

**Snoqualmie City Council meeting 9-12-2011**  
**Mill site annexation questions**

Meadowbrook Bridge:

- 1) Historic significance of bridge age:
  - a) Does the historical registration limit future options? preserve or replace

**Response:** The Meadowbrook Bridge was listed as a King County landmark in 1997. The truss is the original truss but the original wooden bridge abutments were completely replaced with concrete abutments in 2005. Listing as a King County landmark will not affect the City's ability to maintain, repair or replace the bridge in the future.

- 2) Traffic Study:
  - a) Provide King County traffic study from 2008
  - b) What are the inputs related to the 2011 projected growth in traffic levels?
  - c) Why 2500 ADT in 2011?

**Response:** The 2008 Traffic Study is probably irrelevant now. Traffic on 396<sup>th</sup> Dr. S.E. is no longer referenced in the draft Interlocal Agreement between the City and County, but actual traffic counts for the Reinig Road./ 396<sup>th</sup> Dr. intersection are available online at <http://gismaps.kingcounty.gov/trafficcounts/>. Average Daily Trips (ADTs) on 396<sup>th</sup> Dr S.E. at Reinig Road were 487 in 2010 and 517 in 2011 (2011 data is not yet available online). ADTs in 2010 were actually lower for each leg of this intersection than they were in the years 2006 – 2009. According to Margaret Holwegner, King County Bridge Engineer, ADTs for the Meadowbrook Bridge were 1,910 in 2008. Current ADTs at the Meadowbrook Bridge are unknown. Staff recommends a tube count on the Meadowbrook Bridge to obtain current ADT data for all Meadowbrook Bridge traffic.

- 3) What is the cost and life expectancy of the Bridge?
  - a) Life expectancy (14-24 yrs referenced)
  - b) Annual cost

**Response:** Various estimates have been given for the estimated life span of the truss, ranging between 20 and 40 years. The estimated life span of the bridge abutments is 100 years. King County estimates the total cost of maintenance over 50 years at \$1,439,000, resulting in an average annual cost amortized over 50 years at \$28,780. However, the bulk of the total costs are comprised of repainting the bridge three times within the 50 year period at a total cost of \$900,000. While the City would need to make provisions for repainting, \$18,000 (\$900,000 / 50) of the \$28,870 would not actually be incurred on an annual basis. Actual maintenance costs incurred by King County between 2005 and 2011 have averaged \$3,500 per year, of which the bulk of the cost was applying an epoxy sealer to the bridge deck in 2009 at a cost of \$9,800. The County has also inspected the bridge twice since 2005 at a cost of \$6,700 per inspection.

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- 4) Meadowbrook Bridge – Events/Growth
  - a) Would it be more logical to use the 202 bridge?
  - b) What would prolong life of Meadowbrook Bridge?  
Is there a way to control or direct traffic away from Meadowbrook Bridge after the area is annexed (to extend life of bridge?).
  - c) Mt Si Bridge Data (cost, life expectancy)

**Response:** Yes, it is more logical to use the SR 202 Bridge to access the Mill Annexation Area via Mill Pond Road and the Weyerhaeuser Haul Road for all purposes except traffic solely destined for the Mill Office. The SR 202 Bridge route was used for Boeing Classic parking this year, and has been used for the Snoqualmie Mill Ventures / Dirfish events, including the ESPN event and the VW Swap Meet. Diverting traffic from the Meadowbrook Bridge to the SR 202 Bridge would lessen wear and hence extend the useful life of the Meadowbrook Bridge. Conditions of approval of special event permits and/or temporary use permits could require access to such events be allowed only via the SR 202 Bridge and Mill Pond Road. According to King County, the cost of the Mt. Si Bridge was approximately \$10,000,000.

**Mill Pond Road:**

- 5) What is the yearly cost for ditch and brush removal?

**Response:** This information is not currently available, and will be provided when obtained.

- 6) What is the condition of the road for repair and/or rebuild?

**Response:** The City Project Engineer has estimated that repair / restoration of Mill Pond Road would cost in excess of \$500,000. However, as a matter of prioritization of resources for repair / restoration of City infrastructure, Mill Pond Road would be the lowest priority.

- 7) All roads/shoulders up to county standards? (rural is different than city)

**Response:** King County classifies county roads with a five tier system. Mill Pond and Reinig Road are both classified as “Tier 5 Roads,” receive limited maintenance, and are not on any County schedule for capital improvements. See King County’s explanation online at <http://www.kingcounty.gov/transportation/kcdot/Roads/NewServiceLevels.aspx>.

**396<sup>th</sup> Drive SE:**

- 8) Clarify the 50% trip count language re. responsibility for 396<sup>th</sup> in ILA

**Response:** The current draft of the ILA, which is still receiving staff review at King County, no longer refers to the 50% trip count criterion for triggering adjusting the municipal boundaries by the procedures in RCW 35A.21.210 (include or exclude entire right of way by adoption of ordinances by City and County). Instead, the criterion in the current draft of the ILA is that the

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portion of 396<sup>th</sup> adjacent to the annexation area would be included in the city limits when development or redevelopment of the annexation area requires construction of a new principal access from 396<sup>th</sup> Dr. S.E. to the annexation area. While theoretically possible, it is unlikely, since the City could condition potential future approvals to require access via Mill Pond Road and the Weyerhaeuser Haul Road.

Other Fiscal Issues:

9) When can City levy taxes against property?

**Response:** The City will be able to levy taxes against the annexation area in the year following annexation.

10) ILA section 3.D states, "As of the effective date of the annexation, police, fire and emergency services responsibility shall transfer to the City."

- a) For each service, explain how the additional service responsibility will impact city costs
- b) In regard to fire there are several large buildings. Does the City have the right equipment to fight a fire in these buildings? If not, how will this be handled?
- c) Will city demand that the property owner maintain fire suppression equipment?

**Response:** Police, fire and emergency services do not project any incremental costs to provide service to the annexation area. The large buildings will be at risk of destruction by fire, which will be the property owner's risk. There is an on-site fire suppression system, including fire hydrants and sprinkler systems in buildings, but the largest issue is the lack of water / water rights. Snoqualmie Mill Ventures has no agreement with Weyerhaeuser to use the Weyerhaeuser Tokul pump / reservoir / distribution system, and at the present time, Weyerhaeuser has placed its Tokul water right in trust with the state, and has no right to make withdrawals from Tokul Creek. An adequate fire suppression system and source of fire flow would be required for approval of any development or redevelopment applications. Although the International Codes require existing fire suppression systems to be adequately maintained, this is probably irrelevant absent a reliable water source for which there is a water right.

11) Special Event Police/Patrol Costs:

- a) What is the incremental cost to patrol special events (staff hours, cars, gas, and maintenance), based on a 2 day event?
- b) What is cost with and without staff hours?
- c) Who covers the added police costs for special events?

**Response:** Routine patrol as noted is not projected to add any incremental costs. Additional costs of any nature are charged to the promoter of the special event, and would be a condition of approval of any special event permit and/or temporary use permit.

12) Tokul Pumps

- a) Who will have the responsibility for the upkeep and cost of the water pumps at Tokul Creek?

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b) Who will be responsible for keeping the water tanks full?

**Response:** See discussion above. The Tokul pumps and reservoir are privately owned by Weyerhaeuser. However, Weyerhaeuser at present does not have a water right to withdraw water from Tokul Creek.

13) Manpower/Staffing:

a) Do we have present manpower (PW) to take on more streets?

**Response:** Street maintenance is always a matter of prioritization of resources. Additional manpower would be required to fully maintain existing streets and other public infrastructure. Maintenance of Mill Pond Road and Reinig Road would both be the lowest priorities.

14) Impervious Surface –

a) Does Snoqualmie Mill Ventures/DirtFish agree with square footage?

b) Please double check square footage

**Response:** The square footage of impervious surface has been checked and rechecked by GIS Specialist Mel Soares. While anyone may challenge the City's basis for determination of the Surface Water Utility rate, the City is confident in the estimate of the rate. The City's Surface Water Utility rate will be lower for Snoqualmie Mill Ventures/Dirtfish than the County's rate.

15) Why should we agree to take on Meadowbrook Bridge, Reinig Road, 396<sup>th</sup> bridge (Drive?) as part of the annexation and ILA?

**Response:** The Annexation by Interlocal Agreement method of annexation requires that 60% or more of the proposed annexation area is contiguous to the existing city limits. Inclusion of the Meadowbrook Bridge, Mill Pond Road, and Reinig Road from the Meadowbrook Bridge to the intersection of 396<sup>th</sup> Dr. S.E. is necessary to meet the 60% criterion. No portion of 396<sup>th</sup> Dr. S.E. is included in the annexation boundary.

16) Si View Park District Issue – will this be within or outside of the city boundaries?

**Response:** The annexation area is outside of the Si View Metropolitan Park District.

**Mill Site Buildings:**

17) List of code compliance issues from Building Officials office.

**Response:** A copy of Building Official Dan Thomason's preliminary assessment is attached.

**Pre-Annexation Agreement:**

18) Give explanation of annexation area boundaries and why

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**Response:** The annexation boundary was drawn in order to meet the 60% contiguity requirement, and include the active area used by Snoqualmie Mill Ventures / Dirtfish.

- 19) Section M of the Recitals states, "Snoqualmie Mill Ventures also desires to use its buildings and property for special events of limited duration." Explain.

**Response:** City officials have discussed with Snoqualmie Mill Ventures and Dirtfish their interest in hosting the ESPN Rally Cross event again, and other potential recreational / tourism events, such as a Warrior Dash/Rock and Run type of event on the property, which may include temporary use of some of the existing buildings. Snoqualmie Mill Ventures and Dirtfish may also be interested in other events, such as the VW swap meet held there last spring.

- 20) Section A.7 Amendment to Allowable Uses. Has SNOQUALMIE MILL VENTURES and WREDCo had meetings with City officials on new uses? If so, what were they? Why are these code amendments needed?

**Response:** City officials have had some limited discussions with Snoqualmie Mill Ventures and WREDCo about economic development potential for the annexation area, and the need to review the use regulations to see if clarifications to allowable uses are needed or whether any additional uses should be included within the various zoning districts. With respect to the Snoqualmie Mill Ventures property, there have been very conceptual level discussions about potential for clean technology uses, including WISErg or other similar green light industrial uses, including examining the feasibility for development of an eco-industrial park. There have also been discussions about further recreational tourism uses as part of an "adventure park" concept, such as indoor ropes course, BMX bike track, and similar activities. WREDCo has no definite plans, but has expressed interest in a possible RV park.

- 21) Section A.8 Amendment to Temporary Use and Special Events code sections. Why are code amendments needed? What is the distinction between temporary use permit and special event permit? When is each required?

**Response:** A Special Event Permit is needed pursuant to chapter 12.17 of the Snoqualmie Municipal Code when an event impacts public streets, sidewalks or other facilities. A Temporary Use Permit is required by the zoning code to permit temporary uses on private property.

- 22) Section A.9 Limitation on Use. This language states, "Snoqualmie Mill Ventures, Ultimate Rally, and WREDCo agree neither they; nor their tenants shall at any time seek to construct a race track for racing of motor vehicles of any type whatsoever on the Annexation Area. . ." Would this hinder the ability to construct a race course for temporary rally cross or other special events?

**Response:** No. A "race course" is not at "race track." The course for the ESPN Global Rallycross did not occur on a race track. It occurred on a course that was laid out on the same existing paved and gravel roads used by the rally car instructional school, with additional temporary features. The allowable temporary features of any proposed course would be

addressed in the Special Event Permit / Temporary Use Permit for that event, and would be required to be removed at the conclusion of the event.

23) Section B. 2.2 of pre-annexation agreement:

- a) Is Dirtfish conducting any activities after hours? Modify language to include operation after hours.
- b) How will the military hours of operation be addressed?

**Response:** Dirtfish has conducted night driving training for the U.S. military. Appropriate language will be proposed to address this activity. It is unknown what other activities may occur after 7:00 p.m. The hours of operation were only intended to cover when rally cars might be driven on the course in connection with the instructional activities. It was not intended to cover retail sales, classroom activities or corporate team building activities occurring within the office. This will be clarified.

24) Is staff satisfied with drainage plan? - can one be requested for P1 (is this from P-suffix?) –would like to have

**Response:** There is no drainage plan proposed in connection with the annexation. The requirements for drainage review would be triggered by the provisions of the City's Surface and Storm Water Regulations, chapter 15.18 of the Snoqualmie Municipal Code, by any proposed development adding more than 2,000 square feet of new or replaced impervious surface. However, the Preannexation Agreement contains a requirement for a Sensitive Areas Study, and implementation of recommended conditions to protect sensitive areas, and there is a certain amount of overlap. Potential impacts on adjacent streams and wetlands from storm water runoff from roads used as part of the Dirtfish driving course would be evaluated as part of the sensitive areas study and recommendations made for best management practices or other necessary mitigation as deemed necessary to address any water quality impacts.

25) Will we require a Master Drainage Plan from the Owners?

**Response:** Not as part of the annexation. The circumstances under which a Master Drainage Plan is required are addressed in the City's Surface and Storm Water Regulations, and would be applied, if at all, at the time of a proposed development or redevelopment

26) River Walk Trail is in the wrong section of agreement – move from section B to A

**Response:** Noted.

27) Borst Lake

- a) Environmental Issues?
- b) Relevance to Preannexation Agreement?

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**Response:** There does not appear to be a specific question regarding Borst Lake, but any environmental issues are the responsibility of the current and former property owners by law. Borst Lake has no specific relevance to the Preannexation Agreement.



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CITY OF SNOQUALMIE  
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[www.ci.snoqualmie.wa.us](http://www.ci.snoqualmie.wa.us)

June 2, 2011

Mr. Steve Rimmer,  
Snoqualmie Mill Ventures

Mr. Ross Bentley,  
Dirtfish Rally Car School

Mr. Greg Lund,  
Dirtfish Rally Car School

Gentlemen,

Thank you for allowing City staff to tour your facility on May 9, 2011. The purpose of our visit was to identify for you any code related issues that may affect the future use of the existing structures located at your site when annexation to the City is completed. The following is a partial listing of issues and/or concerns that will need to be addressed upon annexation to the City in connection with obtaining a business license for Dirtfish and if a change of occupancy or use is sought for the large wooden buildings:

1. There is an automatic sprinkler system throughout the structures onsite. However, no one knows if they are in working order or if there is sufficient water supply/pressure for the automatic sprinkler system to function adequately. This system will need to be analyzed by a WA State licensed engineer and tested and approved by a licensed fire suppression system tester. The analyzing and testing of this system will need to be completed prior to our annual fire safety inspection.
2. All emergency lighting devices in the Dirtfish office, showroom, and throughout the site, depending on the planned uses, need to be maintained and returned to full working order.
3. Vehicles located in the Office/Showroom:
  - Batteries must be disconnected.
  - Fuel in fuel tanks is limited to one-quarter tank or 5 gallons, whichever is the least amount. This requirement would be verified during our annual fire safety inspection.



4. Propane tanks located at the Garage/Shop:

- Propane tanks need to be protected from vehicle damage in an approved method (barrier/bollard).
- Propane tanks need to be secured in an approved manner to prevent overturn during an earthquake. This requirement would be verified during our annual fire safety inspection.

5. Lumber Storage Buildings:

- Due to age, structural rot and/or damage, a structural analysis by a WA State licensed structural engineer will be required for all of these buildings prior to any use or change of occupancy or use.
- All structural repairs required by the structural engineer will need to be completed prior to any use of the buildings.
- Building permits are required for any/all structural repairs or modifications to any structures. A building permit is also required for any change of use or occupancy of any structure.

These are our initial observations. It is possible that on a more thorough inspection other code issues may be discovered. If you have any questions regarding the contents of this letter, please contact me at (425) 888-5435 or stop by my office at Snoqualmie City Hall at 38624 SE River Street, Snoqualmie, WA.

Cordially,



Dan Thomason, CBO  
Building Official