June Coalition Notes
Hybrid Meeting – SV Hopelink Office & Zoom

Date: June 9, 2023
Time: 10:15 AM -12:00 PM
Location(s): Snoqualmie Valley Hopelink Center: 31957 East Commercial St Carnation, Washington 98014
Zoom - https://us02web.zoom.us/j/87552372949?pwd=LzNvdkZFcnVkaUxpUnRNbnF5bHBZUT09 (More details below)

Next SVMC Task Force Meeting: July 14, 2023, Remote Meeting
Next SVMC Coalition Meeting: August 11, 2023, Remote Meeting

Attendees: Amy Biggs (Snoqualmie Valley Transportation), Jamie Burrell (Senior Planner, North Bend), Christiana Williams (MV Transportation), Jesse Reynolds (King County Subarea Planning and Local Services), Chrys Bertolotto (King County River and Floodplain Management), Robert Blumenfeld (Disability Empowerment Center), Stephanie Dewar (King County Library Systems - Carnation), Carol Ladwig (FAR East Senior Hub Coordinator), M’Liss Moon (Empower Youth), Tyler Jenson (Remlinger Farms), Trinh Truong (King County Dept of Local Service), Ed Engel (Snohomish Transportation Coalition), Gabrielle Hodges (Catholic Community Services), Asela Chavez (City of Duvall) Cheryl Paquette (Remlinger Farms), Meredith Sampson (King County Metro), Jonathan Prociv (Catholic Community Services), Theresa Ngo (Hopelink), Aaron Morrow (King County Mobility Coalition Co-chair, Hopelink Board Member), Bill Connors (Hopelink), Staci Sahoo (Hopelink), Rubi Flores (Hopelink), Julio Perez (Hopelink), Brennan Costello (Hopelink), Dean Sydnor (Hopelink), Young-Young Ma (Hopelink), Roz Novikova (Hopelink).

Staff Support: Tracie Jones, Heather Clark, Bree Boyce

Floodplain Management Plan Update
Chrys Bertolotto - CBertolotto@KingCounty.gov
Flooding Risks in King County.

Flooding impacts:
- Both negative and positive impacts
- Natural process
- Mitigate risks.
- Average of one flood every 2 ½ years
- Risks include people and property, regional economy, infrastructure.
- Landscape is dynamic; rivers can change course, create new channels, etc.
- The challenge comes in when you have people who are impacted.

The flood plan is a road map.

Have had same plan for 10 years and it needs updating.

Previous plan was focused on reducing risk of flooding.

Current focus area includes all of Snoqualmie Valley.
- Six major river systems
- Other parts of King County that have not had that focus; there may be changes to include other high need areas.
- Map hazards – identify, monitor, and map,
- Residential protection
- Limit development in certain places (comp plans, etc.)

Flood warning services
- Manage flood hazard education.
- Flood warning program
- Public sandbag distribution
- Emergency response program
- Post-flood recovery program
- River safety risk reduction

Open to suggestions to strengthen the plan. We have an opportunity to make changes. Have been doing outreach to seek community engagement.

Climate change is not referenced in the previous plan.

Want to ensure outcomes are equitably distributed.

Gather ideas for what we need to consider for the future floodplain.
- Mobility
- Preparedness
- Equitable Resilience

Free or low-cost solutions
- Learn about your own flood risk.
• Have an emergency plan.
• Get to know neighbors.
• Understand how your travel routes could be affected by flooding.

Schedule
• Drafted by end of 2023.
• Public comment
• Sent to King County Council in March 2024
• Starting to shift toward planning and strategies.

Community flood planning workshops
• June 14, 2023 - Tukwila
• June 27, 2023 - Virtual

Partner Questions and Comments
Amy Biggs – What efforts toward Neal Road are being made?
• Chrys Bertolotto – Fall City Restoration Project. Working cooperatively with landowners. Working toward reducing flood risks by allowing water to move through the landscape. Effort to move road further from riverbank. A lot of interest in future use of that site.

Amy Biggs – that road is already being moved?
• Chrys Bertolotto – yes. The levee will be rebuilt. Amy – we have to divert the buses in that area every year. Toward Jubilee Farms it floods quite frequently as well and we get closed off both toward Fall City and Carnation. There are plans to set back levees in certain areas. We are working with landowners. There are studies going on to create a 2D model of the land that will help us understand better what is happening and explore options for how people can get around the Valley.

Tracie Jones – Jesse and Chrys forwarded presentations and those will be distributed.
• Chrys Bertolotto – would like ideas for how to get information out about upcoming workshops.
• Dean Sydnor – I have a recording of the presentation as well (from the RARET meeting)

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Snoqualmie Valley/Northeast King County Subarea Plan
Jesse Reynolds – JesReynolds@KingCounty.gov

Subarea Plans for Unincorporated King County are open for public comment until July 15, 2023.

Subarea plan
• Unincorporated areas divided into sections, urban and rural.
- This is our first rural area – 800+ square miles.
- Components of the comprehensive plan.
- There is a vision statement, guiding principles.
- This is a plan for just the unincorporated areas, although we are in communication with cities and adjacent counties – Snoqualmie Pass and Fall City.

Comprehensive plan is under public review.
- Policies within this plan have to fit within the framework of the comprehensive plan.
- It may look like there are gaps, but much is addressed in the comprehensive plan – if you have questions, please reach out.
- Comprehensive plan can be found at www.kingcounty.gov/compplan.

Partner Question and Comments:
Aaron – Would someone put the link in the chat? Can staff send out executive summaries of these plans?
  Jesse – Yes, I can do that at the end of the presentation. Additionally, there is a 10-page readers guide.

Turning feedback to planning
  - Collecting feedback
  - Incorporating feedback into the plan

Land Use Policies
  - Fall City special district overlay.
  - Support the character and role of the rural town of Snoqualmie Pass.
  - Protect view corridors along I-90 and US-2.
  - Maintain existing character and scale of the Preston Industrial Area.
  - Retain existing boundaries of the community business district.

Housing and human services policies
  - Affordable housing
  - Density that is required for affordable housing is difficult.
  - Recommending opening zoning code in Snoqualmie Pass area to allow people who work there to live there as well
  - There is need for availability of behavioral and mental health services.
    - Schools, senior centers, etc.

Environmental policies
  - Flooding can impact salmon habitat which opens some funding sources.
  - Affects transportation as well.
  - Parks and open space.
Expand recreation programming, support efforts to mitigate trailhead crowding.

- Leverage natural beauty in this area.
- Limited to urban level services. Metro is limited in what they can do in this area, but this does not mean that the needs are not there. I encourage you to comment on that.
- Services and utilities policies (a lot of outages in this area)

Limit density of residential areas in Fall City – resolution passed.

Snoqualmie Pass proposal to change ordinances to build micro-housing for the workforce.

Aaron Morrow – As we get out of the COVID hangover, a lot of funding is drying up and I am concerned that there are a lot of transit agencies that are heading toward somewhat of a fiscal cliff. At some point I would like to discuss funding. I am concerned that a lot of projects are going to start falling by the wayside.

Amy Biggs – the graph with plans and the growth management act – how does that work in reality? It appears there is a disconnect.

- Jesse Reynolds – we are a home rule state. We do plan under the growth management act and there are some strict regulations. The four-county area gets allocated growth. There is a plan through PSRC. County-wide plans that all the cities must work under. That is where we are at. That is where we get our targets/plans for number of residents and number of jobs. There are a lot of mandates that we need to work within. New laws passed by the legislature to address affordable housing, such as zoning that is limited to single-family housing.

Amy Biggs – if we are mandated to build x amount of housing and a local area disagrees, what is the process? There seems to be a disconnect when local areas want to do something differently than what is mandated. There is ground level advocacy, and then there is pushback from the top. How do we resolve that?

- Jesse Reynolds– Cities participate in the process and are involved in the decision-making. When regional planning and transit planning don’t line up, I don’t know about that process.

Amy Biggs – the process should be seamless from the bottom up and from the top down. In the area of transportation in rural areas, we often don’t have our expressed needs met.
Adair Hawkins – Carnation is a small town along a state highway. How do we get the infrastructure that we need and traffic mitigation at Tolt and 202? What would be the best avenue to get assistance?

- Jesse Reynolds – advocate for a better funding system for how roads are funded. Until something changes at the state level, I don’t see that changing unfortunately. I can put you into contact with someone at King County Roads

Amy Biggs – Angela Donaldson at Fall City had WSDOT do a corridor study. Maybe we could push for something like that?

Aaron Morrow– there needs to be a presentation about the growth management act. Smaller cities do not have a tax base. Who is paying for this? Who pays for the infrastructure? There are mandates without funds. I agree with Adair about rural poverty. Do we put this on the backs of rural property owners? Advocacy needs to happen, but I need to understand the GMA in order to do that.


Bree Boyce – applying for RTAP grand – funding source.

Stephanie Dewar – King County Local Services Community Input Session will be held at Carnation Library, June 23, 2023.

- Jesse Reynolds – Fall City this weekend as well. Monday night, Preston Community Center. Dates are on the website.

Roz Novikova, – North Bend – sidewalks? Who do we contact about sidewalks? There are areas where it is impossible and dangerous to walk. We have communities that want to walk. North Bend is silent.

- Jesse Reynolds – best bet is trails. Parks and Recreation trails is your best bet.

Roz Novikova ,even stop signs could help.

- Jesse Reynolds – if it’s an acute area, that is roads. There is a 24/7 helpline. https://kingcounty.gov/en/dept/local-services/transit-transportation-roads/roads-and-bridges/road-helpline

2024 SVMC Work Plan Discussions
Staci Sahoo – SSahoo@Hopelink.com and Bree Boyce – BBoyce@Hopelink.org.
Applied for RTAP funding on Monday. This would officially start July 1st and run through July of 2025. Not guaranteed but is a possibility to develop a rural transportation advocacy curriculum which was identified in the KCMC action plan. How do we better equip community members? Aligned well with what we want in the Valley, as well as the KCMC action plan. Overarching goal of unifying the voice in the Valley.

First year would be more prioritizing, researching, hiring consultants. Second year would be execution. Can also pass this up along the broader KCMC group to generalize to other areas that could also benefit.

**Partners Questions and Commentary**

Amy Biggs – very excited about all this. Very difficult thing is organization aspect for advocacy and communicating with local legislators who don’t have a lot of resources. This is a great opportunity.

Dean Sydnor – With SnoTrac and PCTC in mind, is there any bandwidth or capacity to have other rural communities offer input?

Bree Boyce – we have let our counterparts know. They are aware and we will continue to communicate with them. Assuming we get this funding, we will continue this conversation.

Tracie Jones – we are in a transition. We have the RTAP. King County is trying to implement a lot of options in the Snoqualmie Valley. We were at a meeting with Sarah Perry and KC Metro – there are a lot of ideas being tossed around. Some will be successful, some will not (handout available). One of the biggest things were heard last month was how do we best support SVT? How can we all come together to support the transportation source to the Valley? That is a project that we need to look towards. Week Without Driving was discussed at the meeting. How do we get legislators to participate? Many options are being proposed. Would be helpful if officials participate in Week Without Driving to help better inform them of the experience of being a non-driver.

Bree Boyce – what should our role be in supporting this? Do we complement it? Advocate it?

Amy Biggs – We got our grant award. We need more staffing. We got a grant to sustain services and expand services to weekends. We still need to get the people to do it. We really need help in finding drivers. We have high job satisfaction.
Tracie Jones – SVMC will help. Please let know. Great opportunity to partner more.

Roz Novikova – Supporting affordable/workforce housing in this area will help attract more jobs.

Amy Biggs – Wages do not support the cost of rent in this valley. SVT’s hiring problem is attracting people to work in the Valley, who must commute. We advertise widely, but people don’t look at North Bend as being close.

Tracie Jones – Next month’s task force meeting, we will discuss the cross-county study. We will have a discussion at our next Task Force Meeting. Thank you for attending, both virtually and in-person.

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King County Rivers and Flood Plains Management
- King County Rivers and Flood Management
  [www.kingcounty.gov/floodplan](http://www.kingcounty.gov/floodplan) (plan not yet drafted, so no summary or draft to share)
- Lower Frew Levee Setback Project:
- Get Involved: [King County Flood Management Plan - King County](http://kingcounty.gov)
- Environmental Impact Statement: [kcfp-eis-factsheet-final.pdf](http://kingcounty.gov)
- Related information
  - [Flood services and information](http://kingcounty.gov)
  - [How to prepare for flooding](http://kingcounty.gov)
  - [Flood warning and alerts](http://kingcounty.gov)
  - [Flood risk reduction capital projects](http://kingcounty.gov)
  - [Department of Natural Resources and Parks](http://kingcounty.gov)
  - [Office of Emergency Management](http://kingcounty.gov)
  - [Department of Local Services](http://kingcounty.gov)

King County Subarea Planning
- King County Survey closes July 15, share your thoughts on the Public Review Draft with us.
  - Send us an email at: [CompPlan@kingcounty.gov](mailto:CompPlan@kingcounty.gov)
  - Take a short [Feedback Survey](http://kingcounty.gov)
Virtual Meeting for Vashon-Maury Island Zoning Changes. July 10, 7-8:30 PM

- Share your thoughts https://publicinput.com/snovalleynekc
  - Road Services Division has hired a consultant to work on a feasibility study for the Snoqualmie Valley. The study includes four corridors: NE Woodinville Duval Road, NE 124th Street, NE Carnation Farm Road, and NE Toll Hill Road. It is in early stage as we are reviewing a lot of existing documents throughout the years within this valley. We will have a website for the project later this year.

- Comprehensive Planning King County Council: https://kingcounty.gov/council/CompPlan.aspx (2024 update)
  - King County Code

Snoqualmie Valley Mobility Coalition Staff Support:

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For more information about SVMC, contact Tracie Jones at TJones@hopelink.org, visit our website here, or sign up for our distribution list here.

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