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May 4, 2015

The Honorable Rod Dembowski, Chair Transportation, Economy and Environment Committee King County Council 1200 King County Courthouse 516 Third Avenue Seattle, WA 98104

Re: Scope of Work for 2016 Comprehensive Plan Amendments

Dear Councilmember Dembowski:

I write at the request of Mayor Matthew R. Larson, to convey the City of Snoqualmie's comments concerning the scope of work for the 2016 amendments to the King County Comprehensive Plan. The City supports the Chair's Striking Amendment S3 with minor modifications. The City also requests that the Council consider additional amendments to the Countywide Planning Policies as necessary to support the inclusion of the interchange properties into the City's Urban Growth Area ("UGA").

Inclusion of the Snoqualmie interchange parcels in Striking Amendment S3 is supported by many reasons, including those discussed below.

Striking Amendment S3 Should Be Adopted, With Slight Modification.

Striking Amendment S3 should be adopted, but with a slight modification. The last sentence of the provision relating to the Snoqualmie Interchange (Packet materials p. 41, lines 352-54) should be dropped. In the alternative, if included, the last sentence's second clause (lines 353-54) should be stricken, leaving the last sentence to read "Consider whether any conversion from rural to urban should be done in conjunction with a dedication of lands as open space and/or farmland." There is no reason to subject the Snoqualmie interchange proposal to consideration of a land dedication that *exceeds* the County's adopted four-to-one program, as the proposed language might suggest, especially when the four-to-one program that is already an option to Snoqualmie interchange parcel owners.

• Adding the Interchange Parcels to the UGA Is Consistent With the County's Comp Plan Policies.

Striking Amendment S3's inclusion of consideration of adding the Snoqualmie interchange parcels into the UGA, and allowing for institutional and commercial uses in Snoqualmie, is consistent with the County's adopted Comp Plan policies. Adding the parcels into the UGA will:

- reduce vehicle miles traveled by Snoqualmie residents
- reduce greenhouse gas emissions, AND
- reduce traffic congestion.

These results are consistent with the GMA and County policies that call for a reduction of VMT, reduction of greenhouse gas emissions, and avoidance of unnecessary traffic congestion.

• Adding the Interchange Parcels to the UGA Is Consistent With the City's Comp Plan Policies.

The City's Comp Plan vision is based on a "Livable and Complete Community," where our citizens can live, work, socialize, and recreate, but that is also sustainable and that reduces greenhouse gas emissions. The City's Comp Plan also contains a specific policy advocating adjustment of the UGA boundary to allow for development at the interchange to serve the needs of City residents.

• Keeping the Zoning "Rural" Is Not Consistent With King County's Rural Comp Plan Policies.

The site's current condition and developments in the vicinity make the current rural zoning inconsistent with King County Comp Plan Rural policies:

The properties have been extensively logged, and areas that have been logged were clear-cut. This includes properties on both the west and east side of the Snoqualmie Parkway. Photos submitted at the April 29, 2015 TrEE Committee meeting graphically illustrate this. While Futurewise's initial comment letter opposing the Striking Amendment contended that the Striking Amendment will "reduce forest cover in the basin," the photographs demonstrate that the forest cover has already been removed, pursuant to permits granted by King County.

The properties' owners are preparing them for development. Puget Western, Inc., is marketing lots for residential development on the east side of Snoqualmie Parkway. King County Public Hospital District No. 4 is using another portion on the east side as its administrative offices, and plans to continue and expand that use.

King County's Comp Plan contains rural policies, but the Snoqualmie Interchange parcels – surrounded on three sides by the dense Snoqualmie Ridge neighborhood, the busiest freeway in the State (I-90) and Snoqualmie Parkway do not fit the characteristics by which the rural policies define "rural" lands. For example:

King County Comp Plan Policy R-201 calls for the rural area designation to protect:

- the natural environment, aquifers used for potable water, surface water bodies including Puget Sound and natural drainage systems and their riparian corridors;
- farming, forestry, fisheries, mining and cottage industries;
- historic resources, including archaeological and cultural sites important to tribes;
- community small-town atmosphere, and locally owned small businesses;
- Rural Towns and Rural Neighborhood Commercial Centers with clearly defined identities compatible with adjacent rural, agricultural, forestry and mining uses;
- regionally significant parks, trails and open space.

The Snoqualmie Interchange parcels do not possess any of the above characteristics.

King County Comp Plan Policy R-202 indicates that a rural designation protects "areas that are rural in character and meet one or more of the following criteria:

- Opportunities exist for significant commercial or noncommercial farming and forestry (large-scale farms and forest lands are designated as Resource Lands);
- The area will help buffer nearby Resource Lands from conflicting urban uses;
- The area is contiguous to other lands in the Rural Area, Resource Lands or large, predominantly environmentally critical areas;
- There are major physical barriers to providing urban services at reasonable cost, or such areas will help foster more logical boundaries for urban public services and infrastructure:

- The area is not needed for the foreseeable future that is well beyond the 20-year forecast period to provide capacity for population or employment growth;
- The area has outstanding scenic, historic, environmental, resource or aesthetic values that can best be protected by a Rural Area designation; or
- Significant environmental constraints make the area generally unsuitable for intensive urban development.

Again, the Snoqualmie Interchange parcels do not meet the above criteria contained in the County's own Comp Plan for rural lands. Keeping the Snoqualmie Interchange parcels "rural" does not advance any of the County's planning goals for the rural area.

• Snoqualmie's Existing Environmentally Critical Areas Regulations Will Protect Any Environmentally Critical Areas on the Site.

To the extent that there are environmentally critical areas on the site (e.g., steep slopes, wetlands, or streams), the City has GMA-compliant environmentally critical areas. These provisions, codified at Chapter 19.12 of the Snoqualmie Municipal Code, will protect any environmentally critical areas on the Snoqualmie Interchange parcels.

• The Lawsuit Over King County's 2012 Comp Plan Amendments Could Require King County To Address Commercial, Institutional and Nonresidential Needs On a City-By-City Basis Throughout the County.

The City of Snoqualmie challenged King County's 2012 Comp Plan Amendments on the grounds that RCW 36.70A.110(2) required King County to analyze whether the City of Snoqualmie "include[s] areas sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses."

The City's lawsuit remains pending. A hearing on the merits is scheduled for August 19, 2015 in Thurston County Superior Court. Multiple lawyers of judicial remain following the Superior Court's decision: review by the Court of Appeals is available as of right, with subsequent discretionary review by the Supreme Court.

If the City prevails, the County will be required to conduct this type of analysis not just in Snoqualmie, but in each city in King County.

Reaching agreement with Snoqualmie on the Interchange parcels could provide a basis for resolution of the lawsuit, and avoid this possible outcome, without adversely affecting the County's rural planning goals, as described above.

• Important Highway Work At SR 18 / I-90 Will Also Affect the Snoqualmie Interchange Parcels

Further underscoring the changing and non-pristine nature of the parcels at issue, an important project needed to address traffic congestion on I-90 and SR 18 is proposed to be funded in the 2015 budget. Both the County and City have publicly supported the transportation package at the Legislature, which includes \$211 million for the SR 18 / I-90 improvements to address existing safety, traffic congestion and freight mobility deficits at the interchange. The Executive and Council member Phillips sent the attached letter to leaders of both caucuses urging passage of the transportation package and its included SR 18 / I-90 project.

This project will itself involve significant development on one or more of the Snoqualmie interchange parcels, highlighting why preservation of the parcel's rural zoning designations inappropriate.

• The Snoqualmie Interchange Parcels Can Be Developed In a Way That Mitigates Impacts to Views Along the Mountains to Sound Greenway.

The Snoqualmie interchange can be developed in a way that also mitigates impacts to views along the Mountains to Sound Greenway. Attached are photographs of the Preston and North Bend interchanges, both of which have major commercial developments adjacent to them. (Commercial development at the Preston Interchange was permitted by King County). Developments at both interchanges are also generally screened from view from I-90 by grade changes and/or vegetation. Impacts to the Mountains to Sound Greenway, if any, can be mitigated at the Snoqualmie Interchange in the same fashion as they have been mitigated at the Preston Interchange.

• Allowing Snoqualmie Residents to Meet Their Commercial Needs Close to Home Is Fair.

Addition of the Snoqualmie interchange parcels into the UGA, and development with nonresidential uses, is fair to Snoqualmie residents, who should be able to serve their needs close to home rather than driving 10 miles or more to nearby communities.

And, the City is not pursuing a Walmart-style development, as was stated by one Council member during a previous TrEE Committee meeting. The City's adopted Comp Plan contains policies encouraging jobs with salaries matching housing costs, and zoning controls to limit lower wage jobs.

Conclusion

The foregoing points support inclusion of the Snoqualmie interchange in the scope of work for the 2016 amendments to the Comp Plan and related Countywide Planning

The Honorable Rod Dembowski, Chair May 4, 2015 Page 6

Policies. The City of Snoqualmie urges adoption of Striking Amendment S3, with the modifications proposed above.

Sincerely,

CITY OF SNOQUALMIE

Bob C. Sterbank, City Attorney

c: Darren Carnell Jennifer Stacy



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7	BEFORE THE GROWTH MANAGEMENT HEARINGS BOARD STATE OF WASHINGTON CENTRAL PROJECT SOURCE PROJECTION	
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11	, ==-	COND DECLARATION OF JON
12		DERSON
13	King County, a Washington municipal Corporation,	
14		
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16	I, JON PEDERSON, declare under penalty of perjury under the laws of the State of	
17	Washington as follows:	
18	I am a site development specialist II for the King County Department of	
19	Permitting and Environmental Review. I am over eighteen years of age, competent to testify,	
20	familiar with the facts of this case, and make this declaration from my own personal knowledge.	
21	2. On August 21, 2014, I took several photographs along eastbound I-90, at the	
22	Preston Interchange. Attached hereto as Exhibits A through F are true and correct copies of six	
23	photographs that are representative of that area.	
	SECOND DECLARATION OF JON PEDERSON - 1	Daniel T. Satterberg, Prosecuting Attorney CIVIL DIVISION W400 King County Courthouse 516 Third Avenue Seattle, Washington 98104 (206) 477-1120/FAX (206) 296 RM271

Signed this 27 day of August, 2014 at Seattle, Washington.

ION PEDERSON

EXHIBIT C



EXHIBIT D



EXHIBIT E

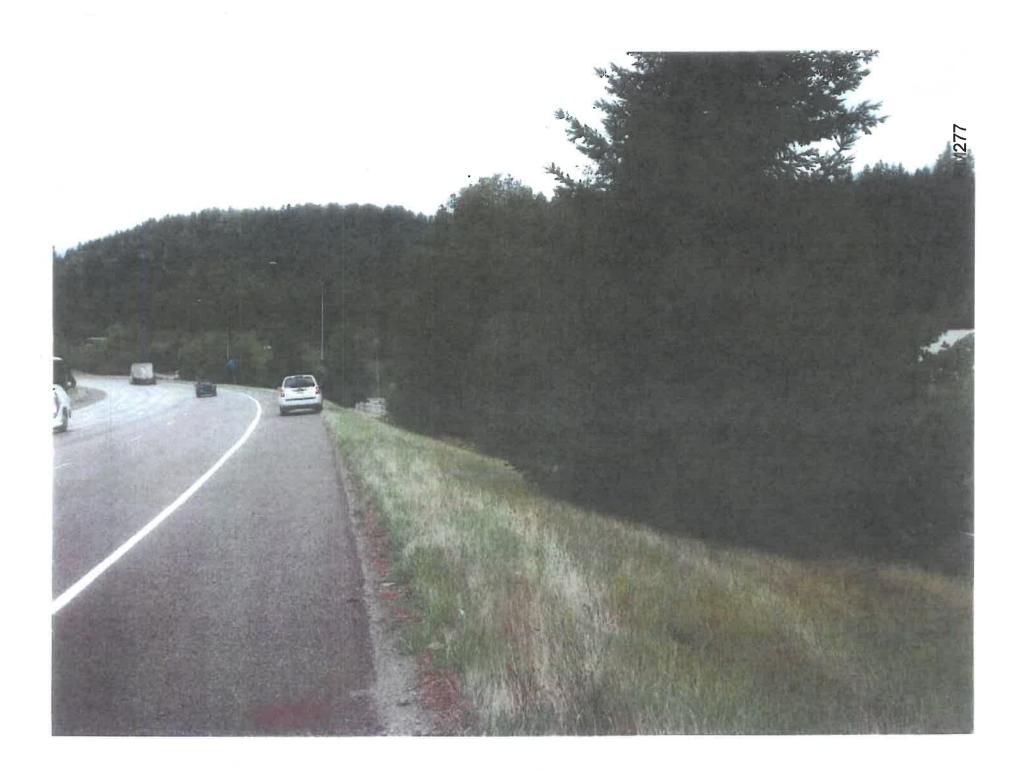


EXHIBIT F





April 28, 2015

The Honorable Judy Clibborn 415 John L. O'Brien Building PO Box 40600 Olympia, WA 98504

The Honorable Ed Orcutt 408 Legislative Building PO Box 40600 Olympia, WA 98504 The Honorable Curtis King 305 John A. Cherberg Building PO Box 40414 Olympia, WA 98504

The Honorable Steve Hobbs 239 John A. Cherberg Building PO Box 40444 Olympia, WA 98504

Dear Legislators:

We strongly support the State moving forward with a balanced transportation proposal this year. The House and Senate proposals include components that are important to King County and many other local governments. In negotiations, we urge you to consider the following six priorities for King County.

We are particularly pleased that both proposals include funding authority for people of the Central Puget Sound region to vote to expand light rail. There is tremendous public demand for expanding the regional light rail system. For Sound Transit 3 to extend light rail around the region, including Tacoma, Everett, Redmond, and neighborhoods in Seattle, we must have the full \$15 billion in authority, as proposed by the House.

Regarding road infrastructure, in rural and unincorporated King County alone, we face a \$250 million annual backlog just to maintain our current system. The proposals direct around \$1.3 million annually to our local roads. Unfortunately, \$1.3 million does not allow us to make a significant reduction in our backlog. Please consider authorizing a countywide Roads Safety and Repair District so that we may address this backlog and fix our 1,500 miles of County roads. At a minimum, we would like to see a full penny of the gas tax revenue distributed to counties. This would be a modest down payment to help address local projects across the state.

Both proposals include direct funding to increase transportation options for all Washingtonians. The funding provided for transit capital projects and special needs will benefit 400,000 daily riders of King County Metro Transit, helping to relieve congestion in the state's economic center. Providing bus service for our customers with special needs is the most expensive bus service we provide and is federally required, so we greatly appreciate the State stepping in to help offset these local costs. As you move forward in negotiations, please support the House level of investment for transit, biking, and walking infrastructure.

Another multimodal project included that we strongly support is the Wilburton Reconnection. This will physically re-build an asset previously demolished as part of the I-405 Widening Project. WSDOT has acknowledged at least a \$5 million set-aside in the existing I-405 project fund; a sum that everyone recognizes is insufficient. With the \$5 million appropriated in the House proposal, we would have at least \$10 million in funds to plan, design, permit, and to seek additional funding for the actual construction of the re-connection. Please ensure the final revenue package continues to include this important multimodal project for our region.

Many of the highway investments are important to King County and Washington State, including the completion of unfinished highway projects such as SR 520, SR 405, SR 18, and SR 509. Thank you for including these projects in both proposals. We also support the House proposed implementation of Practical Design as a way to ensure these projects remain cost-effective and efficient, while also being sensitive to local government needs.

Finally, we support policies that reduce unnecessary red tape without weakening protections for working families and the environment. We urge you to pass a comprehensive transportation package that is free of policy provisions that would weaken the State's ability to reduce carbon emissions, lessen local government involvement in State projects, or reduce local government collection of sales tax.

We very much appreciate your continued leadership and hard work to help increase mobility for all Washingtonians. Thank you for your consideration of these comments.

Sincerely,

Dow Constantine King County Executive Larry Phillips, Council Chair Metropolitan King County Council





Received @ 5/5/15 TrEE mtg.

Testimony to King County Transportation Economy and Environmental Committee

May 5, 2015

Mayor Tom Vance

Lyman Howard, Deputy City Manager

City of Sammamish

Good Morning Councilmembers,

I'm Tom Vance, Mayor of Sammamish, and I'd like to thank you for this opportunity to speak today. Specifically, the city would like to express its support for several items in the scope of work for the King County Comprehensive Plan 2016 amendment, as revised and presented to the committee.

I'd like to start with a modest revision in the Urban Growth Area along Duthie Hill Road Southeast. This change would affect 46-acres of land bordered on three sides by the city's urban zoning. The area is zoned RA-5, but a large majority of the parcels have been broken up into properties that range from 0.62 acres to 3.7 acres. In fact, only four of the 21 parcels now meet the RA-5 standard.

In years past, about 50 percent of the residents living on these 46 acres appeared to favor a move into the Urban Growth Area. Based on more recent discussions, however, our estimate is that around 80 percent of the residents would now like to make the move, obtain urban services, and potentially annex to Sammamish. Our city will be lending support to a docket request for this change.

The city of Sammamish would also like to provide support for a scope of work that includes consideration of Countywide Planning Policy revisions as necessary to implement this change, and for more flexibility in consideration of UGA changes.

And now, if I may, I'd like to turn it over briefly to Lyman Howard, our Deputy City Manager in Sammamish. Lyman has some information on another important aspect of this potential modification.

Good morning! Like Mayor Vance, I very much appreciate your time today, and would like spend it discussing an important roadway issue. At the southern base of the 46-acre area in question, there is an isolated roadway segment about 1500 ft in length.

King County is currently responsible for the maintenance and service of this road. When the Klahanie-area annexation becomes official, however, Sammamish will own and be responsible for almost 3 miles to the west and over half a mile to the east of this isolated segment.

Given that the city plans to make major improvements to this transportation corridor, we believe it would be logical, and beneficial to all parties, if the city also took responsibility for this short segment and made it part of a larger city project.

Thank you very much for your consideration and support. We look forward to discussing this with you further as the comprehensive plan amendment and docket processes continue.

Thank you.