

West Snoqualmie Valley Road/Carnation Farm Road Heritage Corridor

Location: Snoqualmie Valley

Length: 11.7 miles

Begins: King-Snohomish county line

Ends: SR 203

Corridor follows the West Snoqualmie Valley Road NE from the King-Snohomish county line south to NE 80th Street; turns east on NE 80th Street to meet the NE Carnation Farm Road; and follows Carnation Farm Road to SR 203.

Road history in local context

The Snoqualmie River served as an exceptionally effective highway north to Puget Sound through the 1860s, '70s and '80s. During this era, settlers took up claims on the bottomlands and built subsistence farms fronting the river. Flat-bottomed steamboats shipped their produce down river to Snohomish City. After the arrival of the Seattle, Lake Shore and Eastern Railway at Fall City in 1889, access to the prairie above the Falls was easier, and some steamboat traffic declined. But it continued in the lower valley into the 1900s, particularly for the movement of dairy products to market.

Growth and prosperity in the late 1880s spurred construction of the first north-south wagon road down the east side of the valley, running north toward Snohomish City. The settlements of Fall City, Tolt (Carnation), Novelty,

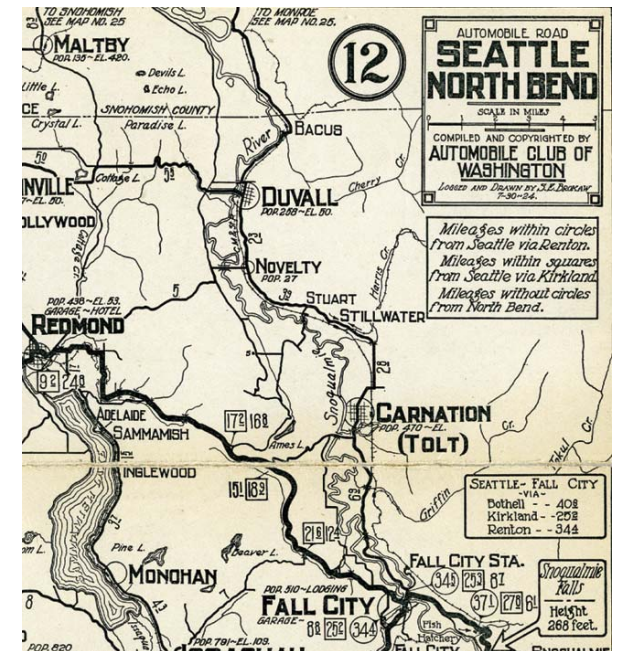
and Cherry Valley (Duvall) benefited from this road, now SR 203. That road was largely in place by 1890, and there is good evidence that it altered the traditional pattern of farmstead development in the lower valley. New dwellings and barns were constructed along the road at the valley's edge rather than on the valley floor facing the meandering river channel.

GLO maps indicate a rough trace along the west valley wall in the 1860s-'70s; however, no arterial wagon road was formally engineered here for another twenty years. Construction of West Snoqualmie Valley Road was incremental, and had the same effect of shifting settlement patterns and connecting farms on the west bank. It also gave access out of the valley, first over the ridge to Redmond via Novelty Hill, and a little later to Issaquah and Woodinville on the Tolt Hill and Woodinville-Duvall roads.

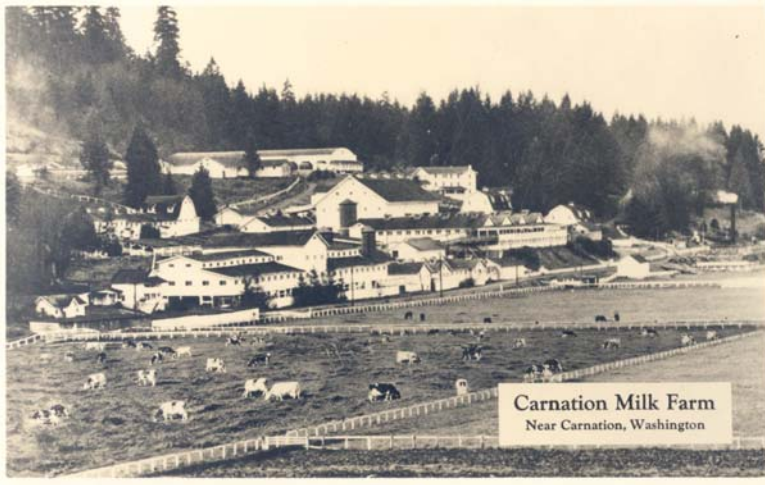
A 1907 Anderson map only shows a meandering dirt road on the valley floor, hugging the west bank of the river south of Duvall as far as the King County Landmarked Platt Farm. This road then veered up over the ridge on



West side road along Snoqualmie Valley near Vincent, looking north, n.d. Courtesy of King County Archives



Cropped view of AAA Triptick showing local auto roads, 1924. Courtesy of AAA



Carnation Farm, n.d., Photo Courtesy of Snoqualmie Valley Historical Museum

a route (Road No. 175) that has long since disappeared. It also branched due south along the hillside, as far as today's Novelty Hill Road, but there it abruptly ended. King County road records indicate this whole northern section was realigned along the valley wall by 1908, cutting through the stumps of the logged-off hillside as Road No. 513. As Snoqualmie Valley agriculture shifted increasingly toward dairying as a specialty,

green pastures dotted with hay barns and silos filled in across the valley floor between this rough road and the river.

By 1912, a rough trace continued along the hillside south of Novelty to the little settlement of Vincent and beyond. Along this road, west side farm children could walk to the Vincent Schoolhouse (now a King County Landmark), overlooking the valley at NE 80th Street. The one-room school served grades one through eight until 1942.

An important milestone in corridor history took place in 1912, when E.A. Stuart began the construction of barns and other buildings at the Carnation Stock Farm (HRI No. 288), the premier dairy operation of the Carnation Company. Stuart's purchase of the undeveloped farm in 1908 had no doubt encouraged the creation and improvement of a good road

past the farm. Thus, by 1912, maps show a continuation of the west valley road across the narrow V-shaped corner of the valley at Vincent, along what is now 80th Avenue SE, and around Tolt Hill past Carnation Farm. Continuing east, the road then crossed the Snoqualmie River over a new bridge, (now the King County Landmarked Stossel Bridge), and out along the alignment of today's 60th Street in Carnation, where it joined SR 203.

In 1932 the West Snoqualmie Valley Road was retraced along the length of the valley, the result of which was a major straightening and re-engineering of its disparate pieces. It took on much of the appearance it has today from Duvall south to Vincent. A 1936 Metsker map shows the road labeled as the West Snoqualmie Valley Road, and improved (graded and graveled) from the Woodinville–Duvall Road south. The Carnation Farm Road was also improved by that date, and reflected much the same alignment as it has today.

Sources: King County records: Assessor's Property Record Cards, Land Use and Aerial Survey - 1936-1941, Historic Preservation Program HR database, *Index to Roads Records*, *Engineer's Road Establishment Atlas – 1913*, Roads' Map Vault database. Maps: AAA – 1917-1929: Anderson – 1888, 1907; Kroll – 1912, 1913, 1926, 1930, 1936, 1938; Metsker – 1926, 1936; Washington Map & Blueprint Co. – 1900, 1905, 1908.

Corridor signature

- Sweeping valley views
- Historic heart of dairy farming in King County
- Picturesque barns

The Snoqualmie Valley Road Heritage Corridor presents the traveler with a 12-mile panorama of the Snoqualmie Valley. Stretched along the western hillside overlooking the valley floor, this road offers a glimpse at a century of agricultural land use. Pastoral views toward the Cascade Mountains, modern-day specialty farms on historic acreage, and the iconic Carnation Farms are all to be experienced along this corridor.

Contributing features

The following **roadway features** contribute positively to overall corridor character:

- Early alignment along valley wall above flood plain
- Ground cover over shoulders to edge of pavement
- Some segments of narrow vegetation cuts, with trees overhanging roadway
- King County Landmarked Stossel Bridge

The following **contextual features** contribute positively to overall corridor character:

- Open vistas east across valley floor to foothills and Cascades
- Adjacent wooded hillside to west still largely undeveloped
- Historic farmsteads, barns, and milk houses in near- and mid-distance
- Active agricultural land-use, including some dairying
- King County Landmarked Vincent School
- Carnation Farm/Camp Korey

Non-contributing features

The following elements visually detract from overall corridor character:

- Long stretches of galvanized steel guardrail
- Three intersections with traffic lights, wide paved shoulders
- Large new subdivisions visible in distance on east valley wall

