Pilot projects that provide

Snoqualmie Climate Element
DRAFT Greenhouse Gas Emissions Reduction Goals and Policies

Policy ID	Policies	This Might Look Like…
GOAL 1	**Improve the efficiency of Snoqualmie's transportation systems and services to reduce greenhouse gas emissions and vehicle miles traveled.**	
1.1	Expand electric vehicle infrastructure in the public right-of-way and on public property.	Build EV charging stations on public property, and allow charging stations at service stations and other locations.
1.2	Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.	~~Work with King County Metro or SnoValley Transit to provide more~~ frequent and convenient transit service. Support this effort by planning for denser development that will increase ridership.
1.3	Increase multimodal capacity in coordination with the location of higher-density housing and commercial centers.	Require new developments of a certain size to improve multimodal connectivity by providing sidewalks and bike lanes in frontage improvements, and coordinate with King County Metro to identify transit stops.
1.4	Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation	Ensure Public Works' standard road details integrate "Complete Streets" that make provision for cars, buses, bikes, pedestrians, and other transportation modes.
1.5	Integrate "Complete Streets" principles into the roadway designs of residential developments.	Allow mixed-use development in a greater range of zoning districts.
1.6	Facilitate the siting of complimentary destinations such as commercial-employment centers, schools or education centers, and residential developments.	Adopt a multiodal Level of Service standard and require new developments to demonstrate concurrency.
1.7	Address active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	
GOAL 2	**Foster higher-intensity land uses in downtown Snoqualmie and other mixed-use areas and transit corridors.**	
2.1	Increase density to create more walkable, mixed-use built form that encourages the use of transit, biking, walking, and other modes and decreases single-occupancy vehicle travel and parking. OR Explore the feasibility of transit-oriented development to encourage use of transit and decrease single-occupancy vehicle travel and parking.	Adopt code amendments that reduce parking minimums and lowers parking ratios within 1/2 mile (a 10 minute walk) of transit-oriented development and transit stops with frequent transit service. Expedite or simplify permitting requirements for infill development that meets certain criteria. Expand the use of form-based codes to allow a greater range of land uses and development types that meet specific performance standards.
2.2	Prioritize infill development through zoning and permitting process.	
2.3	Expand form-based codes where appropriate to better integrate higher-density development.	
2.4	Reduce parking minimum requirements and establish parking maximums, especially where there are multimodal options available.	

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Consider moving to Housing element

GOAL 3	**Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice.**	
3.1	Increase or remove density limits in areas well-served by transit and other services within the urban growth area.	Adopt code amendments to eliminate maximum density requirements, relying on dimensional standards to restrict the number of units or total nonresidential square footage to be built. Require a certain amount of affordable housing to be built, potentially adjustable based on the income level served by the housing (i.e., less affordable housing to be provided if it serves very low income people). Prepare for infill development by making necessary infrastructure upgrades, such as water, sewer, and stormwater services. Consider increasing density before expanding the urban growth area.
3.2	Allow middle housing types, such as duplexes, triplexes, and ADUs, on all residential lots.	
3.3	Establish minimum residential densities within urban growth areas.	
3.4	Develop and implement inclusionary zoning to support greater income diversity in housing types.	
3.5	Plan for and invest in capital facilities to accommodate infill development.	
3.6	Maintain a stable urban growth area to reduce development pressure on rural and resource lands.	
GOAL 4	**Ensure that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.**	
4.1	Require additional net-zero greenhouse gas emission features of all new residential and commercial structures and incentivize green building certification to improve energy and environmental performance.	Adopt code amendments that require higher energy performance or that include on-site electricity generation. Expedite permitting for buildings achieving a green building certification. Allow flexibility in development standards to retain and renovate existing structures, such as matching nonconforming setbacks. Expedite or simplify permitting for adaptive reuse projects. Require structural design capable of supporting a rooftop solar array and conduit runs in place for solar-ready
4.2	Prioritize the preservation, retrofit, and adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.	
4.3	Require all publicly owned buildings to be powered completely by renewable energy by [TARGET DATE].	
4.4	Maximize solar access where practicable, including planning for solar access when siting and designing buildings and considering a requirement for solar panels or solar-ready rooftops for new residential and commercial buildings.	
GOAL 5	**~~Increase~~ tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.**	
5.1	Require open space set-asides (such as parks) for new development.	Plant more street trees and trees on public property. Require a certain amount of tree canopy coverage in new private developments. Require a certain amount of open space in new private developments that can be used as urban forest as well as community recreation, achieving a resilience co-benefit. Minimize deforestation and encourage or require reforestation and restoration of wetlands and other vegetation or ecosystem types that store a lot of carbon. Zone outlying forested areas (or coordinate with King County) with extremely low density to discourage the conversion to urban or suburban development.
5.2	Improve and expand urban forest management to maximize or conserve carbon storage.	
5.3	Maximize tree canopy coverage in surface parking lots.	
5.4	Maintain and manage natural lands (forests, grasslands, wetlands) to maintain or increase their carbon concentrations and avoid conversion of carbon-rich ecosystems.	
5.5	Maintain small forestland ownership and publicly owned forest properties with carbon sequestration as the goal.	

Enhance

and other ecosystem features

Focus the expansion of tree canopy coverage in riparian areas, especially along the Snoqualmie River.

Encourage private property owners to maintain healthy trees and vegetation on their properties and consider how to mitigate tree removal associated with development or redevelopment of private property.