and to improve pedestrian connectivity between the privately owned Snoqualmie Falls Park and City trails and parks.
- POLICY S-6.7:** Provide a riverfront trail system along both the left and right banks of the Snoqualmie River, creating a looped "riverwalk" trail offering visual public access to the river between Snoqualmie Falls and the Meadowbrook Historic District, with connections to other local and regional trails and parks.

- POLICY S-6.8:** Allow for non-motorized boating activities in the Borst Lake Aquatic Environment provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-6.9:** Ensure recreation facilities are located and designed to be compatible with the existing natural character and ecology of the shoreline.
- POLICY S-6.10:** Allow low intensity recreational opportunities in all shoreline environments provided these activities do not result in the significant loss of vegetation.

## CIRCULATION GOALS AND POLICIES

---

The transportation and circulation system within the shoreline of the City of Snoqualmie is a network of city streets, state highway SR-202, bridges, bike paths, trails, and railroad facilities. No significant new roads are planned within shoreline jurisdiction. Most anticipated work on the circulation system within shoreline jurisdiction will consist of maintenance or upgrades and improvements to existing roads. Due to the dense nature of shoreline jurisdiction in the City of Snoqualmie, bicycle paths, sidewalks, and trails could be important components of the circulation system.

**GOAL S-7:** A multimodal circulation system is provided within shoreline jurisdiction.

- POLICY S-7.1:** Ensure that all new or upgraded roads within shoreline jurisdiction include adequate facilities for pedestrians, bicycles, and public transportation as appropriate.
- POLICY S-7.2:** Encourage the development of trail and bicycle paths in riverfront areas where appropriate, provided they are constructed in a manner compatible with the existing natural character and ecology of the shoreline.
- POLICY S-7.3:** Where feasible, create connections between new and existing trails.
- POLICY S-7.4:** Locate and design circulation systems as necessary to satisfy public needs while minimizing impacts to the natural features and functions of the shoreline.
- POLICY S-7.5:** Allow existing transportation facilities to be maintained, repaired, and replaced in all shoreline environments.
- POLICY S-7.6:** Implement the Riverwalk Master Plan for purposes of providing pedestrian connectivity within shoreline jurisdictions.

## USE AND MODIFICATION GOALS AND POLICIES

---

Riverfront shoreline uses in the City of Snoqualmie have historically not been water-dependent or water-oriented except for those hydropower, hospitality and recreation uses at Snoqualmie Falls. There are no marinas, wharves, docks, piers, or other similar facilities. This is mainly due to the Snoqualmie Falls, which is a 268 foot high, impassible barrier to further upstream navigation. In addition, the Snoqualmie River currents pose a danger for recreational boating, floating, or swimming upstream of Snoqualmie Falls. Historically, residential and commercial uses were located

near the riverfront, with various other uses in the floodplain farther from the riverfront including residential, commercial, schools, churches and the railroad. In general, existing retail and commercial uses near the riverfront do not take advantage of their riverfront location.

Uses located within shoreline jurisdiction but not in proximity to the riverfront are not significantly affected by their location within shoreline jurisdiction except for flood considerations.

The Snoqualmie River is a shoreline of statewide significance. The historic commercial and residential development pattern occupies most of the downtown area near the riverfront and within the floodplain. Commercial and open space uses within the Urban Riverfront and Urban Floodplain Environments remain a viable development pattern, especially when considering the limited anticipated future development and redevelopment within shoreline jurisdiction. Residential use remains as a viable and desirable shoreline use outside of the floodway portions of the Urban Floodplain Environment.

The goals of RCW 90.58.020 for shorelines of statewide significance (preservation of natural character, long term over short term benefit, protection of resources and ecology of the shoreline, increasing public access to public owned areas, and increasing recreational opportunities) are largely achieved in Snoqualmie through acquisition, public ownership, and permanent protection of large areas of open space along the river and within the floodplain. The properties include the Kimball Creek Open Space (30.88 acres), Snoqualmie River Open Space (23.36 acres), Three Forks Natural Area (19.29 acres), portions of Meadowbrook Farm (244.47 acres), and various other riverfront parcels acquired or to be acquired by the City for flood damage reduction, open space and passive recreation purposes.

The intent of the shoreline use and modification policies is to support existing uses and appropriate new development within the City's shoreline jurisdiction, with appropriate provision for protection of critical areas, protection of public and private property, pursuing advancement of public restoration efforts, and continual assessment of the cumulative effect of all development and uses.

**GOAL S-8:** Allowable uses for each shoreline environment are generally consistent with the goals of the Shoreline Management Act, the existing development pattern, the underlying zoning, and the purposes of the shoreline environment designations.

**POLICY S-8.1:** Establish allowable shoreline uses within each environment designation that are compatible with the existing development pattern, consistent with underlying zoning, and consistent with the nature and purpose of the shoreline environment in which such use is located.

**POLICY S-8.2:** Regulate development within all shoreline environments to protect the public health, safety, and welfare through application of all development regulations of general applicability throughout the City including but not limited to flood hazard regulations, clearing and grading regulations, surface and storm water regulations, and building and fire regulations.

**POLICY S-8.3:** Unless otherwise allowed by RCW 90.58.320, prohibit any new or expanded building or structure of more than thirty-five feet above

average grade level on shorelines of the state that will obstruct the view of a large number of residences on areas adjoining such shorelines.

**POLICY S-8.4:** Recognize and protect private property consistent with the public interest through shoreline variances as may be necessary to avoid the unconstitutional taking of private property.

**POLICY S-8.5:** Apply lot size, building setback, height regulations, and performance standards as established by the underlying zoning regulations.

**POLICY S-8.6:** Ensure shoreline development does not result in any net loss of existing shoreline ecological functions as described in the Shoreline Analysis Report through on-going evaluation of the cumulative impacts of all permitted uses within shoreline jurisdiction and related implementation of appropriate mitigation.

**GOAL S-9:** Resources of the Aquatic Environment are protected through prohibition of most uses or development other than public access.

**POLICY S-9.1:** Allow uses designed to protect and restore resources waterward of the ordinary high water mark in the Aquatic Environment.

**POLICY S-9.2:** Allow public access to the water along the riverfront in the Aquatic Environment to the extent feasible, provided such public access is not detrimental to public safety or high value ecological resources.

**POLICY S-9.3:** Allow pedestrian bridges and overwater viewing piers that provide visual access and connectivity between shoreline public access and recreation areas, provided that no significant ecological impact will result.

**POLICY S-9.4:** Allow roadway and utility bridges to be built when it can be demonstrated that there is no feasible alternative and ecological impacts are mitigated. When allowed, encourage multiple use of such facilities including pedestrian access, and limit the size to that necessary to support the structure's intended use.

**POLICY S-9.5:** Ensure all developments and uses on navigable waters or their beds are located and designed to minimize interference with surface navigation, to consider impacts to public views, and to allow for safe, and unobstructed passage of fish and wildlife, particularly those species dependent on migration.

**POLICY S-9.6:** Prohibit uses that adversely impact the ecological functions of critical freshwater habitats except where necessary to achieve the objectives of RCW 90.58.020, and then only when associated impacts are mitigated.

**POLICY S-9.7:** Prohibit in-water pipes, cables, conduits, or other similar facilities in the Aquatic Environment.

**GOAL S-10:** The shoreline ecological functions of the Natural Environment remain intact or relatively free from human interference through implementation of appropriate use restrictions.

- POLICY S-10.1:** Prohibit any use or development in the Natural Environment that would degrade existing shoreline ecological functions to protect areas that are ecologically intact or minimally degraded areas.
- POLICY S-10.2:** Allow only uses requiring a riverfront location to provide public access for recreational or educational purposes, such as riverwalk trails, boardwalks and viewing platforms, or public access to natural beach areas in the Natural Environment when such uses are consistent with protecting shoreline ecological functions and public safety.
- POLICY S-10.3:** Allow maintenance of existing roads and utilities within the Natural Environment, but do not allow new roads or utilities unless there is no feasible alternative.
- POLICY S-10.4:** Encourage habitat restoration projects.
- POLICY S-10.5:** Allow low intensity public uses such as scientific, historical, cultural, and educational research uses; and water-oriented recreational access if ecological impacts are avoided.

**GOAL S-11:** The Urban Conservancy Environment retains its largely undeveloped character through implementation of appropriate use restrictions.

- POLICY S-11.1:** Allow conservation, restoration, and enhancement projects and uses in the Urban Conservancy Environment that preserve, restore, or enhance natural character; preserve open space and floodplain functions; and protect critical areas. Publicly owned lands within the Urban Conservancy Environment should be priority locations for projects to restore or enhance shoreline ecological functions.
- POLICY S-11.2:** Allow public access, recreation, low-density residential, and low intensity economic development uses in the Urban Conservancy Environment that are consistent with the underlying zoning and preserve the largely undeveloped character of this environment.
- POLICY S-11.3:** Allow agricultural uses at Meadowbrook Farm in the Urban Conservancy Environment, subject to best management practices and protection of critical areas.
- POLICY S-11.4:** Give preference to water-oriented uses over non-water oriented uses and give highest priority to water dependent uses to shoreline areas adjacent to Borst Lake. For any use in or adjacent to Borst Lake, water quality and potential toxic contamination in Borst Lake must be addressed.

**GOAL S-12:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

- POLICY S-12.1:** Allow second story single-family and small scale multi-family residential above non-residential, retail, commercial, and limited



light industrial uses in the Urban Riverfront Environment consistent with the existing development pattern and the underlying zoning.

**POLICY S-12.2:** Give preference to water-enjoyment uses on riverfront properties within the Urban Riverfront Environment that are consistent with the underlying zoning as conditional uses and appropriate to site-specific conditions, with conditions of approval for provision of public access for customers and the general public.

**POLICY S-12.3:** Allow continued use and maintenance of existing legal non-conforming residential structures and uses in the Urban Riverfront Environment, but prohibit enlargement except as permitted by applicable State and Federal floodway regulations. Require subsequent uses to be conforming uses if non-conforming residential uses are discontinued.

**POLICY S-12.4:** Restore and enhance publicly owned open space properties within the Urban Riverfront to improve ecological functions while providing for public access for views to the river and enjoyment of the riverfront. This may include provision of riverwalk trails, boardwalks, viewing platforms, parks, and supporting facilities, and for informal beach access to the riverfront where consistent with protection of shoreline ecological functions and public safety.

**POLICY S-12.5:** Require new development and redevelopment of second story single-family and small scale multi-family residential above non-residential, retail, commercial and light industrial uses in the Urban Riverfront Environment to plan for and provide views to the riverfront from walkways, decks and patios for their customers and the public. This requires site and building design oriented toward river views, and providing links to publicly owned public access facilities to the maximum extent feasible.

**POLICY S-12.6:** Use on-street and publicly owned parking facilities to the maximum extent feasible within the Urban Riverfront Environment to minimize the need for off-street parking. Locate required on-site parking, if any, landward of commercial or light industrial uses, except within the Downtown Historic District between SE Fir Street and SE River Street and the Meadowbrook Historic District around the SE Park Street and Meadowbrook Avenue SE intersection, in order to maintain the established main street development pattern.

**GOAL S-13:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

**POLICY S-13.1:** Allow second story single-family and small scale multi-family residential above non-residential, retail, commercial, and limited light industrial uses in the Urban Riverfront Environment consistent with the existing development pattern and the underlying zoning.

**POLICY S-13.2:** Allow innovative housing types in the Urban Floodplain Environment, subject to development of appropriate authorizing regulations in the zoning code.

- POLICY S-13.3:** Require small scale multi-family residential development in the Urban Floodplain Environment to provide public access to approved trail systems located within wetland buffers, where feasible.
- POLICY S-13.4:** Allow office, retail, and other commercial development in the Urban Floodplain where authorized by the underlying zoning.
- POLICY S-13.5:** Allow light industrial uses in the Urban Floodplain Environment where authorized by the underlying zoning.
- POLICY S-13.6:** Allow governmental, educational, museum, and institutional uses in the Urban Floodplain Environment where authorized by underlying zoning.

**GOAL S-14:** Uses in the Urban Riverfront Environment reflect the existing urban development pattern and encourage public access through riverwalk trails, boardwalks and viewing platforms linked with private water-enjoyment economic development.

- POLICY S-14.1:** Allow power generation facilities and accessory uses in the Hydropower Environment consistent with any license issued by the Federal Energy Regulatory Commission.
- POLICY S-14.2:** Allow other public or private utilities and parks and open space uses in the Hydropower Environment when consistent with the purpose of the Hydropower Environment.
- POLICY S-14.3:** Allow appropriate visitor and tourist related commercial services in the Hydropower Environment.
- POLICY S-14.4:** Preserve the existing undeveloped character of the Snoqualmie Falls viewshed and protect adjacent riverfront areas from any future development in the Hydropower Environment unless specifically required as a condition of a Federal Energy Regulatory Commission license.
- POLICY S-14.5:** Prohibit new non-water oriented uses except when allowed by a current Federal Energy Regulatory Commission license for the Snoqualmie Falls hydroelectric facility, and when such uses do not conflict with or limit opportunities for water oriented uses or where there is no direct access to the shoreline.
- POLICY S-14.6:** Require new development to include environmental cleanup and restoration of the shoreline in compliance with relevant state and federal law.
- POLICY S-14.7:** Where redevelopment occurs within the Hydropower Environment, ensure visual and physical public access is maintained and improved and adheres to appropriate standards for signage, site planning, screening, architectural design, and maintenance of natural vegetative buffers.

**GOAL S-15:** Flood hazard reduction measures for protection of public and private property is provided through non-structural methods, except where structural measures are the only feasible solution.

- POLICY S-15.1:** Locate and design new development near the riverfront to avoid the need for future structural flood hazard reduction measures to the greatest extent practicable and avoid or minimize new development that would require flood hazard reduction measures that could result in significant impacts to adjacent or downstream properties and shoreline ecological functions.
- POLICY S-15.2:** Where feasible, pursue non-structural measures to reduce flood hazards for public and private property, such as elevating or relocating structures, increasing buffers, enhancing vegetation, or managing drainage and runoff in preference to shoreline stabilization measures.
- POLICY S-15.3:** Allow new structural flood hazard reduction measures only where demonstrated to be necessary, when non-structural methods are infeasible, and when mitigation is provided.
- POLICY S-15.4:** New structural flood hazard reduction measures should be allowed only when located landward of associated wetland and buffer areas, except where no alternative exists as documented in a geotechnical analysis.

**GOAL S-16:** Measures to reduce shoreline erosion for protection of public and private property is provided through non-structural methods, except where structural measures are the only feasible solution.

- POLICY S-16.1:** Allow structural shoreline stabilization measures to protect existing public and private property when the infrastructure or primary structures are in danger from shoreline erosion as demonstrated by conclusive evidence and documented by a geotechnical analysis.
- POLICY S-16.2:** Allow shoreline stabilization measures to control erosion when designed as part of a planned shoreline public access or enjoyment improvement.
- POLICY S-16.3:** When structural shoreline stabilization measures are allowed to reduce shoreline erosion, require the use of soft structural measures such as bio engineered methods (e.g., jute netting and live staking) or bio-technical methods (e.g., erosion control matting and live cribbing) that provide restoration of ecological functions, unless a geotechnical report demonstrates that soft structural stabilization measures will not be sufficient and hard structural methods (e.g. riprap and gabion walls) are required.
- POLICY S-16.4:** Limit the size of structural shoreline stabilization measures necessary and ensure that publicly financed or subsidized shoreline erosion control measures do not restrict appropriate public access to the shoreline except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions.
- POLICY S-16.5:** Allow replacement of existing shoreline stabilization structures based on demonstrated need. Allow waterward encroachment of replacement shoreline structures only for residences occupied prior to January 1, 1992.

**GOAL S-17: Agricultural activities are accommodated in appropriate locations on public and private lands subject to best management practices and appropriate environmental protection.**

- POLICY S-17.1:** Allow existing agricultural activities occurring on agricultural land to continue without modification of or limitation, as provided in RCW 90.58.065, the definitions of which are hereby incorporated herein by this reference.
- POLICY S-17.2:** Allow new agricultural uses on Meadowbrook Farm when consistent with the approved Meadowbrook Farm Master Site Plan.
- POLICY S-17.3:** Allow new agricultural activities on privately and publicly owned land, including on privately owned land not meeting the definition of agricultural land, in the Urban Floodplain Environment and Urban Conservancy Environment subject to compliance with applicable policies and regulations.
- POLICY S-17.4:** Require all new and expanded agricultural uses to maintain adequate buffers from streams and wetlands to protect critical areas and to employ best management practices to control pollution.
- POLICY S-17.5:** Permit development on agricultural land as defined in the Shoreline Management Act in compliance with the underlying zoning and all city code regulations.

**GOAL S-18: Non-commercial aquaculture for conservation or habitat purposes is allowed subject to the provision of appropriate environmental protection.**

- POLICY S-18.1:** Give preference to aquaculture operations that minimize environmental impacts through use of fewer visible structures or less extensive substrate and vegetation modifications.
- POLICY S-18.2:** Prohibit aquaculture in areas where it would degrade water quality.
- POLICY S-18.3:** Ensure aquaculture facilities are designed to minimize nuisance odors and noise, as well as visual impacts on surrounding shoreline development.

**GOAL S-19: Boating facilities are provided only at safe locations and are limited to launches for canoes, kayaks, or other small non-motorized vessels.**

- POLICY S-19.1:** Allow non-motorized boating only on the Snoqualmie River below Snoqualmie Falls or above the Meadowbrook Bridge, and potentially on Borst Lake provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-19.2:** Prohibit motorized boating on the Snoqualmie River and on Borst Lake.
- POLICY S-19.3:** Prohibit boating of any nature on the Snoqualmie River downstream of Meadowbrook Bridge to Snoqualmie Falls.
- POLICY S-19.4:** Allow launches and take-out locations for canoes, kayaks, or other small non-motorized vessels below Snoqualmie Falls, above Meadowbrook Bridge, and in Borst Lake where appropriate access can be provided consistent with public safety and protection of

shoreline ecological functions, and also provided water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-19.5:** Prohibit piers, docks, and floating platforms over the Snoqualmie River, except for limited use of piers to provide public viewpoints identified in an approved integrated shoreline area public access system plan.

**POLICY S-19.6:** Potentially allow a limited number of piers, docks, or floating platforms in Borst Lake for canoes, kayaks, or other small non-motorized vessels, provided the size is limited to the minimum necessary to support the structure's intended use, and water quality and potential toxic contamination in Borst Lake is addressed.

**POLICY S-19.7:** Ensure all boat launches, piers, docks, and floats are located and designed to minimize interference with surface navigation, consider impacts to public views, and allow for the safe and unobstructed passage of fish and wildlife, particularly those dependent on migration.

**GOAL S-20:** Dredging is limited to that necessary for shoreline restoration projects and flood hazard reduction.

**POLICY S-20.1:** Allow dredging only for restoration projects and flood hazard reduction only as part of a long-term management strategy consistent with an approved flood hazard reduction plan to ensure that impacts to the riverine geomorphic process are minimized.

**POLICY S-20.2:** Allow dredging for fill material only for projects associated with the state Model Toxics Control Act (MTCA) or federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) habitat restoration, or any other substantial restoration effort approved by a shoreline conditional use permit.

**GOAL S-21:** Prohibit disposal of dredged material within shoreline jurisdiction.

**POLICY S-21.1:** Fill within shoreline jurisdiction is limited through compliance and enforcement with the City's Flood Hazard Regulations and the Critical Areas Regulations of the SMP.

**POLICY S-21.2:** Prohibit fill waterward of the ordinary high water mark of the Snoqualmie River or Kimball Creek, except as required for restoration or flood hazard reduction projects.

**POLICY S-21.3:** Prohibit fill of wetlands or buffers within shoreline jurisdiction except as allowed by Article VI of Chapter 19.08 SMC, including integrated protections of Chapter 19.12 SMC, with full mitigation by providing replacement wetlands or buffers at the prescribed ratios.

**POLICY S-21.4:** Allow fill landward of the ordinary high water mark of the Snoqualmie River or Kimball Creek and outside wetlands and buffers only to the extent allowed by Flood Hazard Regulations, Chapter 15.12 SMC, which are designed to preserve both flood storage and flood conveyance capacity.



**GOAL S-22: Apply the Forest Practices Act and rules to forest practice activities.**

- POLICY S-22.1:** Ensure compliance with the State Forest Practices Act (Chapter 76.09 RCW) for all forest management activities, including Class IV, general forest practices, where shorelines are being converted or are expected to be converted, to non-forest uses.
- POLICY S-22.2:** Conduct forest practices within shoreline areas to maintain the ecological function of the watershed's hydrologic system.
- POLICY S-22.3:** Where forest lands are converted to another use, assure no significant adverse impacts on other shoreline uses, resources, and values such as recreation and public access.

**GOAL S-23: Industrial uses and redevelopment are encouraged to locate where environmental cleanup and restoration can be accomplished.**

- POLICY S-23.1:** Light industrial development shall be located, designed, and constructed in a manner to avoid significant adverse impact to shoreline ecological, aesthetic, and recreational resources and values.
- POLICY S-23.2:** Encourage the location of industrial uses and redevelopment where environmental cleanup and restoration can be accomplished.

**GOAL S-24: Allow in-stream structures only when consistent with the public interest, ecological functions, and environmental protection.**

- POLICY S-24.1:** Permit in-stream structures, including those for hydroelectric generation, irrigation, water supply, waste and storm water discharge, flood control, transportation, utility service transmission, fish habitat enhancement, or other purpose, only when consistent with the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species. Light industrial development shall be located, designed, and constructed in a manner to avoid significant adverse impact to shoreline ecological, aesthetic, and recreational resources and values.
- POLICY S-24.2:** Ensure that in-stream structures provide protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources.

**GOAL S-25: No new mining operations occur within shoreline jurisdiction.**

- POLICY S-25.1:** Prohibit new mining operations within shoreline jurisdiction.
- POLICY S-25.2:** Allow existing mining operations to continue as legal non-conforming uses subject to existing mining permits.
- POLICY S-25.3:** Work with the State Department of Natural Resources to limit extension of existing mining permits within shoreline jurisdiction.

**GOAL S-26: Residential development is regulated to protect shoreline ecological functions and public access.**

**POLICY S-26.1:** Require new residential subdivisions and multiunit residential development to be designed, configured, and developed to prevent the loss of ecological functions at build-out; prevent the need for new shoreline stabilization or flood hazard reduction measures; and be consistent with applicable shoreline environment designations and standards.

**POLICY S-26.2:** To the extent consistent with constitutional principles, require new multiunit development and subdivisions of more than four lots to provide public access in conformance to local public access plans. Where such a requirement is inconsistent with constitutional principles, encourage the provision of such public access.

**GOAL S-27:** Habitat and natural ecosystem restoration and enhancement projects are accomplished as appropriate and feasible within all shoreline environments.

**POLICY S-27.1:** Allow and encourage habitat and natural ecosystem restoration and enhancement programs and projects, including projects required as mitigation for other shoreline development, in all shoreline environments consistent with the following goals and objectives of the City's SMP Shoreline Restoration Plan.

**Goal 1. Protect and enhance the existing shoreline riparian areas in concert with appropriate planned improvements for public access and enjoyment.**

*Objective A. Protect shoreline processes and ecological functions through acquisition of properties and conservation easements along the Snoqualmie River.*

*Objective B. Stabilize banks along the Snoqualmie River adjacent to public infrastructure and park and open space areas while restoring riparian shoreline conditions.*

*Objective C. Remove invasive plants and install native riparian trees, shrubs, and groundcover along the shorelines of the Snoqualmie River, Kimball Creek and Borst Lake.*

**Goal 2. Maintain appropriate native habitats.**

*Objective A. Maintain native forests within the floodway to provide diversity of habitat recruitment of woody debris of the river, attenuate flood flow velocities, and reduce sedimentation and erosion of the river.*

*Objective B. Protect wetlands on public and private lands through provisions of the SMP and the City Critical Area regulations, with an emphasis on preserving the highest rated wetlands in natural conditions, and restoring degraded wetlands to higher functional conditions.*

*Objective C. Conserve and protect critical areas within shoreline jurisdiction from loss or degradation.*

**Goal 3. Protect and improve water quality.**

- Objective A. Protect and restore native plant communities within shoreline areas.*
- Objective B. Reduce sediment loading, erosion, and stormwater impacts within shoreline areas by utilizing best management practices and low impact development techniques.*
- Objective C. Require all new development, and all existing development currently using septic systems where sewer service is available, to connect to the City's sanitary sewer system in order to protect water quality against impacts associated with failing septic tanks.*

**Goal 4. Restore habitat on public lands and encourage restoration on public lands.**

- Objective A. Encourage land use applicants in need of off-site mitigation to enhance identified degraded wetland and buffer areas within the publicly owned open-space lands of Meadowbrook Farm and the Three Forks Natural Area.*
- Objective B. Work with the private sector and other volunteer organizations to under-plant forests and reduce the presence of invasive non-natives in riparian shoreline areas.*
- Objective C. Develop a public outreach and education habitat restoration program for property owners within the shoreline area.*

**Goal 5. Facilitate public access on publicly owned property within the shoreline area.**

- Objective A. Develop a looped shoreline public access trail to increase the amount and diversity of physical and visual public access along the shorelines of the Snoqualmie River, Kimball Creek and Borst Lake to facilitate enjoyment of the shoreline aesthetic and scenic qualities, enhance opportunities for recreation, and support water-oriented economic development.*
- Objective B. Develop public recreation trail linkages between major public parks and other open space areas within shoreline jurisdiction.*

**GOAL S-28:** Utility construction, extension, and maintenance projects include analysis of shoreline functions and values and mitigation as appropriate.

**POLICY S-28.1:** Allow maintenance of existing utilities within all shoreline environments.

**POLICY S-28.2:** Prohibit new utilities or utility extensions within the Natural and Urban Conservancy Environments, unless it can be demonstrated that there is no feasible alternative.

**POLICY S-28.3:** Allow new utilities or extensions in all other shoreline environments, provided they are appropriately planned to avoid critical areas to the maximum extent feasible.

**GOAL S-29:** Shoreline regulations are established, administered, and enforced consistent with these policies through a system of shoreline substantial development permits, shoreline conditional uses, and shoreline variances consistent with the requirements of the SMA and the implementing regulations of the Department of Ecology.

**POLICY S-29.1:** Require a shoreline substantial development permit for any non-exempt development within shoreline jurisdiction having a value greater than the threshold established by state law.

**POLICY S-29.2:** Provide for existing non-conforming structures and uses that recognize their existence but limits their expansion and requires a conforming use upon the abandonment of the non-conforming use.

**POLICY S-29.3:** Provide for shoreline conditional uses for those shoreline uses which due to their nature may require additional conditions to fully mitigate their impacts compared to uses that are permitted outright.

**POLICY S-29.4:** Provide for shoreline variances to allow for relief in extraordinary circumstances from hardships that would result from the strict application of the shoreline regulations and to prevent unconstitutional takings.

**POLICY S-29.5:** Condition all shoreline permits on providing mitigation and appropriate monitoring to ensure the mitigation is successful.

## CONSERVATION GOALS AND POLICIES

The areas within shoreline jurisdiction, both on the riverfront and in the floodplain areas distant from the riverfront, vary widely from a fully developed state, to degraded areas affording some opportunities for restoration, to ecologically intact or minimally degraded open space areas providing significant wildlife habitat and other ecological functions. The floodplain is characterized by significant hydraulically connected wetlands that were formerly regulated by Chapter 19.12 of the Snoqualmie Municipal Code, Critical Areas. The large areas of publicly owned open space, including the Kimball Creek Open Space, the Snoqualmie River Open Space, Meadowbrook Farm, and Three Forks Natural Area offer excellent opportunities for conservation, mitigation, restoration, and enhancement projects.

**GOAL S-30:** The adoption of Article VI (critical areas), adequately protects critical areas within shoreline jurisdiction.

**POLICY S-30.1:** Protect critical areas located within shoreline jurisdiction, including areas with a critical recharging effect on aquifers used for potable

water, fish and wildlife habitation conservation areas, geologically hazardous areas, and channel migration zones.

- POLICY S-30.2:** Prohibit new development and the creation of new lots in geologically hazardous areas that would cause foreseeable risk from geological conditions during the life of the development.
- POLICY S-30.3:** Resolve any conflict or ambiguity between the adopted Critical Areas regulations and this SMP in favor of the regulations that are most consistent with the goals and policies of the SMA, including shoreline public access and shoreline economic development, while providing at least equal protection to critical areas through mitigation requirements as established in the Critical Areas Regulations.
- POLICY S-30.4:** Develop regulations to allow for innovative mitigation such as advance mitigation or mitigation banking.
- POLICY S-30.5:** Alter allowable uses and buffer requirements of the Critical Areas Regulations and maintain wetland regulations that allow for a continuous “Riverwalk” trail, including boardwalks, public viewing areas, public parks, and water access areas along the Snoqualmie River, Kimball Creek, and Borst Lake, regardless of the shoreline environment designation.
- POLICY S-30.6:** Alter allowable uses and buffer requirements of the Critical Areas Regulations to allow for water-enjoyment economic development facilities in the Urban Riverfront Environment from Fir Street to Riverview Park, provided such facilities are designed and constructed to afford public access to views of the riverfront and provide a public easement as part of a linked Riverwalk trail, boardwalk and public viewing system.
- POLICY S-30.7:** Provide for shoreline variances in those circumstances where the strict application of any regulation of this Shoreline Master Program would result in extraordinary hardship or the denial of all reasonable economic use of the owner’s property within shoreline jurisdiction.

**GOAL S-31:** Shoreline vegetation conservation is managed by appropriate restrictions on clearing of native vegetation, vegetation restoration, and the control of invasive weeds and non-native species.

- POLICY S-31.1:** Require clearing activities to be designed and conducted to minimize stream and wetland sedimentation, impacts to wildlife habitat, and degradation of water quality.
- POLICY S-31.2:** Ensure all clearing activities are limited to the minimum reasonably necessary to accommodate public access sites or specific permitted shoreline development.
- POLICY S-31.3:** Ensure effective maintenance of vegetation in ecologically intact shoreline areas and increase the integrity of vegetation in ecologically altered shoreline areas.



**GOAL S-32:** Shoreline vegetation management corridors of appropriate widths provide wildlife habitat, wildlife migration corridors and shading for temperature control along Kimball Creek, the Snoqualmie River, and Borst Lake.

- POLICY S-32.1:** Establish shoreline vegetation management corridors on the Snoqualmie River, Kimball Creek, and Borst Lake.
- POLICY S-32.2:** Prohibit the removal of vegetation, other than non-native invasive species and danger trees, in all designated shoreline vegetation management corridors in all environments except as specifically allowed by these policies.
- POLICY S-32.3:** In all shoreline vegetation management corridors, vegetation may be removed to provide public access such as trails; plazas; boardwalks; viewing areas; non-motorized boating access points; parks and accessory facilities including parking, restrooms, viewing, resting and picnic facilities; and interpretive or wayfinding signage, provided the vegetation cleared and removed is the minimum necessary to accommodate the permitted development and restoration would be required.
- POLICY S-32.4:** Ensure replanting is accomplished with species native to the Snoqualmie River Basin and the replanted areas are maintained as necessary to ensure that vegetation is fully reestablished and adequate monitoring is provided.
- POLICY S-32.5:** Allow non-motorized boating access facilities and public parking within the vegetation management corridors of Borst Lake and the Snoqualmie River below Snoqualmie Falls and upstream of the Meadowbrook Bridge consistent with public safety and protection of shoreline ecological functions, and provided water quality and potential toxic contamination in Borst Lake is addressed.
- POLICY S-32.6:** Require a vegetation management plan for development in the vegetation management corridor and require the use of best management practices for erosion and sedimentation control during construction.
- POLICY S-32.7:** Prohibit native vegetation removal on steep or unstable slopes unless part of a project, other than non-native or noxious species which should be removed by manual or mechanical means.

**GOAL S-33:** Mitigation projects are given priority at locations as close to the location of the impacts of development as feasible. Restoration and enhancement projects are given priority in locations affording the best opportunities to mitigate for impacts in other areas of more intensive development.

- POLICY S-33.1:** Require mitigation projects to be on-site or as close to the location of the impacts of development as feasible.
- POLICY S-33.2:** Establish mitigation sequencing for actions that may have an adverse impact on shoreline ecological functions.
- POLICY S-33.3:** Require monitoring to ensure successful mitigation and require the project proponent to take corrective measures when necessary.

- POLICY S-33.4:** Focus restoration and enhancement projects to appropriate locations within large publicly-owned properties in the Natural Environment and Urban Conservancy Environment, such as the Kimball Creek Open Space, the Snoqualmie River Open Space, Meadowbrook Farm, and Three Forks Natural Area.
- POLICY S-33.5:** Allow mitigation, restoration, and enhancement projects at appropriate locations within all shoreline environments.
- POLICY S-33.6:** Allow shoreline habitat and natural systems enhancement projects including removal of nonnative or invasive plants, shoreline stabilization, dredging, and filling, provided that the primary purpose of such actions is restoration of the natural character and ecological functions of the shoreline. Consider applications for relief from expansion of shoreline jurisdiction as authorized by RCW 90.58.580.
- POLICY S-33.7:** Restoration, enhancement, and mitigation projects should be consistent with the recommendations of the SMP Restoration Plan to the maximum extent feasible.

**GOAL S-34:** Impacts to shoreline ecological functions from development activity are properly evaluated and appropriate mitigation imposed to ensure no net loss of shoreline ecological functions.

- POLICY S-34.1:** Evaluate environmental impacts of proposed projects through the SEPA process for non-exempt projects and through application of SMP policies and regulations.
- POLICY S-34.2:** Require applicants for projects exempt from SEPA review or Shoreline Substantial Development Permit requirements to provide a report of project impacts on shoreline ecological impacts and mitigation.
- POLICY S-34.3:** Impose identified mitigation for project impacts as a condition of project approval.
- POLICY S-34.4:** Review the assessment of the cumulative impact on shoreline ecological functions of future shoreline development and uses that is reasonably foreseeable at a minimum every eight years, or sooner if significant change in zoning occurs within shoreline jurisdiction, and amend such policies and regulations as may be necessary. Continually review the cumulative impact of approved development projects.

**GOAL S-35:** The water quality of Kimball Creek, the Snoqualmie River, and Borst Lake is protected through appropriate development regulations.

- POLICY S-35.1:** Manage surface and stormwater runoff quantity and quality through strict application of Chapter 15.18 SMC, Surface and Stormwater Management Regulations, to prevent adverse water quality impacts to Kimball Creek or the Snoqualmie River from pollutants in stormwater runoff.

- POLICY S-35.2:** Encourage the use of low-impact surface and stormwater management techniques to the maximum extent feasible under existing site conditions.
- POLICY S-35.3:** Manage erosion and sedimentation impacts to water quality through strict application of Chapter 15.20 SMC, Clearing and Grading Regulations, including requirements for an approved erosion and sedimentation control plan for all land disturbing activities, regardless of whether a clearing and grading permit is required.
- POLICY S-35.4:** Require all new development and all existing development currently using septic systems to connect to the City's sanitary sewer system where sewer service is available, consistent with requirements of SMC 13.04.060, in order to protect water quality from impacts associated with failing septic tanks.

## HISTORIC, CULTURAL, SCIENTIFIC, AND EDUCATIONAL GOALS AND POLICIES

The 268-foot cascading Snoqualmie Falls is the most significant public feature located within Snoqualmie's shoreline, and it serves as an important Snoqualmie Indian Tribe cultural resource. Other historical structures and sites found in Snoqualmie's shoreline include the Snoqualmie Falls Hydroelectric power plant, School District Administrative offices, and old churches and buildings within the Downtown Commercial Landmark and Historic Districts including the Snoqualmie train depot and the old City Hall. The hydroelectric power plant site and historic buildings, school district administration office building, and the train depot are State-designated landmarks.

**GOAL S-36:** Cultural and historical resources within shoreline jurisdiction are protected to the extent feasible.

- POLICY S-36.1:** Protect sites or structures which are placed on the national, state or local historical registers and encourage their restoration.
- POLICY S-36.2:** Solicit the input of the Snoqualmie Indian Tribe, the State Historic Preservation Officer, or other appropriate authority as to sites, structures, and resources having historic, cultural value.
- POLICY S-36.3:** Require site inspection or evaluation by a professional archeologist in consultation in coordination with affected Indian tribes prior to issuing permits in areas documented to contain archaeological resources.
- POLICY S-36.4:** Stop work on any project if sites of likely historic or cultural significance are discovered in the course of the work until the historic or cultural value of the site is confirmed.
- POLICY S-36.5:** Encourage interpretive and educational projects and programs that foster a greater understanding and appreciation of the natural and cultural history of the shoreline, including the culture of the native people and the settlement history of Snoqualmie.

## FLOOD HAZARD MANAGEMENT GOALS AND POLICIES

Flooding is a paramount concern in the City of Snoqualmie. The City's shoreline areas lie within a constrained floodplain subject to frequent inundation from flooding. The greater portion of the historic area of the city, platted in 1889, lies within the floodplain, and is characterized by residential and commercial development on small lots. Existing and new development in the floodplain is at risk to flooding and may impact flood conveyance and storage capacity. Furthermore, existing development located along some segments of the Snoqualmie River is susceptible to severe bank erosion.

**GOAL S-37:** Flood hazards are effectively managed to minimize risks to public safety, reduce flood damage, and protect natural floodplain functions through appropriate land use controls, hazard mitigation planning, development best practices, and other appropriate hazard mitigation.

**POLICY S-37.1:** Ensure new development in the special flood hazard area complies with the City's Comprehensive Plan, Hazard Mitigation Plan, stormwater regulations, and flood hazard area regulations.

**POLICY S-37.2:** Subject to availability of funding, acquire flood prone properties along the Snoqualmie riverbank in public ownership to manage flood risk and preserve open space for flood mitigation, wildlife habitat, water quality, passive recreation, and educational uses.

**POLICY S-37.3:** Design and construct new development in strict compliance with Chapter 15.12 SMC, Flood Hazard Regulations, to minimize damage from flooding, avoid downstream flooding impacts, protect property, and improve public safety.

**POLICY S-37.4:** Protect natural drainage courses and wetlands to maintain their capacity to store and convey stormwater and recharge ground water.

**POLICY S-37.5:** Locate, design, and construct new shoreline development to avoid the need for future structural shoreline stabilization measures to the greatest extent practicable.

**POLICY S-37.6:** Coordinate flood damage reduction programs with the City of North Bend and King County.

**GOAL S-38:** Channel migration zones are mapped and classified according to severity of the danger posed to public and private property, and appropriate development regulations are imposed.

**POLICY S-38.1:** Locate, map, and classify channel migration zones within shoreline jurisdiction.

**POLICY S-38.2:** Prohibit new development in areas classified as severe channel migration zones.

**POLICY S-38.3:** Generally prohibit bank armoring in any severe channel migration zones, except if determined necessary to protect existing public infrastructure and public and private buildings between SE Fir Street and the Meadowbrook Bridge.

**POLICY S-38.4:** Adopt development regulations in moderate channel migration zones to assure to the maximum extent feasible that bank armoring will not be required in the future to protect new development or improvements to existing development.





# CITY OF SNOQUALMIE

## COMPREHENSIVE PLAN

2024 – 2044





# VOLUME II

## Background Analysis

DM Allister



## TABLE OF CONTENTS

Introduction.....	6
Public Involvement Plan .....	6
Land Use .....	7
Introduction .....	7
Background and Context .....	7
Existing Conditions.....	8
Growth Targets.....	13
Land Capacity .....	13
Potential Annexation Areas .....	14
Proposed Land Uses.....	14
Attachments .....	17
Housing.....	18
Emergency Housing Needs Capacity.....	18
Attachments .....	21
Transportation .....	22
Transportation: Driving Factors .....	22
Transportation Concepts .....	23
Existing Transportation System .....	24
Traffic Safety .....	28
Future Transportation System.....	34
References.....	40
Attachments .....	40
Capital Facilities and Utilities .....	41
Introduction .....	41
Public Facility Providers.....	42
General Government and Information Technology Facilities.....	42

Parks, Recreation, and Open Space .....	44
Capital Projects.....	46
Transportation.....	47
Fire .....	51
Police .....	52
Schools.....	53
Sewer .....	53
Stormwater .....	55
Water.....	56
Solid Waste .....	58
Energy.....	59
Telecommunications.....	60
Library.....	60
References.....	61
Attachments .....	61
Parks and Recreation .....	62
Attachments .....	62
Environment .....	63
Environmental Setting .....	63
Regulatory Conservation .....	63
Air Quality .....	64
Water Resources.....	64
Frequently Flooded Areas .....	66
Geologically Hazardous Areas .....	67
Fish and Wildlife Habitat Conservation Areas .....	67
Urban Forestry .....	68
Open Space .....	68
References.....	68
Economic Development.....	70
Regional Framework.....	70
Economic Profile .....	71
Attachments .....	74

References.....	74
Shorelines .....	75
Attachments .....	75



## INTRODUCTION

Volume 2 of the Snoqualmie Comprehensive Plan offers the foundational information and analyses that support the goals and policies outlined in Volume I. This volume provides detailed data, studies, and assessments to ensure that the Plan's goals are grounded in an accurate understanding of Snoqualmie's current conditions, opportunities, and challenges. Throughout the comprehensive planning process, the Planning Commission has utilized this background information to refine and align the Plan's objectives with the latest state and regional frameworks, ensuring consistency with the Washington State Growth Management Act (GMA).

Each section in Volume 2 addresses specific elements required by the GMA, such as Land Use, Housing, Transportation, and Capital Facilities. For example, the Land Use Element incorporates growth targets and land capacity analyses that guide sustainable development, while the Housing Element provides a detailed assessment of housing supply, affordability, and future needs. The Transportation Element includes an inventory of facilities and network improvements, and the Capital Facilities Element outlines long-term plans for essential public services and infrastructure.

Volume 2's comprehensive inventories, data analyses, and needs assessments offer a clear picture of Snoqualmie's existing conditions and emerging trends. This information ensures that the City's planning strategies and policies are both forward-thinking and realistically grounded, promoting a sustainable and resilient future for the Snoqualmie community.

## PUBLIC INVOLVEMENT PLAN

- City of Snoqualmie. 2023. Comprehensive Plan Update 2024 Public Involvement Plan. Snoqualmie, WA.

# PLAN ELEMENTS

Item 10.



## LAND USE

### INTRODUCTION

The Land Use Element is a long-range guide to the physical development of the City and its urban growth area. It translates the City's vision into a physical plan describing where and how to develop, redevelop and preserve the City through general land use designations. Land use designations provide residents and property owners predictability about the nature of land use planned in Snoqualmie, helping guide future land use development applications.



The Land Use Element Background Information contains the background data and analysis that provide the foundation for the Land Use Element goals and policies.

### BACKGROUND AND CONTEXT

#### LAND USE PLANNING FRAMEWORK

The Growth Management Act (GMA; RCW 36.70A.070) mandates that cities develop a comprehensive plan that includes a Land Use Element to designate proposed land use categories (such as residential, commercial, etc.) and their intensities. This planning process must account for projected population growth and be supported by adequate public facilities and services. Additionally, the GMA requires that the Land Use Element of the City's Comprehensive Plan include a detailed plan, scheme, or design for each of the following:



- The proposed general location and extent of land uses, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities & facilities, and other uses.
- Population densities, building intensities, and future population growth estimates.
- Protection of the quality and quantity of groundwater used for public water supplies.
- Consideration of achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.
- Urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.
- Review of drainage, flooding, and storm water run-off in the area and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state, including waters entering the Puget Sound.
- Reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools.

GMA also requires adjacent jurisdictions to cooperate in comprehensive plan development, as comprehensive plans are to be coordinated and consistent with those of adjacent jurisdictions and with the countywide planning policies.

## EXISTING CONDITIONS

---

### NATURAL ENVIRONMENT

---

The land use planning and determination of the Urban Growth Area (UGA) for the City of Snoqualmie are intricately tied to the natural features surrounding it. The northern boundary of the city is defined by the steep slopes of the Lake Alice Plateau, which extend to the northwest and encompass areas around Snoqualmie Falls and mining operations to the northeast above the Mill Planning Area. The eastern boundary is demarcated by the Snoqualmie River and adjoining forest land, establishing a natural barrier that influences development patterns. Meanwhile, the southern boundary is primarily delineated by the I-90 corridor, with the exception of municipal property on Rattlesnake Ridge, creating an isolated island within the city limits. Finally, the western boundary is characterized by the rugged terrain of the Lake Alice Plateau and the presence of Lake Alice, shaping the city's western edge. These natural features play a pivotal role in land capacity assessment and urban growth planning, guiding decisions on infrastructure development, environmental conservation, and the allocation of resources to ensure sustainable growth within the City of Snoqualmie.

### POPULATION

---

The population of Snoqualmie increased by 32.3% from 2010-2020 (adding approximately 3,451 people), nearly twice the percent change in King County's population during the same period. Assuming a constant growth rate, the city also grew annually at almost twice the rate of King County overall. It should be noted that annexations of unincorporated County areas account for

some of the city's growth. The high rate of growth seen in the 2010-2020 decade still represented a slowdown when compared to the decade of 2000 to 2010, when Snoqualmie grew by over 500%, increasing in population from 1,631 to 10,670.

Table LU-1 – Population Change – 2010-2020

County	2010	2020	Percent Change 2010-2020
Snoqualmie	10,670	14,121	32.3%
King County	1,931,249	2,269,675	17.5%

## CRITICAL AREAS

The Land Capacity Analysis (LCA) reveals that nearly half of the City's land, about 2,208 acres or 49%, is affected by critical areas, significantly influencing land use planning and development potential. The LCA performed for this update assessed various environmentally critical areas, including wetlands, streams, steep slopes, floodways, and the channel migration zone. Notably, the floodway alone comprises 1,091 acres, or 24% of the City's area, while wetlands cover 22%, streams 12%, steep slopes 10%, and the channel migration zone 14%. These areas and their associated buffers substantially reduce the amount of land available for development, directly impacting the City's ability to meet projected housing and employment needs for the 2019-2044 planning period.

Wetlands, streams, and steep slopes are protected with defined buffer zones that restrict development to preserve ecological functions and mitigate hazards such as erosion and landslides. For instance, wetland buffers range from 40 to 225 feet depending on the category, while stream buffers can be up to 200 feet. The channel migration zone, particularly its severe and moderate areas, further restricts housing development and land subdivision, adding another layer of constraint on land use.

Flood plain issues are especially significant in Snoqualmie, as floodways cover a substantial portion of the City and are subject to development prohibitions under SMC 19.12.150. This includes not only the floodway but also the floodplain, which adds another 935 acres or 21% of the City to the restricted area. These extensive flood-prone areas necessitate careful planning and mitigation strategies to manage flood risks and ensure public safety. Consequently, the high proportion of land affected by critical areas and flood regulations shapes the City's land use planning, limiting available land for future development and influencing long-term growth strategies.

## FLOODPLAIN LAND USE

The GMA directs cities to reduce low-density development and its consequent consumption of land, though it also directs cities to limit development in environmentally sensitive or constrained areas, including flood hazard areas. The Historic Snoqualmie planning area, along with certain portions of the Snoqualmie Hills East, Meadowbrook, and Mill Planning Areas, lie substantially within the 100-year Snoqualmie River floodplain, and are subject to frequent inundation. In addition, much of the vacant land within the Historic Snoqualmie and Meadowbrook Planning Areas is located within the FEMA 100-year floodway, wherein new residential construction is prohibited by state law. Current

FEMA Flood Insurance Rate maps show floodplain areas having 100-year flood depths ranging from 2 to 15 feet; wetlands from tributary streams and topographic depressions are also common.

To address the potential for flood damages, the National Flood Insurance Program (NFIP) provides disaster assistance to public agencies and makes flood insurance available to private landowners; participating communities must adopt regulations intended to reduce flood hazards to qualify residents for flood insurance. Under the NFIP, the City participates in the FEMA Community Rating System (CRS) program, by adopting regulations that meet or exceed federal minimum standards and implementing other measures to reduce or minimize flood hazards, including requirements for home elevations. Participation in the CRS Program also qualifies City residents for flood insurance premium discounts. Current studies show that potential projects to reduce flood hazards could alter the floodway, floodplain and high-risk areas. Given the complexity of these issues, the City has determined that floodplain land use policies should be reevaluated every three years as new information becomes available or actual flooding conditions change due to flood control projects.

## HISTORIC AND CULTURAL RESOURCES

Snoqualmie has a wealth of historic and cultural resources from many thousands of years of native American habitation and its more recent 100 years of European settlement. A strong sense of community history is provided by local buildings such as the train depot, City Hall, older churches, Weyerhaeuser mill and School District administration offices, which recall the town's railroad, timber and Victorian heritage. Outside of the City core, the natural and cultural landscape contains important sites and features that provide tangible reminders of past events, people, places and lifestyles. These resources contribute to Snoqualmie's unique identity and are highly valued by local residents.

## HISTORIC DISTRICTS

In February of 1992, the City adopted an ordinance establishing an overlay zone for historic areas of the City, including areas downtown along Railroad Avenue and separately in the Meadowbrook neighborhood. The ordinances were established to help preserve and enhance the buildings and uses in these zones, and ensure that future nearby development is compatible with the historic structures.

In 1995, the City entered into an Interlocal Agreement with King County so that the County could help provide landmark designation and protection services. In addition to the historic overlay zones within the City, the presence of at least 20 contributing historic buildings in Snoqualmie's Downtown inspired designation of the Downtown Historic Commercial Landmark District in 1997. Buildings in both the Downtown Historic District overlay zone, as well as the Commercial Landmark District, are subject to specific design review. However, those buildings within the Landmark District may also apply for special historic funding programs; buildings in this area may choose to undergo the County design review process, and may be required to undergo County design review should funding be awarded.



## THE SNOQUALMIE TRIBE

---

The historic and contemporary presence of the Snoqualmie Tribe in the Valley has historic and cultural significance for the region. The Snoqualmie Indians were officially recognized by the Federal Government and given tribal status in 2000, and their presence grew in many centers of Valleywide planning. The City continues to work with the Snoqualmie Tribe, Snoqualmie Valley Historical Society, King County, and other cultural agencies to preserve and protect local Native American heritage sites.

The locations of many Native American graves are no longer precisely known and can be easily destroyed by new building development. The Snoqualmie Tribe will, if notified by a landowner or developer, investigate the unearthing of remains and arrange for their reburial at the Snoqualmie Tribal Cemetery in Fall City.

## SNOQUALMIE AREA HISTORIC SITES INVENTORY

---

The Snoqualmie Area Historic Sites Inventory lists heritage sites that have been identified and researched to date, and that are included in the King County Historic Sites Inventory. Some sites have received landmark designation; others may be considered for future designation. Additional sites can be added to the heritage sites inventory; suggested additions to Snoqualmie Area Historic Sites list are also provided.

Table LU-2 – Snoqualmie Inventory of Historic Sites

Name	Location	Designated	King County Survey File number
Snoqualmie Historic Commercial District: Includes 20 contributing properties, including the Snoqualmie Railroad Depot and the Order of Oddfellows Hall.		1997	
Snoqualmie Railroad Depot	109 King St.	1995	0013
Northern Pacific Railway Steam Rotary Snowplow	NW Railway Museum	1995	
Messenger of Peace Chapel Car, 1898	NW Railway Museum	2009	
Independent Order of Oddfellows Hall	King St. and Maple Ave., Snoqualmie	1995	0753
Snoqualmie Falls Lumber Co. Power Plant; 1929	37800 SE 69 <sup>th</sup> , Snoqualmie	1982	0500
Meadowbrook Bridge	396 <sup>th</sup> Ave. SE & SE 82 <sup>nd</sup> St.	1997	0832
Bookter's Baker/ Puget Sound Power and Light	8120 Railroad Ave. SE		1353
Café and Tavern	8072 Railroad Ave. SE		1348
Fort Alden Site	North of Park St. on River		0016
The Fury Block	8102-8112 Railroad Ave. SE		1352
Glazed Brick Building	8062 Railroad Ave. SE		1347
Kritzer's Meats	8096 Railroad Ave. SE		1350
Latberger's Barbershop	8008 Railroad Ave. SE		1345
Methodist Church (Legion Hall)	River St. and Doone St., Snoqualmie		0754
Residence: Nye, 1902	108 W. Silva, Snoqualmie		0752
Residence: Sage, 1890/1918	405 N. Maple, Snoqualmie		0751
Residence: Tharp, 1904	222 Euclid St., Snoqualmie		0772
Snoqualmie State Bank/ City Hall	River St. and Falls Ave., Snoqualmie		0742
School Administration Building	King St. and Silva St.		0501
Sunset Theater/ Town Hall	8086 Railroad Ave. SE		1349
True Value Hardware Store (Reinig Bros. General Merc.)	North Falls Avenue, Snoqualmie		0750
Snoqualmie Falls Townsite & Plant	Off 396 <sup>th</sup> Dr. SE, Snoqualmie		0755
Railroad Right-of-Way, including Memorial Trees and Totem Pole	West of Railroad Ave. between the north line of River and 90' north of King St.		1354

## GROWTH TARGETS

The state sets targets for the amount of growth counties will accommodate within the next twenty years, and counties and cities work together to allocate that growth in a way that makes sense. King County publishes the resulting growth targets as part of the King County Countywide Planning Policies. The 2019-2044 growth targets adopted for the City of Snoqualmie include a housing target of 1,500 residential units and an employment target of 4,425 jobs. These targets are significantly higher than previous estimates, particularly for housing. Given the constraints on developable land, Snoqualmie has identified a substantial shortfall in meeting these targets and is requesting to amend the housing target to 719 residential units. This request is backed by detailed land capacity and critical areas analyses, emphasizing the need for more realistic growth expectations based on current land use constraints.

The proposed adjustment reflects Snoqualmie's assessment that the existing land use, critical area regulations, and other physical constraints significantly limit the City's capacity to accommodate the originally assigned growth targets. The city has outlined its request to King County for a target amendment based on these comprehensive analyses, aiming for a more achievable target that aligns with the actual capacity and development potential of the area. This amendment is critical for ensuring sustainable and manageable growth within Snoqualmie over the next two decades.

See the attached *2044 Growth Targets Analysis*, for more detailed analysis, methodology, and challenges of growth targets and land capacity in the 2019-2044 timeframe.

## LAND CAPACITY

Land capacity analysis is a tool for determining whether growth targets can be met within a city using existing zoning designations. In 2021, the City of Snoqualmie had available capacity for 372 new housing units and 4,079 jobs. The current zoning and land use regulations significantly restrict additional development, with critical areas and flood hazard regulations impacting approximately 70% of the City's land. Additionally, 86% of single-family lots are managed by Residential Owners Associations, which typically do not support increased density or development. As a result, the city faces a substantial shortfall in land capacity to meet the housing target of 1,500 units.

As detailed in the attached *2044 Growth Targets Analysis*, the City has planned corrective actions to address these capacity issues. However, the extent of critical area constraints and land ownership patterns make it infeasible to meet the current housing targets under existing conditions. Snoqualmie's request to adjust the housing target to 719 units is based on a realistic assessment of land availability and regulatory constraints. This revised target aims to balance growth with the preservation of critical areas and community character, ensuring that the City can sustainably manage future development.

## POTENTIAL ANNEXATION AREAS

The City of Snoqualmie has identified several potential annexation areas (PAAs) as part of its growth strategy to address the housing capacity shortfall. One significant area under consideration is the Snoqualmie Hills, which includes the local planning areas of Snoqualmie Hills West and Snoqualmie Hills East. This area, located between the existing city limits and Interstate 90, was evaluated for its land capacity based on proposed zoning by the Community Development Department. The proposed zoning includes a Mixed-Use zone to provide a buffer between commercial and residential areas, resulting in a projected capacity of 1,576 jobs on 51.7 acres of buildable land. Additionally, the Residential-3 zone and Residential-1-10 zone were projected to yield 500 units on 23.8 acres and 52 units on 22.7 acres, respectively.

Despite the potential of the Snoqualmie Hills to provide additional capacity, significant challenges impede its development. A substantial portion of the developable land is owned by the Snoqualmie Tribe, which aims to preserve these lands for cultural reasons, thereby excluding them from capacity analysis. Moreover, issues such as lack of support from landowners, insufficient capital facilities and service capacity, and the widespread presence of critical areas, present considerable hurdles. Furthermore, concentrating the housing capacity deficit within the UGA would disproportionately impact low-income residents, leading to social and economic isolation. Consequently, the City's proposed corrective actions, including the potential annexation of the Snoqualmie Hills, were deemed infeasible due to these multifaceted challenges.

## PROPOSED LAND USES

### RESIDENTIAL LAND USES

Residential land use consists of single-family and multifamily dwellings, including manufactured housing, foster care facilities, group quarters, senior housing, assisted housing and cooperative housing. Other land uses found in residentially-designated areas include schools, churches, parks and open space, and undeveloped platted lands. To allow for zoning flexibility, the comprehensive plan applies the "Residential" land use designation to identify existing and future residential areas within the City. Residential uses are also allowed within Mixed Use designated areas. Second story residential uses may also be appropriate in some commercial areas. Lower density residential zoning districts will generally be applied to areas constrained by sensitive areas. Larger, large-lot undeveloped residential areas lend themselves to zoning that requires master-planned residential development to encourage an appropriate mix of housing types and densities. The residential designation is not intended to include transient housing such as campgrounds, hotels, shelters, or time-shares.

### COMMERCIAL LAND USES

Commercial land uses support the daily retail and service needs of the community and can provide local employment. There are six designations to accommodate commercial uses, including General; Office; Retail; Office Park; Planned Commercial/ Industrial and Mixed Use.

- The **General** designation may accommodate a broad range of retail and commercial uses, including those that are larger-scale or that are inappropriate for the core downtown. Such uses include automotive repair, warehouses, limited light-industry or commercial storage.
- The **Office** district is intended principally for offices, but also includes retail and services.
- The **Retail** designation is intended for core shopping needs in Snoqualmie, with uses serving as shopping catalysts to other businesses in the district; ground floor retail and services are encouraged for this area with offices and professional services on upper floors.
- The **Planned Commercial/Industrial** designation may accommodate manufacturing, office and light industrial development planned in a comprehensive manner.
- The **Office Park** designation is intended to accommodate coordinated medical, dental and professional services development in a planned campus setting. Second story residences may be appropriate in some commercial areas.

## INDUSTRIAL LAND USES

---

The City's proximity to the major transportation routes of Interstate 90 and State Route 18 make Snoqualmie a convenient location for industrial uses, which provide jobs and contribute to the local tax base. Two designations accommodate industrial land uses; **Industrial** and **Planned Commercial/Industrial**, including land used for manufacturing, processing, warehousing, storage and related uses. Heavy industrial uses should be limited in the floodplain to prevent additional flood hazards associated with such uses.

## MIXED USE

---

Mixed use development is intended for comprehensively planning large properties with a mix of residential, retail, commercial, public and open space uses. Mixed use projects should be developed to accomplish the following:

- Enable imaginative site and building design with a compatible mix of uses that will encourage pedestrian and non-motorized access to employment, retail goods, services and public facilities.
- Ensure land use and design is sensitive to adjacent land uses, and avoid the creation of incompatible uses.
- Ensure that all development adequately considers and mitigates its impacts to transportation, public utilities, open space, recreation, public facilities & services, and that circulation, solid waste disposal and recycling, water, sewer, and storm water systems are designed to adequately to serve future adjacent development.
- Ensure that development protects and preserves the natural environment to the maximum extent possible, including but not limited to protecting Snoqualmie River water quality and its tributaries, contributing to long-term flooding solutions, protecting of wetlands and sensitive areas, and protecting view-sheds.
- Ensure that development considers and promotes access to existing or comprehensively planned local and regional trail systems in the vicinity of the development.



**Innovative Mixed Use** will be especially sought after in future new development proposals in the City and its UGA. These are developments that intend to holistically meet comprehensive plan goals such as developments that propose high-level green-building certification; show exceptional planned environmental outcomes; that provide much needed park facilities beyond development requirements; that propose expanded educational opportunities for residents; or that propose senior, assisted living or planned retirement communities.

## INSTITUTIONAL AND UTILITIES LAND USE

---

Institutional land uses includes public buildings, services, transportation facilities (see the Capital Facilities element) and non-profit agencies such as museums, interpretive centers, churches and schools which require land throughout the City. These uses typically have important environmental, health, safety, and aesthetic considerations associated with their location. While institutional land uses require City services, they do not contribute tax revenues because they are tax-exempt.

In turn, utility land uses accommodate public and private utility facilities. A **Utility Park** land use designation accommodates power generation and accessory uses, sewage and water treatment plants, other utilities and related parks and open spaces. The Puget Power hydropower generating plant at Snoqualmie Falls is located within a designated Utility Park area. Views of undeveloped property visible from the Snoqualmie Falls Park and views from Salish Lodge public access areas provide significant economic and environmental community resources; protection and preservation of these views remains an important consideration in Snoqualmie Falls Utility Park area development.

## PARKS, RECREATION, AND OPEN SPACE LANDS

---

Parks and open space areas include land and facilities used for active and passive recreation, natural areas, undeveloped critical areas, agricultural land, and corridors such as roads, trails, utility corridors, and abandoned railroad rights-of-way. Trails and open space corridors can enhance the accessibility of open space resources, connecting parks, recreation areas and open spaces into an integrated network. Parks, trails and open space areas also buffer various land uses, helping maintain a high quality of life for residents. Parks, recreation and open space lands are addressed in the City of Snoqualmie 2012 Open Space, Parks and Recreation Plan.

## ATTACHMENTS

- City of Snoqualmie. 2024. *2044 Growth Targets Analysis*. Prepared by LDC Inc. Woodinville, WA.
  - Appendices
    - (2024). Appendix A – Land Capacity Analysis Memo.
    - (2024). Appendix B – Critical Areas Analysis Memo.
    - (2024). Appendix C – City of Snoqualmie Housing Strategy Plan.
    - (2024). Appendix D – City of Snoqualmie Housing Needs Assessment.
    - (2024). Appendix E – Snoqualmie Valley Regional Housing Needs Assessment.
    - (2024). Land Capacity Analysis Assumptions Table.
- City of Snoqualmie. 2023. Planning Commission Briefing – Land Use Strategy and Middle Housing Strategies and Actions. Prepared by LDC Inc. Woodinville, WA.





## HOUSING

### EMERGENCY HOUSING NEEDS CAPACITY

#### EMERGENCY HOUSING CAPACITY (HOUSE BILL 1220)

HB 1220 includes requirements for Emergency Needs Housing capacity. These requirements are applicable to all jurisdictions that have been assigned Emergency Needs Housing targets, of which Snoqualmie has been assigned 115 beds. The bill requires that jurisdictions allow for siting of indoor emergency housing or indoor emergency housing shelters where hotels are allowed or within “a majority of zones within a one-mile proximity to transit.”

City of Snoqualmie allows hotels as a conditional use in the BR-1, BR-2, FMBU, MU, BO, BG, and OP zoning districts and is required to demonstrate land capacity for emergency housing in addition to permanent housing if emergency housing is not allowed outright in all these zones. In early 2024, the City updated its use code table to allow “Emergency Housing or Shelter” as an outright permitted use in all zones where hotels are permitted, along with other development regulation updates needed to comply with the GMA.

Emergency Housing capacity was assessed through an Emergency Housing Land Capacity Analysis (EHLCA) based on the City’s recently amended development regulations and developable land identified in this LCA. In an EHLCA, land for capacity is identified based on the zoning use code table found in SMC 17.55.020 and SMC 17.30.060. Zones where the above listed emergency housing uses are outright permitted will be considered to have capacity for these housing needs.



Additionally, residential and non-residential capacity are treated differently in an EHLCA; land identified for permanent residential development capacity can also be counted for emergency housing capacity, but land identified for emergency housing capacity in commercial zones must be removed from the non-residential capacity in those zones. This difference is due to the assumptions behind the creation of the permanent and emergency housing targets which assume that if all permanent housing needs are met emergency housing should no longer be necessary and could be re-purposed.



**Table H-1** shows all zones evaluated in the EHLCA, their use code table level of permit approval, and any emergency housing capacity identified in them and compares the total identified emergency housing capacity to the City's emergency housing target.

Table H-1 – Emergency Housing Capacity

Zone	EH Use Code Table	Residential EH Acres	Commercial EH Acres	Total EH Acres	Density (beds/acre)	Capacity (beds)	Total Capacity	Total Need	Capacity Surplus (or Deficit)
Constrained Residential	No	0.00	0.00	0.00	0	0	124	115	9
Planned Residential	No	0.00	0.00	0.00	0	0			
R-1-10	No	0.00	0.00	0.00	0	0			
R-2	No	0.00	0.00	0.00	0	0			
Business General (BG)	Permitted	0.00	0.00	0.00	12	0			
Business Office (BO)	Permitted	0.00	0.00	0.00	12	0			
Business Retail 1 (BR)	Permitted	0.00	0.00	0.00	12	0			
Business Retail 2 (BR)	Permitted	0.00	0.00	0.00	12	0			
Office Park (OP)	Permitted	0.00	0.00	0.00	12	0			
Planned Commercial/Industrial (PCI)	No	0.00	0.00	0.00	0	0			
Resource Extraction (I)	No	0.00	0.00	0.00	0	0			
SRI Commercial - Retail	Permitted	0.00	0.00	0.00	12	0			
SRI Commercial - Office Park	Permitted	0.00	0.00	0.00	12	0			
SRI Residential	Permitted	9.13	0.00	9.13	12	110			
SRII Residential	Permitted	0.00	0.00	0.00	12	0			
FBMU Commercial	Permitted	0.00	0.00	0.00	12	0			
FBMU Residential	Permitted	1.14	0.00	1.14	12	14			



A total of 10.27 acres of land identified to have residential capacity had development regulations that support the future development of emergency housing uses in the City's next 20 years. This EHLCA utilized a very reasonable assumption of 12 beds per acre to evaluate the development potential of emergency housing. Overall, the City was found to have capacity for approximately 124 beds of emergency housing, which overshoots the target by nine beds.

Based on development regulations updates the City adopted in 2024, this EHLCA identified sufficient land for capacity to meet the revised housing targets for emergency housing uses in Snoqualmie.

## ATTACHMENTS

---

- City of Snoqualmie. 2023. *Housing Strategy Plan*. Prepared by LDC Inc. and FCS Group. Woodinville, WA and Kirkland, WA.
- City of Snoqualmie. 2023. *Land Capacity Map*. Snoqualmie, WA.
- City of Snoqualmie. 2023. *Racial Equity and Displacement Analysis*. Prepared by LDC Inc. Woodinville, WA.
- Cities of Carnation, Duvall, North Bend, and Snoqualmie. 2023. *Snoqualmie Valley Regional Housing Needs Assessment*. Prepared by FCS Group, Blue Line Group, and LDC Inc. Redmond, WA; Kirkland, WA; and Woodinville, WA.
- City of Snoqualmie. 2024. *Key Housing Definitions*. Prepared by LDC Inc. Woodinville, WA.
- City of Snoqualmie. 2024. *Adequate Provisions Checklists*. Format by Washington Department of Commerce. Olympia, WA.



## TRANSPORTATION

### TRANSPORTATION: DRIVING FACTORS

The Transportation Element was prepared in several stages, including inventorying existing transportation facilities and services; 2044 travel forecasts and demand analysis; objectives, policies and standards development; travel system needs and deficiencies evaluation; and identification of transportation system improvements and financing strategies. The city transportation network should be coordinated with the Washington State Department of Transportation's (WSDOT) Washington Transportation Plan and Active Transportation Plan, Puget Sound Regional Council's (PSRC) Vision 2050 plan, and King County Six-Year Capital Improvement Program. Coordination with these entities ensures local improvements connect and flow with the regional transportation network cohesively. While the City has existing funding mechanisms to support local improvements, coordination with regional partners provide cost effective and time-saving opportunities for projects that would otherwise be fragmented by jurisdictional boundaries.

A main issue for the City's transportation system is balancing the need to reconstruct older, degrading streets and the maintenance and preservation of new streets. Reconstruction, maintenance, and preservation projects are also influenced by utility repairs and upgrades along rights-of-way, aging or deteriorating materials, or long-range subarea plans that improve City's economic growth and aesthetics. Street connectivity and existing infrastructure guide many capital project programs so that traffic will flow at a reasonable pace, and bicycles and pedestrians have safe access to neighborhoods, schools, and amenities. Creating continuity between aged infrastructure and new infrastructure can provide unique complications for all types of users. However, effective coordination between new infrastructure and needed maintenance or preservation can provide opportunities for innovation and alternative solutions that would otherwise, individually, be more expensive and postpone implementation.

All transportation projects should include consideration of capital improvement plans for utility distribution, connectivity to open space and recreation corridors, impacts to air quality and neighboring ecosystems, and concurrence with Title II of the Americans with Disabilities Act (ADA).

## TRANSPORTATION CONCEPTS

---

Two important concepts underlying this Element are the functional classification system and level of service.

### FUNCTIONAL CLASSIFICATION

---

The functional classification system provides for a hierarchy of roadways that emphasize through-traffic movement and access to adjacent properties (or some combination of these functions, depending on the roadway's functional classification). These functional classifications are used in planning and designing appropriate roadway facilities.

Functional classification within and surrounding the City of Snoqualmie include state routes, principal arterials, minor arterials, collectors, and local roadways as shown on Figure 4.1.

### LEVEL OF SERVICE (LOS)

---

Level of Service is a quantitative measure of transportation system operating conditions that helps interpret the significance of roadway/intersection traffic delays; it generally measures speed, travel time, traffic interruptions and convenience. Level of service for signalized intersections measures control delay, indicating driver discomfort, fuel consumption and increased travel time. The delay experienced by a motorist is influenced by several factors including control, geometries, traffic and incidents. Total delay is the difference between the actually experienced travel time and the hypothetical travel time (without traffic control, geometric delay, incidents and other vehicles).

Snoqualmie is committed to expanding the multimodal LOS analysis to eventually encompass the entire City and at that time, there is an expectation that full multimodal concurrency standards would be adopted based on the new LOS results. However, until the full citywide multimodal LOS system is developed and calculated, Snoqualmie proposes transportation mobility standards for concurrency review.

All public and private new development and redevelopment must also comply with the Snoqualmie municipal code. Under Ordinance 1092, passed in February 2012, Snoqualmie codified a Complete Streets policy requiring that all new or substantially redeveloped arterial and collector streets shall be designed and constructed with appropriate facilities for pedestrians, bicyclists, transit users and persons of all abilities to the extent feasible.



## EXISTING TRANSPORTATION SYSTEM

Existing transportation facilities and travel patterns for the city and its surrounding planning areas, including air, water, and land transportation; transit operations; and levels of service (LOS) at 15 City intersections. Under GMA, any facilities or services operating below the established LOS require the City to take specific actions. Identifying existing transportation deficiencies helps guide future transportation improvements.

### AIR, WATER, AND RAIL

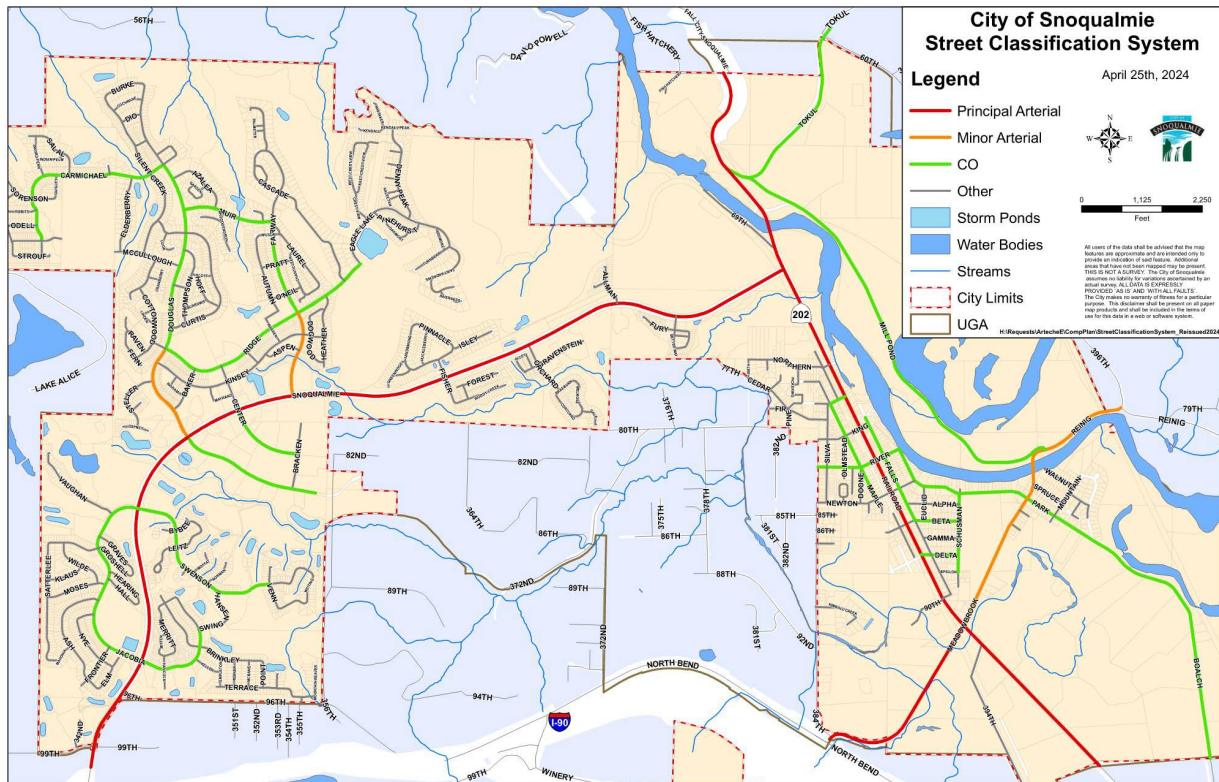
Goods and services to and from the City of Snoqualmie via air, water, or rail use a variety of transportation facilities from outside the City. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing Field (operated by King County). The nearest general aviation airport is a private facility in Fall City. There are no water-based transportation facilities near Snoqualmie, although goods to and from the City may pass through Seattle and Tacoma ports. While there is a set of train tracks running through downtown Snoqualmie, there is no freight rail service in the City; the Northwest Railway Museum operates weekend excursion passenger rail service between Snoqualmie and North Bend. The following plans and reports contain inventories, plans, policies and projects for these modes of transportation.

- Air Travel—Puget Sound Regional Council's "Regional Aviation System Plan;" Port of Seattle's "Sea-Tac Master Plan;" King County's "Boeing Field Master Plan."
- Water Travel—Ferries: WSDOT 2040 Long-Range Plan.
- Rail—WSDOT's "2019-2040 Freight Rail Plan."

### ACTIVE TRANSPORTATION

As part of the updated Transportation Element of the Snoqualmie Comprehensive Plan, the city evaluated the presence of existing pedestrian and bicycle throughout the city. To promote equitable access to the transportation network, additional review of the city's active transportation network is needed to evaluate opportunities for implementing complete streets concepts in proposed improvement projects and clearer understanding of gaps in the network. Given limited resources, a more comprehensive review of pedestrian and bicycle LOS was not possible. It is notable, however, that Snoqualmie has adopted progressive design guidelines in the newer areas of the city and these areas have extensive high-quality facilities to accommodate ADA access and non-automotive travel.

Figure T-1 - Street Classification System





## TRAFFIC VOLUMES, LEVEL OF SERVICE, AND SAFETY

Review of average weekday traffic volumes for key city corridor segments shows that Snoqualmie Parkway's traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. Table 4.1 shows the calculated levels of service (LOS) at 15 study intersections based on these PM peak hour traffic volumes. Not all intersections in the City meet the City's primary LOS D PM peak hour standard, with the highest delays shown along multiple SR 202 unsignalized intersections. All other city intersections operate at LOS D or better.

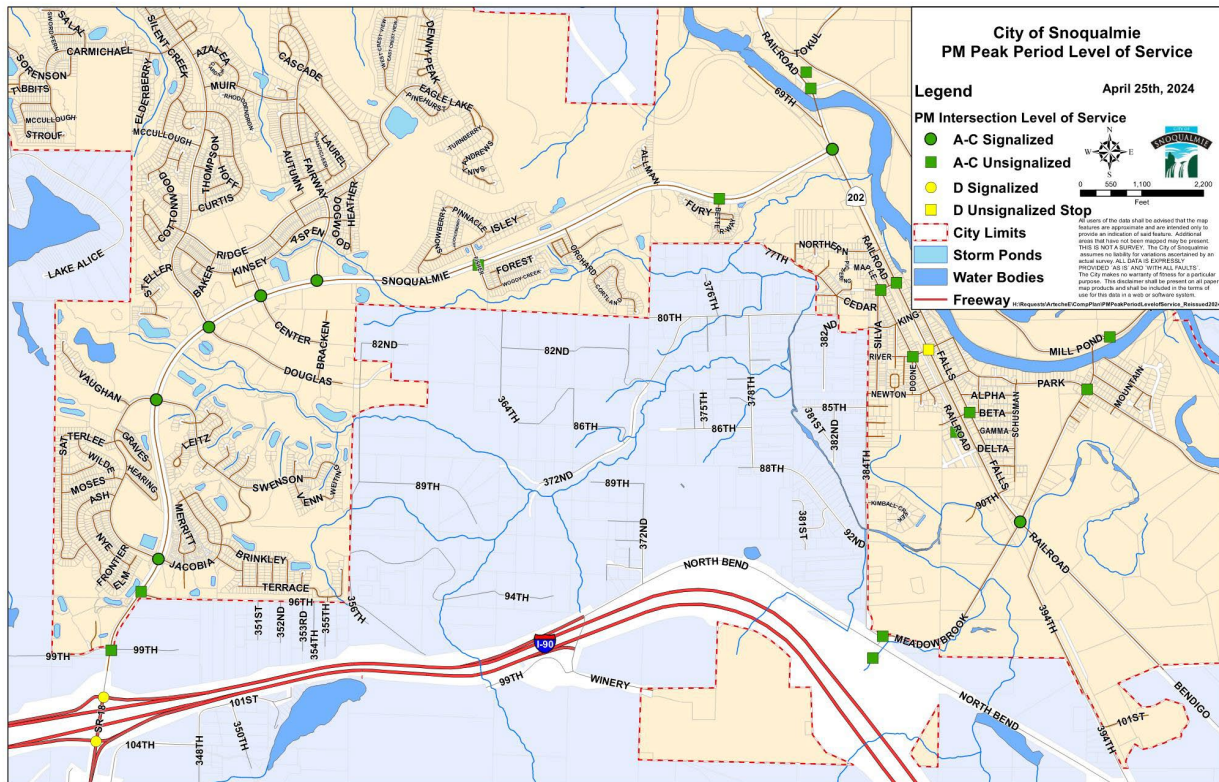
**Table T-1 – Existing Intersection Level of Service (LOS), 2023**

Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	SSSC	33.1	D
Snoqualmie Parkway/SE 96th Street	SSSC	13.5	B
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	13.0	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	23.2	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	23.1	C
Snoqualmie Parkway/Fisher Avenue SE	SSSC	28.7	D
SR 202/Tokul Road	Roundabout	6.2	A
SR 202/Snoqualmie Parkway	Traffic Signal	38.7	D
SR 202/SE Fir Street	SSSC	51.0	F
SR 202/SE River Street	SSSC	31.8	D
SR 202SE Newton Street	SSSC	31.6	D
SR 202/SE Beta Street	SSSC	43.9	E
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	13.3	B
Meadowbrook Way SE/SE Mill Pond Road	SSSC	10.7	B

*Note: SSSC = Side-street stop control*

*Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7*

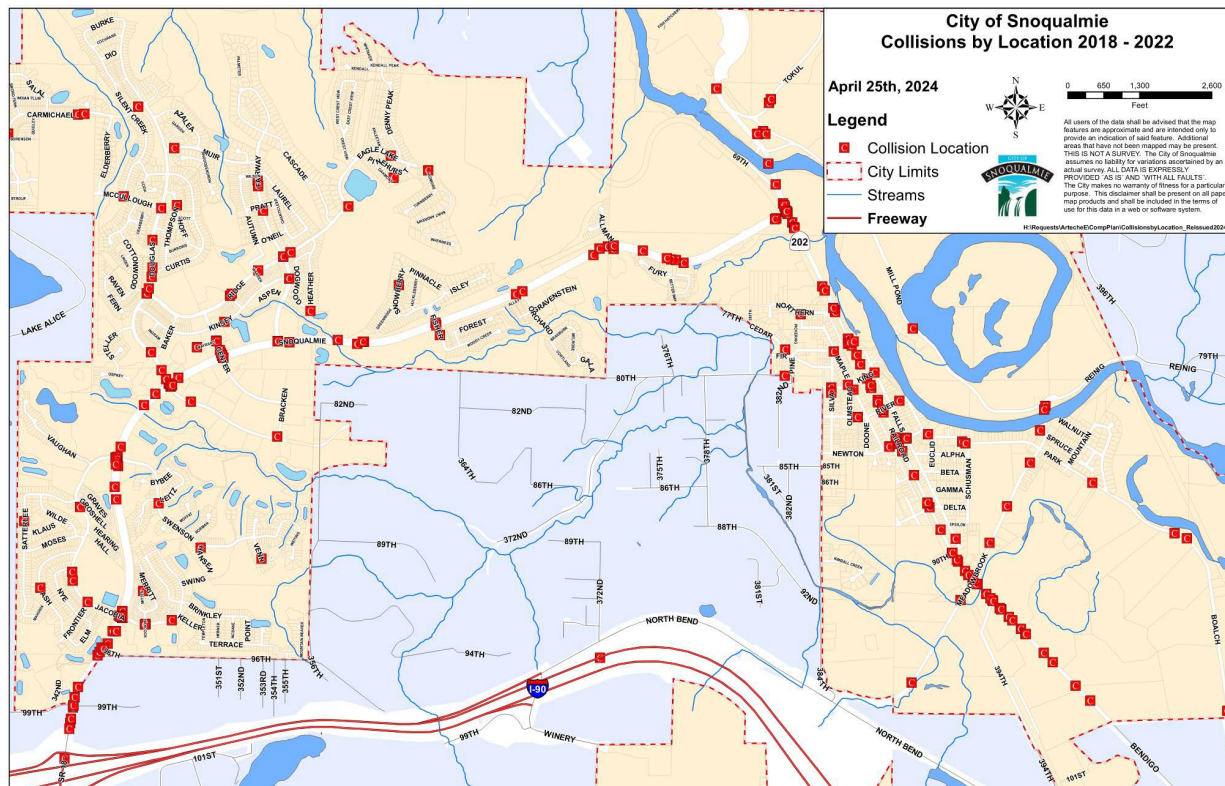
Figure T-2 – PM Peak Period Existing Level of Service for Study Area Intersections



## TRAFFIC SAFETY

Figure 4.3 maps Collision Density in the City between 2018 to 2022. Although as the City continues to develop, the prevalence of wildlife-related collisions on Snoqualmie Parkway will continue and may decrease over time. Coordination with the Parks and Recreation, and Environmental Elements should be implemented and include the city's conservation efforts related to fish and wildlife habitat conservation areas by identifying wildlife corridors. WSDOT also publishes average roadway segment collision rates by roadway classification for different state areas, providing a general comparison opportunity for City collision rates.

Figure T-3 – Collisions by Location, 2018-2022



## TRUCK ROUTES

A few commercial and industrial centers in the study area generate truck traffic, including the Snoqualmie Valley School District Bus Barn (SVSD) and Glacier Northwest. The SVSD Bus Barn is located at the intersection of King Street and 384th Avenue, and stores about forty full-size buses.

Glacier Northwest operates a gravel mining facility northeast of Snoqualmie, but outside City limits. However, virtually all truck traffic must pass through at least a portion of the city. Trucks cannot travel southbound on Mill Pond Road to access Meadowbrook Way, due to weight limits on the one-lane Snoqualmie River Bridge on Meadowbrook Way.

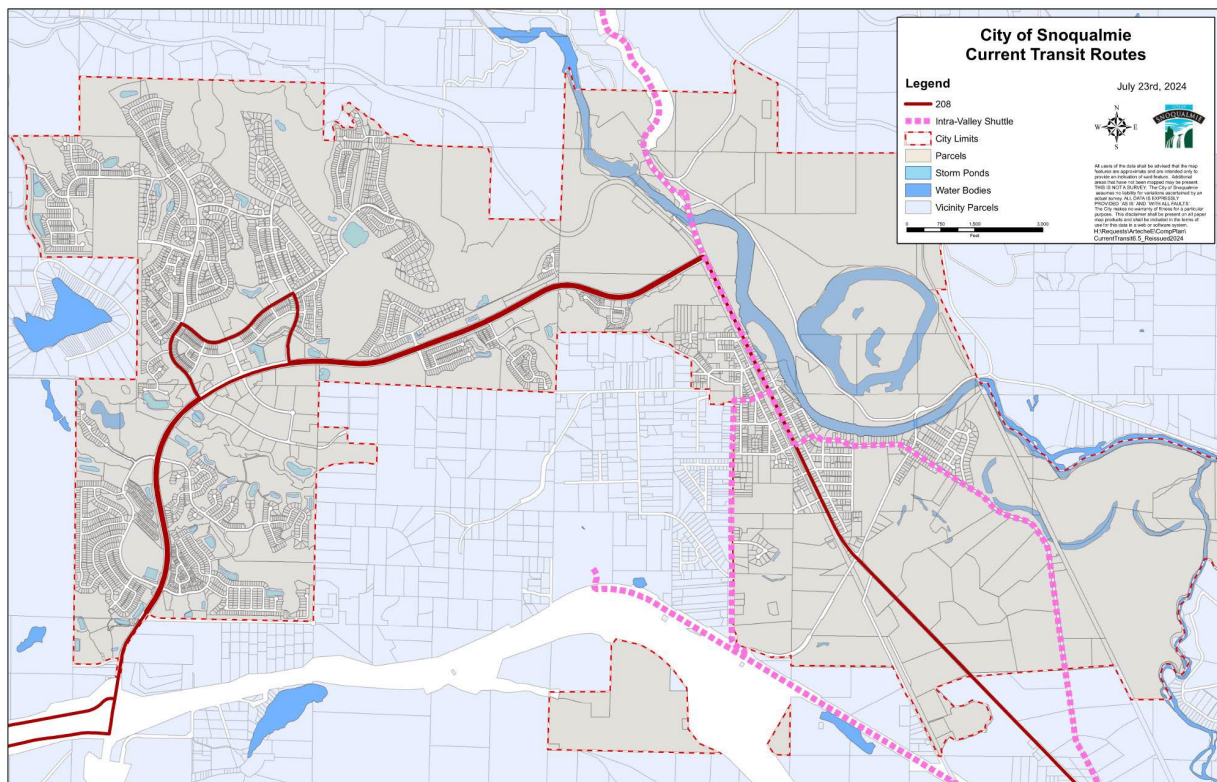


The North Bend Nintendo distribution facility, located outside the city, may also contribute truck traffic to City roads. The facility is located close to I-90 exit 31 in North Bend, though the primary truck route is along a King County Road, North Bend Way to exit 27 near the Snoqualmie Casino.

## TRANSIT SYSTEM

King County Metro Transit provides limited transit service to the city as shown on Figure 4.4. The number 208 route connects the City with North Bend and Issaquah. Snoqualmie Valley Transportation runs a Valley Shuttle from North Bend to Duvall. Bus stops for the Snoqualmie Valley Transportation Shuttle utilize the same bus stop infrastructure as King County Metro. Due to funding shortfalls, the King County Council approved Metro route cuts that eliminated previous routes number 214, servicing the City via Issaquah and to Seattle.

Figure T-4 – Current Transit Routes



## PEDESTRIAN AND BICYCLE FACILITIES

The city has relatively widespread pedestrian facilities. The residential and commercial areas of Snoqualmie Ridge generally all have sidewalks, separated from the road by planter strips with street trees. Likewise, most of the residential and commercial historic neighborhoods east of 384th Ave/ have sidewalks, planter strips and street trees, along with marked crosswalks on Railroad Ave. supporting crossings to access businesses east of SR 202. Snoqualmie has multiple dedicated local and regional bicycle & pedestrian trails. There are also many off-street bike facilities for



recreation and neighborhood connections in Snoqualmie Ridge. The primary paved off-street trails in Snoqualmie are:

- The **Snoqualmie Parkway Trail** parallels Snoqualmie Parkway from the City boundary at 96th Street to Railroad Ave., providing east-west access from Snoqualmie Ridge to downtown.
- The **Centennial Trail** parallels SR 202 from the Snoqualmie Parkway intersection to Fir Street downtown, linking to the Snoqualmie Parkway Trail and providing cyclists an alternative to the two-lane SR-202. The 2014 Phase II downtown improvement project will extend this trail further south to SE River St.

Snoqualmie is also served by two regional trails:

- The **Snoqualmie Valley Trail** is a regional facility, and the longest trail in King County. It is soft surface and travels 31 miles from Duvall to south of North Bend. This trail passes through the western part of the city, taking riders on an interim road link connector along Toku Rd SE, coming to a 'T' near 60th Street where cyclists generally follow Tokul Road SE, SE Mill Pond Road, and Reinig Road before crossing the Snoqualmie River on a dedicated bridge back to the trail. This is the only roadway segment on the trail.
- The **Preston-Snoqualmie Trail** is a 7-mile paved regional trail that runs east from Preston to an overlook near Snoqualmie Falls, with soft-surface trail access from Eagle Lake Dr. Built on old railroad right of way, a missing trestle has prevented completion of the planned connection to Snoqualmie Falls.

Figure T-5 – Existing Pedestrian Facilities Map

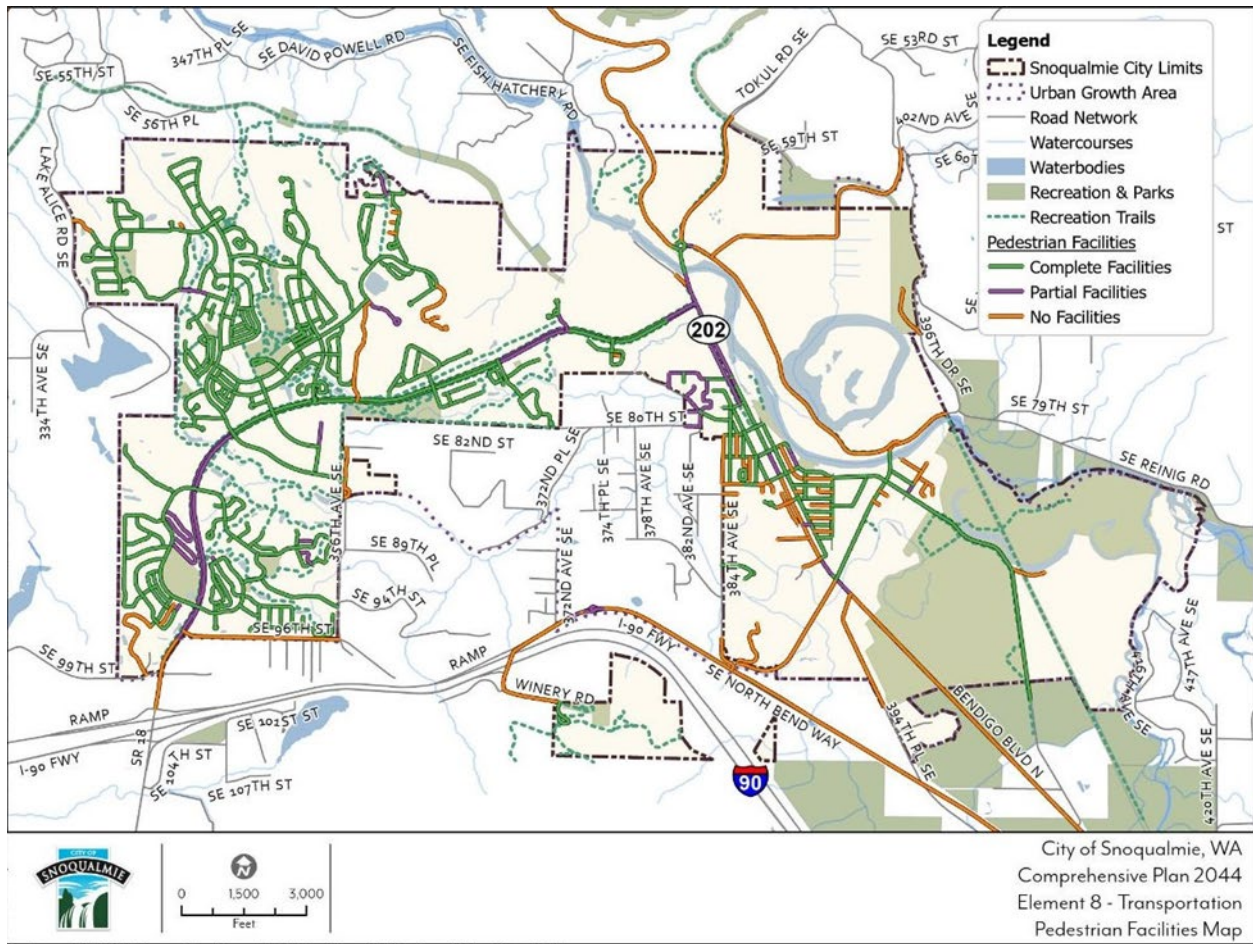


Figure T-6 – Existing Bicycle Facilities Map

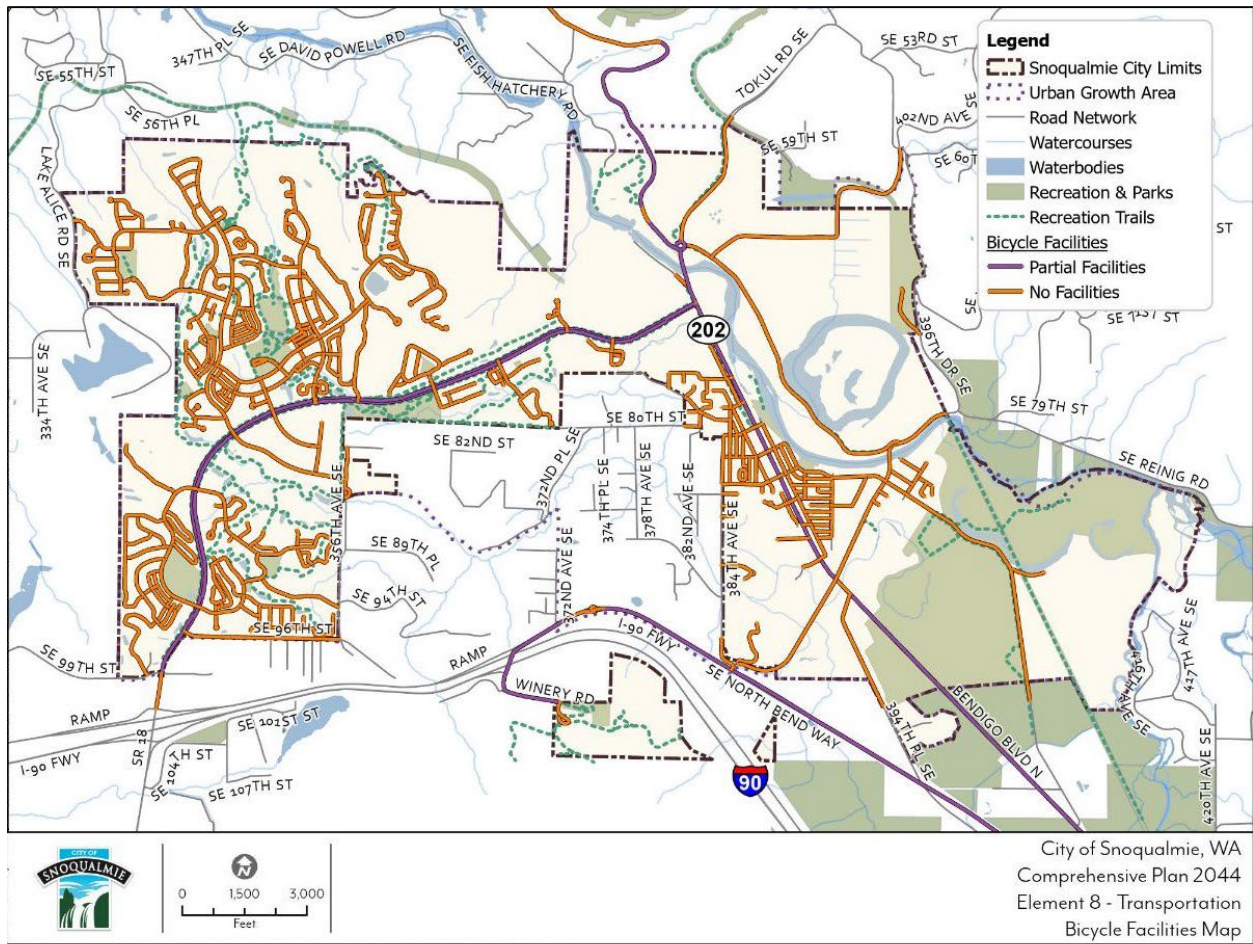
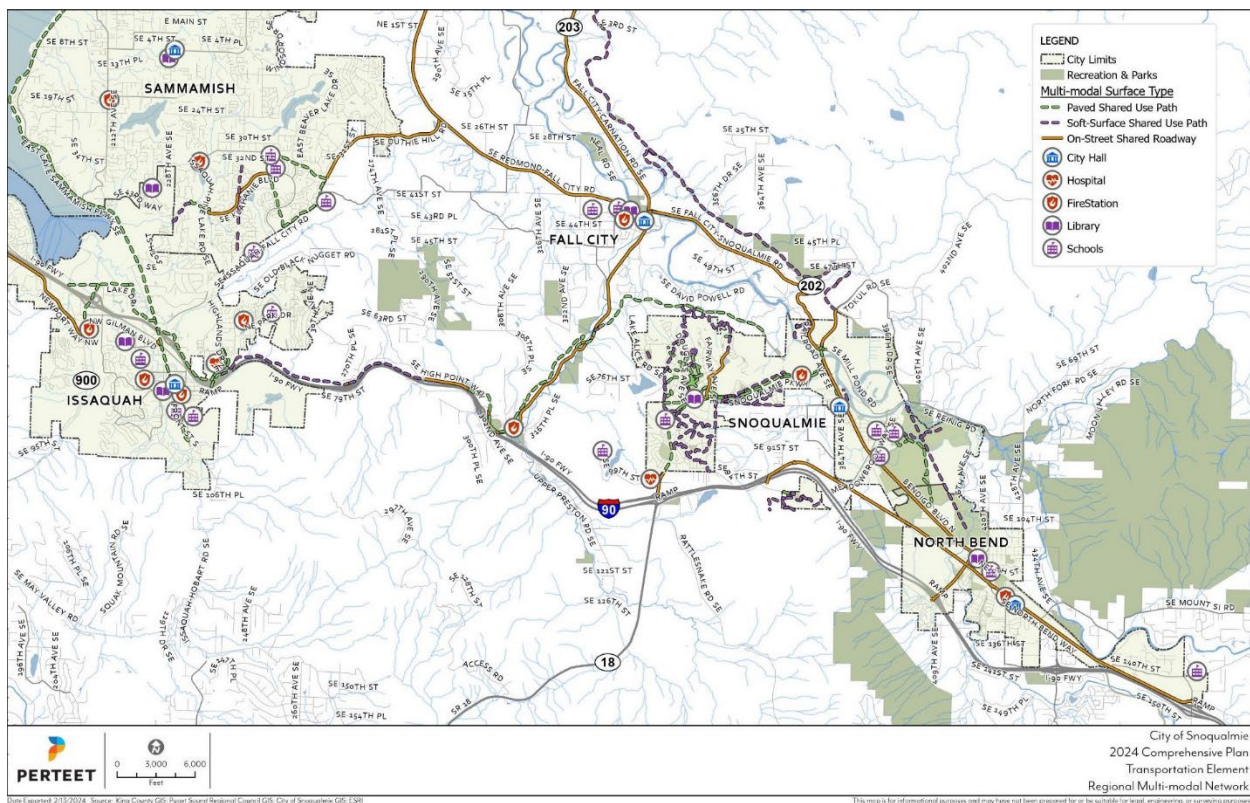




Figure T-7 – Existing Bicycle Facilities Map



As part of meeting the 2005 GMA amendments, requiring a Comprehensive Plan pedestrian and bicycle component, the City inventoried its bicycle and pedestrian facilities in the 2012 Bicycle and Pedestrian Recommendations Report, and used multimodal assessment (MMLoS) to highlight additional improvements needed in its Capital Facilities Projects list. As previously mentioned, due to limited resources, a more comprehensive review of pedestrian and bicycle facilities was not possible during the latest periodic update. In the Figures 4.5 and 4.6, pedestrian and bicycle facilities were given classifications generally based on available digital evidence of their presence. Facility classifications were also generally applied based existing dataset through the PSRC and based on the evidence of sidewalk surfacing and right-of-way shoulders capable of supporting the facilities.



## FUTURE TRANSPORTATION SYSTEM

WAC 365-196-430 requires that the City review at least a 10-year forecast of how future land use growth could impact the City's transportation network. This section reviews anticipated land use changes and needed transportation system improvements. Based on this information, future intersection traffic LOS is evaluated along with potential impacts to other transportation modes. Since the GMA requires that actions be taken to address any facilities that do not meet adopted LOS standards, this section also identifies future transportation improvement projects.

The City will continue to seek funding for arterial and collector improvements such as the Downtown Phase II project, the Tokul Roundabout, and Snoqualmie Parkway rehabilitation. New collector roads in the UGA as it is developed will also be major transportation capital improvements, helping serve new development, and provide for additional roadway connections between the Snoqualmie Parkway, SR202, and other existing arterials and collectors.

Land use forecasts for 2044 were prepared by the City of Snoqualmie, estimating that approximately 719 households and 4,425 jobs will be added to the City. Fifteen intersections were identified, and travel demand modeling was analyzed based on the adopted 2040 scenario and land use estimates provided by PSRC. The new projected LOS results are shown in Table 5.1 and Figure 5.1.

### RECOMMENDED INTERSECTION IMPROVEMENTS

To determine the likely 2044 roadway network, the City's 2025-2030 Capital Improvement Plan (CIP) and WSDOT documents were reviewed, identifying numerous intersection improvements.

Based on projected traffic growth, there are several existing intersection locations that degrade to a LOS below City standards as shown in Table 5.1. This section reviews suggested intersection improvements to improve and mitigate the LOS through changing the type of intersection. Figure 5.1 shows LOS without recommended improvements, and Figure 5.2 shows the 2032 LOS with recommended improvements.

Table T-2 – Future Intersection Level of Service (LOS), 2044

Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	SSSC	87.3	F
Snoqualmie Parkway/SE 96th Street	SSSC	16.0	C
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	14.1	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	26.7	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	26.3	C
Snoqualmie Parkway/Fisher Avenue SE	SSSC	80.0	F
SR 202/Tokul Road	Roundabout	66.7	E
SR 202/Snoqualmie Parkway	Traffic Signal	146.2	F
SR 202/SE Fir Street	SSSC	281.9	F
SR 202/SE River Street	SSSC	150.8	F
SR 202SE Newton Street	SSSC	800.6	F
SR 202/SE Beta Street	SSSC	50.5	F
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	14.2	B
Meadowbrook Way SE/SE Mill Pond Road	SSSC	11.9	B

Note: SSSC = Side-street stop control

Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7

Figure T-8 – Projected 2032 Intersection Level of Service

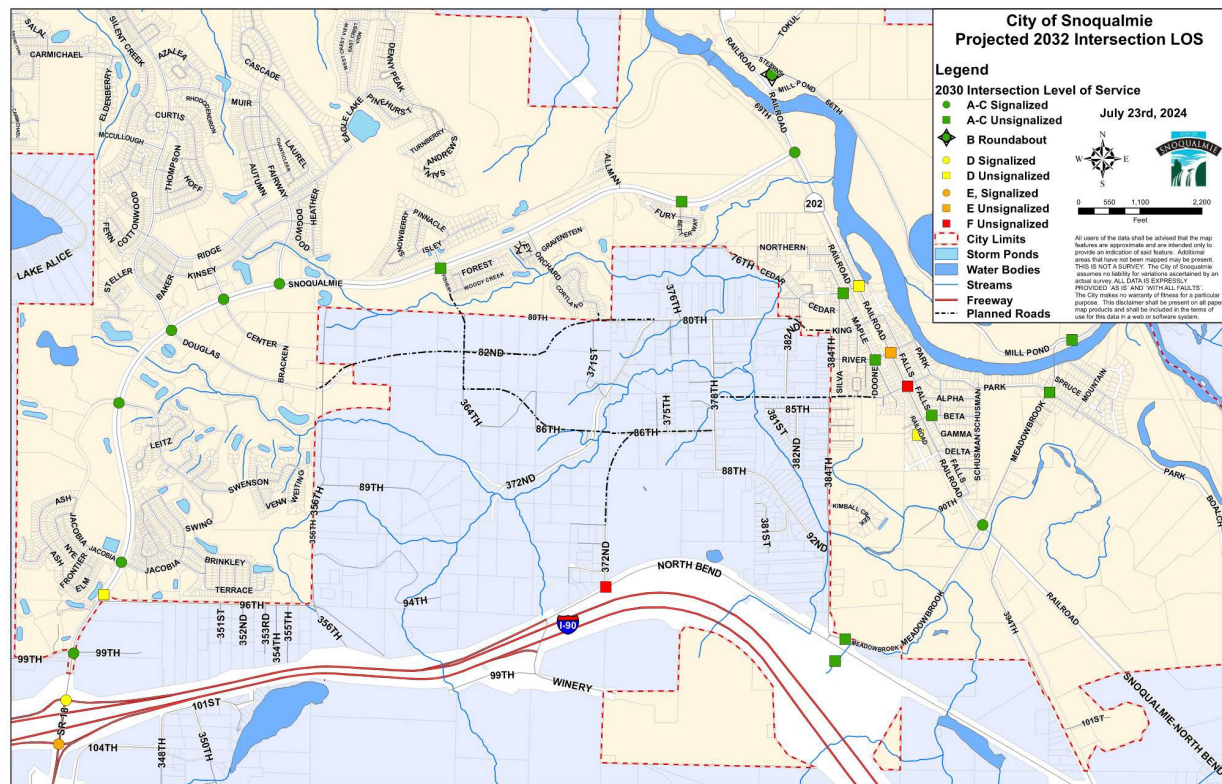


Table T-3 – Mitigated Intersection Level of Service (LOS), 2044

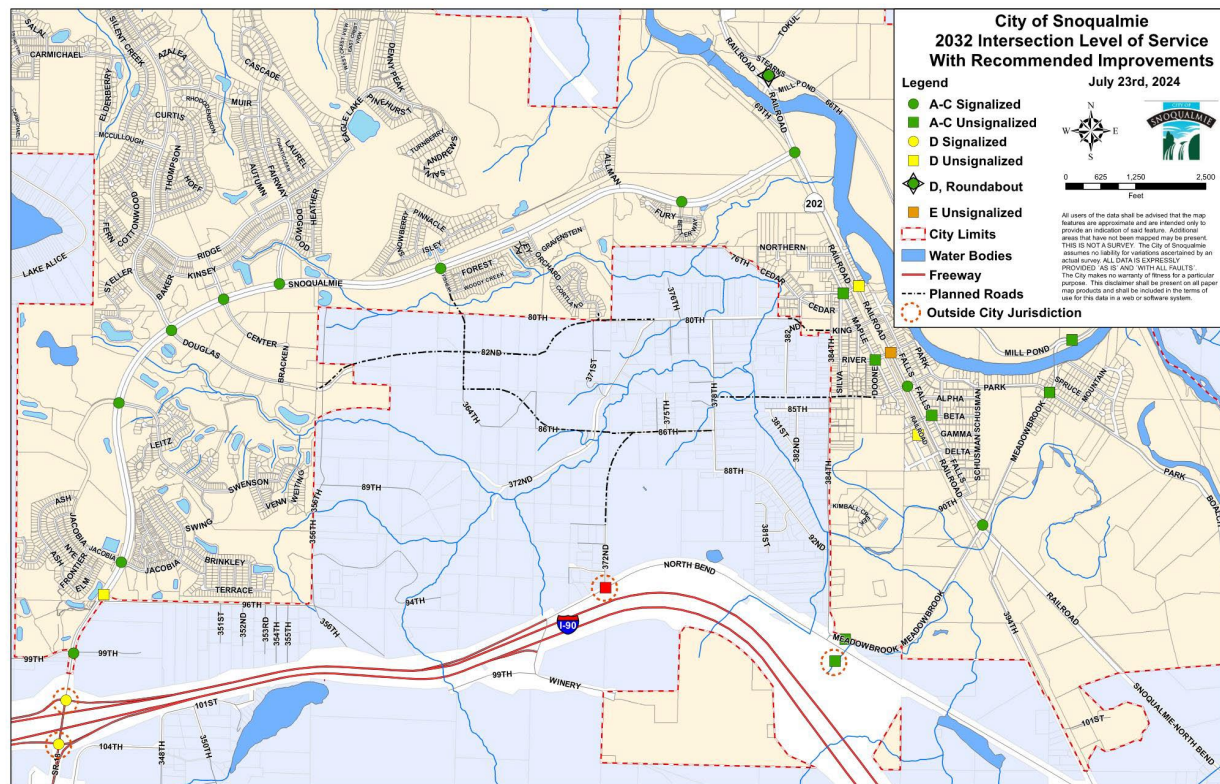
Intersection	Traffic Control	PM Peak Hour Delay (in seconds per vehicle)	Level of Service
Snoqualmie Parkway/SE 99th Street	Roundabout	13.8	B
Snoqualmie Parkway/SE 96th Street	SSSC	16.0	C
Snoqualmie Parkway/SE Jacobia Street	Traffic Signal	14.1	B
Snoqualmie Parkway/SE Swenson Dr	Traffic Signal	26.3	C
Snoqualmie Parkway/Douglas Avenue SE	Traffic Signal	26.7	C
Snoqualmie Parkway/Fisher Avenue SE	Roundabout	5.1	A
SR 202/Tokul Road	Roundabout	12.3	B
SR 202/Snoqualmie Parkway	Roundabout	19.1	B
SR 202/SE Fir Street	Mini-Roundabout	15.0	B
SR 202/SE River Street	Mini-Roundabout	13.2	B
SR 202SE Newton Street	Mini-Roundabout	13.8	B
SR 202/SE Beta Street	Mini-Roundabout	11.9	B
Falls Avenue SE/SE Beta Street	SSSC	9.6	A
SR 202/Meadowbrook Way SE	Traffic Signal	27.2	C
Meadowbrook Way SE/SE Mill Pond Road	SSSC	11.9	B

Note: SSSC = Side-street stop control

Note: Roundabout results calculated using HCM 6 methodology. All other results calculated using HCM 7



Figure T-9 – 2032 Intersection Level of Service with Recommended Improvements



## MULTI-MODAL LEVEL OF SERVICE

Continued housing and employment growth shows increased travel demands by many modes – whether by car, truck, transit, bike or by foot. If the City is to support all travel modes well, it is necessary to assess which pedestrian and bicycle gaps to address first. As noted in Policy 1-d of this element, all other elements of the comprehensive plan should be included in multi-modal feasibility reviews in order to create an integrated, balanced, and convenient multi-modal network. WAC 365-196-430(1)(g) further stipulates that planned improvements to pedestrian and bicycle facilities should be coordinated to encourage enhanced community access and to promote healthy lifestyles. Additionally, assessments should address current facility deficiencies regarding Title II of ADA, and a transition plan should be derived to establish and identify obstacles so that upgrades and modifications can be appropriately coordinated with other modal improvements.



## PEDESTRIAN & BICYCLE FACILITIES

Addressing multiple travel modes supports the Comprehensive Plan as a whole and is also a key element of the Snoqualmie Downtown Master Plan, advancing multiple goals from increased safety for students attending downtown schools, to extending the retail stay length of tourists.

Key elements that should be used for identifying gaps in the pedestrian network for future improvements are:

- width and buffer appropriateness,
- crosswalk placement, and
- crosswalk design should be evaluated for identifying gaps in the pedestrian network.

Examples of improvement projects that would support increased LOS for pedestrian facilities would be signage/wayfinding, landscaping beautification, crosswalk striping and painting, and gap analysis regarding network connectivity, dimensional, and surfacing quality.

Downtown Snoqualmie has a well-connected street grid, but little dedicated or signed bicycle infrastructure. Low volume, but well-connected, street grids provide an ideal situation to support bicycle boulevard additions with minimal cost. Based on the existing conditions, a Downtown bicycle network composed of bicycle boulevards and off-street trails, supported by bicycle parking when warranted, match the area grid of relatively low-volume streets and nearby trails. The key elements of bicycle boulevards in attracting riders are:

- Slow speed and low volume of motorists
- Connections to other bicycle facilities or destinations
- Safe intersection treatments at arterials or collectors
- Limited number of cyclists stops
- Clear signage for motorists and cyclists

Examples of improvement projects that would support increased LOS for bicycle facilities would be signage/wayfinding, striping and symbol painting with lanes, and gap analysis regarding network connectivity dimensional and surfacing quality.

Some bicycle and pedestrian facility improvements, which support healthy physical activity among citizens and youth, may be bundled into the large projects or undertaken separately from street improvements. As such, some non-motorized projects such as the Riverwalk, Snoqualmie River Pedestrian-Bicycle Bridge and completing missing trail links, may be listed City parks and trails system improvements, but nonetheless are important in multimodal transportation. “Last Mile” bicycle and pedestrian connections to and from transit stops should be an important consideration for the benefit of equity, job growth, and commerce opportunities.

The American Association of State Highway and Transportation Officials (AASHTO), and the PRSC Bicycle and Pedestrian Advisory Committee as a reference for standards regarding pedestrian and bicycle facilities should be used as the primary indicator for safe and equitable pedestrian infrastructure.

## OVERVIEW OF COSTS AND REVENUES

The key requirements as noted in RCW 36.70A.070(6) are analysis of future funding capabilities, a multi-year financing plan to the analysis, and assessment of funding resources if funding falls short of identified needs. A fiscally constrained Transportation Element must first consider operation and maintenance of existing facilities, and then incorporate capital improvements. To develop a fiscally constrained plan, the City inventoried revenues and costs to identify funds that will likely be available for capital construction and operations.

The City Transportation Element contains various projects that will cost the city and agency partners between millions over 20 years. The Transportation Element includes new multimodal capacity to facilitate anticipated future growth, regional projects that will generally be led and funded by other agencies, and transportation system maintenance projects to ensure the network is kept in good condition.

The City of Snoqualmie currently funds transportation improvements, operations, and maintenance through various revenue sources, including local taxes, fees, as well as state and federal grants. In addition to City programs, WSDOT funds some improvements along SR 202 through Snoqualmie, while King County funds arterial improvements in unincorporated areas adjacent to the City. Revenues available to the City to finance transportation improvements vary each year, depending on development levels, the success of grant applications, and local economic factors. The City can use funds from the following sources for transportation improvements:

- City general funds (sales tax; real estate excise tax; and property tax)
- Distributions from the State gas tax
- Developer contributions and mitigation (fees)
- Grants, both Federal and State sources
- Bond financing
- Local Improvement District financing
- Contributions from local/regional jurisdictions (King County)
- Transportation Benefit District financing

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources including higher permit fees or additional general fund transfers.
- Adopt new sources of revenue such as transportation impact fees, or creation of additional Local Improvement Districts. One strategy, using a Transportation Benefit District, is already being employed by the City and is incorporated in the revenues below.
- Lower the level of service standard or adopt design standards that result in fewer transportation projects needed to meet adopted mobility needs and lower-cost projects.

## REFERENCES

---

Washington State Department of Transportation's (WSDOT), 2040 and Beyond -Washington Transportation Plan and Active Transportation Plan, Prepared by Washington State Transportation Commission, WA; 2018

Puget Sound Regional Council's (PSRC) Vision 2050 Plan, Prepared by Puget Sound Regional Council; October 2020

Six-Year Capital Program (2021-2026), Prepared by King County, Department of Local Services, Road Services Division; 2021

City of Snoqualmie, Complete Streets Policy, Ordinance 1092; February 2012

## ATTACHMENTS

---

- City of Snoqualmie, Base Year (2023) and Future (2044) Travel Demand Forecasting (TDF) Model Development, Prepared by Fehr & Peers; March 2024
- City of Snoqualmie, 2025-2030 Transportation Improvement Plan; 2024.



## CAPITAL FACILITIES AND UTILITIES

### INTRODUCTION

The Growth Management Act (GMA) requires all cities in King County plan for capital facilities and utilities to ensure an adequate level of facilities and services are planned to support future development at time of occupancy or use. The GMA also stipulates that new development shall not decrease the level of service below locally established standards, and that cities have a plan to pay for needed facilities.

The GMA requires that the local Capital Facilities and Utilities Comprehensive Plan Element include an inventory of existing public-owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year capital facilities plan that identifies financing sources for the identified future facilities.

Over the next 20 years, the City of Snoqualmie plans to continue to work with service providers to maintain existing infrastructure and invest in new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified capital project needs over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term

The different types of capital facilities are described in the following sections, including an inventory of existing facilities, a forecast of future needs, and a description of projected capital facility projects and funding sources.



## PUBLIC FACILITY PROVIDERS

Capital facilities in Snoqualmie are provided by the City and by other entities, as shown below in **Table CFU-1**.

Table CFU-1 – City Provided Facilities

Capital Facilities	Provider
General Government Services	City of Snoqualmie
Parks, Recreation, and Open Space	City of Snoqualmie
Transportation	City of Snoqualmie, State Government, Federal Government
Transit	King County Metro Transit
Fire	City of Snoqualmie
Police	City of Snoqualmie
Schools	Snoqualmie Valley School District
Library	King County Library System
Sewer	City of Snoqualmie
Stormwater	City of Snoqualmie
Water	City of Snoqualmie
Energy	Puget Sound Energy
Solid Waste	Various private hauling companies and King County
Telecommunications	CenturyLink, Comcast, Verizon Wireless, AT&T, and T-Mobile

## GENERAL GOVERNMENT AND INFORMATION TECHNOLOGY FACILITIES

### DESCRIPTION OF EXISTING FACILITIES

Originally incorporated in 1903, The City of Snoqualmie operates under the mission statement:

“We are the stewards of our natural and built environment, striving to preserve and create an extraordinary community for our residents, businesses, and visitors.”

This is reflected in the City’s commitment to maintaining and preserving its capital facilities in all capacities.

The City’s Information Technology Department is operated with the goal of delivering innovative and sustainable technology solutions that improve the lives of the citizens of Snoqualmie. This

Division is responsible for computer hardware and software, telephone systems, cell phones, audio and video, security systems and Geographic Information Systems (GIS) management and services.

## INVENTORY OF EXISTING FACILITIES

The following section details existing facilities serving the residents of Snoqualmie:

- City Hall (Located at 38624 SE River Street): 14,120 Sq. Ft.
- Public Works Maintenance Facility (Located at 38194 SE Stearns Road): 16,200 Sq. Ft.
- Community Center (Located at 35018 SE Ridge Street): 12,490 Sq. Ft.

## FORECAST OF FUTURE NEEDS

In the 2025-2030 proposed General Government Capital Improvement Program (CIP), the City plans to keep its on-going contributions to its Facilities Improvement Program as well as the development of a proposed Community Center Expansion project in 2025 (see **Tables CFU-2 and CFU-3**).

With regard to Intellectual Property (IT), the City's proposed 2025-2030 CIP includes plans to make improvements to its computer server system and replace it's fiber optic backbone.

Table CFU-2 – General Government Facilities Capital Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Facilities Improvement Program	\$ 276,359	\$ 297,455	\$ 229,290	\$ 236,286	\$ 268,835	\$ 293,922	\$ 1,602,147
Community Center Expansion Project	18,977,588	-	-	-	-	-	18,977,588
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 19,253,947</b>	<b>\$ 297,455</b>	<b>\$ 229,290</b>	<b>\$ 236,286</b>	<b>\$ 268,835</b>	<b>\$ 293,922</b>	<b>\$ 20,579,735</b>

Table CFU-2 – IT Capital Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Server Improvements	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
Fiber Optic Backbone Replacement	50,000	375,000	-	-	-	-	425,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 50,000</b>	<b>\$ 450,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>

Source: City of Snoqualmie, 2024.

## PARKS, RECREATION, AND OPEN SPACE

### DESCRIPTION OF EXISTING CONDITIONS

The City of Snoqualmie provides residents and visitors ample opportunity to enjoy its Parks, Recreation, and Open Space facilities. These parks also facilitate tourism that benefits local businesses and the City's overall fiscal sustainability in the form of sales tax revenue.

As referenced in the 2018 Open Space, Parks and Recreation Plan the City has established level of service (LOS) standards, in the form of park acreage to be provided for every 1,000 persons in the city as listed below:

- Mini Parks: 0.25 Acres/1,000 residents
- Neighborhood Parks: 2 Acres/1,000 residents
- Community Parks: 8 Acres/1,000 residents
- Natural Parks: Enough space to protect resources. /1,000 residents
- Water Access Area: 1 Acres/1,000 residents
- Parkway and Trails: 1.5 miles/1,000 residents

The total amount of park land (regardless of classification) needed during this planning period per this standard is 10.25 acres.

The City has additional LOS standards in place for recreation facilities (such as the City's community center) provided to citizens as well. Please refer to the 2018 Open Space, Parks and Recreation Plan for more detail.

### INVENTORY OF EXISTING FACILITIES

- 12.28 Acres of Mini Parks
- 28.01 Acres of Neighborhood Parks
- 83.19 Acres of Community Parks
- 477.31 Acres of Conservancy and Natural Areas

- 14.88 Miles of Parkways and Trails
- 42 Parks

## FORECAST OF FUTURE NEEDS

---

Snoqualmie is one of the fastest growing communities in the state, having a 10.18% compound annual growth rate since 2000, as of 2022 (U.S. Census Bureau). As a result of this future needs are extensive as seen below in the capital improvement plan. For additional details related to the forecast of future parks needs to serve the City's growth, please refer to the Parks and Recreation Element for more information and details.



## CAPITAL PROJECTS

The City's Parks Capital Improvement Plan (CIP) for projects from 2025-2030 is shown in **Table CFU-4**.

Table CFU-4 – Parks, Recreation, and Open Space Capital Facilities Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Playgrounds Replacement Program	\$ 687,024	\$ -	\$ 593,877	\$ -	\$ 669,665	\$ -	\$ 1,950,566
Trails Improvement Program	-	146,329	-	114,525	-	139,131	399,985
Sport Court Improvement Program	28,500	32,471	29,542	31,813	34,125	38,172	194,623
Parks Parking Lot Resurfacing Program	-	146,506	-	138,860	-	161,283	446,649
Parks Facilities Improvement Program	42,872	46,311	35,750	37,090	42,205	46,173	250,401
Rivertrail Project - NW of Sandy Cove Park	2,634,560	-	-	-	-	-	2,634,560
Riverfront Land Acquisitions & Demolitions	850,000	-	1,000,000	-	650,000	-	2,500,000
Rivertrail Project - Arboretum Trail	-	269,600	871,100	589,500	-	-	1,730,200
Rivertrail Project - Boardwalk	-	-	-	-	-	1,496,140	1,496,140
Environmental Improvement Program	-	62,600	-	58,810	-	68,282	189,692
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 4,242,956</b>	<b>\$ 703,817</b>	<b>\$ 2,530,269</b>	<b>\$ 970,598</b>	<b>\$ 1,395,995</b>	<b>\$ 1,949,181</b>	<b>\$ 11,792,816</b>

Source: City of Snoqualmie, 2024.

## TRANSPORTATION

### DESCRIPTION OF EXISTING CONDITIONS

Goods and services to and from the City of Snoqualmie via roads, air, water, or rail use a variety of transportation facilities. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing Field (operated by King County). The nearest general aviation airport is a private facility in Fall City. There are no water transportation facilities near Snoqualmie, although goods to and from the City may pass through the Ports of Seattle and Tacoma. While there is a set of historic train tracks running through downtown Snoqualmie, there is no freight rail service in the City; the Northwest Railway Museum operates weekend excursion passenger rail service between Snoqualmie and North Bend.

Snoqualmie and its UGA are principally served by Interstate 90 (I-90), and State Routes (SR) 18 & 202; Snoqualmie Parkway, Meadowbrook Way and SE North Bend Way are principal arterials.

Snoqualmie Parkway's traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. Average weekday traffic volumes on SR 202 north and south of downtown were approximately 8,000 vehicles per day in 2024.

The Snoqualmie transportation system map is shown in **Figure CFU-1** and the satellite image in **Figure CFU-2**.

### INVENTORY OF EXISTING FACILITIES

Major Roadways:

- Interstate 90
- State Route 18 & 202
- Snoqualmie Parkway
- SE North Bend Way
- Meadowbrook Way SE
- 384<sup>th</sup> Avenue SE

These facilities include:

- 7.3 miles of principal arterial roadways
- 1.7 miles of minor arterials
- 11.5 miles of collector streets

### Pedestrian and Bicycle Facilities:

- Snoqualmie Parkway Trail
- The Centennial Trail
- Snoqualmie Valley Trail
- Preston Snoqualmie Trail

Figure CFU-1 – Snoqualmie Transportation System Map

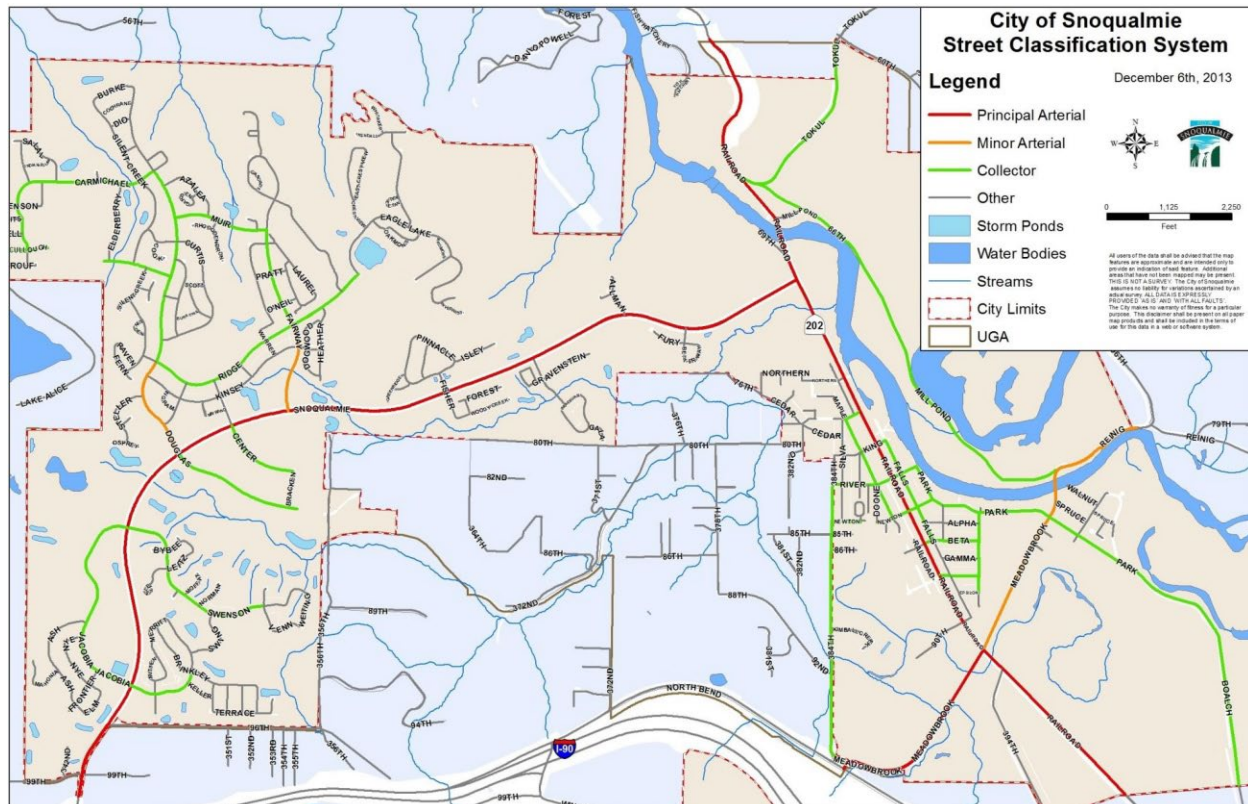
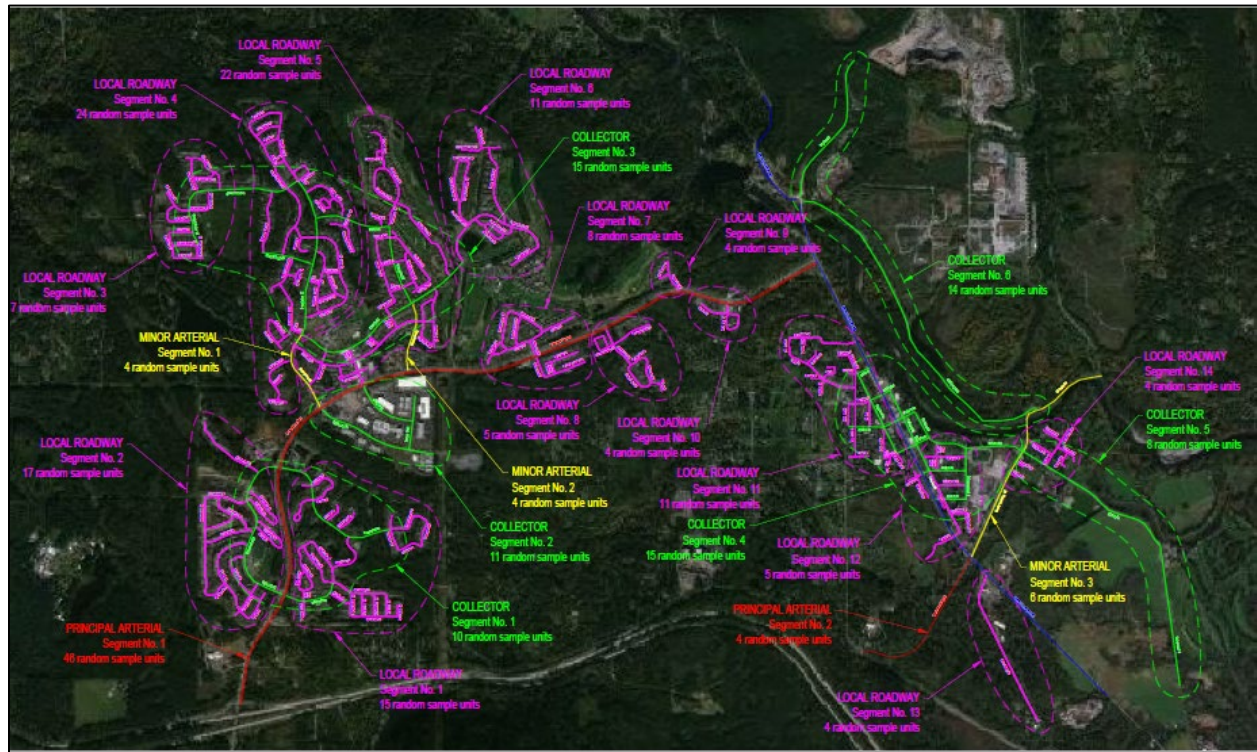


Figure CFU-2 – Satellite Image of Snoqualmie Transportation System





## FORECAST OF FUTURE NEEDS

The City's Transportation facilities Capital Improvement Plan (TIP) is shown in **Table CFU-5** for major facility improvements planned for years 2025-2030.

Please refer to the Comprehensive Plan's Transportation Element for additional information regarding future transportation needs.

**Table CFU-5 – Transportation Facilities Capital Improvement Plan**

Description	2025	2026	2027	2028	2029	2030	Total
Street Resurfacing Program	\$ 436,666	\$ 736,354	\$ 595,542	\$ 615,230	\$ 688,071	\$ 744,968	\$ 3,816,831
Sidewalk Improvement Program	167,320	261,090	207,770	214,520	240,090	261,048	1,351,838
Americans with Disabilities Act (ADA) Program	73,423	90,258	79,732	81,868	89,970	96,960	512,211
Town Center Improvement Project - Phase III	417,600	-	2,555,600	5,533,100	-	-	8,506,300
Meadowbrook Bridge Restoration Project	-	-	-	296,200	2,692,600	-	2,988,800
Railroad Crossing Project	-	2,205,300	-	-	-	-	2,205,300
Complete Streets Improvement Program	67,500	87,725	68,242	71,254	81,064	88,422	464,207
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,162,509</b>	<b>\$ 3,380,727</b>	<b>\$ 3,506,886</b>	<b>\$ 6,812,172</b>	<b>\$ 3,791,795</b>	<b>\$ 1,191,398</b>	<b>\$ 19,845,487</b>

Source: City of Snoqualmie, 2024.

## FIRE

### DESCRIPTION OF EXISTING CONDITIONS

According to the *2022 Snoqualmie Fire Department Annual Report*, firefighters in the City responded to over 1,600 incidents, and have seen an 18% increase in calls over the previous year– the most incidents the department has responded to in its history. In 2022, the Fire Department maintained its Accredited Status with the Commission on Fire Accreditation International. The average response time to incidents by the Department's first arriving unit in 2022 was 6 minutes and 52 seconds. In addition to responding to incidents the department engages in training field personnel, fire inspections related to community development and permitting as well as community risk reduction and outreach.

The City of Snoqualmie Fire Department, King County Fire District 27 - Fall City, and King County Fire District 45 – Duvall, work cooperatively through an interlocal agreement to share Fire Department staff and resources as needed for fire and emergency medical response.

### INVENTORY OF EXISTING FACILITIES

- Fire Station Headquarters (Located at 37600 Snoqualmie Parkway): 16,536 Sq Ft.
- Two (2) Basic Life Support Units (BLS)
- Three (3) Command Vehicles
- Main Engine
- Reserve Engine

### FORECAST OF FUTURE NEEDS

The City plans to further improve the level of service provided within its service area. This would require investment in fire station facilities and apparatus. The expected capital cost over the 2025-2030 timeframe is shown in the CIP table below (**Table CFU-6**).

Table CFU-6 – Fire Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Fire Station Facility Improvement Project	\$ 80,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,800
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 80,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 80,800</b>

Source: City of Snoqualmie, 2024.

## POLICE

### DESCRIPTION OF EXISTING CONDITIONS

According to the *2023 Snoqualmie Police Department Annual Report*, the Police Department responded to 12,249 calls for service throughout. 7,079 of these calls were within the city limits of Snoqualmie, and 5,170 of these calls were serving the neighboring municipal jurisdiction of North Bend. The department serves its community by helping in the form of command/management, administrative support, police operations and participation in community events.

The City has one police station which can accommodate up to 21 personnel at any given time if offices are shared during a shift, or roughly 39 for occupation throughout the day.

### INVENTORY OF EXISTING FACILITIES

- City of Snoqualmie Police Station (Located at 34825 SE Douglas Street): 12,200 Sq Ft.
- Two (2) Command Staff Vehicles
- Two (2) Supervisory/Patrol Vehicles
- Six (6) Patrol Vehicles
- Four (4) North Bend Patrol Vehicles
- One (1) Jail Transport Vehicle
- One (1) Detective Vehicle
- One (1) School Resource Officer Vehicle
- One (1) Administrative/Reserve Vehicle

### FORECAST OF FUTURE NEEDS

The Police Department plans to make renovations to portions of the station, particularly with regard to evidence handling and storage as part of the LEMAP accreditation process, as shown below in **Table CFU-7**.

Table CFU-7 – Police Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Police Station Facility Improvement Project	\$ -	\$ 273,600	\$ 93,400	\$ -	\$ -	\$ -	\$ 367,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ -</b>	<b>\$ 273,600</b>	<b>\$ 93,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>367,000</b>

Source: City of Snoqualmie, 2024.

## SCHOOLS

### INVENTORY OF EXISTING FACILITIES

The City of Snoqualmie is served by the Snoqualmie Valley School District #410 (SVSD) for public elementary, junior and high school education. The complete Capital Facility Plans of the school district, as amended and adopted by the City Council, are adopted by reference in this Capital Facilities and Utilities Plan Element of the City of Snoqualmie.

Inventory of Current School District Facilities:

- Administration Building
- Six (6) Elementary Schools
- Three (3) Middle Schools
- Two (2) High Schools
- SVSD Bus Barn (stores 40 full-size school buses).

### FORECAST OF FUTURE NEEDS

Future needs of the Snoqualmie Valley School District are identified below in the 2023 Facility Financing Plan. These facilities are included in this plan to maintain current levels of service and provide educational facilities for students of the district.

Table CFU-8 – 2023 SVSD Facility Financing Plan

Project Description	Estimated Costs	Funding Sources (Secured and Unsecured)
Preschool	\$5,000,000	\$4.7 Million from secured bonds, \$150,000 from impact fees.
Elementary School Construction	94,300,000	\$89.3 Million in unsecured bond funding, \$3 Million from state match, \$2 Million from impact fees
Portable Classrooms	670,000	\$495,000 from impact fees (unsecured), \$175,000 from impact fees (secured)
Land Acquisition/Development – Transportation Facility Expansion	6,000,000	TBD
<b>TOTAL ESTIMATED COSTS</b>	<b>\$105,970,000</b>	

Source: Snoqualmie Valley School District 2023 Facility Financing Plan.

## SEWER



## DESCRIPTION OF EXISTING CONDITIONS

The City's sewer system includes a gravity collection and conveyance system, 17 wastewater lift stations, force mains, the water reclamation facility (WRF), and an effluent outfall within a service area of 8.8 square miles.

In addition to the residential and commercial units the City serves, sewer service is provided to the Snoqualmie Casino (Casino), which is located inside the City's Urban Growth Area (UGA) and contributes significant flow and loading to the City's collection system and WRF.

## INVENTORY OF EXISTING FACILITIES

- 17 Wastewater Lift Stations
- 47.1 Miles of Gravity Sewer Main Piping
- 4,718 sewer connections serving a sewer service population of approximately 13,391.
- Sewer planning area of 8.8 square miles.

## FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Sewer utility is looking to make on-going infrastructure improvements to its already established system including its WRF. The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater and Water capital improvement plans.

Table CFU-9 – Sewer Facilities Capital IMprovement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,763,000
Railroad Place Lift Station Improvement Project	106,000	-	-	-	-	-	106,000
Eagle Lake Water Reclamation Basin Improvement Project	106,000	215,000	1,828,000	1,183,000	-	-	3,332,000
Water Reclamation Facility Improvements	2,805,000	10,552,000	1,373,000	-	-	-	14,730,000
<b>TOTAL CIP IMPROVEMENTS</b>	<b>\$ 4,004,000</b>	<b>\$ 12,901,000</b>	<b>\$ 5,405,000</b>	<b>\$ 3,462,000</b>	<b>\$ 2,472,000</b>	<b>\$ 2,687,000</b>	<b>\$ 30,931,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 3,017,000</b>	<b>\$ 10,767,000</b>	<b>\$ 3,201,000</b>	<b>\$ 1,183,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,168,000</b>

Source: City of Snoqualmie, 2024.

## STORMWATER

### DESCRIPTION OF EXISTING CONDITIONS

The City's Stormwater Utility was established with the purpose of supporting the City's desired stormwater management activities. These activities include planning, design, construction, operations and maintenance, replacement, and administration of the public stormwater system and compliance with the Western Washington Phase II NPDES (National Pollutant Discharge Elimination System) municipal stormwater permit.

Stormwater infrastructure at the Snoqualmie Ridge development was constructed in compliance with evolving stormwater management regulations for conveyance capacity, water-quality treatment, and peak flow control. The City's stormwater utility was created in 1998 to finance service for the stormwater infrastructure at Snoqualmie Ridge and in 2003 the service area was expanded to include the historic downtown region of the City.

### INVENTORY OF EXISTING FACILITIES

- Incorporated City Area: 4,750 Acres
- UGA Area: 878 Acres
- 11 Outfalls to Snoqualmie River
- 75 Outfalls to Streams and Wetlands (Excluding Snoqualmie River)
- 120 miles of Stormwater Pipes and Ditches
- 16 Combined Ponds (Water Quality and Flow Control)
  - 2 Flow Control Ponds (Infiltrating, Non-Water Quality)
  - 18 Water Quality Ponds
- 41 Water Quality Bioswales
- 5 Bio-Retention Facilities

### FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Stormwater utility plans to make on-going infrastructure improvements to the established system as well as repairing and replacing existing infrastructure through the projects titled "Kimball Creek Riparian Restoration Project", and "Sandy Cove Park Riverbank Restoration & Outfall Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater, and Water capital improvement plans. See **Table CFU-10**.

Table CFU-10 – Stormwater Facilities Capital Improvement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,687,000
Urban Forestry Improvement Program	211,000	237,000	258,000	280,000	301,000	323,000	1,610,000
Stormwater Pond Improvement Program	53,000	56,000	58,000	60,000	62,000	65,000	354,000
SR 202 Drainage Improvement Project	-	-	892,000	1,726,000	-	-	2,618,000
Leitz Street Drainage Improvement Project	-	-	-	132,000	-	-	132,000
Ridge Street Drainage Improvement Project	-	166,000	170,000	-	-	-	336,000
Kimball Creek Riparian Restoration Project	79,000	161,000	161,000	1,075,000	900,000	-	2,376,000
Sandy Cove Park Riverbank Restoration & Outfall Project	581,000	3,037,000	1,882,000	-	-	-	5,500,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,911,000</b>	<b>\$ 5,791,000</b>	<b>\$ 5,625,000</b>	<b>\$ 5,552,000</b>	<b>\$ 3,735,000</b>	<b>\$ 3,075,000</b>	<b>\$ 25,689,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 924,000</b>	<b>\$ 3,657,000</b>	<b>\$ 3,421,000</b>	<b>\$ 3,273,000</b>	<b>\$ 1,263,000</b>	<b>\$ 388,000</b>	<b>\$ 12,926,000</b>

Source: City of Snoqualmie, 2024.

## WATER

### DESCRIPTION OF EXISTING CONDITIONS

The City provides water service to approximately 14,322 people within its water service area boundary, which extends beyond the corporate limits. The City is responsible for providing public water service, utility management, and water system development within this area.

The City's water system was initially established from springs and surface streams. In 1950, the City began to utilize the Canyon Springs source. Well No. 1 was the City's next source, which was constructed in 1973 on the Mount Si High School property. This well was eventually decommissioned and replaced with Well No. 1-R in 2006. Well No. 2 was drilled by a developer in 1995 and fully developed in 2009 as a second well. Both Well Nos. 1-R and 2 currently comprise

the South Wellfield. Well Nos. 6 and 7 were drilled in 1995 and equipped in 1996 to become the North Wellfield. Well No. 8 was drilled in 2001 and equipped in 2002 to become a part of the North Wellfield.

## INVENTORY OF EXISTING FACILITIES

- Five (5) Well Sources
- One (1) Spring Source
- Ten (10) Pressure Zones
- Five (5) Pump Stations (Total Capacity of 15,993 gpm, Gallons per minute)
- 6 Storage Reservoirs (Capacity of 4.9 MG, Million Gallons)
- 69 Miles of Water mains (362,827 linear feet)
- 19 Pressure Reducing Stations
- 4,911 water connections serving a water service residential population of 14,322 and employment population of 3,718
- Annual consumption of 552 million gallons
- Water service area of 14.6 square miles

## FORECAST OF FUTURE NEEDS

In the City's 2023-2028 CIP, the water utility is expected to make on-going infrastructure improvements to its already established system as well as repairing and replacing existing infrastructure through the project titled "SR 202 Bridge Utility Main Replacement Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across the Sewer, Stormwater, and Water capital improvement plans, as reflected in **Table CFU-11**.

Table CFU-11 – Water Facilities Capital Improvement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	\$ 987,000	\$ 2,134,000	\$ 2,204,000	\$ 2,279,000	\$ 2,472,000	\$ 2,687,000	\$ 12,763,000
Pressure Zone Conversions Project	-	\$27,000	204,000	-	-	-	231,000
Pressure Reducing Valve (PRV) Stations Project	84,000	237,000	-	-	-	-	321,000
1040 Zone Booster Pump Station Improvement Project	38,000	394,000	-	-	-	-	432,000
705 Zone Booster Pump Station Improvement Project	-	-	54,000	521,000	-	-	575,000



South Wellfield Improvement Project	-	-	258,000	2,600,000	-	-	2,858,000
1040 Zone Reservoir Addition Project	38,000	394,000	-	-	-	5,000,000	5,432,000
Canyon Springs Improvement Project	-	-	-	-	-	1,253,000	1,253,000
SR 202 Bridge Utility Main Replacement Project	-	-	84,000	634,000	1,262,000	1,935,000	3,915,000
599 Zone Reservoir Addition Project	-	-	48,000	161,000	1,720,000	2,188,000	4,117,000
Source of Supply Improvement Project	686,000	129,000	129,000	1,290,000	-	-	2,234,000
Snoqualmie Mill Water Main Loop Project	158,000	409,000	5,591,000	645,000	-	-	6,803,000
<b>TOTAL CIP EXPENDITURES</b>	<b>\$ 1,991,000</b>	<b>\$ 3,724,000</b>	<b>\$ 8,572,000</b>	<b>\$ 8,130,000</b>	<b>\$ 5,454,000</b>	<b>\$ 13,063,000</b>	<b>\$ 40,934,000</b>
<b>TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM</b>	<b>\$ 1,004,000</b>	<b>\$ 1,590,000</b>	<b>\$ 6,368,000</b>	<b>\$ 5,851,000</b>	<b>\$ 2,982,000</b>	<b>\$ 10,376,000</b>	<b>\$ 28,171,000</b>

Source: City of Snoqualmie, 2024.

## SOLID WASTE

### DESCRIPTION OF EXISTING CONDITIONS

The King County Department of Natural Resources, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Local hauling services in the unincorporated areas and a majority of nearby cities is provided by private garbage collection companies that receive oversight through the Washington State Utilities and Transportation Commission (WUTC). Collected solid waste is transported to the King County Cedar Hills Regional Landfill located in the Maple Valley area.

## ENERGY

### DESCRIPTION OF EXISTING CONDITIONS

Puget Sound Energy (PSE) provides electrical service to the City of Snoqualmie. Residential customers include single family residences and some multi-family residences. Customers on commercial/retail meters include all retail stores, warehouses, office buildings, public facilities, utilities, and some multi-family developments as well.

Planning for electrical production and distribution is done on a regional basis. Currently the majority of electricity in the Puget Sound Region is derived from hydroelectric, natural gas and coal-fired plants, and increasingly wind generation. Future possibilities of demand reduction are also factored into the planning process through probable conservation factors.

PSE's electric system is interconnected to distant generation by way of 230 kV transmission lines which bring power into north King County to the Sammamish and Novelty Hill Transmission Substations (Redmond). There the voltage is transformed (or reduced) from 230 kV to 115 kV, with 115 kV Transmission lines linking the transmission substations to distribution stations in Snoqualmie and throughout King County.

In the Snoqualmie/North Bend Area, there are four small hydroelectric developments. In Snoqualmie, PSE owns the Snoqualmie Falls Hydroelectric Project, which completed a \$250 million, five-year upgrade in 2013. Upgrades to the 111-year-old facility's two power plants included new turbines, penstocks, and water-intake systems that will increase energy production to 54 Megawatts, enough to power 40,000 households. A 115 kV transmission switching station called Snoqualmie Switch is located next to Snoqualmie Falls. This substation integrates the Snoqualmie Falls generation into the power system, as well as providing an interconnection point for the transmission lines in the area.

The Snoqualmie Switch 115 kV substation is the hub of the local transmission system serving the area. Here two lines connect to the two powerhouses that make up the Snoqualmie Falls generation complex. A third line extends to the Fall City substation and beyond to the Novelty Hill substation, while a fourth line extends to Seattle City Light's Cedar Falls generation and beyond to the Berrydale substation. Finally, there are two lines to the Lake Tradition substation in Issaquah, which supply most of the power to the Snoqualmie area when the area load exceeds area generation. Bonneville Power Administration (BPA) also owns a 5-mile-long transmission line from PSE's Mount Si substation to Tanner Electric's substation in North Bend.

The highest voltage transmission line currently within the Snoqualmie/North Bend Area is the Monroe-Echo Lake 500 kV line owned by BPA. This line is the only North-South 500 kV in Western Washington. BPA also owns a 345 kV line on the North flank of Rattlesnake Ridge. This line, connecting Rocky Reach on the Columbia River to Maple Valley in Renton, traverses the area from east and west. Both of these high voltage lines supply power to the Puget Sound Area electric transmission system.

There are four distribution substations (Snoqualmie, Mount Si, Fall City and North Bend) which serve the Snoqualmie area. From these four substations there are 10 distribution circuits serving

the customers in the City of Snoqualmie. The distribution substations reduce voltage to standard distribution levels, 12 kV, with 12 kV feeders distributing power to individual customers. The Snoqualmie distribution substation is located within the City of Snoqualmie and is south of the Snoqualmie River and just east of the Power Station near the Falls.

## TELECOMMUNICATIONS

---

### DESCRIPTION OF EXISTING CONDITIONS

---

Telecommunication is broadly defined as communication using technology, covering a broad range of services in the city including telephone, fiber optics, communications satellites, cloud and enterprise services, and high-speed internet. Although these technologies were once offered separately, they are increasingly combining into merged networks operated by separate, competing providers.

Depending on the nature of the telecommunications services requested by Snoqualmie citizens and visitors there are several options available to provide services. Although the following list is not comprehensive some notable providers include Comcast, Century Link, T-Mobile, AT&T, and Verizon.

## LIBRARY

---

### DESCRIPTION OF EXISTING CONDITIONS

---

The Snoqualmie Library, located at 7824 Center Boulevard S.E., was constructed in 2007 with 5,844 square feet of floor area. The library is owned and operated by the King County Library System as one of its 48 libraries, which has 22 million items in circulation.

## REFERENCES

---

- City of Snoqualmie 2018 Open Space, Parks and Recreation Plan
- City of Snoqualmie 2025 to 2030 6-year Transportation Improvement Plan
- City of Snoqualmie Draft CIP Tables, 2024
- City of Snoqualmie Non-Utility Capital CIP 2025-2030, Statement of Sources and Uses: Prepared for 6/18/24 Comp. Plan Review Committee Meetings
- FCS research regarding private facility providers
- Snoqualmie Comprehensive Plan Adopted 2014, Element 8 Transportation
- Snoqualmie Comprehensive Plan, Amended 2017
- Snoqualmie Fire Department 2022 Annual Report
- Snoqualmie Police Department 2023 Annual Report
- Snoqualmie Valley School District 410 – Capital Facilities Plan
- Snoqualmie Water System Plan Agency Review Draft 2021 08.pdf
- SNQ\_GSP\_FINAL\_20220705.pdf
- SNQ\_SWP\_PRELIM\_102020.pdf
- U.S. Census, American Community Survey, 2022

## ATTACHMENTS

---

- City of Snoqualmie. 2024. *2025-2030 Capital Improvement Program*. Snoqualmie, WA.



## PARKS AND RECREATION

### ATTACHMENTS

---

- City of Snoqualmie. 2024. Parks, Recreation, Open Space, and Trails Master Plan. Snoqualmie, WA.





## ENVIRONMENT

### ENVIRONMENTAL SETTING

The City of Snoqualmie is known for its stunning natural landscapes, which contribute to the city's economic prosperity and quality of life. Tourists and residents alike enjoy a variety of local outdoor and indoor recreational activities, making the surrounding natural resources the most striking and precious assets for the community. The natural, small-town character of Snoqualmie is interwoven throughout the city and its neighborhoods and can be seen and felt throughout the community's historic downtown architecture and many commemorative monuments to the logging and railroad industries.

Positioned within the Snoqualmie River Basin and surrounded by the rising topography of Mount Si to the east and Tiger Mountain to the west, the city's natural geography provides a full spectrum of varying flora and fauna. With Snoqualmie Falls, one of Washington State's most spectacular waterfalls, being located within the city's boundaries, and many miles of hiking and biking trails winding across the region, destination-based recreation and the protection of these environmental assets also provides the Snoqualmie community with continued economic opportunities.

The siting of future development patterns and infrastructure need to reinforce the city's community character, the natural environment and how the built environment affects the habitats, residents, visitors, and businesses of future generations. The city's overall community and economic health are directly tethered to its natural resources, including air and water quality, the stability of geographic features, and the natural hazards associated with these environmental resources.

### REGULATORY CONSERVATION

All Washington cities and counties are required to adopt critical areas regulations through classification and designation according to Chapter 365-190 WAC. Chapter 19.12 of the

Snoqualmie Municipal Code sets forth regulatory measures for the designation and preservation of critical areas with the city limits and urban growth areas, pursuant to Chapter 36.70A RCW. RCW 36.70A.172(1) requires the inclusion of best available science to be used in developing policies and regulations to protect critical area functions and values. WAC 365-196-485 further requires a retroactive approach to review existing ordinances and regulations related to critical area be reviewed for consistency. The City is required to review, evaluate and, if necessary, revise their critical areas ordinances according to an update schedule.

There are qualitative differences between various critical areas; some are critical because of the hazard they present to public safety, while others are critical due to essential functions they perform for the welfare of natural systems. In some cases, the risk posed to the public or to adjacent natural systems by a proposed development can be mitigated or reduced by engineering or site design. In other cases, the potential for risk or negative impacts can only be effectively reduced by avoiding the critical area. Due to their very nature, these critical areas require special planning and regulation in order to protect their functions and values as provided in WAC 365-196-830.

## AIR QUALITY

---

While not defined as a regulated critical area, air quality is a critical component of environmental health, providing one of many foundational supports for all humans, habitats, and species. The 1970 Clean Air Act, implemented by the U.S. EPA, identifies six criteria air pollutants that are known to impact urban environments. In coordination with federal mandates, the Washington State Department of Ecology maintains monitoring stations across the Puget Sound region in an effort to inform and monitor the influence of contaminating airborne particulates. The Clean Air Act further regulates air quality through the implementation of the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare for air pollution. Under the jurisdiction of the Puget Sound Clean Air Agency, the Puget Sound Region, including all of King County is classified as an area of concern due to urban influences from carbon monoxide (CO) and ozone (O3).

## WATER RESOURCES

---

### CRITICAL AQUIFER RECHARGE AREAS

---

RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies. As further expressed in WAC 365-190-100, a classification strategy should be utilized to maintain the quality and quantity of groundwater particularly related to recharge areas with high susceptibility to contamination. Methods for protecting public water supplies include strictly regulating hazardous uses within critical aquifer recharge areas (CARAs) and designated of wellhead protection areas. CARAs and wellhead protection areas span across jurisdictional boundaries, resulting in dynamic buffer areas associated with permeability and hydraulic activity.

Once ground water is contaminated it is difficult, costly, and sometimes impossible to restore. Groundwater resources must be protected from contamination to assure potable water supplies, prevent potential risks to public health, and avoid costly corrective measures. To ensure protection measures are adequately being implemented the City plans to coordinate with the State Department of Ecology, King County, regional Tribe affiliations, and other community stakeholders to reduce or eliminate pollution sources.

## WETLANDS

As defined by RCW 36.70A.0303, wetlands are areas inundated or saturated by groundwater or surface water at a rate and duration sufficient to support prevalent vegetation adapted to saturated soils. Freshwater wetlands such as bogs, marshes, swamps, wet meadows, scrub-shrub, and forested systems are widespread west of the Cascades, occurring both as isolated wetlands or in association with rivers, streams, lakes, or ponds. Due to proximity to the river and downtown Snoqualmie's floodplain location, there are several significant wetlands in the City, including ox-bow ponds and along the old Snoqualmie River channels. The classification and designation of wetlands are stipulated in WAC 365-190-090 and is implemented through the City's critical area ordinance (Chapter 19.12 SMC). The city further expressed the need for protection development impacts in this element's policies through the use of best available science and traditional ecological knowledge and continued coordination with neighboring jurisdictions. While the National Wetland Inventory (NWI) provides a solid foundation for inventorying wetland areas according to the US Department of Interior's Fish and Wildlife Service, additional regulatory measures in the city's critical area ordinance creates the opportunity to mitigate impacts to smaller wetlands across the city's natural landscape. The retention of natural water storage sites also supports this element's intention of preserving geological features, aquatic habitats, and wildlife corridors.

## RIVERS, STREAMS, AND LAKES

River and stream corridors, also referred to as riparian corridors, consist of the river or stream channel itself and its associated regulated riparian zone. These corridors, including intermittent and ephemeral drainage courses, support a multitude of fish and wildlife; purify surface waters help regulate stormwater storage and groundwater recharge and provide recreational opportunities along with aesthetic value. Development can disturb these natural drainage systems if not properly mitigated. These natural drainage courses are regulated by the City's critical area regulations (Chapter 19.12 SMC) in addition to the City's Stormwater Management Program. Waters of the State, according to RCW 90.48.0202, and other stream courses are regulated according to established categories, depending on the flow of the stream, its seasonal continuity, and whether the stream is used by salmonids, affecting buffer width and other development regulations as expressed in the City's Shoreline Master Program. Additional methods for preservation of rivers, streams, and lakes are include the regulatory resource associated with fish and wildlife habitat management related to Riparian Habitat Zones, Washington Priority Species Lists, and Stream Habitat Restoration. The city has established policies to assist these aquatic habitats through coordination with the Snoqualmie Watershed Forum and neighboring jurisdictions. Furthermore, the quality of these habitats are supported through various methods of stormwater runoff



mitigation, restriction in critical aquifer recharge areas, and water conservation strategies to reduce wastewater treatment.

## FREQUENTLY FLOODED AREAS

### GROUNDWATER AND STORMWATER

While RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies, it is important to incorporate the groundwater topic into the discussion of stormwater and frequently flood areas. Stormwater management will take on increasing importance in future years. This includes supporting natural drainage design and green infrastructure solutions in the built environment where feasible and maintaining the City's engineered stormwater infrastructure to help maintain the City's NPDES II Stormwater Permit. The City has identified the following methods for apprehending stormwater and flooding hazards; encouraging Low-Impact Development (LID), encourage alternative techniques to minimize impervious surfaces, utilizing natural drainage features, and management and restoration coordination with the Snoqualmie Watershed Forum.

### FLOOD HAZARD AREAS

Primary responsibility for flood damage reduction policy resides with King County, in combination with the directives noted in WAC 365-190-110 for designating and classifying frequently flooded areas. The City is responsible for enforcing local regulations required by Federal and State law, and that are consistent with King County regulations. King County flood damage reduction policies are embodied King County Flood Hazard Reduction Plan, recently updated. The City continues to utilize the Hazard Mitigation Plan and cooperate with King County in its efforts to find solutions to City flood hazards.

Development within the 100-year floodplain is currently regulated by the City's Flood Hazard Ordinance (SMC 15.12) and the FEMA Community Rating System (CRS) via National Flood Insurance Program (NFIP), which regulates new floodplain and floodway construction (with additional regulation in SMC 15.18, Surface Water & Stormwater Management). All new residential construction in the floodway is prohibited per state law, and all new structures in the floodplain must be constructed with the main floor elevated above the 100-year base-flood.

Flood hazard areas in Snoqualmie are defined as the area subject to inundation by the 100-year flood, or the area that has at least a one percent probability of inundation in any given year. Streams, lakes, wetlands, and closed depressions all have floodplains that may also qualify as flood hazard areas. A flood hazard area consists of the following:

- Floodplain: The floodplain is the total area subject to inundation by the 100-year, or base, flood.
- FEMA Floodway: The Federal Emergency Management Agency (FEMA) floodway is the channel of the river or other watercourse and those floodplain portions that must be

reserved to discharge base floodwaters without cumulatively increasing the water surface elevation more than one foot.

In addition to floodplain and floodway concerns, the Channel Migration Zones (CMZ) of the South Fork Snoqualmie River and Snoqualmie River present significant erosion and evulsion hazards during flood events. CMZs refer to a river's likely lateral movement, based on evidence of active movement over the past century.

Floods within the City of Snoqualmie can be particularly severe for the following reasons:

- The majority of the existing historic City is located in the floodplain of the Snoqualmie River.
- The City is located just downstream of the confluence of the three forks of the Snoqualmie River, thus receiving the full brunt of combined flows.
- Kimball Creek flows through the City and into the Snoqualmie River. During flood events, the creek cannot flow out due to high water levels in the river, creating a backwater flooding effect.

## GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are lands which are susceptible to hazards associated with underlying soils and geology, and include erosion, landslides, seismic events, soil subsidence, and other geological events. As defined by RCW 36.70A.030(11), the siting of development in geologically hazardous areas can pose threats to people and property, increase public costs, and jeopardize important ecological and hydrological processes. Additionally, naturally occurring hydrologic activity greatly influences the stability and value of these geological features. As stipulated by WAC 365-190-830, the functions and values of geologically hazardous areas must be protected and preserved for the benefit of public health and safety. Through the implementation of the environmental policies and the City's Hazard Mitigation Plan, the city seeks to protect and preserve geological hazardous areas through minimizing grading, enhancing vegetation cover, utilizing natural drainage features, and implementing mitigations during construction activity.

## FISH AND WILDLIFE HABITAT CONSERVATION AREAS

As defined by WAC 365-190-030(6), and expressed in WAC 365-190-130, the city acknowledges fish and wildlife habitats contribute to the city's overall biodiversity. The purpose of this critical areas is to manage land in order to maintain health populations of species so that the habitat can support sufficient population numbers, and no isolated subpopulations are created. Within the policies of this element, best available sciences should be utilized for designating and protecting all regulated critical areas including anadromous fisheries in need of "special consideration". Protection of the ecosystems are important for promoting healthy habitats for fish, wildlife, and plant populations in a changing climate.



## URBAN FORESTRY

Urban Forestry has been integrated into the Parks and Recreation Element as Goal 8, supporting the planting, preservation and maintenance of trees and tree canopies on public and private lands. The city has historically held the subject of tree canopy management as highly important for both recreation and habitat management. Supporting this goal, urban forestry policies plan to incorporate street trees on new and improved streets, buffer residential neighborhoods from the impacts of adjacent traffic, assess appropriate species for the community, re-evaluate tree canopy inventories, educate the importance of invasive species removal, and implement standards for education and assistance.

## OPEN SPACE

Similarly, the subject of open space is predominantly covered within the Parks and Recreation Element, and further supported in the City's Open Space, Parks, and Recreation Plan. The city's policies within the Environmental Element also acknowledges the importance of open space corridors related to critical wildlife habitat. As noted in the Parks and Recreation Element, the city is setting goals and policies regarding nonregulatory measures for protecting critical areas, such as communications that promote stewardship, public information, and awareness strategies, and aesthetically pleasing signage.

## REFERENCES

- Department of Commerce. 2018. *Summary of Critical Areas WAC Amendments*. December 2018. Washington Department of Commerce. Olympia, WA.
- Department of Commerce. 2023. *Critical Areas Handbook, A Handbook for Reviewing Critical Areas Regulations, Version 3*. Washington Department of Commerce. Olympia, WA.
- Department of Commerce. 2024. *Critical Area Checklist, A Technical Assistance Tool from Growth Management Services*. Updated March 2024. Washington Department of Commerce. Olympia, WA.
- Department of Fish and Wildlife. 2023. *Riparian Management Zone Checklist for Critical Areas Ordinances*. Olympia, WA.
- Hruby, Thomas. 2014. *Washington State Wetland Rating System for Western Washington: 2023 Update*. Washington Department of Ecology. Publication #23-06-009. Olympia, WA. 147 pp + App.
- Washington State Department of Ecology. 2022. *Wetland Guidance for Critical Area Ordinance (COA) Updates: Western and Eastern Washington, Publication No. 22-06-014*. October 2022. Shorelands and Environmental Assistance Program, Olympia, WA. 36 pp + App.
- Zyla, C., E. Ostergaard and E. Davis. 2022. *15-Year Status Report: Snoqualmie & South Fork Skykomish Watersheds, 2005-2020*. Prepared for the Snoqualmie Watershed Forum, King County Water and Land Resources Division, Seattle, WA.

- WDFW. 2023. *State of Washington Priority Habitats and Species List*. August 2008 Updated June 2023. Olympia, Washington. 299 pp.
- Department of Ecology. 2024. Western Washington Phase II Municipal Stormwater Permit (NPDES II Stormwater Permit). Washington Department of Ecology. Olympia, WA  
Department of Emergency Management. King County Regional Flood Hazard Reduction Plan. 2020. King County Department of Emergency Management. Renton, WA



## ECONOMIC DEVELOPMENT

Cities and counties required to plan under GMA are encouraged to include an economic development element in their comprehensive plan. The element must establish “local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.” WAC 365-196-435 provides further details about what should be included in economic development elements.

## REGIONAL FRAMEWORK

The U.S. Economic Development Administration (EDA) strongly encourages regional economic development planning in the form of a Comprehensive Economic Development Strategy (CEDS). A CEDS is a strategic planning document that guides the economic growth and development of a region, including an analysis of regional strengths and weaknesses, economic and demographic data, and identification of key industry sectors. A CEDS also details specific strategies and action plans to address economic challenges, enhance competitiveness, and improve quality of life.

The Regional Economic Development Strategy within the Puget Sound Regional Council (PSRC) Vision 2050 plan acts as the CEDS by aligning regional economic goals with federal economic development guidelines set by the U.S. Economic Development Administration (EDA). This alignment ensures that regional projects are eligible for federal funding and support.

The previous Economic Development element, adopted in 2014, was developed with PSRC's then-current Vision 2040 plan, which emphasized managing growth to protect natural resources, enhance livability, and reduce congestion through compact urban development and infrastructure investments. Vision 2050, while carrying forward many of the economic policies from Vision 2040, expands or adds several policy areas. These include the retention and recruitment of locally-, women-, and minority-owned small businesses and start-ups, promotion of industries and technologies that support environmental sustainability, strategies to expand access to opportunity, and measures to address and prevent commercial displacement.

PSRC's strategy focuses on three broad goals; opening economic opportunities to everyone, competing globally, and sustaining a high quality of life. The City of Snoqualmie will use PSRC's guiding goals to focus on maintaining their prosperity by providing a range of employment, retail, service and recreational opportunities, advancing social equity, grow value and opportunity for all of its residents and future residents. Additionally, Vision 2050 promotes environmentally and socially responsible business practices that address climate change and improve health outcomes, and recognizes the contributions of culturally and ethnically diverse communities, institutions, and Native Tribes.

## ECONOMIC PROFILE

The economic profile provides a brief overview of a jurisdiction's economy and all the factors that influence the economy's health and the opportunities available to the community. For a Comprehensive Plan, an economic profile works as an inventory of the current economic conditions of a city and region. This inventory will then contribute to the formation of targeted goals and policies tailored to the needs of a community. Based in part on focus areas and data sources recommended by PSRC's *Vision 2050 Planning Resources: Economic Development Guide*, this economic profile provides an overview of Snoqualmie's key economic factors which includes, estimates of covered employment, the employment capacity, educational attainment of its residents, income and poverty measures of the residents as well as other resident demographics, ratio of housing and job availability, and mapping of the opportunity available to the residents of Snoqualmie.

### COVERED EMPLOYMENT ESTIMATES

Covered employment figures provide an overview of overall employment, densities, and growth trends by estimating the number of workers by sector within the City of Snoqualmie, based on positions covered by the Washington Unemployment Insurance Act. Using 2022 data, PSRC estimates 5,011 total covered positions in Snoqualmie, broken down by sector as follows:

Table ED-1 – 2022 Estimated Covered Employment by Sector

Sector	Jobs in Snoqualmie (est. 2022)
Construction and Resources	55
Finance, Insurance, and Real Estate	143
Manufacturing	539
Retail	275
Services	2,324
Wholesale Trade, Transportation, and Utilities	392
Government	645
Education	638

### EMPLOYMENT CAPACITY

As described in the Land Capacity Analysis, employment capacity in Snoqualmie is supported by vacant and redevelopable land along with pipeline projects. The city has used Floor-Area-Ratio (FAR) assumptions to estimate the potential commercial building square footage on developable

land, which is then converted into potential job numbers based on employment density assumptions. The analysis indicates that Snoqualmie has more than sufficient capacity to meet its employment growth targets for the 2024-2044 period. The total employment capacity is projected to be 4,670 jobs, which exceeds the target of 4,425 jobs by 245 jobs.

The majority of this employment capacity is expected to come from the Planned Commercial/Industrial zone, notably through the Snoqualmie Mill Site project. This mixed-use development is anticipated to provide approximately 3,778 jobs by developing 1,851,448 square feet of commercial space. Other significant contributions come from the Office Park zone, with an estimated 400 jobs, and the Mixed-Use Commercial zone, providing around 249 jobs. In total, developable land is projected to yield 892 jobs, ensuring that the city not only meets but exceeds its employment targets for the planning period.

## EDUCATIONAL ATTAINMENT

The American Community Survey and the United States Census track the highest level of education that an individual has completed. Tracking the educational attainment helps coordinate the career opportunities of the local workforce. This data can also be useful for cities in better understanding if there are any educational gaps across their region. This helps inform goals and policies that can affect the education opportunities for a city. Using 2019 data, the City of Snoqualmie has a majority college educated population with 42% of their total population having bachelor's degrees and 27% of their population with graduate or professional degrees.

## INCOME AND POVERTY

As defined by the Puget Sound Regional Council (PSRC), income refers to the amount of money that an individual earns on a per year basis. PSRC defines poverty as lacking the financial resources necessary to meet the cost of living as an individual or a family fall below a certain income threshold. Tracking the income and poverty of an area is essential to understanding the community's economic health as well as their access to opportunity and quality of life. The analysis of income and poverty data is essential to informing a city's goals and policies in which past economic injustices can be corrected. Snoqualmie's median household income is \$186,353 with an estimated 0.3% of persons in poverty.

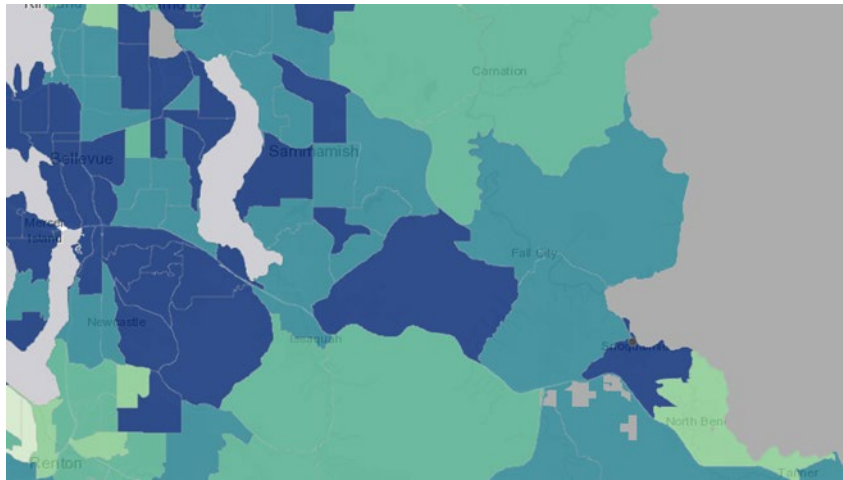
## OPPORTUNITY MAPPING

The Puget Sound Regional Council developed an opportunity mapping tool that analyses the growth that may occur in the areas mapped with a moderate to high opportunity projection. The Opportunity Index that the Puget Sound Regional Council uses, combines measures of five elements:

- Education
- Economic Health
- Housing and Neighborhood Quality
- Mobility and Transportation
- Health and Environment



Figure ED-1 – PSRC Opportunity mapping for Snoqualmie vicinity



Currently, the majority of tracts in Snoqualmie are scored as “Very High” on the Opportunity Index. [Opportunity Mapping | Puget Sound Regional Council \(psrc.org\)](https://psrc.org/Opportunity-Mapping)

## JOBS/HOUSING RATIO

The jobs/housing ratio is the measure of the amount of employment compared to the amount of housing in a specific area. This ratio is calculated by dividing the number jobs within an area by the number of housing units within that same area. This measurement is necessary in ensuring that there is a job/housing balance around major employment centers and within communities to be able to plan for the improved distribution of employment and housing opportunities. A low ratio is indicative of a housing-rich “bedroom community” while a high ratio indicates a larger employer hub. The City of Snoqualmie is a part of the East King County subarea, in 2019 The East King County subarea had an inventory of 431,800 jobs and 250,900 housing units which gave this region a jobs/housing ratio of 1.72.

## TAXABLE RETAIL SALES

Taxable retail sales indicate the health of the local economy, the spending of consumers, as well as indicate if the local market is shrinking or growing. By measuring the dollar amount of retail sales within a jurisdiction’s contribution to the local tax base, taxable retail sales help regions calculate the tax revenues, tax levels of a city, and project whether a community is recovering from economic decline or heading towards a period of economic decline. The Washington State Department of Revenue calculated Snoqualmie’s 2023 fourth quarter total taxable retail sales at \$76,644,858.

## WORKFORCE DEMOGRAPHICS

The analysis of workforce demographics provides a description of what demographic groups are a part of the local economy. This helpful in better understanding who has access to economic opportunity as well as highlights any gaps in the community’s workforce. Using 2019 data, Snoqualmie’s work area profile reports That females account for the majority of the workforce in Snoqualmie at 52.6%. Almost 60% of the workers are between the ages of 30 to 54.

Snoqualmie's jobs by race lack in diversity where they have a majority white identifying workforce at 81%.

Table ED-2 – 2019 Jobs by Worker Age

Age	Count	Share
29 or younger	931	18.4%
30 to 54	2,979	59.0%
55 or older	1,143	22.6%

Table ED-3 – 2019 Jobs by Worker Sex

Sex	Count	Share
Female	2,656	52.6%
Male	2,397	47.4%

Table ED-4 – 2019 Jobs by Worker Race

Race	Count	Share
White Alone	4,100	81.1%
Black or African American Alone	133	2.6%
American Indian or Alaska Native Alone	89	1.8%
Asian Alone	561	11.1%
Native Hawaiian or Other Pacific Islander Alone	9	0.2%
Two or More Race Groups	161	3.2%
Ethnicity	Count	Share
Not Hispanic or Latino	4,650	92.0%
Hispanic or Latino	403	8.0%

## ATTACHMENTS

- City of Snoqualmie. 2021. *Stakeholder SWOT Session Report*. Prepared by Marketing Solutions. Mill Creek, WA.
- City of Snoqualmie. 2022. *Citizen Survey*. Prepared by Marketing Solutions. Mill Creek, WA.

## REFERENCES

- Puget Sound Regional Council. 2022. *Vision 2050 Planning Resources: Economic Development Guide*. Seattle, WA.



## SHORELINES

### ATTACHMENTS

---

- City of Snoqualmie. 2021. *Shoreline Master Program*. Snoqualmie, WA.



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-107**  
**December 9, 2024**  
**Ordinance**

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-107:</b> 2023-2024 Biennial Budget Amendment	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Adopt Ordinance 1300 Amending the 2023-2024 Biennial Budget	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Drew Bouta	Click or tap to enter a date.
	Finance	Janna Walker	12/5/2024
	Legal	David Linehan	11/14/2024
	City Administrator	Mike Chambless	Click or tap to enter a date.

<b>DEPARTMENT:</b>	Finance	
	Janna Walker, Budget Manager	
	Finance & Administration	<b>COMMITTEE DATE:</b> November 19, 2024
<b>EXHIBITS:</b>	1. Ordinance No. 1300	
	2. Proposed Amendment Request Table	
	3. 2024 Fund Reconciliations	
	4. Proposed Budget Ordinance Table	
	5. Budget Totals Comparison Table	
	6. Updated Forecast Table	
	7. Ordinance No. 1300 including Tracked Changes	

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUESTED</b>	\$ 3,456,500

## SUMMARY

### INTRODUCTION

The purpose of this ordinance is to amend the 2023-2024 Biennial Budget to provide the City with the appropriation necessary to account for the 2024 Snoqualmie Police Association collective bargaining agreement, the closure of the American Rescue Plan Act (ARPA) Fund (#150), the remittance of school impact fees to the Snoqualmie Valley School District, three projects within the Utility Capital Fund (#417), cleanup after a severe windstorm, and various other expenditures throughout the City.

### LEGISLATIVE HISTORY

The 2023-2024 Biennial Budget was adopted by [Ordinance No. 1267](#) on November 28, 2022, amended by [Ordinance No. 1274](#) on February 13, 2023, amended by [Ordinance No. 1277](#) on June 12, 2023, amended by

[Ordinance No. 1278](#) on 11/27/2023, and amended by [Ordinance No. 1286](#) on January 22, 2024. The Administration is requesting an additional appropriation of \$3,456,500 across all funds. The Administration anticipates supporting the additional appropriation of \$3,456,500 with an estimated \$487,109 in related revenue.

## **BACKGROUND**

### **ANALYSIS**

Please see attachment two, the Proposed Amendment Request Table describing the amendments and appropriation increases requested, the fund(s) or functional classification(s) impacted, and attachment 3, the 2024 Reconciliation Table that helps to reconcile the amendment request table to the ordinance.

### **BUDGET IMPACTS**

The 2023-2024 Biennial Budget ordinance, as provided for in this agenda bill, authorizes the City of Snoqualmie to spend or transfer amounts no more than \$79,183,011 in 2023 and \$92,267,460 in 2024 for a total of \$171,450,471 across all funds and functional classifications.

### **NEXT STEPS**

Propose a “motion to amend” the original version of Ordinance 1300, which had a first reading on 11/25/2024. The original amendment request has been increased by a net \$69,000 in expenditures related to the Proclamation of Emergency (AB24-128) due to a severe windstorm on 11/19/2024.

Second reading and adoption of Ordinance No. 1300 amending the 2023-2024 Biennial Budget.

## **PROPOSED ACTION**

Move to approve Ordinance 1300 amending the 2023-2024 Biennial Budget.



**ORDINANCE NO. 1300****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SNOQUALMIE, WASHINGTON, AMENDING THE 2023-2024 BIENNIAL BUDGET; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, as a noncharter code City, the City of Snoqualmie is authorized by RCW 35A.34.040 to establish by ordinance a two-year fiscal biennium budget cycle for the City; and

**WHEREAS**, the City Council passed Ordinance No. 1096 establishing a two-year fiscal biennial budget, as authorized by RCW 35A.34.040; and

**WHEREAS**, in Ordinance Nos. 1267, 1274, 1277, 1278, and 1286 the City adopted and amended the 2023-2024 budget that meets the requirements of the Washington law; and

**WHEREAS**, the City Council wishes to modify and amend the 2023-2024 biennial budget to cover expenditures and changes not reasonably foreseen in Ordinance Nos. 1267, 1274, 1277, 1278, and 1286.

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Snoqualmie as follows:

**SECTION 1.** Biennial Budget Amended. The City of Snoqualmie biennial budget for the 2023-2024 fiscal biennium, as determined after hearings and placed into final form and content, is hereby amended by reference as set forth in Section 2 below.

**SECTION 2.** Fund Budget Summary Form. Pursuant to RCW 35A.34.120, the totals of estimated sources and appropriations for each separate fund, and the aggregate totals for all such funds combined, are set forth in summary form on page 2 of this ordinance:



## Proposed 2023-2024 Amended Biennial Budget Ordinance Table

Fund #	Fund Name	Est. 2023 Beginning Fund Balance	Est. 2023 Sources	Est. 2023 Uses	Est. 2023 Ending Fund Balance	Est. 2024 Sources	Est. 2024 Uses	Est. 2024 Ending Fund Balance	Total 2023-2024 Est. Sources	Total 2023-2024 Uses (Appropriation)
001	General Fund	\$ 4,423,674	\$ 20,714,913		\$ 1,573,683	\$ 21,892,749		\$ 1,730,782	\$ 42,607,662	
	Administrative Departments <sup>1</sup>			\$ 5,554,881			\$ 5,702,600			\$ 11,257,481
	Police (Snoqualmie)			\$ 5,250,182			\$ 5,784,637			\$ 11,034,819
	Fire & Emergency Management			\$ 4,135,933			\$ 4,282,520			\$ 8,418,452
	Parks Maintenance			\$ 1,867,360			\$ 1,965,999			\$ 3,833,359
	Community Development <sup>2</sup>			\$ 2,279,308			\$ 2,002,811			\$ 4,282,119
	Streets Maintenance			\$ 1,049,649			\$ 1,120,790			\$ 2,170,439
	Non-Departmental <sup>3</sup>			\$ 3,427,592			\$ 876,293			\$ 4,303,884
002	Reserve Fund	\$ 2,726,625	\$ 210,497	\$ -	\$ 2,937,122	\$ 92,949	\$ -	\$ 3,030,071	\$ 303,446	\$ -
	<b>Total General Fund</b>	<b>\$ 7,150,300</b>	<b>\$ 20,925,410</b>	<b>\$ 23,564,905</b>	<b>\$ 4,510,805</b>	<b>\$ 21,985,698</b>	<b>\$ 21,735,649</b>	<b>\$ 4,760,854</b>	<b>\$ 42,911,108</b>	<b>\$ 45,300,554</b>
012	Arts Activities Fund	\$ 48,578	\$ 52,094	\$ 60,856	\$ 39,816	\$ 28,217	\$ 37,136	\$ 30,897	\$ 80,311	\$ 97,992
014	North Bend Police Services Fund	\$ 244,924	\$ 2,425,603	\$ 2,573,165	\$ 97,362	\$ 2,638,879	\$ 2,736,241	\$ -	\$ 5,064,482	\$ 5,309,406
018	Deposits Reimbursement Control Fund	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 20,716	\$ 20,716
020	School Impact Fee Fund	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
	<b>Total Managerial Funds</b>	<b>\$ 314,767</b>	<b>\$ 2,488,055</b>	<b>\$ 2,644,379</b>	<b>\$ 158,443</b>	<b>\$ 2,777,454</b>	<b>\$ 2,883,735</b>	<b>\$ 52,163</b>	<b>\$ 5,265,509</b>	<b>\$ 5,528,114</b>
110	Hotel/Motel Tax Fund	\$ 147,700	\$ 140,190	\$ 175,000	\$ 112,890	\$ 139,601	\$ 175,000	\$ 77,491	\$ 279,791	\$ 350,000
118	Drug Enforcement Fund	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 10,344	\$ 10,344
123	Opioid Settlement Fund	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
131	Affordable Housing Fund	\$ 898,936	\$ 564,121	\$ 132,000	\$ 1,331,057	\$ 394,121	\$ -	\$ 1,725,178	\$ 958,242	\$ 132,000
144	Home Elevation Fund	\$ -	\$ 1,468,000	\$ -	\$ 1,468,000	\$ -	\$ -	\$ 1,468,000	\$ 1,468,000	\$ -
150	ARPA Covid Local Recovery Fund	\$ 2,244,095	\$ 28,327	\$ 1,139,516	\$ 1,132,906	\$ 209,454	\$ 1,342,360	\$ -	\$ 237,781	\$ 2,481,876
	<b>Total Special Revenue Funds</b>	<b>\$ 3,300,932</b>	<b>\$ 2,225,810</b>	<b>\$ 1,451,688</b>	<b>\$ 4,075,053</b>	<b>\$ 748,348</b>	<b>\$ 1,522,532</b>	<b>\$ 3,300,869</b>	<b>\$ 2,974,158</b>	<b>\$ 2,974,220</b>
310	Non-Utilities Capital Fund	\$ 20,100,000	\$ 16,027,950	\$ 18,665,932	\$ 17,462,018	\$ 5,407,400	\$ 21,046,265	\$ 1,823,153	\$ 21,435,350	\$ 39,712,197
350	ERP Project Fund	\$ -	\$ 1,181,579	\$ 742,834	\$ 438,745	\$ 200,083	\$ 488,828	\$ 150,000	\$ 1,381,662	\$ 1,231,662
	<b>Total Capital Funds</b>	<b>\$ 20,100,000</b>	<b>\$ 17,209,529</b>	<b>\$ 19,408,766</b>	<b>\$ 17,900,763</b>	<b>\$ 5,607,483</b>	<b>\$ 21,535,093</b>	<b>\$ 1,973,153</b>	<b>\$ 22,817,012</b>	<b>\$ 40,943,859</b>
401	Water Operations Fund	\$ 1,635,856	\$ 5,190,814	\$ 5,494,461	\$ 1,332,209	\$ 5,504,819	\$ 5,889,694	\$ 947,335	\$ 10,695,634	\$ 11,384,155
402	Sewer Operations Fund	\$ 786,844	\$ 6,447,608	\$ 6,323,103	\$ 911,349	\$ 6,713,795	\$ 6,839,408	\$ 785,736	\$ 13,161,403	\$ 13,162,511
403	Stormwater Operations Fund	\$ 984,709	\$ 2,850,899	\$ 3,268,334	\$ 567,274	\$ 3,100,092	\$ 3,418,085	\$ 249,281	\$ 5,950,991	\$ 6,686,419
417	Utilities Capital Fund	\$ 19,400,000	\$ 10,502,385	\$ 9,058,692	\$ 20,843,693	\$ 14,773,142	\$ 23,497,251	\$ 12,119,584	\$ 25,275,527	\$ 32,555,943
	<b>Total Enterprise Funds</b>	<b>\$ 22,807,410</b>	<b>\$ 24,991,706</b>	<b>\$ 24,144,590</b>	<b>\$ 23,654,526</b>	<b>\$ 30,091,848</b>	<b>\$ 39,644,438</b>	<b>\$ 14,101,936</b>	<b>\$ 55,083,554</b>	<b>\$ 63,789,028</b>
501	Equipment Replacement & Repair Fund	\$ 2,384,697	\$ 2,086,621	\$ 2,607,331	\$ 1,863,987	\$ 1,720,693	\$ 1,128,793	\$ 2,455,887	\$ 3,807,314	\$ 3,736,124
502	Information Technology Fund	\$ 2,251,692	\$ 2,692,943	\$ 3,916,820	\$ 1,027,815	\$ 2,693,684	\$ 3,083,168	\$ 638,332	\$ 5,386,627	\$ 6,999,987
510	Facilities Maintenance Fund	\$ 711,374	\$ 933,842	\$ 1,444,533	\$ 200,683	\$ 734,248	\$ 734,052	\$ 200,879	\$ 1,668,090	\$ 2,178,585
	<b>Total Internal Service Funds</b>	<b>\$ 5,347,762</b>	<b>\$ 5,713,406</b>	<b>\$ 7,968,684</b>	<b>\$ 3,092,485</b>	<b>\$ 5,148,625</b>	<b>\$ 4,946,013</b>	<b>\$ 3,295,097</b>	<b>\$ 10,862,031</b>	<b>\$ 12,914,696</b>
	<b>Total All Funds</b>	<b>\$ 59,021,171</b>	<b>\$ 73,553,916</b>	<b>\$ 79,183,011</b>	<b>\$ 53,392,075</b>	<b>\$ 66,359,456</b>	<b>\$ 92,267,460</b>	<b>\$ 27,484,071</b>	<b>\$ 139,913,372</b>	<b>\$ 171,450,471</b>

<sup>1</sup> Includes Executive, Legislative, City Attorney, City Clerk, Finance & Human Resources, and Communications

<sup>2</sup> Includes Planning, Developer-Reimbursed Expenditures, Building, and Events

<sup>3</sup> Includes Human Services, Court Services, etc.

**SECTION 3.** Transfers Within Funds Authorized. Pursuant to RCW 35A.34.200(2), transfers between individual appropriations within any one fund of the 2025-2026 biennial budget may be made during the fiscal biennium by order of the Mayor; provided, however, that transfers between individual appropriations within the General Fund (Fund No. 001) may be made only within the functional classifications within the General Fund identified in the summary in Section 2 above.

**SECTION 4.** Transmittal of Budget. The City Clerk is hereby directed to transmit to the Office of the State Auditor and to the Association of Washington Cities a complete copy of the budget herein referred to as adopted.

**SECTION 5.** Effective Date. This ordinance shall be effective five days after its passage and publication, as provided by law.

**SECTION 6.** Severability. If any portion of this ordinance is found to be invalid or unenforceable for any reason, such finding shall not affect the validity or enforceability of any other section of this ordinance.

**SECTION 7.** Corrections by the City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington this 9<sup>th</sup> day of December 2024.

\_\_\_\_\_  
Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Deana Dean, City Clerk

\_\_\_\_\_  
David Linehan, Interim City Attorney

## 2023-2024 Biennium Budget Amendments

### Proposed Amendment Request Table

#	Amendment Request	Amendment Description	Department	Fund(s) or Functional Classification(s) Impacted	2023-24 Appropriation Increase Requested (Ongoing)	2023-24 Appropriation Increase Requested (One-time)	Offsetting Revenue Description
1	Snoqualmie Police Association CBA	This amendment includes an increase for the Snoqualmie Police Association CBA, finalized in 2024.	Police Department	General Fund (#001), North Bend Police Services Fund (#014)	\$ 153,000	\$ -	The increases related to North Bend (\$70,500) should be included within the North Bend Police Services fee, which is currently in negotiation.
2	North Bend Police Services expenditures and Wellness Grant	The goal of this amendment is to fund training related to a Police Wellness Grant and to shift North Bend overtime charges that are in excess of the North Bend Police Services agreement fee into the Snoqualmie Police Department Budget.	Snoqualmie Police Department	General Fund (#001)	\$ -	\$ 272,000	In 2025, the City will receive \$21,847 from the Washington State Criminal Justice Training Commission for training costs incurred.
3	Parks Expenditures	The intent of this budget amendment is to increase the appropriation due to several items, including an upswing in vandalism in 2024 (approximately \$25k), parks electricity upgrades for holiday lighting (approximately \$44.5k), historical invoices paid in the current biennium (approximately \$14k), and repairs and upgrades related to parks structures (approximately \$10k).	Parks Maintenance	General Fund (#001)	\$ -	\$ 93,500	
4	Community Development Decrease in Appropriation	The purpose of this amendment is to reduce appropriation within certain General Fund (#001) classifications with budget surplus and move it to General Fund (#001) classifications that require additional appropriation.	Community Development	General Fund (#001)	\$ -	\$ (500,000)	
5	Transfers to the ERP Project Fund	This amendment relates to a transfer into the ERP Project fund during 2023. It was intended to come from the Administrative Departments within the General Fund (#001) but was made from Non-Departmental.	Non-Departmental	General Fund (#001)	\$ -	\$ 50,000	
6	School Impact Fees	This amendment is required due to fees collected as a part of building permits. When received, they must be remitted to the Snoqualmie Valley School District.	School Impact Fund	School Impact Fund (#020)	\$ -	\$ 100,000	Any expenditure will equal revenue received and designated for school impacts.
7	ARPA Fund Closure	The goal of this amendment is to close the American Rescue Plan Act Fund to remain compliant with grant requirements stipulating that funds must be obligated by the end of 2024. These funds were intended to support the City in the wake of the global Coronavirus pandemic.	ARPA Covid Local Recovery Fund	ARPA Covid Local Recovery Fund (#150)	\$ -	\$ 200,000	Any expenditure will be a result of unspent revenue received as part of the initial ARPA grant or of interest earned on grant funds.
8	Stormwater Remediation Recoveries & Stormpond Cleanup	The intent of this amendment is to appropriate for expenditures related to illicit discharge or other environmental cleanup (\$32k) and stormwater pond maintenance as required by the City's NPDES permit (\$63k).	Stormwater Operations	Stormwater Operations Fund (#403)		\$ 95,000	Remediation recoveries of \$31,609 have been billed and/or received during the biennium related to the illicit discharge and environmental cleanup.
9	Waste Reclamation Facility Phase 3	The purpose of this amendment is to appropriate for AB24-076 which estimated that a portion of the Prospect contract for the Waste Reclamation Facility would occur in 2024 and 2025. However, the contract is expected to be complete in 2024.	Utility Capital	Utility Capital (#417)	\$ -	\$ 1,728,000	

#	Amendment Request	Amendment Description	Department	Fund(s) or Functional Classification(s) Impacted	2023-24 Appropriation Increase Requested (Ongoing)	2023-24 Appropriation Increase Requested (One-time)	Offsetting Revenue Description
10	Eagle Lake Reclamation Basin	This amendment relates to the design of the Eagle Lake Reclaimed Water Reservoir as described in AB24-112 and the associated purchase of land which will be presented in AB24-124.	Utility Capital	Utility Capital (#417)	\$ -	\$ 627,000	
11	384th Ave SE Sidewalk	This amendment was addressed in AB24-068 and AB24-088 regarding the 384th Ave SE Sidewalk and associated Utility Capital (#417) improvements.	Utility Capital	Utility Capital (#417)	\$ -	\$ 487,000	
12	Vehicle Replacement	The intent of this budget amendment is to increase appropriation in relation to insurance recoveries for a vehicle that was determined unsafe to repair as a result of a traffic incident. See AB24-079.	Equipment Repair & Replacement (ER&R)	ER&R Fund (#501)	\$ -	\$ 80,000	The City received \$80,000 in insurance recoveries related to the replacement of the affected vehicle.
13	Proclamation of Emergency - Severe Windstorm	This budget amendment is intended to pay for the cleanup required after a severe windstorm on November 19, 2024. These expenditures include labor from contractors and City staff overtime and represent costs expected during the 2023-2024 Biennium and not restoration that will occur in in subsequent years.	Stormwater Operations and Parks Maintenance	Stormwater Operations Fund (#403) and Parks Maintenance (#001)	\$ -	\$ 71,000	Depending on the scale of the disaster to the City combined with other cities in the area, federal funds may be available. The likelihood of this is currently unknown.

**\$ 153,000 \$ 3,303,500**



## 2023-2024 Biennium Budget Amendments

### Proposed 2024 Fund Reconciliations (Reconciling the Amendment Request Table to Ordinance)

	Beg. Fund Balance	Sources	Uses	Ending Fund Balance
<b>GENERAL FUND (#001)</b>				
Adopted Budget	\$ 1,573,683	\$ 21,892,749	\$ 21,733,649	\$ 1,732,782
+ # 1 - Police 2024-2026 CBA	\$ -	\$ -	\$ 82,500	\$ (82,500)
+ # 2 - NB Police Services & Police Wellness Grant	\$ -	\$ -	\$ 272,000	\$ (272,000)
+ # 3 - Parks Expenditures	\$ -	\$ -	\$ 93,500	\$ (93,500)
+ # 13 - Proclamation of Emergency	\$ -	\$ -	\$ 2,000	\$ (2,000)
+ # 4 - Community Development Expenditures	\$ -	\$ -	\$ (500,000)	\$ 498,000
+ # 5 - Non-Departmental Transfers	\$ -	\$ -	\$ 50,000	\$ (50,000)
<b>= Amended Budget</b>	<b>\$ 1,573,683</b>	<b>\$ 21,892,749</b>	<b>\$ 21,733,649</b>	<b>\$ 1,732,782</b>
<b>NORTH BEND POLICE SERVICES FUND (#014)</b>				
Adopted Budget	\$ 97,362	\$ 2,568,379	\$ 2,665,741	\$ -
+ # 1 - Police 2024-2026 CBA	\$ -	\$ 70,500	\$ 70,500	\$ -
<b>= Amended Budget</b>	<b>\$ 97,362</b>	<b>\$ 2,638,879</b>	<b>\$ 2,736,241</b>	<b>\$ -</b>
<b>SCHOOL IMPACT FEES (#020)</b>				
Adopted Budget	\$ -	\$ -	\$ -	\$ -
+ # 6 - School Impact Fees remitted to Snoqualmie Valley School District	\$ -	\$ 100,000	\$ 100,000	\$ -
<b>= Amended Budget</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>
<b>ARPA COVID Local Recovery Fund (#310)</b>				
Adopted Budget	\$ 1,132,906	\$ 9,454	\$ 1,142,360	\$ -
+ # 7 - ARPA Fund Closure	\$ -	\$ 200,000	\$ 200,000	\$ -
<b>= Amended Budget</b>	<b>\$ 1,132,906</b>	<b>\$ 209,454</b>	<b>\$ 1,342,360</b>	<b>\$ -</b>
<b>STORMWATER UTILITY FUND (#403)</b>				
Adopted Budget	\$ 567,274	\$ 3,063,483	\$ 3,254,085	\$ 376,672
+ # 8 - Stormwater Remediation & Stormpond Cleanup	\$ -	\$ 36,609	\$ 95,000	\$ (58,391)

	Beg. Fund Balance	Sources	Uses	Ending Fund Balance
<i>+ # 13 - Proclamation of Emergency</i>	\$ -	\$ -	\$ 69,000	\$ (69,000)
<b>= Amended Budget</b>	<b>\$ 567,274</b>	<b>\$ 3,100,092</b>	<b>\$ 3,418,085</b>	<b>\$ 249,281</b>
<b>UTILITY CAPITAL FUND (#417)</b>				
Adopted Budget	\$ 20,843,693	\$ 14,773,142	\$ 20,655,251	\$ 14,961,584
<i>+ # 9 - Waste Reclamation Facility Phase 3</i>	\$ -	\$ -	\$ 1,728,000	\$ (1,728,000)
<i>+ # 10 - Eagle Lake Reclamation Basin</i>	\$ -	\$ -	\$ 627,000	\$ (627,000)
<i>+ # 11 - 384th Street Sidewalk &amp; Utilities</i>	\$ -	\$ -	\$ 487,000	\$ (487,000)
<b>= Amended Budget</b>	<b>\$ 20,843,693</b>	<b>\$ 14,773,142</b>	<b>\$ 23,497,251</b>	<b>\$ 12,119,584</b>
<b>EQUIPMENT REPAIR &amp; REPLACEMENT FUND (#501)</b>				
Adopted Budget	\$ 1,863,987	\$ 1,640,693	\$ 1,048,793	\$ 2,455,887
<i>+ # 12 - Replacement of Fire Vehicle</i>	\$ -	\$ 80,000	\$ 80,000	\$ -
<b>= Amended Budget</b>	<b>\$ 1,863,987</b>	<b>\$ 1,720,693</b>	<b>\$ 1,128,793</b>	<b>\$ 2,455,887</b>
<b>Total for All Amendments =</b>				
	<b>\$ -</b>	<b>\$ 487,109</b>	<b>\$ 3,456,500</b>	<b>\$ (2,971,391)</b>



# Proposed 2023-2024 Amended Biennial Budget Ordinance Table

Fund #	Fund Name	Est. 2023 Beginning Fund Balance	Est. 2023 Sources	Est. 2023 Uses	Est. 2023 Ending Fund Balance	Est. 2024 Sources	Est. 2024 Uses	Est. 2024 Ending Fund Balance	Total 2023-2024 Est. Sources	Total 2023-2024 Uses (Appropriation)
001	General Fund	\$ 4,423,674	\$ 20,714,913		\$ 1,573,683	\$ 21,892,749		\$ 1,730,782	\$ 42,607,662	
	Administrative Departments¹			\$ 5,554,881			\$ 5,702,600			\$ 11,257,481
	Police (Snoqualmie)			\$ 5,250,182			\$ 5,784,637			\$ 11,034,819
	Fire & Emergency Management			\$ 4,135,933			\$ 4,282,520			\$ 8,418,452
	Parks Maintenance			\$ 1,867,360			\$ 1,965,999			\$ 3,833,359
	Community Development²			\$ 2,279,308			\$ 2,002,811			\$ 4,282,119
	Streets Maintenance			\$ 1,049,649			\$ 1,120,790			\$ 2,170,439
	Non-Departmental³			\$ 3,427,592			\$ 876,293			\$ 4,303,884
002	Reserve Fund	\$ 2,726,625	\$ 210,497	\$ -	\$ 2,937,122	\$ 92,949	\$ -	\$ 3,030,071	\$ 303,446	\$ -
	<b>Total General Fund</b>	<b>\$ 7,150,300</b>	<b>\$ 20,925,410</b>	<b>\$ 23,564,905</b>	<b>\$ 4,510,805</b>	<b>\$ 21,985,698</b>	<b>\$ 21,735,649</b>	<b>\$ 4,760,854</b>	<b>\$ 42,911,108</b>	<b>\$ 45,300,554</b>
012	Arts Activities Fund	\$ 48,578	\$ 52,094	\$ 60,856	\$ 39,816	\$ 28,217	\$ 37,136	\$ 30,897	\$ 80,311	\$ 97,992
014	North Bend Police Services Fund	\$ 244,924	\$ 2,425,603	\$ 2,573,165	\$ 97,362	\$ 2,638,879	\$ 2,736,241	\$ -	\$ 5,064,482	\$ 5,309,406
018	Deposits Reimbursement Control Fund	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 20,716	\$ 20,716
020	School Impact Fee Fund	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
	<b>Total Managerial Funds</b>	<b>\$ 314,767</b>	<b>\$ 2,488,055</b>	<b>\$ 2,644,379</b>	<b>\$ 158,443</b>	<b>\$ 2,777,454</b>	<b>\$ 2,883,735</b>	<b>\$ 52,163</b>	<b>\$ 5,265,509</b>	<b>\$ 5,528,114</b>
110	Hotel/Motel Tax Fund	\$ 147,700	\$ 140,190	\$ 175,000	\$ 112,890	\$ 139,601	\$ 175,000	\$ 77,491	\$ 279,791	\$ 350,000
118	Drug Enforcement Fund	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 10,344	\$ 10,344
123	Opioid Settlement Fund	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
131	Affordable Housing Fund	\$ 898,936	\$ 564,121	\$ 132,000	\$ 1,331,057	\$ 394,121	\$ -	\$ 1,725,178	\$ 958,242	\$ 132,000
144	Home Elevation Fund	\$ -	\$ 1,468,000	\$ -	\$ 1,468,000	\$ -	\$ -	\$ 1,468,000	\$ 1,468,000	\$ -
150	ARPA Covid Local Recovery Fund	\$ 2,244,095	\$ 28,327	\$ 1,139,516	\$ 1,132,906	\$ 209,454	\$ 1,342,360	\$ -	\$ 237,781	\$ 2,481,876
	<b>Total Special Revenue Funds</b>	<b>\$ 3,300,932</b>	<b>\$ 2,225,810</b>	<b>\$ 1,451,688</b>	<b>\$ 4,075,053</b>	<b>\$ 748,348</b>	<b>\$ 1,522,532</b>	<b>\$ 3,300,869</b>	<b>\$ 2,974,158</b>	<b>\$ 2,974,220</b>
310	Non-Utilities Capital Fund	\$ 20,100,000	\$ 16,027,950	\$ 18,665,932	\$ 17,462,018	\$ 5,407,400	\$ 21,046,265	\$ 1,823,153	\$ 21,435,350	\$ 39,712,197
350	ERP Project Fund	\$ -	\$ 1,181,579	\$ 742,834	\$ 438,745	\$ 200,083	\$ 488,828	\$ 150,000	\$ 1,381,662	\$ 1,231,662
	<b>Total Capital Funds</b>	<b>\$ 20,100,000</b>	<b>\$ 17,209,529</b>	<b>\$ 19,408,766</b>	<b>\$ 17,900,763</b>	<b>\$ 5,607,483</b>	<b>\$ 21,535,093</b>	<b>\$ 1,973,153</b>	<b>\$ 22,817,012</b>	<b>\$ 40,943,859</b>
401	Water Operations Fund	\$ 1,635,856	\$ 5,190,814	\$ 5,494,461	\$ 1,332,209	\$ 5,504,819	\$ 5,889,694	\$ 947,335	\$ 10,695,634	\$ 11,384,155
402	Sewer Operations Fund	\$ 786,844	\$ 6,447,608	\$ 6,323,103	\$ 911,349	\$ 6,713,795	\$ 6,839,408	\$ 785,736	\$ 13,161,403	\$ 13,162,511
403	Stormwater Operations Fund	\$ 984,709	\$ 2,850,899	\$ 3,268,334	\$ 567,274	\$ 3,100,092	\$ 3,418,085	\$ 249,281	\$ 5,950,991	\$ 6,686,419
417	Utilities Capital Fund	\$ 19,400,000	\$ 10,502,385	\$ 9,058,692	\$ 20,843,693	\$ 14,773,142	\$ 23,497,251	\$ 12,119,584	\$ 25,275,527	\$ 32,555,943
	<b>Total Enterprise Funds</b>	<b>\$ 22,807,410</b>	<b>\$ 24,991,706</b>	<b>\$ 24,144,590</b>	<b>\$ 23,654,526</b>	<b>\$ 30,091,848</b>	<b>\$ 39,644,438</b>	<b>\$ 14,101,936</b>	<b>\$ 55,083,554</b>	<b>\$ 63,789,028</b>
501	Equipment Replacement & Repair Fund	\$ 2,384,697	\$ 2,086,621	\$ 2,607,331	\$ 1,863,987	\$ 1,720,693	\$ 1,128,793	\$ 2,455,887	\$ 3,807,314	\$ 3,736,124
502	Information Technology Fund	\$ 2,251,692	\$ 2,692,943	\$ 3,916,820	\$ 1,027,815	\$ 2,693,684	\$ 3,083,168	\$ 638,332	\$ 5,386,627	\$ 6,999,987
510	Facilities Maintenance Fund	\$ 711,374	\$ 933,842	\$ 1,444,533	\$ 200,683	\$ 734,248	\$ 734,052	\$ 200,879	\$ 1,668,090	\$ 2,178,585
	<b>Total Internal Service Funds</b>	<b>\$ 5,347,762</b>	<b>\$ 5,713,406</b>	<b>\$ 7,968,684</b>	<b>\$ 3,092,485</b>	<b>\$ 5,148,625</b>	<b>\$ 4,946,013</b>	<b>\$ 3,295,097</b>	<b>\$ 10,862,031</b>	<b>\$ 12,914,696</b>
	<b>Total All Funds</b>	<b>\$ 59,021,171</b>	<b>\$ 73,553,916</b>	<b>\$ 79,183,011</b>	<b>\$ 53,392,075</b>	<b>\$ 66,359,456</b>	<b>\$ 92,267,460</b>	<b>\$ 27,484,071</b>	<b>\$ 139,913,372</b>	<b>\$ 171,450,471</b>

¹ Includes Executive, Legislative, City Attorney, City Clerk, Finance & Human Resources, and Communications

² Includes Planning, Developer-Reimbursed Expenditures, Building, and Events

³ Includes Human Services, Court Services, etc.

## 2023-2024 Biennium Budget Amendments

### 2023-2024 Biennial Budget Totals Comparison Table

	Est. 2023 Beginning Fund Balance	Est. 2023 Sources	Est. 2023 Uses	Est. 2023 Ending Fund Balance	Est. 2024 Sources	Est. 2024 Uses	Est. 2024 Ending Fund Balance	Total 2023-2024 Est. Sources	Total 2023-2024 Uses (Appropriation)
Ord. 1286	\$ 59,021,171	\$ 73,553,916	\$ 79,183,011	\$ 53,392,075	\$ 65,872,347	\$ 88,808,960	\$ 30,455,462	\$ 139,426,263	\$ 167,991,971
Proposed Ord. XXXX	\$ 59,021,171	\$ 73,553,916	\$ 79,183,011	\$ 53,392,075	\$ 66,359,456	\$ 92,267,460	\$ 27,484,071	\$ 139,913,372	\$ 171,450,471
Difference =	\$ -	\$ -	\$ -	\$ -	\$ 487,109	\$ 3,458,500	\$ (2,971,391)	\$ 487,109	\$ 3,458,500

Financial Forecast WORKING DRAFT										
Version Date: September 30, 2024										
Forecast - Revenues, Expenditures & Fund Balance - Governmental Operating	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Budgeted	Budgeted	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
Beginning Fund Balance	1,184,187	1,848,003	2,188,533	2,528,314	2,701,859	2,726,218	2,567,762	2,227,970	1,695,573	963,766
Ongoing Revenues (Forecast uses the July 2024 KC Economic Forecast and other assumptions)										
Property Tax (Avg. Annual Inc. = 1.25%)	8,600,095	8,694,697	8,803,381	8,913,423	9,024,841	9,137,651	9,251,872	9,367,520	9,484,614	9,603,172
Sales & Use Tax/B&O Tax (KC Economic Forecast: Avg. Annual Inc. = 2.7%)	4,112,791	4,219,829	4,333,342	4,455,543	4,574,506	4,693,900	4,816,880	4,944,528	5,075,558	5,210,060
Utility Tax (Avg. Annual Inc. = 4.0%)	3,087,259	3,243,006	3,625,266	3,737,141	3,854,816	3,944,587	4,036,544	4,130,934	4,227,532	4,326,388
Charges for Goods & Services (2.1% Annual Inc.)	4,059,189	4,278,464	4,364,033	4,451,314	4,540,340	4,631,147	4,723,770	4,818,245	4,914,610	5,012,902
Licenses & Permit Fees (2.2% Annual Inc.)	610,890	870,956	588,375	600,142	612,145	624,388	636,876	649,613	662,606	675,858
Intergovernmental Revenues & Grants (1.8% Annual Inc.)	649,576	653,617	666,689	680,023	693,624	707,496	721,646	736,079	750,800	765,816
Other Revenues (0.70% Annual Inc.)	209,006	190,537	194,348	198,235	202,199	206,243	210,368	214,576	218,867	223,244
Total Recurring Revenues =	21,328,806	22,151,106	22,575,434	23,035,821	23,502,471	23,945,414	24,397,956	24,861,496	25,334,588	25,817,442
Ongoing Expenditures (Forecast uses the July 2024 KC Economic Forecast and other assumptions)										
Administrative Depts.	(5,227,023)	(5,407,118)	(5,552,569)	(5,709,152)	(5,861,586)	(6,014,573)	(6,172,155)	(6,335,717)	(6,503,614)	(6,675,960)
Police (Snoqualmie)	(4,945,913)	(5,028,448)	(5,163,714)	(5,309,330)	(5,451,089)	(5,593,363)	(5,739,909)	(5,892,016)	(6,048,155)	(6,208,431)
Fire & Emergency Management	(4,711,123)	(4,914,736)	(5,046,942)	(5,189,266)	(5,327,820)	(5,466,876)	(5,610,108)	(5,758,776)	(5,911,383)	(6,068,035)
Parks +Streets Maintenance	(3,214,176)	(3,352,149)	(3,442,322)	(3,539,395)	(3,633,897)	(3,728,742)	(3,826,435)	(3,927,835)	(4,031,923)	(4,138,769)
Community Development	(1,670,364)	(1,554,753)	(1,596,576)	(1,641,599)	(1,685,430)	(1,729,420)	(1,774,731)	(1,821,761)	(1,870,038)	(1,919,594)
Developer Reimbursed Expenditures	(490,400)	(546,332)	(561,028)	(576,849)	(592,251)	(607,709)	(623,631)	(640,157)	(657,121)	(674,535)
Human Services	(312,000)	(321,000)	(329,635)	(338,931)	(347,980)	(357,062)	(366,417)	(376,127)	(386,095)	(396,326)
Court Services	(325,310)	(332,870)	(341,824)	(351,464)	(360,848)	(370,266)	(379,967)	(390,036)	(400,372)	(410,982)
Non-Departmental	(177,383)	(181,170)	(186,043)	(191,290)	(196,397)	(201,523)	(206,803)	(212,284)	(217,909)	(223,684)
Total Ongoing Expenditures =	(21,073,692)	(21,638,576)	(22,220,654)	(22,847,276)	(23,457,298)	(24,069,534)	(24,700,156)	(25,354,710)	(26,026,610)	(26,716,315)
Ongoing Revenues Over (Under) Ongoing Expenditures	255,114	512,530	354,780	188,545	45,173	(124,120)	(302,200)	(493,214)	(692,022)	(898,873)
One-Time Revenues / (Expenditures)										
Grant (Climate Change Grant)	500,000	-	-	-	-	-	-	-	-	-
Grant (Paper-to-Digital)	375,000	-	-	-	-	-	-	-	-	-
Lawsuit Settlement	470,601									
Administrative: Strategic Plan	(100,000)	-	-	-	-	-	-	-	-	-
Administrative: Legal Fees for Union Negotiations	(50,000)									
Various Departments: Legal Support for Revenue Items	(75,000)	(75,000)	-	-	-	-	-	-	-	-
Finance: Payroll Recaculation	(113,200)	(87,000)	-	-	-	-	-	-	-	-
Finance: Comprehensive Fee Study	(140,000)	-	-	-	-	-	-	-	-	-
Fire Department: Type 6 Wildland Brush Truck	(100,000)	-	-	-	-	-	-	-	-	-
CD: Professional Services to Meet Climate Change Grant Requirements	(150,000)	-	-	-	-	-	-	-	-	-
Total One-Time Revenues / Expenditures =	617,401	(162,000)	-	-	-	-	-	-	-	-
Transfers										
Transfer In (from Reserve Fund)	-	-	-	-	-	-	-	-	-	-
Transfer Out (to Arts Activities Fund)	(10,000)	(10,000)	(15,000)	(15,000)	(17,500)	(17,500)	(20,000)	(20,000)	(20,000)	(20,000)
Transfer Out (to Reserve Fund)	-	-	-	-	(3,314)	(16,835)	(17,593)	(19,183)	(19,785)	(20,456)
Transfer Out (to ER&R)	(198,699)	-	-	-	-	-	-	-	-	-
Transfer Out (to Capital Funds)	-	-	-	-	-	-	-	-	-	-
Total Transfers =	(208,699)	(10,000)	(15,000)	(15,000)	(20,814)	(34,335)	(37,593)	(39,183)	(39,785)	(40,456)
Ending Fund Balance	1,848,003	2,188,533	2,528,314	2,701,859	2,726,218	2,567,762	2,227,970	1,695,573	963,766	24,437
Estimated Fund Balance as % of General Fund Ongoing Expenditures	9%	10%	11%	12%	12%	11%	9%	7%	4%	0%

RESERVE FUND (Reserve Target = 15% of General Fund Ongoing Expenditures)										
Forecast - Revenues, Expenditures, & Fund Balance	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Beginning Fund Balance	3,118,281	3,209,281	3,293,281	3,370,281	3,442,281	3,518,595	3,610,430	3,705,023	3,803,206	3,903,991
Interest Earned	91,000	84,000	77,000	72,000	73,000	75,000	77,000	79,000	81,000	83,000
In		-	-	-	3,314	16,835	17,593	19,183	19,785	20,456
Out	-	-	-	-	-	-	-			
Ending Fund Balance	3,209,281	3,293,281	3,370,281	3,442,281	3,518,595	3,610,430	3,705,023	3,803,206	3,903,991	4,007,447
Ending Fund Balance as % of General Fund Ongoing Expenditures (Reserve Target %)	15.23%	15.22%	15.17%	15.07%	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
Fund Balance Required for Reserve Target	3,161,054	3,245,786	3,333,098	3,427,091	3,518,595	3,610,430	3,705,023	3,803,206	3,903,991	4,007,447
Fund Balance Over (Under) Target	48,227	47,495	37,183	15,190	0	(0)	(0)	(0)	(0)	(0)



**ORDINANCE NO. 1300****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SNOQUALMIE, WASHINGTON, AMENDING THE 2023-2024 BIENNIAL BUDGET; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, as a noncharter code City, the City of Snoqualmie is authorized by RCW 35A.34.040 to establish by ordinance a two-year fiscal biennium budget cycle for the City; and

**WHEREAS**, the City Council passed Ordinance No. 1096 establishing a two-year fiscal biennial budget, as authorized by RCW 35A.34.040; and

**WHEREAS**, in Ordinance Nos. 1267, 1274, 1277, 1278, and 1286 the City adopted and amended the 2023-2024 budget that meets the requirements of the Washington law; and

**WHEREAS**, the City Council wishes to modify and amend the 2023-2024 biennial budget to cover expenditures and changes not reasonably foreseen in Ordinance Nos. 1267, 1274, 1277, 1278, and 1286.

**NOW, THEREFORE, BE IT ORDAINED** by the Council of the City of Snoqualmie as follows:

SECTION 1. Biennial Budget Amended. The City of Snoqualmie biennial budget for the 2023-2024 fiscal biennium, as determined after hearings and placed into final form and content, is hereby amended by reference as set forth in Section 2 below.

SECTION 2. Fund Budget Summary Form. Pursuant to RCW 35A.34.120, the totals of estimated sources and appropriations for each separate fund, and the aggregate totals for all such funds combined, are set forth in summary form on page 2 of this ordinance:



## Proposed 2023-2024 Amended Biennial Budget Ordinance Table

Fund #	Fund Name	Est. 2023 Beginning Fund Balance	Est. 2023 Sources	Est. 2023 Uses	Est. 2023 Ending Fund Balance	Est. 2024 Sources	Est. 2024 Uses	Est. 2024 Ending Fund Balance	Total 2023-2024 Est. Sources	Total 2023-2024 Uses (Appropriation)
001	General Fund	\$ 4,423,674	\$ 20,714,913		\$ 1,573,683	\$ 21,892,749		\$ 1,732,782	\$ 42,607,662	
	Administrative Departments <sup>1</sup>			\$ 5,554,881			\$ 5,702,600			\$ 11,257,481
	Police (Snoqualmie)			\$ 5,250,182			\$ 5,784,637			\$ 11,034,819
	Fire & Emergency Management			\$ 4,135,933			\$ 4,282,520			\$ 8,418,452
	Parks Maintenance			\$ 1,867,360			\$ 1,963,999			\$ 3,831,359
	Community Development <sup>2</sup>			\$ 2,279,308			\$ 2,002,811			\$ 4,282,119
	Streets Maintenance			\$ 1,049,649			\$ 1,120,790			\$ 2,170,439
	Non-Departmental <sup>3</sup>			\$ 3,427,592			\$ 876,293			\$ 4,303,884
002	Reserve Fund	\$ 2,726,625	\$ 210,497	\$ -	\$ 2,937,122	\$ 92,949	\$ -	\$ 3,030,071	\$ 303,446	\$ -
	<b>Total General Fund</b>	<b>\$ 7,150,300</b>	<b>\$ 20,925,410</b>	<b>\$ 23,564,905</b>	<b>\$ 4,510,805</b>	<b>\$ 21,985,698</b>	<b>\$ 21,733,649</b>	<b>\$ 4,762,854</b>	<b>\$ 42,911,108</b>	<b>\$ 45,298,554</b>
012	Arts Activities Fund	\$ 48,578	\$ 52,094	\$ 60,856	\$ 39,816	\$ 28,217	\$ 37,136	\$ 30,897	\$ 80,311	\$ 97,992
014	North Bend Police Services Fund	\$ 244,924	\$ 2,425,603	\$ 2,573,165	\$ 97,362	\$ 2,638,879	\$ 2,736,241	\$ -	\$ 5,064,482	\$ 5,309,406
018	Deposits Reimbursement Control Fund	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 20,716	\$ 20,716
020	School Impact Fee Fund	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
	<b>Total Managerial Funds</b>	<b>\$ 314,767</b>	<b>\$ 2,488,055</b>	<b>\$ 2,644,379</b>	<b>\$ 158,443</b>	<b>\$ 2,777,454</b>	<b>\$ 2,883,735</b>	<b>\$ 52,163</b>	<b>\$ 5,265,509</b>	<b>\$ 5,528,114</b>
110	Hotel/Motel Tax Fund	\$ 147,700	\$ 140,190	\$ 175,000	\$ 112,890	\$ 139,601	\$ 175,000	\$ 77,491	\$ 279,791	\$ 350,000
<del>110</del>	<del>Drug Enforcement Fund</del>	<del>\$ 10,200</del>	<del>\$ 5,172</del>	<del>\$ 5,172</del>	<del>\$ 10,200</del>	<del>\$ 5,172</del>	<del>\$ 5,172</del>	<del>\$ 10,200</del>	<del>\$ 10,311</del>	<del>\$ 10,311</del>
123	Opioid Settlement Fund	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
131	Affordable Housing Fund	\$ 898,936	\$ 564,121	\$ 132,000	\$ 1,331,057	\$ 394,121	\$ -	\$ 1,725,178	\$ 958,242	\$ 132,000
144	Home Elevation Fund	\$ -	\$ 1,468,000	\$ -	\$ 1,468,000	\$ -	\$ -	\$ 1,468,000	\$ 1,468,000	\$ -
150	ARPA Covid Local Recovery Fund	\$ 2,244,095	\$ 28,327	\$ 1,139,516	\$ 1,132,906	\$ 209,454	\$ 1,342,360	\$ -	\$ 237,781	\$ 2,481,876
	<b>Total Special Revenue Funds</b>	<b>\$ 3,300,932</b>	<b>\$ 2,225,810</b>	<b>\$ 1,451,688</b>	<b>\$ 4,075,053</b>	<b>\$ 748,346</b>	<b>\$ 1,522,532</b>	<b>\$ 3,300,869</b>	<b>\$ 2,974,158</b>	<b>\$ 2,974,220</b>
310	Non-Utilities Capital Fund	\$ 20,100,000	\$ 16,027,950	\$ 18,665,932	\$ 17,462,018	\$ 5,407,400	\$ 21,046,265	\$ 1,823,153	\$ 21,435,350	\$ 39,712,197
350	ERP Project Fund	\$ -	\$ 1,181,579	\$ 742,834	\$ 438,745	\$ 200,083	\$ 488,828	\$ 150,000	\$ 1,381,662	\$ 1,231,662
	<b>Total Capital Funds</b>	<b>\$ 20,100,000</b>	<b>\$ 17,209,529</b>	<b>\$ 19,408,766</b>	<b>\$ 17,900,763</b>	<b>\$ 5,607,483</b>	<b>\$ 21,535,093</b>	<b>\$ 1,973,153</b>	<b>\$ 22,817,012</b>	<b>\$ 40,943,859</b>
401	Water Operations Fund	\$ 1,635,856	\$ 5,190,814	\$ 5,494,461	\$ 1,332,209	\$ 5,504,819	\$ 5,889,694	\$ 947,335	\$ 10,695,634	\$ 11,384,155
402	Sewer Operations Fund	\$ 786,844	\$ 6,447,608	\$ 6,323,103	\$ 911,349	\$ 6,713,795	\$ 6,839,408	\$ 785,736	\$ 13,161,403	\$ 13,162,511
403	Stormwater Operations Fund	\$ 984,709	\$ 2,850,899	\$ 3,268,334	\$ 567,274	\$ 3,100,092	\$ 3,349,085	\$ 318,281	\$ 5,950,991	\$ 6,617,419
417	Utilities Capital Fund	\$ 19,400,000	\$ 10,502,385	\$ 9,058,692	\$ 20,843,693	\$ 14,773,142	\$ 23,497,251	\$ 12,119,584	\$ 25,275,527	\$ 32,555,943
	<b>Total Enterprise Funds</b>	<b>\$ 22,807,410</b>	<b>\$ 24,991,706</b>	<b>\$ 24,144,590</b>	<b>\$ 23,654,526</b>	<b>\$ 30,091,848</b>	<b>\$ 39,575,438</b>	<b>\$ 14,170,936</b>	<b>\$ 55,083,554</b>	<b>\$ 63,720,028</b>
501	Equipment Replacement & Repair Fund	\$ 2,384,697	\$ 2,086,621	\$ 2,607,331	\$ 1,863,987	\$ 1,720,693	\$ 1,128,793	\$ 2,455,887	\$ 3,807,314	\$ 3,736,124
502	Information Technology Fund	\$ 2,251,692	\$ 2,692,943	\$ 3,916,820	\$ 1,027,815	\$ 2,693,684	\$ 3,083,168	\$ 638,332	\$ 5,386,627	\$ 6,999,987
510	Facilities Maintenance Fund	\$ 711,374	\$ 933,842	\$ 1,444,533	\$ 200,683	\$ 734,248	\$ 734,052	\$ 200,879	\$ 1,668,090	\$ 2,178,585
	<b>Total Internal Service Funds</b>	<b>\$ 5,347,762</b>	<b>\$ 5,713,406</b>	<b>\$ 7,968,684</b>	<b>\$ 3,092,485</b>	<b>\$ 5,148,625</b>	<b>\$ 4,946,013</b>	<b>\$ 3,295,097</b>	<b>\$ 10,862,031</b>	<b>\$ 12,914,696</b>
	<b>Total All Funds</b>	<b>\$ 59,021,171</b>	<b>\$ 73,553,916</b>	<b>\$ 79,183,011</b>	<b>\$ 53,392,075</b>	<b>\$ 66,359,456</b>	<b>\$ 92,196,460</b>	<b>\$ 27,555,071</b>	<b>\$ 139,913,372</b>	<b>\$ 171,379,471</b>

<sup>1</sup> Includes Executive, Legislative, City Attorney, City Clerk, Finance & Human Resources, and Communications

<sup>2</sup> Includes Planning, Developer-Reimbursed Expenditures, Building, and Events

<sup>3</sup> Includes Human Services, Court Services, etc.



## Proposed 2023-2024 Amended Biennial Budget Ordinance Table

Fund #	Fund Name	Est. 2023 Beginning Fund Balance	Est. 2023 Sources	Est. 2023 Uses	Est. 2023 Ending Fund Balance	Est. 2024 Sources	Est. 2024 Uses	Est. 2024 Ending Fund Balance	Total 2023-2024 Est. Sources	Total 2023-2024 Uses (Appropriation)
001	General Fund	\$ 4,423,674	\$ 20,714,913		\$ 1,573,683	\$ 21,892,749		\$ 1,730,782	\$ 42,607,662	
	Administrative Departments <sup>1</sup>			\$ 5,554,881			\$ 5,702,600			\$ 11,257,481
	Police (Snoqualmie)			\$ 5,250,182			\$ 5,784,637			\$ 11,034,819
	Fire & Emergency Management			\$ 4,135,933			\$ 4,282,520			\$ 8,418,452
	Parks Maintenance			\$ 1,867,360			\$ 1,965,999			\$ 3,833,359
	Community Development <sup>2</sup>			\$ 2,279,308			\$ 2,002,811			\$ 4,282,119
	Streets Maintenance			\$ 1,049,649			\$ 1,120,790			\$ 2,170,439
	Non-Departmental <sup>3</sup>			\$ 3,427,592			\$ 876,293			\$ 4,303,884
002	Reserve Fund	\$ 2,726,625	\$ 210,497	\$ -	\$ 2,937,122	\$ 92,949	\$ -	\$ 3,030,071	\$ 303,446	\$ -
	<b>Total General Fund</b>	<b>\$ 7,150,300</b>	<b>\$ 20,925,410</b>	<b>\$ 23,564,905</b>	<b>\$ 4,510,805</b>	<b>\$ 21,985,698</b>	<b>\$ 21,735,649</b>	<b>\$ 4,760,854</b>	<b>\$ 42,911,108</b>	<b>\$ 45,300,554</b>
012	Arts Activities Fund	\$ 48,578	\$ 52,094	\$ 60,856	\$ 39,816	\$ 28,217	\$ 37,136	\$ 30,897	\$ 80,311	\$ 97,992
014	North Bend Police Services Fund	\$ 244,924	\$ 2,425,603	\$ 2,573,165	\$ 97,362	\$ 2,638,879	\$ 2,736,241	\$ -	\$ 5,064,482	\$ 5,309,406
018	Deposits Reimbursement Control Fund	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 10,358	\$ 10,358	\$ 21,266	\$ 20,716	\$ 20,716
020	School Impact Fee Fund	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
	<b>Total Managerial Funds</b>	<b>\$ 314,767</b>	<b>\$ 2,488,055</b>	<b>\$ 2,644,379</b>	<b>\$ 158,443</b>	<b>\$ 2,777,454</b>	<b>\$ 2,883,735</b>	<b>\$ 52,163</b>	<b>\$ 5,265,509</b>	<b>\$ 5,528,114</b>
110	Hotel/Motel Tax Fund	\$ 147,700	\$ 140,190	\$ 175,000	\$ 112,890	\$ 139,601	\$ 175,000	\$ 77,491	\$ 279,791	\$ 350,000
118	Drug Enforcement Fund	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 5,172	\$ 5,172	\$ 10,200	\$ 10,344	\$ 10,344
123	Opioid Settlement Fund	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
131	Affordable Housing Fund	\$ 898,936	\$ 564,121	\$ 132,000	\$ 1,331,057	\$ 394,121	\$ -	\$ 1,725,178	\$ 958,242	\$ 132,000
144	Home Elevation Fund	\$ -	\$ 1,468,000	\$ -	\$ 1,468,000	\$ -	\$ -	\$ 1,468,000	\$ 1,468,000	\$ -
150	ARPA Covid Local Recovery Fund	\$ 2,244,095	\$ 28,327	\$ 1,139,516	\$ 1,132,906	\$ 209,454	\$ 1,342,360	\$ -	\$ 237,781	\$ 2,481,876
	<b>Total Special Revenue Funds</b>	<b>\$ 3,300,932</b>	<b>\$ 2,225,810</b>	<b>\$ 1,451,688</b>	<b>\$ 4,075,053</b>	<b>\$ 748,348</b>	<b>\$ 1,522,532</b>	<b>\$ 3,300,869</b>	<b>\$ 2,974,158</b>	<b>\$ 2,974,220</b>
310	Non-Utilities Capital Fund	\$ 20,100,000	\$ 16,027,950	\$ 18,665,932	\$ 17,462,018	\$ 5,407,400	\$ 21,046,265	\$ 1,823,153	\$ 21,435,350	\$ 39,712,197
350	ERP Project Fund	\$ -	\$ 1,181,579	\$ 742,834	\$ 438,745	\$ 200,083	\$ 488,828	\$ 150,000	\$ 1,381,662	\$ 1,231,662
	<b>Total Capital Funds</b>	<b>\$ 20,100,000</b>	<b>\$ 17,209,529</b>	<b>\$ 19,408,766</b>	<b>\$ 17,900,763</b>	<b>\$ 5,607,483</b>	<b>\$ 21,535,093</b>	<b>\$ 1,973,153</b>	<b>\$ 22,817,012</b>	<b>\$ 40,943,859</b>
401	Water Operations Fund	\$ 1,635,856	\$ 5,190,814	\$ 5,494,461	\$ 1,332,209	\$ 5,504,819	\$ 5,889,694	\$ 947,335	\$ 10,695,634	\$ 11,384,155
402	Sewer Operations Fund	\$ 786,844	\$ 6,447,608	\$ 6,323,103	\$ 911,349	\$ 6,713,795	\$ 6,839,408	\$ 785,736	\$ 13,161,403	\$ 13,162,511
403	Stormwater Operations Fund	\$ 984,709	\$ 2,850,899	\$ 3,268,334	\$ 567,274	\$ 3,100,092	\$ 3,418,085	\$ 249,281	\$ 5,950,991	\$ 6,686,419
417	Utilities Capital Fund	\$ 19,400,000	\$ 10,502,385	\$ 9,058,692	\$ 20,843,693	\$ 14,773,142	\$ 23,497,251	\$ 12,119,584	\$ 25,275,527	\$ 32,555,943
	<b>Total Enterprise Funds</b>	<b>\$ 22,807,410</b>	<b>\$ 24,991,706</b>	<b>\$ 24,144,590</b>	<b>\$ 23,654,526</b>	<b>\$ 30,091,848</b>	<b>\$ 39,644,438</b>	<b>\$ 14,101,936</b>	<b>\$ 55,083,554</b>	<b>\$ 63,789,028</b>
501	Equipment Replacement & Repair Fund	\$ 2,384,697	\$ 2,086,621	\$ 2,607,331	\$ 1,863,987	\$ 1,720,693	\$ 1,128,793	\$ 2,455,887	\$ 3,807,314	\$ 3,736,124
502	Information Technology Fund	\$ 2,251,692	\$ 2,692,943	\$ 3,916,820	\$ 1,027,815	\$ 2,693,684	\$ 3,083,168	\$ 638,332	\$ 5,386,627	\$ 6,999,987
510	Facilities Maintenance Fund	\$ 711,374	\$ 933,842	\$ 1,444,533	\$ 200,683	\$ 734,248	\$ 734,052	\$ 200,879	\$ 1,668,090	\$ 2,178,585
	<b>Total Internal Service Funds</b>	<b>\$ 5,347,762</b>	<b>\$ 5,713,406</b>	<b>\$ 7,968,684</b>	<b>\$ 3,092,485</b>	<b>\$ 5,148,625</b>	<b>\$ 4,946,013</b>	<b>\$ 3,295,097</b>	<b>\$ 10,862,031</b>	<b>\$ 12,914,696</b>
	<b>Total All Funds</b>	<b>\$ 59,021,171</b>	<b>\$ 73,553,916</b>	<b>\$ 79,183,011</b>	<b>\$ 53,392,075</b>	<b>\$ 66,359,456</b>	<b>\$ 92,267,460</b>	<b>\$ 27,484,071</b>	<b>\$ 139,913,372</b>	<b>\$ 171,450,471</b>

<sup>1</sup> Includes Executive, Legislative, City Attorney, City Clerk, Finance & Human Resources, and Communications

<sup>2</sup> Includes Planning, Developer-Reimbursed Expenditures, Building, and Events

<sup>3</sup> Includes Human Services, Court Services, etc.

SECTION 3. Transfers Within Funds Authorized. Pursuant to RCW 35A.34.200(2), transfers between individual appropriations within any one fund of the 2025-2026 biennial budget may be made during the fiscal biennium by order of the Mayor; provided, however, that transfers between individual appropriations within the General Fund (Fund No. 001) may be made only within the functional classifications within the General Fund identified in the summary in Section 2 above.

SECTION 4. Transmittal of Budget. The City Clerk is hereby directed to transmit to the Office of the State Auditor and to the Association of Washington Cities a complete copy of the budget herein referred to as adopted.

SECTION 5. Effective Date. This ordinance shall be effective five days after its passage and publication, as provided by law.

SECTION 6. Severability. If any portion of this ordinance is found to be invalid or unenforceable for any reason, such finding shall not affect the validity or enforceability of any other section of this ordinance.

SECTION 7. Corrections by the City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and Code Reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations, or ordinance numbering and section/subsection numbering.

**PASSED** by the City Council of the City of Snoqualmie, Washington this 9<sup>th</sup> day of December 2024.

---

Katherine Ross, Mayor

ATTEST:

APPROVED AS TO FORM:

---

Deana Dean, City Clerk

---

David Linehan, Interim City Attorney





# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

**AB24-114**  
**December 9, 2024**  
**Committee Report**

## AGENDA BILL INFORMATION

<b>TITLE:</b>	<b>AB24-114:</b> Purchase of vehicles and equipment replacements for the 2025-26 Biennium	<input type="checkbox"/> Discussion Only
<b>PROPOSED ACTION:</b>	Move to approve the purchase of twenty-three (23) vehicles and equipment replacements for the 2025-26 biennium	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

<b>REVIEW:</b>	Department Director	Jeff Hamlin	11/26/2024
	Finance	Janna Walker	10/14/2024
	Legal	n/a	Click or tap to enter a date.
	City Administrator	Mike Chambless	10/28/2024

<b>DEPARTMENT:</b>	Parks & Public Works		
	<b>STAFF:</b> Don Harris		
	<b>COMMITTEE:</b> Parks & Public Works		<b>COMMITTEE DATE:</b> December 3, 2024
	<b>EXHIBITS:</b> 1. AB24-114x1 Attachment A (Purchase) Replacement List		

<b>AMOUNT OF EXPENDITURE</b>	\$ 3,154,741
<b>AMOUNT BUDGETED</b>	\$ 3,462,449
<b>APPROPRIATION REQUESTED</b>	\$ n/a

## SUMMARY

### INTRODUCTION

The purpose of this agenda bill is to obtain authorization to purchase replacement vehicles and equipment for the 2025-26 Biennium. Due to manufacturer lead times, new order delivery delays, manufacturer model year retooling/rebidding, early authorization is requested to utilize the full 24-month timeframe to complete orders. Council authorization is required as the purchase of the individual (each) listed assets exceeding \$50,000.00.

### BACKGROUND

The Equipment Replacement and Repair (ER&R) Fund was established in 2005 to set aside funds annually for the replacement of vehicles or equipment as they reach the end of their useful lives. Once a vehicle is due for replacement, and with Council approval, the City draws upon the accumulated funds to pay for the replacement without any additional borrowing or interfund transfers.

**ANALYSIS**

Administration is recommending the purchase of twenty-three (23) existing ER&R vehicles and equipment for the 2025-26 Biennium. New, Contracted, or Added assets for the 2025-26 Biennium will be brought forward in the future for approval to include division-specific justification.

**BUDGET IMPACTS**

Administration recommends approving the purchase of 23 vehicle and equipment replacements for approximately \$3,154,741, which includes \$124,625 in contingency funds. For the 2025-2026 biennium, the City budgeted \$3,462,449 within the ER&R Fund (#501) to purchase replacement vehicles and equipment. Currently, nothing has been spent or encumbered. Therefore, sufficient appropriation exists within the ER&R Fund (#501) to fund the purchase.

**NEXT STEPS**

Following council approval, staff will continue forward working with divisions for updated department needs. Purchasing state contract vehicles and equipment.

**PROPOSED ACTION**

Move to approve the purchase of twenty-three (23) vehicles and equipment replacements for the 2025-26 biennium.

**ATTACHMENT "A"****2025****ER&R Replacement List:**

Count	Asset	Year	ID#	Department	Cost	Type
1	Ford Fusion	2015	2	Motor Pool	\$57,000	Replace
2	Ford Explorer	2020	105	Sno Police	\$98,664	Replace
3	Chev. Tahoe	2013	106	Sno Police	\$98,664	Replace
4	Ford Explorer	2020	109	Sno Police	\$98,664	Replace
5	Ford Explorer	2020	122	Sno Police	\$98,664	Replace
6	Chev. 2500 Pickup	2016	607	Fire & EM	\$107,700	Replace
7	Ford Aid Unit	2013	604	Fire & EM	\$368,750	Replace
8	Chev. Colorado	2012	501	P&PW (Stormwater)	\$56,650	Replace
9	Chev. 1 Ton Service	2003	232	P&PW (Water)	\$107,000	Replace
10	Chev. 3/4 Ton Utility	2004	455	P&PW (Water)	\$95,000	Replace
11	Onan Generator Set - 450KW	1995	G-2	P&PW (Wastewater)	\$257,500	Replace
12	Onan Trailer Mount Generator	1999	243	P&PW (Wastewater)	\$267,800	Replace
13	Ford F-250	2008	401	P&PW (Parks)	\$91,000	Replace
14	Toro 4100D Mower	2008	406	P&PW (Parks)	\$127,310	Replace
15	Onan Generator Set - 20KW	1998	G-3	Sno Police	\$80,350	Replace
16	Contingency for unforeseen cost increases or minor build change costs	N/A	N/A	N/A	\$81,500	Contingency
TOTAL =					\$2,092,216	

**2026**

Count	Asset	Year	Asset	Department	Cost	Type
1	Chevy Colorado	2012	504	CD (Building)	\$58,350	Replace
2	Chevy Colorado	2012	502	P&PW (Water)	\$58,350	Replace
3	Onan Trailer-mount Gen. Set 250KW	1999	244	P&PW (Water)	\$275,850	Replace
4	Ford F-550 Service Truck	2000	236	P&PW (Wastewater)	\$148,500	Replace
5	Ford F-550 Service Truck	2009	227	P&PW (Streets)	\$170,000	Replace
6	Ford F-350 Truck	2009	403	P&PW (Parks)	\$90,000	Replace
7	Toro 4700 Mower	2013	412	P&PW (Parks)	\$160,000	Replace
8	Chevy Colorado	2012	503	P&PW (Parks)	\$58,350	Replace
9	Contingency for unforeseen cost increases or minor build change costs	N/A	N/A	N/A	\$43,125	Contingency
TOTAL =					\$1,062,525	



# Department Reports November 2024



## Communications Division

**Danna McCall, Communications Coordinator**

38624 SE River Street, Snoqualmie, Washington 98065  
(425) 996-5285 | [www.snoqualmiewa.gov](http://www.snoqualmiewa.gov)

### Social Media

- Facebook reach: 28.5K; 7309 followers (32 new).
- Twitter – 3728 followers
- Instagram – 3.4K reach; 3095 followers (48 new).
- Visit Snoqualmie: Continue work to grow new Instagram and Facebook accounts for new Tourism website.
- Top Posts: Meadowbrook Way reopening (24.7K reach); Windstorm Yard Waste Collection (2.6k reach); Windstorm Response (2.1K reach); Windstorm Recovery Update PR (2.3K reach); 384<sup>th</sup> Project Update (2.3K reach).



### Website

- Website users: 16.2k; website sessions: 21.3K; pageviews: 35K.
- Top pages: Twin Peaks, Snoqualmie Winter Lights, Snoqualmie Falls, Police Blotter.
- Visit Snoqualmie, Notify Me, and Alerts Center all top 10 pages.



### Department Support

- Mayor: Ross Report; Veterans Day.
- Fire/OEM: Windstorm prep messaging; Food and Coat Drive marketing; new firefighter/EMT pinnings; weekly blotter.
- Police: Hit-and-run PR; Veterans Day video filming and production; blotter.
- CD: Public Hearing notices distribution; new employees website training; Comp Plan publication planning.
- PPW: Green Snoqualmie Post-Thanksgiving event; Windstorm prep and response messaging; Meadowbrook Way and 384<sup>th</sup> project updates; PSE pole charging location messaging planning.



### E-News

- Sent 3,813 e-news emails.
- 763 subscribers
- 55% open rate; 3.9% click thru rate.



## Snoqualmie Winter Lights Planning/Marketing/Logistics

- Planning for December 7 tree lighting event and month-long lighting display tourism campaign.
- Work with Parks Team and outside vendor, on installation of DE-lightful displays throughout downtown Snoqualmie and Center Blvd. trees.
- Worked with Snoqualmie Fire Department on December food drive
- Planned “Visits with Santa” December 15, partnership with Mini Treehouse (downtown merchant)
- Installation of Snoqualmie Winter Lights pole banners
- Coordinated artwork and ad buys:
  - NW Travel + Life December edition (print ad, using Visit Snoqualmie branding)
  - Encore Theater Ads - Village Theater, 5<sup>th</sup> Avenue, and Paramount Theater, end of October – end of December (print program ads and digital ads, using Visit Snoqualmie branding)
  - 425 Magazine (digital ads)
  - Seattle’s Child (digital and website ads)



## Business & Community Outreach

- Ridge Merchants meeting was hosted by Snoqualmie Valley Health, attendees learned about new branding, services, and future growth and expansion. Mayor Ross attended.
- Historic Downtown Merchant Association, regular meeting. Mayor Ross attended.
- November 12 Arts Commission, reviewed 2024 accomplishments, and began 2025 planning.
- Ongoing participation on the steering committee meeting for the “Snoqualmie Valley Rural Tourism Support” program, initiated by the SnoValley Chamber of Commerce.
- Special Event Permits – 59 permits YTD





## Community Development Department

**Emily Arteche, Director**

38624 SE River St. | P.O. Box 987

Snoqualmie, Washington 98065

(425) 888-5337 | earteche@snoqualmiewa.gov

### November 2024 Monthly Report

#### Permit Activity

Permit applications remain relatively average.

Building	November 2024	YTD
Permit Applications	24	424
Permits Issued	19	383
Total Inspections	56	594

Planning	November 2024	YTD
Pre-Applications	2	10
Sign Permits	1	7

Special Event		55 permits in 2024
---------------	--	--------------------

#### Boards and Commissions:

- Economic Development Commission –No Meeting.
- Community Development Committee -- A draft RFQ for affordable housing was presented as well as final draft legislation for SB5290, permit processing times.
- Planning Commission – A retail district overlay public hearing was held. Best available science was presented from the City's senior wetland biologist as part of the critical areas update. The historic design review board considered and approved a variance to the downtown color palette.

#### Planning Projects:

- Snoqualmie Home Elevation: The Department Staff continues to work with two property owners to take the next steps with raising their homes above the BFE.
- Snoqualmie Home Acquisitions: The Department Staff continues to work with two property owners who are interested in voluntary sales.
- Community Rating System: The Department Staff is preparing for reclassification and other ways to reduce insurance premiums.
- Code Updates: The Department Staff continues to work through the legislative process on amendments for Best Available Science/Critical Areas Ordinance, Wireless Code Update, and Retail District.
- NWRM Roundhouse: No updates.
- Community Center Expansion: No updates.
- Mill Site: No updates.
- Mixed-Use Final Plan Amendment: Draft changes to the MUFP retail uses along Center Blvd are currently under review with the Planning Commission.
- Climate Change Element: Work is underway with Staff and the Planning Commission. A climate change committee is working to help inform the Commission on green house gas emissions and vehicle miles traveled as well as other carbon-reducing techniques.

- Affordable Housing: The Department Staff continues to work on the issuance of an RFQ to find a suitable firm for the design and development of structure to support work force/affordable housing development.
- Code Enforcement: The Department staff continues to work several code compliance projects, including the restoration of city cleared property near The Club, a conversion of single-family to condominiums, and others.

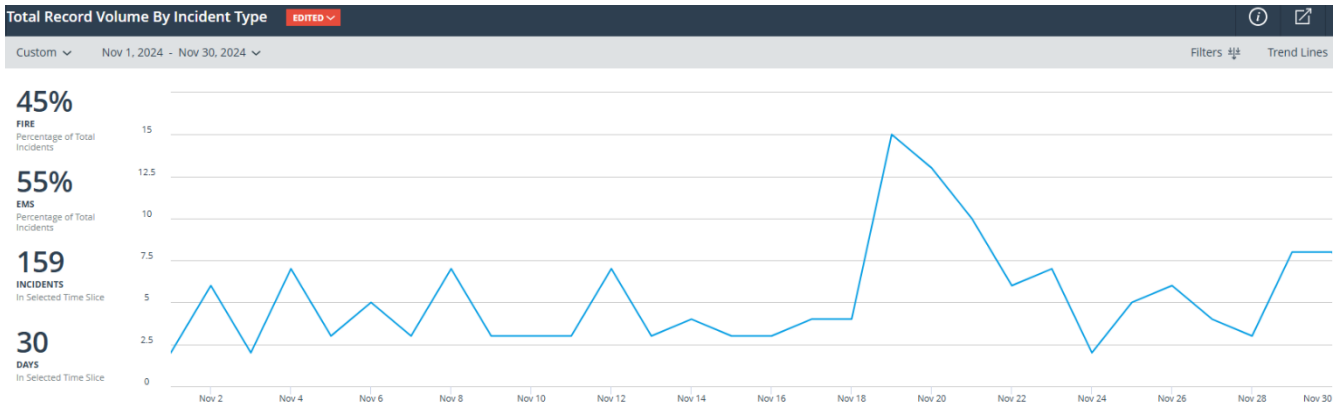


**Mike Bailey, Fire Chief**  
37600 SE Snoqualmie Pkwy | PO Box 987  
Snoqualmie, Washington 98065  
[mbailey@snoqualmiewa.gov](mailto:mbailey@snoqualmiewa.gov)  
(425) 888-1551

## Fire Department Activity November, 2024

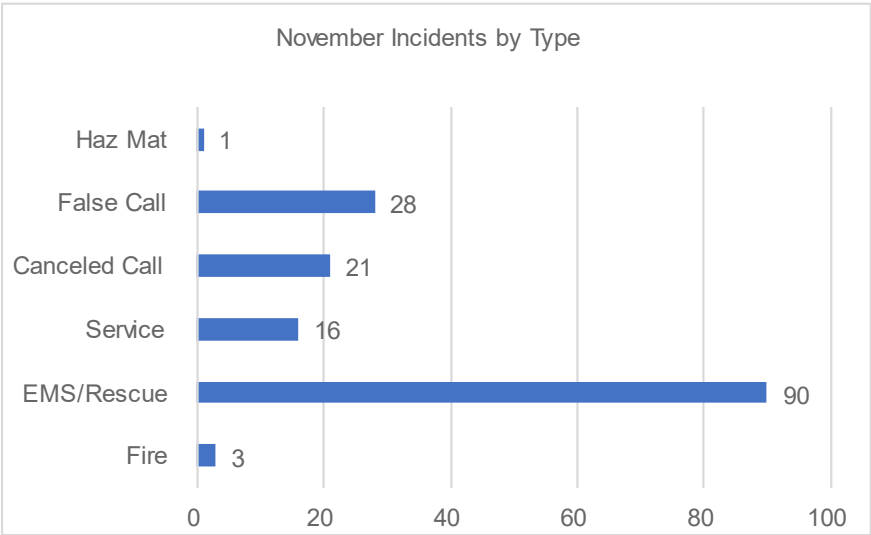
### Incident Count November

The Fire Department responded to 159 incidents in November. 55% of the incidents were emergency medical services and 45% were fire or service-related incidents. The following chart displays incident count per day.



### Incident Count by Type:

The following is a count breakdown of incidents by type.



## Travel Time

For incidents within the city, the 90<sup>th</sup> percentile travel time for the first arriving unit responding in emergency mode was 7:20 seconds and is broken down as follows.

Type	0:00 - 3:59	4:00 - 7:59	8:00 - 11:59	12:00 - 15:59	16:00 - 29:59	30:00 +
Aid Car	16	20	6	0	0	0
Engine	10	22	1	0	0	0
Chief Officer	0	1	0	0	0	0
Total	26	43	7	0	0	0

For incidents outside the city, the 90<sup>th</sup> percentile travel time for the first arriving unit responding in emergency mode was 15:41 and is broken down as follows.

Type	0:00 - 3:59	4:00 - 7:59	8:00 - 11:59	12:00 - 15:59	16:00 - 29:59	30:00 +
Aid Car	1	8	10	3	0	
Engine	1	6	7	4	1	
Total	2	14	17	7	1	0

## EMS Transports

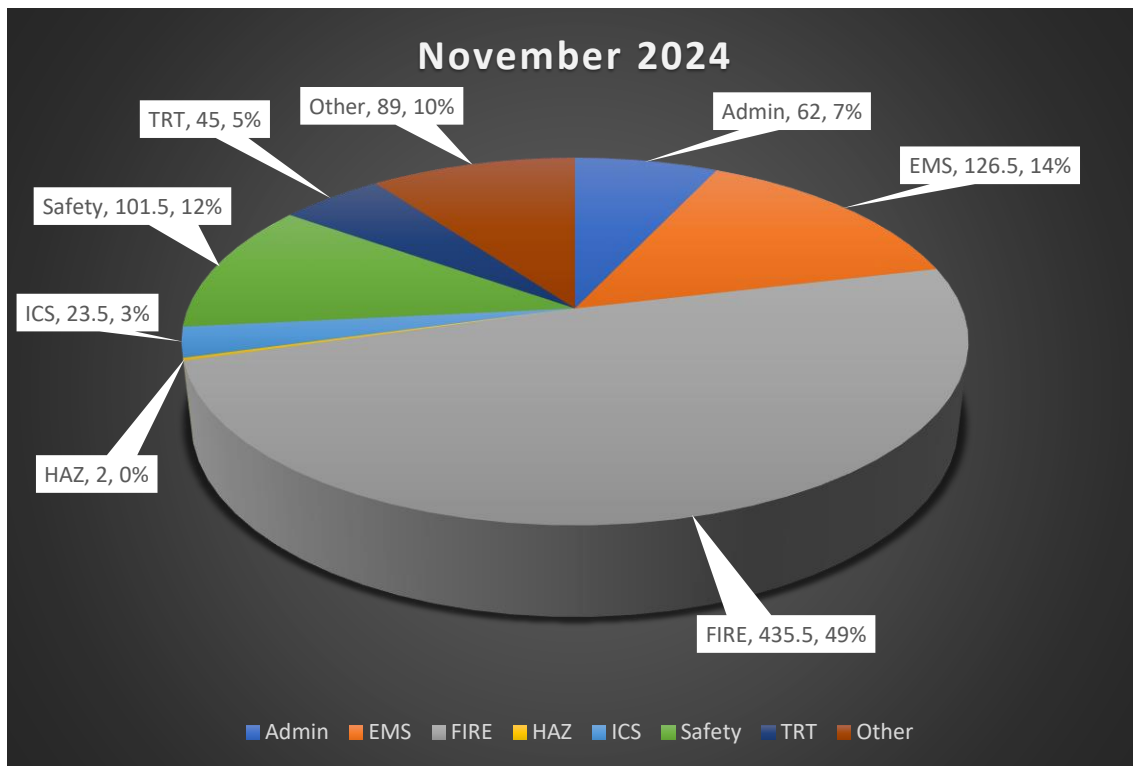
The Fire Department responded to 90 EMS incidents in November and transported 49 patients to local hospitals. Patients were transported to Swedish Issaquah 43% of the time and Snoqualmie Valley Hospital 55% of the time. Of the transports, 12 were transports that originated from outside Snoqualmie's service area. (North Bend 10, Fall City 2)

Hospital	Week 1	Week 2	Week 3	Week 4	Week 5	Total
Overlake Hospital	0	0	1	0	0	1
Snoqualmie Valley Hospital	3	7	3	7	7	27
Swedish/Issaquah	2	6	7	4	2	21
Other	0	0	0	0	0	0
Total	5	13	11	11	9	49



## Training:

Entry into the fall typically brings a lull in practical training and a focus on computer-based training that can be conducted indoors and online. This November, however, is an exception and not the norm. As we onboarded two new firefighters, this allowed for an above-average volume of completions. During the month, crews trained for 885 hours, primarily focusing on company-level drills, driver training, and completion of state-mandated safety training. The training covered all categories, with the majority related to fire suppression (49%), followed by emergency medical services (14%). During the month, one volunteer completed required shadow shifts to become fully qualified to work as part of a crew, while others continued working towards becoming aid vehicle drivers. One career member completed the South King County Pump Operator Academy to become a fully qualified fire engine operator, and one completed swift water rescue technician training. The following chart compares the training hours by type:



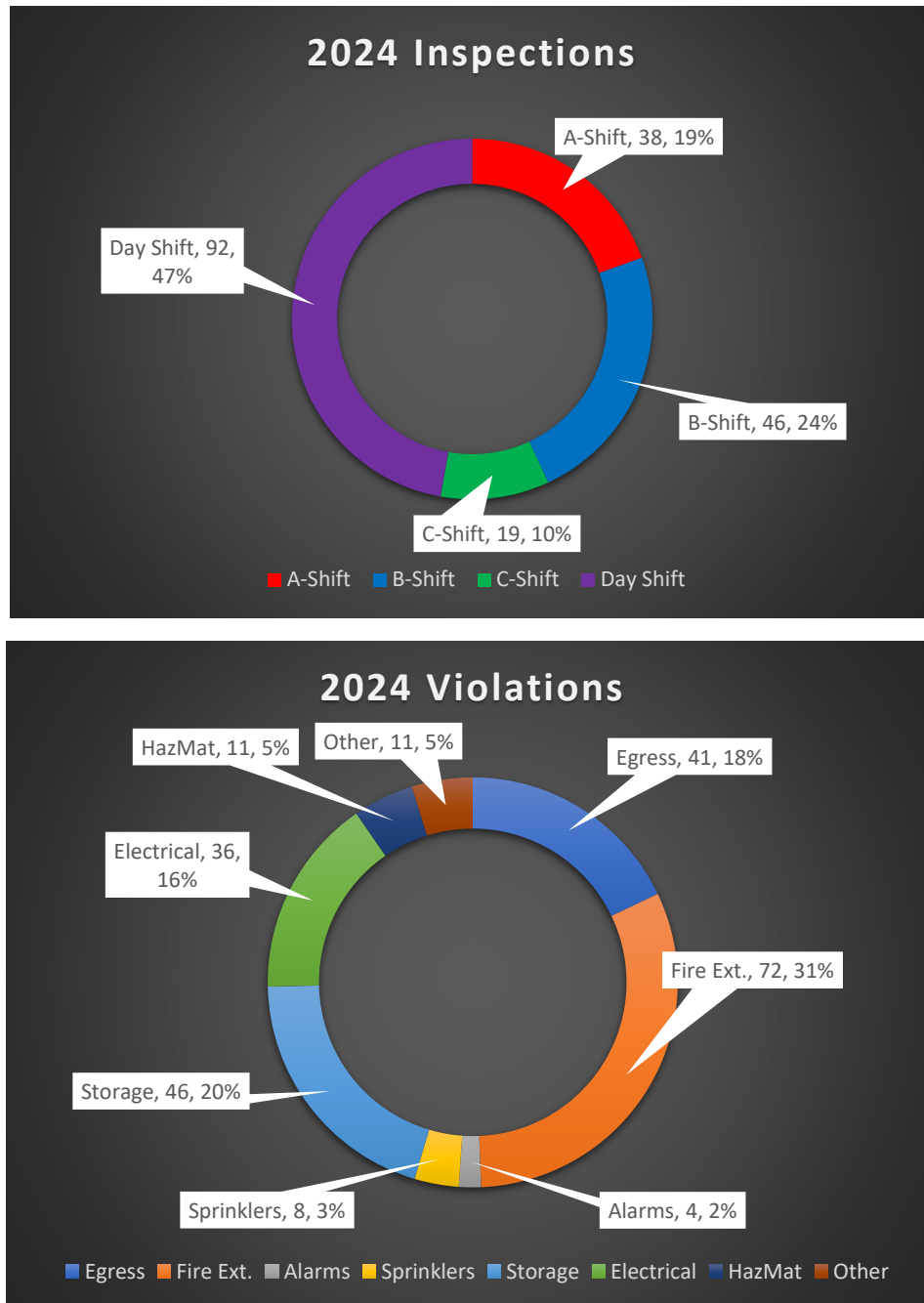
(Admin=Administrative; Haz=Hazmat; ICS=incident command systems; TRT=Technical Rescue Training)

### Training – Highlights/Major Topics:

- Live structure burn
- Fire apparatus operator.
- Incident Command System
- New member orientation
- Forcible entry
- Firefighter – Hose evolutions
- Fire Service Leadership
- Safety – State-mandated safety training, firefighter line-of-duty death reviews
- Technical Rescue – Swiftwater rescue operations
- JJ Keller HR Training
- Department of Health-mandated diversity training
- Stroke emergencies.

### Inspections

Due to ongoing training and community engagement assignments, no inspections were completed in November. Crews focused on continuing school presentations that began in October for Fire Prevention Month. The following chart is a view of the year-to-date inspections and violations:



### Public Education

November, public education and outreach reported the following activities:

- 1 – Mount Si High School Football Standby event
- 7 – Classroom presentations (fire safety), 488 students contacted
- 1 – Opioid Education event (MSHS)
- 1 – Fire Extinguisher training (offsite)

**Volunteer Activity**

During the month of November, the following activity was recorded for the volunteer group

- 23 duty Shifts
- 50 calls responded to
- 269 total hours spent volunteering.



## Information Technology Department

**Fletcher Lacroix, IT Director**  
38624 SE River St. | P.O. Box 987  
Snoqualmie, Washington 98065  
(425) 888-8010 | FLacroix@snoqualmiewa.gov

### November 2024

Dear City Council,

The IT Department has been continuing the preparations to our systems for the Network Modernization project. We are on track to complete it by the end of the year. The team continues to improve. They are nervous, but still excited about this project moving along!

Here are some updates for the month of November:

- We are hovering around 30 open tickets now. The average number of tickets has dropped for this month due to the hard work of the team and our other departments giving us space to work on the network.
- The network infrastructure modernization project kicked-off at the beginning of the month. We have made progress in preparing our systems for the upgrade. There have been some challenges, but they were anticipated.
- The Fire Station pilot phone system is still ongoing. We had made progress toward closing the project, there are legacy systems that were not reviewed more closely during our project discussions. It has been a learning experience for our team, and we appreciate the Fire Department's patience.
- The Wi-Fi and firewall upgrades are almost ready for a cutover to the new systems.

We will have more details on projects that are coming including:

- Simplifying our service desk to better serve our users.
- Extending the cloud VOIP pilot to all City of Snoqualmie locations
- Restructuring and updating our server infrastructure
- Restructuring our IT team responsibilities
- 

Thank you for your continued support as the IT Department continues to rebuild!



## PARKS & PUBLIC WORKS DEPT.

**Jeff Hamlin, Director**

38194 SE Millpond Road

Snoqualmie, WA 98065

425.831.4919 | jhamlin@snoqualmiewa.gov

### Monthly Report – November 2024

#### **Public Works General/CIP Projects:**

***Bomb Cyclone Storm Event Cleanup:*** Public Works crews are responding to the wind damage caused by the Bomb Cyclone that resulted in many downed trees and widespread power outages. The City lost approximately 100 street trees in the storm and hundreds of downed trees in the urban forest areas. Preliminary estimates indicate the City suffered approximately \$106K in damages to trees, streetscapes, fencing, etc. We anticipate a total of three weeks to complete the cleanup activities.

***Tyler Munis Implementation:*** Public Works has completed initial implementation of the asset management system. All operating divisions are now managing work orders through Tyler Munis. We are still working out some bugs with the Wastewater checklists but should have that worked out by end of year. Parks and Public Works has processed approximately 925 separate work orders in the last month and over 2,800 work orders since implementation.

***Road Maintenance and Repair:*** Planning and engineering is in progress for next summer's paving, utility infrastructure, and road maintenance projects.

***Kimball Creek Bridges:*** Project Completed! Meadowbrook Way was opened before the Thanksgiving holiday; beating our schedule by approximately one month.

***384<sup>th</sup> Sewer/Sidewalk:*** The contractor has completed the sewer main repair and the new system is fully operational. Sidewalk construction is ongoing and anticipated to be complete by the end of the week (12/6/24). Also, temporary pavement patching will be completed in the same timeframe. The project will be dormant for a few months during the winter months, but then final paving will be completed in Spring of 2025.

***Splashpad:*** Construction is continuing through the Fall season with completion anticipated in December 2024. The contractor has received Dept of Health approval and concrete will be poured in the next couple weeks.

***Water Reclamation Facility:*** Commissioning on the first ditch has been successful and the new system is working as well or better than anticipated. The contractor is now working on Ditch 2 and is on-schedule for completion in early 2025. Project completion is anticipated for Spring of 2025.



*Reclaimed Irrigation Reservoir:* 90% plans and specifications have been submitted to the City for review. Property acquisition and permitting remain on schedule with the recent Council approval of the purchase agreement. Construction is anticipated to begin in Autumn 2025 with project completion on or before June 30, 2026.

*Staffing:* Urban Forestry/Stormwater Department is down one staff member, but we are working to fill the position before the end of this year. Kyle Markwardt has been promoted internally to fill the vacant Lead position. PPW will begin recruitment for a new administrative assistant in early 2025.

### **Wastewater Division**

- Startup and commissioning of the WRF-3 upgrades continues. Initial performance data indicates a successful design with improved capacity and operational efficiency.
- Wastewater Division lost one staff member in the last month but was successful in hiring a replacement. Matt Miller is a former employee in the Wastewater Division and will return to the department after a couple years in Montana. He brings a wealth of knowledge and skills to the department and is a very welcome re-addition to the Wastewater team.

### **Water Division**

- Water operations are back to normal following the recent windstorm when we lost our controls and monitoring (SCADA) system due to the loss of land line phone networks. Water is currently planning upgrades to the SCADA system to place all controls on a cellular based platform, which will improve reliability and reduce cost.
- A new automated Pressure Reducing Valve (PRV) has been installed at Canyon Springs. This new device will allow for frequent adjustments of system flow and pressure while eliminating the need to enter a confined space.

### **Parks & Streets Division:**

- Parks and Streets Division has been busy with cleanup activities following the recent windstorm.
- Holiday lights and decorations are planned to be completed this week.
- Repair of significant vandalism at various parks is ongoing. Auto-lock mechanisms will be installed soon to ensure buildings are locked at night. Staff are working with the Police Dept to employ security techniques to catch the culprit.
- Street crew continues with gravel alleys maintenance in response to the winter wet season.
- Tables and chairs at railroad park boardwalk have been stored for the winter.
- Parking lot striping/paint at the YMCA has been completed.
- Gutter replacement at several park structures has been completed.

### **Fleet & Facilities Division:**

#### Fleet

- City fleet logged >38,000 miles driven in November.
- 24 preventative maintenance work orders completed

- 36 other work orders completed
- The new Urban Forestry Chip Truck has arrived and will be placed into service following installation of an equipment rack.

#### Facilities

- Security Improvements at City Hall will be completed soon following installation of the card lock equipment.
- Building improvements at the Police station are scheduled to begin soon and will take approximately 60 days to complete.
- Daily checks completed on City building mechanical, electrical and HVAC systems on a continuous basis
- New electrical outlets have been placed at Council Chambers to provide power for staff work areas.

#### **Stormwater & Urban Forestry Division**

- The Urban Forestry crew has been very busy with storm cleanup following the recent windstorm event, including removal of downed trees and limbs, street clearing and sweeping and stormwater pond maintenance.
- Another Green Snoqualmie Day Event over Thanksgiving weekend was a success – over 280 trees and shrubs were planted.
- Osprey Pond dam inspection was completed and a report submitted to Ecology.
- Stormwater Pond maintenance continues – a contractor has been hired to help catch up with vegetation trimming for 6 ponds with 5 ponds completed.

#### **Department of Corrections Crew Work for November 2024**

**\* Note: DOC had 6 workdays this month\***

Work completed at various sites:

- Storm pond vegetation maintenance: 6-days of work.
- Worked on removing all trees, shrubs, invasive species from entire pond per the Stormwater Vegetation Maintenance SOP. [Five feet outside of fence line down to the water, or as COS property lines permit]
- SE Fury St Slope [between 37419 & 37502]
- Frontier Pond 2: finished vegetation removal, needs to be chipped
- Frontier Pond 3: finished vegetation removal, needs to be chipped
- PPW Building - storm clean-up
- Clean up of debris, leaves and limbs in the lower PPW yard/shop and upper yard.
- Douglas/Muir site mulching of restoration area



**Brian Lynch, Police Chief**  
34825 SE Douglas St. | PO Box 987  
Snoqualmie, Washington 98065  
(425) 888-3333 | [blynch@snoqualmiewa.gov](mailto:blynch@snoqualmiewa.gov)

November 2024

Calls for Service

	Oct 2024	Nov 2024	Nov 2023
Snoqualmie	540	530	558
North Bend	530	392	399

Average Response Times (in minutes & seconds)

Nov	Priority 1	Priority 2	Priority 3
Snoqualmie	0:43	3:25	3:30
North Bend	3:01	3:08	4:31
Oct			
Snoqualmie	1:16	3:54	5:45
North Bend	2:15	4:17	5:04

Priority 1: Weapons Offense / DV Physical / Aslt/Burg In-Prog

Priority 2: Calls that require immediate response that could result in death if not responded to.

Priority 3: High priority but not an immediate threat.

Nov	Thefts	Vehicle Prowls	Vehicle Thefts
Snoqualmie	10	4	1
North Bend	9	3	2
Oct	Thefts	Vehicle Prowls	Vehicle Thefts
Snoqualmie	5	0	1
North Bend	7	6	1

Items of Importance

**Command Staff** – Vacancies: 0.

**Patrol** – One exceptional hire continues in FTO status. Two officer recruits continue in Academy. One officer recruit started Dec. 1 joining another awaiting an academy start date. Vacancies: 1.

**Administrative Staff** – Vacancies: 0.

Community Events

Dec. 7 – Snoqualmie Winter Lights

Dec. 7 – Holly Days (North Bend)

Year to Date Theft Comparison

Nov 1 – 30

Snoqualmie	2024	2023
Thefts	10	15
Vehicle Prowls	4	8
Vehicle Thefts	1	0

North Bend	2024	2023
Thefts	9	10
Vehicle Prowls	3	1
Vehicle Thefts	2	4

Crisis Intervention Contacts

	2024		2023	
	Nov	YTD	Nov	YTD
Snoqualmie	4	315	30	243
North Bend	1	15	0	28

Mental Health Professional Contacts

	2024		2023	
	Nov	YTD	Nov	YTD
Snoqualmie	0	93	26	289
North Bend	0	77	14	139

Public Records Requests

Nov 2024	51
2024 YTD	551