

KING COUNTY GROWTH MANAGEMENT PLANNING COUNCIL AGENDA ITEM

AGENDA TITLE:	Growth Target Reconciliation Process
PRESENTED BY:	Rebecca Maskin, Demographic Planner Rhonda Elder, City Manager, City of Carnation Mayor Katherine Ross, City of Snoqualmie

Today's Meeting

Building from its previous meetings, the Growth Management Planning Council (GMPC) will review the Interjurisdictional Team's (IJT) recommendation on reconciling growth targets and housing need for the cities of Carnation and Snoqualmie to resolve jurisdictional inconsistencies between growth assumptions used in comprehensive plans and growth targets adopted in the Countywide Planning Policies. Representatives from the cities requesting reconciliation will also participate in briefing GMPC on their respective requests.

Background

The June GMPC [staff report](#) on growth targets reconciliation contains essential background on the policy framework for reconciliation. At its July meeting, GMPC finalized guiding principles for decision making on reconciliation and directed GMPC staff to conduct additional outreach and compel formal requests from jurisdictions seeking in reconciliation, so that each request for reconciliation could be considered on its individual merits.

In August, GMPC staff met individually with jurisdictions to discuss their requests and explain GMPC's principles for reconciliation. As a result of the outreach, two jurisdictions, Carnation and Snoqualmie, elected to pursue the process and submitted written requests for growth target reconciliation. These requests are attached to this staff report in Attachment A.¹

Table 1 summarizes Carnation and Snoqualmie's respective reconciliation requests.

Table 1: Cities Requesting Growth Target Reconciliation

City	Adopted Housing Target	Requested Housing Target	Difference
Snoqualmie	1,500	719	-781
Carnation	799	350	-449

¹ The City of Snoqualmie issued two earlier letters to GMPC, spurring consideration of a reconciliation process. The [March 2024](#) and [July 2024](#) documents are available on GMPC's website.

Evaluating Reconciliation Requests

Requests' alignment with GMPC guiding principles

At its June and July meetings, GMPC established guiding principles to support decision making about reconciliation. The guiding principles set procedural, countywide, and local thresholds for decision making on reconciliation requests. This section will discuss how the cities' requests align with guiding principles that create procedural and countywide thresholds for reconciliation. The following section, *Jurisdictional rationale*, will summarize Carnation and Snoqualmie's requests relative to GMPC's guiding principles 2 and 3.

Guiding Principle 1: Reconciliation/amendments may be pursued when significant changes to the planning framework or local circumstances that could not have been anticipated have occurred since target adoption.

Significant changes to King County's and Washington's growth management framework have occurred since growth targets were adopted in 2021.² Legislative and policy changes are detailed in GMPC's [June 2024 staff report](#) on reconciliation and include state-level legislation (e.g., [SB 1220](#), [HB 1110](#)), reinterpretation of the meaning of growth targets in the Countywide Planning Policies, and the linking of growth targets and housing need. Local circumstances that have shifted are detailed in the cities' memos to GMPC and summarized in the section, *Jurisdictional rationale*, below.

Guiding Principle 4: Jurisdictions should directly request reconciliation or amendment of their target.

While the City of Snoqualmie had already directly requested reconciliation from GMPC, the city provided additional details in a memo sent to GMPC in August 2024. The City of Carnation provided a written request for reconciliation to GMPC. Attachment A includes both cities' recent requests in response to questions developed by GMPC at their July meeting.

Guiding Principle 5: Amended targets must further King County's alignment with the Regional Growth Strategy and protect the integrity of the growth target setting process.

Carnation and Snoqualmie are both Cities in the Rural Area and are included in the "Cities and Towns" Regional Geography within the VISION 2050 Regional Growth Strategy. Adopted housing growth targets for the Cities and Towns in the Countywide Planning Policies comprise 5.6 percent of King County's total housing growth. This is higher than the share of growth allocated to King County Cities and Towns in the Regional Growth Strategy (5 percent of population or approximately 4.7 percent of housing). The 1,230-unit reduction proposed through reconciliation reduces the share of housing growth in Cities and Towns to 5.2 percent of the county's total housing growth, increasing consistency with the Regional Growth Strategy. Additionally, each city's individual request is more consistent with conceptual growth target values developed to support growth target setting in the 2021 Countywide Planning Policies update. Carnation's reconciliation request of 350 units is slightly higher but consistent with its initial target value range of 176-341 units, and Snoqualmie's reconciliation request of 719 falls within its initial range of 261-2,325 units.

² The City of Sammamish's growth target was adopted in 2022.

Guiding Principle 6: GMPC staff will coordinate with PSRC and Commerce to minimize any risk to plan certification.

Staff to the GMPC have briefed PSRC and Department of Commerce staff since Snoqualmie's initial request for reconciliation was received in March 2024. PSRC staff were included in outreach meetings with reconciliation cities, and Commerce staff were consulted in developing an approach to amend countywide and jurisdictional housing need.

Guiding Principle 7: Growth targets should only be redistributed when countywide housing needs are addressed.

Growth targets and housing need are inherently linked in the Countywide Planning Policies. GMPC staff are recommending that any amendments to growth targets made as a part of reconciliation include commensurate amendments to housing need. To preserve the integrity of the growth targets-housing need relationship, meet Commerce minimum standards for housing need allocation, and respect the Affordable Housing Committee's equity principles, GMPC staff explored adjustment methods that use the existing model to make countywide adjustments to housing need, and promote an equitable distribution of housing choices across jurisdictions and increase housing supply for low- and moderate-income households. More details are provided in the section, *Amending Housing Need*, below.

Guiding Principle 8: Reconciliation should limit impacts to jurisdictions not requesting amended targets.

The reconciliation requests do not directly affect or alter other jurisdictions' growth targets or housing need.

Jurisdictional rationale

Per GMPC's direction, each jurisdiction seeking reconciliation submitted correspondence to GMPC detailing their need for amended growth targets, satisfying GMPC guiding principle 4 and responding to guiding principle 3. These memos are included in Attachment A and points relevant to GMPC guiding principles 2 and 3 are summarized below. First, guiding principles 2 and 3 state:

Guiding Principle 2: Reconciliation/amendments may be allowed where adherence to the adopted targets creates a conflict with other GMA goals (e.g., environmental issues, infrastructure to serve growth); and

Guiding Principle 3: Jurisdictions are responsible for demonstrating need, consistent with the threshold and principles for reconciliation, for the requested target change.

Carnation

Carnation is a City in the Rural Area with approximately 800 housing units; its adopted growth target of 799 units would effectively double the size of the city in 20 years. Growth at this scale would place pressure on the city's ability to effectively provide public facilities and services given its limited wastewater and transportation infrastructure. Limited transportation routes are an emergency management concern given the city's risk for flooding at the confluence of the Tolt and Snoqualmie Rivers and downstream from Seattle Public Utilities' (SPU) Tolt Dam. The city has been working with a coalition of organizations and agencies to address transportation issues and is engaged with SPU on emergency management and evacuation. Carnation has

recently increased diversity in its housing stock, making zoning changes that require a mix of housing types (townhomes, cottages, duplexes, single detached units, and multifamily) in traditionally single-family zones, adding new apartment units, and the city's first income-restricted housing development is nearing completion.

Snoqualmie

Snoqualmie is a City in the Rural Area with approximately 4,900 housing units divided between a historic downtown along the Snoqualmie River and two recently built out planned communities of densely packed detached homes along Snoqualmie Ridge. Because of the buildout of the Snoqualmie Ridge planned communities, Snoqualmie has already achieved its previous 2035 housing growth target. The city is challenged by limited water rights to effectively serve growth at the level of the adopted targets beyond 2030, and environmental concerns with development in the floodway in its traditional downtown and unincorporated UGA. The city states that its development capacity has diminished since the growth targets were set from tribal acquisitions in the city and unincorporated UGA. Snoqualmie has two income restricted housing developments and notes that it is planning for affordable supply in its limited development capacity, noting its limited capacity for new market rate development.

Amending Housing Need

In the Countywide Planning Policies, the sum of a jurisdiction's total housing need is equal to the jurisdiction's housing growth target, explicitly relating jurisdictional growth targets and housing need. Further, Countywide Planning Policy DP-13(a) states that "The Growth Management Planning Council shall... update housing and employment growth targets and housing needs periodically," and policy DP-12(a) states that housing growth shall be allocated to each city and urban unincorporated area, "informed by the 20-year projection of housing units from the state Department of Commerce." Collectively, these policies suggest that countywide and jurisdictional housing need should be amended should changes in growth targets occur. The distribution of housing need to King County jurisdictions is further guided by the Department of Commerce's minimum standards for allocating projected housing needs, which state that "the sum of all housing needs allocated to local jurisdictions in a county must be no less than the total projected countywide need,"³ and the Affordable Housing Committee's equity principles for housing need allocation.⁴

Implementing growth target reconciliation necessitates amending housing need commensurate with growth targets changes, while being careful to maintain consistency with the other standards that shape the housing need allocation.

To do this, GMPC staff have developed a three-step method to adjust housing need that maintains this consistency, while limiting changes in housing need to the jurisdictions requesting reconciliation. The steps are:

1. Reduce countywide housing need by 1,230 units, commensurate to growth target reductions, and reallocate across income bands via Commerce's Housing for All Planning Tool (HAPT).

³ Washington Department of Commerce, Establishing Housing Need Targets for Your Community, 2023. [\[LINK\]](#)

⁴ King County Affordable Housing Committee, Jurisdictional Housing Needs Staff Report, 2022 [\[LINK\]](#)

2. Apportion countywide need changes to Carnation and Snoqualmie proportionate to the cities' revised growth targets.
3. Adjust the need distributions across income bands consistent with the Affordable Housing Committee's equity principles for allocation, so that housing need by income level sums to no less than projected countywide need.

Emergency housing needs are also adjusted to reflect the revised growth targets. Emergency housing needs are allocated to jurisdictions by proportionate to their housing growth target, making this adjustment simpler to execute.

Because of the scale of housing need for low- and moderate-income levels inherent in the HAPT model, most of the reduced countywide housing need is in the 80 percent and higher AMI categories. As a result, Carnation and Snoqualmie's revised housing need is concentrated in the 0-80 percent AMI brackets. Additionally, housing need in both cities is marginally higher than either city's growth target, as neither city had sufficient moderate and market rate housing need to reduce to accommodate changes in housing need. Carnation's housing need is three units greater than its growth target, and Snoqualmie's housing need is 32 units greater than its growth target. While this outcome is inconsistent with the principle that housing need totals to the growth target for each jurisdiction, the method preserves other key principles upholding the relationship between housing need and growth targets, with limited impact to all jurisdictions.

Draft IJT Recommendation

The Interjurisdictional Staff Team recommends that GMPC implement the reconciliation process by amending growth targets and housing need in Countywide Planning Policies Tables DP-1 and H-1 respectively. Specifically, Table DP-1 should be amended to:

- Reduce countywide growth by 1,230 housing units,
- Revise the housing growth target for the city of Carnation to 350 housing units, and
- Revise the housing growth target for the city of Snoqualmie to 719 housing units.

Table H-1 should be amended to:

- Reduce countywide housing need by 1,230 housing units and recalculate countywide housing need through Commerce's Housing for All Planning Tool (HAPT), and
- Reallocate changes in housing need across income bands, including emergency housing need, to Carnation and Snoqualmie consistent with their revised growth targets, and in a manner that meets Commerce's minimum guidance and is consistent with the Affordable Housing Committee's equity principles.

Revised versions of tables DP-1 and H-1 will be furnished if GMPC takes action on IJT's recommendation.

Future Activity

With GMPC concurrence, a draft motion advancing the IJT recommendation will be brought to GMPC for action at GMPC's October meeting. If GMPC needs more time for position development, GMPC will present a potentially revised recommendation at its October meeting,

with action possibly extending in to 2025. If GMPC choses to not accept these requests for reconciliation, GMPC staff will communicate this decision to the requesting cities and no further action on reconciliation will be taken.

For More Information

Please contact Rebecca Maskin, Demographic Planner, at rmaskin@kingcounty.gov or 206-263-0380.

Attachment

A. Reconciliation Request Memos from Carnation and Snoqualmie

August 20, 2024

Attachment A: Reconciliation Request Memos
from Carnation and Snoqualmie

Rebecca Maskin and Ivan Miller
King County Office of Performance, Strategy and Budget
401 Fifth Ave., Suite 810
Seattle, WA 98104

Re: Housing Target Reconciliation Request

Dear Rebecca and Ivan,

Thank you for visiting Carnation and discussing Carnation's housing target. The City of Carnation respectfully requests its housing target be reduced to 350 housing units based on the following new factors since the 799 target was set. Each item will be discussed further in this document.

- SR 203 becoming a bypass for HWY 405 substantially increasing traffic volume
- Lack of state funding being prioritized for a critical roundabout at NE Tolt Hill Road & SR 203
- Lack of a public transportation system; inability to get to any transit center
- Unreliable Tolt Dam Early Warning System resulting in the alarm system being turned off since March 2024
- Lack of comprehensive evacuation plan to evacuate all residents, school children and visitors in the event of a dam breach or other disaster
- 3rd party assessment of the Tolt Dam Early Warning System by Seattle Public Utilities currently being commissioned

Of important note is that the City of Carnation embraces affordable housing and housing by income level through our zoning, fee waivers and incentives; however, it is extremely difficult to attract partners for these projects without a public transportation system that will get residents to employment, medical care, or other services.

We propose a reevaluation in 5 years (2030) to examine infrastructure improvements, a comprehensive evacuation plan and public transportation offerings. Pending those critical improvements, we will happily reassess our housing target at that time.

Carnation Overview:

At slightly over one square mile in size, Carnation is compact. Geographic expansion of the City has been limited by its location at the confluence of the Tolt and Snoqualmie Rivers.

Development to the west and south is limited by these rivers and their associated areas of flood hazard. A steep hillside forms the eastern boundary of the City, and to the North, the floodplain of the Snoqualmie River widens considerably. State Route 203 (SR 203) provides highway access to Carnation from the rest of the Snoqualmie Valley, and the Snoqualmie Valley Trail bisects the City a few blocks to the east of SR 203. The current population of Carnation is estimated at 2,250.

GMPC/King County Questions

What changes is the city seeking, numerically for the target and in intent?

The City of Carnation respectfully requests a **reduction in our housing target to 350 housing units**. Once the below infrastructure improvements are achieved, then a reevaluation of the housing target number can be assessed.

What is the justification or rationale for the change sought?

This change is sought due to lack of transportation infrastructure which creates unsafe roadway conditions and impedes city-wide evacuation. Additionally, Carnation has no public transportation system outside of the Snoqualmie Valley.

According to the Washington State Department of Transportation in 2023, over 11,000 cars travel through Carnation via State Route 203 (SR 203) on a daily basis. This route has become a bypass of Highway 405 adding to an already highly traveled, highly congested **2-lane shoulder-less rural highway. SR 203 is the only route in and out of Carnation.**

To add to the congestion, the intersection of SR 203 and NE Tolt Hill Road is a dangerous bottleneck during morning and evening commute times and when there are events in Carnation.

City staff tracked a 6-month period in 2023. During that period, there were six serious traffic incidents, two of which led to over-turned cars hurling over the guard-rail. This intersection attempts to move people from a complete stop on NE Tolt Hill Road onto a State Route Highway. This stretch of highway quickly transitions from a 55 MPH highway to a 30 MPH highway, resulting in cars turning onto a highway with cars speeding at 30-55+ miles per hour. This results in frequent accidents and traffic incidents.

To add to the dangerous conditions, Carnation is in the inundation zone of a breach in the Tolt Dam and Reservoir, a 200-foot-high earth-filled dam. **In the event of dam failure, 2,250 residents, 1,400 school children and staff plus visitors will have approximately one-hour to evacuate Carnation.** It will be impossible to evacuate 3,650+ people via pedestrian path or vehicle, resulting in substantial loss of life. This does not even factor in the people that could be travelling through the valley on SR 203. With every housing unit Carnation adds, it creates more potential loss of life until there are infrastructure improvements. **The City of Carnation feels it is irresponsible to continue to add housing**

units/residents without a safe intersection and without the ability to evacuate residents and visitors in a timely manner.

Seattle City Light/Seattle Public Utilities (SPU) is currently undergoing a dam relicensing process with the Federal Energy Regulatory Commission (FERC) in Washington D.C. The relicensing process started earlier this year and concludes in 2029. As a stakeholder in this process, the City of Carnation has urged FERC to require SPU to do an evacuation study to evaluate how to safely evacuate the residents, students and visitors of Carnation in the event of dam failure. Until Carnation has an updated evacuation plan, we strongly feel it is not prudent to continue to add to our population, outside of what is already planned.

Moreover, our **audible warning system is currently turned off** until a 3rd party assessment is complete to look at reliability and accuracy of the system. Currently we do not have a date that the early warning system will be turned on and operational. This is troubling because unless you have a cell phone there is no way for people to be warned of a dam breach if they are not by a TV or standard AM/FM radio.

What alternatives or mitigation have been considered to accommodate the adopted target and avoid reconciliation?

In 2018 City of Carnation had a tentative development agreement with Mainvue Homes for Mainvue to fund a roundabout at the intersection of NE Tolt Hill Road and SR 203 and install left- and right-hand turn lanes into their proposed development. This would safely move traffic and avoid bottlenecks. The roundabout was designed and planned as a requirement by the City of Carnation for the Mainvue development, even though the roundabout is outside of Carnation city limits. Unfortunately, WSDOT said a roundabout and designated turn lanes weren't required in 2018. **Had this roundabout happened, at the expense of the developer, the City of Carnation would likely not be requesting this reconciliation in 2024.** This is frustrating because the City of Carnation saw the need for infrastructure even outside our jurisdiction and included it in a development agreement. We justified the roundabout as a requirement of the development agreement based on SEPA, and the impacts additional housing would have on a dangerous intersection.

Since 2018, Carnation has been fervently working with State, County and Tribal partners to urge lawmakers to fund a roundabout (traffic circle) at the intersection of NE Tolt Hill Road and SR 203.

A roundabout at this intersection would safely move traffic between NE Tolt Hill Road and SR 203 avoiding accidents and more safely evacuate residents and visitors in the event of a dam breach.

Please see the enclosed package which illustrates the most recent lobbying efforts on the part of the City of Carnation with the support of King County, Sno-Valley Regional Chamber of Commerce, Snoqualmie Valley Preservation Alliance, Carnation Chamber

of Commerce, Eastside Fire & Rescue, Snoqualmie Valley School District, Riverview School District, Mainvue Homes, Remlinger Farms, King County Sheriff's Office and City of Snoqualmie.

Note that the roundabout has still not been funded.

As the Countywide Planning Policies state:

"An effective transportation system is critical to equitably achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract. The policies in this section reinforce the critical relationship between development patterns and transportation and they are intended to guide transportation investments from all levels of government to effectively support local, county, and regional plans to accommodate growth."

"Goal Statement: A transportation system that is well-designed and managed to protect public investments, promote equitable access, provide mobility, promote public health and safety, and achieve optimum efficiency."

Goal T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

Goal T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.

Given transportation funding hasn't been prioritized that supports a growth plan for Carnation, the City does not feel it can safely commit to the housing target of 799 homes by 2040.

As Carnation's 2015 and 2024 Comprehensive Plan Transportation elements state:

Policy T1.4 The City will allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing the adopted level of service elsewhere.

Policy T1.5 The City will actively solicit action by the State and King County to program and construct those improvements to State and County arterial systems which may be needed to maintain the level of service standards adopted in Carnation. The City will advocate for support from regional and state partners for infrastructure improvements on SR203, particularly at SR203 and Tolt Hill Road and SR203 and Stillwater.

The City of Carnation currently has 230 housing units in development. The City of Carnation can commit to 350 housing units (which includes the 230 in development) which is consistent with our 2023 Housing Action Plan. Using our average home size of 2.77 people, this would add another 970 residents to the City's population.

In keeping with the Countywide Planning Policies and Carnation's policy statements, the City of Carnation needs adequate transportation facilities for further development.

We propose a reevaluation in 5 years to discern if there have been vital infrastructure improvements for the City of Carnation. Until that point, we respectfully request our housing target be decreased from 799 housing units to 350 housing units.

What unanticipated local circumstances have shifted since the targets were adopted?

Please see the above and below explanations which include:

- SR 203 becoming a bypass for HWY 405 as a result of congestion on HWY 405 resulting in increased travel through Carnation.
- WSDOT not supporting the City of Carnation with a developer funded roundabout and left and right turn lanes in 2018.
- Lack of state funding being prioritized for a critical roundabout at NE Tolt Hill Road & SR 203.
- Carnation is currently experiencing its largest housing boom ever with 230 housing units in current development.
- Due to repeated false alarms and system unreliability, the Tolt Dam Early Warning System has been deactivated since March 2024. These false alarms have caused significant emotional distress among residents and have eroded the public's trust in the system's ability to provide timely and accurate warnings. Frequent weekly testing and a high rate of false alarms have led to alarm fatigue, diminishing the public's response to potential emergencies.
- SPU has commissioned a third-party assessment of the Tolt Dam Early Warning System to determine recommendations and steps forward for the audible warning system. Results are not due back until an undisclosed time in 2025.
- The City of Carnation has requested an evacuation study be commissioned by SPU to find a safe and reliable evacuation plan for all residents, school children, employees and visitors. A decision on this plan will not be made until 2029 when the relicensing is due.

How does this request align with the Regional Growth Strategy?

"The Regional Growth Strategy is a way to distribute growth coming to the region—a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The strategy focuses growth near high-capacity transit and inside the designated urban growth area."

“VISION 2050 calls for cities and counties to support building more diverse housing types, especially near transit, services, and jobs. The plan also calls for more housing that’s affordable to low- and very low-income households.”

“The region’s residents have made unprecedented investments in transit over the last decade. VISION 2050 helps leverage those investments to help future growth go into more compact, walkable, transit-served neighborhoods. The plan sets an ambitious goal of attracting 65% of population growth to the region’s centers and near high-capacity transit.”

Public Transportation in Carnation

Metro no longer services the City of Carnation. We have no high-capacity transit. We have no public transportation system. Residents have no ability to get to jobs, medical care or services outside of Snoqualmie Valley via public transportation.

Metro does contract with a local non-profit, Snoqualmie Valley Transportation (SVT), to provide transportation within Snoqualmie Valley. However, there is no service outside the Snoqualmie Valley and no service to a transit center.

The City of Carnation has been actively engaged in regional Metro committees, mobility coalitions and numerous meetings to bring connection to regional transit centers using SVT.

Between 2009-2016, Carnation actively worked with King County and Habitat for Humanity to develop a 14-unit affordable housing condominium project at NE 45th St and 326th Ave NE in Carnation. **This project was never realized, in large part because of the lack of public transportation.** The land was later sold to a developer who developed large single-family homes.

The City of Carnation requests our housing target be modified until there is a public transportation system to get residents to a transit center, jobs and medical care.

(Note: Carnation has no medical care in the city)

Diverse Housing Types

The City of Carnation is currently developing more diverse housing types. Carnation has historically been a predominantly single-family home community. In recent years a new apartment complex was developed with 24 units, and we are presently in development for our first townhomes and duplexes. There is also interest from a developer for condominium development.

A 15-unit senior affordable housing community is opening in September 2024 in Carnation. This is our first affordable housing community. Qualifications for this community include:

- 8 units will serve seniors (62+) with incomes at or below 30% of the area median income (AMI).
- 7 units will serve seniors (62+) at or below 50% AMI.
- 5 of the total units are reserved for low-income veterans (62+) in any category (3 are required to be used by Veterans, 2 may be used by eligible seniors if veterans are not found).

Carnation is also working hard to secure grants for complete street projects to improve infrastructure and accessibility within the City. Recent projects include a stormwater and sidewalk project on McKinley Avenue, an area with 12 more affordable apartments, new sidewalks with ADA ramps in front of Tolt Middle School and a stormwater and street project on W Bird Street. Our goal is to improve infrastructure and mobility within the City of Carnation.

Please see more information in the section on housing by income level.

What are the perspectives of utility and service providers on this request?

The City of Carnation has its own sewer, water and stormwater utilities. These utilities were built to accommodate a higher capacity. However, the sewer system was installed in 2008. The sewer holding tank has a lifespan of approximately 20 years. Its lifespan is quickly approaching, and the City will need to invest \$1.5+ million to install a new holding tank and/or a redundant tank in order to reline the existing tank. (Technical report indicating that the lining of the tank is starting to be compromised available upon request).

The City will need to secure loans/funding in order to fund this necessary infrastructure improvement.

The more homes/service connections that are added to the system, the more quickly the service life of the tank will be reduced.

The City of Carnation needs time to research the construction and funding of this project.

The county needs to accommodate housing need (by income level) based on the state's adopted standards. What is your proposal to accommodate housing need related to this request?

The City of Carnation strives to accommodate housing needs by all income levels.

Carnation's current development projects include townhomes and duplexes to provide a diversity of housing types and to accommodate an array of income levels.

Carnation's R12 zoning, which is proposed for part of its UGA, requires a mixture of three different housing types and no single housing type may occupy more than 60% of the total dwelling units in a subdivision. Housing types include single family detached, cottage housing, townhome, duplex, multifamily and assisted living.

Cottage housing is permitted in all residential zones in order to promote housing affordability and greater choice by encouraging smaller and more diverse home sizes in accordance with the Carnation Comprehensive Plan. Cottages are exempt from minimum lot area. Due to the smaller relative size of cottage units, each cottage may be counted as one-half a dwelling unit for the purpose of calculating density.

The City provides exemptions of school, transportation and park impact fees for low-income housing development.

Additionally, the City recently passed a resolution to waive school impact fees for ADUs. Transportation and park impact fees are also significantly reduced for ADUs.

The City of Carnation municipal code encourages the construction and maintenance of affordable housing and affordable senior housing through the use of residential density incentives. It also establishes an efficient, streamlined review process that will allow evaluation of proposed density increases simultaneously with an applicant's underlying development proposal. Density incentives are achieved by allowing a reduction of the minimum lot size or required minimum square footage per dwelling unit.

The use of density incentives is permitted in all single-family zones.

Permanent supportive housing is allowed in R12 and R24 residential zones, as well as the Commercial Business District and Mixed Use zones to allow more options for supportive housing.

Nearing completion is the Sno Valley Senior Housing Community which features 15 affordable housing units for seniors. Carnation supported this project through grant funding, support letters, waiver of transportation and park impact fees and density incentives.

Carnation would love to support more affordable housing projects but needs developers, non-profits and state partners to develop the projects. Additionally, a public transportation system is needed to support the entire community, but especially low-income housing residents. A reliable dam failure alert system that doesn't rely on cell phone ownership is also an important safety feature for affordable housing development.

In conclusion, City of Carnation respectfully requests a reduction in our housing target to 350 housing units. We propose a reevaluation in 5 years (2030) to examine infrastructure improvements, a comprehensive evacuation plan and public transportation offerings. Depending on those critical improvements, we can readdress the housing target at that time.

Please share this letter with the GMPC, PSRC and King County Department of Community and Human Services.

Thank you for your time and consideration.

Attachment A: Reconciliation Request Memos
from Carnation and Snoqualmie

Sincerely,



Jim Ribail
Mayor



Adair Hawkins
Deputy Mayor



Brodie Nelson
Councilmember

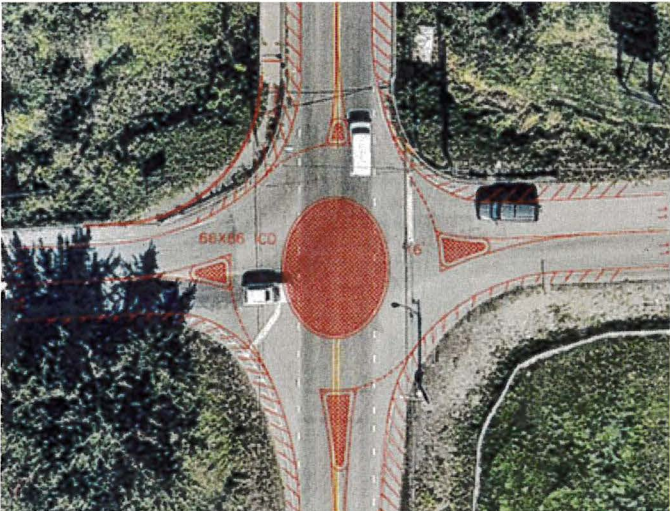
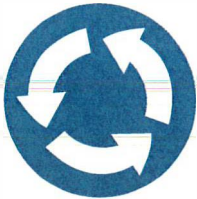


Ryan Burrell
Councilmember



Jessica Merizan
Councilmember

State Route 203 Collaborative



Snoqualmie Valley Tolt Hill & Highway 203 Roundabout

Phase 2:

2024 Transportation Budget Request & Total Cost: \$2,000,000

Highway 203 and Tolt Hill Road Roundabout Installation Project

Project Overview:

The proposed project involves the construction of a roundabout at the intersection of Highway 203 and Tolt Hill Road in King County just outside the City of Carnation. With a budget of \$2 million, the primary objectives are to enhance traffic flow, reduce congestion, and improve overall safety at this critical junction.



*WSDOT roundabout design plan, fits within current existing intersection.

Rationale:



Traffic Congestion Mitigation:

The roundabout aims to alleviate traffic congestion at the intersection, considering the anticipated growth in the City of Carnation. The installation aligns with the city's strategic plan to accommodate new homes and developments, ensuring a smooth and efficient transportation network.



Safety Enhancement:

Over a period of approximately six months (March through October 2023), the intersection has witnessed a concerning increase in major accidents, totaling over six incidents. The roundabout is a proactive safety measure designed to reduce the frequency and severity of accidents by promoting a controlled and organized traffic flow.



Facilitating Future Growth:

As Carnation experiences an influx of new homes and developments, the roundabout will play a crucial role in accommodating increased traffic volume. This project is integral to the city's infrastructure planning, fostering sustainable growth and ensuring a safe and efficient transportation system.

Expected Benefits

Traffic Flow Improvement	Safety Enhancement	Facilitating of Growth
Enhance the intersection's capacity to handle increased traffic, reducing delays and congestion	Decrease the frequency and severity of accidents, ensuring the well-being of motorists and pedestrians	Position Carnation for future development, with efficient and safe transportation infrastructure

This project aligns with the stakeholders' vision for a thriving and safe community, fostering sustainable growth and enhancing the overall quality of life for residents and visitors.

Snoqualmie Valley Project Phases

Future & Pre-Phases:

Future Phase & Pre-Phase:

➡ Phase 1 (Pre-Phase)

Lower Frew Levee Setback (Currently in Process):

- The King County Flood Control District is funding the \$34+ million Lower Frew Levee Setback Project, which will reduce flood risks in the lower Tolt River area, enhance salmon habitat, and restore riverine processes. The project replaces an inadequate culvert with a resilient state highway bridge in the Tolt River/Carnation area, connecting up to 34 additional acres of restored floodplain habitat for salmon recovery. The bridge, designed for a projected 100-year flood, ensures climate-resilient access to Carnation during floods.

➡ Phase 2

Highway 203 & Tolt Hill Roundabout (Current Ask):

- The 203 Roundabout Project is for the construction of a roundabout at the intersection of Highway 203 and Tolt Hill Road in King County. This project addresses pressing issues of traffic congestion and safety, aligning with the city's strategic plan to accommodate anticipated growth and enhance overall transportation efficiency. Importantly, it dovetails seamlessly with the ongoing Lower Frew Levee Setback Project. Together, these initiatives contribute to a comprehensive approach to infrastructure development, ensuring both smooth traffic flow ensuring safety, and climate-resilient access while fostering sustainable growth in the region.

➡ Phase 3 (Future Phase)

Additional Infrastructure Proposals:

- King County is looking at additional multi-benefit projects in this important corridor. There is significant community interest in improvements to the NE Tolt Hill Road corridor. Additionally, NE Tolt Hill Road is one of two Snoqualmie Valley corridors that the County is evaluating for potential flood resiliency improvements. Although the County has not identified a preferred corridor for improvements yet, additional projects and studies may be included in a third phase of this project.

Summary:

Lower Frew Levee Setback, the proposed Highway 203 & Tolt Hill Roundabout, and the envisioned infrastructure projects collectively embody a comprehensive approach to infrastructure and environment. These initiatives address floodplain restoration, traffic challenges, and flood resilience, ensuring a harmonious blend of safety, climate resilience, and ecological well-being in the Lower Tolt River area.

Snoqualmie Valley Tolt Hill & Highway 203 Roundabout

Project Support & Partners:



King County

King County:



King County Flood Control District:



King County

King County:



King County

King County:



SnoValley Chamber of Commerce:



Snoqualmie Valley Preservation Alliance:



Carnation Chamber of Commerce:



Eastside Fire Rescue:



Snoqualmie Valley School District:



Riverview School District:



MainVue Homes:



Remlinger Farms:



King County Sheriff's Office:



City of Carnation:



City of Snoqualmie:

DocuSigned by:
Sarah Perry 1/26/2024
Name: Sarah Perry Title: Councilmember & FCD Vice Chair

DocuSigned by:
Reagan Dunn 1/26/2024
Name: Reagan Dunn Title: Councilmember & FCD Chair

DocuSigned by:
Christie True 1/26/2024
Name: Christie True Title: Dir. Dept. Natural Resc. & Parks

DocuSigned by:
John Taylor 1/26/2024
Name: John Taylor Title: Director: Dept of Local Services

DocuSigned by:
William Grassie 1/29/2024
Name: William Grassie Title: Board President

DocuSigned by:
Lauren Silver-Turner 1/26/2024
Name: Lauren Silver-Turner Title: Executive Director

DocuSigned by:
Debbie Green 1/27/2024
Name: Debbie Green Title: Board President

DocuSigned by:
Ben Lane 1/29/2024
Name: Ben Lane Title: Chief

DocuSigned by:
Dan Schlotfeldt 1/28/2024
Name: Dan Schlotfeldt Title: Superintendent

DocuSigned by:
Susan Leach 1/29/2024
Name: Susan Leach Title: Superintendent

DocuSigned by:
Vanessa Normandin 1/26/2024
Name: Vanessa Normandin Title: President

DocuSigned by:
Gary Remlinger 1/26/2024
Name: Gary Remlinger Title: Owner

DocuSigned by:
Patti Cole-Tindall 1/26/2024
Name: Patti Cole-Tindall Title: Sheriff

DocuSigned by:
Jim Ribail 1/26/2024
Name: Jim Ribail Title: Mayor

DocuSigned by:
Katherine Ross 1/28/2024
Name: Katherine Ross Title: Mayor

Snoqualmie Tribe: *Please see Letter of Support

Note: This project was ~~not~~
AWARDED FUNDING.

Date Received

King: _____

2024 Member Requested Transportation Project Form

Senator Name: Hawkins District: 12

Project Name: SR 203 and Tolt Hill Road Roundabout - Carnation/King County

Amount Requested: \$2 million

Address of Project Site: SR 203 and Tolt Hill Road

Project Start Date: ASAP Project Completion Date: ASAP

Project Description: Please provide brief description of project:

Snoqualmie Valley stakeholders, including WSDOT, have been in discussions for several months
to identify a roundabout solution at SR 203 and Tolt Hill Road in King County, just outside Carnation.

This roundabout will enhance traffic flow, reduce congestion, and improve overall
safety at this critical junction, following a multitude of summer traffic accidents in 2023.

Is this a state or local project, or both? State/WSDOT

What is the total estimated cost of this project? \$2 million

Has this project received prior funding (Y/N)? no

If yes, how much? _____

What is the funding source(s)? _____

Are other funds available to go with this request? What are they?

Stakeholders have been working together to identify any available funding sources.

It appears that this project does not qualify for TIB funding due to the designation of SR 203.

State funding in the 2024 supplemental budget is the best and ideal funding source.

NOTE: This form is prepared for the use of Senator King. It may be submitted in the Senate Transportation Committee records. In addition, if the proposed request is funded in the enacted transportation budget bill, the form may be filed with the state agency that distributes funding for the project. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.



January 18th, 2024

To Whom It May Concern:

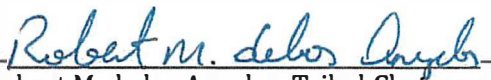
Please accept this letter of support from the Snoqualmie Tribe for a 2024 legislative funding request for the roundabout at SR203 and Tolt Hill Road in the Snoqualmie Valley.

The Snoqualmie Indian Tribe (Tribe) is a federally recognized sovereign Indian Tribe with its headquarters at 9571 Ethan Wade Way SE, Snoqualmie, WA 98065. Tribal members today retain close cultural connections to the waters of the Snoqualmie Valley, extending from time immemorial. This includes the Snoqualmie and Tolt Rivers, which come together just downstream from the unsafe intersection at SR 203 and Tolt Hill Road. This area lies in the heart of the Snoqualmie Tribe's Ancestral Lands, and the roundabout project is connected to several other critical investments needed to advance ecosystem recovery, flood and transportation safety, and climate resilience in this vital cultural and transportation corridor.

Funding for the roundabout now would help ensure that the roundabout will be planned and constructed in a manner that integrates with the other infrastructure upgrades needed for the Lower Tolt. These infrastructure upgrades include the elevation of Tolt Hill Road (currently in feasibility phase), the Lower Tolt Left Bank Levee setback project (currently in planning/feasibility), and the replacement and upgrade of the SR203 bridge over the Tolt River, which was constructed in 1977 and is far too short a span to accommodate the Tolt River now, let alone in the warmer, wetter climate that we expect in the future. The Tribe supports 2024 funding for the roundabout to ensure that it fully integrates and accounts for these other needed investments, and we look forward to working with community partners to coordinate and collaborate on funding, planning and implementing holistic, durable, climate resilient solutions to infrastructure and environmental needs in the Lower Tolt. Taken together, these investments will benefit the community now along with future generations.

Thank you for considering the SR203 – Tolt Hill Road roundabout for a 2024 legislative funding allocation.

Sincerely,


Robert M. de los Angeles, Tribal Chairman


Shauna Shipp-Martinez, Secretary of Tribal Affairs

February 21, 2024

Attachment A: Reconciliation Request Memos from Carnation and Snoqualmie

Senator Marko Liias, Chair
Senate Transportation Committee
305 John A. Cherberg Building
Olympia, WA 98504

Senator Curtis King, Ranking Member
Senate Transportation Committee
P.O. Box 40414
Olympia, WA 98504

RE: Please Fund the SR 203 and Tolt Hill Road Roundabout - \$2,000,000

Honorable Senator King
Honorable Senator Liias

Thank you for taking the time to meet with us on February 14 at the Capitol. We realize your schedules are extremely busy during the short legislative session, so spending time with us to listen thoughtfully to our collective concerns was encouraging and appreciated.

The danger that the State Route 203 and Tolt Hill intersection presents has united Carnation and its partners to pursue a solution to the increased traffic and car accidents. The Snoqualmie Tribe, Department of Transportation, King County, Remlinger Farms, Sno-Valley Chamber of Commerce, Carnation Chamber of Commerce, and the City of Carnation have formed an unprecedented coalition to ensure the safety of our residents and visitors.

We realize that funding is especially tight this year for transportation projects, but if an opportunity presents itself in these final days of session, we request that you fully fund the \$2 million roundabout. It is a much-needed project that will create significant safety improvements for our community.

Sincerely,

Jim Ribail

Jim Ribail (Feb 21, 2024 13:44 PST)

Jim Ribail, Carnation Mayor

Jessica Merizan

Jessica Merizan (Feb 21, 2024 13:50 PST)

Jessica Merizan, Carnation Councilmember

Nathan Sherfey

Nathan Sherfey (Feb 21, 2024 16:00 PST)

Nathan Sherfey, Remlinger Farms Manager

Gary Remlinger

Gary Remlinger (Feb 21, 2024 16:02 PST)

Gary Remlinger, Remlinger Farms Owner

Kelly Coughlin

Kelly Coughlin (Feb 21, 2024 16:38 PST)

Kelly Coughlin, SnoValley Chamber of
Commerce Executive Director

Cheryl Paquette

Cheryl Paquette, Carnation Chamber of
Commerce Treasurer and Remlinger Farms
Manager

Sarah Perry

Sarah Perry (Feb 21, 2024 14:43 PST)

Sarah Perry, King County Councilmember

Rhonda Ender

Rhonda Ender (Feb 21, 2024 17:02 PST)

Rhonda Ender, Carnation Deputy City Manager



Office of the Mayor

Katherine Ross

38624 SE River Street | P.O. Box 987
Snoqualmie, Washington 98065
(425) 888-5307 | www.snoqualmiewa.gov

MEMORANDUM

Date: August 26, 2024

To: Ivan Miller, King County GMPC
Rebecca Maskin, King County Demographic Planner
Liz Underwood-Bultmann, PSRC Principal Planner

From: Mayor Katherine Ross *KR*

RE: Snoqualmie Growth Target Reconciliation

Thank you for meeting with us recently to discuss the City's Growth Target Reconciliation request. This memo aims to address the questions you provided, which will be reviewed at the upcoming GMPC meeting.

The City of Snoqualmie is requesting King County reconciliation of the 2044 housing growth target and projected affordable housing needs. The housing growth target was not based upon the capacity identified in the 2021 Urban Growth Capacity Report (UGCR) or any other capacity analysis.

City Intention and Vision:

1. What changes is the city seeking, numerically for the target and intent?

The City's most recent [Land Capacity Analysis](#) (LCA) Appendix A, completed February 1, 2024 demonstrates the City has capacity for an additional 719 residential units by 2044. The City is requesting its existing housing growth target of 1,500 residential units be amended to 719 residential units with specific adjustments to affordable housing needs and to the Emergency Housing target.

The City fully intends to comply with the revised housing target and associated projected affordable housing need.

2. What is the justification or rationale for the change sought?

There are several justifications and rationale for seeking this change. As part of the comprehensive planning process, the City completed [studies](#) (Appendices A – E) including Snoqualmie Valley Regional Housing Needs Analysis, Snoqualmie Housing Needs Assessment, Middle Housing Analysis, Housing Strategy Plan, and Land Capacity which justify the City's rationale by demonstrating insufficient urban services, significant

environmental constraints, restrictions on development within the floodplain, and completion of existing master planned communities.

The Snoqualmie [LCA](#) indicates that most land in the City is either built-out or consists of environmentally sensitive areas. The analysis found that approximately 49% of land in the City is impacted by local regulations governing and protecting these environmentally sensitive areas including the floodway. The floodplain impacts an additional 935 acres (21%) of the City.

Additionally, 86% of existing single-family lots are unlikely to see future development, including Accessory Dwelling Units (ADUs), given the fact that these existing lots are within fully built master planned communities of Snoqualmie Ridge I and II and subject to regulations set forth in their Covenants, Conditions, and Restrictions (CC&Rs).

A considerable amount of the developable land in the City's potential annexation area (PAA) has been acquired by the Snoqualmie Tribe, who are in the process of moving these lands into reservation status.

The City currently does not have an approved Water System Plan pursuant to RCW 70.116.050. During its review in 2021, King County identified that the city did not have sufficient water available to serve the 2044 projected housing growth target of 1,500 units; the plan has not been approved and is still under separate review.

3. What alternatives or mitigation have been considered to accommodate the adopted target and avoid reconciliation?

- **Annexation:** In 2017, the Snoqualmie Heights Partners proposed the Snoqualmie Hills West project in the PAA. The annexation failed due to various reasons including environmental constraints, the increasing amount of tribal lands added to the area, and lack of potable water and sewer capacity.
- **Rejected UGA Boundary Adjustment:** The [City petitioned King County](#) for an amendment to the Countywide Planning Policies (CPP) to include provisions of the Urban Growth Boundary Revisions (ESSB 5593) as well as revisions to the Four-to-One Program that would have allowed for subsequent annexation and exchanges of land to potentially address the City housing growth target. These petitions were rejected.
- **Previous Growth Target Success:** By 2018, the City met and exceeded its 2035 housing target of 1,873 units, with an estimated 2,087 units completed at final build-out of SR II. Snoqualmie was one of six cities out of a total of 39 cities to achieve their target.
- **City Requests to State and County:**
 - a. In order to help achieve the housing growth target, the City requested amendments to the CPPs to allow for adjacent properties to be added to the UGA, see [letters dated October 11, 2022, and January 19, 2023.](#)

- b. The Snoqualmie Valley Cities identified the projected affordable housing needs as a concern in the [November 10, 2022, Snoqualmie Valley Mayor's letter](#) sent to the Washington State Department of Commerce, citing concerns regarding transportation, land/urban services, and the need for local wrap around services.
- c. The Snoqualmie City Council passed [Resolution No. 1680](#) declaring a revised 2044 housing growth target of 719. On [March 7, 2024](#), and [July 16, 2024](#), the City sent letters requesting reconciliation of the housing growth target, including requesting GMPC to authorize a reconciliation process by permitting the City of Black Diamond, which has indicated interest in increasing its growth target, to absorb the excess 781 units that Snoqualmie is requesting to release.

4. **What unanticipated local circumstances have shifted since the targets were adopted?**

Several circumstances have shifted since King County adopted the growth targets. The City began to fully understand shifted circumstances and the related impact with completion of numerous studies, including a Water System Plan, Snoqualmie Valley Regional Housing Needs Analysis, Citywide Housing Needs Assessment, Middle Housing Analysis, Housing Strategy Plan, and a Buildable Lands Capacity.

These studies were performed as part of the comprehensive plan update and were completed after receiving the King County housing growth target. The reports conclude that there is insufficient land to accommodate a housing target of 1,500. The specific circumstances include the following:

- **Water Rights.** The results of the future water rights evaluation indicate insufficient instantaneous water rights to meet growth target demands through the year 2040. The King County Utilities Technical Review Committee (UTRC) determined no recommendation to the King County Council would occur without a revised 2044 growth target because the water available under the [Water System Plan](#) (WSP) is incapable of serving the total units identified in the housing growth target.
- **The sale of Salish Lodge & Spa.** The Snoqualmie Tribe's purchase of Salish Lodge & Spa and surrounding parcels resulted in the cancellation of the Salish Lodge expansion, a City Council-approved project intending to provide up to 150 homes and hundreds of new jobs.
- **Insufficient Buildable PAA Acres:** Land within the City's Potential Annexation Area (PAA) shows that out of the approximate 874 acres, the current buildable land acres equate to approximately 98 acres¹. The unbuildable acres include a widespread presence of critical areas and a significant amount of acreage owned

¹ Removed present use designation of single family with home values < land values, mobile homes, public/utility, and tribal lands, critical areas, and buffers including steep slope/buffers 50', landslide hazard/buffers 50', wetland/buffers 225' and streams/buffer of 100'.

by the Snoqualmie Tribe, who are in the process of designating these lands as part of their reservation.

Furthermore, a portion of the developable acreage is designated as Master Planned Business Park for the expansion of the City's existing Snoqualmie Business Park.

- **Completed Master Plan Communities:** By 2022, the City received its last residential 46-units Timber Trails subdivision development, signifying the end of development for the two master planned communities, Snoqualmie Ridges I and II. These communities had been the City's long-term source of residential development for over twenty years and allowed the City to consistently meet and exceed its growth targets.

5. How does this request align with the Regional Growth Strategy?

The City's request aligns with the Regional Growth Strategy which "...assumes 65% of the region's population growth and 75% of the region's job growth will be located in regional growth centers and near high-capacity transit" (Vision 2050). The City of Snoqualmie is not a growth center nor is it near high-capacity transit.

The Strategy assumes that "key factors used in setting the UGA size include population and employment projections, growth targets, and land capacity. Population and employment projections are predictions about likely future growth based on past trends. Growth targets are a city policy statement on the quantity of net new housing units and jobs it plans to accommodate over the 20-year planning period based on projections and the city's role with the regional growth strategy. Land capacity is derived from an estimate of vacant land plus the redevelopment potential of land already partially developed or underutilized. Discount factors are applied to the estimate of land capacity to account for probable constraints and likelihood of developing the land over the 20-year planning period." (King County Comprehensive Plan, Appendix D.)

The City of Snoqualmie provided, through its LCA and additional studies, an updated policy statement regarding the quantity of new housing it plans to accommodate over the 20-year horizon. For the justifications described and further explained in City responses to questions 1, 2, 3, 4 and 6, the City request does align with Regional Growth Strategy.

6. What are the perspectives of utility and service providers on this request?

The City currently does not have an approved Water System Plan pursuant to RCW 70.116.050. King County reviewed the draft plan for concurrence in 2021 and identified that the City did not have sufficient water available to serve the 2044 projected housing growth target of 1,500 units.

The Water System Plan assumes that the city currently provides water service to the entire population within the City limits. The City also provides water service to an estimated 682 people in the UGA outside the City limits. Additionally, the City provides water service to approximately 430 people outside the UGA. The estimated population

served by the water system in 2017 was 14,322. The water system is expected to provide service to approximately 15,929 people in 2040. The City's average household size is estimated to be 3.0 persons in the Snoqualmie Ridge area and 2.5 persons in all other areas of the City. Assuming 2.5 persons per household, this increase in population represents an estimated 643 new single-family residences.

Chapter 6 of the City's Water System Plan focuses on Water Sources and Quality. This chapter summarizes the results of the future water rights evaluation, which compares the water rights of all existing sources with the system's future 10-year and 20-year demand projections. The results of the future water rights evaluation indicate the City has sufficient instantaneous water rights to meet the demand through the year 2030, but insufficient instantaneous water rights to meet the demand through the year 2040. The Draft Snoqualmie Water System Plan is available for review on the City's [website](#).

City Housing Need:

1. The County needs to accommodate housing need (by income level) based on the state's adopted standards. What is your proposal to accommodate housing need related to this request?

The proposed amendment to the City's housing growth target housing requires the City to adjust its projected affordable housing needs based on AMI. The table below demonstrates the City's proposed affordable housing needs.

Proposed Amendment of Adopted Housing Targets				
	Adopted		Proposed Amendment	
Affordable Housing Needs (AMI⁴)	Housing Units	% of Total Target	Housing Units	% of Total Target
0-30% Non-PSH	472	31%	82	11.5%
0-30% PSH	248	17%	65	9%
>30-<50%	233	16%	98	13.5%
>50-<80%	82	5%	129	18%
>80-<100%	61	4%	158	22%
>100-<120%	69	5%	165	23%
>120%	335	22%	22	3%
Total	1,500		719	

The proposed housing needs differ from the currently adopted housing needs due to the context of the City's available housing capacity. Per the [LCA](#), the City is unable to support a target of 22% of future housing for High Income households as this bracket is primarily served by detached single-family housing, requiring more raw land than the City has available. Additionally, the bulk of the City's current housing capacity is in the form of pipeline projects which have set market rates inconsistent with extremely low and very low-income market needs.

Housing Needs at lower AMI are projected to be between 9% and 14% due to lack of supported and reliable public transit and private transportation operators. Snoqualmie Valley cities are physically disconnected from the urban growth boundary and the health

care facilities and providers in urban areas of King County. Today only three King County Metro routes serve the Valley. The Valley residents seeking such facilities rely on connections from Interstate 90, State Route 18, State Route 202, and several smaller and congested County roads. These connections are either not served by transit or underserved requiring long wait periods and multiple connections. The two all-day Metro routes operate at frequencies of every 90-120 minutes and do not provide useful transit service. Furthermore, Metro's long-range plan "Metro Connects" shows increase bus service into and through the Valley by 2050. This unfunded plan would likely take many years to implement.

Non-market-rate housing has been successfully established with affordable housing projects like Picking Place and Panorama. The City continues to prevail with additional affordable housing incentives such as the first Multi-Family Tax Exemption issued in 2023 for the Mill Site. The City's LCA and other studies identify the opportunity to construct more affordable housing units at varying AMI to meet the City's proposed projected affordable needs.

Thank you for giving the City the opportunity to detail our reconciliation request. If you have any questions or need further information, please don't hesitate to reach out.

Cc: Emily Arteché, Snoqualmie Director of Community Development
Jeff Hamlin, Snoqualmie Director of Parks & Public Works