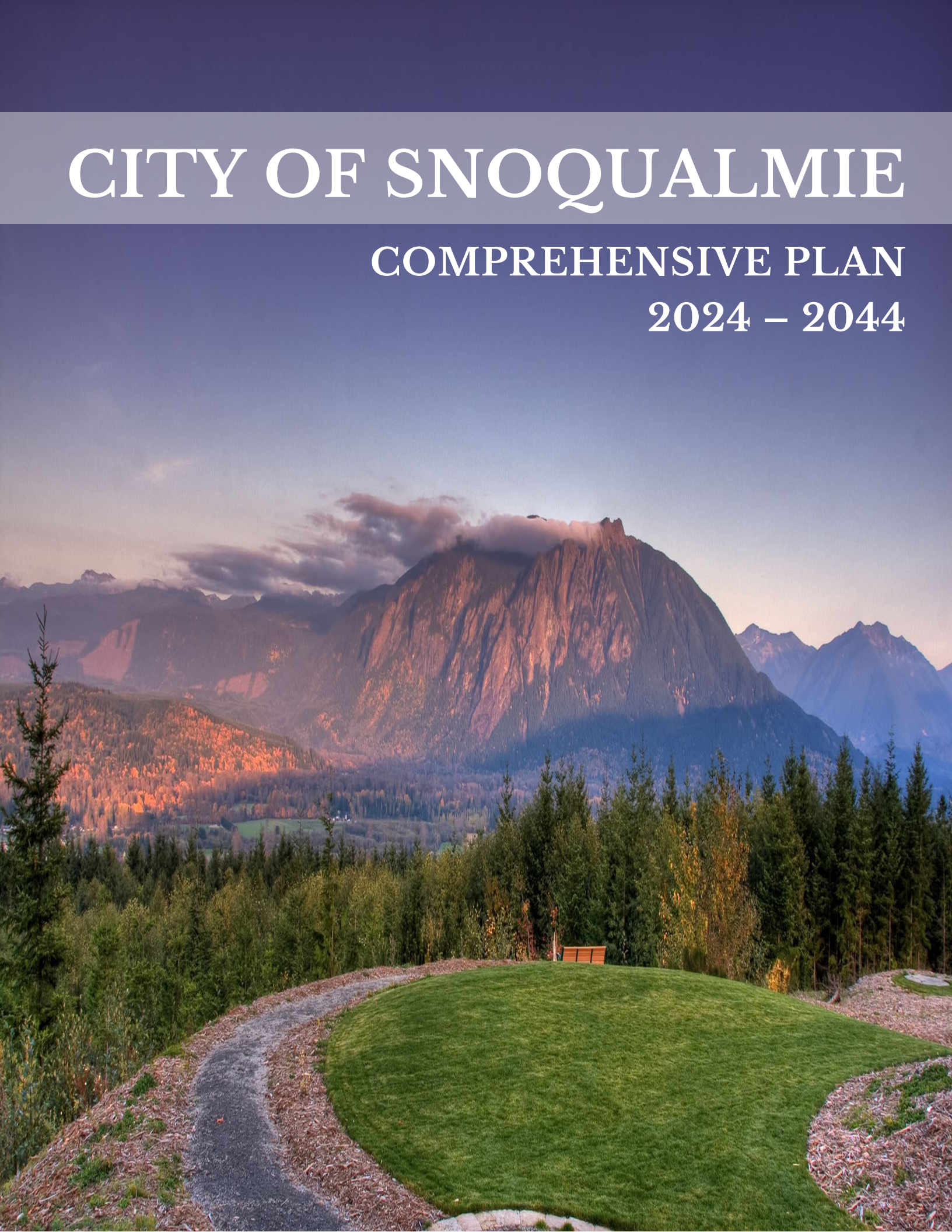
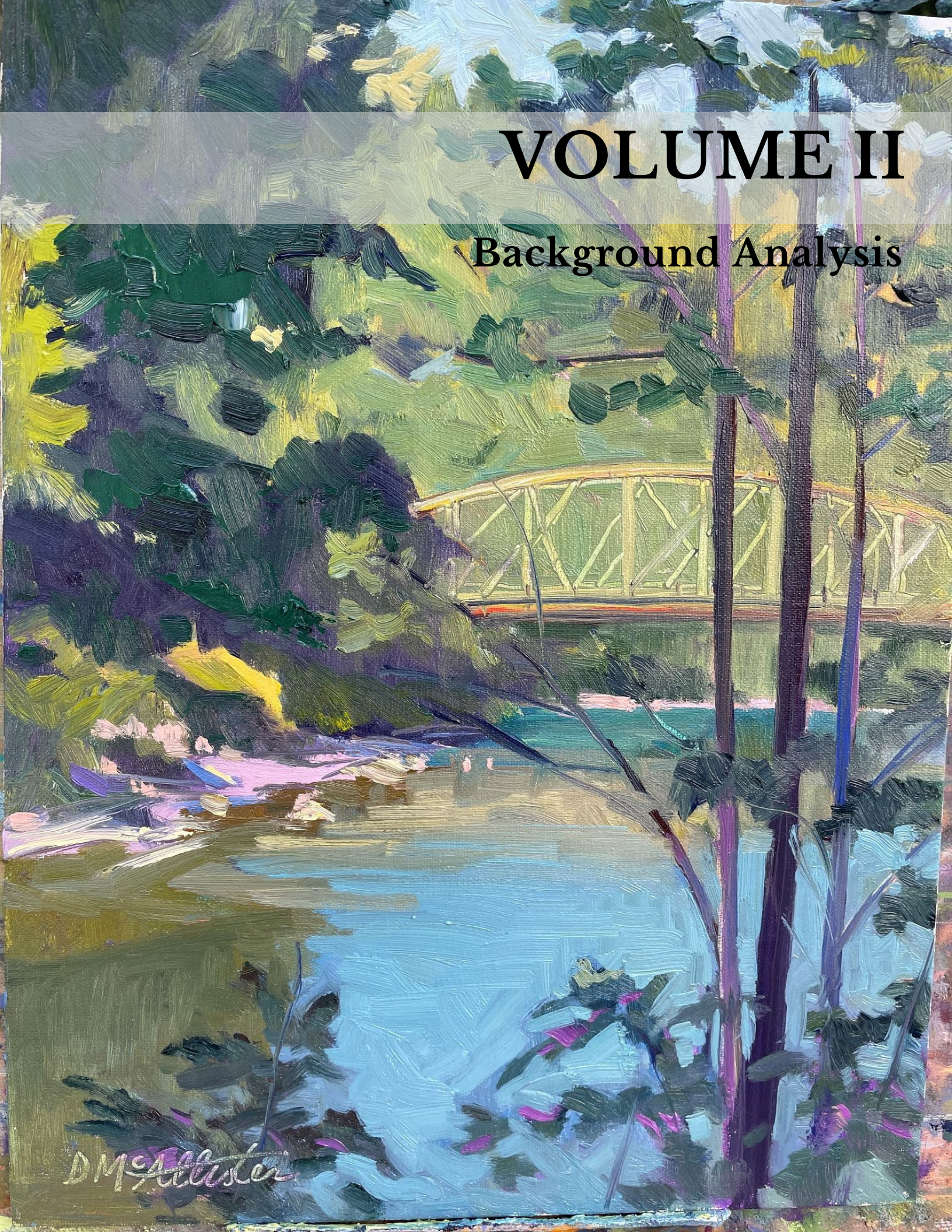
CITY OF SNOQUALMIE

COMPREHENSIVE PLAN
2024 – 2044





VOLUME II

Background Analysis

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INTRODUCTION

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

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

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

PUBLIC INVOLVEMENT PLAN

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

PLAN ELEMENTS

LAND USE

INTRODUCTION

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

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

BACKGROUND AND CONTEXT

LAND USE PLANNING FRAMEWORK

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

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

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

EXISTING CONDITIONS

NATURAL ENVIRONMENT

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

POPULATION

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

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

Table LU-1 – Population Change – 2010-2020

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

CRITICAL AREAS

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

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

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

FLOODPLAIN LAND USE

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

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

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

HISTORIC AND CULTURAL RESOURES

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

HISTORIC DISTRICTS

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

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

THE SNOQUALMIE TRIBE

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

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

SNOQUALMIE AREA HISTORIC SITES INVENTORY

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

Table LU-2 – Snoqualmie Inventory of Historic Sites

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

GROWTH TARGETS

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

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

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

LAND CAPACITY

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

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

POTENTIAL ANNEXATION AREAS

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

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

PROPOSED LAND USES

RESIDENTIAL LAND USES

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

COMMERCIAL LAND USES

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

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

INDUSTRIAL LAND USES

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

MIXED USE

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

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

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

INSTITUTIONAL AND UTILITIES LAND USE

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

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

PARKS, RECREATION, AND OPEN SPACE LANDS

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

ATTACHMENTS

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

HOUSING

EMERGENCY HOUSING NEEDS CAPACITY

EMERGENCY HOUSING CAPACITY (HOUSE BILL 1220)

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

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

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

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

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

Table H-1 – Emergency Housing Capacity

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

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

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

ATTACHMENTS

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

TRANSPORTATION

TRANSPORTATION: DRIVING FACTORS

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

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

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

TRANSPORTATION CONCEPTS

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

FUNCTIONAL CLASSIFICATION

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

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

LEVEL OF SERVICE (LOS)

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

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

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

EXISTING TRANSPORTATION SYSTEM

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

AIR, WATER, AND RAIL

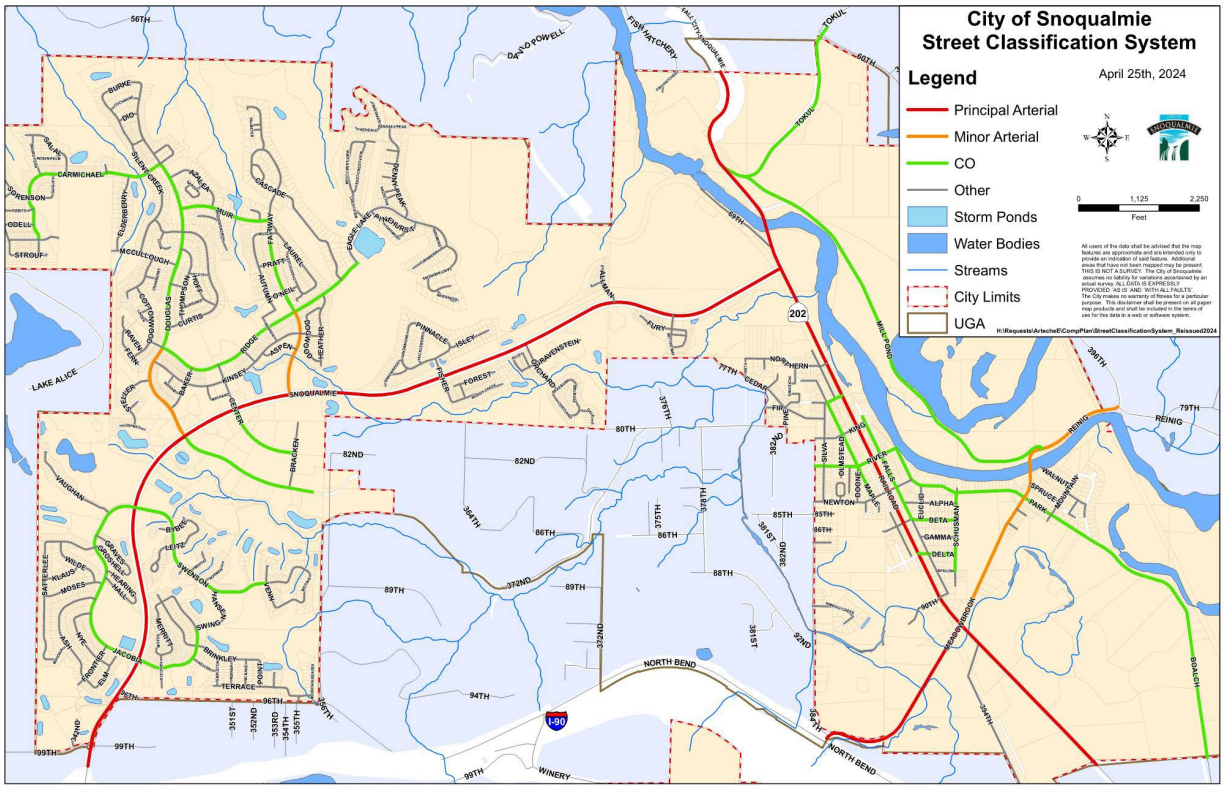
Goods and services to and from the City of Snoqualmie via air, water, or rail use a variety of transportation facilities from outside the City. The nearest commercial passenger and air freight operations are at Sea-Tac Airport (operated by the Port of Seattle) and King County International Airport/Boeing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

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

ACTIVE TRANSPORTATION

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

Figure T-1 - Street Classification System



TRAFFIC VOLUMES, LEVEL OF SERVICE, AND SAFETY

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

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

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

Note: SSSC = Side-street stop control

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

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

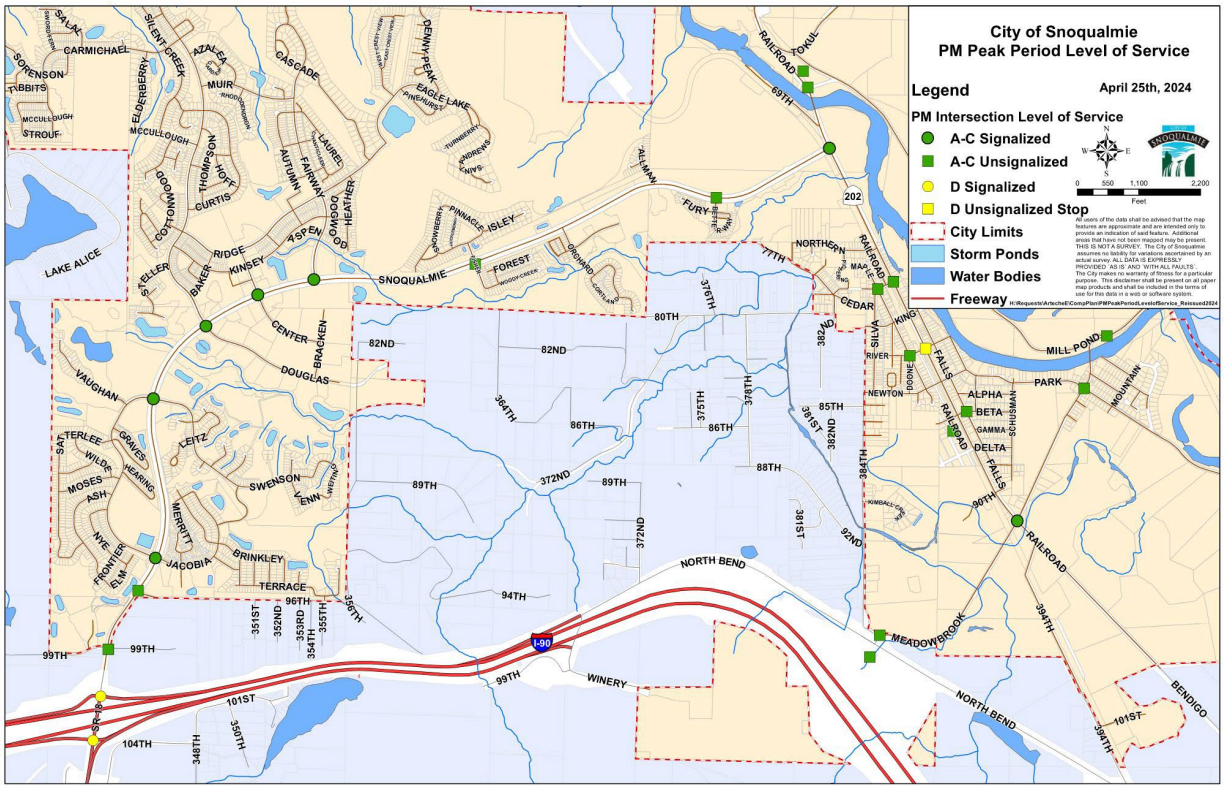
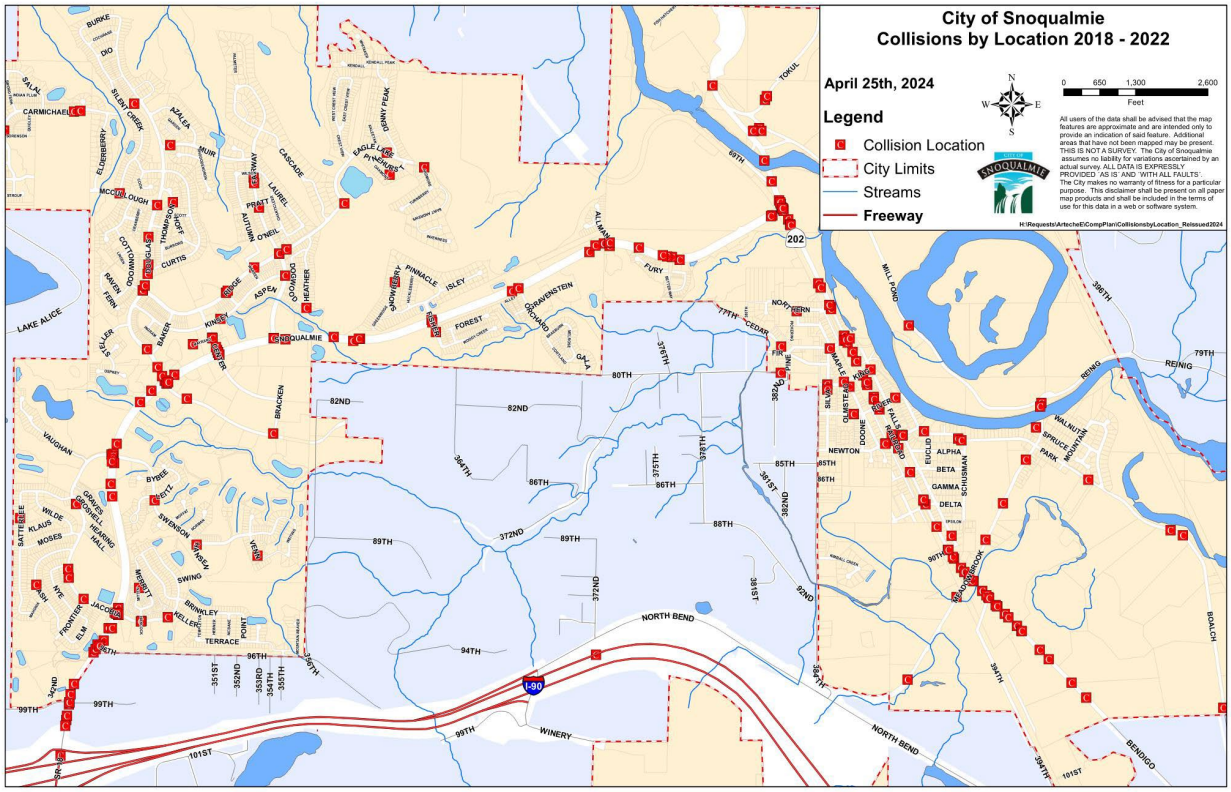


Figure 4.3 maps Collision Density in the City between 2018 to 2022. Although as the City continues to develop, the prevalence of wildlife-related collisions on Snoqualmie Parkway will continue and may decrease over time. Coordination with the Parks and Recreation, and Environmental Elements should be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

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



TRUCK ROUTES

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

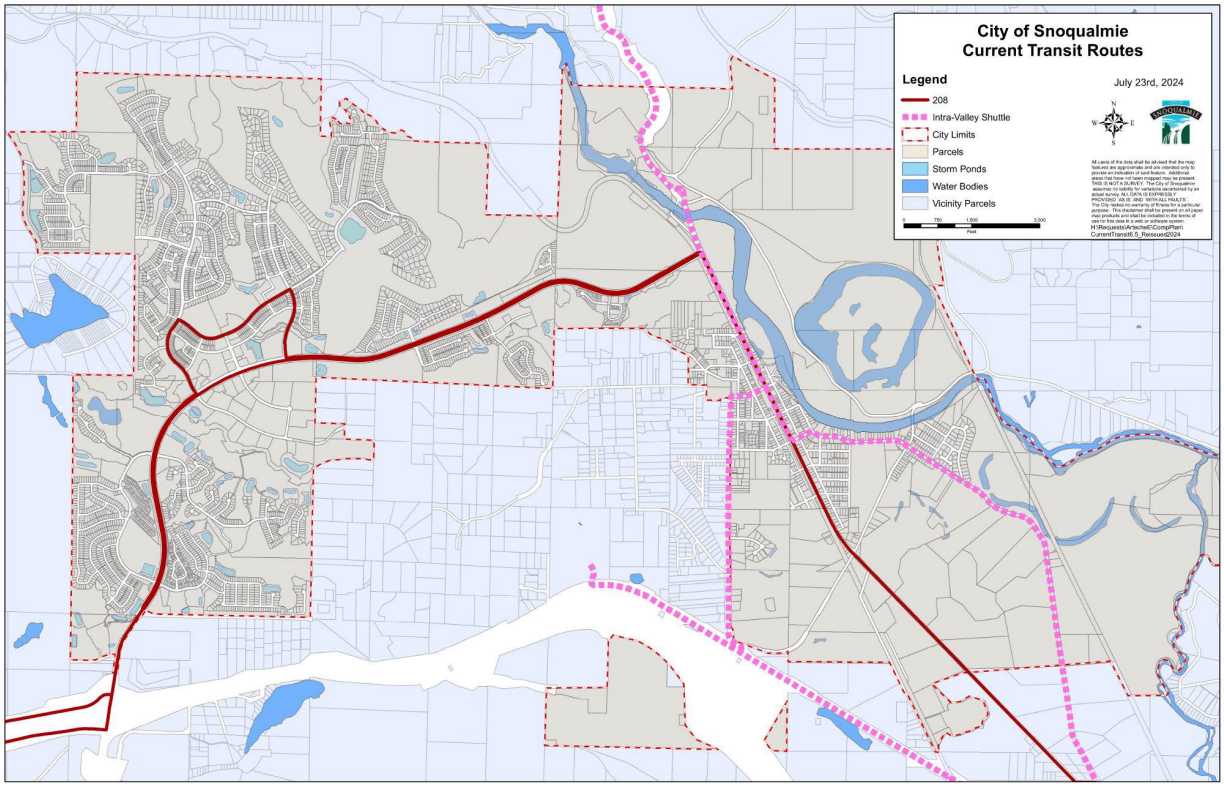
Glacier Northwest operates a gravel mining facility northeast of Snoqualmie, but outside City limits. However, virtually all truck traffic must pass through at least a portion of the city. Trucks cannot travel southbound on Mill Pond Road to access Meadowbrook Way, due to weight limits on the one-lane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

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

TRANSIT SYSTEM

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

Figure T-4 – Current Transit Routes



PEDESTRIAN AND BICYCLE FACILITIES

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

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

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

Snoqualmie is also served by two regional trails:

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

Figure T-5 – Existing Pedestrian Facilities Map

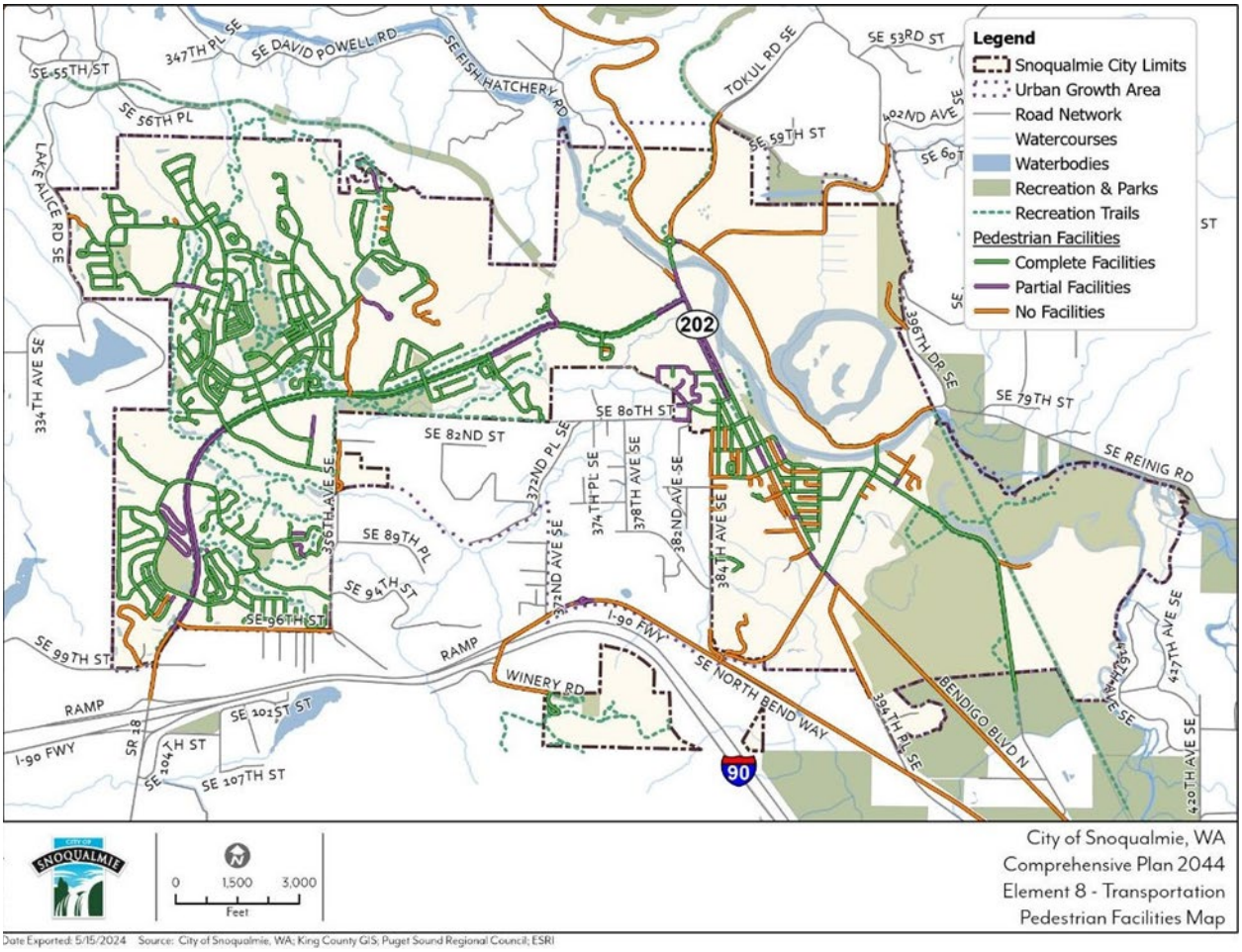


Figure T-6 – Existing Bicycle Facilities Map

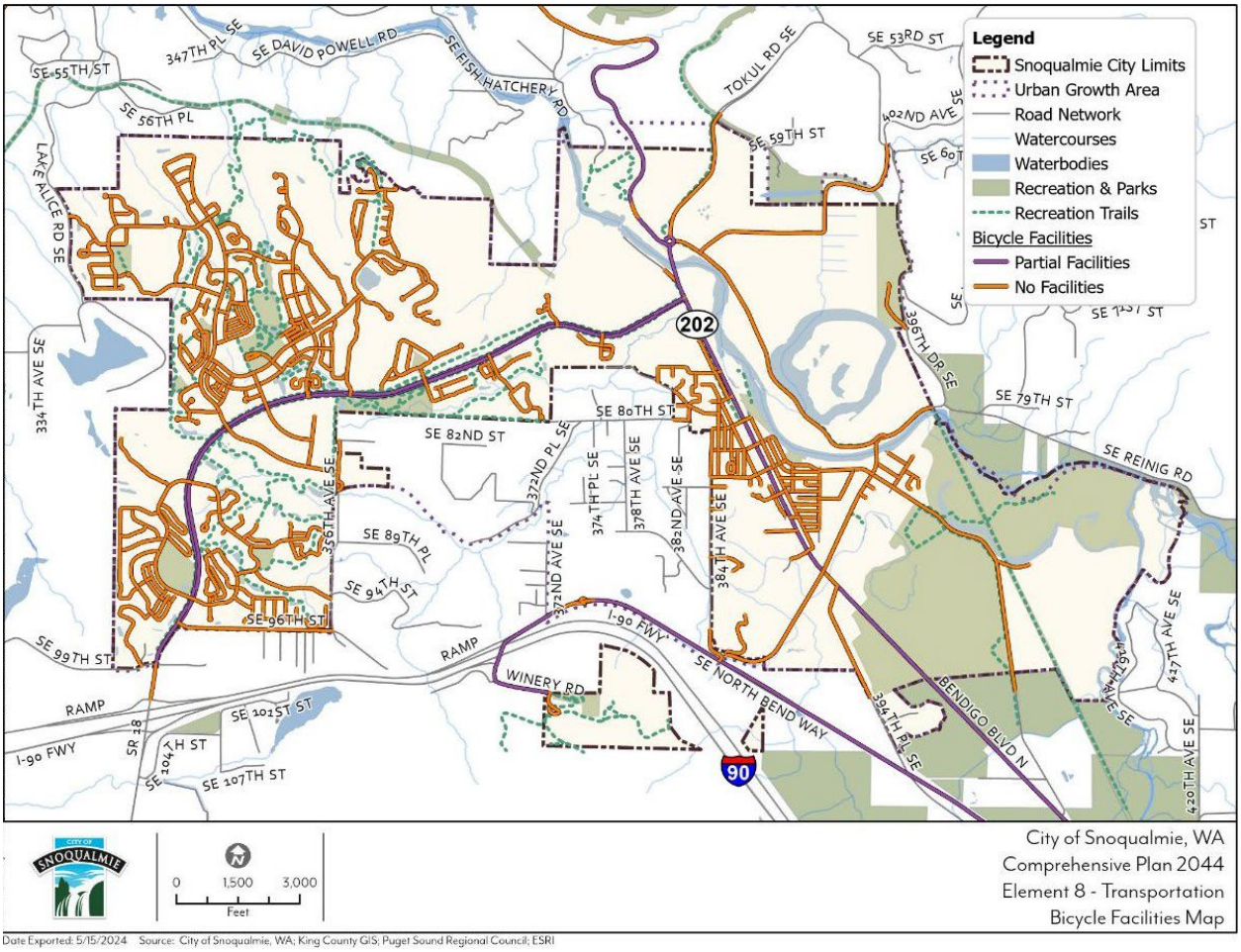
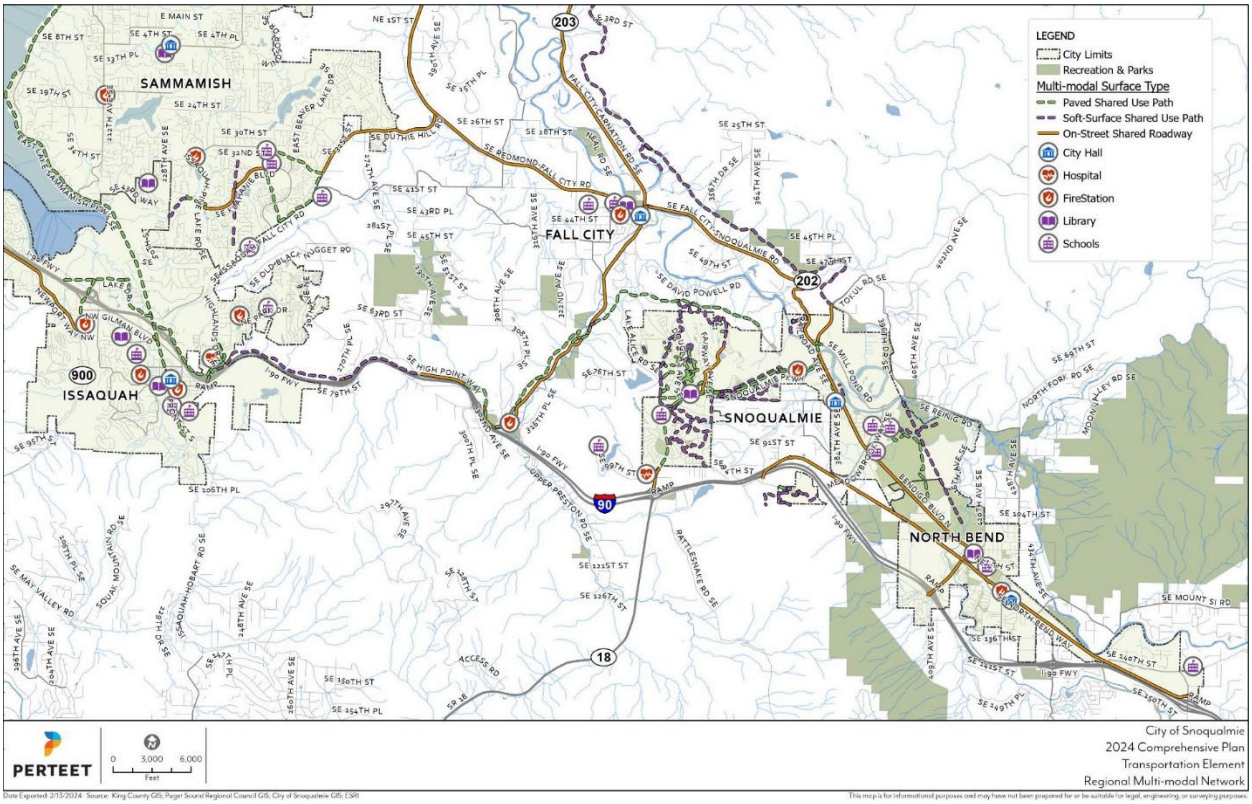


Figure T-7 – Existing Bicycle Facilities Map



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

FUTURE TRANSPORTATION SYSTEM

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

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

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

RECOMMENDED INTERSECTION IMPROVEMENTS

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

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

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

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

Note: SSSC = Side-street stop control

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

Figure T-8 – Projected 2032 Intersection Level of Service

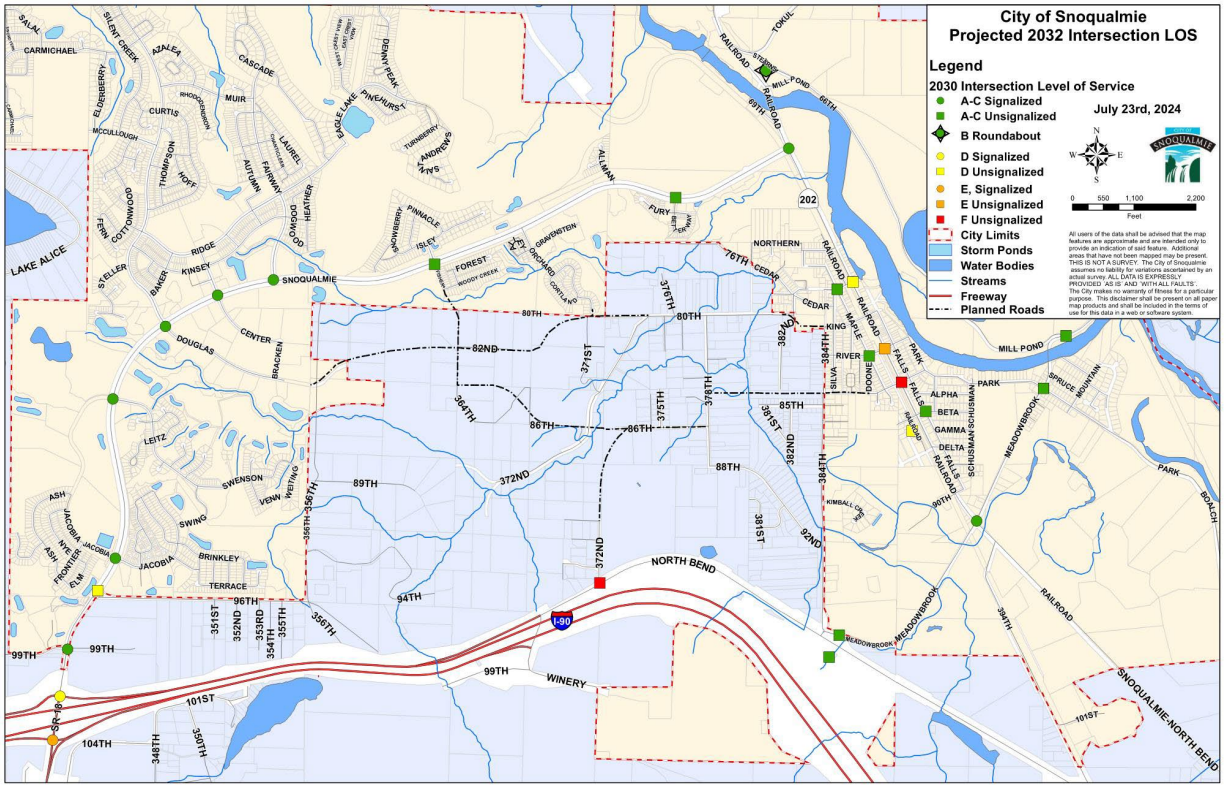


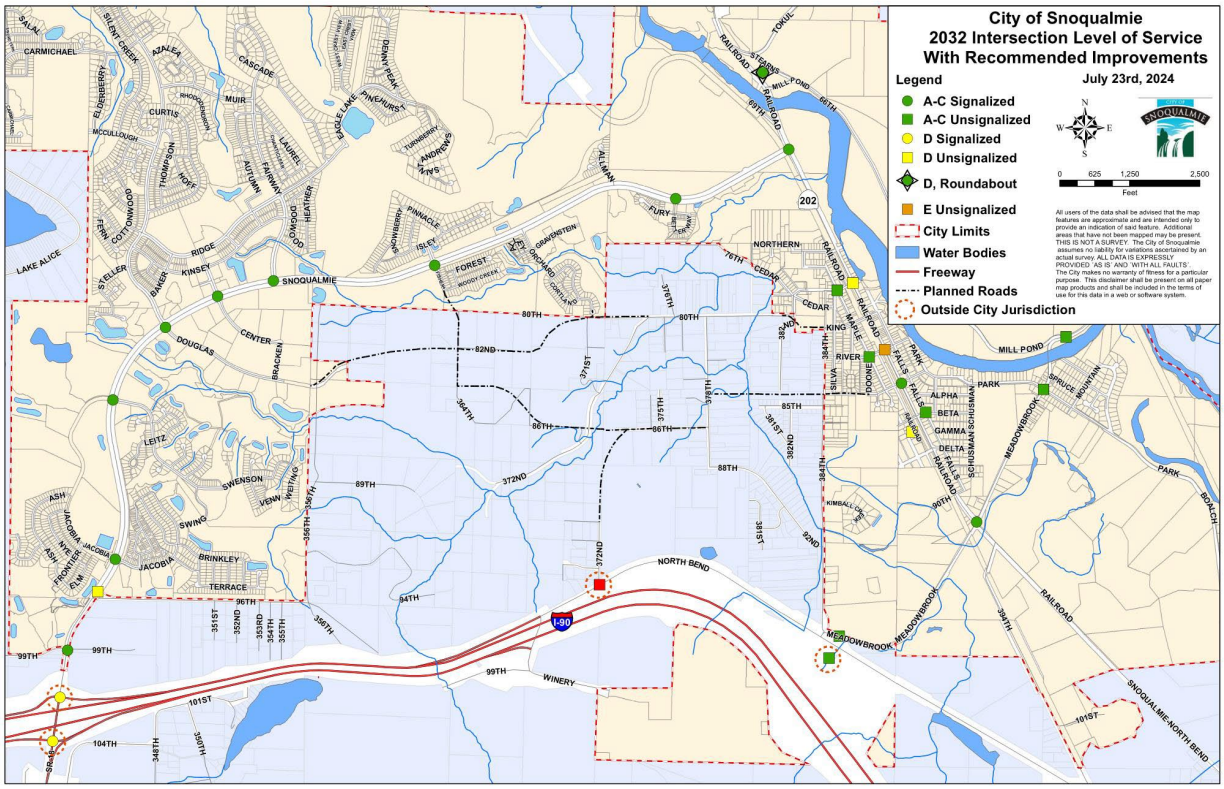
Table T-3 – Mitigated Intersection Level of Service (LOS), 2044

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

Note: SSSC = Side-street stop control

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

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



MULTI-MODAL LEVEL OF SERVICE

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

PEDESTRIAN & BICYCLE FACILITIES

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

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

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

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

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

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

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

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

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

OVERVIEW OF COSTS AND REVENUES

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

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

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

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

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

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

REFERENCES

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

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

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

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

ATTACHMENTS

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

CAPITAL FACILITIES AND UTILITIES

INTRODUCTION

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

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

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

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

PUBLIC FACILITY PROVIDERS

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

Table CFU-1 – City Provided Facilities

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

GENERAL GOVERNMENT AND INFORMATION TECHNOLOGY FACILITIES

DESCRIPTION OF EXISTING FACILITIES

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

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

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

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

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

INVENTORY OF EXISTING FACILITIES

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

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

FORECAST OF FUTURE NEEDS

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

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

Table CFU-2 – General Government Facilities Capitial Improvement Program

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

Table CFU-2 – IT Capital Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Server Improvements	$ -	$ 75,000	$ -	$ -	$ -	$ -	$ 75,000
Fiber Optic Backbone Replacement	50,000	375,000	-	-	-	-	425,000
TOTAL CIP EXPENDITURES	**$ 50,000**	**$ 450,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Source: City of Snoqualmie, 2024.

PARKS, RECREATION, AND OPEN SPACE

DESCRIPTION OF EXISTING CONDITIONS

The City of Snoqualmie provides residents and visitors ample opportunity to enjoy its Parks, Recreation, and Open Space facilities. These parks also facilitate tourism that benefits local businesses and the City's overall fiscal sustainability in the form of sales tax revenue.

As referenced in the 2018 Open Space, Parks and Recreation Plan the City has established level of service (LOS) standards, in the form of park acreage to be provided for every 1,000 persons in the city as listed below:

- Mini Parks: 0.25 Acres/1,000 residents
- Neighborhood Parks: 2 Acres/1,000 residents
- Community Parks: 8 Acres/1,000 residents
- Natural Parks: Enough space to protect resources. /1,000 residents
- Water Access Area: 1 Acres/1,000 residents
- Parkway and Trails: 1.5 miles/1,000 residents

The total amount of park land (regardless of classification) needed during this planning period per this standard is 10.25 acres.

The City has additional LOS standards in place for recreation facilities (such as the City's community center) provided to citizens as well. Please refer to the 2018 Open Space, Parks and Recreation Plan for more detail.

INVENTORY OF EXISTING FACILITIES

- 12.28 Acres of Mini Parks
- 28.01 Acres of Neighborhood Parks
- 83.19 Acres of Community Parks
- 477.31 Acres of Conservancy and Natural Areas

- 14.88 Miles of Parkways and Trails
- 42 Parks

FORECAST OF FUTURE NEEDS

Snoqualmie is one of the fastest growing communities in the state, having a 10.18% compound annual growth rate since 2000, as of 2022 (U.S. Census Bureau). As a result of this future needs are extensive as seen below in the capital improvement plan. For additional details related to the forecast of future parks needs to serve the City's growth, please refer to the Parks and Recreation Element for more information and details.

CAPITAL PROJECTS

The City's Parks Capital Improvement Plan (CIP) for projects from 2025-2030 is shown in **Table CFU-4**.

Table CFU-4 – Parks, Recreation, and Open Space Capital Facilities Improvement Program

Description	2025	2026	2027	2028	2029	2030	Total
Playgrounds Replacement Program	$ 687,024	$ -	$ 593,877	$ -	$ 669,665	$ -	$ 1,950,566
Trails Improvement Program	-	146,329	-	114,525	-	139,131	399,985
Sport Court Improvement Program	28,500	32,471	29,542	31,813	34,125	38,172	194,623
Parks Parking Lot Resurfacing Program	-	146,506	-	138,860	-	161,283	446,649
Parks Facilities Improvement Program	42,872	46,311	35,750	37,090	42,205	46,173	250,401
Rivertrail Project - NW of Sandy Cove Park	2,634,560	-	-	-	-	-	2,634,560
Riverfront Land Acquisitions & Demolitions	850,000	-	1,000,000	-	650,000	-	2,500,000
Rivertrail Project - Arboretum Trail	-	269,600	871,100	589,500	-	-	1,730,200
Rivertrail Project - Boardwalk	-	-	-	-	-	1,496,140	1,496,140
Environmental Improvement Program	-	62,600	-	58,810	-	68,282	189,692
TOTAL CIP EXPENDITURES	**$ 4,242,956**	**$ 703,817**	**$ 2,530,269**	**$ 970,598**	**$ 1,395,995**	**$ 1,949,181**	**$ 11,792,816**

Source: City of Snoqualmie, 2024.

TRANSPORTATION

DESCRIPTION OF EXISTING CONDITIONS

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

Snoqualmie and its UGA are principally served by Interstate 90 (I-90), and State Routes (SR) 18 & 202; Snoqualmie Parkway, Meadowbrook Way and SE North Bend Way are principal arterials.

Snoqualmie Parkway's traffic volume at the southwest end near I-90 is about double the volume of that near SR-202, reflecting Snoqualmie Ridge residential and business growth, and the dependence on I-90 for daily commuting. Average weekday traffic volumes on SR 202 north and south of downtown were approximately 8,000 vehicles per day in 2024.

The Snoqualmie transportation system map is shown in **Figure CFU-1** and the satellite image in **Figure CFU-2.**

INVENTORY OF EXISTING FACILITIES

Major Roadways:

- Interstate 90
- State Route 18 & 202
- Snoqualmie Parkway
- SE North Bend Way
- Meadowbrook Way SE
- 384th Avenue SE

These facilities include:

- 7.3 miles of principal arterial roadways
- 1.7 miles of minor arterials
- 11.5 miles of collector streets

Pedestrian and Bicycle Facilities:

- Snoqualmie Parkway Trail
- The Centennial Trial
- Snoqualmie Valley Trail
- Preston Snoqualmie Trail

Figure CFU-1 – Snoqualmie Transportation System Map

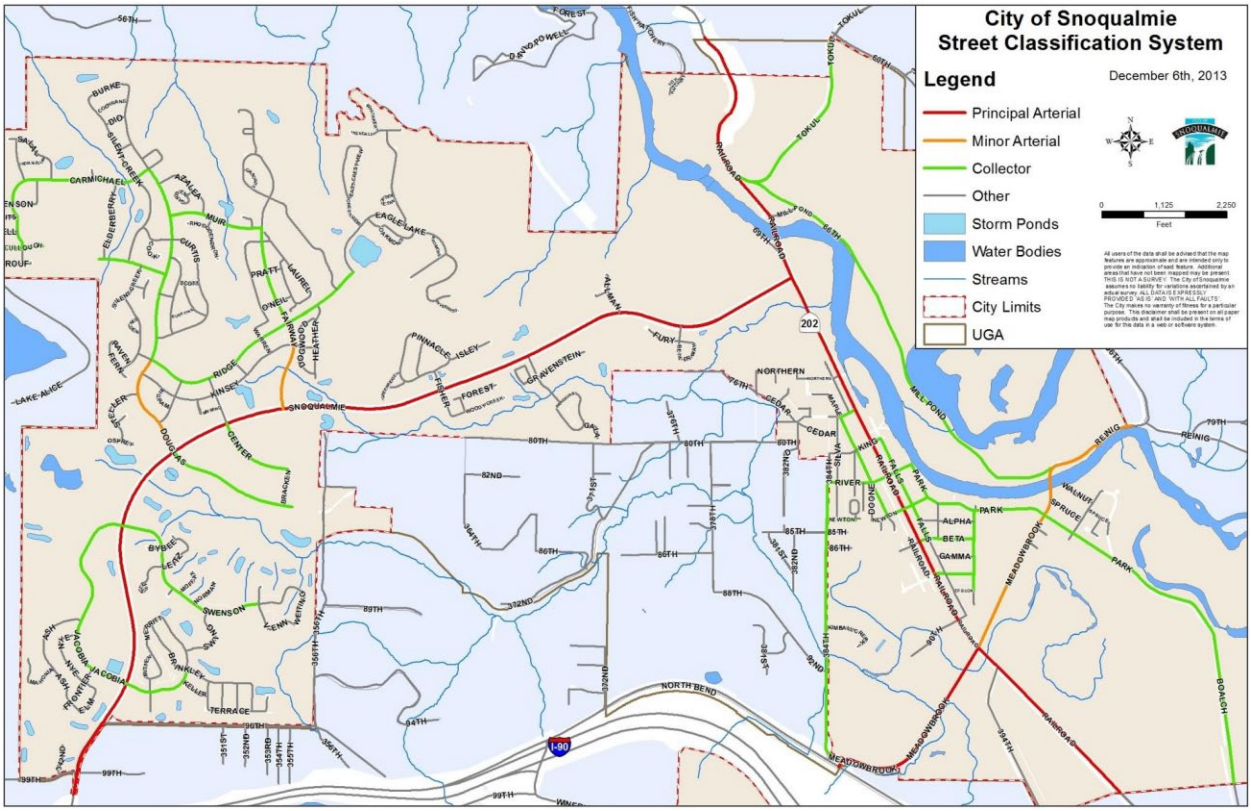
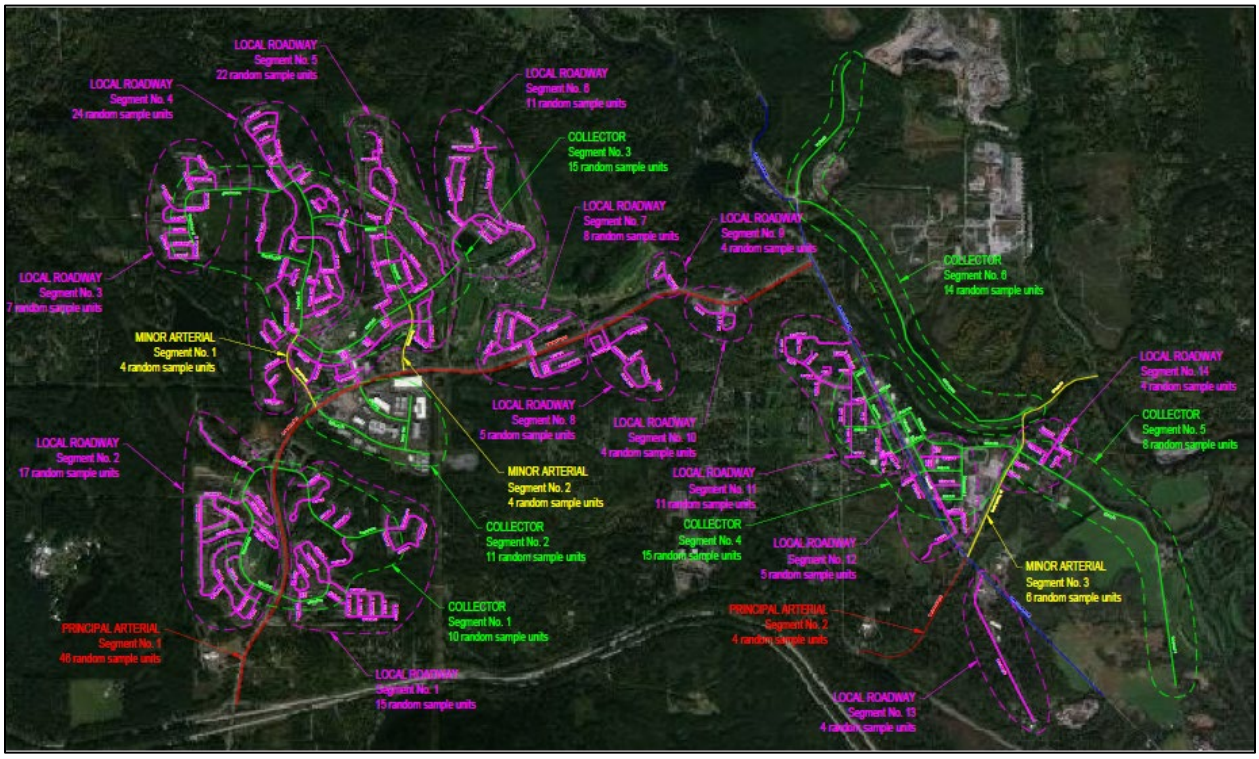


Figure CFU-2 – Satellite Image of Snoqualmie Transportation System



FORECAST OF FUTURE NEEDS

The City's Transportation facilities Capital Improvement Plan (TIP) is shown in **Table CFU-5** for major facility improvements planned for years 2025-2030.

Please refer to the Comprehensive Plan's Transportation Element for additional information regarding future transportation needs.

Table CFU-5 – Transportation Facilities Capital IMprovement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Street Resurfacing Program	$ 436,666	$ 736,354	$ 595,542	$ 615,230	$ 688,071	$ 744,968	$ 3,816,831
Sidewalk Improvement Program	167,320	261,090	207,770	214,520	240,090	261,048	1,351,838
Americans with Disabilities Act (ADA) Program	73,423	90,258	79,732	81,868	89,970	96,960	512,211
Town Center Improvement Project - Phase III	417,600	-	2,555,600	5,533,100	-	-	8,506,300
Meadowbrook Bridge Restoration Project	-	-	-	296,200	2,692,600	-	2,988,800
Railroad Crossing Project	-	2,205,300	-	-	-	-	2,205,300
Complete Streets Improvement Program	67,500	87,725	68,242	71,254	81,064	88,422	464,207
TOTAL CIP EXPENDITURES	**$ 1,162,509**	**$ 3,380,727**	**$ 3,506,886**	**$ 6,812,172**	**$ 3,791,795**	**$ 1,191,398**	**$ 19,845,487**

Source: City of Snoqualmie, 2024.

FIRE

DESCRIPTION OF EXISTING CONDITIONS

According to the *2022 Snoqualmie Fire Department Annual Report*, firefighters in the City responded to over 1,600 incidents, and have seen an 18% increase in calls over the previous year– the most incidents the department has responded to in its history. In 2022, the Fire Department maintained its Accredited Status with the Commission on Fire Accreditation International. The average response time to incidents by the Department's first arriving unit in 2022 was 6 minutes and 52 seconds. In addition to responding to incidents the department engages in training field personnel, fire inspections related to community development and permitting as well as community risk reduction and outreach.

The City of Snoqualmie Fire Department, King County Fire District 27 - Fall City, and King County Fire District 45 – Duvall, work cooperatively through an interlocal agreement to share Fire Department staff and resources as needed for fire and emergency medical response.

INVENTORY OF EXISTING FACILITIES

- Fire Station Headquarters (Located at 37600 Snoqualmie Parkway): 16,536 Sq Ft.
- Two (2) Basic Life Support Units (BLS)
- Three (3) Command Vehicles
- Main Engine
- Reserve Engine

FORECAST OF FUTURE NEEDS

The City plans to further improve the level of service provided within its service area. This would require investment in fire station facilities and apparatus. The expected capital cost over the 2025-2030 timeframe is shown in the CIP table below (**Table CFU-6**).

Table CFU-6 – Fire Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Fire Station Facility Improvement Project	$ 80,800	$ -	$ -	$ -	$ -	$ -	$ 80,800
TOTAL CIP EXPENDITURES	**$ 80,800**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 80,800**

Source: City of Snoqualmie, 2024.

POLICE

DESCRIPTION OF EXISTING CONDITIONS

According to the *2023 Snoqualmie Police Department Annual Report*, the Police Department responded to 12,249 calls for service throughout. 7,079 of these calls were within the city limits of Snoqualmie, and 5,170 of these calls were serving the neighboring municipal jurisdiction of North Bend. The department serves its community by helping in the form of command/management, administrative support, police operations and participation in community events.

The City has one police station which can accommodate up to 21 personnel at any given time if offices are shared during a shift, or roughly 39 for occupation throughout the day.

INVENTORY OF EXISTING FACILITIES

- City of Snoqualmie Police Station (Located at 34825 SE Douglas Street): 12,200 Sq Ft.
- Two (2) Command Staff Vehicles
- Two (2) Supervisory/Patrol Vehicles
- Six (6) Patrol Vehicles
- Four (4) North Bend Patrol Vehicles
- One (1) Jail Transport Vehicle
- One (1) Detective Vehicle
- One (1) School Resource Officer Vehicle
- One (1) Administrative/Reserve Vehicle

FORECAST OF FUTURE NEEDS

The Police Department plans to make renovations to portions of the station, particularly with regard to evidence handling and storage as part of the LEMAP accreditation process, as shown below in **Table CFU-7.**

Table CFU-7 – Police Facilities Capital Improvement Plan

Description	2025	2026	2027	2028	2029	2030	Total
Police Station Facility Improvement Project	$ -	$ 273,600	$ 93,400	$ -	$ -	$ -	$ 367,000
TOTAL CIP EXPENDITURES	**$ -**	**$ 273,600**	**$ 93,400**	**$ -**	**$ -**	**$ -**	**367,000**

Source: City of Snoqualmie, 2024.

SCHOOLS

INVENTORY OF EXISTING FACILITIES

The City of Snoqualmie is served by the Snoqualmie Valley School District #410 (SVSD) for public elementary, junior and high school education. The complete Capital Facility Plans of the school district, as amended and adopted by the City Council, are adopted by reference in this Capital Facilities and Utilities Plan Element of the City of Snoqualmie.

Inventory of Current School District Facilities:

- Administration Building
- Six (6) Elementary Schools
- Three (3) Middle Schools
- Two (2) High Schools
- SVSD Bus Barn (stores 40 full-size school buses).

FORECAST OF FUTURE NEEDS

Future needs of the Snoqualmie Valley School District are identified below in the 2023 Facility Financing Plan. These facilities are included in this plan to maintain current levels of service and provide educational facilities for students of the district.

Table CFU-8 – 2023 SVSD Facility Financing Plan

Project Description	Estimated Costs	Funding Sources (Secured and Unsecured)
Preschool	$5,000,000	$4.7 Million from secured bonds, $150,000 from impact fees.
Elementary School Construction	94,300,000	$89.3 Million in unsecured bond funding, $3 Million from state match, $2 Million from impact fees
Portable Classrooms	670,000	$495,000 from impact fees (unsecured), $175,000 from impact fees (secured)
Land Acquisition/Development – Transportation Facility Expansion	6,000,000	TBD
TOTAL ESTIMATED COSTS	**$105,970,000**	

Source: Snoqualmie Valley School District 2023 Facility Financing Plan.

SEWER

DESCRIPTION OF EXISTING CONDITIONS

The City's sewer system includes a gravity collection and conveyance system, 17 wastewater lift stations, force mains, the water reclamation facility (WRF), and an effluent outfall within a service area of 8.8 square miles.

In addition to the residential and commercial units the City serves, sewer service is provided to the Snoqualmie Casino (Casino), which is located inside the City's Urban Growth Area (UGA) and contributes significant flow and loading to the City's collection system and WRF.

INVENTORY OF EXISTING FACILITIES

- 17 Wastewater Lift Stations
- 47.1 Miles of Gravity Sewer Main Piping
- 4,718 sewer connections serving a sewer service population of approximately 13,391.
- Sewer planning area of 8.8 square miles.

FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Sewer utility is looking to make on-going infrastructure improvements to its already established system including its WRF. The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater and Water capital improvement plans.

Table CFU-9 – Sewer Facilities Capital IMprovement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	$ 987,000	$ 2,134,000	$ 2,204,000	$ 2,279,000	$ 2,472,000	$ 2,687,000	$ 12,763,000
Railroad Place Lift Station Improvement Project	106,000	-	-	-	-	-	106,000
Eagle Lake Water Reclamation Basin Improvement Project	106,000	215,000	1,828,000	1,183,000	-	-	3,332,000
Water Reclamation Facility Improvements	2,805,000	10,552,000	1,373,000	-	-	-	14,730,000
TOTAL CIP IMPROVEMENTS	**$ 4,004,000**	**$ 12,901,000**	**$ 5,405,000**	**$ 3,462,000**	**$ 2,472,000**	**$ 2,687,000**	**$ 30,931,000**
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	**$ 3,017,000**	**$ 10,767,000**	**$ 3,201,000**	**$ 1,183,000**	**$ -**	**$ -**	**$ 18,168,000**

Source: City of Snoqualmie, 2024.

STORMWATER

DESCRIPTION OF EXISTING CONDITIONS

The City's Stormwater Utility was established with the purpose of supporting the City's desired stormwater management activities. These activities include planning, design, construction, operations and maintenance, replacement, and administration of the public stormwater system and compliance with the Western Washington Phase II NPDES (National Pollutant Discharge Elimination System) municipal stormwater permit.

Stormwater infrastructure at the Snoqualmie Ridge development was constructed in compliance with evolving stormwater management regulations for conveyance capacity, water-quality treatment, and peak flow control. The City's stormwater utility was created in 1998 to finance service for the stormwater infrastructure at Snoqualmie Ridge and in 2003 the service area was expanded to include the historic downtown region of the City.

INVENTORY OF EXISTING FACILITIES

- Incorporated City Area: 4,750 Acres
- UGA Area: 878 Acres
- 11 Outfalls to Snoqualmie River
- 75 Outfalls to Streams and Wetlands (Excluding Snoqualmie River)
- 120 miles of Stormwater Piper and Ditches
- 16 Combined Ponds (Water Quality and Flow Control)
    - 2 Flow Control Ponds (Infiltrating, Non-Water Quality)
    - 18 Water Quality Ponds
- 41 Water Quality Bioswales
- 5 Bio-Retention Facilities

FORECAST OF FUTURE NEEDS

In the City's proposed CIP for the planning period of 2023-2028, the Stormwater utility plans to make on-going infrastructure improvements to the established system as well as repairing and replacing existing infrastructure through the projects titled "Kimball Creek Riparian Restoration Project", and "Sandy Cove Park Riverbank Restoration & Outfall Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across all three, Sewer, Stormwater, and Water capital improvement plans. See **Table CFU-10.**

Table CFU-10 – Stormwater Facilities Capital IMprovement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	$ 987,000	$ 2,134,000	$ 2,204,000	$ 2,279,000	$ 2,472,000	$ 2,687,000	$ 12,687,000
Urban Forestry Improvement Program	211,000	237,000	258,000	280,000	301,000	323,000	1,610,000
Stormwater Pond Improvement Program	53,000	56,000	58,000	60,000	62,000	65,000	354,000
SR 202 Drainage Improvement Project	-	-	892,000	1,726,000	-	-	2,618,000
Leitz Street Drainage Improvement Project	-	-	-	132,000	-	-	132,000
Ridge Street Drainage Improvement Project	-	166,000	170,000	-	-	-	336,000
Kimball Creek Riparian Restoration Project	79,000	161,000	161,000	1,075,000	900,000	-	2,376,000
Sandy Cove Park Riverbank Restoration & Outfall Project	581,000	3,037,000	1,882,000	-	-	-	5,500,000
TOTAL CIP EXPENDITURES	**$ 1,911,000**	**$ 5,791,000**	**$ 5,625,000**	**$ 5,552,000**	**$ 3,735,000**	**$ 3,075,000**	**$ 25,689,000**
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	**$ 924,000**	**$ 3,657,000**	**$ 3,421,000**	**$ 3,273,000**	**$ 1,263,000**	**$ 388,000**	**$ 12,926,000**

Source: City of Snoqualmie, 2024.

WATER

DESCRIPTION OF EXISTING CONDITIONS

The City provides water service to approximately 14,322 people within its water service area boundary, which extends beyond the corporate limits. The City is responsible for providing public water service, utility management, and water system development within this area.

The City's water system was initially established from springs and surface streams. In 1950, the City began to utilize the Canyon Springs source. Well No. 1 was the City's next source, which was constructed in 1973 on the Mount Si High School property. This well was eventually decommissioned and replaced with Well No. 1-R in 2006. Well No. 2 was drilled by a developer in 1995 and fully developed in 2009 as a second well. Both Well Nos. 1-R and 2 currently comprise

the South Wellfield. Well Nos. 6 and 7 were drilled in 1995 and equipped in 1996 to become the North Wellfield. Well No. 8 was drilled in 2001 and equipped in 2002 to become a part of the North Wellfield.

INVENTORY OF EXISTING FACILITIES

- Five (5) Well Sources
- One (1) Spring Source
- Ten (10) Pressure Zones
- Five (5) Pump Stations (Total Capacity of 15,993 gpm, Gallons per minute)
- 6 Storage Reservoirs (Capacity of 4.9 MG, Million Gallons)
- 69 Miles of Water mains (362,827 linear feet)
- 19 Pressure Reducing Stations
- 4,911 water connections serving a water service residential population of 14,322 and employment population of 3,718
- Annual consumption of 552 million gallons
- Water service area of 14.6 square miles

FORECAST OF FUTURE NEEDS

In the City's 2023-2028 CIP, the water utility is expected to make on-going infrastructure improvements to its already established system as well as repairing and replacing existing infrastructure through the project titled "SR 202 Bridge Utility Main Replacement Project." The City also maintains its "Utility Main & Drainage System Replacement Program" with funds allocated across the Sewer, Stormwater, and Water capital improvement plans, as reflected in **Table CFU-11**.

Table CFU-11 – Water Facilities Capital Improvement Plan

Description	2023	2024	2025	2026	2027	2028	Total
Utility Main & Drainage System Replacement Program	$ 987,000	$ 2,134,000	$ 2,204,000	$ 2,279,000	$ 2,472,000	$ 2,687,000	$ 12,763,000
Pressure Zone Conversions Project	-	$27,000	204,000	-	-	-	231,000
Pressure Reducing Valve (PRV) Stations Project	84,000	237,000	-	-	-	-	321,000
1040 Zone Booster Pump Station Improvement Project	38,000	394,000	-	-	-	-	432,000
705 Zone Booster Pump Station Improvement Project	-	-	54,000	521,000	-	-	575,000

South Wellfield Improvement Project	-	-	258,000	2,600,000	-	-	2,858,000
1040 Zone Reservoir Addition Project	38,000	394,000	-	-	-	5,000,000	5,432,000
Canyon Springs Improvement Project	-	-	-	-	-	1,253,000	1,253,000
SR 202 Bridge Utility Main Replacement Project	-	-	84,000	634,000	1,262,000	1,935,000	3,915,000
599 Zone Reservoir Addition Project	-	-	48,000	161,000	1,720,000	2,188,000	4,117,000
Source of Supply Improvement Project	686,000	129,000	129,000	1,290,000	-	-	2,234,000
Snoqualmie Mill Water Main Loop Project	158,000	409,000	5,591,000	645,000	-	-	6,803,000
TOTAL CIP EXPENDITURES	**$ 1,991,000**	**$ 3,724,000**	**$ 8,572,000**	**$ 8,130,000**	**$ 5,454,000**	**$ 13,063,000**	**$ 40,934,000**
TOTAL CIP EXPENDITURES – EXCLUDING REPLACEMENT PROGRAM	**$ 1,004,000**	**$ 1,590,000**	**$ 6,368,000**	**$ 5,851,000**	**$ 2,982,000**	**$ 10,376,000**	**$ 28,171,000**

Source: City of Snoqualmie, 2024.

SOLID WASTE

DESCRIPTION OF EXISTING CONDITIONS

The King County Department of Natural Resources, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Local hauling services in the unincorporated areas and a majority of nearby cities is provided by private garbage collection companies that receive oversight through the Washington State Utilities and Transportation Commission (WUTC). Collected solid waste is transported to the King County Cedar Hills Regional Landfill located in the Maple Valley area.

ENERGY

DESCRIPTION OF EXISTING CONDITIONS

Puget Sound Energy (PSE) provides electrical service to the City of Snoqualmie. Residential customers include single family residences and some multi-family residences. Customers on commercial/retail meters include all retail stores, warehouses, office buildings, public facilities, utilities, and some multi-family developments as well.

Planning for electrical production and distribution is done on a regional basis. Currently the majority of electricity in the Puget Sound Region is derived from hydroelectric, natural gas and coal-fired plants, and increasingly wind generation. Future possibilities of demand reduction are also factored into the planning process through probable conservation factors.

PSE's electric system is interconnected to distant generation by way of 230 kV transmission lines which bring power into north King County to the Sammamish and Novelty Hill Transmission Substations (Redmond). There the voltage is transformed (or reduced) from 230 kV to 115 kV, with 115 kV Transmission lines linking the transmission substations to distribution stations in Snoqualmie and throughout King County.

In the Snoqualmie/North Bend Area, there are four small hydroelectric developments. In Snoqualmie, PSE owns the Snoqualmie Falls Hydroelectric Project, which completed a $250 million, five-year upgrade in 2013. Upgrades to the 111-year-old facility's two power plants included new turbines, penstocks, and water-intake systems that will increase energy production to 54 Megawatts, enough to power 40,000 households. A 115 kV transmission switching station called Snoqualmie Switch is located next to Snoqualmie Falls. This substation integrates the Snoqualmie Falls generation into the power system, as well as providing an interconnection point for the transmission lines in the area.

The Snoqualmie Switch 115 kV substation is the hub of the local transmission system serving the area. Here two lines connect to the two powerhouses that make up the Snoqualmie Falls generation complex. A third line extends to the Fall City substation and beyond to the Novelty Hill substation, while a fourth line extends to Seattle City Light's Cedar Falls generation and beyond to the Berrydale substation. Finally, there are two lines to the Lake Tradition substation in Issaquah, which supply most of the power to the Snoqualmie area when the area load exceeds area generation. Bonneville Power Administration (BPA) also owns a 5-mile-long transmission line from PSE's Mount Si substation to Tanner Electric's substation in North Bend.

The highest voltage transmission line currently within the Snoqualmie/North Bend Area is the Monroe-Echo Lake 500 kV line owned by BPA. This line is the only North-South 500 kV in Western Washington. BPA also owns a 345 kV line on the North flank of Rattlesnake Ridge. This line, connecting Rocky Reach on the Columbia River to Maple Valley in Renton, traverses the area from east and west. Both of these high voltage lines supply power to the Puget Sound Area electric transmission system.

There are four distribution substations (Snoqualmie, Mount Si, Fall City and North Bend) which serve the Snoqualmie area. From these four substations there are 10 distribution circuits serving

the customers in the City of Snoqualmie. The distribution substations reduce voltage to standard distribution levels, 12 kV, with 12 kV feeders distributing power to individual customers. The Snoqualmie distribution substation is located within the City of Snoqualmie and is south of the Snoqualmie River and just east of the Power Station near the Falls.

TELECOMMUNICATIONS

DESCRIPTION OF EXISTING CONDITIONS

Telecommunication is broadly defined as communication using technology, covering a broad range of services in the city including telephone, fiber optics, communications satellites, cloud and enterprise services, and high-speed internet. Although these technologies were once offered separately, they are increasingly combining into merged networks operated by separate, competing providers.

Depending on the nature of the telecommunications services requested by Snoqualmie citizens and visitors there are several options available to provide services. Although the following list is not comprehensive some notable providers include Comcast, Century Link, T-Mobile, AT&T, and Verizon.

LIBRARY

DESCRIPTION OF EXISTING CONDITIONS

The Snoqualmie Library, located at 7824 Center Boulevard S.E., was constructed in 2007 with 5,844 square feet of floor area. The library is owned and operated by the King County Library System as one of its 48 libraries, which has 22 million items in circulation.

REFERENCES

- City of Snoqualmie 2018 Open Space, Parks and Recreation Plan
- City of Snoqualmie 2025 to 2030 6-year Transportation Improvement Plan
- City of Snoqualmie Draft CIP Tables, 2024
- City of Snoqualmie Non-Utility Capital CIP 2025-2030, Statement of Sources and Uses: Prepared for 6/18/24 Comp. Plan Review Committee Meetings
- FCS research regarding private facility providers
- Snoqualmie Comprehensive Plan Adopted 2014, Element 8 Transportation
- Snoqualmie Comprehensive Plan, Amended 2017
- Snoqualmie Fire Department 2022 Annual Report
- Snoqualmie Police Department 2023 Annual Report
- Snoqualmie Valley School District 410 – Capital Facilities Plan
- Snoqualmie Water System Plan Agency Review Draft 2021 08.pdf
- SNQ_GSP_FINAL_20220705.pdf
- SNQ_SWP_PRELIM_102020.pdf
- U.S. Census, American Community Survey, 2022

ATTACHMENTS

- City of Snoqualmie. 2024. *2025-2030 Capital Improvement Program.* Snoqualmie, WA.

PARKS AND RECREATION

ATTACHMENTS

- City of Snoqualmie. 2024. Parks, Recreation, Open Space, and Trails Master Plan. Snoqualmie, WA.

ENVIRONMENT

ENVIRONMENTAL SETTING

The City of Snoqualmie is known for its stunning natural landscapes, which contribute to the city's economic prosperity and quality of life. Tourists and residents alike enjoy a variety of local outdoor and indoor recreational activities, making the surrounding natural resources the most striking and precious assets for the community. The natural, small-town character of Snoqualmie is interwoven throughout the city and its neighborhoods and can be seen and felt throughout the community's historic downtown architecture and many commemorative monuments to the logging and railroad industries.

Positioned within the Snoqualmie River Basin and surrounded by the rising topography of Mount Si to the east and Tiger Mountain to the west, the city's natural geography provides a full spectrum of varying flora and fauna. With Snoqualmie Falls, one of Washington State's most spectacular waterfalls, being located with the city's boundaries, and many miles of hiking and biking trails winding across the region, destination-based recreation the protection of these environmental assets also provides the Snoqualmie community with continued economic opportunities.

The siting of future development patterns and infrastructure need to reinforce the city's community character, the natural environment and how the built environment affect the habitats, residents, visitors, and businesses of future generations. The city's overall community and economic health are directly tethered to its natural resources, including air and water quality, the stability of geographic features, and the natural hazards associated with these environmental resources.

REGULATORY CONSERVATION

All Washington cities and counties are required to adopt critical areas regulations through classification and designation according to Chapter 365-190 WAC. Chapter 19.12 of the

Snoqualmie Municipal Code sets forth regulatory measures for the designation and preservation of critical areas with the city limits and urban growth areas, pursuant to Chapter 36.70A RCW. RCW 36.70A.172(1) requires the inclusion of best available science to be used in developing policies and regulations to protect critical area functions and values. WAC 365-196-485 further requires a retroactive approach to review existing ordinances and regulations related to critical area be reviewed for consistency. The City is required to review, evaluate and, if necessary, revise their critical areas ordinances according to an update schedule.

There are qualitative differences between various critical areas; some are critical because of the hazard they present to public safety, while others are critical due to essential functions they perform for the welfare of natural systems. In some cases, the risk posed to the public or to adjacent natural systems by a proposed development can be mitigated or reduced by engineering or site design. In other cases, the potential for risk or negative impacts can only be effectively reduced by avoiding the critical area. Due to their very nature, these critical areas require special planning and regulation in order to protect their functions and values as provided in WAC 365-196-830.

AIR QUALITY

While not defined as a regulated critical area, air quality is a critical component of environmental health, providing one of many foundational supports for all humans, habitats, and species. The 1970 Clean Air Act, implemented by the U.S. EPA, identifies six criteria air pollutants that are known to impact urban environments. In coordination with federal mandates, the Washington State Department of Ecology maintains monitoring stations across the Puget Sound region in an effort to inform and monitor the influence of contaminating airborne particulates. The Clean Air Act further regulates air quality through the implementation of the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare for air pollution. Under the jurisdiction of the Puget Sound Clean Air Agency, the Puget Sound Region, including all of King County is classified as an area of concern due to urban influences from carbon monoxide (CO) and ozone (O3).

WATER RESOURCES

CRITICAL AQUIFER RECHARGE AREAS

RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies. As further expressed in WAC 365-190-100, a classification strategy should be utilized to maintain the quality and quantity of groundwater particularly related to recharge areas with high susceptibility to contamination. Methods for protecting public water supplies include strictly regulating hazardous uses within critical aquifer recharge areas (CARAs) and designated of wellhead protection areas. CARAs and wellhead protection areas span across jurisdictional boundaries, resulting in dynamic buffer areas associated with permeability and hydraulic activity.

Once ground water is contaminated it is difficult, costly, and sometimes impossible to restore. Groundwater resources must be protected from contamination to assure potable water supplies, prevent potential risks to public health, and avoid costly corrective measures. To ensure protection measures are adequately being implemented the City plans to coordinate with the State Department of Ecology, King County, regional Tribe affiliations, and other community stakeholders to reduce or eliminate pollution sources.

WETLANDS

As defined by RCW 36.70A.0303, wetlands are areas inundated or saturated by groundwater or surface water at a rate and duration sufficient to support prevalent vegetation adapted to saturated soils. Freshwater wetlands such as bogs, marshes, swamps, wet meadows, scrub-shrub, and forested systems are widespread west of the Cascades, occurring both as isolated wetlands or in association with rivers, streams, lakes, or ponds. Due to proximity to the river and downtown Snoqualmie's floodplain location, there are several significant wetlands in the City, including ox-bow ponds and along the old Snoqualmie River channels. The classification and designation of wetlands are stipulated in WAC 365-190-090 and is implemented through the City's critical area ordinance (Chapter 19.12 SMC). The city further expressed the need for protection development impacts in this element's policies through the use of best available science and traditional ecological knowledge and continued coordination with neighboring jurisdictions. While the National Wetland Inventory (NWI) provides a solid foundation for inventorying wetland areas according to the US Department of Interior's Fish and Wildlife Service, additional regulatory measures in the city's critical area ordinance creates the opportunity to mitigate impacts to smaller wetlands across the city's natural landscape. The retention of natural water storage sites also supports this element's intention of preserving geological features, aquatic habitats, and wildlife corridors.

RIVERS, STREAMS, AND LAKES

River and stream corridors, also referred to as riparian corridors, consist of the river or stream channel itself and its associated regulated riparian zone. These corridors, including intermittent and ephemeral drainage courses, support a multitude of fish and wildlife; purify surface waters help regulate stormwater storage and groundwater recharge and provide recreational opportunities along with aesthetic value. Development can disturb these natural drainage systems if not property mitigated. These natural drainage courses are regulated by the City's critical area regulations (Chapter 19.12 SMC) in addition to the City's Stormwater Management Program. Waters of the State, according to RCW 90.48.0202, and other stream courses are regulated according to established categories, depending on the flow of the stream, its seasonal continuity, and whether the stream is used by salmonids, affecting buffer width and other development regulations as expressed in the City's Shoreline Master Program. Additional methods for preservation of rivers, streams, and lakes are include the regulatory resource associated with fish and wildlife habitat management related to Riparian Habitat Zones, Washington Priority Species Lists, and Stream Habitat Restoration. The city has established policies to assist these aquatic habitats thought coordination with the Snoqualmie Watershed Forum and neighboring jurisdictions. Furthermore, the quality of these habitats are supported through various methods of stormwater runoff

mitigation, restriction in critical aquifer recharge areas, and water conservation strategies to reduce wastewater treatment.

FREQUENTLY FLOODED AREAS

GROUNDWATER AND STORMWATER

While RCW 36.70A.070(1) requires the inclusion of groundwater quality and quantity protections for public water supplies, it is important to incorporate the groundwater topic into the discussion of stormwater and frequently flood areas. Stormwater management will take on increasing importance in future years. This includes supporting natural drainage design and green infrastructure solutions in the built environment where feasible and maintaining the City's engineered stormwater infrastructure to help maintain the City's NPDES II Stormwater Permit. The City has identified the following methods for apprehending stormwater and flooding hazards; encouraging Low-Impact Development (LID), encourage alternative techniques to minimize impervious surfaces, utilizing natural drainage features, and management and restoration coordination with the Snoqualmie Watershed Forum.

FLOOD HAZARD AREAS

Primary responsibility for flood damage reduction policy resides with King County, in combination with the directives noted in WAC 365-190-110 for designating and classifying frequently flooded areas. The City is responsible for enforcing local regulations required by Federal and State law, and that are consistent with King County regulations. King County flood damage reduction policies are embodied King County Flood Hazard Reduction Plan, recently updated. The City continues to utilize the Hazard Mitigation Plan and cooperate with King County in its efforts to find solutions to City flood hazards.

Development within the 100-year floodplain is currently regulated by the City's Flood Hazard Ordinance (SMC 15.12) and the FEMA Community Rating System (CRS) via National Flood Insurance Program (NFIP), which regulates new floodplain and floodway construction (with additional regulation in SMC 15.18, Surface Water & Stormwater Management). All new residential construction in the floodway is prohibited per state law, and all new structures in the floodplain must be constructed with the main floor elevated above the 100-year base-flood.

Flood hazard areas in Snoqualmie are defined as the area subject to inundation by the 100-year flood, or the area that has at least a one percent probability of inundation in any given year. Streams, lakes, wetlands, and closed depressions all have floodplains that may also qualify as flood hazard areas. A flood hazard area consists of the following:

- Floodplain: The floodplain is the total area subject to inundation by the 100-year, or base, flood.
- FEMA Floodway: The Federal Emergency Management Agency (FEMA) floodway is the channel of the river or other watercourse and those floodplain portions that must be

reserved to discharge base floodwaters without cumulatively increasing the water surface elevation more than one foot.

In addition to floodplain and floodway concerns, the Channel Migration Zones (CMZ) of the South Fork Snoqualmie River and Snoqualmie River present significant erosion and evulsion hazards during flood events. CMZs refer to a river's likely lateral movement, based on evidence of active movement over the past century.

Floods within the City of Snoqualmie can be particularly severe for the following reasons:

- The majority of the existing historic City is located in the floodplain of the Snoqualmie River.
- The City is located just downstream of the confluence of the three forks of the Snoqualmie River, thus receiving the full brunt of combined flows.
- Kimball Creek flows through the City and into the Snoqualmie River. During flood events, the creek cannot flow out due to high water levels in the river, creating a backwater flooding effect.

GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are lands which are susceptible to hazards associated with underlying soils and geology, and include erosion, landslides, seismic events, soil subsidence, and other geological events. As defined by RCW 36.70A.030(11), the siting of development in geologically hazardous areas can pose threats to people and property, increase public costs, and jeopardize important ecological and hydrological processes. Additionally, naturally occurring hydrologic activity greatly influences the stability and value of these geological features. As stipulated by WAC 365-190-830, the functions and values of geologically hazardous areas must be protected and preserved for the benefit of public health and safety. Through the implementation of the environmental policies and the City's Hazard Mitigation Plan, the city seeks to protect and preserve geological hazardous areas through minimizing grading, enhancing vegetation cover, utilizing natural drainage features, and implementing mitigations during construction activity.

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

As defined by WAC 365-190-030(6), and expressed in WAC 365-190-130, the city acknowledges fish and wildlife habitats contribute to the city's overall biodiversity. The purpose of this critical areas is to manage land in order to maintain health populations of species so that the habitat can support sufficient population numbers, and no isolated subpopulations are created. Within the policies of this element, best available sciences should be utilized for designating and protecting all regulated critical areas including anadromous fisheries in need of "special consideration". Protection of the ecosystems are important for promoting healthy habitats for fish, wildlife, and plant populations in a changing climate.

URBAN FORESTRY

Urban Forestry has been integrated into the Parks and Recreation Element as Goal 8, supporting the planting, preservation and maintenance of trees and tree canopies on public and private lands. The city has historically held the subject of tree canopy management as highly important for both recreation and habitat management. Supporting this goal, urban forestry policies plan to incorporate street trees on new and improved streets, buffer residential neighborhoods from the impacts of adjacent traffic, assess appropriate species for the community, re-evaluate tree canopy inventories, educate the importance of invasive species removal, and implement standards for education and assistance.

OPEN SPACE

Similarly, the subject of open space is predominantly covered within the Parks and Recreation Element, and further supported in the City's Open Space, Parks, and Recreation Plan. The city's policies within the Environmental Element also acknowledges the importance of open space corridors related to critical wildlife habitat. As noted in the Parks and Recreation Element, the city is setting goals and policies regarding nonregulatory measures for protecting critical areas, such as communications that promote stewardship, public information, and awareness strategies, and aesthetically pleasing signage.

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ECONOMIC DEVELOPMENT

Cities and counties required to plan under GMA are encouraged to include an economic development element in their comprehensive plan. The element must establish "local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life." WAC 365-196-435 provides further details about what should be included in economic development elements.

REGIONAL FRAMEWORK

The U.S. Economic Development Administration (EDA) strongly encourages regional economic development planning in the form of a Comprehensive Economic Development Strategy (CEDS). A CEDS is a strategic planning document that guides the economic growth and development of a region, including an analysis of regional strengths and weaknesses, economic and demographic data, and identification of key industry sectors. A CEDS also details specific strategies and action plans to address economic challenges, enhance competitiveness, and improve quality of life.

The Regional Economic Development Strategy within the Puget Sound Regional Council (PSRC) Vision 2050 plan acts as the CEDS by aligning regional economic goals with federal economic development guidelines set by the U.S. Economic Development Administration (EDA). This alignment ensures that regional projects are eligible for federal funding and support.

The previous Economic Development element, adopted in 2014, was developed with PSRC's then-current Vision 2040 plan, which emphasized managing growth to protect natural resources, enhance livability, and reduce congestion through compact urban development and infrastructure investments. Vision 2050, while carrying forward many of the economic policies from Vision 2040, expands or adds several policy areas. These include the retention and recruitment of locally-, women-, and minority-owned small businesses and start-ups, promotion of industries and technologies that support environmental sustainability, strategies to expand access to opportunity, and measures to address and prevent commercial displacement.

PSRC's strategy focuses on three broad goals; opening economic opportunities to everyone, competing globally, and sustaining a high quality of life. The City of Snoqualmie will use PSRC's guiding goals to focus on maintaining their prosperity by providing a range of employment, retail, service and recreational opportunities, advancing social equity, grow value and opportunity for all of its residents and future residents. Additionally, Vision 2050 promotes environmentally and socially responsible business practices that address climate change and improve health outcomes, and recognizes the contributions of culturally and ethnically diverse communities, institutions, and Native Tribes.

ECONOMIC PROFILE

The economic profile provides a brief overview of a jurisdiction's economy and all the factors that influence the economy's health and the opportunities available to the community. For a Comprehensive Plan, an economic profile works as an inventory of the current economic conditions of a city and region. This inventory will then contribute to the formation of targeted goals and policies tailored to the needs of a community. Based in part on focus areas and data sources recommended by PSRC's *Vision 2050 Planning Resources: Economic Development Guide,* this economic profile provides an overview of Snoqualmie's key economic factors which includes, estimates of covered employment, the employment capacity, educational attainment of its residents, income and poverty measures of the residents as well as other resident demographics, ratio of housing and job availability, and mapping of the opportunity available to the residents of Snoqualmie.

COVERED EMPLOYMENT ESTIMATES

Covered employment figures provide an overview of overall employment, densities, and growth trends by estimating the number of workers by sector within the City of Snoqualmie, based on positions covered by the Washington Unemployment Insurance Act. Using 2022 data, PSRC estimates 5,011 total covered positions in Snoqualmie, broken down by sector as follows:

Table ED-1 – 2022 Estimated Covered Employment by Sector

Sector	Jobs in Snoqualmie (est. 2022)
Construction and Resources	55
Finance, Insurance, and Real Estate	143
Manufacturing	539
Retail	275
Services	2,324
Wholesale Trade, Transportation, and Utilities	392
Government	645
Education	638

EMPLOYMENT CAPACITY

As described in the Land Capacity Analysis, employment capacity in Snoqualmie is supported by vacant and redevelopable land along with pipeline projects. The city has used Floor-Area-Ratio (FAR) assumptions to estimate the potential commercial building square footage on developable

land, which is then converted into potential job numbers based on employment density assumptions. The analysis indicates that Snoqualmie has more than sufficient capacity to meet its employment growth targets for the 2024-2044 period. The total employment capacity is projected to be 4,670 jobs, which exceeds the target of 4,425 jobs by 245 jobs.

The majority of this employment capacity is expected to come from the Planned Commercial/Industrial zone, notably through the Snoqualmie Mill Site project. This mixed-use development is anticipated to provide approximately 3,778 jobs by developing 1,851,448 square feet of commercial space. Other significant contributions come from the Office Park zone, with an estimated 400 jobs, and the Mixed-Use Commercial zone, providing around 249 jobs. In total, developable land is projected to yield 892 jobs, ensuring that the city not only meets but exceeds its employment targets for the planning period.

EDUCATIONAL ATTAINMENT

The American Community Survey and the United States Census track the highest level of education that an individual has completed. Tracking the educational attainment helps coordinate the career opportunities of the local workforce. This data can also be useful for cities in better understanding if there are any educational gaps across their region. This helps inform goals and policies that can affect the education opportunities for a city. Using 2019 data, the City of Snoqualmie has a majority college educated population with 42% of their total population having bachelor's degrees and 27% of their population with graduate or professional degrees.

INCOME AND POVERTY

As defined by the Puget Sound Regional Council (PSRC), income refers to the amount of money that in individual earns on a per year basis. PSRC defines poverty as lacking the financial resources necessary to meet the cost of living as an individual or a family fall below a certain income threshold. Tracking the income and poverty of an area is essential to understanding the community's economic health as well as their access to opportunity and quality of life. The analysis of income and poverty data is essential to informing a city's goals and policies in which past economic injustices can be corrected. Snoqualmie's median household income is $186,353 with an estimated 0.3% of persons in poverty.

OPPORTUNITY MAPPING

The Puget Sound Regional Council developed an opportunity mapping tool that analyses the growth that may occur in the areas mapped with a moderate to high opportunity projection. The Opportunity Index that the Puget Sound Regional Council uses, combines measures of five elements:

- Education
- Economic Health
- Housing and Neighborhood Quality
- Mobility and Transportation
- Health and Environment

Figure ED-1 – PSRC Opportunity mapping for Snoqualmie vicinity

Currently, the majority of tracts in Snoqualmie are scored as "Very High" on the Opportunity Index. Opportunity Mapping | Puget Sound Regional Council (psrc.org)

JOBS/HOUSING RATIO

The jobs/housing ratio is the measure of the amount of employment compared to the amount of housing in a specific area. This ratio is calculated by dividing the number jobs within an area by the number of housing units within that same area. This measurement is necessary in ensuring that there is a job/housing balance around major employment centers and within communities to be able to plan for the improved distribution of employment and housing opportunities. A low ratio is indicative of a housing-rich "bedroom community" while a high ratio indicates a larger employer hub. The City of Snoqualmie is a part of the East King County subarea, in 2019 The East King County subarea had an inventory of 431,800 jobs and 250,900 housing units which gave this region a jobs/housing ratio of 1.72.

TAXABLE RETAIL SALES

Taxable retail sales indicate the health of the local economy, the spending of consumers, as well as indicate if the local market is shrinking or growing. By measuring the dollar amount of retail sales within a jurisdiction's contribution to the local tax base, taxable retail sales help regions calculate the tax revenues, tax levels of a city, and project whether a community is recovering from economic decline or heading towards a period of economic decline. The Washington State Department of Revenue calculated Snoqualmie's 2023 fourth quarter total taxable retail sales at $76,644,858.

WORKFORCE DEMOGRAPHICS

The analysis of workforce demographics provides a description of what demographic groups are a part of the local economy. This helpful in better understanding who has access to economic opportunity as well as highlights any gaps in the community's workforce. Using 2019 data, Snoqualmie's work area profile reports That females account for the majority of the workforce in Snoqualmie at 52.6%. Almost 60% of the workers are between the ages of 30 to 54.

Snoqualmie's jobs by race lack in diversity where they have a majority white identifying workforce at 81%.

Table ED-2 – 2019 Jobs by Worker Age

Age	Count	Share
29 or younger	931	18.4%
30 to 54	2,979	59.0%
55 or older	1,143	22.6%

Table ED-3 – 2019 Jobs by Worker Sex

Sex	Count	Share
Female	2,656	52.6%
Male	2,397	47.4%

Table ED-4 – 2019 Jobs by Worker Race

Race	Count	Share
White Alone	4,100	81.1%
Black or African American Alone	133	2.6%
American Indian or Alaska Native Alone	89	1.8%
Asian Alone	561	11.1%
Native Hawaiian or Other Pacific Islander Alone	9	0.2%
Two or More Race Groups	161	3.2%
Ethnicity	Count	Share
Not Hispanic or Latino	4,650	92.0%
Hispanic or Latino	403	8.0%

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