



COMMUNITY DEVELOPMENT COMMITTEE & COMMITTEE OF THE WHOLE MEETING AGENDA

Monday, December 2, 2024, at 6:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

COMMITTEE MEMBERS

Chair: Louis Washington

Councilmembers Jolyon Johnson and Robert Wotton

This meeting will be conducted in person and remotely using Zoom.

Join by Telephone: To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **860 6728 7531** and Password **1730040121** if prompted.

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

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

CALL TO ORDER & ROLL CALL

AGENDA APPROVAL

PUBLIC COMMENTS (online public comments will not be taken).

MINUTES

1. Approval of the minutes dated November 18, 2024.

AGENDA BILLS

2. **AB24-098:** Ordinance adopting the City of Snoqualmie Comprehensive Plan 2044 Periodic Update.

DISCUSSION ITEMS

ADJOURNMENT

UPCOMING ITEMS

The following items reference either upcoming projects or issues pertaining to matters of the Community Development Council Committee. There will be no discussion of these items unless there is a change in status.



COMMUNITY DEVELOPMENT COMMITTEE & COMMITTEE OF THE WHOLE MEETING MINUTES NOVEMBER 18, 2024

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

CALL TO ORDER & ROLL CALL: Chair Louis Washington called the meeting to order at 6:03 pm.

Committee Members:

Councilmembers Louis Washington, Jo Johnson, and Rob Wotton were present.

Mayor Katherine Ross was also present.

City Staff:

Emily Arteche, Community Development Director; Drew Bouta, Acting City Administrator/Finance Director; Mona Davis, Senior Planner; Deana Dean, City Clerk; and Jimmie Betts, IT Support.

AGENDA APPROVAL - The agenda was approved as presented.

PUBLIC COMMENTS

MINUTES - The minutes dated November 4, 2024, were approved as presented.

AGENDA BILLS

2. **AB24-119:** Adoption of the 2024-2029 King County Flood Management Plan and the City of Snoqualmie Jurisdiction Annexation. This item was introduced by Director Arteche who noted this proposed resolution adopts King County's Flood Management Plan which includes an annex specific to Snoqualmie related to disaster mitigation hazards. Committee questions followed. Director Arteche clarified that annex in this context is not intended to reference any more land coming into the city. This item is approved to move forward at the November 25, 2024, City Council meeting on the consent agenda.
3. **AB24-096:** Transportation Impact Fee Program. This item was introduced by Director Arteche who noted this is a follow up from previous discussions. Presentation provided by Chris Breiland of Fehr & Peers. Topics included definition of traffic impact fees, completion of impact fee rate study, leveraging fees to support improvements, and proposed transportation impact fees compared to other jurisdictions. Committee questions followed. This matter is scheduled for first reading of Ordinance 1301 at the November 25, 2024, City Council meeting.

DISCUSSION ITEMS

4. 2025 Legislative Priorities. Discussion led by CM Washington with additional information provided by Director Bouta, CM Johnson, and CM Wotton.

ADJOURNMENT

The meeting was adjourned at 7:00 pm.

*Minutes taken by Deana Dean, City Clerk.
Recorded meeting audio is available on the City website after the meeting.
Minutes approved at the _____ Community Development Committee Meeting.*





BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-098
November 25, 2024
Ordinance

AGENDA BILL INFORMATION

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

REVIEW:	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

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

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUESTED	\$ 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:

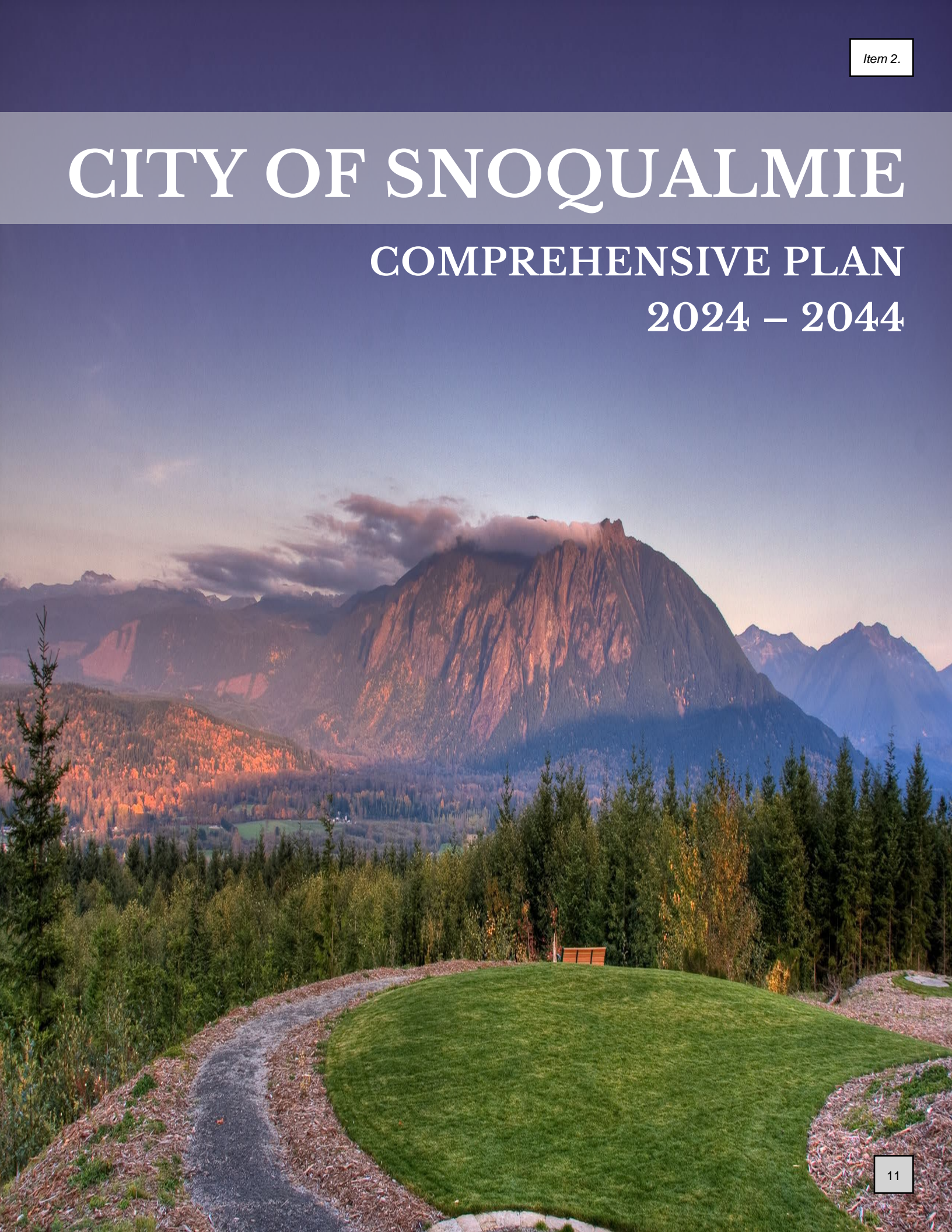
APPROVED AS TO FORM:

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
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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

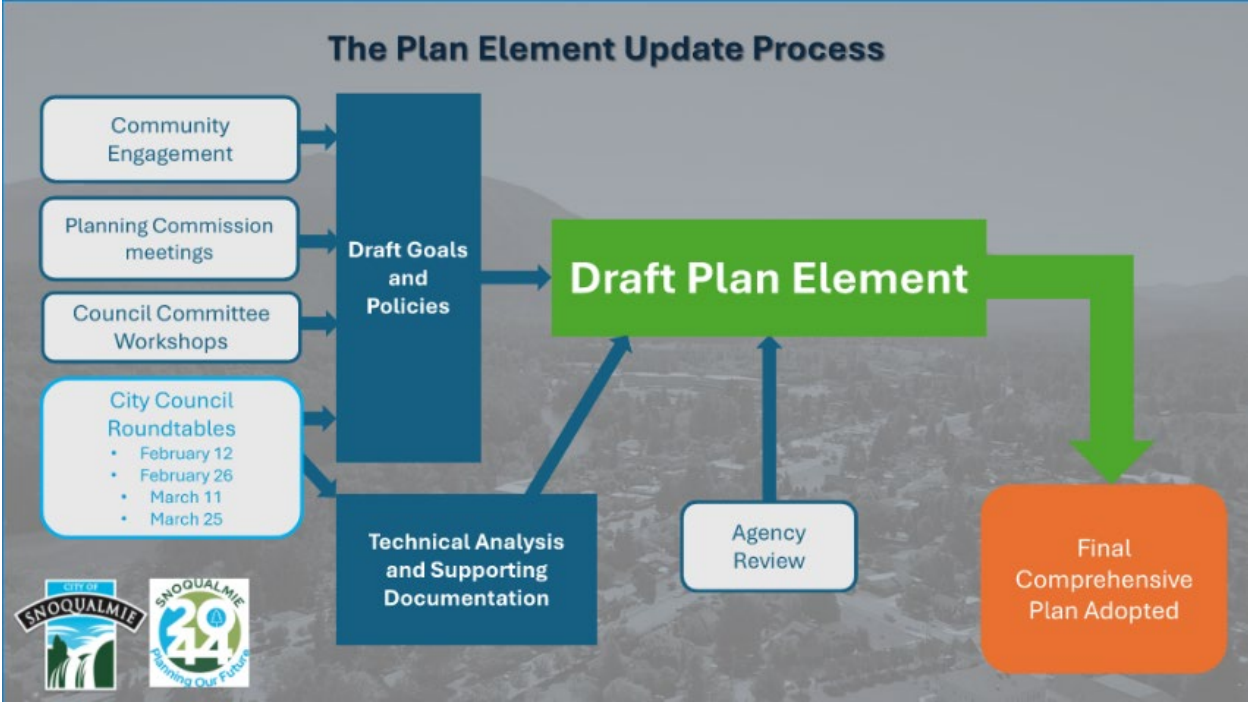
Local governments were to adopt their initial comprehensive plans by July 1, 1994. According to updates to RCW 36.70A.130 (5), King County cities must update both comprehensive plans and development regulations on or before December 31, 2024, again on or before June 30, 2034, and every ten years thereafter. 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.



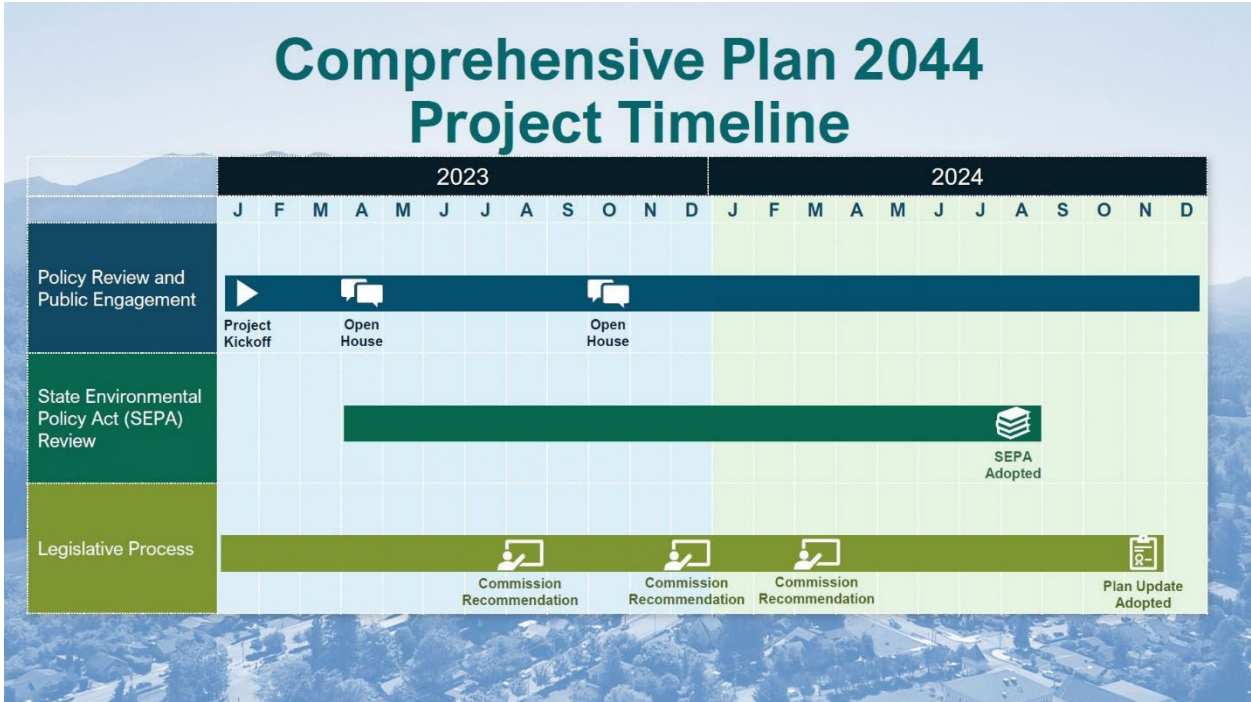
The comprehensive plan addresses each of the policy areas in Vision 2050. Policies include habitat protection, water conservation, air quality, and climate change. Environmentally friendly development techniques, such as low-impact development, are supported. The plan calls for compact urban development 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
<p>Land Use</p> 	<p>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.</p>
<p>Housing</p> 	<p>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.</p>
<p>Transportation</p> 	<p>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.</p>
<p>Capital Facilities and Utilities</p> 	<p>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>

<p>Parks and Recreation</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>Environment</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>Economic Development</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

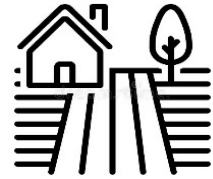
Complete Community: Residents may live, work, play in the city – which is a complete community with housing, jobs, shopping and services, schools/education, open space, parks and recreation, and arts, culture and entertainment for residents of all ages and income levels.



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

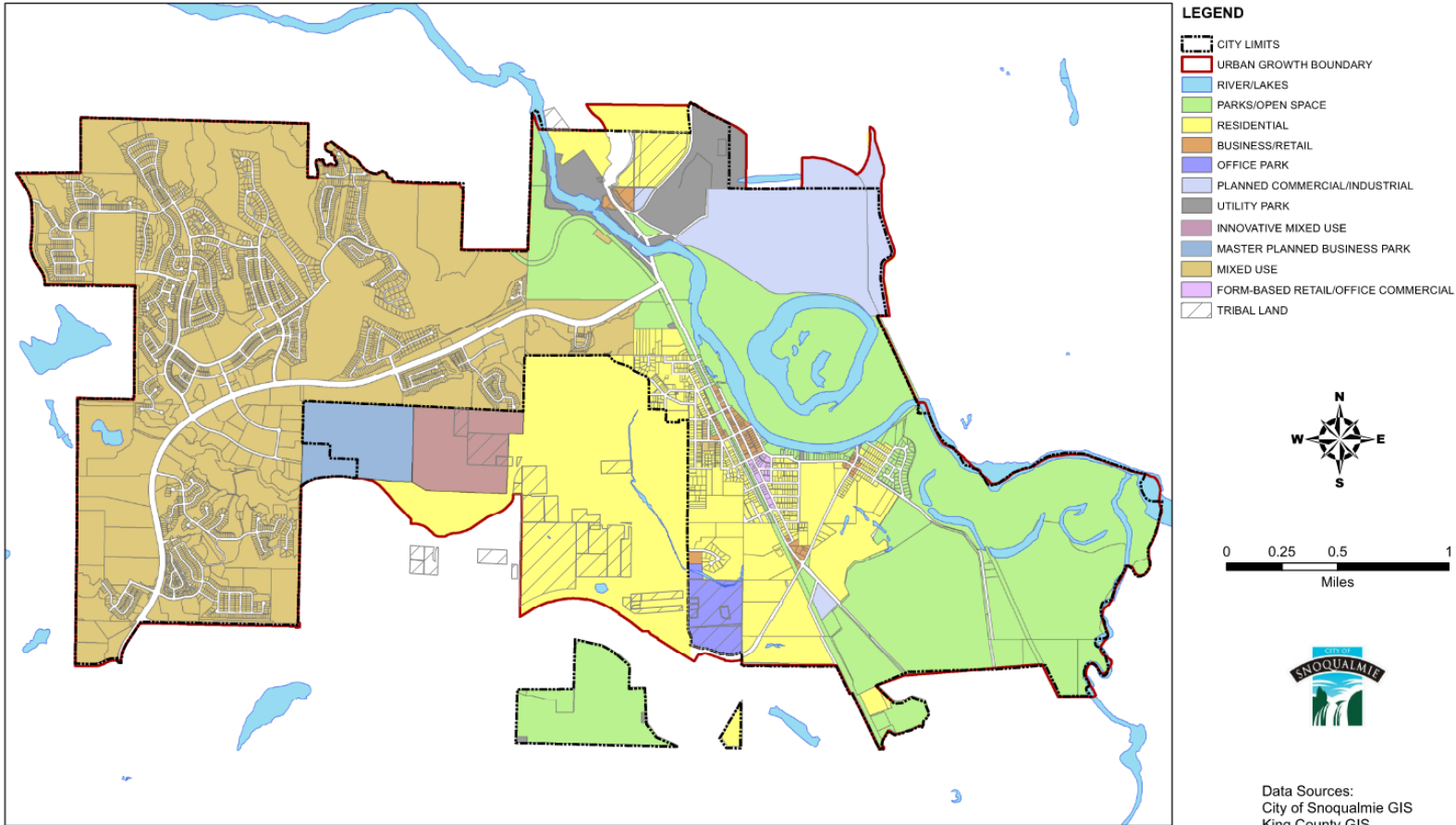
Land use designations, which serve as guiding principles rather than legally binding regulations, inform future zoning considerations but do not directly alter zoning districts or their descriptions, which remain subject to a separate public process. The land use designations provide a general framework 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.

<p>Residential</p>	<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"> • High Density Residential (12-24 dwelling units per acre) • Medium Density Residential (6-12 dwelling units per acre) • Low Density Residential (up to 5 dwelling units per acre) • Constrained Residential (large parcels subject to significant environmental constraints and lack of adjacent sewer service) <p><i>**The residential designation is not intended to include transient housing such as campgrounds, hotels, shelters, or time-shares.</i></p>
<p>Business/Retail</p>	<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>
<p>Form Based Commercial</p>	<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.
Office Park	Predominantly office uses in a campus setting.
Planned Commercial/Industrial	Requires a master-planned development plan for a potential mix of commercial, office and light industrial and manufacturing uses.
Mixed Use	A master-planned mix of residential, commercial, employment, institutional, utility and recreation use, excepting heavy industrial.
Innovative Mixed Use	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.
Master Planned Business Park	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.
Parks/Open Space	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.
Utility Park	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.



CITY AND URBAN GROWTH AREA
LAND USE DESIGNATIONS

All users of the data shall be advised that the map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. THIS IS NOT A SURVEY. The City of Snoqualmie assumes no liability for variations ascertained by an actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The City makes no warranty of fitness for a particular purpose. This disclaimer shall be present on all paper map products and shall be included in the terms of use for this data in a web or software system.
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April 2024

HOUSING

INTRODUCTION

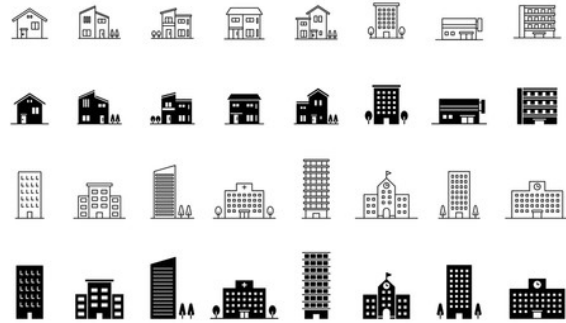
The Growth Management Act (GMA), specifically RCW 36.70A.070(2), outlines the requirements for housing elements within comprehensive plans for Washington state municipalities. Recent legislative changes, particularly those enacted through HB 1220 in the 2021 session, have significantly amended these 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.

POLICY H-3.6



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

DMcAllister

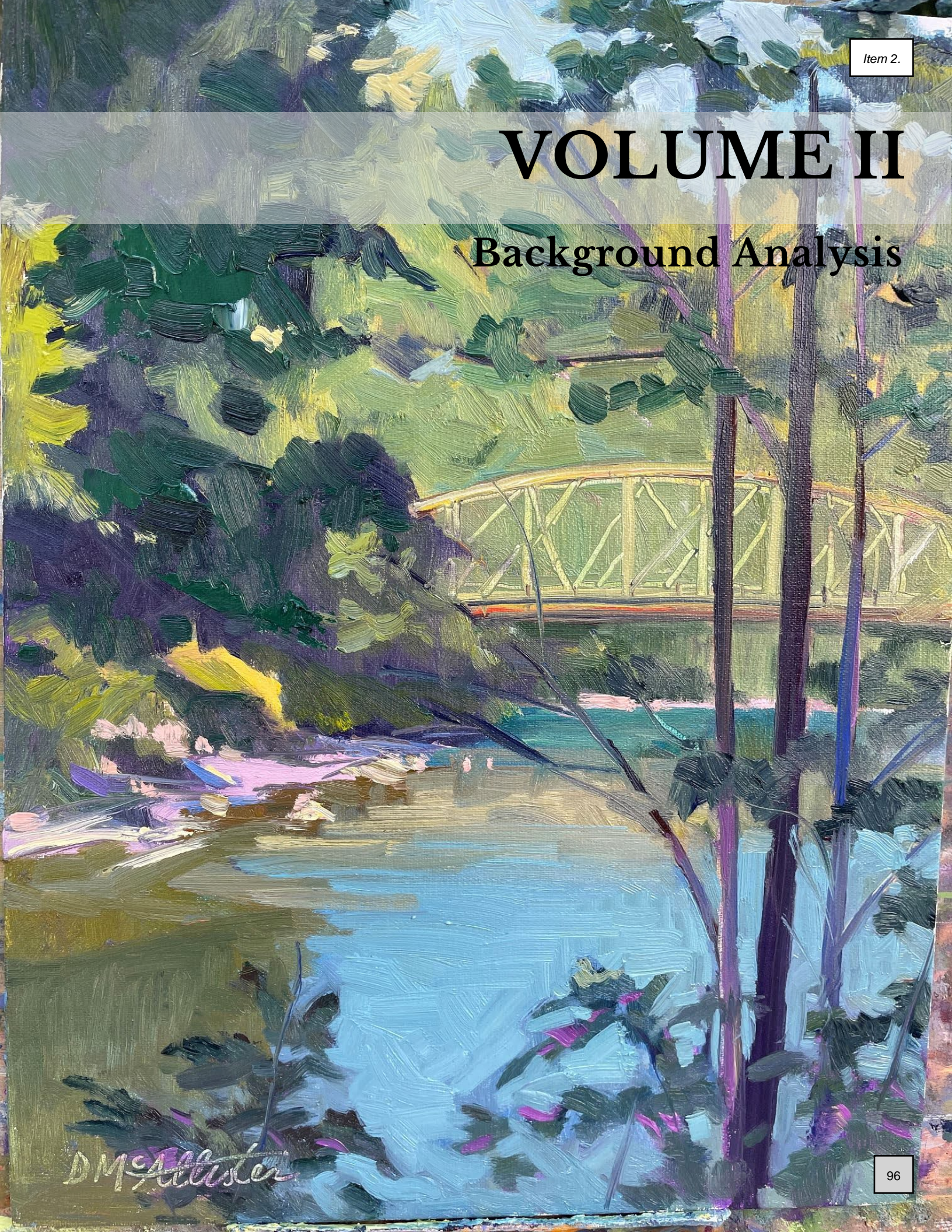


TABLE OF CONTENTS

- Introduction.....6
- Public Involvement Plan6
- Land Use7
 - Introduction7
 - Background and Context7
 - Existing Conditions.....8
 - Growth Targets.....13
 - Land Capacity13
 - Potential Annexation Areas14
 - Proposed Land Uses.....14
 - Attachments17
- Housing.....18
 - Emergency Housing Needs Capacity.....18
 - Attachments21
- Transportation22
 - Transportation: Driving Factors22
 - Transportation Concepts23
 - Existing Transportation System24
 - Traffic Safety28
 - Future Transportation System.....34
 - References.....40
 - Attachments40
- Capital Facilities and Utilities41
 - Introduction41
 - Public Facility Providers.....42
 - General Government and Information Technology Facilities.....42

Parks, Recreation, and Open Space44

Capital Projects.....46

Transportation.....47

Fire51

Police52

Schools.....53

Sewer53

Stormwater55

Water.....56

Solid Waste58

Energy.....59

Telecommunications.....60

Library.....60

References.....61

Attachments61

Parks and Recreation62

 Attachments62

Environment63

 Environmental Setting63

 Regulatory Conservation63

 Air Quality64

 Water Resources.....64

 Frequently Flooded Areas66

 Geologically Hazardous Areas67

 Fish and Wildlife Habitat Conservation Areas67

 Urban Forestry68

 Open Space68

 References.....68

Economic Development.....70

 Regional Framework.....70

 Economic Profile71

 Attachments74

References.....74
Shorelines75
Attachments75



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 th , Snoqualmie	1982	0500
Meadowbrook Bridge	396 th Ave. SE & SE 82 nd 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 th 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			
SR II 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

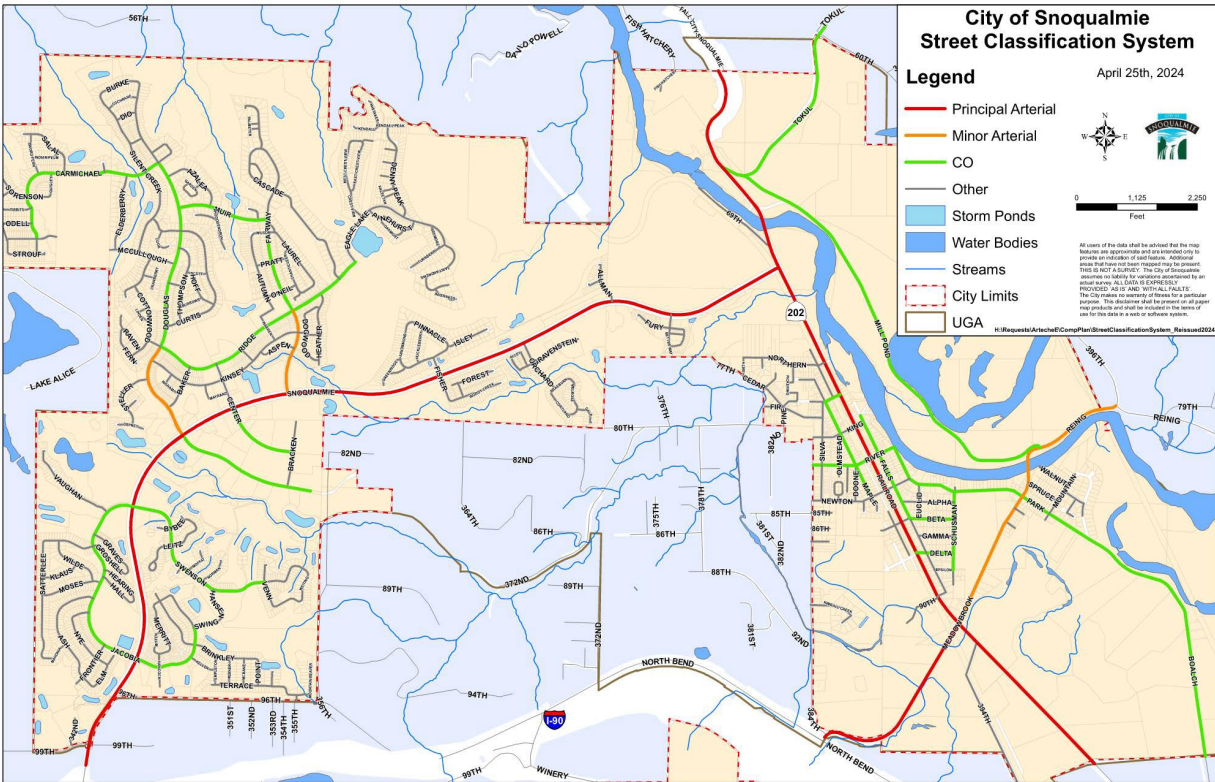
Goods and services to and from the City of Snoqualmie via air, water, or rail use a variety of transportation facilities from outside the City. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing 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

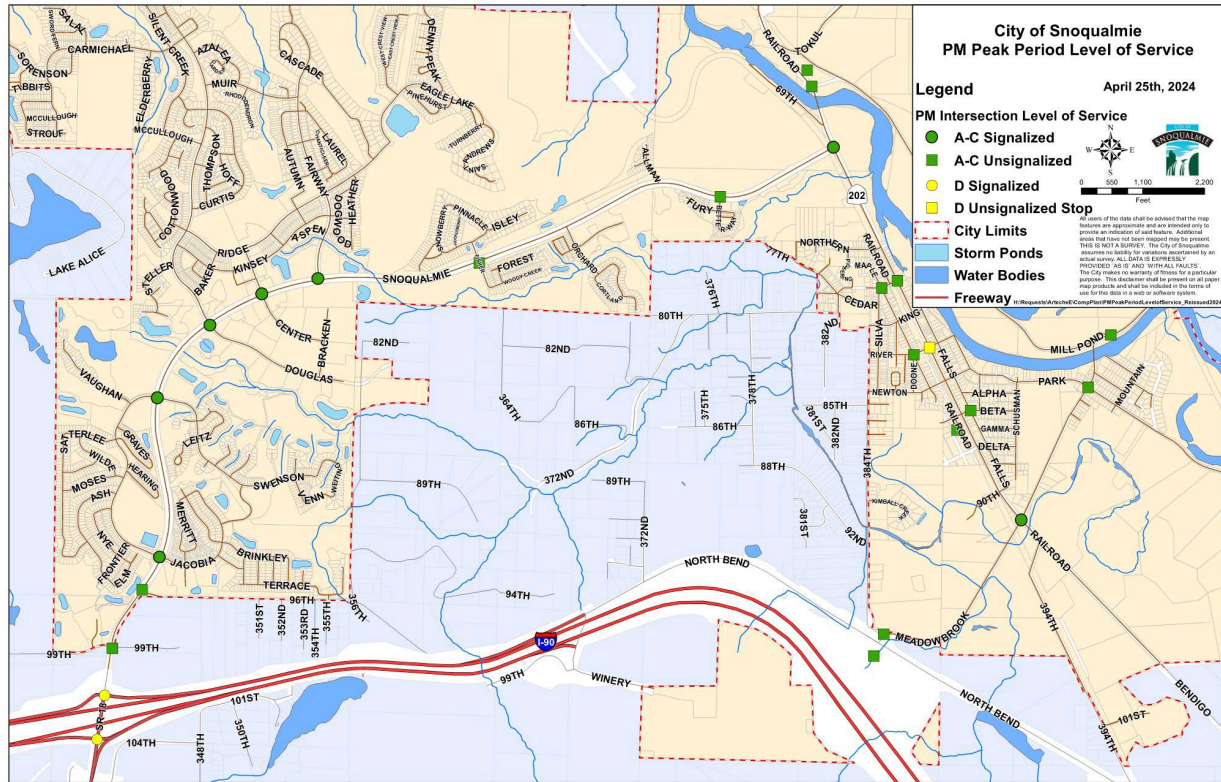
Review of average weekday traffic volumes for key city corridor segments shows that Snoqualmie Parkway’s traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. 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

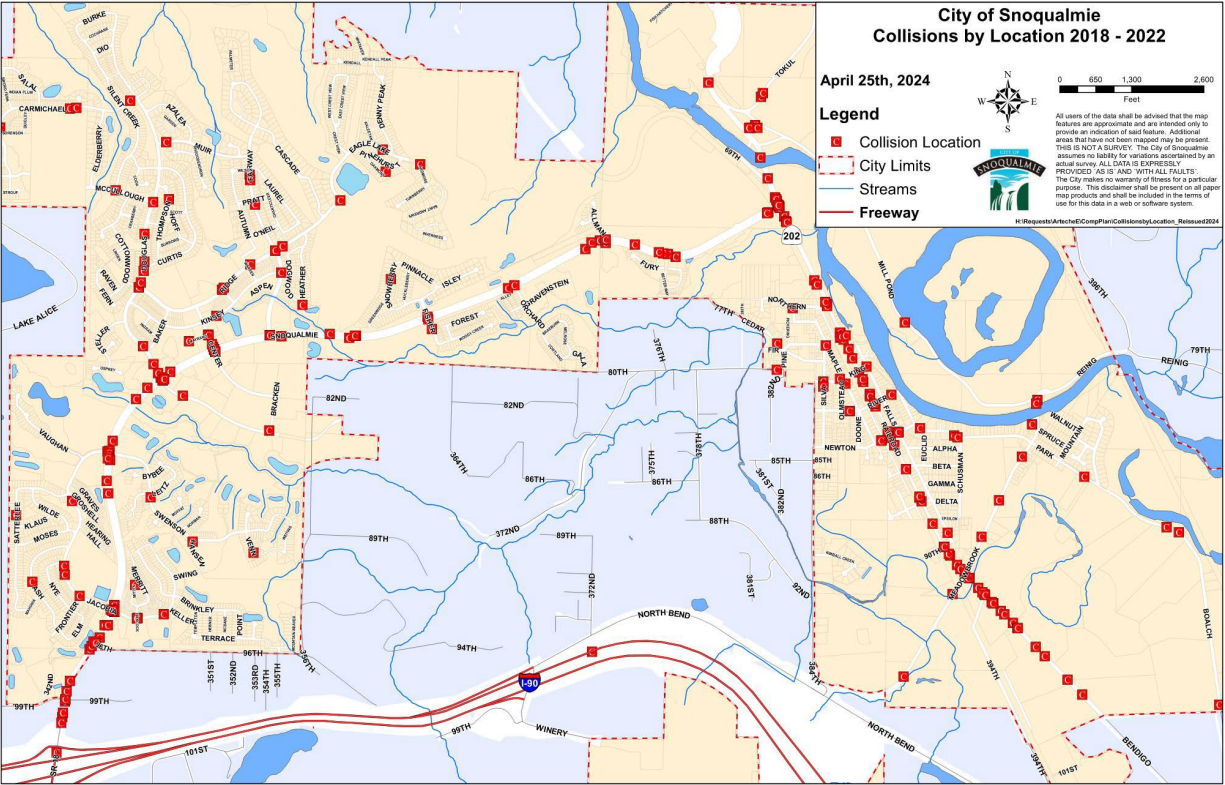
Figure T-2 – PM Peak Period Existing Level of Service for Study Area Intersections



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.

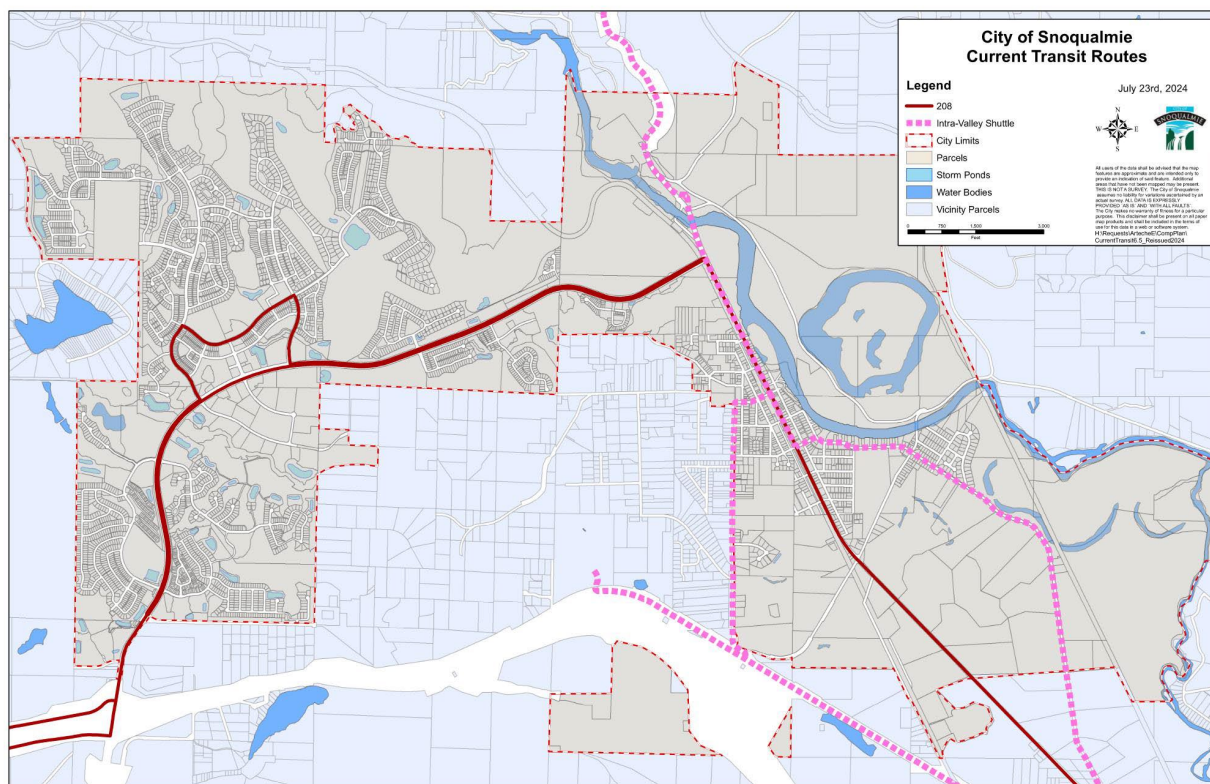
Glacier Northwest operates a gravel mining facility northeast of Snoqualmie, but outside City limits. However, virtually all truck traffic must pass through at least a portion of the city. Trucks cannot travel southbound on Mill Pond Road to access Meadowbrook Way, due to weight limits on the one-lane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

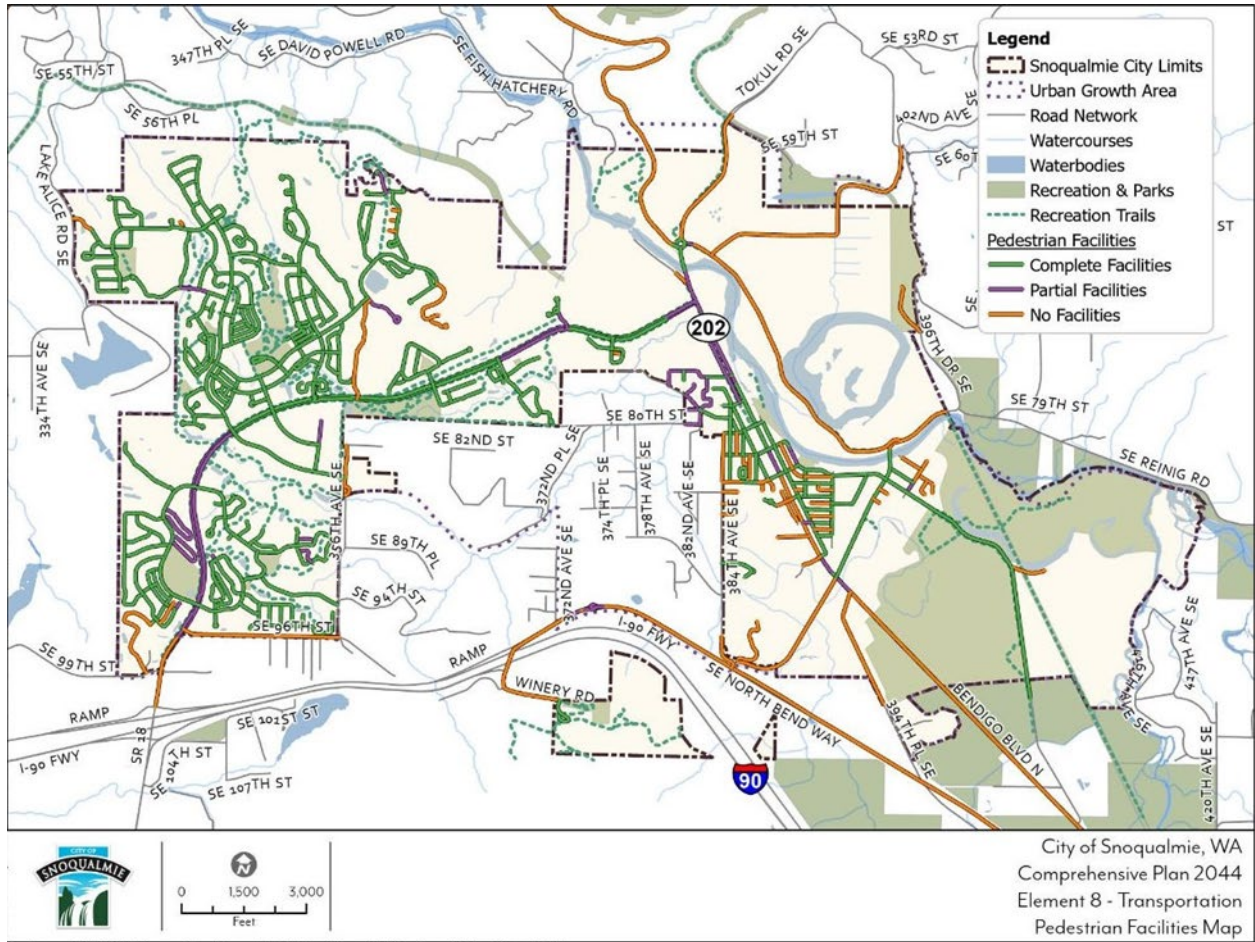


Figure T-6 – Existing Bicycle Facilities Map

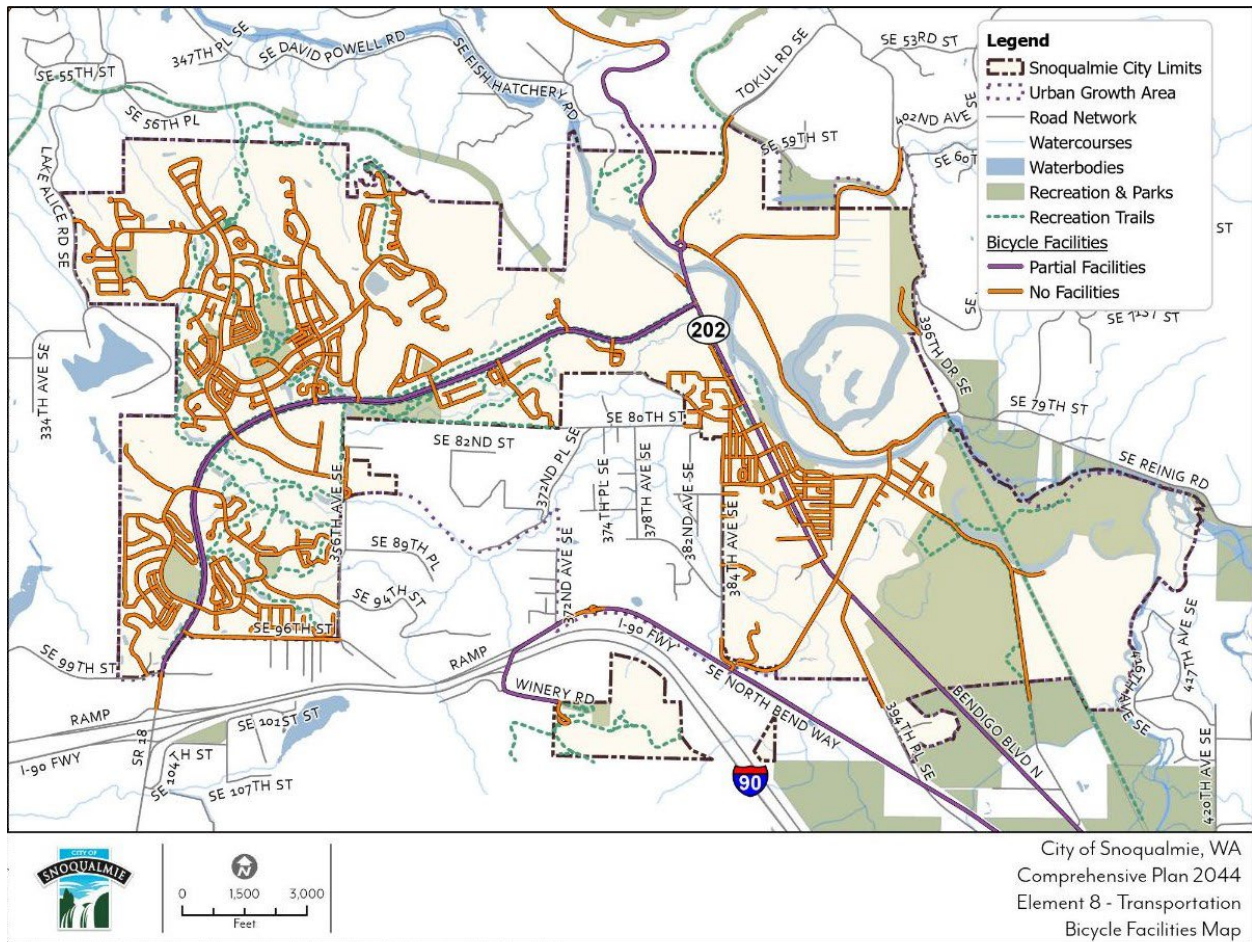
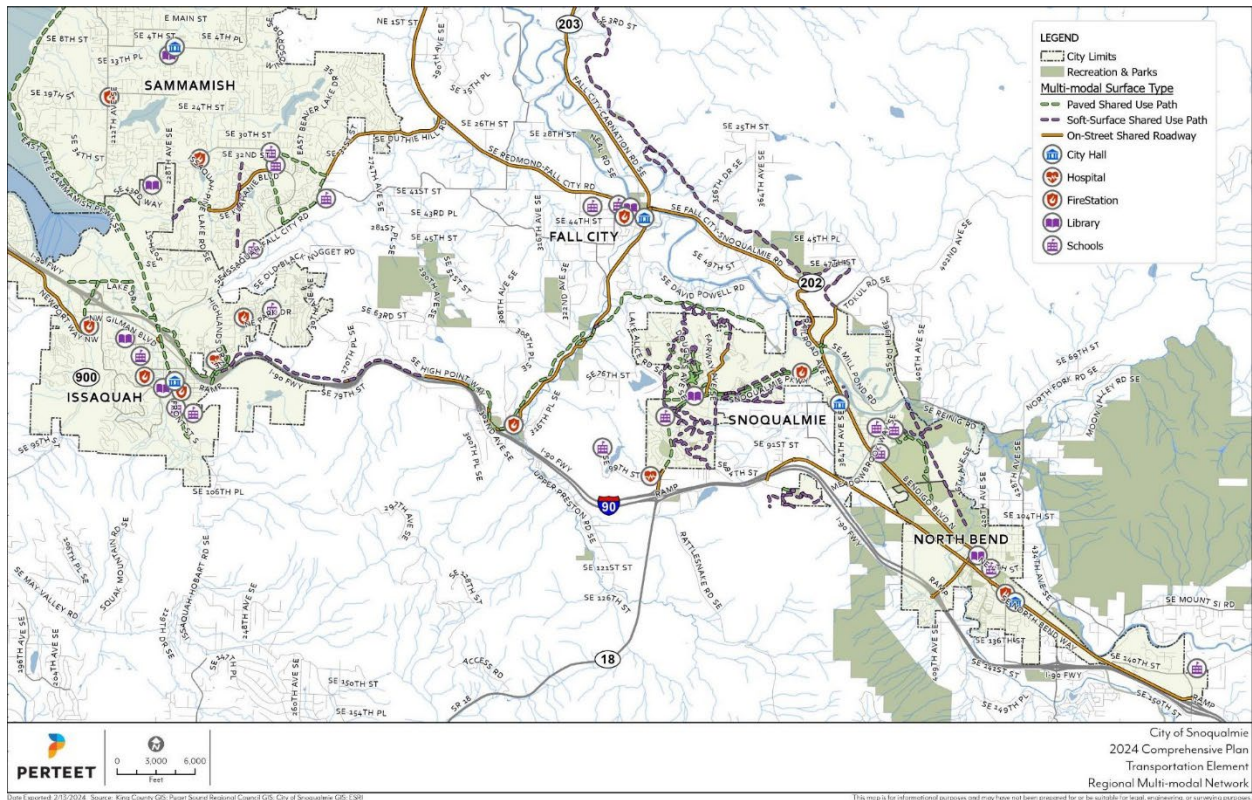


Figure T-7 – Existing Bicycle Facilities Map



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

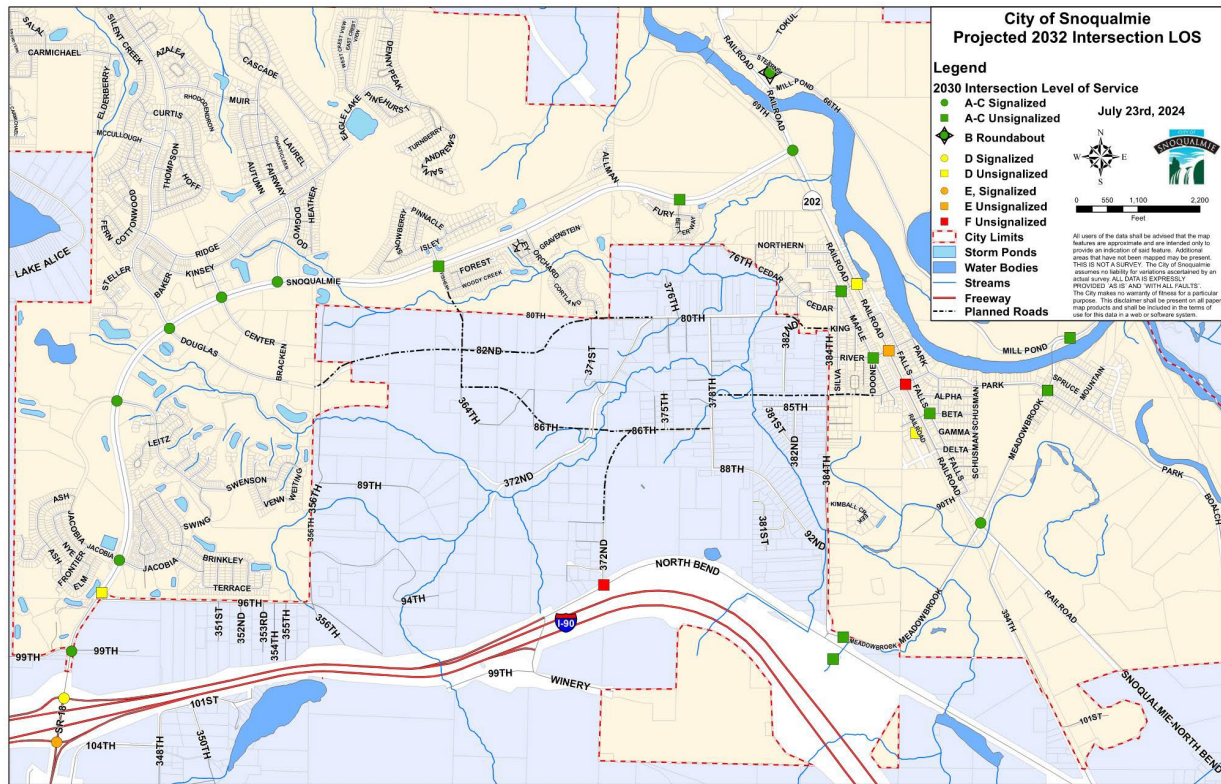


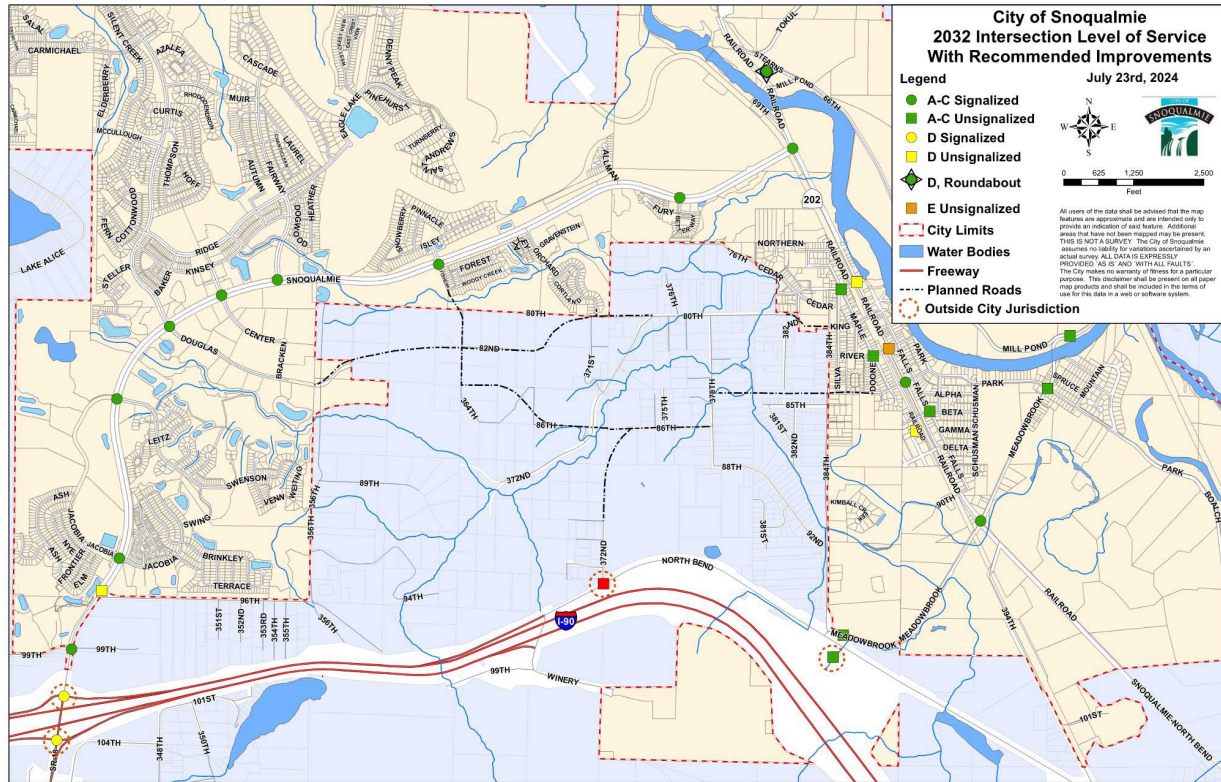
Table T-3 – Mitigated Intersection Level of Service (LOS), 2044

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
TOTAL CIP EXPENDITURES	\$ 19,253,947	\$ 297,455	\$ 229,290	\$ 236,286	\$ 268,835	\$ 293,922	\$ 20,579,735

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
TOTAL CIP EXPENDITURES	\$ 50,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

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
TOTAL CIP EXPENDITURES	\$ 4,242,956	\$ 703,817	\$ 2,530,269	\$ 970,598	\$ 1,395,995	\$ 1,949,181	\$ 11,792,816

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
- 384th 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

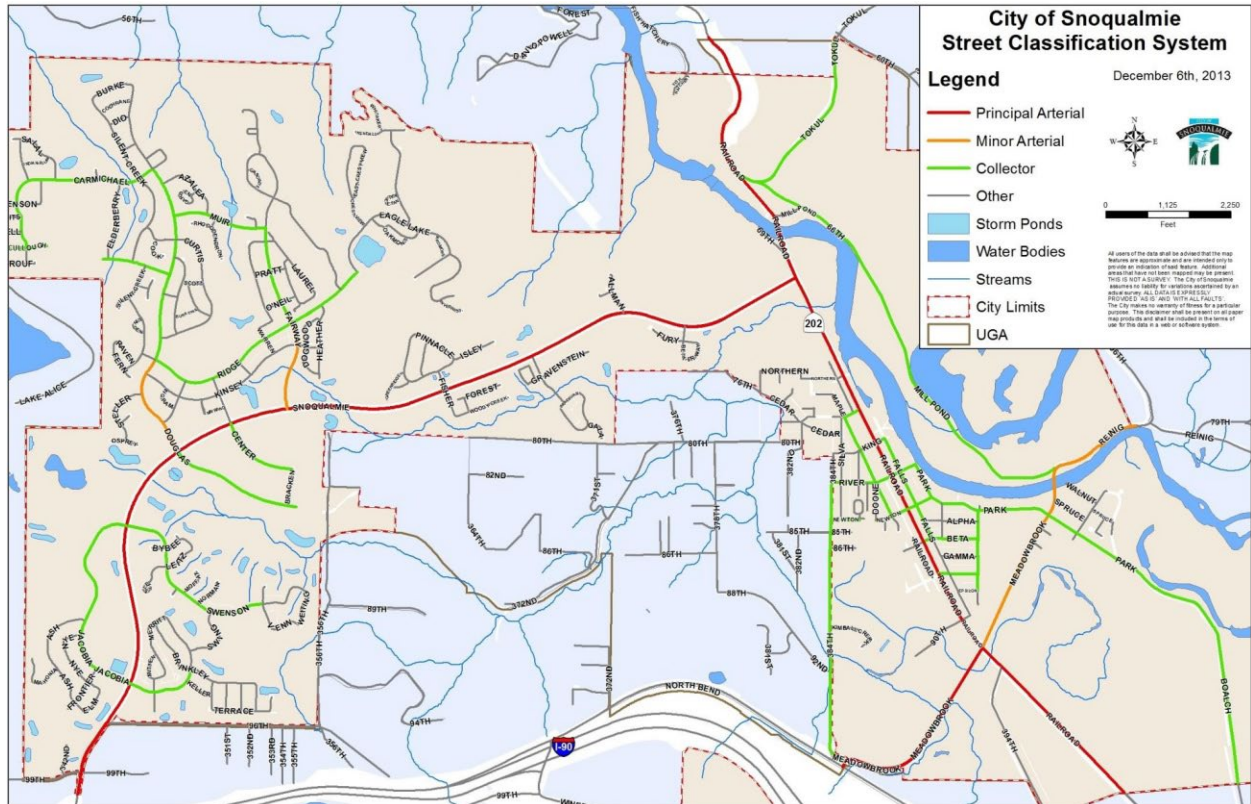
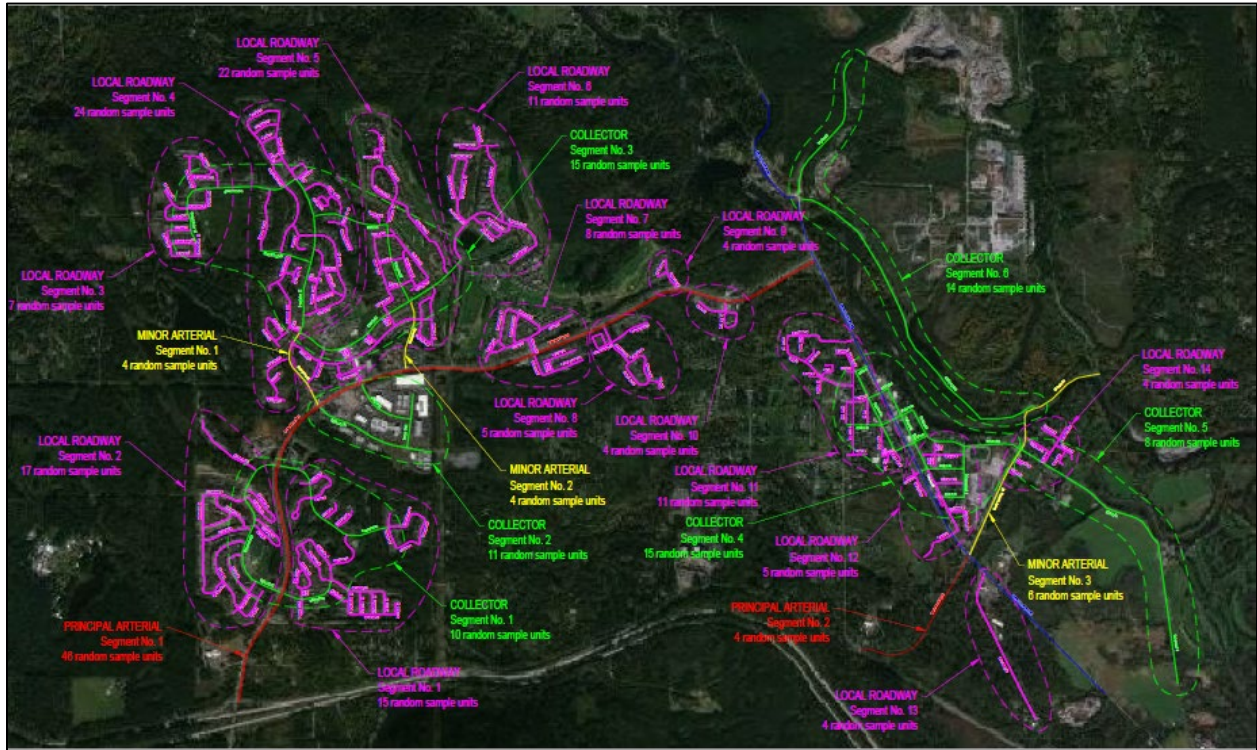


Figure CFU-2 – Satellite Image of Snoqualmie Transportation System



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
TOTAL CIP EXPENDITURES	\$ 1,162,509	\$ 3,380,727	\$ 3,506,886	\$ 6,812,172	\$ 3,791,795	\$ 1,191,398	\$ 19,845,487

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
TOTAL CIP EXPENDITURES	\$ 80,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,800

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
TOTAL CIP EXPENDITURES	\$ -	\$ 273,600	\$ 93,400	\$ -	\$ -	\$ -	367,000

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
TOTAL ESTIMATED COSTS	\$105,970,000	

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
TOTAL CIP IMPROVEMENTS	\$ 4,004,000	\$ 12,901,000	\$ 5,405,000	\$ 3,462,000	\$ 2,472,000	\$ 2,687,000	\$ 30,931,000
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	\$ 3,017,000	\$ 10,767,000	\$ 3,201,000	\$ 1,183,000	\$ -	\$ -	\$ 18,168,000

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 Piper 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
TOTAL CIP EXPENDITURES	\$ 1,911,000	\$ 5,791,000	\$ 5,625,000	\$ 5,552,000	\$ 3,735,000	\$ 3,075,000	\$ 25,689,000
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	\$ 924,000	\$ 3,657,000	\$ 3,421,000	\$ 3,273,000	\$ 1,263,000	\$ 388,000	\$ 12,926,000

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
TOTAL CIP EXPENDITURES	\$ 1,991,000	\$ 3,724,000	\$ 8,572,000	\$ 8,130,000	\$ 5,454,000	\$ 13,063,000	\$ 40,934,000
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	\$ 1,004,000	\$ 1,590,000	\$ 6,368,000	\$ 5,851,000	\$ 2,982,000	\$ 10,376,000	\$ 28,171,000

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 affect 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 thought 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.

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- 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

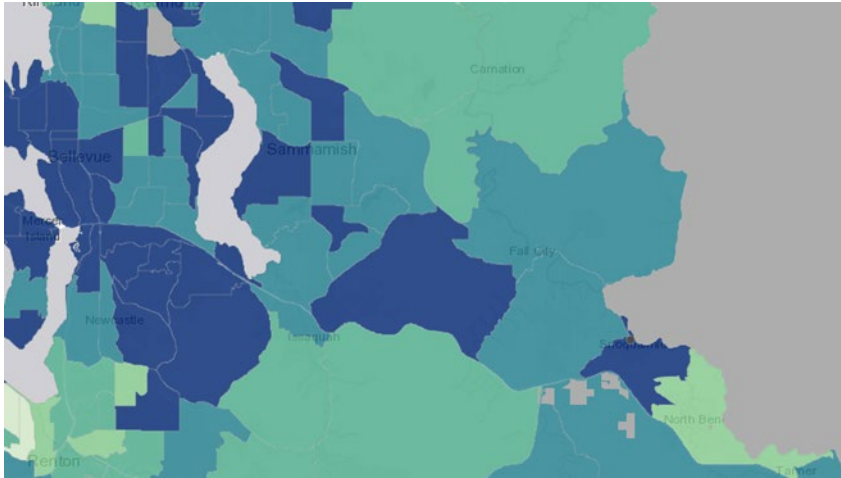
As defined by the Puget Sound Regional Council (PSRC), income refers to the amount of money that an individual earns on a per year basis. PSRC defines poverty as lacking the financial resources necessary to meet the cost of living as an individual or a family fall below a certain income threshold. Tracking 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%

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SHORELINES

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