

Vision & Policy Plan Table of Contents

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A. INTRODUCTION

The 2013 Snoqualmie Comprehensive Plan provides authority and a policy framework for development and conservation in the City and its urban growth area for the next twenty years. The different elements in this Plan are intended to guide the City's decision-making on community character, land use, housing, transportation, sensitive areas and the natural environment, capital facilities and utilities. Plan goals, objectives and policies express how the community manages change, and articulate the community's future vision - how residents want Snoqualmie to look and function come 2032. This element describes state law on comprehensive plans, provides background on plan development, and reviews how the plan is organized, managed and updated.

"The biggest determinant in our lives is culture, where we are born, what the environment looks like. But the second biggest determinant is probably governance, good governance or a certain kind of governance makes a huge difference in our lives."

-- Nicolas Berggruen

B. SNOQUALMIE 2032: VISION

The Snoqualmie 2032 Vision has been developed to support unified planning for the future of Snoqualmie.

Vision work was shaped by extensive citizen input gathered through various means over a two year period, including input from the Planning Commission; Sustainability Speaker Series; Economic Development Commission; Park Board; Arts Commission; the 2010 Snoqualmie Citizens Survey; and comprehensive plan update workshops. This work distilled the most prominent aspects of the long range vision to guide comprehensive plan goals, objectives, and policy development.

Vision Central Theme

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. As discussed in the Snoqualmie Sustainability Strategy, 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.

The Snoqualmie 2032 Vision is comprised of the above main theme and 4 core components, each defined by specific ideas that more fully articulate the community's vision for 2032. Rather than state the vision in the future tense, it is stated in the present tense to signify a future where the vision has been achieved.

Now and going forward, the goals, objectives and policies of the Snoqualmie Comprehensive Plan are and will be directed by the Snoqualmie 2032 Vision.

Snoqualmie Is:

(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.

SNOQUALMIE 2032 VISION

(To be read prefaced as “we have” or “we are.”)

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.

Unified Community with Strong Leadership

- A collection of physically connected neighborhoods that promote identification with the total Snoqualmie community.
- A shared appreciation for this small city’s unique character and distinctive local feel – a place where residents, businesses, and visitors want to be.
- Consistency, year-in and year-out, in setting priorities according to their importance over the long-term, rather than focusing only on short-term gains.
- An ongoing commitment to maintaining balance among competing priorities, as evidenced by the way we allocate public resources and funds.
- A commitment to coordinated implementation of the Snoqualmie 2032 Vision by all city departments.
- Strong local governance that uses best practices in conducting city business to ensure efficient and effective use of public resources in maintaining the community’s desired quality of life.
- Effective partnerships with neighboring governments, public agencies, non-profit organizations, and private entities to support mutual interests and achieve our vision.

Healthy, Diverse Economy

- A diverse economic base that generates sufficient revenue to provide and maintain the facilities and services needed and expected by our citizens.
- Mature and highly productive business and light-industry centers integral to the success of both the local and regional economy and that provide family-wage jobs for residents of Snoqualmie and the surrounding rural area.
- Conveniently-located retail shops and services that meet the needs and interests of Snoqualmie area citizens and visitors.
- A vital local hospital and wellness industry that meets the preventative and emergency health needs of our local population, provides employment, supports tourism, and promotes livability.
- A continued economic development focus on individual businesses and commercial and mixed-use developments that set new regional standards for use of green and clean technologies in sustainable and integrated land use, site planning, building design, and operation.
- A beautiful and healthy natural environment and a distinctive sense of place, which provides a high quality of life and continues to attract talented individuals and business investment.
- A recognized tourism destination supported by:
 - A revitalized and expanded historic downtown commercial area that provides a unique visitor and community retail center.
 - A world-class railroad history facility that is an historic downtown focal point that serves both the place-making and economic interests of Snoqualmie.
 - A unique urban separator and open space resource at Meadowbrook Farm, which provides a diverse range of educational and recreational facilities, programs and activities showcasing the natural and cultural history of the upper Snoqualmie Valley.
 - A range of lodging accommodations and conference facilities that support both tourism and local business needs.
 - A regional destination for public and private active and passive recreation activities and tourism venues, with a variety of access sites to exceptional riverfront or mountain views enhancing the outdoor experience.

Distinctive Sense of Place

- A protected, restored, and valued system of wetlands, streams, and natural areas that define neighborhoods, protect wildlife habitat and ecosystem services, provide for an extensive and easily accessible trail network, and maintain a predominantly green community setting.
- A “Tree City USA” community that appreciates the beauty and benefits of the urban forest and supports a citywide network of healthy and mature street, park, and open space trees.
- A destination “Riverwalk” trail loop along both sides of the Snoqualmie River that connects multiple areas of the city; links with the Snoqualmie Valley Trail and Preston-Snoqualmie Trail; showcases our natural beauty; and is widely enjoyed by residents and visitors alike.
- Vibrant pedestrian-oriented retail districts with a recognized character distinctive to Snoqualmie rather than “anywhere USA.”
- A revitalized downtown core comprised of rehabilitated historic buildings, storefronts, and compatible infill buildings that enhance the district’s unique history, character, and continued economic success, particularly for tourism.
- A built environment of superior design, energy efficiency, construction quality, and durability achieved through careful attention to detail at every scale, including public and private spaces and structures.
- Well-maintained public and private properties and infrastructure conveying a unified sense of community pride.
- A multifaceted and vibrant local arts community that provides a variety of cultural events, arts activities, and education programs; supports an annual summer festival; and is supported by diverse public artworks throughout Snoqualmie that activate public spaces and enrich the lives of our citizens and visitors.

Livable and Complete Community

- Diverse neighborhoods that offer a variety of housing and lifestyle choices for all incomes and life stages with convenient access to shopping, employment areas, schools, recreation and cultural facilities, parks, and natural open spaces.
- An older housing stock within the floodplain that remains a vital part of the community’s overall housing diversity and historic neighborhood appeal.
- Levels of public safety and emergency response that maintain a sense of security throughout the city and establish Snoqualmie as a safe place to live, visit, or locate a business.
- Flourishing mixed-use centers that provide vibrant living, working, shopping, and entertainment opportunities for residents and visitors.
- Employment opportunities matching the community’s diverse households.
- An outstanding public and private education system that enables quality education for youth and provides opportunities for life-long learning.
- A robust and well-integrated system of parks, open spaces, trails, activity venues, and programs, along with land use and community design strategies that encourage residents to maintain active, healthy lifestyles, enjoy the outdoors, and serve as worthy stewards of our natural environment.
- An efficient multi-modal transportation system that promotes accessibility and facilitates choice in traveling to, from, and within Snoqualmie, including convenient local and regional bike and transit routes connected to key destination points and amenities, such as neighborhoods, schools, parks, community centers, employment centers, shopping, tourist attractions and cultural facilities.
- A local community center that helps to serve the physical, recreational, and social needs of Snoqualmie Valley residents.
- A sustainable city that continues to reduce its ecological footprint and greenhouse gas emissions by implementing best practices for energy and water conservation; low-impact storm water management; recycling; green building practices; promotion of locally grown food; and urban forestry.

C. SNOQUALMIE & THE REGIONAL VISION

The 2013 Snoqualmie Comprehensive Plan advances a sustainable approach to planning the city's future growth and development. The plan commits to restoring ecosystems, conserving key habitats, cleaning up polluted waterways, and reducing the greenhouse gas emissions of the city as well as the community at-large. The plan elements utilize updated residential and employment targets aligned with the VISION 2040 Regional Growth Strategy, shows the ability to meet those targets, and establishes an affordable housing goal for this planning period as required.

The 2013 Snoqualmie Comprehensive Plan addresses each of the policy areas in VISION 2040, including policies on habitat protection, water conservation, air quality and climate change. The plan calls for urban development, advances environmentally friendly development techniques, and commits to conservation methods in the provision of public services. The housing element supports expanded housing production at all income levels to meet the diverse needs of both current and future residents. The economic development element supports creating jobs, investing in all people, creating great communities and maintaining a high quality of life. The transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets and context-sensitive design, and supports alternatives to driving alone. The City coordinates transportation planning with neighboring jurisdictions, including level-of-service standards and concurrency provisions. The plan includes provisions ensuring that a walkable, healthy environment remains available for future generations to come.

Defined as a Free-Standing City in VISION 2040, the Plan identifies local, small city centers in Snoqualmie, and prioritizes capital facility improvements per comprehensive plan guidance. Finally, the comprehensive plan addresses local implementation actions consistent with VISION 2040, in Element 2, Implementation.

D. CIVIC ENGAGEMENT

Public participation is a valued part of the planning process. It is important that citizens are actively engaged throughout the process because changes in policy and land use directly affect the community. It is required by the Growth Management Act to develop and broadly disseminate to the public a public participation program identifying the procedures providing for early and continuous participation in the amendment process. Various methods are used to involve the public, including public hearings, public notices, workshops and surveys.

Achieving civic engagement goes beyond providing the passive opportunity for involvement, but actively applying best practices to elicit and continue citizen interaction in the public process. Snoqualmie defines the primary purpose of civic engagement as the involvement of residents to guide local government decisions, which in turn shape the lives of citizens and the community itself. City leadership connects with residents in many ways for the planning and implementation of policies, programs, resources and services; as such, community building, outreach, public trust, strategic communication, partnerships, public awareness, and educational activities are all important to the City.

The City strives to work collaboratively with the community to address issues affecting daily life, affirming and supporting the right of residents to have a say, and to get involved in the business of local government. Leadership within the City of Snoqualmie recognizes that community members are a valuable source of expertise that influence local governmental decisions and improve the ultimate quality of its services, programs and resources. Multiple forums can help track the successes of, or areas for improving, civic engagement. Some examples include the Citizen's Academy; the number of city listserv email addresses; number of events held within the city; and interactions with other primary community bodies, such as the Snoqualmie Valley Chamber of Commerce and Snoqualmie Valley School District. Even tracking city compliments and complaints can be useful, showing that citizens are interested and engaged in local events.

VISION 2040

VISION 2040 is the Puget Sound Regional Council (PSRC) multicounty plan, which guides regional plans and with which local plans must be consistent. PSRC is designated by Washington State, under federal and state law, as the central Puget Sound Metropolitan Planning Organization (MPO) & Regional Transportation Planning Organization (RTPO); this area includes King, Kitsap, Pierce & Snohomish counties.

See www.psrc.org/growth/vision2040

City Leadership is committed to engaging the community, recognizing that an engaged community offers:

- Discussions to help decide on comprehensive and sustainable outcomes
- A range of differing views and opportunity to broaden understanding of what comprises the community
- Collaborative learning experiences, including those between residents and local government leadership
- Identifying unknown or under expressed needs, opportunities, and challenges
- Improving relationships within the community
- Promoting mutual respect among stakeholders and community members

In order to promote and facilitate Civic Engagement, the City is committed to:

- Building personal relationships with the community
- Establishing a welcoming, collaborative and professional atmosphere
- Enhancing accessibility with community members, demonstrating responsiveness to needs and concerns
- Continuously developing new and alternative means for Civic Engagement
- Partnering with public, private and nonprofit organizations
- Continuing to enhance a community presence

D.1 PLAN HISTORY & DEVELOPMENT

As stated before, visioning and plan development has been shaped by citizen input gathered through various means over a three year period, in meetings and workshops with citizens as well as City boards, commissions and council committees, including as the Planning Commission, Economic Development Commission, Park Board, and Arts Commission. The Comprehensive Plan update process began with a Sustainability Speaker Series and visioning workshop starting in February, 2010.

The following outlines public involvement throughout the original development of the plan:

- 02/10 – 06/10 Sustainability Speakers Series
Held during Planning Commission meetings
- 06/10 Open House: Snoqualmie 2030: The Next Generation
Visioning Workshop
- 10/9/10 Economic Development Retreat
Visioning; with the Economic Development Commission
- 07/10 – 2/11 Planning Commission Meetings
Vision & Element Goals
- 1/11– 2/12 Open Space, Parks & Recreation Plan
(Developed as a separate plan via regular Parks Board meetings)
- 3/11– 10/12 Planning Commission Meetings
Draft Land Use, Housing, Transportation, Economic Development Policies; Draft Land Use, Housing, Transportation analysis.
- 10/15/12 PUBLIC HEARING & Open House – Planning Commission
Vision; Draft Policies for Land Use, Housing, Transportation, Economic Development
- 1/13 City Council Retreat
Draft Comprehensive Plan Materials Review
- 10/12– 4/14 Planning Commission Meetings
Draft Comprehensive Plan Elements
- 3/13– 7/14 City Council Meetings
Draft Comprehensive Plan Elements
- 2/13 – 9/13 Economic Development Commission Meetings
Draft Economic Development Element Policies
- 9/30/13 Economic Development Workshop

With the Economic Development Commission

- 04/21/14 PUBLIC HEARING – *Planning Commission*
Planning Commission Recommended Draft

The plan evolved over several years of work involving professional staff and consultants, continuous planning commission review and deliberation, and participation and response by concerned citizens. The comprehensive plan will be monitored and updated over the coming years to ensure that it responds to changing conditions and continues to reflect community interests.

E. GROWTH MANAGEMENT ACT

The 2013 Snoqualmie Comprehensive Plan is intended to meet the requirements of the State Growth Management Act (GMA), which was adopted by the Washington State Legislature on March 9, 1990 (SHB 2929, Chapter 17, 1990 Laws of Washington). GMA requires that the State's fastest growing counties, and the cities within them, to prepare comprehensive plans guiding conservation and development for a twenty-year period. GMA makes the comprehensive plan the legal foundation and guide for all subsequent planning and zoning in a city, which in turn must be consistent with, and implement, the Plan. According to GMA, plans must also be consistent and concurrent: this means the plan must be both internally consistent and consistent with the plans of other jurisdictions sharing a common boundary; and, appropriate public facilities and services must be in place, or funds committed for their provision, within six years to concurrently serve new development.

The Growth Management Act requires counties, in cooperation with cities, to designate urban growth areas (UGA). All cities must be within an urban growth area, which must include areas and densities sufficient to accommodate the 20-year urban growth expected in the City. The GMA also establishes mandatory elements for local comprehensive plans, including land use, housing, capital facilities, utilities, and transportation. Optional elements are allowed, such as solar energy, conservation, recreation, economic development and sub-area plans. Although they are not cited by the Act as mandatory plan elements, the GMA also requires counties and cities to designate, and adopt regulations to protect, sensitive (critical) areas and resource lands. These regulations were to be adopted by September 1, 1991; to comply, Snoqualmie adopted the Sensitive Areas Ordinance (SAO - SMC 19.12, Ordinance 663) on August 12, 1991, and then amended the SAO to add Fish and Wildlife Conservation Areas and Critical Recharge Areas provisions in May, 1992.

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 June 30, 2015, and every eight years thereafter. Development regulations must be consistent with and implement the comprehensive plan.

Planning Enabling Act

The 2012 Snoqualmie Comprehensive Plan has also been prepared under the State Planning Enabling Act, RCW 35A.63. Under this Act, cities must prepare comprehensive plans with elements on land use, capital facilities, transportation, utilities and affordable housing. Plans may include optional elements such as environment, urban design, economic development, and others as desired by local legislative bodies. Upon comprehensive plan adoption, the Act authorizes cities to adopt official maps and development and subdivision regulations, zoning codes, public improvement schedules, and other actions as necessary for plan implementation.

E.1 CONSISTENCY: CPPS, CITY DOCUMENTS & INTERNAL CONSISTENCY

The GMA directed counties, in conjunction with their cities, to prepare and adopt framework policies to guide the development of comprehensive plans specific to jurisdictions. The development of the goals, objectives and policies contained in the Comprehensive Plan considered the direction provided by the 2012 King County Countywide Planning Policies (CPPs), adopted November 2012 and amended December 3, 2012, as well as Department of Commerce 2013-2015 GMA update guidance and the Puget Sound Regional Council regional strategy, *Vision 2040*.

The Comprehensive Plan is a broad and general plan that lays out overall goals of the city. The Plan is intended to be internally consistent; the elements of this plan are consistent with one-another. There is also consistency between the Comprehensive Plan and additional plans that tackle specific issues necessary to implement plan goals. The Comprehensive Plan references and incorporates other cited city planning documents such as the Sewer System Comprehensive Plan, City of Snoqualmie Water System Comprehensive Plan, and the City of Snoqualmie Hazard Mitigation Plan.

F. PLAN ORGANIZATION

The Comprehensive Plan includes the five required elements and additional optional elements to address city growth and development issues. Each element contains an introduction and element goal, background discussion and sub-sections pertaining to specific issues and Growth Management Act (GMA) requirements. GMA also requires the plan to include descriptive text covering objectives, principles as well as maps and standards used for plan development. Comprehensive Plan policies are contained together, in their element order, at the beginning of the Plan for easier reference and implementation.

Snoqualmie 2032 Element Order

- Element 1: Vision & Policy Plan*
- Element 2: Implementation*
- Element 3: Economic Development*
- Element 4: Housing*
- Element 5: Community Character & Design*
- Element 6: Environment*
- Element 7: Land Use*
- Element 8: Transportation*
- Element 9: Capital Facilities & Utilities*

Updates & Amendments

The comprehensive plan is intended to serve as a long range guide for City growth and development. To effectively plan for the future, the comprehensive plan must remain current and responsive to changing local or regional circumstances. Review of the comprehensive plan provides an opportunity to evaluate policy effectiveness in achieving community goals and objectives, and to monitor how well actual development matches growth assumptions and targets.

Plan amendments can include modifications, additions or deletions of plan sections or policies. As the comprehensive plan evolves, supporting documents, plans and the municipal code may need to be updated as we. The schedule to review and amend the Comprehensive Plan must be consistent with the requirements of the GMA and county regulations. GMA states that Comprehensive Plan amendments can occur no more than once a year. The City can amend the Comprehensive Plan annually if needed, and usually are done for technical updates or revisions that do not require substantial policy changes. Amendments can be initiated by any citizen, neighborhood group, or by the Planning Commission or the City Council.

The Planning Commission is the primary citizen advisory board to the Snoqualmie City Council on land use and development matters. The Commission works with city staff to prepare development regulations which include zoning, platting, shoreline and environmental regulations. One of the primary responsibilities of the Planning Commission is to prepare and maintain the Comprehensive Plan. City Council makes final decisions and is responsible for considering the Planning Commission recommendations for adopting the Comprehensive Plan. City Council also adopts ordinances, programs the City's budget and levies taxes used to implement the plan.

POLICY PLAN

This contains the aggregated policies for all comprehensive plan elements. Comprehensive Plan policies may apply to multiple planning subjects. Policies are located in the sections where they are believed to be most pertinent, but are intended to build on each-other, working holistically across topic areas to achieve the vision for the City over the next twenty years.

IMPLEMENTATION

Goal 2: *A comprehensive plan and development regulations that are kept current, implemented, embody the community vision for the future and meet the requirements of the State Growth Management Act.*

Objective:

2.2 **The City's planning activities are performed and capital budget decisions are made in conformity with the comprehensive plan.**

Policies:

- 2.1.1 Provide, manage and publicize a regular comprehensive plan docketing and amendment schedule.
- 2.1.2 Manage the State-mandated periodic update of the comprehensive plan to provide sufficient time and public involvement for reconsideration of the vision, land use plan and element policies.
- 2.1.3 Update development regulations as necessary to implement comprehensive plan revisions and stay current with State and Federal requirements.
- 2.1.4 Department programs and work plans shall be in conformance with and implement the Comprehensive Plan.
- 2.1.5 The Six-Year Capital Improvement Plan (CIP) should support the long term vision, implement the comprehensive plan, and be updated annually in conjunction with the biennial budget adoption or review process.
- 2.1.6 Develop and implement a robust civic engagement plan to more effectively engage the public in achieving the vision of the City Comprehensive Plan.

ECONOMIC DEVELOPMENT

A vibrant, local economy is essential to Snoqualmie's long term community vitality and fiscal health. The City strives to create, maintain and grow value for its citizens - the residents, property owners and businesses who have invested, or will invest, in Snoqualmie. Value should always be considered in terms of both financial and qualitative returns, including opportunities for business growth, added jobs and increased City revenues, along with qualitative assets such as a healthy and attractive environment, a sense of safety, and local cultural amenities. A strong local economy with a balance of jobs and housing is central to our vision of growing as a "complete community" where one can live, work, shop and enjoy life.

Goal 3: *A vibrant and thriving small city economy that offers jobs providing salaries that match local housing costs; offers goods and services to meet the needs and wants of our citizens, visitors and employers; generates revenue to support City services; and supports Snoqualmie's distinctive character and quality of life.*

1. INFLUENCE AND SUPPORT FOR ECONOMIC VITALITY

Objective:

3.1 An environment that attracts quality, well-capitalized businesses and offers a compelling reason to justify investment in Snoqualmie.

Policies:

- 3.1.1 Advocate for Snoqualmie's economic interests at the county, state and federal level to influence decisions that impact the City.
- 3.1.2 Ensure public investments are targeted and equitable, to promote the vitality of all City commercial areas and businesses.
- 3.1.3 Acknowledge the economic context created by Snoqualmie Nation development and pursue opportunities for beneficial connections and coordination.
- 3.1.4 Communicate and coordinate regularly with the business community regarding citywide economic development goals, objectives and policies, and seek input on new directions.
- 3.1.5 Develop and annually review with the Economic Development Commission a Six-Year Strategic Plan for Economic Development.
- 3.1.6 Participate in marketing and promotional activities that create awareness of the City's business climate and specific attributes and promote opportunities for business development.
- 3.1.7 Work with the Snoqualmie Valley Chamber of Commerce to encourage and assist local businesses to have a more robust website and social media presence, and to utilize evolving technologies for business promotion.
- 3.1.8 Consider the impacts on local business from new policies, regulations or programs prior to enacting them.

2. LAND USE & INFRASTRUCTURE

Additional Economic Development policies are in Land Use Section 5.5 *Commercial and Industrial Land Use*.

Objective:

- 3.2 Land use plans, regulations, review processes and infrastructure improvements support economic growth and vitality.**

Policies:

- 3.2.1 Provide sufficient, appropriately zoned area to support growth of targeted industry clusters, and improve the local jobs/housing balance.
- 3.2.2 Plan for and maintain sufficient, suitable zoned capacity to accommodate business growth in order to capture two-thirds of local resident spending on retail goods and services.
- 3.2.3 Provide efficient, high-quality project review services for business development projects, including no-cost pre-application review and expedited permitting.
- 3.2.4 Support home-based businesses that are compatible with neighborhood character, while managing adverse impacts by such actions as limiting signs, hours of operation, external uses, parking and truck deliveries.
- 3.2.5 Include a market factor when planning and zoning for commercial and industrial uses.
- 3.2.6 Pursue transportation improvements and amenities that improve quality of life for City residents and support business growth, specifically:
- Work with the Washington State Department of Transportation for redesign or removal of the westbound weigh station on I-90 near exit 25 to allow for a dedicated right turn lane onto I-90 from the Snoqualmie Parkway;
 - Plan and provide complete street road connections from the Snoqualmie Parkway and Snoqualmie Ridge Business Park, and from the Snoqualmie Casino through the Snoqualmie Hills planning area, to downtown Snoqualmie;
 - In conjunction with Metro and employers, pursue additional bus service, shared ride options, and park and ride facilities to serve local employers and employees, as well as resident commuters.
- 3.2.7 Ensure sufficient water capacity and wastewater treatment capacity are available to support planned economic development within the mill site and urban growth area.

3. EMPLOYMENT

Objective:

- 3.3 The City has jobs providing salaries that match local housing costs, and ensure stable revenues to support City services.**

Policies:

- 3.3.1 Build on local opportunities and competitive advantages by targeting specific business and industry sectors identified by the Puget Sound Regional Council's regional economic development strategy.
- 3.3.2 Expand the Snoqualmie Ridge Business Park to the east within the West Snoqualmie Hills Planning Area.
- 3.3.3 Market Snoqualmie's strengths to proactively attract targeted industry sectors through activities such as developing industry relationships, increased presence in trade organizations, coordination with brokers, and targeted advertising.
- 3.3.4 Apply zoning controls that limit uses with low employment density, lower wage jobs, and/or minimal tax revenue to the City, particularly in the Snoqualmie Hills and Mill Planning Areas, including uses such as warehouse/distribution, server farms and similar uses.

- 3.3.5 Support and encourage new and expanded business and industry growth that provides higher employment density, jobs with salaries matching local housing costs, and employment opportunities suited to the education level and skills of our current and future population.
- 3.3.6 Encourage, pursue and promote opportunities for job skill training and higher and continuing education within the City.

4. COMMUNITY RETAIL

Objective:

- 3.4 **The City has thriving community and neighborhood retail and civic centers serving residents, employees and visitors, which are distinguished by their target market, business mix, unique character and civic amenities.**

Policies:

- 3.4.1 Employ business mix, urban design, branding, and marketing strategies that emphasize the strengths, opportunities and economic development objectives of the City's different retail business districts, as shown in Figure 3.1.
- 3.4.2 Recognize the contribution of existing small business to the Snoqualmie community and work to retain and recruit smaller-scale, locally-based, and independently-owned businesses within the Downtown, Meadowbrook and Snoqualmie Ridge retail areas.
- 3.4.3 Maintain the City's distinct "main street" retail environment, requiring buildings and storefronts in the Downtown, Meadowbrook, and the Snoqualmie Ridge retail areas to be set to adjacent public street right of way, to maintain pedestrian orientation, storefront visibility and streetscape character.
- 3.4.4 Maintain limits on retail store size and height appropriate to the existing and desired character of each retail district.
- 3.4.5 Optimize the use of ground floor spaces for retail uses by directing office, service and other non-retail uses to side streets and upper floors within retail districts.
- 3.4.6 Expand the Downtown commercial district as directed by the Downtown Master Plan, to allow for a larger critical mass of retail business, strengthen its tourism potential, and maintain its traditional function as a civic center and community gathering place.
- 3.4.7 Encourage formation of non-profit Downtown and Snoqualmie Ridge merchant organizations dedicated to implementing the National Main Street 4-Point approach to improve retail district vitality and to qualify for a Main Street Program tax incentive.
- 3.4.8 Promote infill and redevelopment within the Downtown commercial area, consistent with the historic and landmark district purposes and design standards, including provision of infill storefronts oriented to Falls Avenue, as recommended by the Downtown Vision and Downtown Master Plans.
- 3.4.9 Reserve the vacant City-owned King Street property for a future commercial development with a ground floor, retail, anchor tenant oriented to Railroad Avenue and King Street. Apply appropriate land use and design specifications as directed by the Downtown Master Plan and Economic Development, Marketing and Branding Plan, and in the interim promote temporary uses and events to support Downtown tourism.

5. TOURISM

Objective:

- 3.5 The City has increased and directed visitor traffic to support tourism as a mainstay of the City's economic vitality.**

Policies:

- 3.5.1 Ensure land use regulations support and promote development of appropriate forms of overnight lodging for the Downtown, Snoqualmie Falls and Snoqualmie Ridge commercial areas.
- 3.5.2 Maximize the Snoqualmie River as a tourism asset by protecting downtown riverfront properties from erosion and opening the riverfront to visitors by developing a looped "riverwalk" trail with connections to the local Centennial Trail and the regional Snoqualmie Valley and Preston-Snoqualmie trails.
- 3.5.3 Promote historic and cultural events, activities and urban design elements that build a distinctive sense of place and attract visitors, such as art and music events and public artworks.
- 3.5.4 Provide attractive and engaging gateway and place-making elements along with effective wayfinding signage for the Downtown, Snoqualmie Ridge and Kimball Creek Village retail centers, as shown in Figure 5.1, to enhance district identity and support tourism.
- 3.5.5 Improve the retail business mix, complete façade and streetscape improvements, preserve historic properties, apply appropriate design and maintenance standards, and implement Downtown Master Plan directives for public event and community gathering places to enhance the distinctiveness and tourism draw of the downtown.
- 3.5.6 Promote and market Snoqualmie to outside users, prospective businesses and local residents as a place to engage in numerous outdoor recreation activities, and appreciate the City's unique scenic and natural landscape.
- 3.5.7 Make optimum use of Meadowbrook Farm, Snoqualmie Point Park, and other large park and open space properties as premier event venues, while also promoting their passive use and enjoyment by visitors and local residents.
- 3.5.8 Work with the Northwest Railway Museum to enhance the tourism draw of their facilities and collection, as recommended in the Economic Development, Branding and Marketing Plan.
- 3.5.9 Support resource-based industries in the local economy, such as outdoor recreation oriented business, locally-grown food production and artisan food entrepreneurs.

6. COMMUNITY DISTINCTIVENESS & QUALITY OF LIFE

Additional policies on this topic may be found in Element 5 Community Character.

Objective:

- 3.6 The City protects and enhances the community's quality of life attributes and distinctive character to promote desired economic development.**

Policies:

- 3.6.1 Balance development with environmental protection and conservation to maintain and enhance the health and beauty of the City's natural setting.
- 3.6.2 Uphold a high standard of design and property maintenance throughout the City.
- 3.6.3 Enhance the cultural and social qualities within Snoqualmie that will be attractive to targeted businesses and their workforce.
- 3.6.4 Build a stronger workforce and community as a whole by supporting programs and initiatives that promote active living and healthy eating.

HOUSING

Housing is one of the fourteen goals of the Growth Management Act (GMA) for City Comprehensive Plans, and aims to encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. These policies also seek to retain the community's small town qualities, advance a balance of jobs and housing, and guide housing retention and development in Snoqualmie over the next twenty years

GOAL 4: *A broad range of durable and energy-efficient housing options are available for all income levels to support a complete and sustainable community.*

1. HOUSING PRESERVATION AND IMPROVEMENT

Objective:

4.1 The integrity of Snoqualmie's existing older neighborhoods has been maintained to provide a range of diverse, affordable housing choices that supports the community's character and distinctiveness.

Policies:

- 4.1.1 Maintain zoning and development regulations that support the continued integrity and ongoing residential use of existing older neighborhoods and housing wherever feasible.
- 4.1.2 As available, seek funding to assist homeowners in the 100 year floodplain with housing elevations.
- 4.1.3 Make street, storm drainage, sidewalk, streetscape and other infrastructure improvements as appropriate to support revitalization of housing, protect significant capital investments, avoid higher costs from deferred maintenance, and preserve property values.
- 4.1.4 Work with Residential Owners Associations like the Ridge ROA to implement comprehensive plan policies.
- 4.1.5 Support the rehabilitation or relocation of existing, structurally sound housing, and provide referrals where appropriate to agencies such as to the King County Home Repair program to facilitate reuse.
- 4.1.6 Assist in the effort to reach low-income households eligible for free weatherization through existing programs.

For additional housing policies see Policy Plan Section 7.4 *Residential Land Use*.

Additional flooding policies are in Policy Plan Section 7.3 *Floodplain Land Use*, and Policy Plan Section 6.5 *Frequently Flooded Areas*.

2. DIVERSE HOUSING

Objective:

4.2 A sufficient mix of housing types, sizes, costs and densities enables current and future citizens from a wide range of economic levels, age groups and household make-ups to live within the City and provides housing to meet the needs of local employees.

Policies:

- 4.2.1 Encourage innovative housing that helps promote City goals for affordability, high-quality sustainable design, and housing to meet diverse household sizes, types and age ranges, and consider flexibility in density and design standards to support such projects.

For a list of housing types, please see Housing Element Section K *Housing Typology*.

- 4.2.2 Encourage accessory dwelling units and small-lot housing through appropriate regulation and incentive programs, with regulations that minimize procedural requirements and address neighborhood compatibility.
- 4.2.3 In residential areas with alley access, encourage and allow for small-lot and cottage housing subject to regulations to address issues of neighborhood compatibility, such as reduced or aggregated parking areas, streetscape orientation, common amenities and open space.
- 4.2.4 Assure that land use regulations allow for the siting and operating of emergency, transitional and permanent special needs housing, and ensure that sufficient land is zoned to allow their location near shops, services and transit.
- 4.2.5 To increase opportunities for seniors to live in accessible housing with nearby services, allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities, and provide incentives for developing senior housing such as reduced or waived permit fees, density bonuses and reduced parking requirements.
- 4.2.6 Require some number of living units in Planned Residential zones to be designed with Universal Design principles, so that there is at least one no-step entrance, the master bedroom suite or all bedrooms are on the ground floor and the floor plan is wheelchair-friendly.
- 4.2.7 Support the development of rental apartments that are appropriate for families with children, including the provision of services, recreation and other amenities as feasible.

Universal Design attempts to meet the needs of persons of all ages, size and abilities. Please see Housing Element Section G.3 *Demographics & Senior Housing* for further information.

3. AFFORDABLE HOUSING

Objective:

- 4.3 **A sufficient amount of quality affordable housing with healthy living environments is available to meet the needs of low and moderate-income residents, and provide the opportunity for our business' lower-wage employees to live within the City.**

Policies:

- 4.3.1 Strive to meet the targets established and defined in the Countywide Planning Policies for low- and moderate-income housing as a percentage of projected overall household inventory.
- 4.3.2 Work with County, State, Federal and non-profit organizations to create and retain affordable housing, and apply for federal and state housing funds available to assist in the development or improvement of affordable housing.
- 4.3.3 Evaluate the supply and condition of affordable housing in the City every five years to measure the effectiveness of City housing policies, regulations and incentives and provide assistance to retain low-income units where feasible.
- 4.3.4 To the maximum extent feasible, require affordable housing to be: provided in new Mixed Use, Planned Residential and Innovative Development district projects; either proximal to services or dispersed throughout new developments; and include an appropriate mix of rental and owner-occupied units that are made available to people with qualifying incomes.
- 4.3.5 With the cooperation of other government entities, non-profit housing organizations, and housing developers, investigate alternative means for keeping affordable housing affordable, so that units do not immediately appreciate beyond the reach of applicable income levels.

- 4.3.6 Consider strategies and mechanisms such as density bonuses, expedited permit processes, and where allowed by law, tax waivers and relief from development fees, to encourage very low- and low-income housing development.
- 4.3.7 Grant priority in the development review process for projects providing 15 percent or more of the proposed residential units as affordable units.
- 4.3.8 Encourage development and utilization of Community Land Trusts as one tool for addressing the community's affordable housing needs.

4. SUSTAINABLE DESIGN AND CONSTRUCTION

Objective:

- 4.4 The City supports sustainable housing design through applicable code, programs, partnerships and educational efforts.**

Policies:

- 4.4.1 To reduce housing operation and maintenance costs, energy use and impact on natural resources, encourage the use of high quality, durable, and low-maintenance building materials, high-efficiency energy systems, and environmentally responsible building principles in all new housing and renovation projects.
- 4.4.2 Provide education to citizens on green housing renovation options and energy conservation.
- 4.4.3 Require new housing developments to provide streetscape improvements, open space, and recreation amenities to support the City's urban forest goals, establish a sense of neighborhood cohesion and permanence, and promote community distinctiveness.
- 4.4.4 Utilize floor area ratio and other standards as appropriate to promote housing that is affordable, in-scale with the lot, and has reduced environmental impacts over its lifetime.
- 4.4.5 Maintain a Housing Inspection and Code Enforcement Program to ensure the continued safety and viability of rental housing, with annual Building Department inspections.

COMMUNITY CHARACTER

Community character refers to the 'flavor' of a place, and includes diverse elements such as the architecture, landscape, community activities and the demographic mix of people. Community character resources include both natural and man-made features that contribute to the City's overall livability and positive sense of place. Local heritage, scenic beauty, a natural atmosphere and traditional design are important aspects of Snoqualmie's character.

Goal 5: *Snoqualmie's community character is preserved, protected and enhanced, and future growth has been sensitively integrated into the City through design and the protection of character-defining resources.*

1. DESIGN CHARACTER AND QUALITY

Objective:

5.1 The unique character and attractiveness of Snoqualmie has been maintained, with new development integrating smoothly with the existing built environment, helping it thrive as a rich tourist and commercial center while maintaining the natural and aesthetic quality of the Snoqualmie landscape.

Policies:

- 5.1.1 To maintain the natural character and quality of the Snoqualmie landscape, fully implement all policies of the Environment Element and the Parks, Open Space and Recreation Element.
- 5.1.2 Protect roadside views of the shoreline and other natural features from unnecessary clearing, signage and other visually degrading features or practices, and allow for the maintenance of existing view corridors through vegetation management that minimizes sensitive areas impacts.
- 5.1.3 Participate with the Mountains to Sound Greenway Trust and other such trusts to protect the scenic nature of the I-90 corridor and the upper Snoqualmie Valley.
- 5.1.4 Encourage all public and private projects to incorporate neighborhood profile design recommendations from Element 3 Community Character and incorporate pertinent sections of the 2006 Downtown Master Plan.
- 5.1.5 Employ zoning and development standards for site planning, building design, and landscaping that encourage appropriate infill development and maintain or enhance neighborhood character.
- 5.1.6 Maintain City historic district and, where eligible, King County landmark district designations 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.
- 5.1.7 Use a Design Review Board to oversee commercial and industrial development, including site planning, exterior features, parking, signage, landscaping, sidewalk design, lighting and related elements.
- 5.1.8 Maintain exterior lighting standards that promote dark-sky maintenance throughout the City.

For the more information on the Design Review Board, see Element 7 Land Use.

2. HISTORIC AND CULTURAL RESOURCES

Objective:

- 5.2 Buildings, districts and landscape features with historic value, as well as the story of Snoqualmie’s history, have been preserved to support sustainable development and provide a focus of civic pride and identity.**

Policies:

- 5.2.1 Work individually and cooperatively to identify and evaluate important aspects of historical and cultural heritage and adopt appropriate regulations or other strategies to protect these resources.
- 5.2.2 Continue to support the downtown Snoqualmie historic district with urban design, streetscape and park improvements supporting the historic theme.
- 5.2.3 Support the preservation of Snoqualmie Valley history and culture by working with and supporting the efforts of heritage organizations and facilities such as the Snoqualmie Valley Historical Society and Museum, the Northwest Railway Museum, King County, Native American tribal organizations, and other local, state and national preservation agencies.
- 5.2.4 Consider local heritage when naming City streets and facilities.
- 5.2.5 Maintain an inter-local agreement with King County for historic preservation assistance and landmark designation purposes.
- 5.2.6 Maintain and update an inventory of historic sites, districts and buildings within the City.
- 5.2.7 Work with property owners and developers to implement best management practices and/or adaptive reuse strategies that will preserve the character and viability of our historic sites, buildings, districts, landscape features and neighborhoods.
- 5.2.8 Pursue grants and technical assistance as available to assist property owners with the preservation and rehabilitation of storefronts and buildings in the Downtown and Meadowbrook historic districts to preserve and restore their historic appearance and economic viability.

To assist with the preservation of local culture and history, and pursuant to State Law, the city requires property owners and developers to immediately stop work and notify the city and affected Indian tribes if anything of possible archaeological interest is uncovered during excavation. Advance permits are also required in areas known to contain archeological artifacts, requiring an archaeologist to perform an inspection or site evaluation in coordination with affected Native American tribes.

ENVIRONMENT

Snoqualmie is known for its stunning landscapes, which contribute to the City's economic prosperity and quality of life. The natural feel of Snoqualmie is interwoven throughout the City and its neighborhoods, attracting tourists to enjoy local recreational activities and making this natural quality one of the City's most striking, and therefore most precious, assets. Policies address topics such as flooding, climate change, quality open space and clean storm water.

Goal 6: *The health, beauty and ecosystem services provided by the City's natural environment are protected and enhanced, and potential hazards to citizen health, welfare and property are minimized.*

1. ENVIRONMENTAL PROTECTION, GENERAL

Objective:

6.1 Ecosystem health and natural beauty are preserved.

Policies:

- 6.1.1 Maintain and implement City Sensitive Areas Regulations that are consistent with the Best Available Science, as required by WAC 365-195-900 through WAC 365-195-925, and WAC 365-190-080.
- 6.1.2 In protecting and enhancing sensitive areas, incorporate the full spectrum of planning and regulatory measures including the comprehensive plan, shoreline master program, development regulations, stormwater management plans, project mitigation, and state and federal programs.
- 6.1.3 Strive to increase the number, size, diversity and value of wildlife habitat areas and promote, where appropriate, the coexistence of native plant communities and wildlife alongside other land uses.
- 6.1.4 Coordinate with other governmental agencies, adjacent communities, non-profit organizations and federally recognized Tribes to protect and enhance the environment through land use planning, fish and wildlife resource management, and by identifying and protecting habitat networks across jurisdictional boundaries.
- 6.1.5 Locate open space areas to protect critical areas such as wetlands, landslide hazard and erosion-prone areas, and maintain such areas in their natural condition, including native vegetation preservation.
- 6.1.6 Inventory and remove noxious weeds such as Scotchbroom, English Ivy, English Holly, knotweed, Himalayan Blackberry and other noxious weeds as identified by King County Noxious Weed Control Board from public properties and educate citizens on the importance of their removal on private property.

2. CLIMATE PROTECTION & SUSTAINABLE DEVELOPMENT

Objective:

6.2 Energy conservation and improved air quality are promoted through land use, transportation, and technological solutions, including increased energy efficiency and a transition to renewable energy sources.

Additional policies affecting greenhouse gas emissions are in Policy Plan Section 8.4 *Bicycle and Pedestrian System* and Section 8.5 *Travel Demand Management and Environmental Stewardship*

Policies:

- 6.2.1 Against a projected 2007 baseline, strive to reduce community greenhouse gas emissions 25% by 2020, 50% by 2030, and 80% by 2050.
- 6.2.2 Develop and implement a Climate Action Plan that includes greenhouse gas emission programs such as incorporating GHG assessments in SEPA review; carbon storage in the urban forest; and the impacts of climate change on the City's hydrological systems.

- 6.2.3 Encourage lot layout and site design that allows for houses and other buildings to be oriented to optimize passive and active solar access and minimize shade on adjoining properties.
- 6.2.4 Promote energy efficiency and renewable energy sources by such actions as demonstrating renewable energy at municipal buildings, supporting Northwest Energy Code energy efficiency improvements, and participating in energy-efficiency and conservation awareness programs.
- 6.2.5 Support and implement the Mayor’s Climate Protection Agreement, the King-County Cities Climate Collaboration (K4C), and other multijurisdictional efforts to address climate change, sea-level rise, ocean acidification and other impacts from changing global conditions.
- 6.2.6 Implement Best Management Practices to reduce the amount of air-borne particulates.
- 6.2.7 Operate and maintain the City’s vehicle fleet to improve fuel efficiency and reduce costs, and whenever possible purchase alternative-fuel, lower-emission or net-zero emission fleet vehicles.
- 6.2.8 In future development agreements emphasize pursuit of higher standards for durable, energy-efficient developments.
- 6.2.9 Remove regulatory barriers and create incentives, such as expedited permitted and/or density bonuses, to encourage the use of energy-efficient and sustainable building methods and materials, such as those specified under certification systems like *Leadership in Energy & Environmental Design (LEED)*, *Built Green*, *Salmon-Safe*, and the *Living Building Challenge (LBC)*.
- 6.2.10 Reduce landfilled solid waste tonnages through such actions as promoting the use of recyclable and compostable packaging, commercial composting, and the recycling of construction and demolition debris.

3. WATER RESOURCES, AQUIFERS & CRITICAL RECHARGE AREAS

Objective:

- 6.3 **Rivers, streams, floodplains, wetlands, and other water resources within the City are managed for multiple beneficial uses.**

Additional water stewardship policies may be found in the Land Use and Transportation Element Policies 7.7.3 & 8.6.6.

Policies:

- 6.3.1 Coordinate the management and restoration of rivers, streams, wetlands and other water resources within the Snoqualmie watershed through participation in the Snoqualmie Watershed Forum and implementation of the Puget Sound Action Plan.
- 6.3.2 Ensure that local regulations for surface and stormwater management allow for and encourage Low-Impact Development (LID) practices.
- 6.3.3 Encourage building construction that uses alternative techniques to minimize impervious surfaces, such as using underground parking where feasible, cooperative parking such as shared and coordinated parking lots, and using “green roofs.”
- 6.3.4 Implement water conservation strategies to increase the capacity for potable water use, and reduce the amount of wastewater to be treated, through such measures as rotating irrigation schedules, and by minimizing or encouraging alternatives to grass lawn in future subdivisions.
- 6.3.5 Work with the State Department of Ecology, King County and other stakeholders to implement the 1998 East King County Ground Water Management Plan, and develop short and long-term strategies to reduce or eliminate pollution sources and protect public health.
- 6.3.6 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, and consider the issue of mandatory septic tank testing or enforcing sewer line connection as an aquifer protection technique.

Under the State Shoreline Management Act, Shorelines of the State are managed by the City's Shoreline Master Program, including SMC 19.08 and other applicable sections of the Snoqualmie Municipal Code. The Shoreline Master Program is incorporated by reference into this Comprehensive Plan.

4. SNOQUALMIE RIVER, STREAM CORRIDORS & WETLANDS

Objective:

- 6.4 Natural hydraulic, hydrologic and habitat functions, and scenic and recreational values, of rivers, streams, wetlands and natural drainage courses, are protected.**

Policies:

- 6.4.1 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.
- 6.4.2 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.
- 6.4.3 Encourage no net loss of remaining wetlands acreage, functions and values within the City and urban growth area, and the creation of wetlands where feasible
- 6.4.4 Restore previously disturbed wetland and stream buffers where feasible, and maintain restored buffers to limit the reintroduction of invasive species.
- 6.4.5 Ensure wetland regulation and mitigation implementation is flexible enough to allow for protection of systems or corridors of connected wetlands, encourage incentives such as property tax reductions, conservation easements and other techniques to preserve wetlands.

A tradeoff of small, isolated wetlands in exchange for a larger connected system can achieve greater resource protection, reducing wetland habitat fragmentation.

5. GEOLOGICAL AND FLOOD HAZARD AREAS

Objective:

- 6.5 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.**

Additional flooding policies are in Policy Plan Section 7.3 *Floodplain Land Use* and Policy 4.1.2.

Policies:

- 6.5.1 Meet, and attempt to exceed, the federal minimum standards of the National Flood Insurance Program, and strictly enforce Flood Hazard Regulations that meet and exceed the minimum requirements established by FEMA and the Department of Ecology.
- 6.5.2 Require the use of Best Management Practices to reduce accelerated erosion and sedimentation due to construction and construction-related activities.
- 6.5.3 Limit the scale and density of development in areas with severe geologic hazard potential, requiring development to minimize grading and restore native vegetation to the greatest extent possible.
- 6.5.4 Where possible, seek to restore natural vegetative cover and natural drainage features on degraded sites which contribute to accelerated erosion and sedimentation.

LAND USE

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 vision into a physical plan describing where and how to develop, redevelop and preserve the City through general land use designations. The Land Use element is fundamental to almost all Comprehensive Plan goals, including jobs-housing balance, economic vitality, community character and environmental quality.

Goal 7: *A balanced mix and arrangement of land-uses that advances the City's vision and goals for economic development, sustainability, community distinctiveness and active, healthy living.*

1. URBAN GROWTH AREA

Objective:

7.1 Snoqualmie's urban growth area is sufficiently sized and configured to accommodate projected growth, and maintains long term compatibility between a range of land uses.

Policies:

7.1.1 Maintain a sufficient supply of suitable land in the applicable land use designations within the City and urban growth area to ensure residential development capacity meets or exceeds the City's twenty-year housing projections.

For additional policies on the urban growth area see Policy Plan Section 8 *Annexation Proposals* and Section 9 *Annexation Implementation Plans*.

7.1.2 Regularly evaluate the supply and suitability of vacant and re-developable land in the City's Urban Growth Area for capacity to accommodate the full range of urban land uses needed to support projected growth in the City and surrounding rural area, including medical, governmental, institutional, commercial, service, retail and other non-residential uses as appropriate.

7.1.3 Assess the adequacy of the designated Urban Growth Area for non-residential uses through policies addressing topics including but not limited to: community vision for a self-contained community meeting most resident needs locally; a diverse tax base not excessively dependent on property tax revenue; the ability to provide public services at adopted levels of service; and the impact of sales taxes lost to other communities due to the lack of an adequate land base.

7.1.4 Consider accessibility to major transportation corridors in determining the location of proposed additions to the Urban Growth Area, or the feasibility of providing such access through new publicly or privately constructed transportation facilities.

7.1.5 Present docket items for the King County Comprehensive Plan update cycles addressing Urban Growth Area adjustments based on the existing designated Urban Growth Area capacity to accommodate the full range of urban uses needed to serve the community, in accordance with the City Comprehensive Plan.

2. BALANCED, HEALTHY DEVELOPMENT PATTERN

Objective:

7.2 A generally compact development pattern of physically connected, distinct, complete neighborhoods that provide for a balanced mix of land uses essential to the daily life of Snoqualmie citizens, employees and surrounding rural area residents.

Policies:

7.2.1 Zone to allow and encourage mixed-use areas that integrate residential, commercial, office and public uses so that housing, jobs, daily needs and other activities are within easy walking distance of each-other.

- 7.2.2 Direct development of higher-density housing to areas in close proximity to shops, public facilities and transit stops to help create place and identity, reduce commuting expenses, reduce greenhouse gas emissions and encourage physical activity.
- 7.2.3 Encourage land assembly allowing for feasible and attractive housing or mixed housing/commercial developments, and facilitate matching compatible owners that can work jointly to consolidate and sell or develop such land.
- 7.2.4 Maintain a town and neighborhood center focus for the Historic Snoqualmie and Snoqualmie Ridge neighborhoods that combines commercial, civic, cultural, residential and recreational uses.
- 7.2.5 Ensure land use and zoning changes do not result in significant adverse impacts to adjacent properties and require appropriate landscape buffers or mitigation to minimize the potential for incompatibility between existing and proposed uses.
- 7.2.6 Limit the siting and operation of adult entertainment businesses to the maximum degree constitutionally permissible to ensure such uses have a minimal impact on schools, churches, parks, public buildings, residential districts, and businesses.
- 7.2.7 Provide an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- 7.2.8 Restrict the allowance of drive-through and formula fast food restaurants in retail business districts in close proximity to schools.
- 7.2.9 Encourage site design and parking standards that support other Comprehensive Plan objectives, such as impervious surface reductions, increased landscaping, better transit linkages and greater pedestrian and bicycle orientation.
- 7.2.10 Once initial development under an approved Mixed Use Final Plan is complete, revise Mixed Use zoning to district classifications consistent with the existing use, to regulate future use and development.

3. FLOODPLAIN LAND USE

Objective:

- 7.3 **Development and conservation within the 100-year floodplain is managed to protect existing and new development from flood hazards and to promote enjoyment of the natural and scenic character of the Snoqualmie River shoreline.**

Policies:

- 7.3.1 Limit creation of new single family residential lots in the floodplain to low density where roads and services are adjacent, but allow for small lot infill and redevelopment with attached townhomes and residential units above commercial uses in the floodplain where such uses can be served by alleys and are within walking distance of the historic downtown commercial core.
- 7.3.2 Encourage a range of housing options and settings by allowing for creation of new lots in the floodplain through subdivisions with various low density lot sizes as appropriate, depending on existing infrastructure, development pattern and proximity to the downtown core.
- 7.3.3 Help protect development from flood hazards through residential lot coverage standards and impervious surface standards for different land use designations.
- 7.3.4 Use the Floodway Overlay District (SMC 17.40) for residentially-zoned districts within the 100-year floodway to provide opportunity for commercial uses compatible in scale, character and impacts to existing single-family uses.

Additional flooding policies are in Policy Plan Section 6.5 *Frequently Flooded Areas* and Policy 4.1.2.

Example critical facilities include hospitals, police, fire, emergency response, and installations which produce, use or store hazardous materials or hazardous waste.

- 7.3.5 Work with the King County Flood Control District to target high risk, chronically affected and repetitive loss riverfront properties within the floodway for eventual acquisition.
- 7.3.6 Do not permit the construction of critical facilities or heavy industrial uses within the floodplain unless there is no feasible alternative. Require critical facilities permitted within the floodplain to be elevated or floodproofed consistent with FEMA technical guidance.
- 7.3.7 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.
- 7.3.8 Require the first floor of new residential construction and construction involving substantial improvements to existing residential structures to be elevated to at least three feet above the base flood elevation.

4. RESIDENTIAL LAND USE

Objective:

7.4 High quality residential areas that provide dwelling units of various type, density, and costs to meet the needs and interests of a diverse population.

For additional residential policies see Element 4 Housing.

Policies:

- 7.4.1 Maintain land use designations and zoning to allow and encourage a spectrum of housing types and price ranges that match the jobs in the City and make it possible for people to live and work in Snoqualmie.
- 7.4.2 Define residential density according to Table 1.1, and maintain zoning that promotes new residential subdivisions containing an integrated mix of lot sizes to promote housing diversity and avoid streetscape monotony.
- 7.4.3 Limit the height and scale of multifamily buildings to three stories, but consider additional height for special needs or affordable housing, where viewshed impacts can be mitigated.
- 7.4.4 Use multiple family housing as a transition between uses so that higher density apartment and townhouse projects are located closer to commercial and industrial land uses, and lower density duplex, triplex, garden apartments and townhouses are located closer to single family areas.
- 7.4.5 Provide for residential streets that maintain property values and encourage walking by supporting pedestrian safety and comfort, through standards that require on-street parking and sidewalks separated by planter strips with street trees.
- 7.4.6 Allow day care homes in all residential zones and allow day care centers in single family zones through the conditional use process, subject to state licensing and other requirements.

Day care homes house up to 12 children in the provider’s home; day care centers accommodate more than 12 children outside of the provider’s home.

Table 1.1
RESIDENTIAL DENSITY DEFINITIONS

Residential Density Categories	Housing Type & Dwelling Units per Acre
High Density Residential	Multi-family, 12 - 24 DUs per acre.
Medium Density Residential	Single- and Multi-family, 6 to 12 DUs per acre.
Low Density Residential	Single family, up to 5 DUs per acre.

5. COMMERCIAL AND INDUSTRIAL LAND USE

Objective:

- 7.5 A local economy that meets our citizens' everyday commercial needs, supports a vibrant tourism industry, provides living-wage jobs, enhances community distinctiveness, and maintains a sufficient and sustainable tax base for the City.**

Policies:

- 7.5.1 Provide sufficient areas with appropriate zoning to provide the full continuum of goods and services needed to serve the local population.
- 7.5.2 Concentrate retail uses in the historic downtown and the Snoqualmie Ridge neighborhood center, while also allowing for service, hospitality and office uses.
- 7.5.3 Allow and encourage neighborhood scale retail and service business uses within large-scale master-planned residential and mixed-use developments.
- 7.5.4 Require industrial development be designed to minimize environmental impacts, complement viewscapes, retain significant trees, and buffer impact-generating activities from other less intense uses.
- 7.5.5 Locate commercial areas along major arterials to ensure adequate visibility and convenient access, but prohibit individual driveway access for separate commercial uses along SR 202 and the Snoqualmie Parkway.
- 7.5.6 Support the transformation of underutilized lands such as brownfields and greyfields to viable mixed-use or commercial/industrial employment areas as appropriate.

Brownfields are abandoned, idled, or underused properties where redevelopment is complicated by the presence or *potential presence* of environmental contamination. Development requires environmental assessment, and foregoing cleanup present potential liability issues. However, regulation, rising transportation costs, and escalating real estate prices are making brownfield properties a more attractive option.

Greyfields are underdeveloped or idling locations, often referring to parking lots, declining shopping centers, old motels, decaying industrial districts, and other low-intensity commercial land uses along arterial strips.

For more information please see www.mrsc.org/subjects/environment/brownfields.aspx#Intro

6. INSTITUTIONAL & UTILITIES LAND USE

Objective:

- 7.6 Needed institutional and utility land uses are accommodated within the community with minimal land use conflicts.**

Policies:

- 7.6.1 Allow public and private elementary, middle, and high schools as a conditional use in all zoning districts, except the Parks and Open Space and Utility Park districts.
- 7.6.2 Allow for institutional uses in Mixed Use and Planned Commercial/Industrial districts, and specify certain institutional uses, such as museums, interpretive centers, and community recreation centers as appropriate for designated Parks and Open Space areas.
- 7.6.3 Allow the siting of Essential Public Facilities through the issuance of an Unclassified Use Permit, and ensure that they appropriately mitigate potential impacts on adjoining properties and neighborhoods.

Essential Public Facilities (EPFs) are a distinct facility type. See Capital Facilities Element Section 9.G. *GMA Essential Public Facilities*, Appendix 9-1 *Definitions: Capital Facilities & Utilities*, and Policies 9.2.2, 9.2.3 & 9.3.3 for more information.

- 7.6.4 Allow power generation facilities and accessory uses, sewage and water treatment plants, other public or private utilities and parks and open space uses in areas designated Utility Park, as well as visitor-related commercial services as a conditional use.
- 7.6.5 Ensure that the existing rural, undeveloped character of the Snoqualmie Falls viewshed is adequately protected with any future development in the Puget Western - Snoqualmie Falls Utility Park area.
- 7.6.6 Require major communication utility development to provide setbacks, screening and landscaping to minimize visual impacts on adjacent properties, and provide an appearance as compatible as possible with the uses permitted in the zone.

Provisions on protecting groundwater used for public water, and critical areas, are located in Element 6, Environment (addresses RCW 36.70A.070 (1); RCW 36.70A.030 (5) & 36.70A.172).

7. ANNEXATION PROPOSALS

Objective:

- 7.7 Annexations support phasing of growth to meet 20-year targets and further the goals, objectives and policies of the City's Comprehensive Plan.**

Policies:

- 7.7.1 Require annexation proposals to be consistent with the Comprehensive Plan, and to meet all of the following criteria:
- a. The annexation will logically extend City boundaries for more unified area-wide planning, or make existing City boundaries more uniform by eliminating irregular boundary lines and unincorporated islands of land;
 - b. Adequate municipal services exist to serve the area, or a reasonable service plan, including funding, is in place;
 - c. The proposed annexation boundaries make providing public services geographically and economically feasible;
 - d. The proposal includes a proposed land use plan and transportation study;
 - e. The proposal includes a legally binding commitment to provide as part of development, or to fairly and equitably share on a pro-rata basis, the cost of future public and institutional needs such as: parks and open space, schools, fire protection services, roads, utilities and public facilities.
- 7.7.2 When in the public interest, consider annexation proposals when required for municipal facilities or public utilities, they will provide municipal services necessary for public health and safety, or to include property in common ownership that is partially within corporate limits and annexation is desired by the owner.
- 7.7.3 Consider annexation proposals when it would benefit the City, such as allowing for development of employment uses providing family wage jobs; improving circulation through new road connections; providing for increased housing choices; or offering unique park or open space opportunities.
- 7.7.4 Prior to annexation, require the preparation and approval by City Council of an Annexation Implementation Plan for all, or an appropriate portion, of the applicable planning subarea to serve as a general land use and policy guide for annexation area development.
- 7.7.5 Prior to annexation, require the preparation of a pre-annexation zoning regulation, pursuant to the provisions of RCW 35A.14.330 and 340 that is consistent with the comprehensive plan land use designation for the property.
- 7.7.6 Ensure annexation of individual properties conform substantially to the policies of the approved annexation implementation plan, and the applicable policies of the comprehensive plan.

8. ANNEXATION IMPLEMENTATION PLANS

Objective:

- 7.8 Sub-area planning prior to annexation effectively manages growth and development within the urban growth area, and assures consistency with comprehensive plan goals, objectives and policies.**

Policies:

- 7.8.1 Require an annexation implementation plan to portray, at a minimum, proposed land uses; primary road network and connections; and primary utility systems, including locations for sewer mains and lift stations, major storm water facilities, water mains, pump stations and reservoirs.
- 7.8.2 Require the annexation implementation plan include a review of the City's current Comprehensive Water, Sanitary Sewer, and Storm Drainage Plans, and include provision for any required updates to those plans.
- 7.8.3 Allow that annexation implementation plans may be amended in the review process of more specific final plans based on environmental review, in response to changes over time in housing and employment needs, neighboring land uses and evolving City and King County policies.
- 7.8.4 Require all development approvals to conform substantially to the annexation implementation plan. An approved mixed use final plan will be the controlling document for subsequent property development approvals in the Mixed Use Zone.
- 7.8.5 Where the area proposed for annexation abuts designated King County rural or resource areas, require the land use plan to include buffers to adjacent rural and resource areas from more intensive land uses.
- 7.8.6 When the proposed annexation area contains sensitive areas, require the annexation implementation plan to include a study of all applicable sensitive areas.
- 7.8.7 Consider granting exceptions to annexation implementation plan requirements for annexations of a public health and safety nature, or providing facilities to serve residents of the City and its urban growth area.
- 7.8.8 When a proposed annexation is not accompanied by a development proposal allowing for meaningful consideration of required Annexation Implementation Plan topics, consider deferring Annexation Implementation Plan preparation until after annexation, provided that the terms associated with such deferral are established in a pre-annexation agreement approved by City Council and executed by all affected parties.
- 7.8.9 Require Mill, Snoqualmie Hills, and Snoqualmie Falls Planning Area annexation implementation plans to implement the requirements of specific Planning Areas as articulated in Table 1.3.

TRANSPORTATION

This Element guides transportation system improvements to meet Snoqualmie's existing and future travel needs, helping the City develop a comprehensive, multi-modal transportation system to serve planning areas, while supporting the broader long-range goals of community development.

Goal 8: *A local transportation system that provides for a full spectrum of safe, efficient and convenient travel within and through the City and that supports the City's vision for a unified, prosperous and complete community.*

1. LAND USE AND TRANSPORTATION COORDINATION

Objective:

8.1 A multi-modal transportation system that supports the City's planned land use pattern.

Policies:

- 8.1.1 Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.
- 8.1.2 Require infrastructure to be aesthetically pleasing and in context with the existing or desired community character of individual City areas, particularly in regard to streets, which are the largest segment of the public realm.
- 8.1.3 Ensure transportation improvements or strategies accommodate development impacts concurrent with that development, and prohibit development if it causes the levels of service for transportation facilities to decline below adopted standards, as required by the GMA.
- 8.1.4 Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.
- 8.1.5 Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.
- 8.1.6 Ensure multiple connections between new and historic parts of the City are planned and required in conjunction with future annexation and development of the Snoqualmie Hills Urban Growth Area.
- 8.1.7 Pursue an additional southerly exit from the Snoqualmie Hills Planning area to North Bend Way and Interstate-90.

2. INTERGOVERNMENTAL TRANSPORTATION PLANNING

Objective:

8.2 The City's transportation element is coordinated and consistent with the State, King County and North Bend transportation plans.

Policies:

- 8.2.1 Coordinate with the Washington State Department of Transportation regarding planning for SR202/Railroad Avenue within the City and for the I-90-SR-18/Snoqualmie Parkway interchange.
- 8.2.2 Coordinate with King County and North Bend for consistent local planning on roadways and trail connections, and where traffic generated outside Snoqualmie could impact City levels of service and improvements.
- 8.2.3 Participate in regional transportation planning processes to assure that City interests are reflected in regional transportation plans.

3. STREET SYSTEM

Objective:

- 8.3 The street system provides for safe, pleasant and efficient vehicle, pedestrian, bicycle and transit travel within the City.**

Policies:

- 8.3.1 Classify streets by function as shown in Table 8.13 of the Transportation Element, so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.
- 8.3.2 Designate Principal Arterials as truck routes, and ensure those roadways are constructed with appropriate pavement materials and adequate geometry for heavy vehicle traffic.
- 8.3.3 For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs, and apply a peak-hour LOS D standard for arterial intersections, with LOS E at side-street stop locations acceptable unless a signal is warranted or required by the City Traffic Engineer.
- 8.3.4 For street development and redevelopment projects, plan for complete streets, which meet the needs of pedestrian, bicycle and transit users within the street right of way wherever feasible, consistent with street classification and projected travel volumes.
- 8.3.5 Consult the recommendations of the neighborhood profiles in Community Character Element 3, and the 2006 Downtown Master Plan for transportation project planning and implementation.
- 8.3.6 Annually adopt a Six-Year Transportation Improvement Plan that implements the Comprehensive Plan.

4. BICYCLE AND PEDESTRIAN SYSTEM

Other policies related to bicycle & pedestrian planning include 3.4.3, 7.2.1, 7.2.9, 7.3.1, 7.4.5, 8.1.4, 8.3.4 & 8.6.3.

Objective:

- 8.4 A system of trails and corridors that encourages and facilitates bicycling and walking for commuting, local travel trips and healthy physical activity.**

Policies:

- 8.4.1 Provide, and require new 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.
- 8.4.2 Use the 2012 Pedestrian and Bicycle Network Recommendations Report, and subsequent updated Plans and reports, to prioritize pedestrian and bicycle improvements.
- 8.4.3 Provide multi-use trails separated from vehicle lanes on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.
- 8.4.4 Work with the School District to identify needed pedestrian facility improvements on school walk routes to increase pedestrian safety.
- 8.4.5 Provide sufficient bicycle parking in the Historic Downtown, Snoqualmie Ridge Neighborhood Center and public parks to meet demand and encourage bicycle travel.
- 8.4.6 Require large office and industrial development to provide facilities to support employee bicycle commuting.

5. TRAVEL DEMAND MANAGEMENT AND ENVIRONMENTAL STEWARDSHIP

Objective:

- 8.5 Sufficient and convenient opportunities exist to use transit, carpools, vanpools and electric vehicles, supporting improved air quality, reduced vehicular greenhouse gas emissions, and **alternative options to single-occupant vehicle travel.**

Policies:

- 8.5.1 Work with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.
- 8.5.2 Work with and support the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.
- 8.5.3 Provide opportunities for electric vehicle recharge and alternate fuel refueling stations to encourage and promote the use of electric and alternatively-fueled vehicles.
- 8.5.4 Support public awareness education on the social and environmental impacts of travel choices to encourage the use of travel alternatives to single-occupancy travel.
- 8.5.5 Follow Evergreen Fleets policies and actively participate in Clean Cities Coalition and other leading regional green vehicle groups.
- 8.5.6 Actively pursue a park and ride near the Interstate-90 interchange, or at some other suitable location in the City, to facilitate use of mass transit and carpooling.
- 8.5.7 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.
- 8.5.8 Encourage voluntary compliance with the Commute Trip Reduction Efficiency Act for those that are not otherwise subject to it.
- 8.5.9 Encourage the use of single occupant vehicle alternatives, and more energy efficient automobiles, by allowing parking requirement reductions for green vehicles, car-sharing, carpool parking, vanpools, transit passes and extra bicycle employee parking, where supported by a parking demand management program.

See Policy Plan Section 8.4 *Bicycle and Pedestrian System* for additional policies on Transportation Demand Management.

Commute Trip Reduction

The Commute Trip Reduction (CTR) Program is a state-wide, employer-based, transportation demand management program oriented towards improving transportation efficiency, air quality and energy conservation. The commute trip reduction law was modified in 2006 to apply to employers, in state urban growth areas with the greatest levels of traffic congestion, with 100 or more full time employees who work at a single worksite and begin work between 6 and 9 a.m. on two or more weekdays for at least 12 continuous months. The CTR requires that local jurisdictions in some counties adopt a CTR ordinance to implement CTR goals and requirements. Although the City of Snoqualmie is not required to comply with the law as an employer, some in-city employers are still affected. To support demands on the local transportation system, the City is considering programs to assist with voluntary compliance. For more information please see www.mrsc.org/subjects/transpo/tdm.aspx.

6. PLANNING, DESIGN AND MAINTENANCE

Objective:

- 8.6 The City’s transportation system supports local prosperity and community distinctiveness and enhances the public realm by providing pleasant and convenient access to homes, businesses, schools and other key destinations in the City.**

Policies:

- 8.6.1 Ensure consistent and equitable system improvements throughout the City, we employ street design standards guiding driveway access, sidewalks, lighting, on-street parking, landscaping, street trees, and the widths of lanes, right-of-ways, planting strips and medians. See Policy 7.4.6 and the 2012 *Open Space, Parks & Recreation Plan* for additional policies on street trees.
- 8.6.2 Limit the use of cul-de-sacs and dead-end streets in new subdivisions and street improvement proposals wherever feasible to optimize circulation options within and between neighborhoods, and to assist with long-term emergency management needs.
- 8.6.3 Limit driveway access on principal, minor and collector arterials to minimize curb cuts, maximize vehicle carrying capacity, reduce potential vehicle conflicts, and enhance pedestrian safety and comfort.
- 8.6.4 Maintain and improve alley rights-of-way for public use, require vehicle access by alleys where available, and prevent encroachment from adjacent private property onto public property.
- 8.6.5 Maintain streets in accordance with our Pavement Management Plan, which systematically and objectively prioritizes projects, and balance the maintenance of newer streets with the needed reconstruction of failed streets.
- 8.6.6 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. See Environment Element 6 for additional policies on water quality.
- 8.6.7 Support local transit partnerships for better intravalley connections and to support tourism within Snoqualmie.

CAPITAL FACILITIES & UTILITIES

A Capital Facilities and Utilities Element is used to identify essential public capital facilities along with private infrastructure facilities, establish acceptable levels of service, and ensure 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. Utility policies address the quality, reliability and safety of services provided; environmental impacts; aesthetics; and facility construction.

Goal 9: *The City provides, and encourages other public and private entities to provide, high quality public services and infrastructure facilities to Snoqualmie's current and future residents.*

1. CITY CAPITAL FACILITIES

Objective:

- 9.1 Municipal public facilities are provided in a cost effective manner to support growth and meet community service expectations.**

Policies:

- 9.1.1 Prioritize capital facility improvements per comprehensive plan policy guidance and Implementation Element priorities.
- 9.1.2 Require the provision of essential capital facilities and services to meet adopted level of service standards and accommodate growth concurrent with development.
- 9.1.3 Require future development to bear a fair share of costs for planned capital improvements, concurrent with development, to achieve and maintain the adopted level of service.
- 9.1.4 Apply for grants to fund capital improvements whenever feasible, and ensure that funds are available for the City's share of planned improvements.
- 9.1.5 Manage City debt in a way that ensures effective use for capital facilities while preserving at least part of non-voted general obligation debt for emergencies.
- 9.1.6 Allocate City sewer and water connection fees primarily for capital improvements related to facility expansion.
- 9.1.7 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.
- 9.1.8 To the extent possible, match one-time General Fund revenues such as sales tax and B&O tax on construction with capital expenditure needs.
- 9.1.9 Ensure parks facility users are paying a reasonable share of the costs of operating and maintenance expenses through reasonable fees and charges assessment.

2. OTHER PUBLIC AGENCY CAPITAL FACILITIES

Objective:

- 9.2 The City cooperates with other agencies that provide public services to help them accomplish their capital improvement objectives.**

Policies:

- 9.2.1 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.

- 9.2.2 Participate in inter-jurisdictional processes to prioritize, coordinate, plan and site capital facilities of a countywide or statewide nature.
- 9.2.3 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 as part of the facility’s development and operation.

Inter-jurisdictional Essential Public Facilities (EPFs) are a distinct facility type. See Policy 7.6.3, Capital Facilities Element Section 9.G *GMA Essential Public Facilities*, and Appendix 9-1 *Definitions: Capital Facilities & Utilities* for more information.

3. UTILITIES

Objective:

- 9.3 Adequate and reliable utility facilities and services are provided to meet the demands of existing customers and future public and private development.

Policies:

- 9.3.1 Plan for the general locations for major or “trunk” utility facility locations and consider designating routes and locations suitable for facility improvements, subject to development regulations.
- 9.3.2 Coordinate with other jurisdictions to implement multi-jurisdictional facility improvements, and attempt to coordinate land use procedures for consistent decision requirements and timing.
- 9.3.3 Ensure that utility improvements minimize neighborhood impact, are environmentally sensitive, aesthetically pleasing, safe and provided in a timely manner to serve planned growth.
- 9.3.4 Require the undergrounding of all new electrical and communication lines and, to the maximum extent feasible, the undergrounding of existing lines during road and utility improvements, and the reasonable screening and/or architectural compatibility of all new above-ground facilities.
- 9.3.5 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.
- 9.3.6 Require the joint use or co-location of utility trenches, conduits and poles to minimize poles and aboveground structures, and to provide for the expansion, maintenance and upgrading facilities with the least amount of service disruption.

An example electric trunk facility would be suitable for 55,000 or more volts.

The primary jurisdiction to determine whether Non-City-Managed Utilities are meeting their public service obligations rests with the Washington Utilities and Transportation Commission (WUTC).

4. LEVEL OF SERVICE

Objective:

- 9.4 Adequate and reliable capital facilities and services are provided to meet the demands of existing customers and future public and private development.

Policies:

- 9.4.1. Maintain level of service standards that can be achieved through probable funding sources, and reevaluate level of service standards or the land use plan if probable funding falls short of meeting identified needs.
- 9.4.2. The City of Snoqualmie establishes the level of service standards and staffing guidelines in Table 1.2 to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services.

Table 1.2
STAFFING GUIDELINES AND INFRASTRUCTURE & FACILITIES LOS

Type of Capital Facility or Service	Staffing Level of Service Guidelines
Fire	<ul style="list-style-type: none"> Staffing and equipment sufficient to maintain a minimum of 3 fire-suppression trained individuals on-duty at all times within the City. Staffing and equipment sufficient to help meet Fire Department performance objectives per RCW 35.103 as articulated in the Capital Facilities Element.
Police	<ul style="list-style-type: none"> Staffing and equipment sufficient to a minimum of maintain 2 officers on-duty at all times within the City. Staffing and equipment sufficient to respond to priority calls within five minutes 90 percent of the time.
Parks	<ul style="list-style-type: none"> An average of 1 maintenance staff per every 13 park acres.
Public Works	<ul style="list-style-type: none"> Stormwater: Staffing sufficient to maintain facilities according to NPDES II permit requirements. Water: Staffing sufficient to maintain facilities according to Department of Health requirements. Wastewater: Staffing sufficient to maintain facilities according to Department of Ecology requirements.
General Administration	Staffing levels sufficient to respond to state-mandated requirements, and to provide efficient, effective governance to meet reasonable levels of demand.

Type of Capital Facility or Service	Level of Service: Infrastructure & Facilities
Park Facilities	The adopted 2012 Open Space, Parks and Recreation Plan park facility Levels of Service by classification and service area.
Transportation	Levels of service as established by the Transportation Element.
Stormwater	<p>Stormwater and surface water facilities:</p> <ul style="list-style-type: none"> Performing at a level that permits adequate drainage for the appropriate rainfall duration and intensity to ensure the safety, welfare and convenience of people in the developed areas. Performing at a level of stormwater treatment that adequately protects surface and groundwater quality and aquatic life. A stormwater system that is maintained per NPDES permit requirements.
Water	A flow volume that meets instantaneous demand together with projected fire flows.
Wastewater	A level that allows collection of peak wastewater discharge plus infiltration and inflow.
General Government Facilities	Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements.

Type of Capital Facility or Service	Level of Service: Non-City Managed Capital Facilities and Services
Libraries	The City neither sets nor controls the level of service standards for area Library. The King County Library District provides and maintains facilities, collections, services to meet community needs and interests.
Schools	The City neither sets nor controls the level of service standards for area schools. The Snoqualmie Valley School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

Table 1.3
PLANNING AREA REQUIREMENTS FOR ANNEXATION IMPLEMENTATION PLANS

Planning Area	Annexation Implementation Plans Must Address the Following
Mill	<ul style="list-style-type: none"> a. Flood hazard considerations for the sub-areas detailed in the King County Flood Hazard Reduction Plan and the City’s Hazard Mitigation Plan, including an independent survey to compare the initial topographic elevations used as the community’s base flood elevation in the City’s 1984 Flood Insurance Study to the current floodplain elevations created by the mill site berm and sort-yard fill; b. Preservation of the flood storage and conveyance functions of the floodway; c. Protection and preservation of unique natural features and viewsheds of the sub-area; d. Assessment of toxic contamination and remaining clean-up necessary to support proposed land uses, prevent further environmental impacts and protect public health as may be required by applicable State or Federal regulations; e. Visual and aural buffers to any future residential or open space uses from the gravel quarry site and sewage treatment plant; f. A comprehensive transportation analysis to assess City street and intersection impacts, and identify necessary upgrades to these facilities to serve new uses and development. Ensure upgrading of transportation facilities does not result in the use of Meadowbrook Way as a truck route; g. A plan for, and commitment to provide, trail right-of-way to connect local and regional trails as identified in the comprehensive plan transportation element, Snoqualmie Open Spaces, Parks and Recreation Plan and the King County regional trails plan; and h. Assurances that future land uses and development activities will protect the City’s north well field area from potential contamination.
Snoqualmie Hills (East and West)	<ul style="list-style-type: none"> a. Assure that land uses are compatible with established residential neighborhoods; b. Provide for the maintenance of steep slopes through retention of native growth and prohibition of urban development on those slopes; c. Address the cost and timing of bringing existing development up to City standards for water, sewer and storm water services; d. Adequately plan and provide for construction within the annexation area of the collector road connections to the Snoqualmie Parkway and the historic Snoqualmie area depicted in the Transportation Element; and e. Address and provide for protection of the scenic resources and viewsheds of this planning area, such as the I-90 and West North Bend corridors, which serve as both the Mountains to Sound Greenway corridor and as a gateway to the City.
Snoqualmie Falls	<ul style="list-style-type: none"> a. Assure that development within the Snoqualmie Falls scenic viewshed is adequately buffered; and b. Include a plan for and commitment to provide trail right-of-way to connect local and regional trails as identified in the City comprehensive plan and the King County regional trails plan.