



## PLANNING COMMISSION MEETING

Monday, June 16, 2025, at 7:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

### COMMISSIONERS

Chair: Andre Testman

Vice Chair: Ashleigh Kilcup

Commissioners: Simon Hurley, Darrell Lambert, Luke Marusiak, Dan Murphy, and VACANT.

*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 **864 8750 2701** and Password **1900040121** if prompted.

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- 4) Please confirm that your audio works prior to participating.

### CALL TO ORDER & ROLL CALL

### AGENDA APPROVAL

### PUBLIC COMMENT

*Public comment will be accepted by in-person attendees. Remote attendees may submit written comments to the [staff liaison](#) or [city clerk](#).*

### COUNCIL LIAISON REPORT

### MINUTES

1. Approval of the minutes dated June 2, 2025.

### NEW BUSINESS

2. Climate Element draft
3. Planning Commission Housekeeping

### OLD BUSINESS

### FUTURE AGENDA TOPICS

### 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.



## PLANNING COMMISSION MEETING MINUTES

### JUNE 2, 2025

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

**CALL TO ORDER & ROLL CALL:** Chair Testman called the meeting to order at 7:00 pm.

**Commissioners:** Ashleigh Kilcup, Darrell Lambert, Luke Marusiak, Dan Murphy, and Andre Testman (remote) were present. Commissioner Hurley's absence was excused.

Councilmember Jo Johnson was also present.

**City Staff:**

Mona Davis, Community and Economic Development Director; Andrew Love, Contract Planner; and Andrew Jongekryg, IT Support.

**AGENDA APPROVAL** - The agenda was approved as presented.

#### PUBLIC COMMENT

**COUNCIL LIAISON REPORT** – CM Johnson spoke regarding Council approval for changes to retail overlay and the resolution for mixed use final plan amendment will be at the next Council meeting. Splashpad grand opening is on Friday June 6, 2025.

**MINUTES** - The minutes dated May 5, 2025, and May 19, 2025, were approved as presented.

#### OLD BUSINESS

1. Draft Climate Element. Introduction by Community & Economic Development Director Mona Davis. Continued presentation by Chris Green of OTAK. Discussion followed.

#### OTHER BUSINESS

Items of Planning Commission Interest (future agenda topics):

- Commissioner Marusiak – future of Bartell Drugs and Woodman Lodge locations

Upcoming Schedule: The next meeting is set for June 16, 2025.

**ADJOURNMENT** - The meeting adjourned at 8:54 pm.

*Minutes prepared by Deana Dean, City Clerk.*

*Recorded meeting audio is available on the city website after the meeting.*

*Minutes approved at the \_\_\_\_\_, 2025, Planning Commission Meeting.*

# Introduction

Our local social, economic, and environmental systems face serious risks from a changing climate. Climate change is a global problem that undeniably affects the day-to-day lives of individuals, and only a collective effort can mitigate or avoid the worst of the changes. This Climate Element, including its Resilience and Greenhouse Gas Emissions Reduction Sub-Elements, guides Snoqualmie in its role in the statewide fight against the potentially devastating impacts of climate change. Reducing greenhouse gas emissions will slow the warming our climate is experiencing globally, and increasing community resilience will prepare residents, businesses, property owners, and other stakeholders for more intense and frequent hazard events caused by changing climate conditions. Action at an individual – or small jurisdiction – level will add up to support the collective effort to slow or stop the changes and prepare for the changes that are already occurring

## What is Climate Planning?

The Industrial Revolution has led to a rapid increase in greenhouse gas emissions from burning fossil fuels, industrial processes, resource extraction (deforestation), and other human activities. This dramatic increase in greenhouse gas emissions into our atmosphere has already resulted in a measurable shift in both global and local climate patterns; the International Panel on Climate Change (IPCC) estimates that human activities have caused a 1.1°C (1.98°F) increase in temperatures globally, compared to pre-Industrial Revolution levels, and this number could reach 1.5°C (2.7°F) between 2030 and 2052 if current greenhouse gas emissions trends continue. Although this may seem like a small increase, we can already see the changes in our daily lives: warmer seasonal temperatures, shifting rain and snowfall patterns, measurable rise in sea levels, and more extreme weather events. A 1.5°C (2.7°F) increase in temperature would make the average year in Washinton warmer than the hottest year of the 20<sup>th</sup> century. Speed is vital to greenhouse gas reductions as the quicker greenhouse gas emissions are reduced, the less drastic our efforts will need to be and the lower the overall global temperature increase will be.

### Definitions:

- **Climate.** Climate in the usual weather of a place.
- **Climate change.** Climate change describes a change in the average conditions – such as temperature and rainfall – in a region over a long period of time.
- **Greenhouse gas.** Greenhouse gases, such as carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals, trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere.
- **Hazard.** An event or condition that may cause injury, illness, or death to people or damage to assets.
- **Resilience.** The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption.

These consequences of climate change will increase over time, contributing to a greater probability of hazards such as drought, fires, and flooding and related events such as landslides and power outages. Climate change will impact Snoqualmie in ways that can be seen locally, such as increased flooding in the Snoqualmie River and its tributaries due to shifting precipitation patterns and more severe storms, but also globally, such as sea levels rising to an extent that will displace coastal communities or shifting weather patterns influencing regional and global trade. Every community will experience climate change differently, and certain groups of people are more vulnerable to the impacts that we'll see. It's vital for communities to build resilience while adapting to changing climate conditions.

## Climate Element: Legislative History and Requirements

In 2021, the Washington State Legislature passed Senate Bill 1181, which amended the Growth Management Act (RCW 36.70A) and added the requirement for a Climate Element in local comprehensive plans. The Climate Element is intended to ensure that climate change considerations are integrated into land use planning and decision-making processes. The law mandates that local governments address climate change mitigation, climate adaptation, environmental justice, and overall alignment with statewide climate goals.

Local governments must update their comprehensive plans to include this Climate Element according to the Periodic Update Schedule published by the Department of Commerce. Although Snoqualmie is required to adopt its Climate Element by 2029, the City received grant funding to prepare the Climate Element early, ensuring that climate-related risks and resilience strategies are factored into development and infrastructure decisions as soon as possible.

Snoqualmie relied on Commerce's January 2024 intermediate *Climate Element Planning Guidance* to prepare this Climate Element and incorporate climate considerations into other Comprehensive Plan elements. The guidance includes key recommendations for considering both mitigation and adaptation strategies and actions, environmental justice, and cross-sector collaboration. Our Climate Element must align with this guidance, which outlines specific goals, policies, and actions to be addressed in the planning process. The guidance also stresses the importance of setting measurable goals and regularly monitoring progress toward achieving climate targets.

HB1181 requires consideration of environmental justice and vulnerable populations. Climate change will affect all people but many of the impacts will not be distributed evenly. Vulnerable populations include groups that are likely to be at higher risk for poor health outcomes in response to environmental harms, typically related to socioeconomic factors that adversely affect health and wellbeing that would be exacerbated by environmental harms. Vulnerable populations also tend to lack adequate resources to adapt to changing environmental conditions.

### Definitions:

- **Adaptation.** The process of adjusting to new climate conditions to reduce risks to valued assets.
- **Cross-sector collaboration.** The cooperative efforts between different sectors or areas of expertise, organizations, or stakeholders to address climate-related issues.
- **Environmental justice.** The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- **Mitigation.** A sustainable action that reduces or eliminates long-term risk to people or property from future disasters.
- **Overburdened community.** A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.
- **Vulnerable populations.** Groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and, sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations include, but are not limited to: racial and ethnic minorities; low-income populations; and, populations disproportionately impacted by environmental harms.

Vulnerable populations are considered in all parts of the Climate Element to ensure that all people in Snoqualmie will have a safe and healthy environment to live in that is resilient to climate change.

#### Climate Commitment Act: Washington's Statewide Climate Goals

The Climate Commitment Act (CCA) that was signed into law in 2021 requires Washington to reduce greenhouse gas emissions to 45 percent by 2030, 70 percent by 2040, and 95 percent (with five percent offset through purchase or other direct environmental benefit) by 2050 compared to baseline emissions in 1990.

The CCA is a *statewide* commitment to climate goals. Local jurisdictions and agencies must contribute to achieving these goals but are not specifically regulated by these reduction percentages or target dates. *Local* requirements are in HB 1181, which includes criteria for comprehensive plans that will advance statewide goals.

## Relationship to Other Plan Elements and Planning Documents

The impacts of climate change will be felt across all social, economic, and environmental sectors; planning and implementation requires cross-sector collaboration, interdepartmental and interagency partnership, and the strong support and participation of the city's residents. The various sectors are addressed across the Comprehensive Plan and goals and strategies are integrated into all Plan elements, especially in the Land Use, Transportation, Capital Facilities, and Utilities Elements. These elements address some of the causes and impacts of climate change by addressing growth patterns, efficient provision and management of infrastructure and services, expanded transportation mode choice and accessibility, and other aspects of climate change adaptation and mitigation. The City also maintains the following plans that address components of climate change, resilience, greenhouse gas emissions reduction, and mitigation or adaptation strategies:

- Jurisdictional Annex to the King County Regional Hazard Mitigation Plan, adopted in 2020
- Shoreline Master Program, adopted in 2021 (this is the Shorelines Element of the Comprehensive Plan)
- Green Snoqualmie Partnership Forest Management and Stewardship Plan, adopted in 2017
- Urban Forest Strategic Plan, adopted in 2014
- Fire Department Strategic Plan, 2025-2030, adopted in 2024

Specific alignment with resilience and greenhouse gas emissions reduction measures in other Comprehensive Plan elements or adopted plans include:

- The **Land Use Element** encourages land use patterns that balance historic character, access to open spaces, and protection from flooding and related risks. This element seeks to harmonize new projects with existing development, elevating the role of infill development in meeting growth allocations for population and jobs.
- The **Housing Element** expands housing choice and affordability, supporting a greater range of options at varying densities. This element supports practices that improve the efficiency of services and infrastructure, as well as reduce the reliance on greenhouse gases.
- The **Transportation Element** supports system improvements that will increase connectivity and multimodal options. An expanded transportation network will reduce vehicle miles traveled, reduce the demand for greenhouse gases, and support a greater range of human health benefits.
- The **Capital Facilities and Utilities Element** aims to provide efficient and reliable service, including streets and sidewalks, parks and recreation areas, schools, libraries, stormwater

management, water and sewer systems, and public safety services. The element calls for maintenance or replacement of aging infrastructure, resilience-focused facility improvements, and the integration of sustainability features into services, facilities, and infrastructure.

- The **Parks and Recreation Element** guides the acquisition, development, and management of park, recreation, and open space assets to provide equitable and sustainable opportunities for all residents. The element balances the needs for outdoor and indoor recreation and programming with the preservation of natural areas and habitats.
- The **Environment Element** describes a stewardship approach that supports a healthy ecosystem with a range of functions that improve community resilience and mitigate natural hazard scenarios.
- The **Economic Development Element** supports a healthy and vibrant local economy that supports a full service or “complete” community. This element prioritizes the expansion of businesses and entrepreneurship opportunities to fill perceived gaps that otherwise need to be met outside of the city.

## Public Engagement

Local governments are required to engage communities, particularly those most impacted by climate change, in the planning process. The Climate Element was developed with meaningful input from Snoqualmie community members, guided by the public participation requirements of the Washington Growth Management Act (RCW 36.70A.140). Engagement strategies were designed to be inclusive, multimodal, and responsive to local concerns about climate change impacts and community resilience.

### Engagement Activities and Outreach Tools

The project team used a combination of online and in-person tools to reach a broad audience. These included a project website, an online community survey, stakeholder interviews and focus groups, and two public workshops. A Climate Planning Advisory Team (CPAT) met regularly to guide the process, review draft materials, and provide technical and community-based perspectives.

### Role of the Climate Planning Advisory Team (CPAT)

The CPAT included representatives from City departments, local agencies, Tribal interests, youth groups, sustainability advocates, and other sectors. The team played a key role in shaping the Climate Element’s goals and policies, with a particular focus on climate hazards, equity, greenhouse gas reduction, and coordination across community priorities. CPAT members also helped test engagement activities and ensure that materials were understandable and locally relevant.

### Stakeholder and Community Input

Targeted stakeholder conversations engaged City staff, emergency responders, sustainability professionals, local educators, and youth. These interviews and focus groups highlighted the need for stronger coordination around emergency preparedness, flood mitigation, tree canopy expansion, and public education. At the same time, two community workshops—held both virtually and in person—offered residents the opportunity to share their priorities and concerns. The online survey further broadened input, drawing attention to impacts like wildfire smoke, extreme heat, and limited transit options.

### Key Themes

Participants emphasized the importance of preparing for flooding, wildfire, and extreme heat, and expressed strong interest in strategies such as sustainable transportation, expanded green infrastructure, local energy efficiency improvements, and programs for renters and low-income households. Participants also highlighted the need to engage youth, protect natural spaces, and ensure climate investments reach all neighborhoods.



## Ongoing Review and Policy Refinement

The Planning Commission reviewed the Climate Element in a series of workshops, helping to shape the structure, goals, and implementation strategies. Community and stakeholder input directly influenced the organization of the Element, the identification of resilience priorities, and the development of policies that reflect both climate science and local lived experience.

# Resilience Sub-Element

## Climate Change in Snoqualmie

The residents, workers, business owners, and property owners of Snoqualmie are already experiencing the impacts of climate change, such as rising temperatures, more frequent and severe flooding, and more frequent and severe wildfire smoke. These changes affect the wellbeing of residents, including health and social connection, ecosystems and natural resources, and infrastructure and facilities.

**Drought.** Lower summer precipitation, and reduced snowpack that contributes to summertime streamflow and groundwater recharge, will impact the quantity, quality, and availability of surface water for various purposes. This will stress fish and wildlife habitat and their resident species through lower and warmer streamflows. It will also decrease the availability of hydroelectric power generation, leading to increased instability in power supply.

**Extreme Heat.** Typical summer high temperatures are expected to increase notably by the end of the century. Hotter weather has direct and indirect impacts on human health and wellbeing and wildlife habitat. It can also strain or damage critical infrastructure and facilities.

**Extreme Precipitation and Flooding.** Increased precipitation is likely to occur outside of the summer season, resulting in increased flooding and a related increased risk in erosion and landslide hazards. Flooding and landslides can damage buildings and infrastructure. Erosion can also degrade habitat and ecosystem functionality.

**Wildfire and Smoke.** Wildfire risk is likely to increase only modestly in the Snoqualmie region, but statewide increases will lead to more wildfire smoke in the city. Wildfires can destroy buildings and property, damage infrastructure, and destroy or stress wildlife habitat and ecosystem. Wildfire smoke deteriorates air quality, leading to increased health problems—especially for vulnerable populations.

## Snoqualmie's Vulnerability to Climate Change

**Human Health and Wellbeing.** Everyone in Snoqualmie will be affected by climate change to some degree, but some individuals and groups are at greater risk due to a range of social, economic, and built environment factors, many of which intersect to further increase vulnerability. People living in low-lying areas susceptible to flooding, in wildland-urban interface areas more exposed to wildfire, or in urban heat islands that increase the impacts of extreme heat are more vulnerable. Where these places intersect with aging buildings or infrastructure, vulnerability is further exacerbated. People with underlying health conditions such as heart disease, asthma and other respiratory disease, diabetes, and other chronic conditions are also likely to face increased risks. Those with lower household incomes, language barriers, or limited access to reliable healthcare may lack the resources needed to prepare for and recover from hazard events and extreme weather conditions.

**Economy.** Economic resources include downtown Snoqualmie, where many of the community's businesses and services are located. Downtown Snoqualmie is in a low-lying flood-prone area, making

businesses vulnerable to disruption in operations and damage to physical resources such as buildings and inventory. This infrastructure has a high vulnerability to climate hazards. Many residents in Snoqualmie work outside the city at one of the major tech employers and rely on private buses; as noted above, bus routes and road infrastructure are at a high risk to climate impacts.

**Transportation.** Key elements of transportation infrastructure include State Route 202 and Snoqualmie Parkway together with associated bridges and culverts in the city, bus routes, and trail systems. This infrastructure tends to have a high overall vulnerability due to the location in flood-prone areas, landslide hazard areas, and urban heat islands. These risks may cause damage and disruption of the transportation network and mobility.

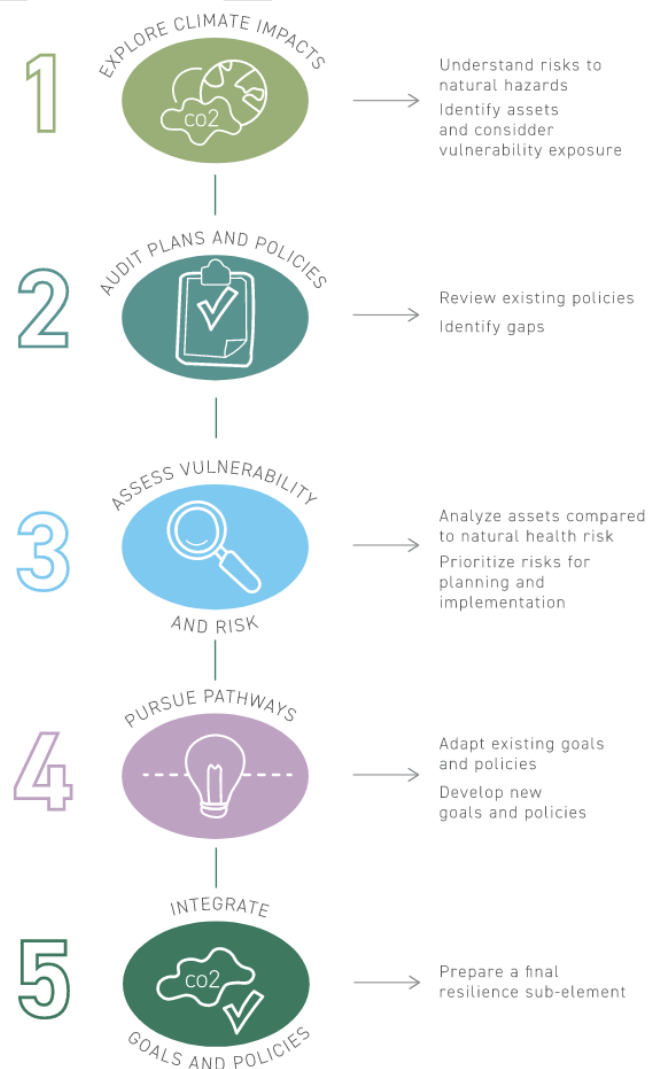
**Water Resources.** Water resources-related infrastructure include drinking water, stormwater, and sewer systems. Climate change is likely to shift precipitation, streamflow, and groundwater recharge patterns, leading to longer and more intense drought conditions. This will be exacerbated by increasingly hot temperatures. This combination of conditions may reduce water storage while simultaneously increasing demand. More extreme precipitation patterns outside of hot summers could overwhelm stormwater and wastewater systems, leading to infrastructure damage, degraded water quality, and habitat impacts. This infrastructure has a high vulnerability to climate hazards.

**Critical Facilities.** Critical facilities include City buildings, police and fire stations, grocery stores, schools, and libraries. These facilities provide essential public services, serve as gathering spaces, and may provide shelter during extremely hot or extremely cold weather. Climate hazards can directly and indirectly impact critical facilities by damaging buildings or disrupting the infrastructure necessary to continue operations from a facility, such as road obstructions or utility service disruption.

**Community Resources.** These resources include parks, public spaces, and similar facilities that provide opportunities for outdoor recreation and community gathering. These resources help residents manage the impacts of climate change by, for example, offering refuge from extreme heat. Community resources can be significantly damaged by flooding and landslides.

## Process Summary

To adequately plan for the impacts of climate change and address the vulnerability of Snoqualmie most sensitive residents and infrastructure, the City followed the process outlined in Commerce's *Guidance*, summarized in Figure XX.





## Goals and Policies

### **GOAL 1. Reduce harm to people, property, and infrastructure from natural hazards intensified by climate change, including wildfire, flooding, extreme heat, and severe storms.**

- 1.1 Flood hazard planning and infrastructure investment should reflect projected increases in precipitation and storm intensity due to climate change, with an emphasis on minimizing flood risk in vulnerable areas such as the Snoqualmie River corridor.
- 1.2 Support emergency preparedness and public facility planning that includes provisions for wildfire smoke exposure and access to clean air for vulnerable populations, including through capital investment planning, public communications, and coordination with local and regional emergency management agencies.
- 1.3 Development in wildfire-prone areas should incorporate fire-safe site design, defensible space, and risk-reducing materials consistent with best practices and regional guidance.
- 1.4 Encourage development and infrastructure projects that incorporate passive cooling, green infrastructure, and other climate-adaptive design features.
- 1.5 Land acquisition and public investment decisions should consider long-term site suitability, including exposure to compounding climate hazards.
- 1.6 Support transportation infrastructure planning that prioritizes climate resilience, especially for critical routes and emergency access corridors.
- 1.7 Expand or enhance urban tree canopy and public cooling infrastructure, especially in areas with limited shade or elevated vulnerability to extreme heat.
- 1.8 Water use and landscaping policies should promote drought resilience by prioritizing native or low-water-use vegetation and water-efficient systems.
- 1.9 Encourage the integration of backup power and distributed energy systems in critical facilities to support continuity during outages or smoke events.

### **GOAL 2. Protect, restore, and manage natural systems that provide ecological, cultural, and climate adaptation benefits.**

- 2.1 Support restoration and conservation strategies—through land use planning, partnerships, and resource prioritization—that promote climate resilience, including water storage on the landscape, healthy riparian systems, and forest health.
- 2.2 Land use and infrastructure planning should consider opportunities to restore floodplain and wetland function to reduce hazard risk and enhance habitat.
- 2.3 Prioritize the protection of climate refugia and habitat corridors to improve biodiversity and ecosystem adaptation.
- 2.4 Encourage the use of native, drought-tolerant, and pest-resistant vegetation in development, streetscapes, and restoration areas.
- 2.5 Natural resource management plans should incorporate adaptive approaches and reflect projected climate stressors over time.

- 2.6 Protect and restore culturally important ecological and landscape resources through partnerships with Tribal governments and Indigenous organizations, and recognize the importance of these sites in shaping both cultural identity and ecosystem resilience.
- 2.7 Identify and protect cultural and historic resources that may be vulnerable to climate-related hazards or long-term degradation, through local historic preservation planning and interagency coordination.

**GOAL 3. Support the ability of all community members and systems – especially those most vulnerable – to prepare for, adapt to, and recover from climate impacts.**

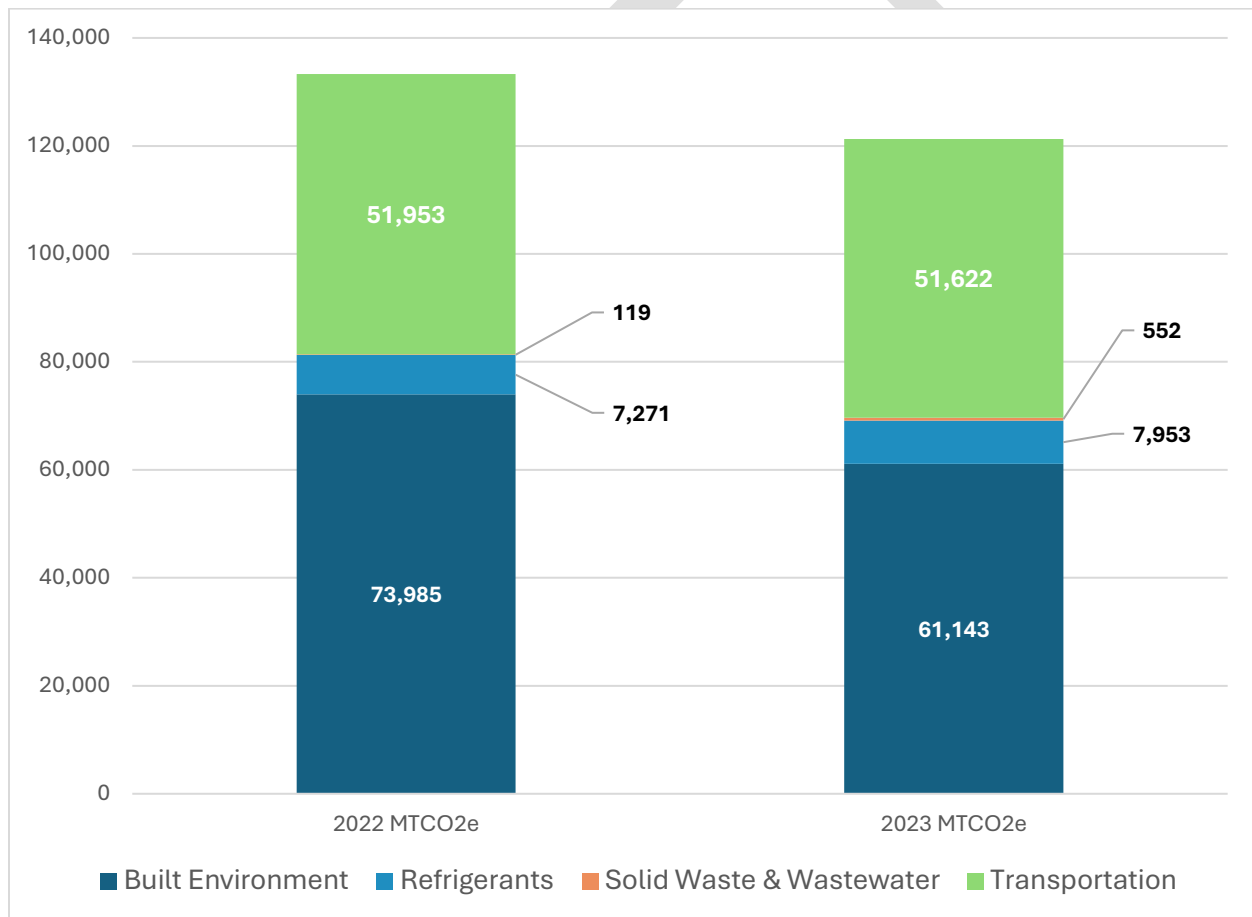
- 3.1 Ensure that public education and outreach materials related to climate resilience are culturally appropriate and accessible across languages and communities. Partner with community-based organizations to build coordination, strengthen networks, and support grassroots resilience.
- 3.2 Support partnerships with community-based organizations that have the trust and capacity to lead climate resilience efforts at the neighborhood level.
- 3.3 Public facility siting and retrofit decisions should consider the need for clean air shelters, cooling infrastructure, and other health-supportive amenities.
- 3.4 Economic development planning should reflect climate risk exposure in key sectors and support small business resilience and continuity planning.
- 3.5 Encourage planning and investment that supports reliable freight access and transportation continuity during hazard events.
- 3.6 Plan for sustained access to outdoor recreation amenities by incorporating climate risk assessment and adaptation into parks and trail planning.
- 3.7 Promote compact development in downtown and mixed-use areas to reduce pressure on hazard-prone areas and improve infrastructure efficiency.
- 3.8 Ensure all residents have equitable access to parks, tree canopy, and green spaces within a half-mile of their homes.
- 3.9 Investments in public green space, tree canopy, and shade infrastructure should prioritize communities with limited access to existing resilience amenities.
- 3.10 Incorporate climate adaptation into public facility and infrastructure planning, including upgrades and investments.
- 3.11 Support the development of resilience hubs—public or nonprofit facilities that provide shelter, information, and basic services during disruptions—through siting, funding, and partnerships.

# Greenhouse Gas Emissions Sub-Element

## Greenhouse Gas Emissions in Snoqualmie

Snoqualmie's greenhouse gas emissions inventory reveals that transportation and building energy are the two most significant sources of greenhouse gas emissions in the community. Municipal operations are included in community emissions and accounted for in the greenhouse gas emissions inventory.

HB1181 requires analysis from 2022 as the baseline year. In 2022, the Snoqualmie community, comprised of residents, businesses, municipal operations, and visitors, generated approximately 133,329 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e), a measure of greenhouse gas emissions. Emissions came from the built environment (buildings and energy; approximately 55% of 2022 emissions) and the transportation (aviation, on-road vehicles, and off-road equipment; 39%) sectors primarily, with minor contributions from the refrigerants sector (5%) and negligible contributions from the solid waste sector (landfill and compost; 0%). Figure XX shows Snoqualmie's emissions by sector and inventory year.



**Figure 1: Snoqualmie Greenhouse Gas Emissions Inventory, 2022-2023. Source: King County-Cities Climate Collaborative *DRAFT* community inventory.**

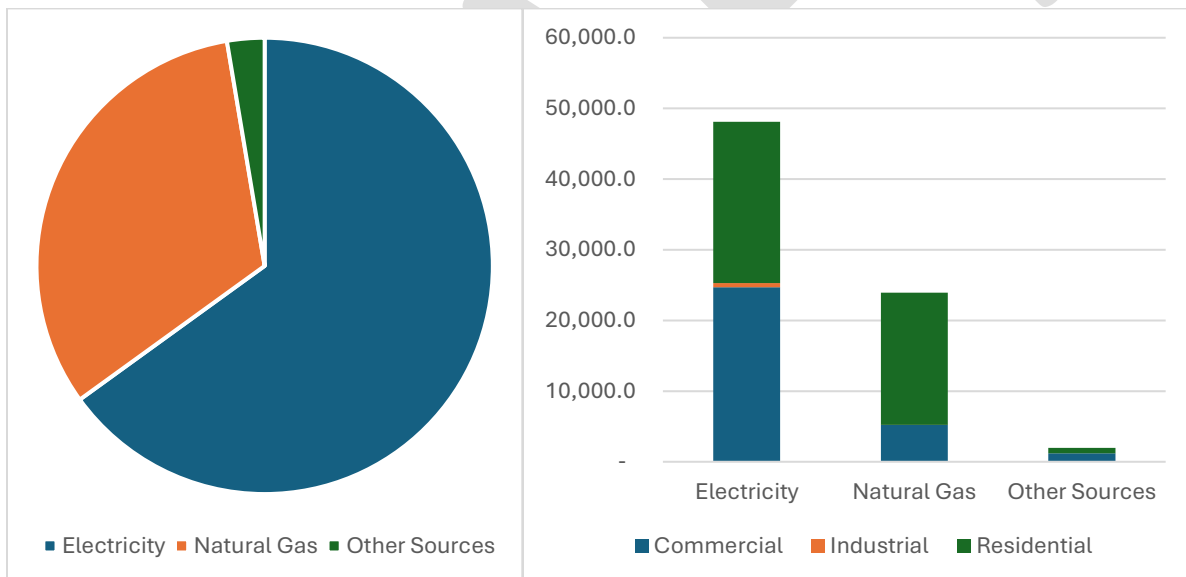
The City of Snoqualmie has adopted the following greenhouse gas emissions reduction targets compared to the 2022 baseline year:

Year	Reduction Target
2030	xx%
2040	xx%

Snoqualmie is required to adopt policies that result in reductions in overall greenhouse gas emissions generated by **transportation** and **land use** within the city without increasing emissions elsewhere in Washington. The primary sectors for reductions are the built environment, especially building energy usage, and on-road vehicle emissions.

## Building Energy Emissions

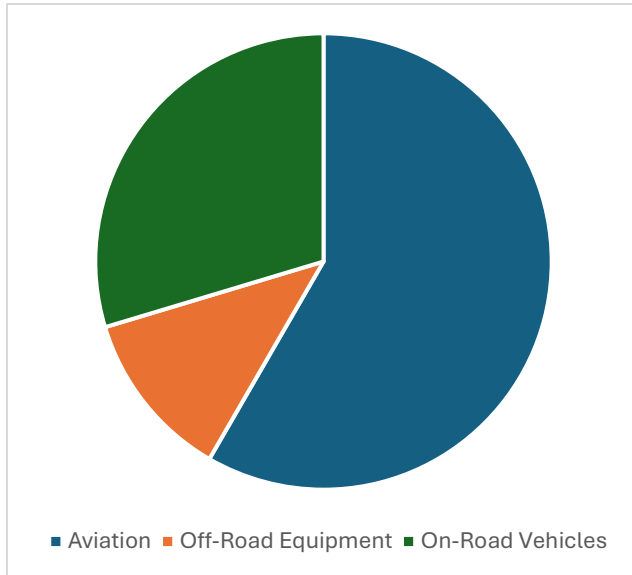
Emissions generated in the built environment sector are generally related to energy use. The largest contributors to greenhouse gas emissions in the built environment sector in 2022 were: commercial electricity use (approximately 33%), residential electricity use (approximately 30%), and residential natural gas use (approximately 25%), followed more distantly by commercial natural gas use (approximately 7%) and industrial electricity/natural gas use and other sources (total approximately 5%). Other sources includes fuel oil and propane.



**Figure 2 (Left): 2022 Built Environment Greenhouse Gas Emissions Sources in Snoqualmie.**  
**Figure 3 (Right): Snoqualmie's 2022 Built Environment Greenhouse Gas Emissions Use Type.**  
**Source: King County-Cities Climate Collaborative *DRAFT* community inventory.**

Between 2022 and 2023, emissions in the built environment sector decreased, with notable reductions in electricity use in the commercial and residential categories (total reduction approximately 37%). Emissions from natural gas use and emissions from other sources increased (total increase approximately 18% and 48%, respectively, although it is important to note that the actual increase in emissions from other sources is still quite small).

## Transportation Emissions



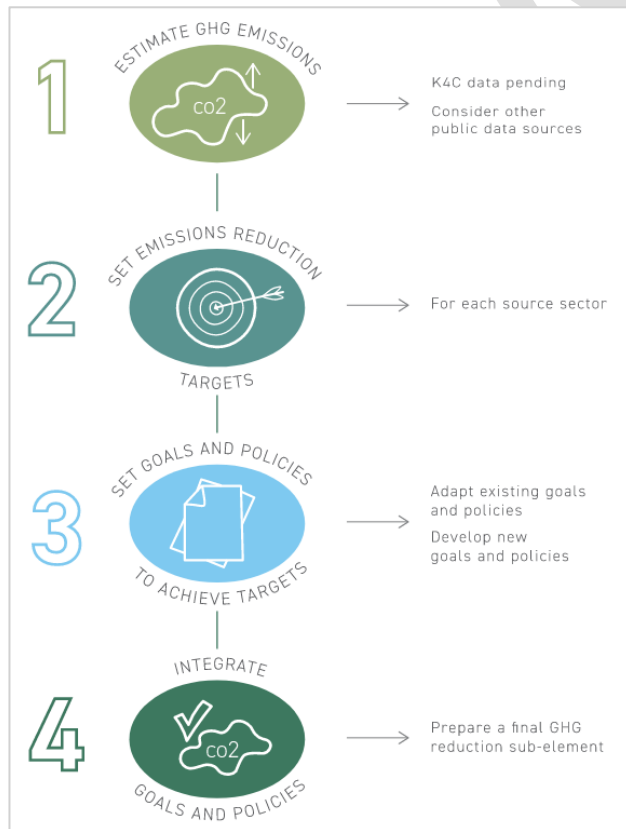
**Figure 4: 2022 Transportation-Related Greenhouse Gas Emissions in Snoqualmie.**

Emissions generated in the transportation sector in 2022 include aviation (approximately 58%), on-road vehicles (personal vehicles, commercial and freight vehicles, and municipal vehicles; approximately 30%), and off-road equipment (such as forklifts, construction equipment, etc.; approximately 12%). The aviation category accounts for estimated fuel consumption from the Seattle-Tacoma International Airport by Snoqualmie residents; this is largely driven by personal choice in transportation options and consumer goods sourcing (i.e., cargo freight). Although this is a significant source of emissions in Snoqualmie, it is not within the City's power to regulate or adopt policies related to aviation usage.

The bulk of emissions within the scope of the City's power to regulate are in the on-road vehicles category. In addition to reducing greenhouse gas emissions generated by the transportation sector, the City must also adopt policies that result in reductions in per capita vehicle miles traveled within Snoqualmie without increasing greenhouse gas emissions elsewhere in Washington. Central to this requirement is a commitment to equity, with a focus on prioritizing actions that benefit overburdened communities to maximize co-benefits such as improved air quality and environmental justice outcomes.

## Process Summary

To determine how to accomplish these requirements, the City followed the process outlined in Commerce's *Guidance*, summarized in Figure XX.



**Figure 5: GHG Emissions Reduction Sub-Element Process.**

## Goals and Policies

### **GOAL 1. Improve the efficiency of Snoqualmie's transportation systems and services to reduce greenhouse gas emissions and vehicle miles traveled.**

- 1.1. Expand electric vehicle infrastructure in the public right-of-way and on public property.
- 1.2. Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.
- 1.3. Increase multimodal capacity in coordination with the location of higher-density housing and commercial centers.
- 1.4. Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation.
- 1.5. Integrate ""Complete Streets"" principles into the roadway designs of residential developments.
- 1.6. Facilitate the siting of complimentary destinations such as commercial-employment centers, schools or education centers, and residential developments.
- 1.7. Address active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

### **GOAL 2. Foster higher density land uses in mixed-use areas and emerging transit corridors.**

- 2.1. Increase density to create more walkable, mixed-use built form that encourages the use of transit, biking, walking, and other modes and decreases single-occupancy vehicle travel and parking.
- 2.2. Prioritize infill development through zoning and permitting process.
- 2.3. Expand form-based codes where appropriate to better integrate higher-density development.
- 2.4. Reduce parking minimum requirements and establish parking maximums, especially where there are multimodal options available.

### **GOAL 3. Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice.**

- 3.1. Increase or remove density limits in areas well-served by transit and other services within the urban growth area.
- 3.2. Allow middle housing types, such as duplexes, triplexes, and ADUs, on all residential lots.
- 3.3. Establish minimum residential densities within urban growth areas.
- 3.4. Develop and implement inclusionary zoning to support greater income diversity in housing types.
- 3.5. Plan for and invest in capital facilities to accommodate infill development.
- 3.6. Maintain a stable urban growth area to reduce development pressure on rural and resource lands.



**GOAL 4. Encourage buildings to use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.**

- 4.1. Promote additional net-zero greenhouse gas emission features in all new residential and commercial structures and incentivize green building certification to improve energy and environmental performance.
- 4.2. Prioritize the preservation, retrofit, and adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.
- 4.3. Require all City-owned buildings to be powered completely by renewable energy by 2029.
- 4.4. Maximize solar access where practicable, including planning for solar access when siting and designing buildings and considering a requirement for solar panels or solar-ready rooftops for new residential and commercial buildings.
- 4.5. Support PSE's community outreach and education efforts related to renewable energy programs, such as opting in to renewable-only energy portfolios.

**GOAL 5. Enhance tree canopy cover and other ecosystem features to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.**

- 5.1. Require open space set-asides (such as parks) for new development.
- 5.2. Improve and expand urban forest management to maximize or conserve carbon storage.
- 5.3. Maximize tree canopy coverage in surface parking lots.
- 5.4. Maintain and manage natural lands (forests, grasslands, wetlands) to maintain or increase their carbon concentrations and avoid conversion of carbon-rich ecosystems.
- 5.5. Maintain small forestland ownership and publicly owned forest properties with carbon sequestration as the goal.
- 5.6. Focus the expansion of tree canopy coverage in riparian areas, especially along the Snoqualmie River.
- 5.7. Encourage private property owners to maintain healthy trees and vegetation on their properties and consider how to mitigate tree removal associated with development or redevelopment of private property.

## Data Sources and References (Volume 2)

## Appendices (Volume 2)

- 1. Climate Mapping for a Resilient Washington Summary
- 2. Policy Audit
- 3. Vulnerability and Risk Assessment
- 4. GHG Emissions Inventory and Cover Memo